

wheelwash

MAGNOLIA MARINE TRANSPORT ■ APRIL 2013 ■ VOLUME 16, ISSUE 1



M/V Ann Elise

New towboat joins the MMT fleet

VESSEL SPOTLIGHT: PAGE 18



MMT Vicksburg offices renovated

ROGER HARRIS COMMENTARY: PAGE 3



Roger Ellis: A Simple Country Boy

EMPLOYEE SPOTLIGHT: PAGE 16



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

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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 prioritizes zero-harm to individuals and the environment, an emphasis on customer requirements and the continuous effort to improve all phases of our operation. We will achieve this goal through a comprehensive management system incorporating safety and environmental stewardship with a commitment of 100% customer satisfaction.

■ **FROM THE DESK OF LEE LAMPTON**



The Law of the Garbage Truck

One day a man hopped in a taxi and went to the airport.

They were driving in the right lane when, suddenly, a black car jumped out of a parking space right in front of them.

The taxi driver slammed on his brakes, skidded, and missed the other car by just inches! The driver of the other car whipped his head around and started yelling at them.

The taxi driver just smiled and waved at the guy. He was really friendly.

The passenger asked, "Why did you just do that? This guy almost ruined your car and sent us to the hospital!"

"The Law of the Garbage Truck."

The Taxi Driver explained, "Many people are like garbage trucks -- they run around full of garbage, full of



LEE LAMPTON

PRESIDENT

frustration, full of anger, and full of disappointment. As their garbage piles up, they need a place to dump it and sometimes they'll dump it on you. Don't take it personally.

"Just smile, wave, wish them well, and move on. Don't take

their garbage and spread it to other people at work, at home, or on the streets."

The bottom line is that successful people do not let garbage trucks take over their day.

■ COMMENTARY

Vicksburg's MMT offices are renovated

After almost 40 years with wood paneling and 1970s styling we have finally renovated the Vicksburg offices. The building was constructed in the early 1970's and has been used for many different purposes over the years, including Ergon's General Store, Ergon Construction and Ergon Marine



ROGER HARRIS

SENIOR
VICE PRESIDENT,
MARINE
OPERATIONS

and Industrial Supply. As each company grew and began to support themselves, they were moved to bigger or more suitable locations.

Our renovation plans have been in the works for several years, but were delayed for one reason

or the other until this past October when the first hammer was drawn. The entire building was gutted and everything is finally new!

Our company has grown from 11 boats in the late 1980's to what will soon be 23 vessels by the end of 2014. Working for major oil companies in today's environment requires specialized personnel in specialized departments in order for our management system to operate as needed. In addition, our Vicksburg facility has become the 'face' of Magnolia Marine as more and more customers, vendors and employees visit this building.

One of the main objectives of the project was to arrange offices so that departments could be in close proximity in order to better work as a team. This was accomplished by moving all personnel in Engineering and Operations to the south end of the building and making a new main entrance centrally located on the east side of the building. Another great benefit from the renovation is an expanded Training Room. We redesigned the training room to include a meal serving area and added 12 feet to the north end. This room will now easily accommodate 35 people.

All offices received the latest in furnishings, lighting and technical features. The conference room was expanded and the entrance and waiting room was redesigned. At the time of this writing, the front entrance was not quite complete. Once finished it will feature a nautical theme with capstans, buttons and keels integrated into the final product. The rest of the exterior of the building received a facelift as well.



Lobby



Orientation Room



Training Room

All new metal siding and windows, as well as a renovated break area, were also included. Once completed we will have more photos of the final product in the next addition of Wheelwash but a few are included here.

We are very proud of our new surroundings and will be happy to show it off. Feel free to visit as you can.

FAMILY FOCUS

Reynolds' son has a love for traveling

Walt Reynolds, the younger son of Captain Bob (M/V Magnolia) and Sharon Reynolds, loves to travel. He's also a 7th-grade Honor Student at Greene County Tech Middle School in



Paragould, Ark. This summer, Walt is going to have an opportunity of a lifetime and travel to France, Italy, and Greece.

Walt's 4th-grade teacher at Baldwin Elementary School in Paragould recommended him for a program called "People to People," a

BY
STEPHANIE STEVENS

OPERATIONS
ADMINISTRATIVE
ASSISTANT

student ambassador program begun by President Dwight D. Eisenhower in 1956. Since its founding, thousands

of students have traveled to countries all over the world as ambassadors. In fact, Capt. Richard "Skippy" Robertson's daughter was an ambassador a few years ago.



Walt Reynolds

When Walt was first introduced to the People to People program in 2010, several factors made everyone decide the time was not right for him to make the trip to London and Paris. However, People to People has kept in contact



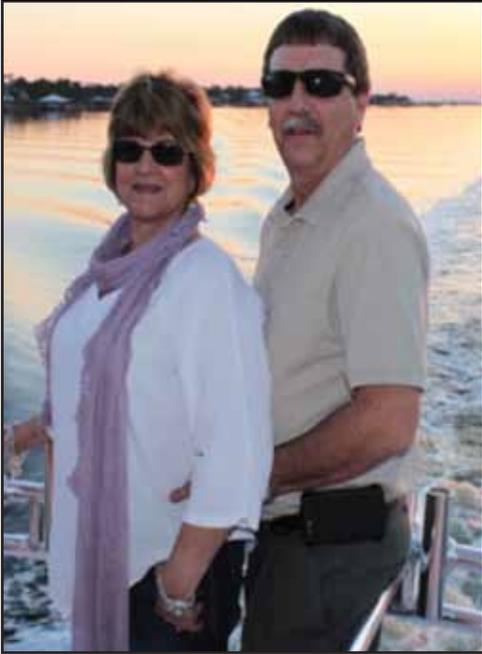
THREE GENERATIONS OF CAPTAINS: M/V Stan Humphrey's Captain Mike Blitgen; Captain Richard Blitgen, retired from Ingram Barge Company; and Captain David Blitgen, who works for ARTCO and Celebration Cruises.

with him, and when he had a chance to attend an orientation meeting last fall about this year's trip, he was excited to make this summer's 20-day journey. Walt will be going to Paris, France where he will climb the Eiffel Tower, see the Arc de Triomphe, Champs Elysees and see other sights. The group is also going to Venice and Rome, Italy and will tour the Vatican (and maybe see a new Pope!) and The Colosseum. Two nights in Italy will

be spent in the home of a host family, where the students will get a taste of home life abroad. The last country on the agenda is Greece, where the delegates will tour all the ancient sites such as the Acropolis and the Parthenon. Bob and Sharon wish they could go, if for no other reason than the food that Walt will experience!

The Reynolds family has been hard at work since early fall last year with fundraising projects. A trip such as

FAMILY FOCUS



Congratulations to M/V Magnolia's Captain Andy & Cindy Minyard on their 29th Wedding anniversary which was March 23rd!!

this is not cheap, and Bob and Sharon told Walt he would have to work to earn a great deal of the necessary money himself. Fundraising has been pretty successful, beginning with the offer of "Goblin Insurance" at Halloween, leaf raking, dog walking and car-washing projects. An especially good project was selling roses at Valentine's Day, and Walt is still short of his goal, in spite of all his hard work, but there's still time.

The student delegation that Walt will be traveling with has been holding orientation meetings and all the students are excited to make their journey. Not only will the delegates earn academic credits for their trip, but the memories of the total experience will last them a lifetime.

SPENCER MINYARD

Andy and Cindy are proud to share Spencer's graduation from the National Forensic Academy Collegiate

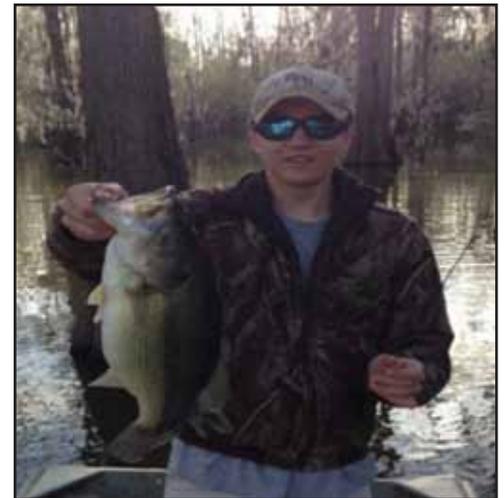


Spencer Minyard, son of Captain Andy (M/V Magnolia) and wife Cindy Minyard, center, with his Professor from UT Martin, Dr. Brian Donavant and Mark Gwyn Director of the Tennessee Bureau of Investigation.



Kyle Huskey, son of Barney (MMT Port Engineer) and Anne Huskey, killed his first buck on Dec. 29, 2012.

Program July 27, 2012. The Ceremony was held at the American Museum of Science and Energy in Oak Ridge, TN. The program was a 3-week program in Knoxville, TN. This course involved hands-on experience in things like Crime Scene Investigation, Forensic Photography, and also the The University of Tennessee's Forensic Anthropology Center, known as "The Body



Eric Huskey, son of Barney (MMT Port Engineer) and Anne Huskey, with one of the many bass that he caught.

Farm." Spencer had graduated from UT Martin with a Bachelor of Science degree in Criminal Justice in May 2012.

Spencer is now enrolled in the Tennessee Highway Patrol Cadet School, which is a 18-week training course.

Continued on Page 6

FAMILY FOCUS

MORGAN ROSS

Morgan Ross, daughter of Dino and Sheryl Ross, will graduate with honors from Porter's Chapel Academy in May. She is a member of the National Honor Society, Key Club, FCA, Student Council, Eagle 4-H, Varsity Cheerleading squad and Varsity Softball and Basketball teams. She competed in the All-State Basketball Tournament and was invited to join the Mississippi team that will be competing this summer in the Jr National Championships being held in Columbus, Ohio. She plans to attend Hinds Community College where she will start her journey to a degree in Equine Veterinary Science.



Morgan Ross



Rachel Ross

RACHEL ROSS

Rachel Ross, daughter of Dino and Sheryl Ross, has been nominated and accepted to the Who's Who Among All-American Scholars. She is a member of the Student Council, FCA, Eagle 4-H, Key Club, Varsity Cheerleading squad, and Varsity Basketball and Golf teams. In addition to this great honor, she won 1st place in her division and "Overall Best In Fair" at the Porters Chapel Academy Science Fair held recently. Her project went on to place 1st in her division at the district level. She will represent Porters Chapel Academy at the MAIS State Science Fair Competition held at Mississippi State University in Starkville, MS.



We would like to congratulate Johnny Rowan and Lee Ann Rose on their engagement. With his eyes closed is Ashton Rowan. The couple will be married May 2013.

SAM MINYARD

M/V Magnolia's Captain Andy Minyard and his wife, Cindy, are proud to announce the upcoming graduation of their son Sam, who will pursue his career in Nursing.



Sam Minyard



J. B. Good (Pilot, M/VLeslie B) snowblowing his driveway in Pittsburgh, PA.



ANTHONY PAUL HOTARD JR.

Anthony Paul Hotard Jr., son of Captain Anthony Paul Hotard (M/V Jody McMinn), was born Jan. 24, 2013, weighing 7.5 pounds and was 18-3/4 inches long. Congratulations, Captain Anthony on your new addition.

Magnolia Marine: Transportation on the Inland Waterways

Magnolia Marine Transport Company operates an inland waterways petroleum transportation fleet which consists of 20 towboats and 66 barges. MMT moves product throughout the Mississippi River system and intracoastal waterways of the Gulf of Mexico. Magnolia Marine helps to ensure the integrity of crude oil and finished products from the time the oil reaches U.S. Shores to the time the finished product is delivered to customers.

MMT PERSONNEL



JACKSON:
From left,
Lee Crum
Lampton,
Michael Hut-
son, Brenda
Green, Tom-
mye Bridges,
Sam Thigpen,
and Stan
Humphreys



VICKSBURG: Seated from left, Karen Thomas, Stephanie Stevens, Lib Bagby, and Bernadette Miller; and standing, Jim Smith, Syd Johnston, Roger Harris, Mike Lowry, Jeff Heep, Barney Huskey, Dino Ross, Bill Fuson, Jody McMinn, Kris Tower, Paris Stokes, Brian Schmidt, Chip Porter, Raymond Little, David Andrews, Lester Cruse, Napoleon Dixon, John Moorhead, Chris Lenoir, Waverly Artz, P.C. Cummins, Don Ainsworth, Mat Dement, Jamie Richardson, Rusty Goodwin, Michael Carpenter, Daniel Dunn and Josh Chavers. Not pictured are Brenda Roberts, Scott Perrine, Delrick Dossan and Trent Brown.

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 Ann Elise
Official Number: 1242298
Year Built: 2013
Dimensions: 110' x 32' x 10.3'
Gross Tons: 342
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 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 Jennie Dehmer
Official Number: 516188
Year Built: 1968
Dimensions: 100' x 30' x 10'
Gross Tons: 298
Horsepower: 2400

MAGNOLIA MARINE TRANSPORT FLEET



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

I.T. UPDATE

What does Information System mean?

(Part 2)

In the last issue of Wheelwash (Fall 2012) I discussed the five major resources that make up an Information System. They are:

1. People, which include IT specialists (such as Paris Stokes, or myself) and end-users (anyone who uses a computer);

2. Hardware, which consists of all the physical aspects of an information system, ranging from a computer, server, printer, GPS, or AIS;

3. Software, which consists of System Software (Windows XP), Application Software (Outlook, Excel, WBUI, or Boatsys) and Utility Software (Anti-Virus, Log Me In);

4. Data, which consists of all the knowledge and databases in the IS (Information everyone puts into Boatsys); and

5. Networks, which consist of communication media and network support (Aircards, Network cards, routers, Bond T1 Lines).

For this issue I would like to talk

about one of these resources in more detail and how it relates to MMT's daily operations.

Let us start our discussion with resource number two, Hardware. When people think of technology, information systems, I.T, they generally think of the actual hardware -- computers, monitors, cell phones, servers, etc. These are the actual tools that we use to get data from place to place.

For the river industry we have some very specific pieces of hardware, very unique to our industry -- the AIS, satellite compass, Boatracs. These pieces of hardware give us information about where you are, and who is around you.

Many of our employees have been with MMT for a number of years; they have seen the changing systems we have on our vessels. We have recently started integrating all these devices together to give our crews a valuable system they can rely on. With the adoption of navigation software, we are able to use our AIS and satellite compass to give us very accurate

displays of what is happening on the river around us. This is an example of an Information System, on a smaller scale.

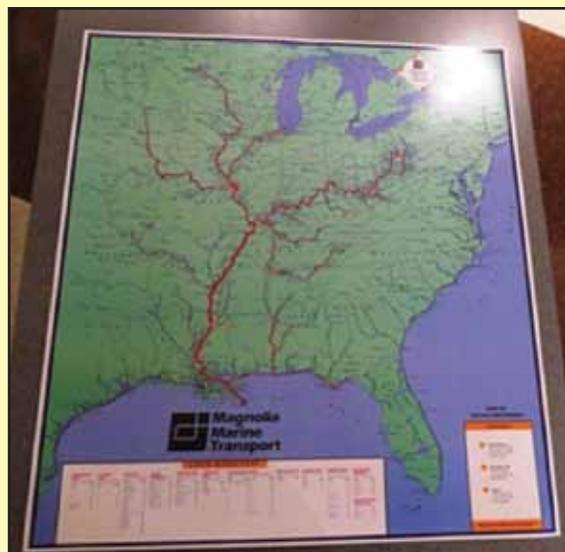
With the information you are able to gather via your navigation system, you are able to calculate and determine ETAs for areas of interest, like the dock you are heading to. You relay this information (data) via cell phone or computer to the Traffic Department. You have become part of a larger information system with the hardware.

Next issue of Wheelwash, we will look at how software helps us gather information within MMT.



BY
**MICHAEL
LOWRY**

INFORMATION
SYSTEMS
MANAGER



Inland Waterways Map available

Now available from Magnolia is this Inland Waterways Map. These are 30x26 inches in size. We have a limited supply available if you want one.

■ CAPTAINS MEETINGS

Captains gather to discuss industry, issues

Magnolia Marine Transport Company recently held their annual series of Captains meetings. The annual Captains meetings are a time where vessel Captains and Relief Captains come together with office personnel to discuss training, industry issues, and the future of the company. This

year's meetings were held at the Perdido Beach Resort in Orange Beach, AL. Everyone seemed to enjoy the beach setting and it was good to see everyone's family. We want to express our thanks to Captain Larry Griffin and the crew of the Big Valley for hosting our nightly activities.



From left, John Sullivan, Johnny Mica, Donald Borsenberger, Paul Ellis, Simmey Brickhouse, James Wilkinson, Justin Atkinson, Michael Wilkinson, Richard Ryan, Steve Fillingame, William Ryan, Ronnie Cummins, and Hank Pouliot. The meeting was Feb. 28-March 1 in Orange Beach, AL.



From left, Rick Osborn, David Hays, Ed Oglesby, Ralph Gustafuson, Ed Lum, Bob Reynolds, Kenny Brones, Richard Weber, Floyd Ward, and Lee Lane. The meeting was March 28-29 in Orange Beach, AL.

CAPTAINS MEETINGS



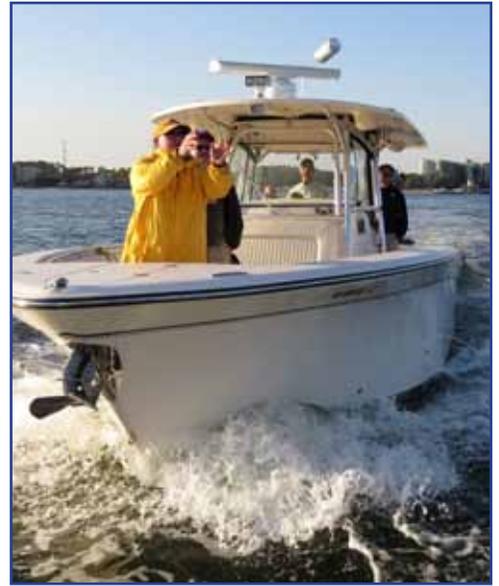
Front row from left, Willie Harrel, John Alexander, Clint Davidson, Terry Holiday, Andy Minyard; back row from left, Deryl Tolbert, Curtis Cole, James Kirkley, Scott Box, Lee Hogue, Jimmy Marks, Pete Foret. The meeting was April 14-15 in Orange Beach, AL.



CAPTAINS MEETINGS



CAPTAINS MEETINGS



CAPTAINS MEETINGS: SAFETY VESSEL AWARDS



Michael Carpenter, Roger Harris, Deryl Tolbert, Willie Harrel, Lee Hogue



Kris Tower, Michael Carpenter, Hank Pouliot, Roger Harris, John Sullivan, Lester Cruse, Steve Fillingame



Gary Cochran, Rick Osborn, Ralph Gustafson, Kenny Brones



Donnie Borsenberger, Simmey Brickhouse, Richard Ryan



Rodger Ellis, Scott Box



Curtis Cole, John Sullivan, Clint Davidson, Andy Minyard, Pete Foret



Willie Ryan, Jim Wilkerson, Paul Ellis, Justin Atkinson

EMPLOYEE SPOTLIGHT



Roger Ellis with his wife, Amanda, and their daughter, Emma

Roger Ellis: A Simple Country Boy

Our company has remained committed to having engineers on our vessels. Engineers are more than just mechanically inclined crewmembers who

keep “banker’s hours.” Engineers not only fix things, they can be the last line of defense in the event of a major mechanical malfunction. Engineers are trained to not only keep the boat running,

but they undergo plenty of technical training as well, often under rigorous conditions. The training they received, coupled with the type of person it takes to be an engineer, these folks often take

complicated problems and simply solve them. More than just mechanical men sipping on coffee, these men are vital to towing operations. With that in mind Roger Ellis is an Engineer, but please don’t let that label define who he is.

Roger is the Chief Engineer aboard the M/V Dennis Ross. Although it takes a particular kind of person to be an Engineer, Roger wasn’t born an engineer. As a matter of fact, Roger grew up in Carthage MS, under his parents’, George and Gayle Tate, guidance. He has two sisters and three brothers; one of his brothers, Mathew, is a tanker-man trainee on the M/V Mr. Lampton. When Roger got out of high school, he considered college, but wasn’t sure what he wanted to do and figured he would get a job until he “figured it out.” That was 14 years ago.

Roger came aboard MMT fulltime in April 1999; he worked at MMT the summer before. He caught the Valda as a deckhand and moved up quickly and

rose through the ranks of tanker-man trainee and onto tanker-man. When Roger was turned loose as a tanker-man he had to make a move onto the M/V Linda Taylor (formerly M/V Hal D. Miller). Roger recalled boarding the boat with an “all-star cast:” Jackie Neal was the Captain, Joe Hicks was the Relief Captain, Bob Reynolds was the pilot, Billy Wells was the Chief Engineer, Michael Quinton was the mate, Bubba Bonds was the Relief Mate, and even Mike “Hadji” Lowry made an appearance as a deckhand a few years later. As Roger continued to rise through the ranks, eventually to the Mate’s position, he decided to become an engineer. After several years of mechanical training Roger was turned loose as a relief chief between the Leslie B. and Jennie Dehmer and later accepting the Chief’s Job on the M/V Leslie B. After the M/V Dennis Ross was re-powered and overhauled, Roger was offered the “Chief’s spot” on the Dennis Ross, where he remains



BY
**SYD
JOHNSTON**
PERSONNEL
ASSISTANT

EMPLOYEE SPOTLIGHT

today. It's pretty clear that Roger is starting to "figure it out."

Roger is also a family man. Roger places a high priority on family. Roger and his wife, Amanda, (high school sweetheart by the way) have been married 11 years and have a 9-year-old daughter, Emma, who is in the fourth grade. Amanda is currently in nursing school at Mississippi University for Women. They enjoy being together and being home on their 20 acres of land. The Ellises recently completed building their home -- no small feat for such a young family man.

Since the "great outdoors" are so accessible in Carthage, Roger has always enjoyed hunting and fishing. So much so that he is a member of a hunting camp. Roger spends time in the wood and enjoys the friendship of his fellow hunting camp members. Roger hunts deer, and has recently taken up the challenge of predator hunting. And



The Ellis home

with predator hunting comes all the cool gear it takes to outfit these adventures. So Roger picked up a couple "babies," one of them is a DPMS Oracle AR-15 .223, equipped with a Red Dot sight, laser genetics ND-40 laser designator, a Armasight Nemesis Night Vision Scope and a Gemtech Suppressor (coming soon). But all in all these adventures are really another way to be around family and friends; just another way to kick back and relax with family, good friends, cold beer, and hot food. Yep, Roger cooks, too. Roger has to have something to do with spoils of his hunt. Roger likes to

grill out and smoke his meats. He also boils crawfish with his buddies at the camp. Every year they boil 500-600 pounds of crawfish -- another excuse to relax with family and friends.

Roger Ellis claims to be a "simple country boy" but in reality he is also an engineer with a grasp of complicated mechanical systems who happens to enjoy simple pleasures in life. Roger Ellis is a guy who has it figured out: Time for good friends, a realization of the importance of family, a commitment to his work makes for sound life balance. But playing hard is one of the many rewards of working hard.

EMPLOYEE EXCELLENCE



Chief Engineer Jerry Duthu of the Mark Shurden has been working diligently to establish a detailed engine room. His work on this 42-year-old vessel has raised the bar for engine room excellence. Great work, Jerry!

COOK OF M/V MISS KATHY

Ella Perry retires after 22 years of service

Ella Perry retired from Magnolia Marine on Nov. 12, 2012, after more than 22 years of service with the company. Ella started her career as a Trip Cook on July 25, 1990. She tripped aboard M/V Valda, the M/V Leslie B., and the M/V Hal D. Miller until she

was named the Cook aboard the M/V Miss Kathy in February of 1991. Ella held the cook's position aboard the M/V Miss Kathy until she retired.

At the time of her retirement Ella had worked aboard the M/V Miss

Kathy longer than anyone other than the previous Captain, Jerry DePerrodil, and the current Captain, Richard Ryan. We will all miss Ella, but we are glad that she can finally enjoy the fruits of her labor.

■ VESSEL SPOTLIGHT



M/V Ann Elise

New towboat joins a growing MMT fleet

Magnolia Marine Transport Company recently put into service a new towboat, the M/V Ann Elise. Built by Nichols Boat Company in Greenville MS, the retractable pilothouse

boat measures 110 x 32 feet and is powered by twin Caterpillar 3512C diesels for 3,000 hp. A slight deviation in design from other Magnolia boats that Nichols has built is the sloped angle of the pilothouse side windows for better visibility.

The MV Ann Elise is named after Ann Elisabeth Walker, the daughter of Amy and DeFord Walker, and the granddaughter of Lee and Maggie Lampton. Ann Elisabeth Walker was born on

May 29, 2009. She is named after her paternal and maternal grandmothers and Elise after two of her great-grandmothers.

One unique feature of this vessel is the ability to lower its wheelhouse. With its wheelhouse in its lowered position the air draft is just 17'5". This allows these types of vessels to operate in areas of reduced vertical clearances around certain bridges due to bridge design or river stage. Once these obstacles are cleared the wheelhouse can be raised to a maximum height of 31'. Equipped with these capabili-

ties these boats are truly go-anywhere-anytime vessels. This gives Magnolia Marine a distinct advantage with the flexibility to send this boat anywhere from Chicago to Houston via the Atchafalaya River.

The crew compliment on the Ann Elise consists of the Captains John Alexander and Donald Borsenberger, Pilots Anthony Neal and Jeff Thornton, Chief Engineer Patrick McDaniel, Mate Robert Richardson, Relief Mate Tim Young, and Tankerman Grant Stevenson.

Magnolia Marine will take-delivery of another boat from Nichols in June. It will be the same size and have the same mains and reduction gears as the Ann Elise, only it will be a conventional-style boat without the retractable pilothouse. It will be named the M/V Miles Madison.

A double christening is planned for this summer.



Ann Elisabeth Walker



BY
MICHAEL CARPENTER
ASSISTANT
PORT CAPTAIN

■ PORT CAPTAIN'S CORNER

Low water is a navigation challenge

So far 2013 has been a year for the record books and it has just started. Extreme low water and a no-rainfall season had been forecast for most of the country. This put everyone using the rivers on alert for extreme low water conditions.

The Upper Mississippi River below St. Louis, MO, is an open-flow river with no manmade dams to hold back water in critical areas during low water events. One of these areas

is Thebes, which is located at river mile 43.4, making it 43.4 miles north of Cairo, IL. This location is where the Ohio River intersects with the Upper Mississippi River and can help hold water back at Thebes when the Ohio River reaches 25+ feet. The Ohio River can have a dramatic effect on

water dynamics throughout the Thebes area when at 25 feet. At this level, the Ohio River at Cairo will cause a backwater effect where the river backs up creating a damming effect that stops rivers from falling. In some cases, like we saw this year on the UMR, the river started to rise from the Ohio River's influence. This year when the river looked as if it were going to get to record-setting low water stages, the Ohio River received rainfall that caused it to rise to 25 feet or above. It backed water up at Thebes allowing the towing industry to navigate safely with reduced drafting tows and boats.

What caused the Thebes area to be



BY
**LESTER
CRUSE**

PORT
CAPTAIN



Photos of the rock removal process that took place at the Thebes area.

a bottle neck in stopping navigation? Areas of large rock were found during a river survey in the navigation channel and could impede safe navigation if the water got low enough. When you combined the presence of rock with the predicted extreme low water conditions, it made for some interesting months for our industry. Without at least ten feet water depth over the rocks, the towing industry's barges and boats could have hit them causing major damage to cargos and equipment. The Corp of Engineers, with a lot of prodding, secured contracts for the removal of the rock which took some time, but has now been completed. Now the river will have to reach a -7.0 at St Louis, MO, making

Thebes a 0.0 gauge, giving a 9-foot deep channel where we could operate an 8-foot-6-inch drafting tow or levels set by the USCG.

WHAT IS A MASTER?

Some assume, inappropriately so, that all it takes is a piece of paper from the United States Coast Guard with the endorsement stating "Master." Such an assumption can lead to disaster and compromise the safety of the crew, vessel, and the Master. It takes more than studying questions and answers to pass some tests, or even being an excellent boat handler. In this new world of encompassing paperwork and advanced technology, the Master must have knowledge of the basics, intricacies and complexities of a vast field of subjects including, but not limited to, navigation, equipment, records, safety and the tasks the vessel and crew are to perform. An attitude of, "I know enough," or "Why do I have to do, or learn this" endangers themselves and others in their vicinity.

The Master must also be an assertive manager, responsible for more than just maneuvering the vessel. That management includes everything from the keel to the masthead light, including morale of the crew. Consideration must be given to multi-cultural diversity, stress, fatigue and everything else that can affect the teamwork necessary for the smooth and safe operation of a vessel. Once one has received the paper with "Master" endorsed on it, they should realize that the learning process has just begun, and in doing so, they may reap many benefits and enrich not only their own lives but those around them. A Master's most valuable asset is to lead by example.

■ QUALITY CONNECTION

Turning a mission statement into success

A mission statement is an organization's vision translated into written form. It makes concrete (for all to see and read) company leadership's view of the direction and purpose of an organization. For many corporations, it is a vital part of their attempt to motivate employees and to set priorities. The challenge is to distil this vision into a few short paragraphs that will be memorable to all employees. It is all too easy for a mission statement to become a bland idealistic blur.

Our original Mission Statement was written back in 1996, primarily for compliance with ISO 9000 standards. Last year, nearly all of our major customers conducted audits of our



BY
JIM SMITH
COMPLIANCE
MANAGER

company and during these audits we were challenged on the order in which we listed our companies' priorities.

Following the audits, a group was formed and carefully drafted a Mission Statement that accurately states our company's vision. In today's world, safety and environmental

stewardship is number one while achieving customer satisfaction. I

hope that each of you will help transform our, statement into success.

Our Mission Statement now reads as follows:

“Our goal is to transport our customer's product in a manner that prioritizes zero-harm to individuals and the environment, an emphasis on customer requirements and the continuous effort to improve all phases of our operation. We will achieve this goal through a comprehensive management system incorporating safety and environmental stewardship with a commitment of 100% customer satisfaction.”

■ MOVIN' ON UP

We would like to take this opportunity to congratulate and recognize those who have been promoted between Oct. 1, 2012, through March 31, 2013. Through hard work, dedication, determination, and ever present initiative the following employees earned promotions throughout Magnolia Marine Transport:

WHEEL HOUSE

- Donald Borsenberger Captain
- Jimmy Marks..... Captain
- James “Buster” Kirkley .. Relief Captain
- Paul Ellis..... Relief Captain
- Carson Beck Pilot
- Mark Springstead Steersman
- Joe Fuller..... Steersman

ENGINE ROOM

- Gaylon CoxChief Engineer I
- Charles “Buddy” Crumley
..... Engineer Trainee I

Brian Stephens Engineer Trainee I

DECK CREW

- Daniel GossMate
- Patrick DukesMate
- Richard LewisMate
- Robert RichardsonMate
- Billy Patrick.....Mate
- Ethan ThompsonMate
- Joshua “Jo-Jo” WilliamsMate
- Jody Wilcox.....Mate
- Ryan WadeMate
- Justin BrickhouseRelief Mate
- Josh KackleyRelief Mate
- Jeremy Tucker.....Relief Mate
- Tim Young.....Relief Mate
- Zach Wood.....Relief Mate
- Jeffrey Wilson.....Relief Mate
- Christian AndreacchioRelief Mate
- Richard Bryant Tankerman
- Kevin Jenkins Tankerman
- Thomas King..... Tankerman

- David Masters..... Tankerman
- Justin Walsh..... Tankerman
- Mark Carter Tankerman Trainee
- Matthew Ellis..... Tankerman Trainee
- Marcus Elder Tankerman Trainee
- Lee Dennison Tankerman Trainee
- Drew Foster..... Tankerman Trainee
- Gary Jones.....Deckhand
- Chris JohnsonDeckhand
- Jamarius MorrisonDeckhand
- Mike McCreeDeckhand
- Joseph Mayfield.....Deckhand
- Marty Ritter.....Deckhand
- Lorenzo Nutall..... Deckhand
- Zachary Sumrall Deckhand
- Jacob Strong Deckhand
- Eddie “Deon” SandersDeckhand
- Timothy WilliamsonDeckhand
- Carlos WilliamsDeckhand
- Shayne Turbeville.....Deckhand
- Cody YoungDeckhand
- Ryan Wilson.....Deckhand

PROMOTIONS

Andrews named Oil Movements Supervisor

By Roger Harris

We are pleased to officially announce that David Andrews has recently been promoted to Oil Movements Supervisor. David started his career at Magnolia as a Tankerman in 1996 aboard the M/V W W Crum. He was promoted to shore Tankerman in 1999 and served that post well until January of this year. We are looking for great things from David as he is eager to serve and assist in any way

needed.

NEW SHORE TANKERMAN

Trinity (Trent) Brown was recently selected as Shore Tankerman to fill the void left by David Andrews' promotion. Trent has been employed at MMT since 2006 and makes his home in the Jackson, MS, area. Trent has proven to be a leader and we are already seeing his positive influence in the field.



David Andrews and Trent Brown

LINEWASH

Advancing from within the company

Because of the diversity of MMT our work is often more interesting than a traditional 9-to-5 job. Here you are provided the opportunity to move up, move laterally, and even venture into new disciplines. Our employees also benefit from the importance MMT places on safety, professional development and recognition, all of which contribute to strong employer/employee loyalty, durability and business continuity.

As of January 2013 I came into a new role within MMT as an Oil Movement Supervisor. It afforded me an opportunity to reach my personal goals of advancing within the company. While I knew the role had big shoes to fill with lots of new challenges, excitement could not explain my feelings on advancing to this new position.

Leaving a role of Shoretanking for 13 years under the supervision of Gaylon Cox, working long hours by myself,

learning to prepare myself for any type of weather or unexpected plans, and traveling long hours has not been a luxury, but has been a growing experience and something that was loved. The knowledge that was acquired and the experience gained has now proven me ready to move forward. My role has now transitioned from being responsible for only myself to now being responsible for many others and their safety.

I welcome this new position as a challenge to be better than I was before and hope that I can be as confident as Gaylon was in his position. I look forward to working with you and being the best TEAM possible.

STRIPPING BARGES

One of the fundamental steps to becoming a professional Tankerman is learning how to strip a barge during discharge. I'm sure by now you have seen the emails that state: "Get the

Best Strip Possible." This should be common practice throughout the fleet. As a professional Tankerman it is your responsibility to ensure the best strip each and every time for Magnolia Marine Trans-

port and our customers. The job you provide is a direct reflection of MMT and the service we offer. We look to you to know when you have provided a good strip. In closing, I will leave you with a quote from Hunter S. Thompson -- "If a thing like this is worth doing at all, it's worth doing right."



BY
DAVID ANDREWS
OIL MOVEMENTS
SUPERVISOR

COOK'S CONCOCTIONS



Tanya Willard

Tanya Willard is the cook on the M/V Miss Kathy.

Tanya is the daughter of retired captain Jimmy Oglesby of Jan Tran and the niece of Captain Ed Oglesby (M/V Kelly Lee).

Here are some of her favorite recipes:

BREAKFAST CASSEROLE

- 1 pound breakfast sausage
- 1 8 ounce cream cheese
- 1 can crescent rolls

Preparation

Brown and drain the sausage and add cream cheese. Heat until cheese is almost melted.

Line a 13X9 inch casserole dish with half the can of crescent rolls, add sausage mixture, and cover with remaining rolls. Bake at 350 degrees until golden brown.

HUSH PUPPIES

- 1 cup cornmeal
- 1/2 cup flour
- 3/4 cup milk or buttermilk

- 1/4 teaspoon salt
- 1/8 teaspoon pepper
- 1/2 teaspoon garlic powder or one small clove minced
- 1 egg
- 1 small jalapeno, seeded and chopped
- 2 green onions, chopped

Preparation

Mix all ingredients together and drop by teaspoon full into hot oil, cooking until golden brown.

KOOL-AID PIE

- 1 8 ounce container of Cool Whip
- 1 8 ounce can sweetened condensed milk
- 1 pack of Kool-Aid (any flavor)
- 1 graham cracker crust

Preparation

Mix all ingredients and pour into pie crust. Chill for 2 hours.



BY **STEPHANIE STEVENS**

OPERATIONS
ADMINISTRATIVE
ASSISTANT

SAFETY CORNER

Every MMT employee must practice a culture of safety

There are many things we can do to make a safer work place. One of them is continuing to improve our safety culture. First of all, what is a safety culture? There are many definitions out there, but in a nutshell, it refers to the way we typically do things around here. It can range from wearing PPE (or not), the quality of training, and drills and safety meetings among other things. An example of this is to take a green deckhand heading out for his first trip from the moment they arrive at the office in the morning; they are taking in everything that the others in the group are doing. This will give them a general idea of what the norms are and this, in turn, will have a

huge influence on them. Let's say that about ninety percent of the crew is very safety oriented, taking their drills and training very serious and striving to do everything as safely as possible; the green deckhand is highly likely to follow suit. However, let's say only fifty percent of the crew are compliant (safe work, training, PPE, etc.) then the green deckhand may feel as though they have free choice as whatever they do won't stand out, or in other words, not following procedures and not wearing PPE is the norm. Peer pressure is a very powerful influence on behavior; another way to put it is lead through example. The goal in our mission statement is to operate in a

manner that prioritizes zero harm to individuals and the environment. This is setting the bar high, but with some effort we can achieve this. Starting with yourself, the excuse that "we have always done it this way" or "I have done it a hundred times and nothing has happened before" are not acceptable. It is up to you to change your behavior.



BY **KRIS TOWER**

SAFETY &
ENVIRONMENTAL
COORDINATOR

Mirror Lake is a Tobacco-Free Campus

By Lance Mazerov

Vice President of Human Resources

"Mirror Lake is a Tobacco-Free Campus." You'll see the signs as you drive into the parking lot of Ergon's corporate headquarters here in Flowood. The original intent was to be smoke-free, but when the Operating Committee presented its proposal to the Executive Committee, the Executive Committee said, no, that doesn't go far enough. This is more than an aesthetic issue. It's a health issue. We need to be totally tobacco-free. We support your effort to eliminate cigarettes, but find a way to get rid of the chewing tobacco, too.

Employees and other tenants at the Mirror Lake Building, headquarters of Ergon, were given three months of prior notification that on Feb. 1, 2013, the entire Mirror Lake campus, including the offices, outside sitting



And this was a logical step. The Mirror Lake Building is in the city limits of Flowood, MS, and Flowood enacted a restrictive (and supported) No Smoking Policy in May 2011.

In conjunction with our announcement of a tobacco-free policy, employees were again reminded of Ergon's commitment to encourage tobacco cessation through various self-administered reimbursement programs. Employees were also made aware through

areas, the parking lot, the lakeside walking trail, and ancillary property, would be tobacco-free.

e-mail blasts and intranet postings of the Mississippi Tobacco Quit Line and other resources provided by the State Department of Health.

Smoking was banned from the Mirror Lake offices when Ergon moved into this building in 1993, and all employees and visitors have complied. Going tobacco-free on the property made sense as medical costs continue to increase, directly as the result of lifestyle choices.

While a few employees voiced their displeasure with the new tobacco-free policy, we are glad to report that with adequate notification we have 100% compliance.

So, the next time you come to the corporate headquarters enjoy our grounds as well as our building as Mirror Lake is now a tobacco-free campus.

■ BENEFITS & REVIEWS

Documentation of Proof of Dependency status required

Magnolia Marine employees are asked to provide documentation supporting medical coverage of dependents by April 30, 2013. After April 30th, 2013 Blue Cross will not pay any claims that have been submitted until they are notified that we have proof of dependent status on file here at MMT.

A copy or a scan of a marriage certificate, a birth certificate, or an adoption certificate will satisfy this requirement. We do not want the original document. Please forward copies of your documents to Lib Bagby. The e-mail address is Lib.

bagby@ergon.com or you may fax to 601-638-8475. Do not send any documentation to Blue Cross.

For your awareness, employees at all Ergon companies and Ergon locations will be required to provide this type of documentation.

GRANT-IN-AID

It's expected that applications for the 2013-2014 educational grant-in-aid program for eligible dependent children of employees will be mailed to employee's home addresses by early May. The deadline for submitting the application will

be June 30, 2013.

ASK FOR GENERIC DRUGS

If a brand name drug has an exact generic available, the Plan will cover only the generic. This means you could pay \$100 or more for the name brand if you do not choose the generic.

For certain maintenance drugs, employees may obtain a 90-day supply for the cost of 60 days. At the time of your doctor's visit you will need to ask your physician to write the prescription for 90 days. A pharmacist has to fill the prescription as the physician has it written.



BY
**LIB
BAGBY**
CLAIMS
MANAGER

■ NUTS & BOLTS

More MMT boats, barges are on the way

With the towing industry at full throttle, so are we in the engineering department. Since December, we have completed major shipyard repairs to the M/V Dorothy Lee, main engine overhaul and shipyard repairs to the



BY

**DINO
ROSS**

SENIOR
VICE PRESIDENT,
MARINE
ENGINEERING

WW Crum, the retro fit/vapor recovery and internal repairs to the MM 30, 31B, 32, 63, 64B, 65 and major dry-dock or internal repairs to the MM 46, 48, 44, 41B. The M/V Gene Neal is in the shipyard at this time undergoing repairs and the main engine overhaul. We still

have several barges that are due to come in for internal or major dry-dock repairs and five other barges that will be undergoing the retro fit/vapor recovery along with internal repairs. With all this, along with all the other miscellaneous repairs, things will not be slowing down any time soon.

On the “newer” side, we have taken delivery of the M/V Ann Elise and the family continues to grow! We are due to take delivery of our next addition, the M/V Miles Madison, in June. In addition, the M/V Emily Davis is due to be delivered this December. We have also committed to two additional boats. Until named, they are identified as hull #014 and hull #015, scheduled to be delivered June and December of 2014. All of these boats will be the conventional design and 3,000



New gauge trees being installed on slick deck barges for cargo loading reference.



MM 32 in the shipyard having the second pumping system and vapor recovery system installed

■ NUTS & BOLTS



MMT's new warehouse where equipment, such as pump engines, vapor and electrical equipment, is being stored for new barge & boat construction along with equipment being stored for the retro fit of some of our barges.

horsepower.

Not only are we adding new boats to our fleet, we are also due to take delivery of six new barges beginning in May with the last one to be delivered in July. These barges, numbered; MM 93, 94B, 95, 96, 97B, & 98, will all have the second pump and vapor recovery systems installed. We have six

additional barges due to be delivered in 2014, the MM 80, 82, 13, 15, 16, & 18. These will also be equipped with the second pump and vapor system. We have available shipyard space for additional boats and six more barges to be added in 2015 if we decide to continue with the building program.

With all of the work that has been

done since December and all that is still ahead of us, I would like to take this opportunity to thank everyone in the engineering department for a job well done. Due to a great team of guys and the effort that you all give, my job is a lot easier. I thank you all for that! Be safe and keep up the great work.

■ **WOOD RIVER OPERATIONS**

Two named to lead after Townsend's departure

By Roger Harris

Most of you probably know that our Wood River team has changed since the first of the year. Derrick Townsend who handled the Operations end of Wood River for over 10 years heard a higher calling and made the brave decision to become a pastor and serve the Lord at a Church in Southern Illinois. Derrick was a wonderful asset to MMT, as well as our customers in the area, for many years and will be sorely missed. We wish him and his family well in their new calling.

Johnny Rowan who previously headed up the Engineering side of our Wood River operation was promoted to Manager, and David Coffey, a long-time MMT Shore-tankerman, was brought in as Assistant Manager. Together this new team can tackle about anything that comes their way and we are proud to have them in their new capacity.



Dave Coffey, Johnny Rowan

■ **WELCOME ABOARD**

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 at-

tracting top notch employees who keep the company headed in the right direction. Keep up the good work, and again, welcome aboard.

- Abe Wiggins
- Denver Soday
- Tanya Willard
- Thorne Sims
- Joseph Mayfield
- Ozzie White
- Stanley Hotard
- James “Buster” Kirkley
- Matthew Guffey
- Jonathan Buzek
- Marty Ritter

- Ryan Wilson
- Dale Hurtt
- James Burnett
- Gary Jones
- Craig Box
- Collin Johnson
- Josh Harvey
- Cody Lafitte
- LeAndrew Jones
- Daniel Magliolo
- John Walker
- Charles Fitch
- Donald Barnes



BY
SYD JOHNSTON
PERSONNEL
ASSISTANT

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.

38 YEARS

Kenneth Brones

37 YEARS

Richard Ryan
Ralph Gustafson

36 YEARS

Stan Humphreys

35 YEARS

David Hays
Gary Cochran

34 YEARS

Dino Ross

33 YEARS

Waverly Artz

27 YEARS

Terry Holaday

24 YEARS

Sam Thigpen
Bill Fuson

23 YEARS

Willy Ryan
Chris Lenoir
Don Ainsworth

22 YEARS

Jerry Duthu

20 YEARS

James "Bubba" Thompson
Ed Oglesby

18 YEARS

Pete Foret
John Moorhead

17 YEARS

Marty Cumberland
Simme Brickhouse

16 YEARS

Barney Huskey
Jeffrey "Slim" Wilson
Johnny Mica

15 YEARS

Jason Goff
John Alexander

14 YEARS

Jim Smith

13 YEARS

Sherry Silk
Hank Pouliot
Randy Butler
Bernadette Miller

12 YEARS

Lester Cruse
Joe Pecanty
Paris Stokes

11 YEARS

Shawn Stacy

10 YEARS

Bill Kemp
Justin Brickhouse
Ronnie Cummings

9 YEARS

Carson Beck
Daniel Stapp
Carl Richardson
Tony King
Josh Chavers

7 YEARS

Robert Dean
Duane Pierce
Mark Norwood
Chip Wells
Thurston Baker
Tommy Foret
Tony Nowell

6 YEARS

Brandon Meadows
Antwan Robinson
Nathan Lilly
Raymond Parson
Joseph Fuller
Donnie Borsenberger
Brian Stephens
Raymond Little

5 YEARS

Richard Robertson
Billy Patrick
Ben Alexander
Daniel Dunn
Donald Mabus

4 YEARS

Dennis Graham
Bertha Littles
Joshua Kackley
Phyllis Long
Brenda Roberts
Scott Sanders
Robert Ryan

3 YEARS

Patrick Dukes
Johnny Hill
Timothy Young
Henry "Hank" Cummings
Fabian Kennedy
Charles Thornton
Michael Blitgen
Daniel Rogers

2 YEARS

Joshua Bishop
Marcus Elder
Thomas King
Steven King

1 YEAR

Patrick Bryant
Justin Walsh
Joseph Day
Billy Simpkins
Matthew Ellis
Patsy Wyant
Lee Dennison
Grant Stevenson
Jason Jobe
Brett Crumley
Jeffrey Good
Jay Brown

■ VIEWS FROM THE RIVER



M/V Ana Louise West bound towards Houston, TX



Sunset from the Exxon dock Chalmette, LA. Submitted by Captain David Hays (M/V Mari Lampton)