

wheelwash

MAGNOLIA MARINE TRANSPORT ■ OCTOBER 2013 ■ VOLUME 16, ISSUE 2



M/V Miles Madison

Latest boat carries on tradition of namesakes

VESSEL SPOTLIGHT: PAGE 16



More barges are on the way

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McMinn has 40 years at MMT

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wheelwash

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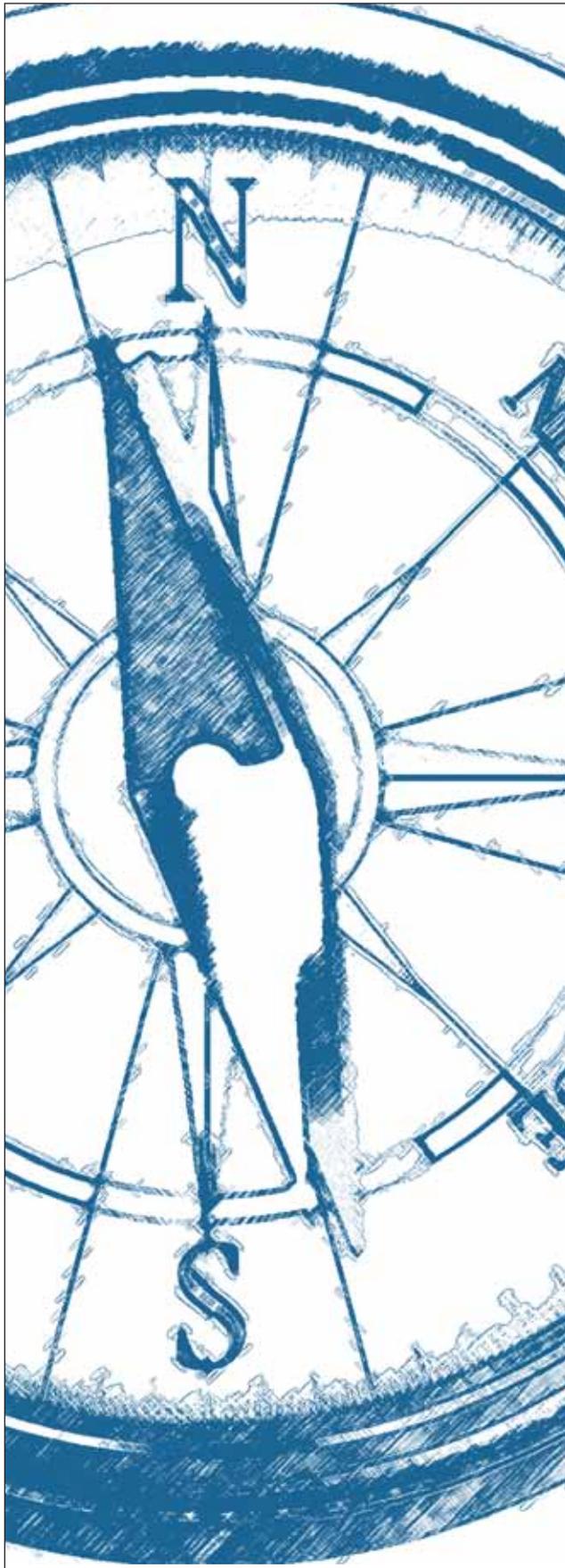
An AWO Responsible Carrier
ISO 9001:2008 COMPLIANT

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 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



At a fork? Trust God

Devotional from the Daily Bread - Asking directions is not my favorite thing to do. I always feel that if I stay at it long enough I'll eventually find my way. My wife, on the other hand, is always quick to ask about my unwillingness to admit that I don't have a clue about where I'm going. In the end, she is the wiser one. She gets to her destination quickly and without angst while I end up getting lost.

Thinking that we are smart enough to navigate life on our own goes contrary to the warning of Scripture that tells us, "There is a way that seems right to a man, but its end is the way of death" (Prov. 16:25). When we are at a fork in the road, we need to stop and consult the ways of the Lord, "for the ways of the LORD are right" (Hos. 14:9).

Life is a directional enterprise. It's vitally important to know how to successfully direct our lives toward blessed and peaceful relationships, meaningful acts of love and service, a fulfilling experience with God, and a host of other vitally important destinations.

Asking God for directions isn't just a good idea—it's critical. "Trust in the LORD with all your heart . . . and He shall direct your paths" (Prov. 3:5-6).



**LEE
LAMPTON**

PRESIDENT

■ COMMENTARY

MMT is still growing ... but not too fast

When I started my career at Magnolia in 1987, we were operating nine boats and around 28 barges. Since that time we have gradually added boats and barges. Our strategy was to find good opportunities in the down cycles of our industry and



ROGER HARRIS

SENIOR
VICE PRESIDENT,
MARINE
OPERATIONS

have them ready to work when the business returned on the up cycle. This netted us several great boats and barges over the years, but we could not sustain our customer base and expand new ones without going into a more robust growth mode. That growth mode started in 1990 with the MM40 and MM42 as the first newly built barges for this company since the early 1970s. Since that time the company has continued to build barges to complement the boats that were acquired along the way or as replacements for older, single skin equipment. This growth method took the company up to 2006 for a total of 16 towboats and 48 barges.

Early in 2005 our ownership finally gave the green light to begin building new boats. Starting with the M/V Mr Lampton we have added a new boat each year. We are now operating 20 boats and 70 barges. Our plan is to continue adding new vessels until we reach 25 boats in 2018. New barges will continue to be built as well, some will be replacements for older equipment, but most will be additions to our fleet. Management discussions will continue during the coming years and decisions will be made to determine additional growth.

Why slow growth? Our philosophy over the years has been to maintain a family atmosphere for employees while providing customers with exceptional customer service. We firmly believe that we cannot provide the level of customer service

unless we have dedicated employees who have been trained and mentored from the bottom up. Our people are what make us different. They make this company what it is. Their loyalty and focus to providing exemplary service is not something you can buy; it is something that has to be grown. This company has its own personality and is summed up in our Mission Statement; a focus on zero harm and 100% customer satisfaction.

We can sustain and absorb one or maybe two new boats per year while growing employees from the bottom up to operate them or serve shore-side support roles. We cannot remain true to our core by building our fleet too quickly and having to crew those vessels with unfamiliar faces who have not been mentored the Magnolia way.

Our business has become complex over the years. Complex issues require complex understanding of how to best deal with these issues. The key is to effectively deal with these issues by maintaining a simplistic approach without overwhelming employees to the point they lose focus to what is really important. This is the reason we have worked so hard over the years to keep our management systems as simple as possible, yet on target to meet regulations as well as customer demands.

Magnolia Marine has always been known for getting the job done safely and efficiently. No other towing company brings to the table the efficiency, flexibility and operational knowledge that we do. Our people, both vessel and shoreside, are truly experts at what they do and this is a team of which I am proud to be a part.

Our philosophy over the years has been to maintain a family atmosphere for employees while providing customers with exceptional customer service.

■ EDUCATING ELECTED OFFICIALS AND THEIR STAFFS

MMT participates in grassroots advocacy

Magnolia Marine has long been involved in advocacy efforts with elected officials at the local, state and national levels. On August 29, 2013, AWO (American Waterways Operators) coordinated an educational experience for staff members of the following offices:

- Senator Roger Wicker MS- LaDonna Worthing and Kim Chamberlin
 - Senator Thad Cochran MS – Mindy Maxwell
 - Senator John Boozman AR – Nathan Davis
 - Senator Bob Corker TN – Nick Kistenmacher
 - Congressman Tom Cotton AR – Vanessa Moody
 - Congressman Stephen Fincher TN – Chris Connolly and Marianne Dunavant
 - Congressman Steve Womack AR – Bootsie Ackerman
 - Congressman Alan Nunnelee MS – Walt Starr
- AWO member companies Marquette Transportation Co., Wepfer Marine, Economy Boat Store, Magnolia Marine

Transport, and Golding Barge Line participated with company representatives who shared their knowledge and insights into our industry and our issues.

Marquette Transportation graciously offered their 8000HP vessel Bootsie B for tour as she navigated northbound through Memphis. This multi-faceted experience included a fleeting vessel, a large line-haul vessel with a 26 barge tow, and a supply boat that serves the industry with crew transport, groceries, supplies and midstream fueling. The staff members were treated to finger foods provided by the Cook aboard the Bootsie B and then to a Memphis Bar-becue once back on shore. Most of these staff members had never been aboard a towboat or even on the Mississippi River. Now, each one has a much better understanding of the importance as well as the mechanics of what we do on a daily basis. Hopefully this will help them understand our issues when we call on them in the future.



WOODS RIVER CRAWFISH BOIL

Good customers and good friends mean good times! MMT served up a taste of the south in Wood River, Illinois, on May 10. Lee Crum Lampton and friends served up some of the best crawfish north of Mississippi for our annual MMT Wood River Crawfish Boil. Over a thousand pounds

were cooked, along with all the trimmings, making for a fun-filled day of golf and spicy delights. Special thanks to Johnny Rowan and Dave Coffey of our Wood River Operations office for taking care of every detail. This event has grown every year and is much anticipated each spring.



Golfers get ready for action



Lee Crum Lampton boiling crawfish for the crowd.



Chairman Lee Lampton serving up the crawfish.



MMT'S Senior VP of Operations, Roger Harris, plays his blues harmonica with the band.



Early crowd enjoying the festivities.

FAMILY FOCUS



BY
**STEPHANIE
STEVENS**

OPERATIONS
ADMINISTRATIVE
ASSISTANT

As a birthday present to each other, Waverly Artz (MMT Procurement Specialist) and wife, Mary Ann, vacationed in The Bahamas.



Waverly (MMT Senior Procurement Specialist) and Mary Ann Artz would like to congratulate their daughter, Jenna, on her new job at The University of Ole Miss. Hotty Toddy !!

Captain Mike Blitgen (M/V Mr Lamp-ton) was recently admiring this rock at Newt Marine's office in Dubuque,



IA .Mike has since made it into a yard ornament. Newt's was the contractors that the Corps of Engineers used to remove the rock from the bottom of the river at Thebes, IL, this winter. Areas of large rock were found in the navigation channel during a river survey. This could impede safe navigation if the water got low enough. The Corps, with a lot of prodding, secured contracts for the removal of the rock which took some time, but has now been completed.



Trey Hynum, grandson of Stephanie Stevens (MMT Administrative Assistant to Operations), was elected 2013 President of Student Council. Trey is a fifth grader at Warrenton Elementary School in Vicksburg, Mississippi. Congratulations, Trey!

FAMILY FOCUS



We would like to Congratulate Mr. and Mrs. Josh Chavers (MMT Vetting Coordinator) on their recent marriage. The couple was married on September 14, 2013.



Mrs. Jamie Chavers being carried away by her husband, Josh, and brother-in-law Ricky McDaniel.



Captain Andy Minyard (M/V Magnolia) and wife, Cindy, would like to congratulate both their sons on their recent graduations. In top photo, from left, are Sam, Cindy, Spencer and Captain Minyard. Spencer graduated from the Tennessee Highway Patrol Cadet Class on July 12, 2013. Sam graduated from high school on May 31, 2013. The family went to New York for Sam's graduation. Sam was only 7 years old when 9-11 occurred.



Captain Justin Atkinson (M/V Mark Shurden) would like to wish Heather, his wife of 16 years a Happy Anniversary. Also, he would like to wish a Happy 7th Birthday from daddy to his daughter Gabrielle Alexis Atkinson.



M/V Stan Humphrey's Chief Engineer, Bert Lyles, caught this 40-lb. catfish while loading at Ergon St. James. It's his first big cat of the 2013 season! Last year Bert caught 713 pounds of catfish in just 3 days.

SEAMANS CHURCH INSTITUTE



Attending Sci 2013 were, from left, Michael Carpenter, Instructor, Frog Stevens, Justin Atkinson, Brandon Hamilton, Mike Gray, Curtis Cole, Kenny Bro nes, John Arendale, and Stephen Pold.



Hank Pouliot was the 100th Mariner trained in 2013 at The Seamans Church Institute in Houston Texas. From left are Stephen Polk, Hank Pouliot and Lester Cruse.



Attending Sci 2013 were, from left, Lester Cruse, Stephen Polk (SCI) Mike Wilkinson, David Williamson, Ed Lum, Chester McDougald, Donald Barns, Hank Pouliot, Cody LaFitte, James Burnett

■ UNDER CONSTRUCTION



The M/V Emily Davis is under construction at this time and due for delivery in January 2014. MMT also has contracts to build three more 3000 HP boats at this time: M/V Kathy Azlin, Hull # 014, due for delivery July 2014; M/V Margaret Ann, Hull # 015, due for delivery December 2014; and M/V Deborah Miles, Hull # 018, due for delivery August 2015.

■ MOVIN' ON UP

We would like to take this opportunity to congratulate and recognize those who have been promoted between April 1, 2013, and September 30, 2013.. Through hard work, dedication, determination, and ever present initiative the following employees earned promotions throughout Magnolia Marine Transport:

WHEEL HOUSE

- Mike Blitgen..... Captain
- Deryl Tolbert Captain
- Jeff Upshaw..... Relief Captain
- Carson Beck Relief Captain
- Hank Cummings..... Relief Captain
- Cody Lafitte..... Relief Captain
- Jeff Thornton..... Pilot
- Mike Gray..... Pilot
- Charles Thornton..... Steersman I
- Daniel Rogers..... Steersman I
- Mark Norwood Steersman I

ENGINE ROOM

- John Brown.....Chief Engineer II
- Bubba Bonds Chief Engineer
- Josh Black..... Chief Engineer
- Brian Stephens ... Relief Chief Engineer

DECK CREW

- Ben AlexanderMate
- Corey Bishop.....Mate
- Christian AndreacchioMate
- Tim Young.....Mate
- Sam JohnsonMate
- Patrick Neal.....Mate
- Corey RenoMate
- Jeremy Tucker.....Mate
- Zach WoodMate
- Kione Zimmerman.....Mate
- Cori Watson.....Relief Mate
- Thomas King.....Relief Mate
- Grant StevensonRelief Mate
- David Masters.....Relief Mate
- Justin Walsh.....Relief Mate

- Jonathan Bullock Tankerman
- Chase Wells Tankerman
- Marcus Elder Tankerman
- Mark Carter Tankerman
- Lee Dennison Tankerman
- Dusty Davis Tankerman
- Mathew Ellis..... Tankerman
- John Graham..... Tankerman
- Mike Clark..... Tankerman
- Steven King Tankerman Trainee
- Carlan CrotwellDeckhand
- Jonathan BuzekDeckhand
- Kole StubbsDeckhand
- Erick HallDeckhand
- Collin JohnsonDeckhand
- Jeremie RhodesDeckhand
- Jonathan Ward.....Deckhand
- Chris AntoineDeckhand
- Kevin WylieDeckhand
- Landon CobbDeckhand
- Taylor RichardsonDeckhand

COOK'S CONCOCTIONS



Anthony Terry

Recipes by Cook Anthony Terry of the M/V Gene Neal:

SHRIMP FETTUCCINI ALFREDO

- 16 ounces uncooked Fettuccini
- 3 pounds shelled deveined uncooked medium shrimp
- ¾ cup margarine or butter
- 1 ½ cup whipping cream
- ¼ teaspoon white pepper
- 3 large garlic cloves, minced
- ½ cup sliced green onions

- ¼ cup chopped fresh parsley or 3 teaspoons dried parsley flakes
- 2 tablespoon all-purpose flour
- 12 ounces skinned milk or half-and-half
- ¼ teaspoon dried basil leaves
- ¼ teaspoon dried oregano leaves
- ½ cup grated parmesan cheese
- 1 cup white wine
- ½ teaspoon cayenne pepper

Directions:

Cook Fettuccini as directed on package. Melt margarine in large nonstick skillet over medium heat, add garlic and cook for a minute, add green onions, parsley, and flour, cook and constantly stir for a minute. Gradually stir in milk, whipping cream, white pepper. Blend well and bring to a boil stirring constantly for five minutes or until sauce boils and thickens.

Remove from heat, stir in basil and oregano, add cooked fettuccine and shrimp, toss gently to coat, then sprinkle with parmesan cheese.

Prep Time: 30 minutes

Yield: 7 servings

SHRIMP GUMBO SOUTHERN STYLE

- 2 cups uncooked regular long grain white rice
- 1 cup water
- 2 tablespoons of butter
- ½ cup chopped onion
- 1 green bell pepper cut into strips
- 2 garlic cloves, minced
- 2 tablespoons of all- purpose flour
- 1 can of chicken broth
- ¼ teaspoon pepper
- ½ teaspoon hot pepper sauce
- 1 28 ounce can crushed tomatoes and juice
- 1 10 ounce frozen cut okra
- 1 pound shelled deveined uncooked shrimp
- 1 tablespoon chopped fresh parsley

Directions:

Cook rice as directed. Melt margarine in Dutch oven over medium heat. Sauté onion, bell pepper and garlic and cook until tender.

Stir in onion, flour, broth, salt, pepper and hot pepper sauce and bring to a boil. Stir in tomatoes and okra and simmer for ten minutes, add shrimp and parsley.

Yield: 8 Servings



BY **STEPHANIE STEVENS**

OPERATIONS ADMINISTRATIVE ASSISTANT

MMT PROMOTION



Jamie Richardson

Congratulations to Jamie Richardson. On August 1, 2013, Jamie was promoted to Port Engineer. Jamie has shown through dedication and hard work that he is ready to take on the added responsibility as needed with Magnolia Marine's growing fleet. Please give Jamie a big congratulations as you see him in the shipyards in the coming months

HAPPY BIRTHDAY



MMT wishes Waverly Artz a happy 60th birthday!

■ **MMT ENGINEERING TRAINING**



Taking part in MMT Engineer Training were, from left, Jason Goff (M/V Linda Taylor), Robert Walker (M/V Katherine Berry/Stan Humphreys), Brian Stephens (M/V Dennis Ross/Mark Shurden), Pavel Samoylov (M/V Kelly Lee), Jerry Duthu (M/V Mark Shurden), Thomas Jewkes (M/V Amy Frances), Tommy Foret (M/V Mr Lampton), and Tony King (M/V Jody McMinn).

■ **NEW ROLE FOR THE M/V GILDA SHURDEN**



M/V Tebicuary, which was once MMT'S M/V Gilda Shurden, is pictured working in Paraguay.

EMPLOYEE SPOTLIGHT

Jody McMinn celebrates 40 years at MMT

The year is 1973. In 1973, the Miami Dolphins complete their perfect season by defeating the Washington Redskins in Super Bowl VII. President Richard Nixon is embroiled amid the Water Gate Scandal. Bad, Bad, LeRoy Brown, by Jim Croce, is at the top of the music charts. Movie-goers are piling in to see Paul Newman and Robert Redford in "The Sting." And MMT hires its third employee: Jody McMinn.

A milestone has been set. No other employee of the company has as many years under his belt as does Jody McMinn. Jody has been with the company for 40 years! Jody was the third person hired by Mark Shurden when he started MMT. There was the first hire: Mr. Dennis Ross (Dino's father), the second hire: Butch Cochran, and the third: Jody McMinn.

Jody started life in Greenville, MS.



BY

**SYD
JOHNSTON**

PERSONNEL

ASSISTANT

When Jody graduated from Greenville High School he went to work at the shipyard. From an early age McMinn knew he wanted to be an electrician, so he became a Marine electrician. McMinn got his start

at Mainstream shipyard in Greenville, MS, working in the electrician shop. While employed at Mainstream, McMinn caught the eye of another employee, a tenured mechanic named



Jody McMinn

Dennis Ross. Mr. Dennis worked as mechanic at Mainstream and was impressed by Jody's work ethic and skill. Who knew this mutual friendship would eventually set the tone for the MMT engineering department?

When Mark Shurden founded the company he knew he needed folks around him who knew what they were doing. Mr. Shurden made some hiring decisions which would pay

dividends for years to come. Mr. Dennis was brought in to be the Port Engineer, Butch Cochran was hired to deal with barges, and Jody came in on the suggestion of Mr. Dennis to Mr. Shurden. The company needed someone to do all the wiring and rewiring to the boats and barges; and Jody was just the man.

Part of Jody's duties has been to make panel boxes on the boats and

■ EMPLOYEE SPOTLIGHT

barges. McMinn also customized the panel boxes for the main engines and generators. Many of the wheel houses on MMT boats were wired by McMinn. He has also done all of the specialized wiring for MMT boats and barges when they have overhauls, or shipyard repairs. Along with wiring, Jody has an in-depth working knowledge of the hot-oil heaters on the barges. With knowledge, comes responsibility and McMinn is responsible for the day-to-day maintenance and repairs for the cargo heaters. All of this sounds simple enough, but the truth is that it's not that simple at all. We have to keep in mind that these boats are made out of steel, which is an electrical conductor. And we are dealing with boats, which travel via water, which is also an electrical conductor. It's logical to surmise that wiring (steel) boats and barges is much more complicated than it sounds. Jody just makes it seem easy. That's because he is an expert!

Jody holds a master electricians license and is a qualified marine electrician. Because of Jody's skill set and work ethic, Jody has spent plenty of time on the road chasing down boats. Without complaint or hesitation Jody does his job, and does it well. Jody has earned respect from shore and vessel personnel alike; but especially upper management – so much so, upper management named a boat after him—the M/V Jody McMinn.

Jody hasn't let any of this go to his head, though. Over the years he never let work throw his priorities out of perspective. Jody still made time for his wife, Linda, and sons Luigi and Blaise. Jody was a fixture on Friday nights at St. Aloysius football games. He made every effort to watch his boys play. For several years, Jody was



Jody and Blaise McMinn fishing off the coast of Cocodrie, La.

a volunteer on the “chain gang;” they operated the first-down markers for all the St. Al home football games – probably to get the best seat in the house. Jody made every effort to get his sons to appreciate the outdoors; he taught them to hunt and fish and had them participate in the scouting program as youngsters. The McMinn boys still spend time with their Pop at Jody's hunting lodge in Amite County. Jody still enjoys fly-fishing for bream and crappie, and hunting squirrel and deer. These days Jody is doing his best to keep up with his 18-month-old grandson, Andrew.

Jody is often busy running around the shipyard supervising electrical projects. McMinn has been known to get a young deckhand to assist in his shipyard endeavors. In every case the young deckhand will comment of his

inability to keep up with Jody. Also, In every case this young guy will also comment on Jody direct and matter-of-fact personality. These same young men say they “would walk through fire for ‘Mr. Jody.’” Behind all of Jody's direct mannerism is a humble and kind man; dare we say a humorous charm?

Recently, Jody took on another title: “Cancer Survivor.” In natural Jody fashion, he took it on like a man. Doctors had to perform surgery which has impacted Jody forever; but, at the time of press, Jody is cancer-free. Not that any of that has slowed McMinn down though, he is still at work at 06:00 every morning. Jody is still running the roads and still does work in the shop. Suffice it to say: “You just can't keep a good man down.”

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

VESEL SPOTLIGHT

M/V Miles Madison

All in the family

Newest boats in fleet sport Lampton namesakes

A well-known phrase says, “Family is the most important thing.” Recently, two new towboat blessings in Vicksburg, Miss., underscored the importance of family. The M/V Ann Elise and M/V Miles Madison were blessed on July 29 at the Magnolia Marine Transport dock at Vicksburg Harbor, becoming the 19th and 20th towboats in the company’s fleet. The M/V Ann Elise, a retractable-pilothouse boat,

was named after the four-year-old granddaughter of Lee Lampton, president of Magnolia Marine, while the M/V Miles Madison, a conventional boat,


M/V Ann Elise

was named after the three-year-old granddaughter of Leslie Lampton III, president of the lubrication marketing division of Ergon.

Both namesakes are great-granddaughters of Ergon founder and chief executive officer Leslie Lampton.

The Miles Madison measures 110 feet long and 32 feet wide with a vertical clearance

of 45 feet. Powered by twin Caterpillar 3512C Series II diesels providing 3000 hp at 1,600 rpm with a maximum daily fuel burn of around 2900 gallons a day. The Miles Madison has accommodations for

a crew of nine, including additional bunks for steersman, engineer trainees or guests. Crew quarters and the lounge



BY
**MICHAEL
 CARPENTER**
 ASSISTANT
 PORT CAPTAIN



Family on hand for the M/V Ann Elise christening

are equipped with flat screen TVs with DVD players and satellite connections, and each room is equipped with Ethernet ports for computer use. The pilot house structure has been redesigned to increase the pilot's visibility and decrease "blind spots."

Different from a traditional vessel christening where a bottle of champagne is broken, Magnolia Marine Transport has developed its own unique ceremony during which Father Michael Nations blessed the engine oil that the Chief engineers poured into the main engines. The Captains and crews each received ship's Bibles and St Christopher medals to aid navigation to their various ports of call.

The crew complement on the M/V Miles Madison consists of Captains Ralph Gustafson and Dan Davis; Pilots John Alexander and Odis Armstrong; Chief Engineer William Bonds; Relief Chief Engineer John Walker; Mates Daniel West and Dennis Graham; and Tankermen Eric Wilson and Lee Dennison.

Approximately 200 people attended the dual christening which concluded with a fried catfish buffet lunch served under a large tent to try to escape the seasonably warm Mississippi summer. These boats represent the seventh and eighth built by Nichols Boat Company in Greenville, Mississippi, with more vessels planned for construction..



Family on hand for the M/V Miles Madison christening

DEDICATION PHOTOS



Many dignitaries, guests, and friends were on hand for the dedication of the M/V Ann Elise and M/V Miles Madison.



NEW LOOKS



The new entrance to Magnolia Marine Transport



The MMT conference room has also been expanded

ABOARD THE M/V DOROTHY LEE



Dave Masters, M/V Dorothy Lee Relief Mate, and Jimmy Marks, M/V Dorothy Lee Captain



Mark Carter, M/V Dorothy Lee Deckhand, and David Masters, M/V Dorothy Lee Relief Mate



PERSONAL HEALTH

Sleep Apnea a concern for maritime workers

I recently attended an AWO meeting in Louisville, KY, and had the pleasure of listening to Dr. Upender from Vanderbilt University speak about Sleep Apnea. Sleep Apnea is getting a lot of attention in the marine industry these days and it's becoming one of the big disqualifying medical ailments with the US Coast Guard. Since we could speak about this subject for days and not cover everything I'm going to write follow-up articles in future issues. In this issue I will focus on what Sleep Apnea is and its symptoms. Normally during sleep, air moves through the throat and in and out of the lungs at a regular rhythm. In a person with sleep apnea, air movement is periodically diminished or stopped. There are two types of sleep apnea: obstructive sleep apnea and central sleep apnea. Since Obstructive Sleep Apnea (OSA) is the most common type, I will focus much of my attention to this type.

Sleep Apnea is a serious condition that can affect a person's ability to safely perform their daily activities and can affect long-term health. Approximately 25 percent of adults are at risk for Sleep Apnea of some degree. Men are more commonly affected than women. Other risk factors include middle and older age, being overweight or obese, and having a small mouth and throat.

The throat is surrounded by muscles that control the airway for speaking, swallowing, and breathing. During sleep, these muscles are less active, and this causes the throat to narrow. In most people, this narrowing does not affect breathing. In others, it can cause snoring, sometimes with reduced or completely blocked airflow. A completely blocked airway without airflow

is called an obstructive apnea.

Insufficient breathing due to Apnea or Hypopnea causes oxygen levels to fall and carbon dioxide to rise. Because the airway is blocked, breathing faster or harder does not help to improve oxygen levels until the airway is reopened. Typically, this requires the person to awaken to activate the upper airway muscles. Once the airway is opened, the person then takes several deep breaths to catch up on breathing. As the person awakens, he or she may move briefly, snort or snore, and take a deep breath. Less frequently, a person may awaken completely with a sensation of gasping, smothering, or choking.

The main symptoms of OSA are loud snoring, fatigue, and daytime sleepiness. However, some people have no symptoms. For example, if the person does not have a bed partner, he or she may not be aware of the snoring. Fatigue and sleepiness have many causes and are often attributed to overwork and increasing age. As a result, a person may be slow to recognize that they have a problem. Listed below are some of the more common symptoms:

- Restless sleep
- Awakening with choking, gasping, or smothering
- Morning headaches, dry mouth, or sore throat
- Waking frequently to urinate
- Awakening unrefreshed, groggy
- Memory impairment, difficulty concentrating, low energy

Listed below are some of the more common risk factors:

- Increasing age: OSA occurs at all ages, but it is more common in middle and older age adults.
- Gender: OSA is two times more

common in men, especially in middle age.

- Obesity: The more obese a person is, the more likely they are to have OSA.
- Sedation from medication or alcohol interferes with the ability to awaken from sleep and can lengthen periods of Apnea (no breathing), with potentially dangerous consequences.
- Abnormality of the airway.

Below is a screening tool used in the medical field to help doctors determine if you are 'At Risk' for Obstructive Sleep Apnea (OSA).

STOP-BANG SLEEP APNEA SCREENING TOOL

Answer the following yes or no:

1. Do you **SNORE** loudly (louder than talking or loud enough to be heard through closed doors)?
2. Do you often feel **TIRED**, fatigued, or sleepy during daytime?
3. Has anyone **OBSERVED** you stop breathing during your sleep?
4. Do you have or are you being treated for high blood **PRESSURE**?
5. **BMI** more than 35?
6. **AGE** over 50 years old?
7. **NECK** circumference > 15.75 inches?
8. Male **GENDER**?

≥3 yes answers: High-risk for OSA
<3 yes answers: Low-risk for OSA



BY
JIM SMITH
COMPLIANCE
MANAGER

Continued on Page 21

LINEWASH

New stop markers installed on barges

You have all seen the new retro fitted barges and the six new barges recently built, but have you noticed the new stop markers in the barges? Stop markers are being installed in all the barges as they come into the shipyard. MMT has had different styles in the past and we are now upgrading our equipment to prevent any future spills.

There are slight differences in the stop markers depending on the series of barges. We will be updating fleet information on the barges and which barges the STOP is used for. For example the MM 30, 31B, 32, 76, 77B, 78, 86 and 88 have 18 inch stop tabs. These are flat deck barges. The MM 40, 41B, 42, 43, 44, 45, 46, 48, 50, 52, 58, 66 and 68 have 12 inch stop tabs in the 1's, 2's and 3's cargo tanks and 42 inch stop tabs in the 4's tanks.

These are raised deck barges with boiler pits. The MM 47B, 51B, 54B, 60, 62, 70, 72, 86 and 88 have 12 inch stop tabs in the 1's, 2's and 3's cargo tanks and 30 inch stop tabs in the 4's. These are raised deck barges without boiler pits. The MM 93, 94B, 95, 96, 97B and 98 have a 12 inch stop tab. These are also flat deck barges. We have also installed stop markers on fuel tanks as well; they are 12 inch stop markers. DO NOT load above the 12 inch tabs in these fuel tanks. Keep in mind not all the barges have been updated.

The key word is STOP means STOP. If the gauge sticks are used correctly then RED (12 inches) will mean STOP. So if you should receive orders to load to a 9-6 draft or to the stops you should always stop at whichever

comes first. Never go over your stop tabs to get your draft, even if it is only one or two inches. Our max load capacity is 98 percent of the barge capacity and this is what the stop markers indicate. We are installing this new equipment to make us aware and to insure that overloading and spills do not occur.



BY
DAVID ANDREWS
OIL MOVEMENTS
SUPERVISOR

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

- Darius Antley
- Jerney Marler
- Mardriquez Carr
- Larry Rowe
- Keith Coleman
- Kevin Wylie
- Landon Cobb
- Joseph Heglar
- Andrew Brewer
- Heath Adams

- Austin Brooks
- John Martin
- Juanita Dunn
- Joshua Harvey
- Don Lude
- Devin Nelson
- Austin McWhorter
- Jeremie Rhodes
- Jonathan Rogers
- Donald Barnes
- Garrett Magee
- Randy Carter
- Parion Mims
- Iris Peaches
- Kole Stubbs



BY
SYD JOHNSTON
PERSONNEL
ASSISTANT

PERSONAL HEALTH

Continued from Page 20

As I mentioned earlier, I will be writing future articles further breaking this topic down. If you think that you

have sleep apnea, you should follow up with your personal physician for evaluation. For those of you reading this and have MML's and/or MMD's, I

recommend that you make your personal health your top priority to maintain your document to prevent future US Coast Guard medical suspension.

SAFETY CORNER



Globally Harmonized System is coming in 2014

In an effort to standardize chemical and hazard identification, the Globally Harmonized System (GHS) was born out of the United Nations 'Earth Summit' in 1992. Over 65 countries have already adopted or are in the process of adopting GHS, including the United States. GHS is primarily concerned with the classification of chemicals and the communication of hazards related to those chemicals to users of the products via warning labels and safety data sheets.

The GHS will standardize the classification and labeling of chemicals around the world. Many countries already have regulatory systems in place for these types of requirements. Under the current material labeling system different countries may require multiple classifications, labels and MSDS for the same product. In some cases they may have different requirements for

the same product in the same country depending on which agency they fall under.

So what does all this mean for us? Starting January 1, 2014, the United States will fall under the Globally Harmonized System or GHS. In a nutshell they are changing MSDS to SDS (Safety Data Sheets), changing the format from what we are used to.

Over the next few years as more companies come into compliance we will be seeing the new SDS format when you get on docks to load product, in addition to everything in our current MSDS books that will be changing over to the new format.

Some other notable changes will be product labeling, they are going to use a universally accepted model very similar in a lot of ways to current fire extinguisher identification using pictographs in place of letters and numbers.

Above are some examples of the new pictograph system they are from left to right: explosives, gases under pressure, flammables, carcinogen (target organ toxicity) and environmental toxicity. In addition to training shoreside, GHS training DVDs are being sent to the fleet to be added to the safety tape viewing program.

Once we get over the initial growing pains of learning the new system I think we will find the new format extremely user friendly.



BY
**KRIS
TOWER**

SAFETY &
ENVIRONMENTAL
COORDINATOR

MMT safety awards program being revamped

Magnolia Marine is in the process of revamping the two safety award programs. Some of the most notable changes to the two programs are the use of a safety award company and the program frequency will be on a six-month period. Employees will be awarded points that will be added to their safety award account. These points can be redeemed by the employee immediately or can be accrued and exchanged for higher end merchandise like vacations.

The Personal Safety Award will receive a few additional requirements related to personal accountability, such as having no spills or navigational accidents caused by personal error. The Vessel Safety Award will now be tied to

the Personal Safety Award. If a vessel earns a Vessel Safety Award then the crew assigned to that vessel will receive a predetermined number of points added to their safety award account. Previously we had a three tiered award system (Gold, Silver, and Bronze); we decided to change the award to a pass or fail system.

The new award programs will hold individuals accountable for their actions, and help build a safer crew working and living environment. The new programs are scheduled to go into effect January 2014; more detailed information will be sent out soon.

■ BENEFITS & REVIEWS

Changes coming to MMT fringe benefits during 2014

The company continues to spend more on healthcare for its employees, and while the company continues to absorb most of those increases, the time has come to pass some of those increases on to the users of our medical policy – the employees. Therefore, effective January 1, 2014, the cost to cover each of your dependents will increase from \$50 a month to \$60 a month. The good news is that the employee premium will remain at current levels: \$60 a month. There will be no need to re-enroll, but those of you who cover your dependents will see an increase in deductions on your first paycheck of 2014. The medical deductible and out-of-pocket amounts are remaining at current levels.



BY
**LIB
BAGBY**
CLAIMS
MANAGER

We also want you to know that sometime after the first quarter of 2014 MMT will be implementing a surcharge for employees who are tobacco users. The amount of that surcharge has not been determined, but this would be a good time to kick the tobacco habit. Tobacco users will be self-reporting, but the goal is for us to become a tobacco-free company. You may remember that we have tobacco cessation programs available to you. Contact Lib Bagby or Chris Lenoir for the details.

Through employee meetings this past year we have shared the cost of company-provided medical coverage with you. We plan to keep you informed of that number throughout the year. Fees associated with the Af-

After the first quarter of 2014 MMT will be implementing a surcharge for employees who are tobacco users. The amount of that surcharge has not been determined, but this would be a good time to kick the tobacco habit.

fordable Care Act will add to that cost, which means you should expect to see what you pay for medical coverage to increase in the future, too.

In other benefit news, we will be adding a Roth feature to our 401(k) Plan on January 1, 2014. Roth contributions are considered after-tax contributions, but the money in a Roth account accumulates on a tax-free basis, and withdrawals are tax-free, too, as long as the account is at least 5 years old and the investor is age 59 ½ or older.

This added benefit will allow you to put pre-tax, post-tax, or a combination of pre-tax and post-tax dollars into your 401(k), and help you accumulate more money for retirement.

More detailed information will be mailed to your home addresses shortly. Rush Mosby and Wade Watts, the financial advisers to our 401(k) Plan, can answer your investment questions. You can reach them at 601-957-5225. Just be sure to tell them you work for Magnolia Marine.

Forms for open enrollment will be mailed to home addresses in November and any changes for adding or

dropping dependents will need to be returned by the first week in December. Changes will go into effect on January 1, 2014.

OPEN ENROLLMENT COMING IN NOVEMBER

November is open enrollment period for insurance benefits with a Jan. 1, 2014, effective date. If you wish to add or drop a dependent, enroll or decline health, dental or cancer benefits, please contact Lib Bagby at 1-800-696-5921 or 601-802-8611 before the end of November to receive the proper forms and information of documents needed. Examples of such documents are a copy of your marriage license to add a spouse, or Social Security number and birth certificate for a new baby. Remember: anytime you add or drop a dependent you may also want to reconsider your beneficiaries on your life and 401 (k).

DON'T DISREGARD LETTER FROM BCBMS

A short tip concerning your Blue Cross Blue Shield of MS:

If you receive a letter from BCBMS concerning questions regarding a possible claim that may be related to an accidental injury or work-related illness or injury please contact BCBMS customer service department. The letter from BCBMS will include their contact information. Sometimes a visit to the ER will cause such a letter when BCBMS doesn't have enough information from the provider to know if there might be a third party involvement. Failure to respond to the letter could possibly hold your claims from payment. Remember don't disregard such a letter.

■ NUTS & BOLTS

MMT doubling down on pumping systems

Over the last 18 months MMT has taken on the challenge of retro-fitting 11 of our asphalt barges. We gave them a second pumping system and added a vapor-recovery system along with other upgrades. At the time of



BY

**DINO
ROSS**

SENIOR
VICE PRESIDENT,
MARINE
ENGINEERING

press, we have completed 10 of the 11 scheduled retro-fits.

The pumps we installed are 13LS Byron Jackson Deepwell pumps. We have been seeing discharge rates from these pumps in the 2800 to 3200 BPH range, which is outstanding!

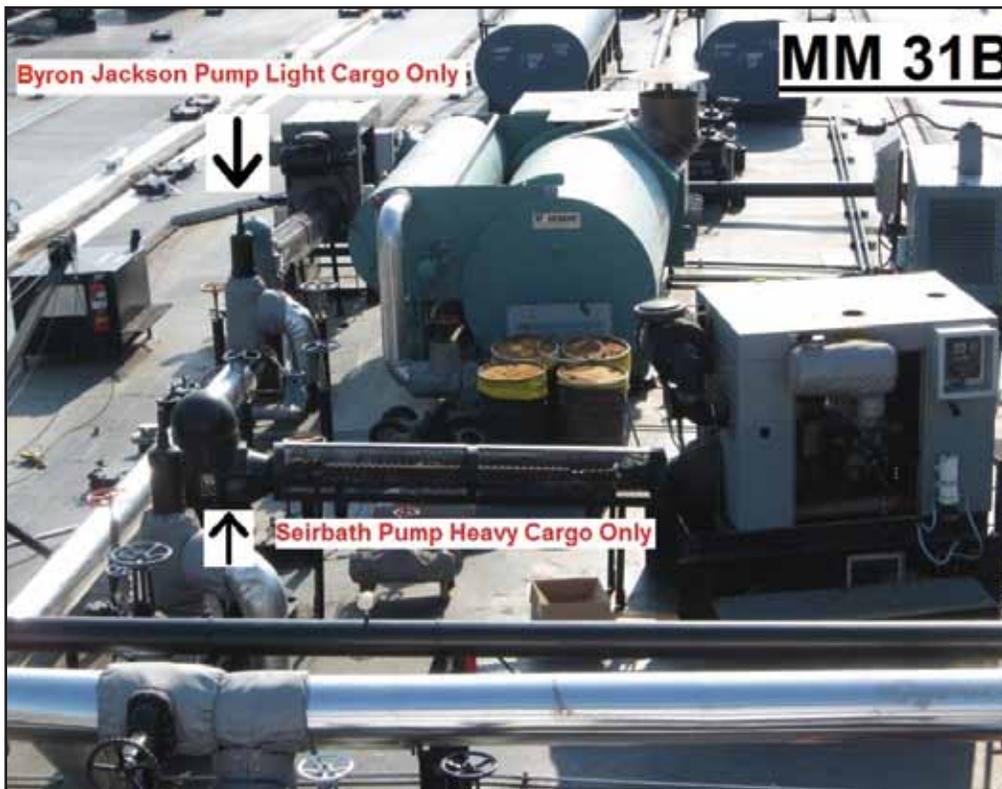
As the oil

markets change, we are carrying less heavy oils and more crude oils and lighter products that benefit from the dual pumping system.

With the addition of these 11 barges, and the 6 new builds we took delivery of in the summer of 2013, we now have a total of 17 barges with these dual-pumping systems.

The #1 pump is our Seirbath or Imo pump, which we use primarily to discharge asphalt, but can also be used on any grade E cargo. They can also be used to pump the lighter products if needed. From a lubrication standpoint it becomes necessary to run them at slower RPM's when pumping lighter products.

The #2 pump is the 13LS Byron Jackson Deepwell pump and it is used



Seirbath pump is the # 1 pump for Asphalt or Heavy product "ONLY"



NUTS & BOLTS

to pump products in a temperature range from 150° F to ambient temperature. These products would be crude oils, VGO, slurry oil and CCFB.

We all know from our many years in the black oil business how important it is to set up an asphalt barge after discharge for the next loading. It is equally important to take similar steps when switching from the lighter oils to the heavier products. We have a few new procedures in the works to address these issues, and, of course, we will be reviewing these systems in our yearly Tankerman Training Classes.

We have plans to add an additional 6 identical barges in May-June of 2014 and space is available in 2015 should we decide to continue construction.

Thanks to all of you that had a hand in the retro-fitting of these 11 barges, while working at the same time on the new construction barges. It has been a



13LS Byron Jackson Pump is the # 2 pump for light oil products "ONLY"

very busy last 18 months and again.... equipment!
Thanks to all of you that operate our



The MM 98 in the water @ Madisonville LA.

At this time we have 6 more barges to be built by Trinity in Ashland City, TN. They are due for delivery in May & June 2014. These barges are the MM 80, 82, 13, 15, 16, and 18. They will all have the dual pumping and vapor recovery systems on them and we also have available space for additional barges with delivery in 2015.

■ QUALITY CONNECTION

AWO a good source for maritime information

Many of you have asked me how I stay current with maritime issues concerning our industry. Besides reading various marine related periodicals such as the Waterways Journal, Marine Log and others, I also have a few good



BY
**JIM
SMITH**

COMPLIANCE
MANAGER

reliable internet sites and blogs that I peruse. The trick is to filter each of these since they each try to spin the issue to their advantage, so collectively I put all this together to help paint the picture.

However, probably the best source on industry news and issues is the American

Waterways Operators (AWO). Their staff does an incredible job keeping members current with present and future industry issues. One of the best experiences I had the pleasure of doing was serving as the Chairmen for the Interregional Safety Committees for the past 2 years. This group is comprised of safety professionals from the various AWO member companies' and provides members with in-depth information on safety and environmental issues as well as raising awareness to future issues.

Currently our industry is facing lots of issues, but hands down the biggest is Sub Chapter M, or Sub M. Sub M will take towing vessels from uninspected to inspected. This regulation will have a major impact on owners and operators. Currently Sub M resides at the Office of Management and Budget (OMB) under review.



New Interregion Safety Committee Vice Chairman Mary McCarthy, Canal Barge Company; pictured with Past Interregion Safety Committee Chairman Jim Smith, Magnolia Marine Transport Company; and Interregion Safety Committee Chairman Jason Adams, Ingram Barge Company.

Once it leaves OMB it will go back to the Department of Homeland Security (DHS) and the US Coast Guard for review and it's speculated to go back out for another round of Notice of Proposed Rulemaking (NPRM). The NPRM stage is where individuals and companies can submit comments either for or against the rule or certain parts. With a monumental rulemaking like this all parties both government and industry want to get it right the first time.

AWO has been very instrumental in setting up various review meetings to look over Sub M regulations and to help formulate suggestions and/

or substitutions that better fit industry needs and are more aligned with current practices. Personnel from Magnolia Marine helped provide feedback to AWO and the US Coast Guard on various operational and engineering aspects of the proposed regulation. It's uncertain when Sub M will become a final rule but having reviewed the proposed rule as well as attending various meeting's we feel comfortable about Magnolia Marine's compliance with the rule once it's released.

Please feel free to contact me if you should have any questions of comments concerning this or any other industry issues.

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.

40 YEARS

Jody McMinn

39 YEARS

Kenny Fields

36 YEARS

Foster Stevens

29 YEARS

Andy Minyard
Karen Thomas
Gaylon Cox

28 YEARS

Jeff Heep

27 YEARS

Jerry Mullins

26 YEARS

Roger Harris

25 YEARS

Jim Wilkinson

23 YEARS

Don Ainsworth

22 YEARS

Bob Reynolds
Willie Harrell
PC Cummins

21 YEARS

Napoleon Dixon

20 YEARS

Michael "Radar" Hutson

19 YEARS

William Bonds
Mike Wilkinson
Tony Jeffers
Barry Bingle

18 YEARS

Jeff Schlegel
Robert Mosier
Chip Porter
Mike Carpenter

17 YEARS

Lib Bagby

16 YEARS

Richard Weber

15 YEARS

Betty Guynes
Johnny Rowan

14 YEARS

Rodger Ellis
John Gathings
Rusty Goodwin

13 YEARS

John Tallant
Tim Corley
Frank Lane
Matt Dement

12 YEARS

Shawn Stacy
Matthew McCorkel
Leon Irwin
Michael Lowry

11 YEARS

Bert Lyles
Bertha Canon
Steve Fillingame
David McGraw
John Brown
John Palla
Thomas Jewkes

10 YEARS

Lee Hogue
Francis Ponder
Ellice Chambers
Robert Walker Jr.
John Sullivan
Josh Black
Daniel West

9 YEARS

Brandon Hamilton
Paul Ellis
Clint Davidson
Josh Chavers

8 YEARS

Danny Pethan
Chester McDougald
Daniel Davis
Syd Johnson

7 YEARS

Mark Springstead
Robert Richardson
Dee Pegram Jr.
Ed Lum
Kathy Harter
Trent Brown
Jeremy Alexander
Ryan Wade
Charles Crumley
Pavel Samoylov
Rick Osborn
Michael Dollins
Wayne Lee
Jamie Richardson
Dave Coffey

6 YEARS

Jody Wilcox
Jeremy Tucker
Jeff Thornton
John Arendale
Stephanie Stevens
Delrick Dosson

5 YEARS

Corey Reno
Josh Williams
Ben Cooper
Ethan Thompson
Lee Lane
Eric Wilson
Kione Zimmerman
Michael Gray

4 YEARS

Marcus White
Richard Lewis

3 YEARS

Deryl Tolbert
Daniel Goss
Curtis Cole
Michael Brand
David Pritchard
Gary Pierson
Keith Ellis
Marcus Battles

Kevin Jenkins
Sam Johnson
Nathan Oliver
Floyd Ward
Chris Sellers
Brian Schmidt

2 YEARS

John Graham
Jacob Collins
Jose Linares
Patrick McDaniel
Lisa Jahanzeb
Jesse Alexander
Cheryl Stanley
Cori Watson
Jamal Flowers
Matthew Boren
Jeff Upshaw
Roderick Lee
Richard Bryant
Christian Andreacchio
Chase Wells
David Masters
Dusty Davis
Mark Carter
Michael Clark
Kris Tower

1 YEAR

Deon Sanders
Jamarius Morrison
Chris Johnson
Rick Smedley
Jonathan Ward
Bobby Randall
Carlan Crotwell
Mike McCree
Lorenzo Nutall
Carlos Williams
Taylor Richardson
Shayne Turbeville
Tim Williamson
Melvin Phillips
Anthony Terry
Jonathan Bullock
Janelle Rose
Zachary Sumrall
Jacob Strong
Nicholas Walker

■ I.T. UPDATE

New Magnolia Marine website coming

Bob Dylan said it best, “For the times they are a-changin’.” And times are definitely changing. We are bridging another gap in information between Ergon and Magnolia Marine Transport’s fleet. By the beginning of 2014, we will go live with the new Magnolia Marine website!

Magnolia Marine’s website debuted in early 2007. Since then, little has changed with its design and available resources. It’s still a good place to find information such as strapping charts for barges or contact information for shore side personnel, but we want to take it farther. We want our website to be the center of MMT information for our customers, employees and families.

NEW DESIGN

The new site will have a completely revamped design, with aesthetics and ease-of-use as top priorities. Information will be easy to access and retrieve, the new design will provide an optimal experience on any electronic device, from a computer to a smart

phone. Users will be able to access the site from anywhere. We wanted our site to reflect the innovative ideas that make MMT a leader in the towing industry.

UPDATED CONTENT

The new site will be divided into two main areas – a front-facing section, and an employee section. Our front-facing pages will allow customers to find information about MMT, including detailed information concerning our vessels, barges and services. We will have pages dedicated to the different MMT departments and the roles and services they provide. A contact page will list key shore side employees’ contact information. It will be similar to what we have today, but bigger, better and easier to use.

The second section of the site will be for employees only. For me, this is the most exciting section of the new site. Employees will have a login page. Once logged in, they can access all types of information, ranging from HR information, to vessel location.

We will also provide a suggestion box that lets users anonymously send suggestions to key managers within MMT. Family members can use the employee’s credentials to access these features, too. Ergon-wide information will be posted in this area, allowing all MMT employees to receive relevant Ergon information in real time.

I would like to thank the Communications Department at Ergon, Inc. for working with us on this project. Without their knowledge, leadership and help, we would not have been able to bridge another gap in information with our MMT fleet crews.



BY
**MICHAEL
LOWRY**

INFORMATION
SYSTEMS
MANAGER

■ PERSONNEL CHANGES

Ryan Wade joins Shoretankerman team

Ryan Wade recently joined our Shoretankerman team and is already on the road serving our vessels needs. Ryan has been employed by Magnolia since August of 2006 and most recently served as Mate aboard the Jennie Dehmer. Ryan and wife, Shana, make their home in Brandon, MS, along with their children, Jayden, Kaydie, Liberty and McKynlee. Please welcome Ryan as you work with him at the docks.



Ryan and Shana Wade with their children, Jayden, Kaydie, Liberty and McKynlee