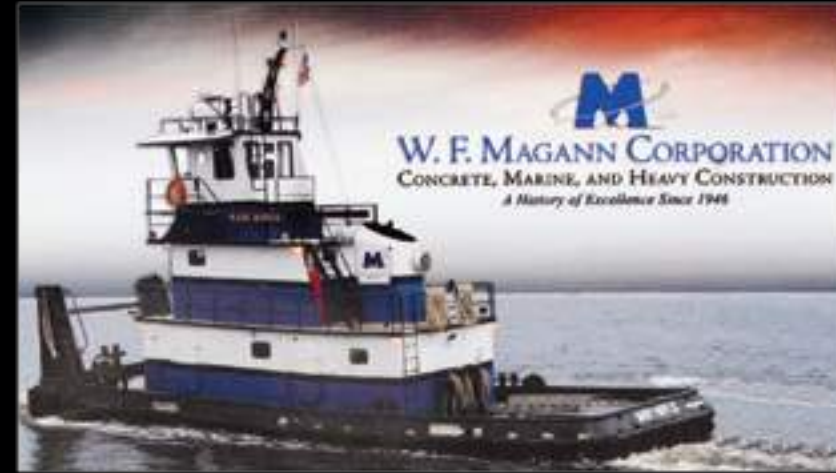




HE SHOOTS SHE WRITES
THEY PRODUCE

After 25+ years working together at The Virginian-Pilot, covering news and features, Phyllis and John combine their energy and skills in a diversity of projects—in print, video, and online.

They produce books and videos for private clients and non-profit foundations, create commercial and promotional projects for government agencies, major corporations and non-profits, and publish a variety of features in national and regional magazines.



W. F. MAGANN CORPORATION
CONCRETE, MARINE, AND HEAVY CONSTRUCTION
Over A Half Century Of Excellence

ISBN 978-1-68184-015-4



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W. F. MAGANN CORPORATION Our First 70 Years



W. F. MAGANN CORPORATION

Our First 70 Years

Photography and Photo Illustration by John Sheally

Narrative by Phyllis Speidell

In *W. F. Magann Corporation – Our First 70 Years* we'll go back to the early days with company founder Mac Magann, the teenage orphan who grew into a successful entrepreneur and city leader. We'll see how his and his family's drive and concern for the community at large helped him to achieve his ambitions. We hope you enjoy learning more about this remarkable family and their continuing contributions to the world of heavy and marine construction.



W. F. MAGANN CORPORATION
CONCRETE, MARINE, AND HEAVY CONSTRUCTION
A History of Excellence Since 1948



W. F. MAGANN CORPORATION
CONCRETE, MARINE, AND HEAVY CONSTRUCTION
Over A Half Century Of Excellence



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W. F. MAGANN CORPORATION Our First 70 Years



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Our First 70 Years

Photography and Photo Illustration by John Sheally
Narrative by Phyllis Speidell

THE **M**OLES **A**WARD

for

Outstanding Achievement
in Construction

Presented this twenty-fifth day
of January, nineteen hundred
and ninety-five to

WILFRED **F.** **M**AGANN, SR.

in recognition of his

Accomplishments

in

Founding and **D**eveloping
an

Outstanding

Marine and **H**eavy
Construction **C**ompany

and for his

Dedication to **M**aintaining

High **S**tandards

for the

Construction **I**ndustry



Thomas E. Dailey
President

19



95

THE MOLES' AWARD
TO
WILFRED F. MAGANN
FOR
OUTSTANDING
ACHIEVEMENT
IN CONSTRUCTION

WITH THE ADMIRATION AND
ESTEEM OF MEN ENGAGED
IN CONSTRUCTION

“ONE OF MY BIGGEST FEARS IN LIFE IS PEOPLE NOT
KNOWING WHAT WE DO...”

WILLIAM S. “BILL” MAGANN SR.

The tug *Mary Hope* working
at BAE shipyard.

W. F. MAGANN CORPORATION

Our First 70 Years


THE
DONNING COMPANY
PUBLISHERS

Photography and Photo Illustration by John Sheally
Narrative by Phyllis Speidell

Aerial photos by Backus Aerial Photography

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The Donning Company Publishers
184 Business Park Drive, Suite 206
Virginia Beach, VA 23462

Lex Cavanah, General Manager
Nathan Stufflebean, Production Supervisor
Philip Briscoe, Editor
Chad Casey, Graphic Designer
Monika Ebertz, Imaging Artist

Dennis N. Walton, Project Director

Library of Congress Cataloging-in-Publication Data

Names: Sheally, John H., II, photographer. | Speidell, Phyllis E., author.
Title: W.F. Magann Corporation : our first 70 years / photography and photo

illustrations by John Shelly ; narrative by Phyllis Speidell.

Description: Virginia Beach, VA : Donning Company Publishers, [2016]

Identifiers: LCCN 2015043028 | ISBN 9781681440154 (hardcover : alk. paper)

Subjects: LCSH: W.F. Magann Corporation. | Construction industry--United States--History. | Construction industry--United States--Pictorial works.

Classification: LCC HD9715.U54.W5257 2016 | DDC 338.7/6240973--dc23

LC record available at <http://lcn.loc.gov/2015043028>

Printed in the United States of America at Walsworth

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DEDICATION

W. F. Magann Corporation - Our First 70 Years is a tribute to our company's founder—my father, W. F. "Mac" Magann. One of the last of the self-made breed, he relied on hard work, wisdom, and honesty. He trusted everyone, and for him a handshake was a signed contract.

—William S. "Bill" Magann Sr.



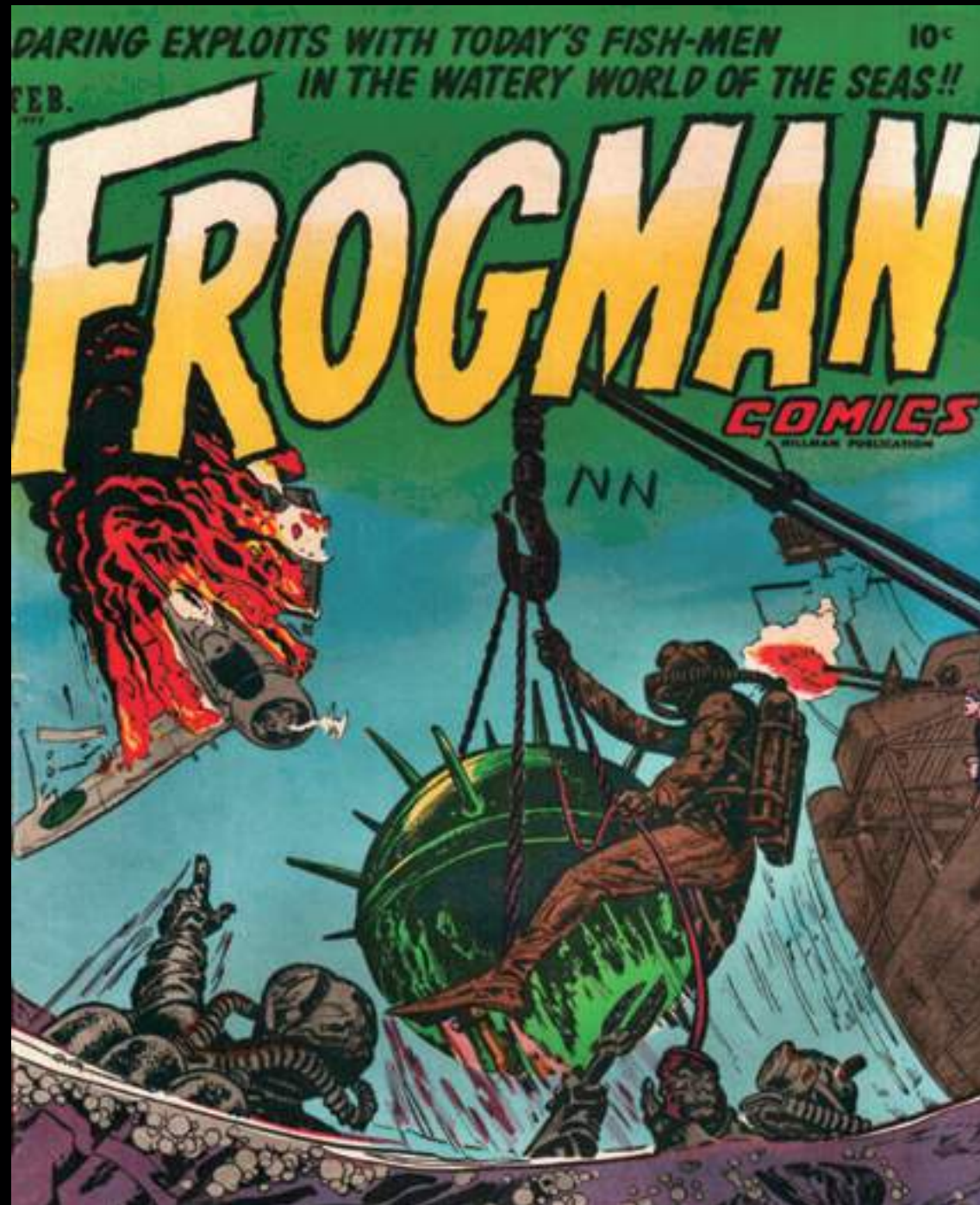
THE RIGHT PEOPLE AND THE RIGHT EQUIPMENT TO DO THE JOB RIGHT

It takes more than barges and cranes to help reshape the landscape of the Eastern Seaboard. W. F. "Mac" Magann, a World War II veteran and Navy frogman, understood this idea when he founded the W. F. Magann Corporation seventy years ago and set high standards for honesty, as well as for performance. Magann led his company from driving piles to constructing seawalls, bridges, bulkheads, and marinas. They built landmark structures, dredged navigational channels, and built jetty systems. They designed, built, and repaired piers and worked on drydocks for some of the country's largest and oldest shipbuilding facilities.

You can look to family members to discover what makes W. F. Magann a leader in the industrial, marine, and concrete construction business. Since its beginning in 1945, Magann has been family owned and operated, and the Magann management makes a point of including employees as family, proven by the second- and third-generation employees on its staff.

Integrity, ethics, and honesty remain inherent in the family model, but Magann is also progressive and open to exploring new fields of work, new equipment, and new techniques. Since 1999, the company has had its own professional dive team to perform underwater surveys and inspections, engineering projects, and construction. The company's specialized-equipment inventory has also expanded as Magann's work has diversified, and the inventory currently includes a full range of tugboats, workboats, barges, trucks, cranes, and drones.

In this book, we'll go back to the early days with Mac Magann, the teenage orphan who grew into a successful entrepreneur and city leader. We'll see how his and his family's drive and concern for the community at large helped achieve his ambitions. We hope you enjoy learning more about this remarkable family and their continuing contribution to the world of heavy and marine construction.



W. F. "MAC" MAGANN, FOUNDER OF W. F. MAGANN CORP.

Both the character and the success of the W. F. Magann Corporation are legacies from the company's founder, W. F. Magann, an extraordinary man whose life reeled out like a screenplay.

The innate drive and work ethic that shaped "Mac" Magann's early life also shaped his later career as a masterful business entrepreneur. In 1995, The Moles—who pride themselves as the most distinguished heavy-construction organization on the East Coast—honored him with the prestigious Moles Award.

The Moles are proud that, as a group, they are sometimes described as "crazy men in a crazy industry who gamble their fortunes and reputations against the challenges they meet." Mac certainly fit the Moles' philosophy. Just as importantly, however, he was a family man, philanthropist, political activist, art lover, and First Citizen of Portsmouth, Virginia.

Wilfred Fleming Magann was born August 8, 1913, in Portsmouth, the second son of a construction contractor. That pivotal decade witnessed a merger of history: American Civil War veterans were holding fifty-year reunions, while Europe was hurtling toward World War I. Waves of

immigrants sought safety and security in the US Model Ts dodged horse-drawn wagons on Portsmouth's streets less than a hundred miles from Kitty Hawk, North Carolina, where Wilbur and Orville Wright first flew in 1903.

Mac was ten years old when his father died, and his mother was forced to give him and his eleven-year-old brother over to foster care. Three years later, the boys found jobs aboard the collier SS *Thomas Tracy*, with Mac working as a mess boy. Eventually, his brother grew into a career with steamship companies. Mac went to rural Norfolk County, not far from downtown Portsmouth, where he boarded with various families and worked on their farms. He excelled at Churchland High School as a scholar and an athlete, and he earned the school's citizenship award.

He managed to complete a year at North Carolina State University before his tuition money ran out. He came back to Portsmouth

and worked for ten years as a construction supervisor for a self-made-millionaire developer named George T. McLean. The two developed a mutual respect that continued over the years.



First Citizen Award

SPONSORED BY
Portsmouth Lodge 898,
Loyal Order of Moose

FIRST CITIZEN OF PORTSMOUTH 1966

Awarded to: **Wilfred Fleming Magann**

The presentation of this award to Wilfred Fleming Magann focuses attention on a person of wide and varied interests, of untiring and well-directed energy, and of responsible and active participation in the life of the community of which he is a part.

A native son, having been born in Portsmouth on August 8, 1915, he received his elementary and secondary education in Norfolk County being graduated from Chornland High School, where he earned 3 letters in athletics and the Citizenship Medal. His college work was done at North Carolina State. From 1933 to 1942 he was employed by George T. McLean in a variety of managerial capacities.

When World War II involved this country, he enlisted in the Navy, training in one of the pioneer Underwater Demolition Teams. As a "Frogman" he was active in pre-assault reconnaissance and demolition in the Intrusions of Ulithi, Angau, Ngerebus, Iwa Jima, Liangyan Gulf, Leyte Gulf and Okinawa. He also served in the occupation of Chefoo, Korea, Tientsin and Tsingtao, China, as a senior chief, swimmer in reconnaissance and demolition man.

Since his return to business after World War II when he established his own company in heavy construction, the W. F. Magann Corporation, he has had a hand in a number of major construction projects in Eastern Virginia - either directly by construction work of his own company or indirectly by being sought out and consulted by those who hold his professional opinions on foundation structure to be among the best. He has been involved in such projects as the York River Bridge, Richmond-Petersburg Turnpike, Hampton Roads Bridge Tunnel, Chesapeake Bay Bridge and Tunnel, Crawford House and Algonquin High Rise Apartments.

His success in the military and business world is paralleled by outstanding contributions to his community of a civic, religious, social and political nature for which this award is made.

Active in the development of Urban Renewal in Portsmouth, he served as first chairman of the Colonial Crawford Common Committee, and is a member of the Tidewater Development Council. He won the first award ever given by the Kiwanis Club - in conjunction with the 50th anniversary celebration of Kiwanis Internationally - "in recognition of untiring and distinguished leadership in the development and rehabilitation of downtown Portsmouth". He is immediate past president of the Portsmouth Chamber of Commerce; a past Chairman of the Board of Trustees of the Portsmouth Children's Home; a Board member of the Portsmouth Historical Association. He has most recently done an outstanding job in this community as the Chairman of the Fund Campaign for the Portsmouth General Hospital in its successful efforts to raise \$950,000.00 for the much needed \$5.2 million expansion of that institution.

As an active Churchman, he is a present member of Trinity Episcopal Church having served as a Warden of the Vestry and Chairman of the Building Committee for the Parish House. He was also a charter member of St. Christopher's Episcopal Church, Chornland, serving as the Chairman of the Building Committee for that Church and as a warden of its Vestry. He is joined in his religious life by his attractive and devoted wife, Mary Hope Broderick Magann and his three children, W. F. Magann, Jr., presently serving in the U. S. Navy aboard the polaris submarine, Ethan Allen; Anne Hope recently graduated from St. Katharine's Episcopal School, Davenport, Iowa and William S., a graduate of the Blue Ridge School, St. George, Virginia, who is attending Old Dominion College.

ATTENDED:

A man of many interests, he enjoys boating, fishing, hunting, flying, golf, reading and music and art. He is a member of the Portsmouth Assembly and has served as a member of the Board and chairman of the Building Committee of the Cedar Point Club.

The work of Wilfred F. Magann is characterized by industry, integrity, enthusiasm and excellence. He gives of himself untiringly and willingly, assuming positions of leadership in the community in which he has shown outstanding qualities making him well qualified for one of the highest awards of recognition other leaders and his fellow citizens can bestow - making him for this year the First Citizen of Portsmouth.

JOHN TYDINGS NIX,
Chairman

JAMES T. FREEZE, Secretary
First Citizen Committee



Mac and Mary Hope Broderick married in April, 1942. They settled in Green Acres, a newly developing suburb just across the Western Branch of the Elizabeth River from Portsmouth. In 1941, on a lakefront property not far from the farms he had worked during his youth, Mac built the contemporary home where his family would grow.

Alongside George T. McLean, Mac helped build several new residential developments in Portsmouth until 1943, when World War II heated up and he joined the war effort. He enlisted in the Navy, where his decade of experience as a construction manager destined him for a construction battalion. He joined the elite volunteer Underwater Demolition Combat Team 8, attached to the Seabees Amphibious Forces and a predecessor of the modern day SEALs.

As a UDT man (or "frogman," as the media tagged them), the thirty-year-old Mac went through grueling physical training: endurance runs, timed distance swims, and intensive explosives training. Assigned to what were often referred to as "suicide-swim squads," he and other "paddle-footed

Mac Magann (left) receives First Citizen congratulations from Porter Hardy Jr. (right), US Representative from Virginia.

commandos” cleared and/or demolished mines and other obstacles from the waters off enemy-held beaches, clearing the way for troops to invade. It was dangerous, intricate work requiring expert aquatic skills and a knowledge of construction techniques. To effectively blow up a target, the UDT men needed to know how it was put together.

Before he returned home in 1945, Mac served twenty months on the demolition team. He was part of five major engagements in the southwest Pacific, including the invasions of Iwo Jima, Leyte Gulf, Tarawa and Okinawa.

Although McLean hoped he would return to the George T. McLean Company after the war, Mac had other plans—his own company. He incorporated the W. F. Magann Corporation on September 3, 1946. As a general contractor, he was ready and able to take on a diversity of heavy-construction projects. The next year, Magann bought out W. D. Poindexter, a Portsmouth contractor who was retiring after fifty years in the business.

In the booming post-war construction era, Magann’s original focus on concrete work expanded into bigger and more complex heavy-construction work, such as pile driving, earthworks, cofferdams, and temporary support or bypass structures. The company’s early projects included the concrete work on local landmarks: the George P. Coleman Memorial Bridge in Yorktown, the original I. C. Norcom High School in Portsmouth, the Portsmouth Coast Guard base at Craney Island, and the Waterside project in Norfolk. Mac also took on the first tilt-slab building project in the area—the Sears Roebuck Department store in downtown Portsmouth.

“He put the lightship into place at the Portsmouth waterfront and built One Crawford Parkway with McLean,” said Mac’s son, Bill Magann. “He worked a lot with McLean in the 1950s and 60s because he didn’t have the money to put up the bonds to bid on the jobs himself.”

As his company expanded, so did Mac’s family. First came W. F. Magann Jr., then Anne Hope, and then William S. Magann. Today, Bill Magann, the youngest son, carries on his father’s tradition.

“My father was a true gentleman, always in a dark suit with a felt Dobbs hat,” Bill Magann said. “He had a sense of humor and knew

how to have a good time. He was also the most honest person I ever met in my life. He might have been naïve, but he shook hands for a contract. If someone lied to him or disappointed him, he would avoid them from then on.”

“He was a self-made man, a great businessman, and loved construction projects,” Magann continued. “He surrounded himself with good people. He was my college education.”

In the 1970s, the W. F. Magann Corporation was instrumental in transforming Portsmouth’s waterfront by building a stretch of seawall and a harbor capable of mooring forty-two yachts on the waterfront.

Also during the same decade—and again in 1989—Magann protected Tangier Island, the historic home of many Chesapeake Bay watermen. The company built more than 5700 feet of seawall to safeguard the island, its homes, and its airport from constant erosion. Mac, who had his pilot’s license, flew a Piper Comanche 180 to check on the work as materials were barged in from Norfolk.

In 1974, when local construction was slack, Mac traveled to Saudi Arabia with three other Virginia contractors to pitch a plan to build fifty-seven miles of paved road with ten bridges along the Red Sea. The three-year job would have been a cooperative effort with the Saudi Arabians, and it would have provided a foot in the door for more work in the Middle East. However, Mac and his fellow contractors were underbid.



US Senator from Virginia Harry Flood Byrd Jr. (left) and Mac Magann (right).

Mac steadily grew his business, bringing in more-specialized equipment and employees to take on even more-challenging projects. The marine-construction phase of the business started with coastline- and offshore-protection work in heavy stone and timber structures and grew into work on the Hampton Roads Bridge Tunnel and the Chesapeake Bay Bridge Tunnel. Magann’s expertise escalated in precision layout, material management, quality control, and subcontractor coordination.

The Army Corps of Engineers honored the W. F. Magann Corporation with the Commander’s Award for Public Service, one of the highest awards given to civilians by the Corps. The award was based on the work Mac and his company had done on a three-year, multimillion-dollar project in Richmond, Virginia, in the early 1990s to prevent the James River from flooding the city’s downtown. Mac was eighty at the time and still working strong.

The first Magann office had been on High Street in downtown Portsmouth. In 1956 the company moved to West Norfolk on the Western Branch of the Elizabeth River. Later, in the 1990s, they expanded on the site.

“My father always loved the Williamsburg style architecture—brick in Flemish Bond—and he loved this building,” Bill Magann said of the West Norfolk offices.

Mac never retired, even after suffering a stroke in 1994 that left him with some mobility difficulties. Bill Magann took over the job of running the company, but he didn’t want Mac to feel pushed out.

“He’d come into the office and if he fell asleep at his desk, we’d just shut the door and let him sleep,” Bill Magann said. “All his people were very loyal. He had drug his cart across the finish line and he deserved that respect.”

As passionate as Mac was about the business, his heart was always in the local community as well. His lifelong contributions to his hometown earned him the prestigious First Citizen of Portsmouth award in 1966.

A strong proponent of urban renewal, Mac chaired the city’s earliest push toward downtown revitalization, and he served as

president of the Chamber of Commerce. In an effort to stem the flow of talent away from the city, he initiated and led a chamber program to encourage young people to think locally in planning their futures and seeking their fortunes.

Along with McLean and other business leaders, he served on the Tidewater Virginia Development Council to promote industrial development and commercial expansion in greater Hampton Roads. Mac also saw and promoted the value of a merger between the cities of Portsmouth and Chesapeake, a controversial opinion at the time.

In 1966, when Mac was retiring as president of the Chamber of Commerce, Portsmouth General Hospital was in dire need of expansion and modernization, so he agreed to chair the building-fund drive. He served on the vestries and chaired the building committees for both Trinity Episcopal Church and St. Christopher’s Episcopal Church.

He also chaired the board of the Portsmouth Children’s Home, and he sat on the board of both the Portsmouth Historical Association and the Museum and Fine Arts Commission. He loved art, particularly the work of German/American landscape painter Hermann Herzog, and he pushed for the restoration and conversion of the 1846 Portsmouth courthouse into a cultural-arts center and gallery.

Politics also attracted Mac to a variety of behind-the-scene roles, primarily for the Republican Party. He headed up local efforts to elect Mills Godwin as the governor of Virginia, and Richard Nixon as US president.

Mac, an outdoorsman, also enjoyed golf, and he chaired the committee to construct the Cedar Point Country Club golf course.

Mac’s legacy of remarkable work ethic, drive, and community spirit continue to shape the W. F. Magann Corporation. Still very much a family business, the company today has worked in Virginia, Maryland, North Carolina, South Carolina, Georgia, Florida, and Puerto Rico.

“We have an interesting time working with the family,” said Wilson Magann, Mac’s youngest grandson. “But we’re family.”

Mac would be proud.



WWII

Previous page: Mac Magann (kneeling front row, left) served in the South Pacific with the Underwater Demolition Combat Team 8, attached to the Seabees Amphibious Forces, a predecessor of the Seals.



Vietnam

Right: Mac Magann's son, Bill Magann, (fourth from left) served in the Mobile Construction Battalion, Seabees from 1968 to 1971.





WILLIAM MAGANN SR., PRESIDENT, W. F. MAGANN CORP.

From the beginning, Bill Magann Sr. has been his own man, but he was formatively influenced by his father's drive, work ethic, and community service. After graduating from the Blue Ridge School in Greene County, Virginia, Bill earned his journeyman's card. At age nineteen, he—like his father—enlisted in the US Navy, joining the United States Naval Construction Forces, also known as the Seabees.

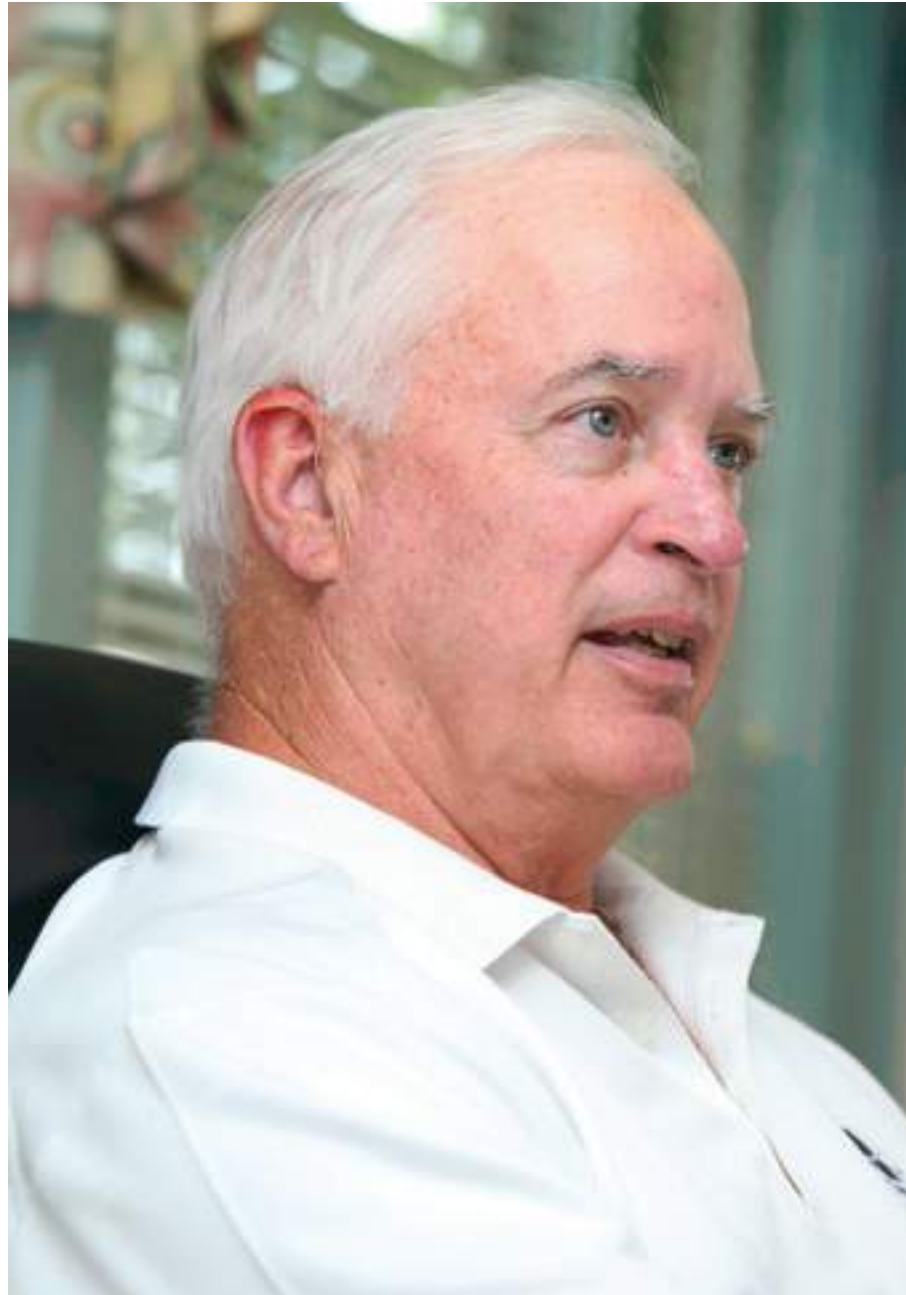
During the Vietnam War era, he was one of about three thousand Seabees deployed throughout Vietnam. The Seabees fended off the enemy while constructing whatever the military needed: barracks, airstrips, bridges, culverts, bunkers, and more. He served on Civic Action Teams stationed at a distance from the main force, training and working with the Vietnamese to dig wells and build roads, railways, schools, and hospitals. It was a perfect fit for a project-oriented man. Bill served in the Mobile Construction Battalion from 1968 to 1971.

He remembers working on a railway for an old French train, only to see its trestle blown up a month later. It was a far piece from the rural/suburban culture of his family's hometown in Churchland, located just outside of what was then the Portsmouth, Virginia, city line. He had grown up around farms, horses, the water, and his father's business.

"From the time I was ten, my brother and I hung around the business on the weekends and played on the machinery while our father was working," Bill said.

After the Navy, he enrolled in the Community College of The Eastern Shore in Wallops, Virginia, a branch of the University of Virginia. Although he jokes about going





to college to shoot birds and find a wife, he actually did both. He and Connie Ann Lambertson were married in a double wedding in 1971. He taught at Delaware Technical College in a special program, teaching prisoners how to run heavy machinery. When the state discontinued the program, Bill came home to work with his father at the W. F. Magann Corporation, where his assignments were as diverse as they were challenging.

In the early 1970s, the USS *Skate* was in dry dock number two at the Norfolk Naval Shipyard—and the dry dock was leaking. Bill was leading the crew in the difficult repair job. One day, a small man in uniform with “a load of gold,” he remembered, started talking with him to check on the progress of the work. Only later did Bill realize he had been talking with Admiral Hyman G. Rickover.

Not long after that, W. F. Magann sent him to Murrells Inlet, South Carolina, to build a \$12 million inlet project. After five years, Bill came back to Virginia and joined the leadership of the growing family business. He became president of W. F. Magann Corporation in 1999.

With Bill Magann at the helm, the company has maintained its outstanding reputation in the industrial, marine, and concrete construction industries, and they have expanded beyond Hampton Roads, Virginia. Today, their client base—both public and private—extends across the Middle Atlantic and Southeastern states and down to Puerto Rico. The company has continually developed specific skills in precision layout, material management, quality control, subcontractor coordination, and the training of installation technicians. With a steadily increasing bond capacity, the W. F. Magann Corporation is able to perform work in amounts of up to \$125,000,000.

Bill also follows in his father’s tradition of community service. He has served on the board of directors of the National Maritime Center Foundation, The Virginia Sports Hall of Fame & Museum, and Norfolk’s FestEvents. He has also been president of the Portsmouth Partnership Foundation. In 2012, he took on the massive job of



chairing OpSail 2012. Established as Operation Sail by John F. Kennedy in 1961 to encourage interest in sailing and maritime history, the statewide event brought fifty tall ships to the Virginia harbor for a weeklong stay for the first time since 2000.

The family tradition continues, as well, with the youngest generation of Magann management—Bill Magann’s sons, Stan and Will Magann.



WILLIAM “STAN” MAGANN JR., P. E., VICE PRESIDENT, W. F. MAGANN CORP.



Stan Magann, like his brother Will, started working at Magann as a teenager, polishing the railing of the entryway until the brass gleamed to the satisfaction of his grandfather. He majored in Civil Engineering at Virginia Tech, and by the end of his freshman year he knew he wanted to work in the family business. After graduation, his father, Bill, started him in the field and let Stan work his way up, from pouring concrete all the way to vice president.

“I like that we do so many diverse types of work—it changes continually,” Stan said. “We get to build something different every day.”

WILSON MAGANN, EQUIPMENT MANAGER, W. F. MAGANN CORP.

Will Magann grew up taking things apart—lawn mowers, boats, cars—and figuring out how they worked. He and his brother, Stan, remember that the Magann facility was a playground for them on weekends while their father and grandfather were working.

Also like Stan, he’s moved up from the brass-rail-polishing chores of his teenage years. Now, Will assures that the ever-

increasing array of the company’s equipment is kept current and functional.

“When I was a kid, the biggest crane we had was a 150-ton machine—now we have three 230-ton and one 450-ton machines,” he said. “The work keeps getting bigger and bigger and the equipment has to keep up. I stress repair, maintenance, and safety.”



THE MAGANNS OF W. F. MAGANN CORP.



Mary Hope Magann



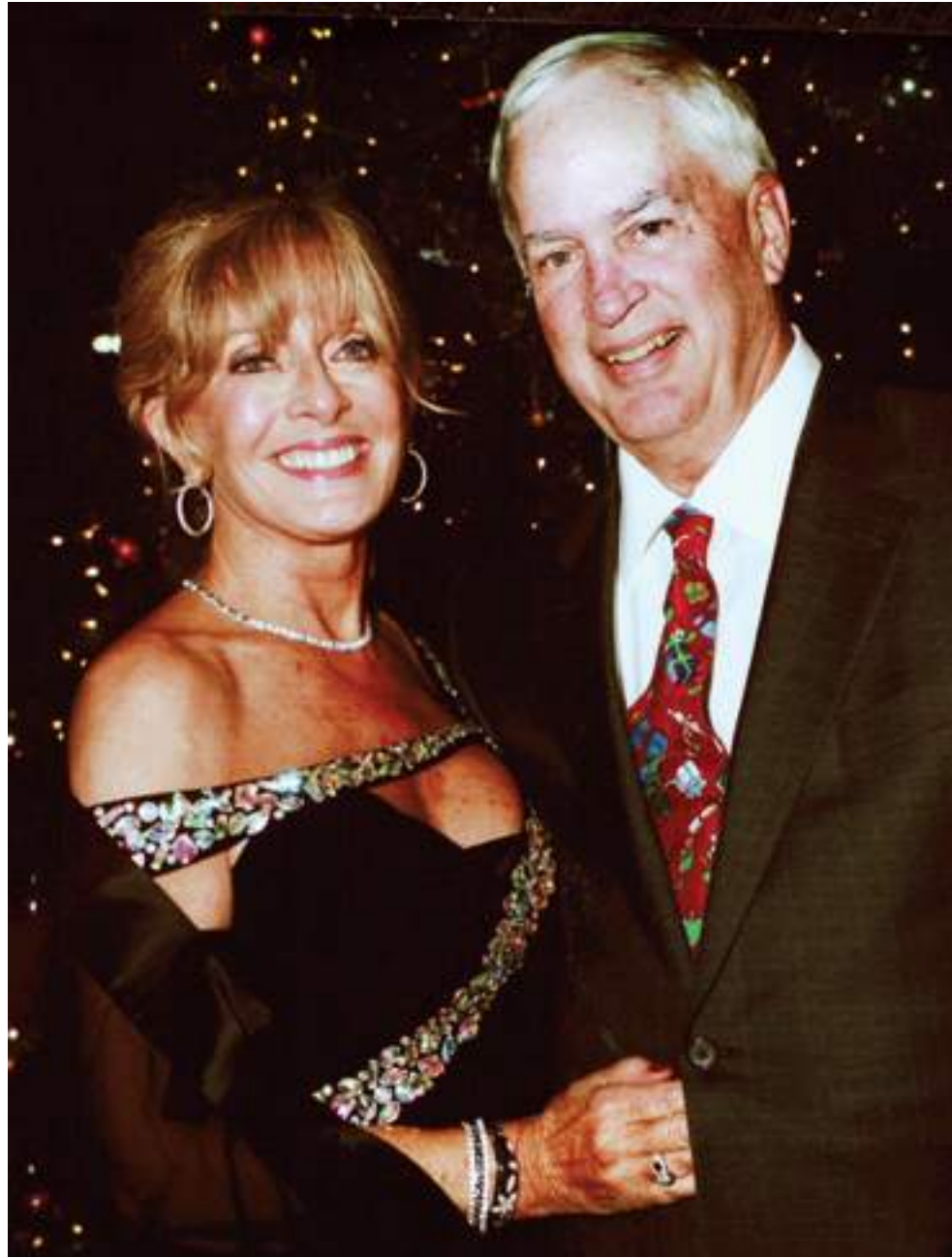
Mary Hope and W. F. Magann Sr. had three children:
W. F. Magann Jr., Anne Hope Magann, and William S. Magann.

Fitting with the family character of the W. F. Magann Corporation, the Magann wives and sons continue to be intrinsic components of the company. From W. F. “Mac” Magann’s wife, Mary Hope Magann, to William “Bill” Magann’s wife and co-owner of the company, Connie Ann Magann, to William “Stan” Magann’s wife, Melissa “Missy” Magann, their contributions to the family business have helped ensure the corporation’s growth and success.



Bill Magann and Mary Hope Magann with the Magann airplane.

Since their teen years, William “Stan” Magann and Wilson “Will” Magann have worked with their grandfather and father in the company. Stan’s two sons, Ethan and Reese, may carry on the family tradition into the fourth generation.



Connie Ann and Bill Magann



Connie Ann Magann



W. F. Magann Corp. tug *Miss Anne*



Back row: Stan Magann
Front, left to right: Ethan, Melissa "Missy," and Reese Magann



Will Magann

W. F. MAGANN CORP. STAFF AND TEAMS



Genevieve Washnieski, Receptionist



Adam Bierman, Estimator/Engineer,
Jeff Wilda, Chief Estimator, Peggy Krueger,
Purchasing, Patrick Wilda, Estimator, Julius
Felipe, Estimator

Images by Sheally



John Wilda, Safety Director

Will Magann, Shop Manager,
Kenny Henderson, Matt Elder,
Ricky Park, and Tonny Ayala



Ricki Bittle, Human Resources Coordinator

Magann Dive Team: Gary
Parsons, Dive Super, Aaron
Alloway, Corey Zimmerman,
Hunter Burrows, and Jim Sheipe



Peggy Krueger, Purchasing, Nick Scribner, P.E.
Engineer, Chris Donnelly, Project Manager,
"Stan" Magann, P.E. Project Manager, Gary
Lewin, P.E. Project Manager



Vickie Shaedig, Accounts Payable, Sheila Grimesly, Pay Roll Clerk, Genevieve Washnieski, Administrative Assistant, Kathy Stalling, Senior Accountant, Ricki Bittle, HR Coordinator, Shelli Collins, Account Receivable, Executive Assistant, Kevin Brandal CFO.



W. F. MAGANN CORP. EMPLOYEES

1. Brian Begley – Welding Superintendent
2. Duane Bowers – Carpenter Foreman
3. Becky Boyer – Shop Personnel
4. Randy Boyer – Carpenter Foreman
5. Donald Carmack – Superintendent
6. Bobby Criddle – Tugboat Captain
7. Timothy Dennis – Superintendent
8. Matt Elder – Master Mechanic
9. Steve Ganun – Field Engineer
10. Sheila Grimsley – Payroll Clerk
11. Marty Hirsch – Field Engineer
12. Roosevelt Hughes – Concrete Finisher
13. Terrance Hughes – Welder
14. Jake Johnson – Crane Operator
15. Donald “Dee Jay” Jones – Superintendent
16. Beau Kearns – Superintendent
17. Theodore LoCascio – Superintendent
18. Jerry “Red Eye” Nowell – Laborer Foreman
19. Nicholas Pantalo – Superintendent
20. Gary Parsons – Dive Superintendent
21. Jack Rice – Superintendent
22. Adam Shager – Superintendent
23. Kyle Sisson – Crane Operator
24. Justin Sweatman – Superintendent
25. James “Jim” Torey – Superintendent
26. Ray Via – Superintendent
27. Charles “C. W.” Waddell – Yard Superintendent
28. Frank Walski – Superintendent
29. Kenny Watts – Pile Driver
30. John Wilda – Safety Director



W. F. MAGANN CORPORATION RETIREES

Danny Johnson
Superintendent

Arthur Kay
Truck Driver

Brenda Perry
Executive Administrative Assistant

Frank Pollauf
Superintendent

Kathy Stallings
Computer Data Specialist

Gary "Bruce" Walling
Crane Operator



Bennie Bernard
Master Mechanic



Constancio "Villy" Villorente
Master Welder



Donald "Duck" Alexander
Pile Driving Foreman



Donna Abernathy
Payroll Clerk



Eddy Brown
Shop Personnel



Eddy Harwell
Chief Financial Officer



Jimmy Blackwood
Pile Driving Foreman



John Morgan
Superintendent



Kevin Nealon
Superintendent



Billy Kemp
Crane Operator



Pete Edwards
Superintendent and Engineer



Rufus Jones
Executive Vice President



Ulysses Hill
Laborer Foreman



IN MEMORY OF

Valerie Adams – Executive Administrative Assistant
Stephen Anthony – Laborer
Robert Boas – General Foreman
Herbert “Bud” Donnelly – Vice President
Lucy Hitchcock – Payroll Clerk
Wilfred F. Magann – Owner/President
Reggie Mullen – Estimator

Buddy Parrish – Crane Operator
Dave Powers – Estimator
Michael Rainey – Laborer
Jerry Rawls – Superintendent
Donnie Rice – Superintendent
Arthur Sawyer – Superintendent
Bennett Vines – Laborer Foreman



ABOUT US

W.F. Magann Corporation was founded over sixty-nine years ago in the summer of 1944. We began as a concrete contractor for all types of projects in the Hampton Roads area of Virginia. Today, through carefully planned growth and development, we have become a diversified general contractor for the heavy industrial, marine, and concrete construction industry with "Design / Build" capability. As a general contractor, we have extended our geographical coverage which includes:

- Virginia
- Maryland
- North Carolina
- South Carolina
- Delaware
- Georgia
- Florida
- Puerto Rico

SPECIALTIES

- In total, our range of work includes:
- Bridges
 - Foundations
 - Floodwalls
 - Cofferdams
 - Docks
 - Piers
 - Bulkheads
 - Port Security Barriers (PSB)
 - Fender Systems
 - Machinery Install
 - Industrial Install
 - Fire Systems
 - Pile Driving
 - Slurry / Shotcrete
 - Underwater Operations
 - Diving Inspections
 - Underground Docks
 - Structural Dams
 - Dredging
 - Shoveler Protection
 - Concrete Restoration

We have completed thousands of contracts within these disciplines, ranging from small repair jobs, to expansions of operations facilities, and major projects with values up to \$75,000,000. Our resources are continuously focused on achieving and improving quality, safety, and performance on every project, large or small.



"We look forward to the challenge of the work that we are given and the opportunity to exceed your project expectations in a safe, timely and cost-effective manner."

William S. "Bill" Magann, Sr.

GENERAL INFORMATION

Registered Company Name: W.F. Magann Corporation
Office Address: 3220 Mariner Ave
Portsmouth, VA 23703
Office Telephone: (757) 484-2020
Office Facsimile: (757) 484-2212
Website: www.wfmagann.com
State of Incorporation: Virginia
Year Incorporated: 1944

BUSINESS INFORMATION

DUNS Number: 90379859
CAGECODE Code: 47504
VA Registration Number: 7761 0000374
Disadv. Certification Number: 89467
Primary NAICS Code: 237900
Bonding Capacity: \$20,000,000
Line of Credit: \$10,000,000

KEY CONTACTS

Company: Mr. William S. (Bill) Magann, PE
Project Manager
(757) 484-2020, wmagann@wfmagann.com
Estimating: Mr. Patrick Wicks, Sr. Adam Berman
Estimating
(757) 484-2020, pwicks@wfmagann.com
Small Business: Mrs. Ricki Billo
Small Business Liaison and HR Director
(757) 484-2020, rbillo@wfmagann.com



COMMITMENT TO QUALITY (ISO 9001)

Quality and safety are a major focus of W.F. Magann Corporation. Our superintendents are OQM trained and hold weekly job site safety meetings that are signed by all employees at all times. These safety meetings consist of topics such as fall protection, hot work, working over the water, ladder and boom lift safety, etc. All superintendents are required to have the certifications listed below:

- Confined Space
- US Army Corps of Engineers "Construction Quality Management for Contractors" Training Course
- OSHA 30 Hour Training Course
- CPR and First Aid
- Confined Space Training

INTERNAL LIST OF AWARDS

- US Army Corps of Engineers "Contractor of the Year" Award
- The Motor Award
- NYSAC Tug & Contractor
- ACI Infrastructure Excellence in Design Award
- Virginia Road and Transportation Builders Assoc. Safety Award
- US Coast Guard Sport of Boatworks Award
- Dept. of the Army's "Contractors' Award for Public Service"
- NYSAC "Contractor of the Year" Safety Award
- NCC "Certificate of Commendation" for Excellent Safety Record
- DGPAL "Industry Leader Safety Award"
- Multiple Job-Specific Letters for Safety and Quality

OUR RECENT CONTRACTS

- NAVFAC - Dry Dock #6 Modernization
Contract Value - \$2,785,850.00
- Newport News Shipyard - Pier 3 General Construction
Contract Value - \$48,348,000.00
- Columbia Gas - Sediment Remediation
Contract Value - \$5,919,311.00
- NAVFAC - Pier 1 Repairs
Contract Value - \$2,262,205.00
- VPA - Wharf Drain Installation for CI Barrow System
Contract Value - \$70,954,540.00
- NAVFAC - Dry Dock #4 Caisson Sock Repair
Contract Value - \$4,600,000.00
- USACE - Savannah District - Richard B. Russell Dam Jetty
Contract Value - \$975,142.00
- NAVFAC - Dry Dock #4 Repairs
Contract Value - \$1,747,772.00
- CBOT - Erosion Control at Portsmouth's Island
Contract Value - \$20,260.00
- NAVFAC - Repairs Dry Dock #3 Caisson Sock
Contract Value - \$17,700,000.00
- NAVFAC - Berth 18 Repairs
Contract Value - \$1,747,772.00
- NAVFAC - Y006 & Y020 Bulkhead Repairs
Contract Value - \$10,200,000.00

INTERNAL LIST OF OUR CUSTOMERS

- US Air Force
- US Army
- U.S. Army Corps of Engineers (Dahlgren, Savannah, Jacksonville)
- US Coast Guard
- US Navy
- U.S. Department of Transportation
- Municipal Government of Transportation (MCO)
- Public Works Department of Transportation (PCDOT)
- Virginia Department of Transportation (VDOT)
- City of Chesapeake
- City of Portsmouth
- City of Norfolk
- City of Virginia Beach
- Peninsula Shipyard
- SAE Systems
- Chesapeake City Bridge Tunnel Authority
- Virginia Toll Authority (VTA)
- "Shipyard of the Future" - Newport News Shipyard
- Norfolk Public Works/Utility District (NPSUD)
- Norfolk Electric Corporation
- Dominion Virginia Power

THIS IS WHAT WE DO...

WILLIAM S. "BILL" MAGANN SR.



BAE SYSTEMS

"The Lifting of Big George"

NORFOLK SHIP REPAIR

Pier 3 Rehabilitation Project
December 19, 2006

W. F. MAGANN CORPORATION
CONCRETE, MARINE, AND HEAVY CONSTRUCTION



BAE Systems Norfolk Ship Repair
Pier 3 Rehabilitation (2007)





BAE Systems Norfolk Ship Repair
Pier 3 Rehabilitation (2006)



BAE Pier 3 Norfolk, VA



BAE Systems Norfolk Ship Repair
Pier 3 Rehabilitation (2007)



Pier 3 BAE Norfolk, VA

BAE Pier 3, Norfolk, VA



BAE Pier 3 completed, Norfolk, VA





Before parking lots, BAE Shipyard, Norfolk, VA



After parking lots BAE Shipyard, Norfolk, VA



North Wharf BAE



BAE Systems Norfolk Ship Repair
Pier 3 Rehabilitation (2007)



Norfolk Naval Shipyard, Portsmouth, VA
Dry Dock No. 8 Modernization (2007)



Norfolk Naval Shipyard, Portsmouth, VA
Dry Dock No. 8 Modernization (2009)



Norfolk Naval Shipyard, Portsmouth, VA
Dry Dock No. 8 Modernization (2007)



Norfolk Naval Shipyard, Portsmouth, VA
Dry Dock No. 8 Modernization (2008)



Berth 15, Norfolk Naval Shipyard, Portsmouth, VA



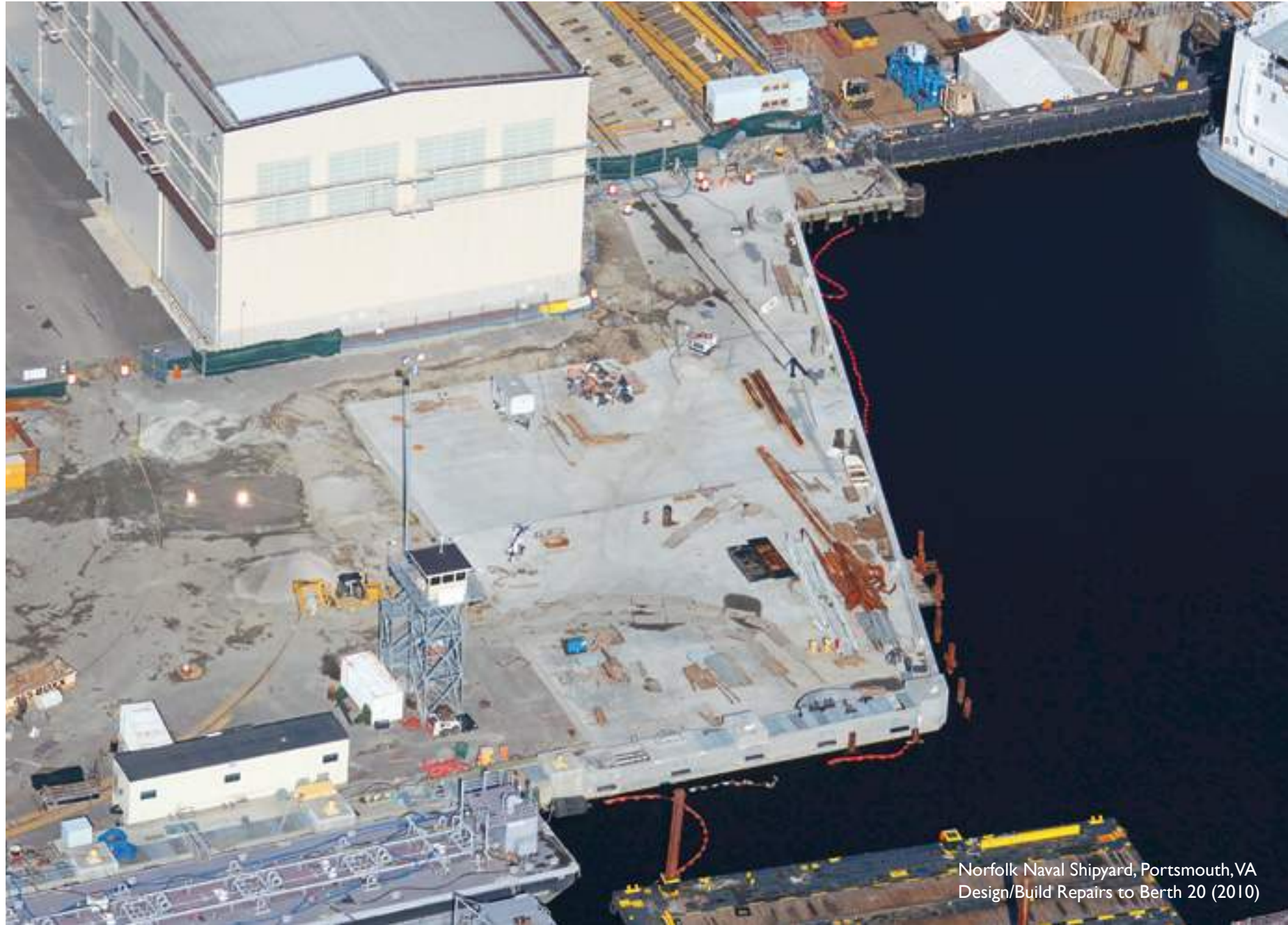
Berth 15, Norfolk Naval Shipyard



New gate for Norfolk Naval Shipyard, Dry Dock One



Connie Ann Magann christens the new gate for Dry Dock One at Norfolk Naval Shipyard.



Norfolk Naval Shipyard, Portsmouth, VA
Design/Build Repairs to Berth 20 (2010)



US Army, Fort Eustis, VA
Third Port Pier Replacement (2003)

Precast sections, new pier construction at Fort Eustis, VA



US Army, Fort Eustis, VA
Third Port Pier Replacement (2003)



Remediation dredging, Columbia Gas, NiSource, Portsmouth, VA



Remediation dredging, Columbia Gas, NiSource, Portsmouth, VA



Unloading cement blended dredge material at WFM facility in Portsmouth, VA.



NAB Little Creek - Desert Cove, Virginia Beach, VA
Replace Piers 44-51 and Quaywall (2003)



Desert Cove wharf and piers, Little
Creek Amphibious Base, Norfolk, VA



US Coast Guard Training Center, Yorktown, VA
Shoreline Repairs (2005)



US Coast Guard Training Center, Yorktown, VA
Shoreline Repairs (2005)



US Coast Guard Training Center, Yorktown, VA
Shoreline Repairs (2005)



Norfolk Yacht and Country Club, Norfolk, VA



New Marina (Norfolk
Yacht and Country Club)
Norfolk, VA



New marina at the Norfolk Yacht and Country Club



Norfolk dredge bulkhead



Submarine power cable at
Coleman Bridge for VDOT

Installation of wick drains for Craney Island expansion, Portsmouth, VA.







Constant's Wharf Bulkhead, city of Suffolk, VA



Earl industries Portsmouth Shipyard, Portsmouth, VA
Concrete Mooring Dolphins (2004)



Earl industries Portsmouth Shipyard, Portsmouth, VA
Concrete Mooring Dolphins (2004)



Concrete Placement Systems,
marine travel system



US Navy, Lambert's Point, Norfolk, VA
Repair Deperming Piers (2008)



US Navy, Lambert's Point, Norfolk, VA
Repair Deperming Piers (2008)



Naval Station Norfolk, Norfolk, VA
Demolition of Ammunition Mooring Facility (2007)



Naval Station Norfolk, Norfolk, VA
Demolition of Ammunition Mooring Facility (2007)





Pier 3 Construction (2007)



Pier 3 Construction (2007)



Dry Docks 10 & 11 - Cell Encapsulation (2004)



Dry Docks 10 & 11 - Cell Encapsulation (2004)



Consolidated Refueling Facility (CRF) (1995)





Consolidated Refueling Facility (CRF) (1996)



Structural Repairs to Building 60, 62, and 65 (2005)



Structural Repairs to Building 60, 62, and 65 (2005)



Structural Repairs to Building 60, 62, and 65 (2005)



Main Utility Tunnel - Building 1745 (1985)



Main Utility Tunnel - Dry Dock 1 to Bldg. 103 (1985)



Main Utility Tunnel - Dry Dock I to Bldg. 103 (1985)



Renovations of Dry Docks 10 and 11 (1983)



Renovations of Dry Docks 10 and 11 (1983)



Main Utility Tunnel - Building 1745 (1985)



Anheuser-Busch, Williamsburg, VA
Foundation Construction (1989)



Anheuser-Busch, Williamsburg, VA
Foundation Construction (1989)



New Point Comfort Lighthouse



Murrells Inlet, South Carolina



US Army Corps of Engineers, Ponce de Leon, FL
Shoreline Stabilization (2002)





City of Portsmouth, Virginia
Crawford Harbor (1976)



City of Portsmouth, Virginia
Crawford Harbor (1976)



Security boat dock,
United States Navy, Portsmouth, VA



Festevents, Norfolk, VA
Sail Virginia (2007)



North Yard Expansion - Containment Dike (1977)



New bulkhead Norfolk Naval Base, Norfolk, VA



NAB Little Creek - Desert Cove, Virginia Beach, VA
Recover Sunken Barge (2007)

American 450-ton capacity crane



Pier demolition at Fort Eustis, VA



Off-loading platform Luck Stone, Chesapeake, VA



Floating pile-driving templates. WFM Yard, Portsmouth, VA



THE EARLY DAYS



FROM OUR BEGINNING TO THE 1970s

MAN MADE ISLANDS serve as connecting links between bridges and tunnel in The Hampton Roads **BRIDGE-TUNNEL**

HEAVY CONCRETE CONSTRUCTION

- EXCAVATION
- PILE DRIVING
- CONCRETE

GUNNITE CONSTRUCTION
"PNEUMATIC CONCRETE APPLICATION"

CONCRETE RETAINING WALLS FOR NORTH and SOUTH ISLANDS

W. F. MAGANN CORPORATION
2420 HIGH STREET **CALL EX 9-2468**

MAGANN FIRST "TO FOUR" AT THE MAYFLOWER

We "POURED" and we're PROUD of our CONCRETE in the

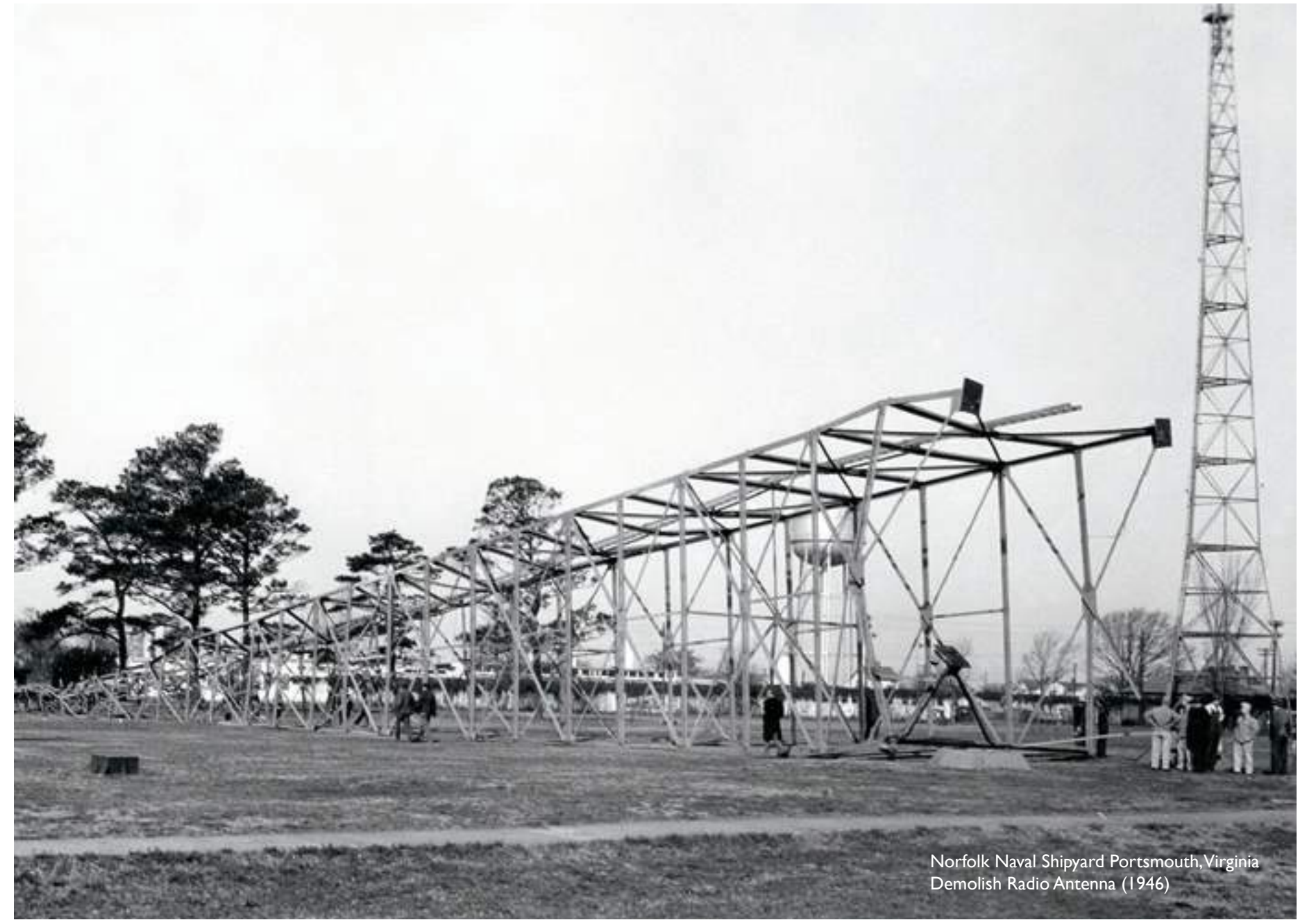
Yes, put down the FOUNDATION and more than 200,000 sq. ft. of CONCRETE FLOORS; with concrete we FIREPROOFED the elevator shafts and stair wells . . . a big job well done!

CONGRATULATIONS TO THE OWNERS AND THEIR TENANTS

W. F. MAGANN CORPORATION
Concrete Construction—Demolition
2420 HIGH ST., PORTSMOUTH, VA.
Telephone 92468-92469



Norfolk Naval Shipyard Portsmouth, Virginia
Demolish Radio Antenna (1946)



Norfolk Naval Shipyard Portsmouth, Virginia
Demolish Radio Antenna (1946)



First tilt-slab construction in the Hampton Roads area, the Sears Robuck departments store, constructed in Portsmouth in 1948.



City of Portsmouth, Virginia
Sears & Roebuck (1948)



136 W. F. Magann Corporation



Our First 70 Years 137



City of Portsmouth, Virginia
Sears & Roebuck (1948)



City of Portsmouth, Virginia, Sears & Roebuck (1948)



Construction of Sears department store in Portsmouth, VA.



Back view of Sears department store in Portsmouth, VA.

Chesapeake Bay Bridge Tunnel
Unload Rip Rap for Southern Materials (1960s)



Chesapeake Bay Bridge Tunnel
Unload Rip Rap for Southern Materials (1960s)



Wallops Island
Electrical Distribution (1960s)



Wallops Island
Electrical Distribution (1960s)





Runway protection at Tangier Airport,
Tangier Island, VA



Tangier Island
Shoreline Protection (1975)



City of Norfolk, Virginia
Jetties of Ocean View (1976)



Wooden groins, Ocean View, VA



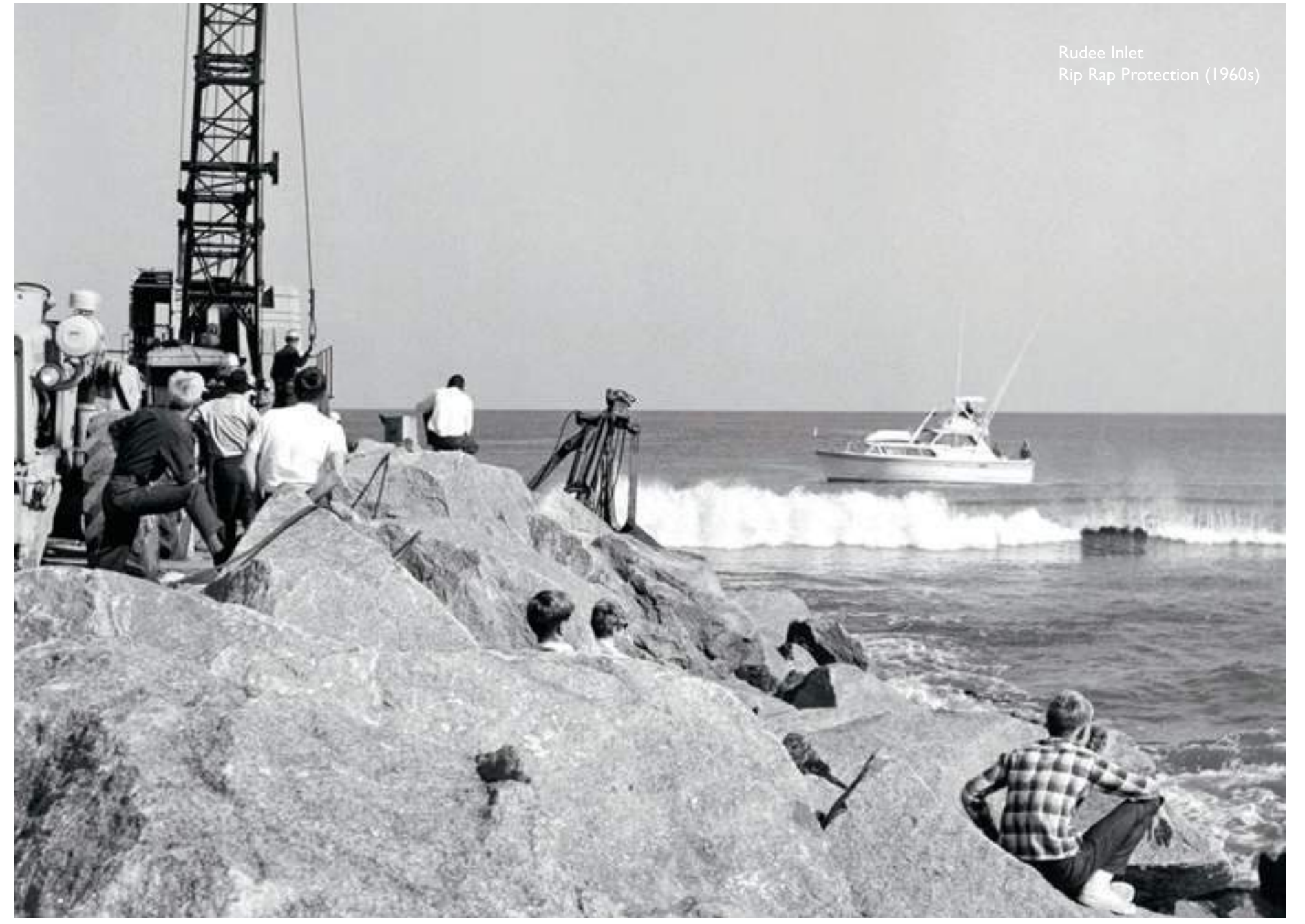
Continental Grain
Demolish Dryer Building (1979)



City of Norfolk, Virginia
Waterfront Improvements (OMNI) (1975)



Rudee Inlet
Rip Rap Protection (1960s)



Rudee Inlet
Rip Rap Protection (1960s)

Rudee Inlet
Rip Rap Protection (1967)



Rudee Inlet
Rip Rap Protection (1967)

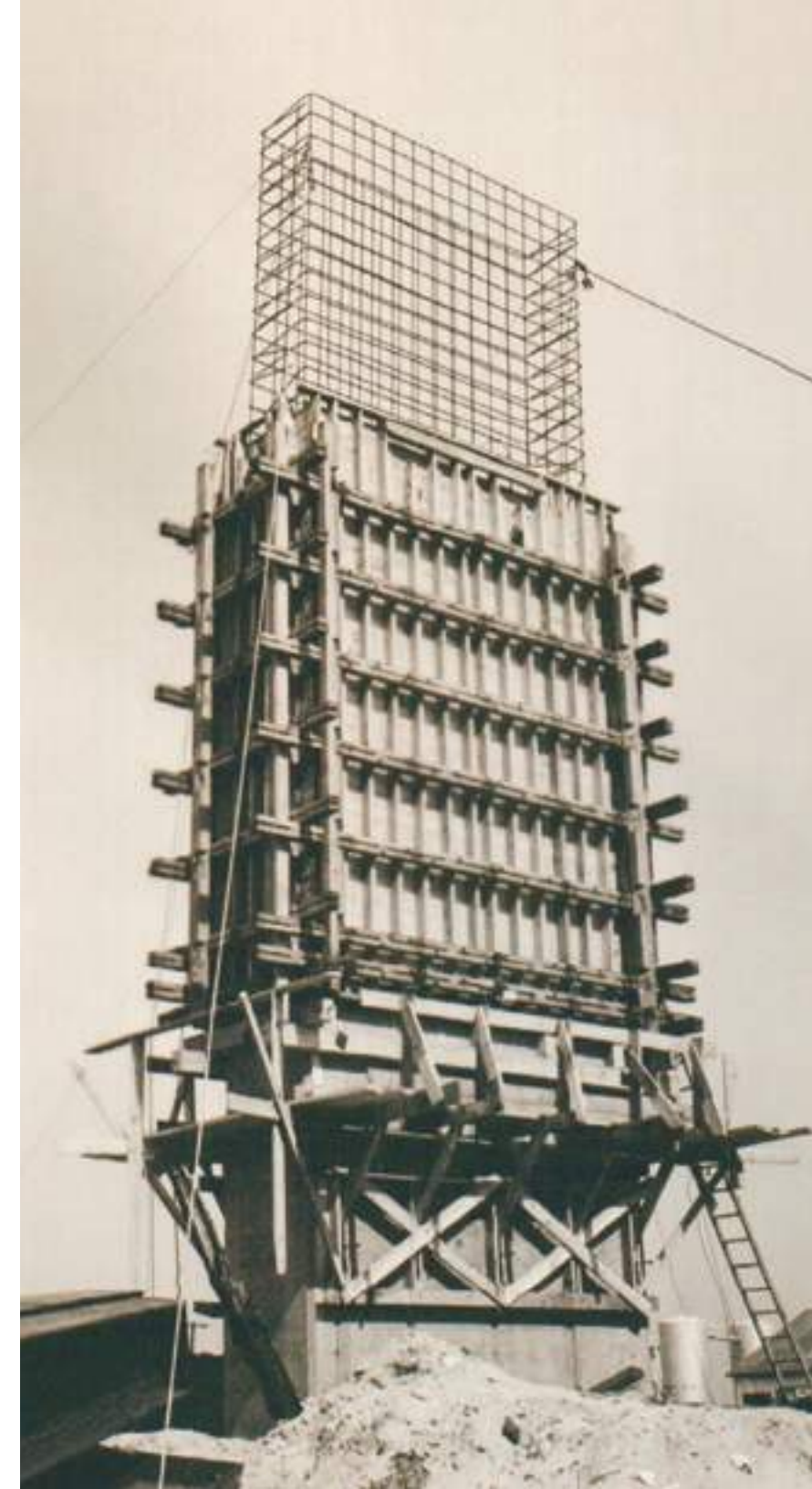
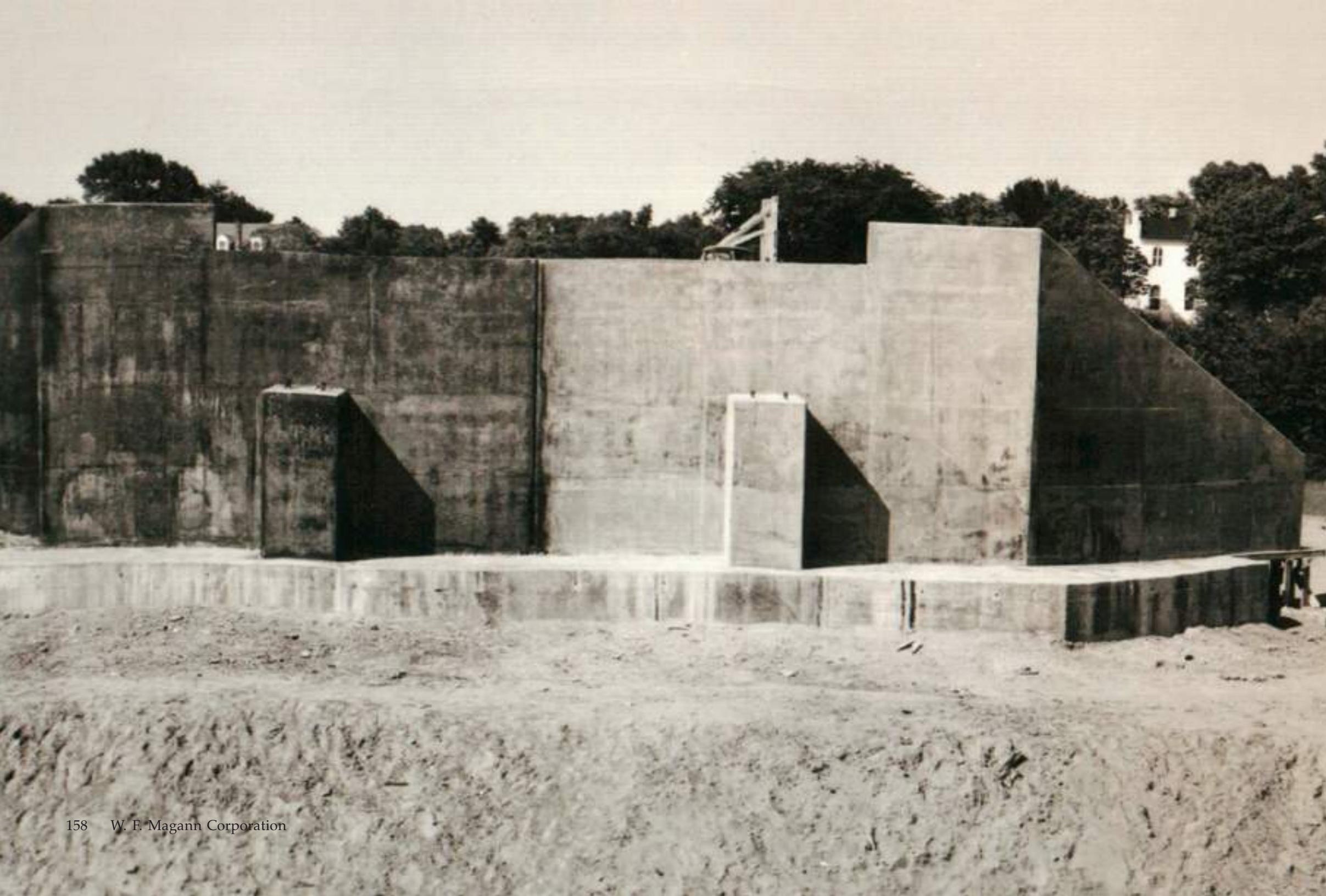




Cape Hatteras, North Carolina
Erosion Control (1950s)

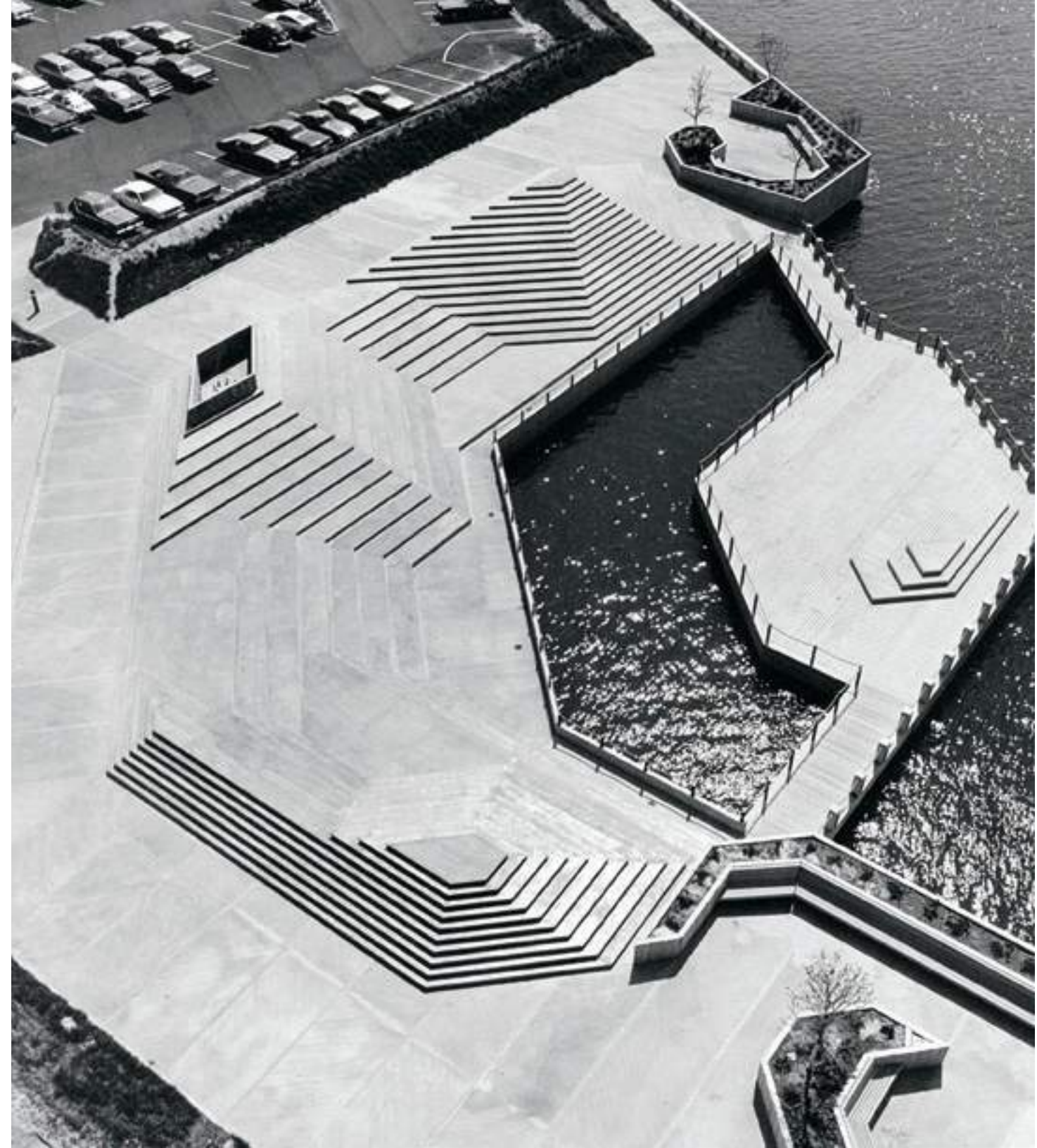


Cape Hatteras, North Carolina
Erosion Control (1950s)



The York River Bridge

Northwest Naval
Communication Station



Waterfront Improvements (OMNI) (1975)



SCENES FROM THE
W. F. MAGANN CORP. YARD





C. W. Waddell, yard foreman



Tug Connie Ann





Casting 72,000-pound anchors for security barriers.



WFM Construction Yard, Portsmouth, VA



W. F. MAGANN CORPORATION
CONCRETE, MARINE, AND HEAVY CONSTRUCTION
Over A Half Century Of Excellence

