

PARKER today

A Parker Towing Company, Inc. Newsletter

CELEBRATING *75 years*



Tim Parker, Sr.

When Tim Parker, Sr. first stepped onto the deck of a barge on the Black Warrior River in 1933, he didn't know where the river would take him. It was the heart of the Great Depression. Jobs were scarce, and for a young man, work as a deckhand earning a dollar a day was a welcome opportunity. It wasn't long before Tim revealed a talent for the river life. After just three years of working on the river, he earned his pilot's license. By 1940, he purchased the Heloise, an old sternwheel steamboat. He was Captain Tim Parker now, and his business of Parker Towing Company had its first contract. Tim would meet and marry Thelma Ford, a schoolteacher, and together they would start and build Parker Towing Company -- Thelma kept the company books on their dining room table while

Tim rode the river. It's obvious that Tim Parker, Sr. found more than just a job – he found a way of life that would offer him the opportunity to raise a family and build a business with what must have become a sense of destiny. There never seemed any doubt that Parker Towing would be a family business. Today, his children, son-in-law, grandchildren and countless essential employees help to run one of the largest barge lines in the Southeast. We've come a long way since our humble beginnings but one thing that remains constant through the years is Tim Parker Sr.'s management principles that belief in hard work, extensive knowledge of the waterways and understanding the customer's needs are the keys to success. We take pride in our commitment to the safety of our employees (our greatest asset) and being good stewards of the environment.



Thelma Parker

From captains to deckhands and front office to customers...you are part of our success and we appreciate your daily contributions. Join with us as we celebrate the success of 75 years and three generations at Parker Towing Company. We invite you to come aboard our journey into the future as we deliver the cargo that fuels the American dream.

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CUSTOMER PROFILE PowerSouth Energy Cooperative



The M/V Temple Huckabee delivering a tow of coal to the Loman Power plant in Leroy, AL.

PowerSouth Energy Cooperative is one of Parker Towing Company Inc.'s largest customers. Originally founded in 1941 as Alabama Electric Cooperative, the company has been a leader as an electric utility wholesale

provider to its distribution members for over 70 years, changing its name to PowerSouth Energy Cooperative in 2008. Headquartered in Andalusia, AL, PowerSouth provides the wholesale power needs of 20 distribution members in southeast Alabama and Northwest Florida. PowerSouth owns and operates six generation facilities of various types with the ability to generate more than 2000 MW of electricity, along with several additional purchased power agreements. Parker Towing Company has served this utility customer over the years, delivering coal to the Loman power plant. Our latest contractual relationship began in 2000 and has a number of years to go.

The Charles R Loman Plant, located in Leroy, Alabama, has three coal-fired units owned and operated by PowerSouth Energy. Beginning commercial operations in 1969, this power plant

has the generating capacity of 556 MW, enough to power approximately 556,000 homes. Parker Towing currently loads coal at Grand Rivers, Kentucky and Mount Vernon, Indiana for delivery to the Loman Power Plant in eight barge tows. Coal from these origins is from the Illinois basin coal region and is classified as "steam coal." The Illinois basin includes southern Illinois, western Indiana and western Kentucky. In addition to delivering coal to the power plant, Parker Towing also owns and operates the M/V Touchstone Energy at the power plant to provide barge switching for unloading and fleet management as part of our contractual obligations.

PowerSouth Energy is also proud of being a good steward of the environment. The plant has a state-of-the-art air scrubber system as well as electrostatic precipitators to prevent particles from entering the atmosphere. The receipt of coal by barge is also the most energy efficient as well as environmentally friendly means of delivery. PowerSouth Energy Cooperative's respected reputation and active involvement in community, local and state affairs matches Parker Towing's value of being a good corporate citizen. We value and appreciate our long history and excellent relationship with PowerSouth Energy Cooperative, and look forward to continuing this relationship for many years.

Longtime Employee **RANDY BAYGENTS** Retires After 39 Years

Longtime employee Randy Baygents retired as port engineer this past September after being with Parker Towing Company for 39 years. Randy started working on the river in 1966. He joined Parker Towing's shop crew on June 10, 1975. When he began working in the shop, the shop consisted of Randy and two others: Port Engineer Dick Parker (Captain Tim Parker's brother) and Gilbert Taylor. We at Parker Towing appreciate all of Randy's years of service and hope he is enjoying his retirement!



President Charlie Haun (left) with Randy Baygents (right).

CAPTAINS RECEIVE THEIR 30+ YEAR COMMEMORATIVE WATCHES

The 1980s are often remembered as a time of materialism and consumerism, but it was also a time when Parker Towing hired some its most dedicated employees.

Captains Bretford Wildrick, Travis Curington and Bill Archie have, over the past year, received their commemorative watches for working for Parker Towing Company for 30-plus years!

Captain Bretford Wildrick was hired by Parker Towing on January 1st, 1982 but had actually received his pilot's license in 1979. The first boat he worked on was the M/V Dallas – a shift boat at Barry Steam Plant near Bucks, AL. He was promoted to captain of the M/V Bobby Joe James in May of 1994, where he was captain until October of 2011. Since October of 2011, he has been captain of the M/V Megan Parker, one of Parker Towing's largest boats in its fleet. Bretford is married to Cindy.

When **Captain Travis Curington** was hired by Parker Towing he had previously been working on a farm and had been laid off. The day after he was laid off, PTC Captain Rodney Clark called Travis to see whether he needed a job. Travis said he did so Rodney and the crew truck drove by Travis' home and picked him up on the way to Gorgas to catch the M/V Mary Ann. He filled out his pre-hire paperwork in the truck. This was in 1983. He's been with Parker Towing ever since. Travis received his pilot's license in 1996 and has served as captain of the M/V Cathy Parker and is currently the captain of the M/V Rhett Parker. He is married to Wanda.

Captain Bill Archie was initially hired by Parker Towing in 1965 and worked as a deckhand on the M/V Alice Parker. He was rehired by PTC in February of 1984. Prior to being rehired he started driving a towboat in 1968 and received his license in 1972 (prior to 1972 the United States Coast Guard did not require pilots to have a license). Bill was promoted to captain in 1990. He has served as captain of the M/V Seldon Hurr and the M/V Thelma Parker and is currently the captain of the M/V Heloise. Bill is married to Rose.

Thank you to Captains Bretford Wildrick, Travis Curington and Bill Archie for your hard work, dedication and loyalty!



Captain Bretford Wildrick (center) receives his commemorative watch from Chairman Tim Parker (left) and President Charlie Haun (right).



Captain Travis Curington (center) receives his commemorative watch from Chairman Tim Parker (left) and President Charlie Haun (right).



Captain Bill Archie (second from left) receives his commemorative watch from Operations and Project Manager Chas Haun (left), President Charlie Haun (second from right) and Chairman Tim Parker (right).

CLIMBING THE CORPORATE LADDER

Promotions



Preston Everett

Parker Towing Company is pleased to announce the promotion of Preston Everett to pilot of towing vessels upon

Great Lakes, Inland Waters and Western Rivers. The process of becoming a licensed merchant mariner requires an individual to subject themselves to weeks of class time, numerous exams and a minimum of one year of training. Preston is one of a select group of people that can boast of having successfully navigated this arduous process. He accomplished all of this after having been a Parker Towing employee for only five years. His rapid ascent to the wheelhouse can, in large part, be attributed to his tremendous work ethic and professionalism. Congratulations, Preston!



Kevin Greene

Congratulations to Kevin Greene on becoming PTC's new port captain in January. Kevin first joined Parker Towing

in 1996 when he worked on the M/V Seldon Hurr as a wheelman. He has since worked on almost every boat in the Parker Towing fleet, which should help make his move to port captain a smooth transition. His new responsibilities include supervising all wheelhouse personal to assure a safe working environment; implementing standard procedures and guidelines for the operation of a safe and environmentally sound fleet; ensuring compliance with the Vessel Safety Management System; and acting as emergency relief for all licensed wheelhouse positions as well as many other responsibilities. Kevin's experience in the wheelhouse ensures that he works well under pressure and has excellent crisis management skills. Congratulations, Kevin!

WELCOME ABOARD! NEW HIRES

CODY DRIVER
Deckhand

MARCUS GLADNEY
Laborer

CATHERINE BYRON
Receptionist

MICKEY JACKSON
Shift Pilot

LEMARCUS MCCONICO
Deckhand

MATTHEW BROCK
Deckhand

HAROLD JORDAN
Laborer

AARON BURK
Deckhand

SEAN MAYS
Deckhand

JIM (J.T.) CURINGTON
Deckhand

PAUL STOKES
Deckhand

THOMAS FAYE
Deckhand

SETH PARKER
Deckhand

GARY TENNANT
Deckhand

RICHARD JOHNSON
Welder

ALEXANDER TAPER
Deckhand

DAVID MCGHEE
Laborer

MICHAEL EDWARDS
Laborer

PAT PATRICK
Shift Pilot

JACOB RILEY
Shift Pilot

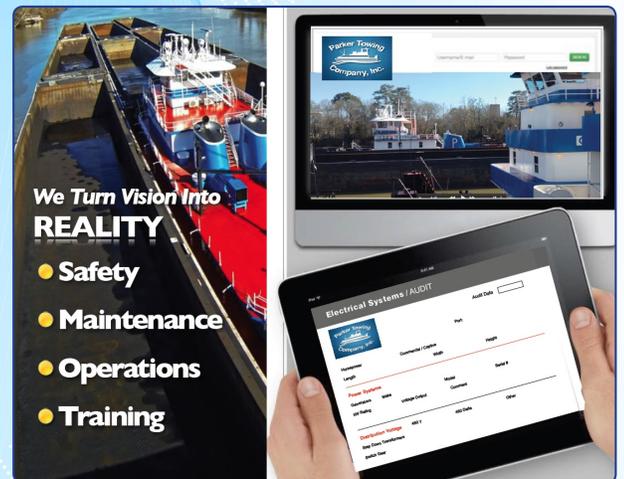
GARY SMITH
Deckhand

SAFETY CORNER

Parker Towing – Using Technology to Improve Training to the Fleet!

At Parker Towing Company, the health and safety of our employees is paramount. Every month the Administrative Services Department issues training requirements to our fleet personnel that focus on issues associated with safe operations of our equipment, potential hazards and general quality of life while working on our vessels.

Some of the training is required by the Code of Federal Regulations and some is discretionary, but ultimately the goal is the safety and general well-being of our crew personnel. Because of this, we take the responsibility of getting this training completed very seriously.



In an effort to improve the means by which this training is delivered and the rate at which it is returned to the Administrative Services Department, we are exploring a new platform that will hopefully be more efficient and easier to use. This training platform will be delivered electronically and accessed on a computer tablet that will be issued to your vessel, a personal mobile phone or a desktop computer. It can be customized to meet the requirements of a specific position or individual. The completed training will then be automatically sent back to the Administrative Services Department and tracked in a master database. Hopefully this will mean no more paper trails and better use of our resources!

Over the next several months, we will begin testing this technology on selected vessels. We are excited about its possibilities and the convenience that it will provide in delivering quality training to the fleet.

CHRIS BUSHHORN

Director of Administrative Services