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THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

AUGUST 2010



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ALABAMA SEAPORT

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On The Cover:

Another part of the keel-laying ceremony is the signing, or authentication, of the keel. The honor of signing the keel of the Joint High Speed Vessel SPEARHEAD was given to Chief Warrant Officer 4 Kenneth M. Wahlman, U.S. Army, Retired.



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Keel Laying of Joint High Speed Vessel SPEARHEAD Celebrates the Alabama Shipbuilder

"We believe in the caliber of the Alabama shipbuilder. The support Austal has received has enabled us to succeed," said President and COO of Austal USA Joe Rella, regarding the growth and success of the company's Mobile operations.

Austal hosted a keel-laying ceremony in July for the U.S. Army's SPEARHEAD, which signified the erection of the first modules on the U.S. Department of Defense's next generation multi-use platform, the Joint High Speed Vessel (JHSV).

Just shy of two years in the making, SPEARHEAD will be the first of a 10-ship program potentially worth more than \$1.6 billion. Austal was awarded the contract to build SPEARHEAD in November 2008. Since then, the company has been awarded another two JHSV ships and expects to have up to five awarded by the end of 2010.

"The SPEARHEAD will be yet another revolutionary craft built by Austal that will serve an invaluable purpose for our country," said Alabama Lt. Gov. Jim Folsom Jr. "The world knows that Austal is a pioneer and visionary in the field of shipbuilding. Alabama is proud to have a company in our state that is regularly recognized for advancing the technology of their field."

SPEARHEAD, the nation's first JHSV, will be a 103-meter catamaran capable of transporting troops and their equipment, supporting humanitarian relief efforts, operating in shallow waters, and reaching speeds in excess of 35 knots, or approximately 40 miles per hour, fully loaded.

"The Joint High Speed Vessel gives combatant commanders the flexibility to maneuver operationally in a variety of missions, including Overseas Contingency Operations, humanitarian assistance, disaster relief, special



A rendering of a Joint High Speed Vessel, a 103-meter catamaran capable of carrying more than 200 tons of cargo with a mission bay that has more than 20,000-square-feet of space.



Bob Riley, Governor of Alabama

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Joint High Speed Vessel SPEARHEAD in its early stages at Austal's newly built Modular Manufacturing Facility.

operations and emerging seabasing concepts in austere port environments," stated Brig. Gen. Brian R. Layer, Chief of Transportation for the U.S. Army.

"I have often referred to the Mobile area of the Gulf Coast as the Silicon Valley of Shipbuilding," said Rella. "The weather, the supportive political environment, the people, all coalesce to create that 'Perfect Storm' conducive to building these fantastic ships."

The JHSV will be built in Austal's new Module Manufacturing Facility (MMF). "We believed enough in the program that we built Phase 1 of the MMF facility ahead of the contract being awarded, so we could hit the ground running when we did get it," said Rella. These vessels, along with the Littoral Combat Ship (LCS), reinforced the investment Austal made in building the 350,000-square-foot facility, which began operations in December 2009 and was already at full-production capacity by March 2010.

According to Rella, much of this growth would not have been possible without the support of many, including the city, the state and state representatives in Washington, D.C. "There are so many people in Mobile from Mayor of Mobile Sam

Jones to the Mobile City Council to the Mobile Area Chamber of Commerce that have contributed to the success of Austal," said Rella. "Then there is the training support we receive from the state, including the 60,000-square-foot Maritime Science Center adjacent to our shipyard with two-thirds of this facility earmarked for Austal's training needs."

The JHSV program alone will sustain approximately 1,500 jobs in Alabama. Austal has already hired and assimilated into their workforce more than 500 new employees since the beginning of 2010.

"Our goal is to be the employer of choice for anyone wanting a job in Mobile and the surrounding area," said Rella. "We aspire to become known as the company that provides quality ships built by extraordinary people. And we are."

In return, the project will have a significant economic impact to the surrounding community. "Each payroll dollar means an expansion to the local economy of three dollars," stated Rella. "Over the eight years that it will take to build all ten of these ships, it means a boost of about \$2 billion to the local economy."



The JHSV program alone will sustain approximately 1,500 jobs in Alabama. Austal has already hired and assimilated into their workforce more than 500 new employees since the beginning of 2010.

The keel-laying ceremony for SPEARHEAD brought together many high-ranking officials from the U.S. Army, U.S. Navy, the state of Alabama, and city and county of Mobile in order to celebrate the historic occasion. The actual ceremony is a maritime tradition that recognizes the start of a ship's module erection process.

Historically, it is the "laying down" of the central backbone of the vessel. Today, though the fabrication of a ship begins well before the units are actually joined (in the case of the JHSV almost exactly one year and a month), the keel laying still symbolically recognizes the beginning of a ship.

The ceremony could not have come at a better time for the company. Austal is currently waiting to hear from the U.S. Navy on its first major contract, as Prime Contractor of the LCS program, another 10-ship program potentially worth \$5 billion.

"One of the biggest questions we commonly hear is 'Can a single shipbuilding company the size of Austal successfully deliver on two major programs for the U.S. Navy and U.S. Army?'" stated Rella. "We were able to showcase that we can because there was an LCS right in the same assembly building where we held the keel laying for SPEARHEAD (JHSV 1)."

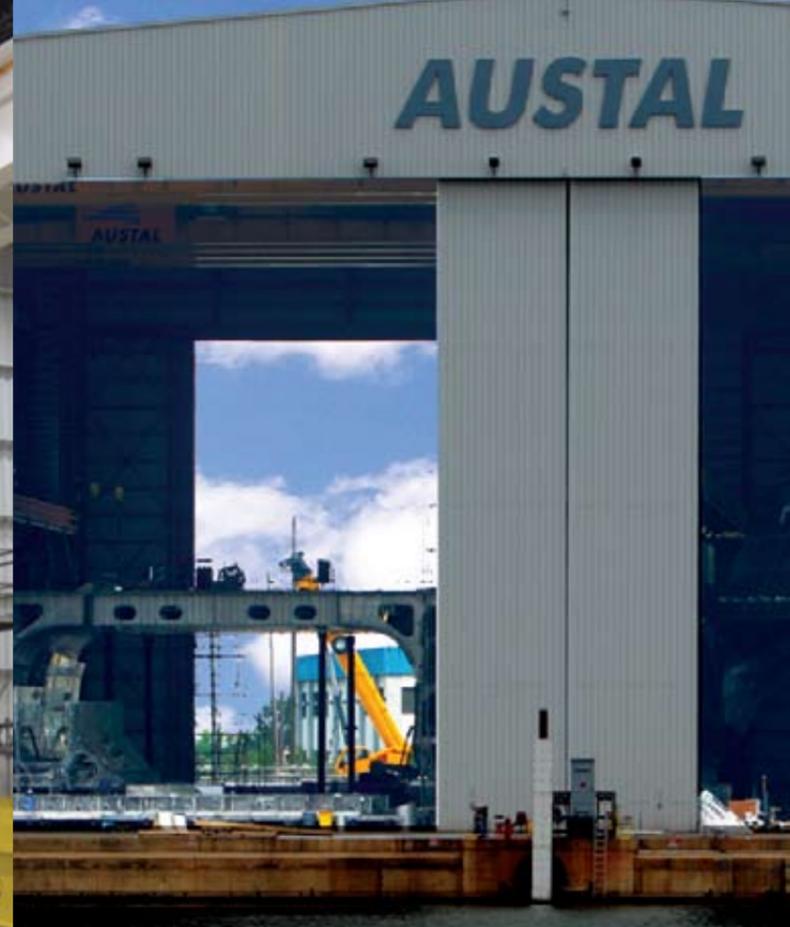
Regardless, Austal and its supporters have much to be proud of from its plant, to its processes, to its people. "Look for the ship in the water a year from now," stated Rella. "We'll be launching and it will be alongside our pier in the water in less than a year. The next significant event for this ship will be the launch in June 2011."

OPPOSITE PAGE PHOTO CAPTIONS:

Top: Pictured (l-r) at the keel-laying ceremony for SPEARHEAD in July are Chaplain (Major) Michael L. White, Kelvin Watkins, Dave Growden, Kevin M. Fahey, Arthur W. Divens Jr., RADM Mark H. Buzby, Brigadier General Brian R. Layer, Joseph J. Rella, Honorable Jim Folsom Jr., Chief Warrant Officer 4 Kenneth M. Wahlman, Linda Wahlman, Lou Von Thaeer, Captain George M. Sutton and Captain Dean M. Krestos.

Bottom Left: After Austal was awarded the contract to build the first Joint High Speed Vessel (JHSV) for the U.S. Army, the company spent the first year on the design and engineering as well as the procurement of materials to prepare for the start of the actual construction.

Bottom Right: Austal USA will build the SPEARHEAD in its Mobile Manufacturing facility on Mobile's waterfront.



EADS Moves Tanker Team to Mobile in Anticipation of Contract



Construction of the KC-45 in Mobile would create 1,500 direct jobs in the Port City, as well as thousands more related jobs in the Greater Gulf Coast area. In this shot, the EADS tanker refuels a F-16 fighter using its advanced aerial refueling boom system. Photo courtesy of EADS.

Mobile's KC-45 tanker saga continues with EADS North America taking the lead, submitting its proposal in the U.S. Air Force's KC-X aerial tanker refueling competition in mid-July. While a decision is not expected until November, EADS is confident in moving its 150-member KC-45 Tanker Team to Mobile where it will be responsible for managing the company's bid during the government's evaluation period.

Hundreds of Mobilians gathered at the Arthur R. Outlaw Convention Center celebrating the relocation of the tanker team on July 12. Amidst red, white and blue balloons and confetti, cheering supporters wore t-shirts with the KC-45 logo on one side and the slogan "Get Real" on the back. State and local officials and EADS representatives extolled the KC-45's strengths and the benefits to the local economy. The Mobile rally included Alabama Governor Bob Riley, Alabama Senator Jeff Sessions, Alabama's First Congressional District Representative Jo Bonner, Mobile Mayor Sam Jones, Mobile

County Commission President Merceria Ludgood, and Alabama State Port Authority director/CEO, Jimmy Lyons.

Excitement is running high in the Port City. "EADS believes in their product and in Mobile," said Mayor Jones. "Our city continues to see successes in economic development. We must remain strong and competitive so we can win this competition and continue to attract jobs to our city. We remain fully supportive of EADS' efforts."

If awarded the Air Force's contract, EADS will build a new \$700 million aircraft center at Mobile's Brookley Field Industrial Complex. Locally, more than 1,500 direct jobs will be created, as well as thousands of related jobs in the greater Gulf Coast area. Nationally, the tanker will create or support 48,000 American jobs within a supplier team of more than 200 companies.



The City of Mobile hosted a rally celebrating the relocation of EADS' tanker team to Mobile. The Arthur R. Outlaw Convention Center was filled with red, white and blue balloons, along with hundreds of cheering supporters wearing t-shirts and holding signs with the KC-45 logo and the slogan "Get Real."

The tanker team anticipates an initial order from the Air Force for 179 aircraft at a production rate of 15 planes a year. The first three planes would be built at facilities in Spain until EADS' Brookley Field location is constructed. Additionally, if awarded the tanker contract, EADS has committed to building the commercial A330 freighter aircraft at Brookley Field. This will more than double the aircraft production of the tanker alone.

"We're confident in our offering, and want to be ready to get to work right away when the Air Force selects the KC-45," said EADS North America Chairman Ralph Crosby on moving the company's tanker team to Mobile. "Our fighting men and women have waited far too long for a new tanker, and the people of this part of the country have waited far too long for the jobs the KC-45 would bring."

In fact, the Air Force has spent the better part of the last decade in efforts to replace its aging KC-135 Stratotankers. This fleet of planes has spent an average of 50 years in service and is showing signs of age. In 2008, EADS partnered with Northrop Grumman in an Air Force contract to build 179 new tankers, also in Mobile, only to have the contract cancelled as government auditors took issue with how the Air Force made its selection.

Believing that the selection process was now biased against the KC-45, even though it is larger and can carry greater amounts of cargo, fuel and passengers than competitor Boeing's KC-767, Northrop Grumman dropped out of the competition, leaving EADS to compete on its own against



The Mobile rally celebrating the relocation of EADS' tanker team to Mobile included local and state leaders Mobile Mayor Sam Jones, Senator Jeff Sessions, EADS Chairman Ralph Crosby, rally emcee Shelby Mitchell, rally emcee Dan Brennan, Alabama Governor Bob Riley, Congressman Jo Bonner and Mobile County Commission President Merceria Ludgood.

Chicago-based Boeing and U.S. Aerospace Corp, which is partnered with Ukrainian aircraft manufacturer Antonov.

"All along we've asked for only one thing: for the Pentagon to select the airplane that is best for the men and women who serve our nation," said Gov. Riley. "We're confident that if the best airplane is selected, it will be the KC-45. The KC-45 is the only one in this competition that is flying and refueling today. It is the superior aircraft."

The KC-45, the military's version of EADS's A330 Multi Role Tanker Transport, has trumped Boeing tankers in five



EADS KC-45 tanker offers greater capacity for fuel, cargo and passengers than competitor Boeing's KC-767. Here, the KC-45 refuels two F/A-18 fighters using its underwing hose-and-drogue pods. Photo courtesy of EADS.

consecutive head-to-head competitions. Currently, 28 A330s have been ordered by U.S. allies worldwide. "The KC-45 offers what the Air Force needs today: a state-of-the-art tanker that is real, proven and ready now," said Sean O'Keefe, EADS North America chief executive officer.

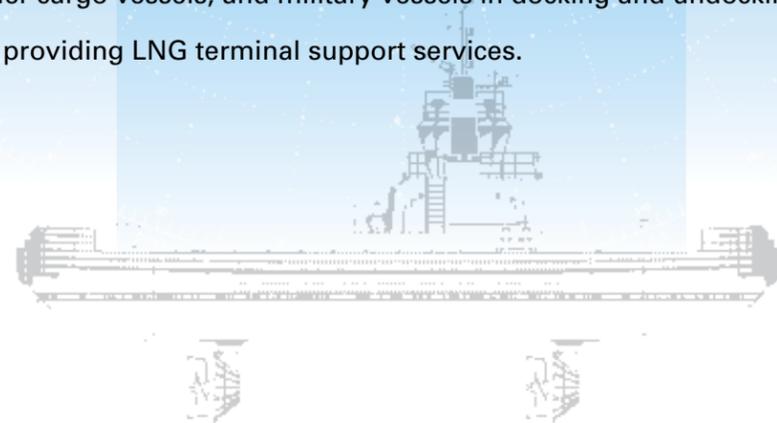
Mobile remains poised—once again—to spring into action. "I am thrilled to partner with a world-class company like EADS North America to help bring badly needed, high-skilled jobs to a workforce unsurpassed in its skill and dedication," said Mobile Mayor Sam Jones. "As a United States military veteran with deep experience with combat aircraft, I could not be prouder that Mobilians will be at the forefront of building the EADS North America KC-45."

EADS North America is the North American operation of EADS, the parent company of Airbus. Together, they contribute more than \$11 billion to the U.S. economy each year, supporting more than 200,000 American jobs through its network of suppliers and services. EADS North America operates in 17 states in the commercial, homeland security, aerospace and defense markets.

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Bucyrus Shovels

Shipped from Port of Mobile to Columbia



The first Bucyrus shovel was shipped on July 31, and the second shovel is scheduled to ship at the end of August.

One of the newest Port of Mobile customers knows how to dig deep. Over the next several months, four shovels will be shipped through the Port. Bucyrus International, Inc., headquartered in South Milwaukee, Wis., produced them for Perry Supply. "We are the world's leading manufacturer of electric rope shovels. These are some of our largest shovels," said Shawn Paap of Bucyrus International.

Unlike the shovels a child uses in a sandbox, each individual shovel's working weight is three million pounds. Instead of making sand castles, these shovels will assist in mining coal in the Drummond Coal mines in Columbia. "Drummond Coal has been our customer for years, and they do all of their international shipments through the Port," Paap explained.

The first of the four shovels was loaded on July 30 and shipped on July 31 at Pier 5 at the Port of Mobile. Dan-Gulf Shipping Inc., based in New Orleans, provided the vessel BBC ROMANIA. "Dan Gulf has a regular service from Mobile to Columbia delivering equipment for the coal mining industry," explained John Mickler, the Port's general cargo and intermodal manager. Lott Ship Agency of Mobile was the agent. "This has been a positive experience. We have a good working relationship," said Paap.

The second Bucyrus shovel has now arrived at the Port and will be shipped at the end of August. "The people who I have come in contact with are very capable, professional and easy to work with. We started talking with them earlier this year and offered our assistance to make this shipment happen here in Mobile. We look forward to any future shipment and will provide our assistance when needed," said Mickler.

Because of the shovels' large size, they are shipped in pieces. The shovels can be separated into approximately 300 individual loads. They are later assembled on-site. Because the shovels have so many different components, it can take 65 to 90 days to assemble them. "Drummond Coal already uses our drag lines and some of our older shovels, but it's been a couple years since they've ordered new shovels. This was a good opportunity for us," said Paap.

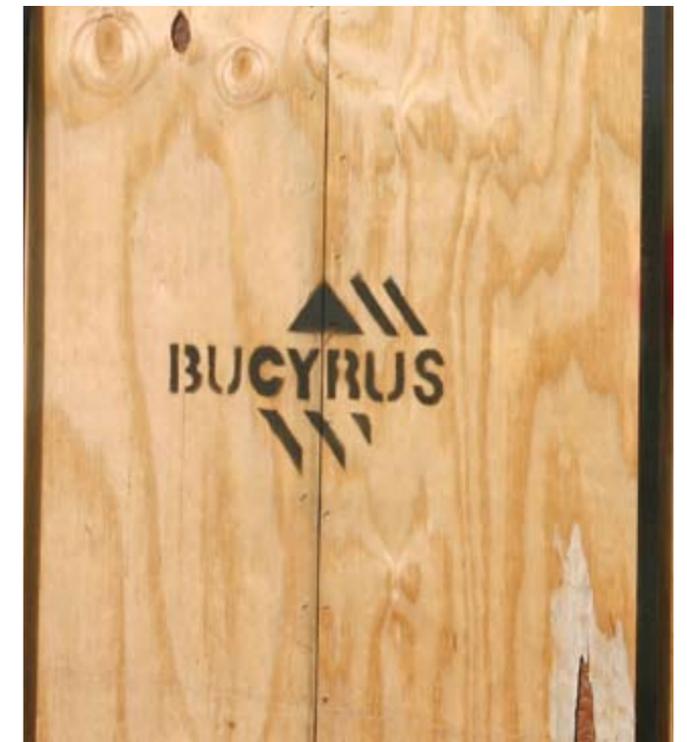
Bucyrus provides mining products all over the world, not just in Columbia. "There are not too many places in the world that don't have our products. We're pretty diverse," said Paap. Although Bucyrus has recently been doing a lot of business in South America and Canada, their products stretch as north as Russia and as south as Australia. "People are starting to learn who Bucyrus is," Paap added.



The working weight of one shovel is three million pounds. That's 1,340 tons.



Drummond Coal, Bucyrus' customer, always uses the Port of Mobile for any international shipping.



This is the first time Bucyrus has done business with the Port of Mobile.



Four electric rope shovels will be shipped through the Port of Mobile to Columbia to be used for the Drummond Coal mines.

In addition to providing underground equipment for mining coal, the company offers surface equipment for mining coal, copper, iron ore, sands, gold, diamonds and other minerals. "But coal is our primary resource," explained Paap.

Bucyrus recently purchased Terex Corp.'s mining division. Combining Terex's products with their own, Bucyrus now provides diesel drills, hydraulic excavators, drag lines, rope shovels, haul trucks and other mining equipment. "Now, Bucyrus can be a one-stop shop for customers who need all of these products. We have the most diverse product line in the market," said Paap.

Bucyrus has been open for more than 125 years. In 1914, its machines were utilized in the finalization of the Panama Canal. Bucyrus also teamed up with Siemens Energy and Automation and successfully invented the first all AC drive electric mining shovel in 1980.

This will be Bucyrus' first time to do business with the Port of Mobile, but, "we hope to continue to do business with Bucyrus," said Mickler.

U.S. Coast Guard Celebrates Birthday



Members of Coast Guard Sector Mobile Command accept a proclamation from Mobile Mayor Sam Jones Aug. 3. The proclamation declared Aug. 4 to be Coast Guard Day in Mobile. From left to right: U.S. Coast Guard Ensign Israel Parker, USCG Master Chief Clay Hill, USCG Cmdr. Doug Nash, Mobile Mayor Sam Jones, Commanding Officer Aviation Training Center Mobile USCG Capt. Steve Truhlar, USCG Master Chief James Steudle, Sector Mobile Commander Capt. Donald Rose and Petty Officer John Norsworthy. Photo courtesy of Adam Buck, City of Mobile.

The U.S. Coast Guard celebrated 220 years of service at commands across the nation on August 4, 2010. Alabama Seaport is dedicating a section of this month's issue to the Service.

Coast Guard Sector Mobile has a new commander, Capt. Donald Rose. Read about his goals for the men and women who serve this community in "Change of Command." Rose is also the subject of this month's "At the Helm." "Of Men and Ships" details the history of the service.

Local Coast Guard men and women celebrated the birthday with a picnic at Medal of Honor Park in West Mobile. The day before, Aug. 3, Mobile Mayor Sam Jones presented local Coast Guard leaders with a proclamation declaring Aug. 4 Coast Guard Day in the City of Mobile. The proclamation noted "the Coast Guard plays a crucial role in all aspects of life in Mobile, including support to maritime commerce, aid to navigation, recreational boating safety, maritime environmental response, marine inspection, port safety and security, aviation training and standardization, and in national defense." It also recognized the many commands located here, including the Aviation Training Center and the many cutters stationed here.

"The Port of Mobile has an outstanding relationship with the United States Coast Guard that has been in place for decades," said Port of Mobile Harbormaster Terry Gilbreath. "We rely on the Coast Guard for navigational assistance with buoys, lighthouses, markers, etc, so that ships are able to

make it safely into our Port. They are responsible for marking the shipping channel to allow for safe transit of ships into and out of the Port during all hours of the day and night," he added. He went on to point out the work the Coast Guard does in disaster response and security, helping the Port remain secure in a post-9/11 environment.

"Coast Guardsmen are agile, adaptable and multi-missioned," said Coast Guard Commandant Adm. Robert J. Papp Jr. in a national statement about the birthday. "Born as revenue cuttermen, lighthouse keepers, steamboat inspectors and surfmen, we have expanded to meet the maritime needs of our nation. As Coast Guard men and women, we share a bond of pride in our rich heritage and a common purpose to uphold our honorable traditions."

Gilbreath mentioned the Coast Guard motto "Semper Paratus," which means always ready. This, he says, is the key to being able to respond to any situation, from responding to natural disasters such as hurricanes to long-term crises like the DEEPWATER HORIZON oil spill. Gilbreath has his own connection to the Coast Guard. "As for me, I spent 29 years in the Coast Guard and retired two years ago. I am honored to have served in such a proud organization and to have participated in major national level events such as the Hurricane Katrina response in 2005," he explained. "We are honored to be considered one of their port partners and hope that this relationship will continue for many years to come."

Mobile Gets New Coast Guard Sector Commander



USCG Capt. Steve Poulin salutes incoming Sector Mobile Commander USCG Capt. Donald Rose as USCG Rear Adm. Mary E. Landry looks on during the change of command ceremony.

Captain Donald Rose has traveled all around the country serving the U.S. Coast Guard, but he believes his new post as commander of Sector Mobile is the highest honor he has yet achieved. "This is probably the ultimate assignment of my career, right here," he said. He accepted his command at a ceremony in Mobile on July 9.

"I want to bring a sense of joy in mission and work to the men and women who are serving here," he said of his goals for the new command. Rose has been a group commander before in North Carolina. His last few posts have all been related to his legal background. He graduated from the U.S. Coast Guard Academy and Georgetown University Law Center. He is a member of the Virginia State Bar. He comes directly from

Alameda, Calif., where he was a Staff Judge Advocate. He has also served as a court-martial military judge.

Rose and the previous commander of this sector, Capt. Steven Poulin, went through the Coast Guard Academy together and even lived in the same house as Summer Ensigns.

Rose says he wants the men and women of his command to remember the rich history of the Coast Guard and take pride in their work. "Some of the latest news we hear is about how we are going to have to trim down. I want to explain that even if this happens, the work we do is important and we cannot forget that," he said.



U.S. Coast Guard Sector Mobile Chaplain Lt. Joseph Johnson, new USCG Sector Mobile Commander Capt. Donald Rose, outgoing USCG Sector Mobile Commander Capt. Steve Poulin, and USCG Commander of the Eighth District Rear Adm. Mary E. Landry at the change of command ceremony July 9.

He highlighted the work done by the Coast Guard during the DEEPWATER HORIZON oil spill as an example. On April 20 the DEEPWATER HORIZON oil rig exploded and sank, killing 11 people and starting a months-long oil leak in the Gulf of Mexico. The Coast Guard set up and operated Joint Information Centers all across the Gulf Coast, coordinating response and partnering with BP, the company held responsible for the spill, to stop the flow and clean up the crude.

One of the critical duties they performed to keep trade moving was the inspection and decontamination of vessels that had come through the spill on their way to and from the Port.

As first and constant responders to the crisis, the Coast Guard had to bring its best and brightest resources to bear and maintain a level of urgency throughout the process. "They have done great work. Sometimes, the noise of politics can be negative. I don't want that to influence the love for the work they do," he explained.

Rose says although the local command has been heavily involved in the DEEPWATER HORIZON response, the Coast Guard has been able to move reservists into place for that operation so the local servicemen and women can concentrate on their regularly assigned duties. Former Mobile Sector Commander Steve Poulin stayed on with the DEEPWATER HORIZON response while Rose took over the command here.

"This is a big port and there is a lot of activity here," said Rose. "The risk level during hurricane season goes up – we need those guys to be available in case of a storm. We had to balance that risk," he explained of the shift in duties. Port

of Mobile Harbormaster Gilbreath says Coast Guard support during storms and other disasters is critical. "We work closely with them during emergencies such as hurricanes, casualties, etc, to ensure that we are able to keep commerce moving and that there is an open line of communication between the Coast Guard and the maritime community," said Gilbreath.

Rose says he is excited about the day-to-day operations of this command. "Ports are fascinating places. We as day-to-day citizens forget how important they are." Rose attended an employee rally for the BAE ship repair facility, formerly Bender Shipbuilding. He talked about how the new plans for the facility are good news for the entire maritime community in the Port City. "As Coast Guard Captain of the Port, our job is to help facilitate that type of enterprise – the exercise of commerce – and to help it be done in a safe way. We want to help the Port offer its facilities safely."

Gilbreath agrees. Himself a Coast Guard retiree, he said he appreciates all the work the Coast Guard has done to ensure the safe transit of ships, especially since tightened security restrictions. "The Coast Guard has been a close partner since World War I with its Port Security mission. From the old days of explosive loading supervision and checking of shipping papers to the modern post-9/11 facility security inspections and Area Maritime Security Committees, we have always worked hand-in-hand with the local Coast Guard to ensure a safe and secure port."

Rose says his primary goal right now is to become familiar with the many agencies' operations, names and faces he will need to know here on the Gulf Coast.

Alabama Seaport Magazine "At the Helm"

The United States Coast Guard (USCG) is a military branch of the United States involved in maritime law, mariner assistance, and search and rescue, among other duties of coast guards elsewhere. One of the seven uniformed services of the United States, and the smallest armed service of the United States, its stated mission is to protect the public, the environment, and the United States economic and security interests in any maritime region in which those interests may be at risk, including international waters and America's coasts, ports and inland waterways." (source: www.uscg.mil) The Coast Guard also works closely with the Alabama State Port Authority to ensure safe operations in the Port and inland waterways.



Name/age: Don Rose, 48

Title: Commander of Coast Guard Sector Mobile, AL

Company: U.S. Coast Guard

Address: 1500 15th Street, Mobile AL

Web: <http://homeport.uscg.mil/mycg/portal/ep/portDirectory.do?tabId=1&cotpld=37>

No. of employees: 600

Education: BS, Management, U.S. Coast Guard Academy; JD, Georgetown U. Law Center

Most recently read book: *The Prodigal God*, Tim Keller

Favorite music/musical artist: Christian Music, lately been enjoying David Crowder, Mark Schultz and Brandon Heath.

What is your relationship with the Alabama State Port Authority?

I'm the Coast Guard Captain of the Port, Federal Maritime Security Coordinator, Officer in Charge of Marine Inspection, and pre-designated Federal On-Scene Coordinator for pollution response.

What is the most out-of-the-box idea you have ever done in your professional career?

I took the opportunity while I was stationed as the Coast Guard's liaison officer to U.S. Transportation Command at Scott Air Force base to join the aero club and learn to fly an airplane to help me better understand aviation operations.

What was the result? I wound up earning a private pilot's license, and have a much greater appreciation for the demands, opportunities and limitations of flight.

What experiences in your past best prepared you for the job you have today?

My time underway on Coast Guard cutters and boats. It's taught me the risks and rewards associated with maritime operations, and that one can never assume an operation at sea will be "routine."

What single thing makes your organization stand out? The substantial presence we have throughout America's, and the world's, maritime activity. The U.S. Coast Guard brings a uniquely broad awareness, understanding, expertise and authority to promote safety of life at sea and responsible use of the marine environment.

Tell us a little about what's in store for your organization in 2010-2011?

The DEEPWATER HORIZON/MACONDO Prospect spill response will continue to engage the Gulf Coast Coast Guard for many months. Also, more marine inspectors will be assigned to Sector Mobile to continue to improve the Coast Guard's inspection capacity and expertise. I also expect the arrival of approved TWIC readers to our port facilities, and the Coast Guard's implementation of the towing vessel "bridging" program that transitions these vessels to a Coast Guard inspection program, will also occupy our attention over the next year.

What word best describes your leadership style? Empowering.

Goal yet to be achieved? Get to know everyone at Coast Guard Sector Mobile.

Professional pet peeve? Someone more concerned with his or her own advancement ahead of that of the team.

What do you do to relieve stress? Exercise and walk with my wife.

Favorite hobbies? Sports of any kind.

Pets? A six-year-old cocker spaniel named "Sport"

What is your dream vacation? Anywhere with my wife, Cynthia.

If you had a \$1 million windfall, you would: Buy an airplane, get my instrument rating, and use it to support mission or charitable work.

It is 11 on Saturday morning. Where are you? With my wife and kids, probably at a school or church event.

What do you love the most about living in your community? The friendly, welcoming people.

What line of work would you pursue if you couldn't work in your present one?

Education, either legal or teaching at an institution of higher learning.

Organization or company other than your own that you most admire?

Mercy Ships – they do incredible medical and Christian outreach with their fleet of hospital ships.

What is there about you that people would be surprised to learn? After my first visit to the Coast Guard Academy as a high school junior, I was determined that I did not want to join the Coast Guard. Here I am over 30 years later!

MADE IN ALABAMA:

Horizon Shipbuilding: A Big Player in the International Market



Horizon Shipbuilding prepares to launch one of its Mexican vessels, a Fast Supply Intervention Vessel, or FSIV, that will work under contract serving PEMEX.

The tiny town of Bayou la Batre in southwest Alabama is a long way from Nigeria, West Africa, more than 5,000 miles actually. But Travis Short, president and general manager of Horizon Shipbuilding, says the world is a pretty small place. In the past few years, his shipyard has exploded onto the international market, and shows no signs of slowing.

Horizon Shipbuilding specializes in government, commercial and foreign government vessels constructed from steel, aluminum and fiberglass, as well as several styles of boats used in the oil fields. When developing a plan to grow his business, Short looked in the community, then in the region, but the numerous established partnerships didn't leave much room in the market. So, Horizon Shipbuilding looked for where it could find a foothold. Today, the shipbuilder has clients in West Africa and Mexico.

Horizon Shipbuilding received its first international contract in 2000, thanks to a magazine article. What started out as a phone call from a potential client for more information turned into a large project that was completed in 2003. Now Short

sees his company's future in the international market. In the last several years, he estimates 40 to 45 percent of his business has been international. "It's a small world," he said. "You've got to find where you can compete. There are new operators opening every day in West Africa. We're a mid-sized shipyard. We're able to compete."

The shipyard delivered two boats to Nigeria in 2009 and continues to help support them with spare parts. It also has plans to build for that client again in 2011. It's helpful to have equipment in these burgeoning markets, said Short, as other West African companies see the ships and contact Horizon Shipbuilding. "There's nothing better than word of mouth or people actually being able to see the product," he explained.

Currently the shipyard is building two different sizes of large inland towboats, ranging from 5,000 to 6,000 horsepower for a Louisiana customer and a 58-foot tugboat for the U.S. Army Corps of Engineers. Horizon Shipbuilding is also modifying a ship's jig, and is preparing to lay the keel on a 195-foot Offshore Supply Vessel for a Mexican client.

Due to the fact that most of Horizon Shipbuilding's current workload is international, the shipbuilder is not seeing much fallout from the BP oil spill in the Gulf of Mexico. Still, Short is as concerned as any Gulf Coast maritime company about the drilling moratorium and the eventual fallout from the spill. BP requested local companies support them with equipment and Horizon Shipbuilding just completed ten small oil recovery barges in what Short called the million dollar range for Louisiana clients.

Short followed in the footsteps of his father, Travis Short Sr., who retired from the U.S. Navy and began a career in shipbuilding in the late 1970s during the oil boom. When that industry bottomed out, Short Sr. became a consultant. Travis Short Jr., who graduated from the University of South Alabama, grew up in the shipbuilding business working alongside his father. The father and son team established Horizon Shipbuilding in 1997.

After opening, the company experienced regular growth, starting with a few million dollars in revenues the first year, then several million dollars the next, moving to the \$10 to \$14 million range, and earns approximately \$30 million annually. "That's where we are today," said Short. "We're certainly happy where we are."

Currently Horizon Shipbuilding has 160 employees, down from 300 last year when the shipyard was finishing up a large Mexican contract. But when the credit crunch caused companies to tighten their belts, Horizon Shipbuilding's business slowed and forced a reduction in workforce. Despite that, one of the company's greatest accomplishments is attracting and managing experienced staff and top-of-the-line production people, said Short, calling them the number one reason Horizon Shipbuilding is successful.

Short's goals for Horizon Shipbuilding include sustainability as the company continues to grow, as well as building its workforce. "We'll continue to find efficiencies and innovations to make us more competitive," he said. Short's greatest challenge is trying to find ways "to be more competitive than the competition." In the last few years, Horizon Shipbuilding received a shipyard grant used to purchase a \$300,000 computer-automated cutting machine, which he said reduces costs per boat by tens of thousands of dollars and keeps that business in-house. Horizon Shipbuilding also has a new marine Travelift, allowing the shipyard to launch and retrieve vessels up to 700 tons. Short said this is the third or fourth largest lift in the country.



Horizon Shipbuilding is currently under contract to build five 140' 6000 HP Towboats; three have been delivered to the client and two are in process.



Horizon Shipbuilding designed this 1200 hp, 360 degree, Z-drive Dixie tug for inland and coastal tows.



This is a 200 ft x 100 ft crane barge Horizon built for the U.S. Army Corps of Engineers.



PORT CALLS:
**Realizing
"The Bigger Picture"**

This Veiled Chameleon shows off its many colors and is one of the reptiles that can be seen at the "Reptile Planet" exhibit.

The international "See the Bigger Picture" traveling photo exhibit will make its way to the Gulf Coast Exploreum Science Center in Mobile, Ala., this fall. The exhibit is the combined efforts of Airbus, the United Nations' Convention on Biological Diversity (CBD), and National Geographic. Promoting biodiversity is the message behind this exhibit and the CBD has created the Green Wave program which teaches kids the important role of biodiversity in the ecosystem and raises awareness on how to conserve the environment. The exhibit has traveled to many different places across the globe, including Paris, Madrid and the United Nations. The traveling photo exhibit was also present in Whistler, British Columbia, during the Winter Olympics.

What makes this photo exhibit unique is that all the pictures were photographed by children and youth from the United States ages 6–14, and international children and youth ages 6–16 as of August 31, 2009. National Geographic and world-renowned photographer Joel Sartore sponsored the worldwide photography contest asking kids to photograph their understanding of biodiversity. Ninety-nine different countries were represented in this contest making the photographs submitted unique and diverse. With thirty-one panels of pictures on display, the exhibit showcases the different view points of children from around the globe. This campaign is designed to raise awareness of the loss of biodiversity that is happening around the world and, in turn, spark a revolution to preserve the environment.

"Due to the oil spill, recognizing biodiversity is now all the more relevant to those who live along the Gulf Coast," said



Honorable mention Zoe Hamelin, age 17, of France snapped this picture of a translucent butterfly.



Alex Sorensen, age 15, of the United States received an honorable mention for taking a picture in his neighborhood of two different bugs gathering pollen on a sunflower.



"Bug Eyes" is the name of this picture taken by Eleanor Leonne Bennett, age 14, of the United Kingdom.

Hela Sheth, director of marketing and public relations for the Gulf Coast Exploreum Science Center. To promote Gulf Coast biodiversity, the Exploreum decided to hold a photography contest for children ages 6–14 all along the Gulf Coast. Winning pictures displayed what biodiversity meant to them and showcased local nature. The pictures consisted of local animals, plants or ecosystems that are found anywhere from backyards to brooks or streams.

The three finalists chosen have their photographs on display at the Exploreum alongside the "See the Bigger Picture" exhibit and won a digital camera package. The grand prize winner received a \$500 travel voucher along with the other prizes mentioned. The contest ended August 22 and was co-sponsored by Airbus, Calagaz Photo and Digital Imaging, and *Alabama Coast Magazine*.

Other Happenings at the Exploreum

The Exploreum has embraced the UN-designated International Year of Diversity 2010 and has many exhibits this summer and fall that feature the environment and biodiversity. Currently at the museum is the "Reptile Planet" exhibit that allows visitors to gaze upon thirty live reptiles from twenty different countries. The animals on display include American Alligators, Burmese Pythons, Snake-Necked Turtles and more. This exhibit arrived at the Exploreum on July 5 and will be around until October 24. Along with the reptiles, another species will be traveling to Mobile this fall. The "Sea Lion Splash" exhibit will introduce three sea lions to visitors of the Exploreum. "What's interesting about this exhibit is that the sea lions were rescued from dangerous situations due to human carelessness," Sheth stated. "This exhibit will

teach visitors the importance of biodiversity and how humans need to coexist with nature. It will be a great educational and entertaining experience." The "Sea Lion Splash" opens on November 10 and will end November 21. There will be three shows per day in pools set up on the Mobile County Annex grounds. Sheth continued, "Families can watch the shows and also get their picture taken with the sea lions. This exhibit will be a great event, not just for the Exploreum, but for all of downtown Mobile." The Exploreum also offers an IMAX® theater and permanent exhibits including "My Body Works," "Explore Tec," "Wharf of Wonder," plus many more.

The Gulf Coast Exploreum Science Center is located at 65 Government Street in Downtown Mobile, directly off Interstate 10, exit 26B. For hours of operation and ticket prices, please visit exploreum.com.



The big brown eyes of this sea lion can be seen during the "Sea Lion Splash" exhibit at the Exploreum.

Mobile Ranked Number One by *Forbes* Magazine

According to *Forbes* magazine, the city of Mobile will be the fastest growing small metro area between the years 2007 to 2012. City leaders say large companies are not the only ones responsible for the growth.

"There's no better announcement than to hear that you've been judged to be number one by *Forbes* Magazine," said City of Mobile Mayor Sam Jones. According to Jones, small, home-town businesses as well as large corporations such as ThyssenKrupp have contributed to growth in the Mobile Bay area.

Jones attributes good growth to planned growth. So, the city is planning for 2008 to 2018 now by creating a new master plan for the city. "It has a vast area, about a ten-mile area that we're working, including the downtown area. That plan is extremely important to us, especially with all the rapid growth and development downtown. We have to have a blueprint for that."

Alabama wins 2010 Silver Shovel Award for Efforts Made In Economic Development

Alabama recently won *Area Development* magazine's 2010 Silver Shovel Award acknowledging economic development projects from 2009. The program recognizes those states that attract high-value investment projects that positively impacts the community in creating new jobs for the state.

According to the publication, Alabama's 2009 job boost came from Ryla, Inc., which will create more than 1,000 jobs at a regional customer call center in Saraland, north of Mobile.

Only two states, Alabama and Texas, have won Shovel awards for a record five years in a row since the award program was founded. Alabama won the Golden Shovel Award in 2006 when the state was ranked first in the nation for the largest increase of jobs and investment projects the previous year.

The magazine referenced an investment of nearly \$300 million and 1,000 new jobs created in Tuscaloosa by Mercedes-Benz U.S. and the Toyota company to start producing engines in the summer of 2011 for Camry and the RAV4, adding 240 jobs to Alabama's economy.

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Pace-Setting Companies Ryla and Alorica Merge, Announce Strategic Investment Agreement

In April 2010, Alorica, Inc., of California, announced an agreement to make a strategic investment in Ryla. Last year Ryla opened a call center in Mobile County, Ala.

Alorica, Inc., founded in 1999, is an international customer service management firm. Founded in 2001, Ryla, Inc. is a U.S. company that specializes in value-added customer contact services for Fortune 500 companies, government agencies and nonprofit organizations.

"The Ryla investment supports the Alorica strategic goals through growth and expanded geographic presence. The partnership will enhance our client portfolio and amplify our reach for new business opportunities," said Andy Lee, CEO of Alorica. "The transaction represents the strength of two certified MBE [Minority Business Enterprise] organizations aligning to form an affiliation focused on delivering premier services to our valued customers.

The agreement came out of a strategic growth plan for both Alorica and Ryla to develop an international customer care services company. Ryla will continue to operate as a stand-alone company, retaining its current corporate name and image, administration, clients and employees – including its location in north Mobile.

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B O N D E D



Celebrating 220 Years As America's Maritime Guardians

Mobile has long played host to the military, from the Army to the Navy and Air Force, but, most consistently, Mobile has been a Coast Guard town. Today, the Coast Guard maintains a significant presence in the city, from Coast Guard Sector Mobile, with its various tenant commands, to Aviation Training Center, the Gulf Coast Strike Team and several cutters homeported here. This month, the service celebrates its 220 years of service to the nation – and what a remarkable history it has been.

What is today known as the United States Coast Guard was established on August 4, 1790. This "Revenue Marine," as it was initially called, was the brainchild of Secretary of the Treasury Alexander Hamilton, who proposed in 1789 that a fleet of vessels be established to enforce tariff laws and target smugglers.

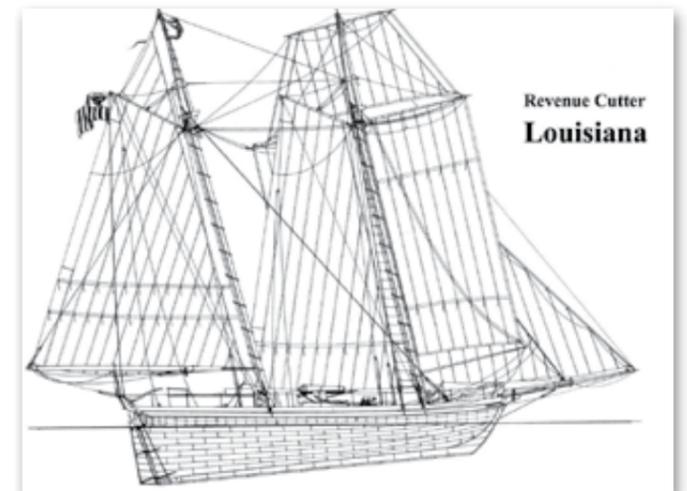
Hamilton submitted a bill to Congress, calling for 10 cutters ranging in length from 36 to 40 feet to be manned and stationed along the Eastern Seaboard from New Hampshire as far south as Georgia. Each cutter was to be manned by two officers and six Marines and armed with swivel guns. The resulting Tariff Act of 1790 authorized the construction of 10 revenue cutters, along with a budget of \$23,327.50 to equip and man the cutters with 10 masters, 30 mates, 40 sailors and 20 boys. The officers and crewmen were to be eligible for prize money in addition to their regular pay.

The Revenue Marine operated under the jurisdiction of the Treasury Department, but with the disestablishment of the Continental Navy in 1790, the service became the young nation's only armed maritime presence and, as such, served as a de facto Navy until the U.S. Navy was authorized in 1798. Today, the Coast Guard is celebrated as America's senior naval service and has participated in every major armed conflict since the Quasi-War with France up to and including operations in the Persian Gulf, Iraq and Afghanistan.

In 1794, the Revenue Marine was given the additional task of interdicting illegal slavers, and in 1798, several cutters were dispatched to patrol the West Indies. Between 1798 and 1865, the service is credited with intercepting as many as 500 slave ships. As the United States began to expand its trade, it became necessary to increase the size of the Revenue Marine. An Act of Congress of 1799 authorized the President to maintain as many revenue cutters as deemed

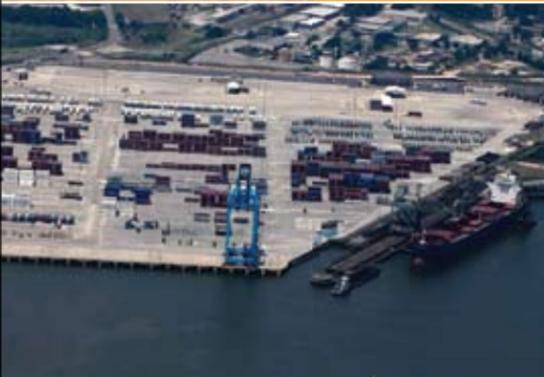


The U.S. Revenue Cutter VIGILANT (left) captured the more heavily armed British privateer DART on October 4, 1813.



The USRC LOUISIANA (pictured) and her sister cutter ALABAMA engaged in successful actions against pirates in the Gulf of Mexico and Caribbean from 1819-1822.

necessary to provide for the collection of tariffs and tonnage duties. During the 1798-1801 Quasi-War with France, the Revenue Marine fought alongside the newly established Navy, capturing or assisting in the capture of 20 French vessels, half of which were captured by the United States Revenue Cutter PICKERING.




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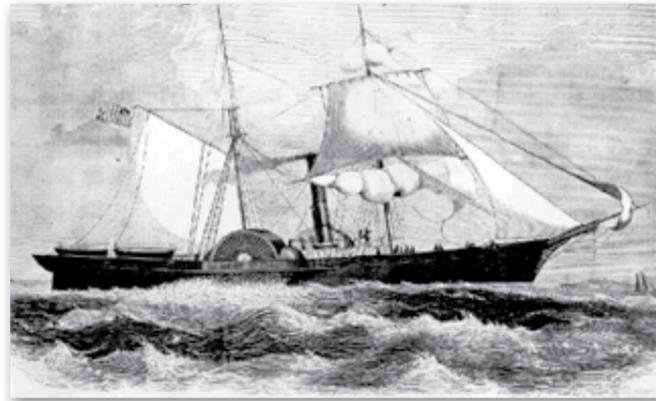
As war again broke out in 1812, it was the USRC JEFFERSON, William Ham commanding, that claimed the honor of the conflict's first capture at sea. On June 25, 1812, the cutter captured the British schooner PATRIOT, laden with sugar and bound from Guadeloupe to Halifax. Other successes were to follow.

Sailing out of St. John, New Brunswick, the privateer sloop DART had proven her effectiveness in hampering U.S. merchant vessels. During her career, the plucky little vessel had already taken 11 prizes by early October 1813 (although some accounts credit her with as many as 20 to 30 prizes). Commanded by Captains John Harris and James Ross, the DART carried a complement of 25 men and an armament of four carronades plus swivel guns. Captain John Cahoon, commanding officer of the newly commissioned Revenue Cutter VIGILANT, was intent on putting an end to the DART's depredations in Long Island Sound. Accordingly, he augmented his own crew of Revenue Marine sailors with 20 Navy men who volunteered for the mission and sailed in search of the DART, which had recently been seen off Newport accompanied by two fresh prizes.

On the evening of October 4, 1813, VIGILANT sighted DART off Block Island and immediately made for the more heavily armed privateer. As soon as he was within range, Cahoon ordered a broadside fired into DART. VIGILANT closed on the latter, and a boarding party swarmed aboard the privateer, making quick work of her capture. Several privateersmen were killed, along with the first mate. VIGILANT lost two crewmen who fell overboard and either drowned or were crushed between the vessels while attempting to board the DART. The Revenue Marine continued to serve with valor during the war, with the cutters MADISON and GALLATIN capturing three enemy brigs carrying munitions and supplies and taking them as prizes into the ports of Charleston and Savannah.

Following the war, the Revenue Marine sought to curtail a resurgence of piracy in the Caribbean and Gulf of Mexico. On August 31, 1819, the cutters ALABAMA, homeported in Mobile, and LOUISIANA, homeported in New Orleans, were patrolling the Gulf waters near Florida's Dry Tortugas when they sighted the pirate schooner BRAVO, commanded by Jean LaFarges, one of Jean Lafitte's lieutenants. The cutters gave chase and eventually closed with the pirate. The vessels exchanged several volleys, but the schooner proved to be no match for two Revenue cutters. The BRAVO was boarded and captured, with the pirates returned to shore to stand trial for their crimes.

On April 19, 1820, the ALABAMA, under Captain Taylor, and the LOUISIANA, under Captain Harris Loomis, acted in concert to destroy a "Piratical Rendezvous at Breton Island," Louisiana.



The USRC HARRIET LANE was one of the service's early steamers. She saw action on both sides during the Civil War, firing the war's first shot at sea in 1861 and later being captured by Confederate forces during the Battle of Galveston.



The Revenue Cutter BEAR patrolled the Bering Strait and Alaskan coast for many years.



Captain of the BEAR was "Hell Roaring" Mike Healy, the first African-American commissioned officer in the service.



Guardians operated the Higgins Boats landing craft at Normandy and elsewhere in World War II.

On July 10, Captain Loomis reported that he had captured four pirate vessels off the coast of Belize. The LOUISIANA again was to see action against pirates on November 2, 1822, when in company of the USS PEACOCK and HMS SPEEDWELL, she assisted in the capture of no fewer than five pirate ships sailing off Havana.

The transition from sail power to steam power began in the 1840s. The side-wheel steamer USRC HARRIET LANE was one of the better known early steamships in the service. Launched in New York in 1857 and named for the popular niece of President James Buchanan, the HARRIET LANE participated in the naval expedition to Paraguay, and in 1860, hosted Edward Albert, the Prince of Wales, on a passage from Washington to Mt. Vernon. As war clouds loomed, the HARRIET LANE was dispatched to Charleston and on April 11, 1861, fired on the vessel NASHVILLE, believed to be the first shot of the Civil War fired at sea.

The cutter saw extensive action during the war, taking part in sieges, capturing prizes and transporting troops. In January 1863, the cutter was captured during the Battle of Galveston and turned over to Confederate forces who used her to run the blockade with a cargo of cotton bound for Cuba.

In the 1880s and 1890, one of the best known revenue cutters was the BEAR, commanded by Captain Michael A. "Hell Roaring Mike" Healy, who proved to be the service's first African-American commanding officer. Healy became the embodiment of the U.S. Government in Alaska and worked in

humanitarian assistance for native Alaskans and the rescue of numerous whalers whose ships were caught in the pack ice.

On July 31, 1894, the name of the service officially changed to the Revenue Cutter Service. A number of revenue cutters participated in the Spanish-American War in 1898, from the blockade of Havana to the Battle of Manila Bay.

On January 28, 1915, the modern U.S. Coast Guard was formed by merging the U.S. Revenue Cutter Service and the U.S. Life-Saving Service, which had been founded in 1848. As members of the Revenue Cutter Service had often been involved in rescue operations, this was a natural fit and added more than 270 life-saving and lifeboat stations to the new service. The U.S. Lighthouse Service, created in 1910, was folded into the Coast Guard in 1939, and the Navigation and Steamboat Inspection Service, established in 1838, was absorbed into the Coast Guard in 1942.

The Coast Guard saw action in both World War I and World War II and sustained the highest percentage of casualties of any service in the latter. Coast Guard cutters were credited with sinking a dozen German U-boats, two Japanese submarines and with capturing two German surface vessels during the war. Coastguardsmen operated landing craft in North Africa, Sicily, Normandy and elsewhere, as well as combat search and rescue vessels. Guardians not only provided security in home ports, they also patrolled beaches to prevent saboteurs from landing on American soil.



A Guardian surveys the flooded streets of New Orleans in the aftermath of Hurricane Katrina. The Coast Guard rescued 2,000 people in two days.

In the Korean War, the Coast Guard helped with the evacuation of the Korean Peninsula and took on the additional mission of ensuring the security of America's ports and harbors on a permanent basis. The Coast Guard was transferred from the Department of the Treasury to the Department of Transportation in 1967, but the service continued its multiple missions as before. In Vietnam, the Coast Guard augmented Combat Search and Rescue operations among a myriad of other duties.

On March 1, 2003, the Coast Guard was transferred from the Department of Transportation to the Department of Homeland Defense under the Homeland Security Act. Today, the Coast Guard has 11 missions: providing ports, waterways and coastal security; drug interdiction; aids to navigation; search and rescue operations; living marine resources; marine safety; defense readiness; migrant interdiction; marine environmental protection; ice operations; and various other law enforcement.

Amidst the chaos that followed Hurricane Katrina in 2005, the Coast Guard performed flawlessly, rescuing some 2,000 people in two days and more than 33,000 people in all. The Coast Guard responded to the Deepwater Horizon oil spill in April of this year and is tasked with overseeing operations to seal the well and clean up the oil in the Gulf of Mexico and on shore.

For the past 220 years, the U.S. Coast Guard has lived up to its motto: "Semper Paratus," Always Prepared.



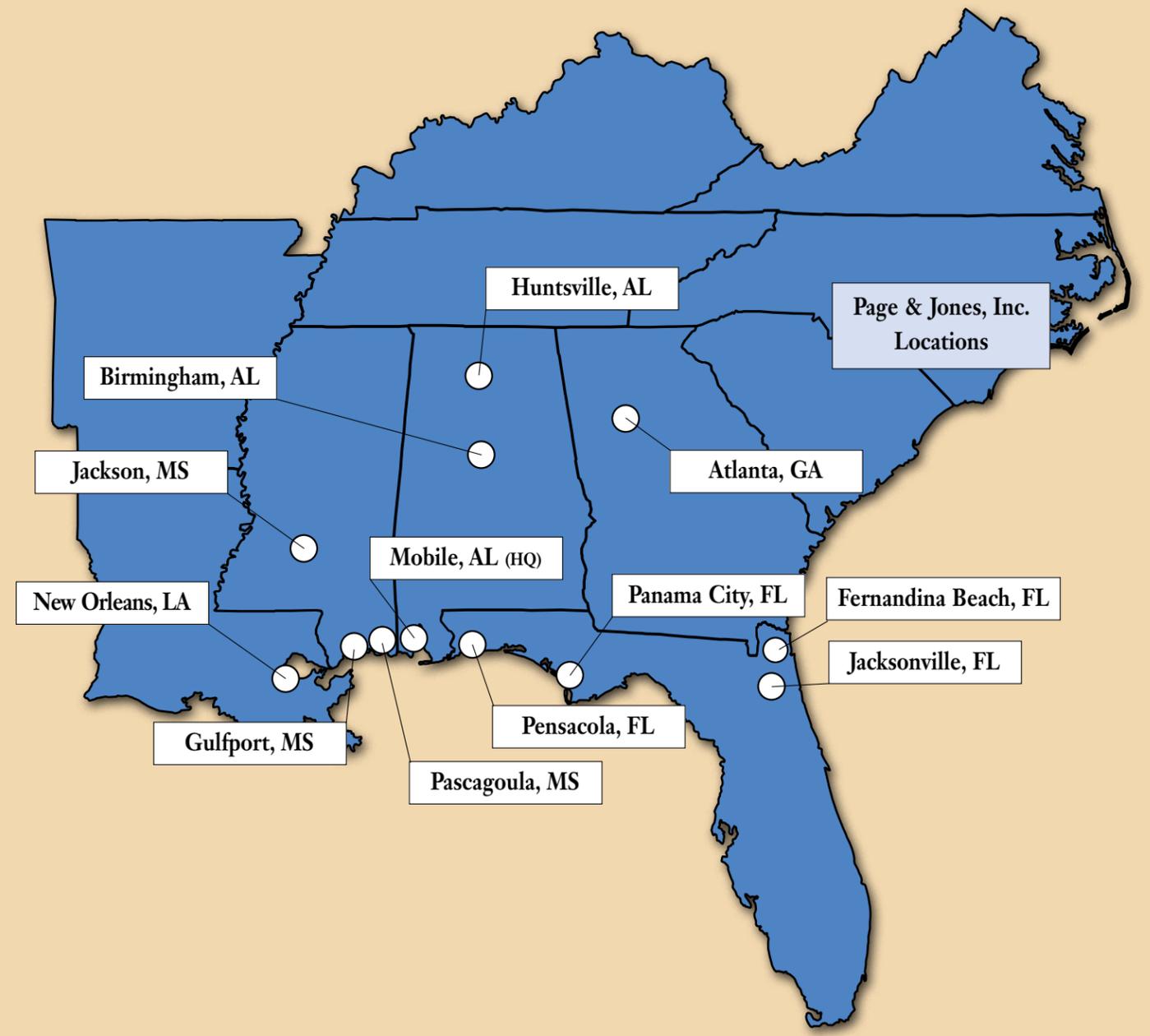
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SANTOS	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
	Gearbulk	Bi-Monthly	Inchcape
CANARY ISLANDS			
LAS PALMAS	Spliethoff	Monthly	Page & Jones Inc.
TENERIFE	Spliethoff	Monthly	Page & Jones Inc.
CAYMAN ISLANDS			
GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
CHINA			
DAGANG	Grieg Star Shipping	Monthly	Grieg Star
QINGDAO	Grieg Star Shipping	Monthly	Grieg Star
SHANGHAI	Grieg Star Shipping	Monthly	Grieg Star
COLOMBIA			
CARTAGENA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
PUERTO CABELLO	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
SANTA MARTA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency

CURAÇAO			
WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
DOMINICA			
ROSEAUO	C.I.C.	Monthly	Seacliff Agencies
DOMINICAN REPUBLIC			
RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
EGYPT			
ALEXANDRIA	Nordana	Inducement	Biehl & Company
ENGLAND			
TILBURY	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
FRANCE			
BOULOGNE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SETE	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
GERMANY			
BREMEN	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
GREECE			
PIRAEUS	Nordana	Inducement	Biehl & Company
GRENADA			
SAINT GEORGES	C.I.C.	Monthly	Seacliff Agencies
GUADELUPE			
BASSE-TERRE	C.I.C.	Monthly	Seacliff Agencies
ITALY			
GENOA	Nordana	Inducement	Biehl & Company
LIVORNO	Nordana Grieg Star Shipping	Inducement Monthly	Biehl & Company Nord-Sud Shipping
MONFALCONE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
NAPLES	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SAVONA	Grieg Star Shipping	Monthly	Nord-Sud Shipping
JAMAICA			
KINGSTON	C.I.C. Caribbean Forest Carriers	Bi-Weekly Inducement	Seacliff Agencies Transmarine Alabama LLC
JAPAN			
IYOMISHIMA	Saga Forest Carriers	Inducement	Biehl & Company
MISHIMA-KAWANOE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
NIIGATA	Saga Forest Carriers	Inducement	Biehl & Company
SHIMIZU	Grieg Star Shipping	Monthly	Nord-Sud Shipping
TAGONOURA	Saga Forest Carriers	Inducement	Biehl & Company
TOKYO	Saga Forest Carriers	Inducement	Biehl & Company
KOREA			
INCHON	Saga Forest Carriers Grieg Star Shipping	Inducement Monthly	Biehl & Company Nord-Sud Shipping
KUNSAN	Grieg Star Shipping	Monthly	Nord-Sud Shipping
MASAN	Grieg Star Shipping	Monthly	Nord-Sud Shipping
LEBANON			
BEIRUT	Nordana	Inducement	Biehl & Company
MARTINIQUE			
FORT-DE-FRANCE	C.I.C.	Monthly	Seacliff Agencies

MEXICO COATZACOALCOS TAMPICO	CG Railway Spliethoff	Every 4 Days Monthly	CG Railway Page & Jones Inc.
MOROCCO CASABLANCA	Spliethoff	Monthly	Page & Jones Inc.
NETHERLANDS ROTTERDAM VELSEN	Grieg Star Shipping Grieg Star Shipping	Every 14 Days Monthly	Nord-Sud Shipping Nord-Sud Shipping
SCOTLAND MONTROSE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SOUTH AFRICA CAPETOWN DURBAN PORT ELIZABETH RICHARDS BAY	Gulf Africa Line Gulf Africa Line Gulf Africa Line Gulf Africa Line	Monthly Monthly Monthly Monthly	Biehl & Company Biehl & Company Biehl & Company Biehl & Company
SPAIN ALGECIRAS/PALAMOS BARCELONA BILBOA CADIZ GANDIA MOTRIL PALMA DE MALLORCA VIGO VALENCIA	Spliethoff Nordana Spliethoff Spliethoff Spliethoff Spliethoff Grieg Star Shipping Spliethoff Spliethoff Nordana	Monthly Inducement Monthly Monthly Monthly Monthly Monthly Monthly Monthly Inducement	Page & Jones Inc. Biehl & Company Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Nord-Sud Shipping Page & Jones Inc. Page & Jones Inc. Biehl & Company
ST. CROIX	C.I.C.	Monthly	Seacliff Agencies
ST. KITTS BASSETERRE	C.I.C.	Monthly	Seacliff Agencies
ST. LUCIA CASTRIES VIEUX FORT	C.I.C. C.I.C.	Monthly Monthly	Seacliff Agencies Seacliff Agencies
ST. MARTIN	C.I.C.	Monthly	Seacliff Agencies
ST. THOMAS	C.I.C.	Monthly	Seacliff Agencies
ST. VINCENT KINGSTOWN	C.I.C.	Monthly	Seacliff Agencies
SWEDEN STOCKHOLM	Polish Ocean Line	Weekly	Biehl & Company
TOBAGO	C.I.C.	Monthly	Seacliff Agencies
TRINIDAD PORT OF SPAIN	C.I.C.	Bi-weekly	Seacliff Agencies
TURKEY ISTANBUL IZMIR MERSIN	Nordana Nordana Nordana	Inducement Inducement Inducement	Biehl & Company Biehl & Company Biehl & Company

Postcards *from the Past*



The steamer **BALDWIN**.



The **ESPARTA** docked in
the Port of Mobile.

Postcard reproduction courtesy of John Hunter, Owner and President of Dockside Services, Inc.

PORT OF MOBILE DIRECTORY

AIR TRANSPORT

AZALEA AVIATION.....	(251) 633-5000
CONTINENTAL AIRLINES.....	(800) 277-4622
EMERY WORLDWIDE.....	(800) 782-4605

ALABAMA INTERNATIONAL TRADE CENTER

ALABAMA WORLD BUSINESS CTR.–1500 Resource Dr., Birmingham, AL 35242.....	(205) 250-4747
UNIVERSITY OF ALABAMA–Tuscaloosa–P. O. Box 870396.....	(205) 348-7621

AUXILIARY SERVICES

CATHOLIC MARITIME CLUB–261 Dauphin St., Mobile, AL.....	(251) 432-7339
Joe Connick, Director; Father Tivo, Chaplain	
INTERNATIONAL SEAMAN'S CENTER–605 Texas Street.....	(251) 433-7953
Rev. Aias DeSouza.....	(251) 344-3712

BANKS WITH INTERNATIONAL DEPARTMENTS

FIRST COMMERCIAL BANK–BIRMINGHAM.....	(205) 868-6171
WHITNEY NATIONAL BANK, MOBILE.....	(251) 662-1025

BARGE FLEETING SERVICE

DELTA MARINE SERVICE.....	(251) 937-4060
HENRY MARINE SERVICE INC.–887 Cochran Causeway.....	(251) 438-9442
MOBILE-CHICKASAW PORT FACILITIES, INC.....	(251) 456-7648

BLAST FREEZE/COLD STORAGE

MOBILE REFRIDGERATED SERVICES.....	(251) 433-4198
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BULK LIQUIDS

ALABAMA BULK TERMINALS.....	(251) 438-9891
GULF ATLANTIC.....	(251) 456-8491 Ext. 109
PLAINS MARKETING.....	(251) 456-4688
GULF COAST ASPHALT.....	(251) 432-7666
TRANSMONTAIGNE PRODUCT SERVICES.....	(251) 434-4203

BUNKERING SERVICE

CHEMOIL–777 Walker, Houston, TX 77002.....	(713) 336-1100
MIDSTREAM FUEL SERVICES, INC.–P. O. Box 2826.....	(251) 433-4972
TRANSMONTAIGNE–P. O. Box 3064.....	(251) 433-0066

CONSULATES

CONSULAR CORPS OF MOBILE–6204 Brandy Run North 36608.....	(251) 455-8182
BOLIVIA–Thomas J. Purvis–3413 Canacee Dr.....	(251) 666-6969
DENMARK–Martin H. Cunningham– 205 St. Louis St.....	(251) 432-4633
DOMINICAN REPUBLIC–Luis Frias–951 Government St., Suite 520.....	(251) 432-2332
GEORGIA–Matt Metcalfe–P.O. Box 2903.....	(251) 432-2600
NORWAY–L. H. Stuart, Jr.–6204 Brandy Run Road N.....	(251) 342-2151

CONTAINER REPAIR & LEASING

CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
DOCKSIDE SERVICES.....	(251) 438-2362
JOHN FAYARD MOVING & WAREHOUSING.....	(866) 862-0867
EXSIF WORLDWIDE, INC.....	(800) 231-7781
TANK SOLUTIONS, INC.....	(888) 551-8265

U.S. CUSTOMS

PORT DIRECTOR–150 N. Royal St., Suite 3004.....	(251) 441-5106
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DUNNAGE – PLYWOOD

ALL STAR FOREST PRODUCTS, INC.–7096 Stone Dr., Daphne 36526.....	(251) 626-8777
BUCHANAN LUMBER–104 Industrial Canal Rd. East.....	(251) 433-9567
CASSIDY LUMBER–P. O. Box 391, Mobile 36601.....	(251) 456-0099
McGINNIS LUMBER COMPANY, INC.–P.O. Box 2049 Meridian, MS 39302.....	(601) 483-3991
MIDWAY FOREST PRODUCTS–P. O. Box 7667, Spanish Ft., 36527.....	(251) 626-8010
SMITH COMPANIES–100 Pardue Rd. Pelham 35124.....	(800) 322-0540

EXPORT BAGGING, PACKING AND DRUMMING

CUSTOM MARKETING SERVICES INC.....	(205) 668-4042
MEADOR WAREHOUSING & DIST, INC.–1750 N. Craft Hwy.....	(251) 457-4376
MITCHELL CONTAINER SERVICES–226 Saraland Blvd. S.....	(251) 675-3786
MMS PACKAGING COMPANY–P. O. Box 2066.....	(251) 438-3658
PORT CITY MOVERS & DELIVERY–5235 Kooiman Rd., Bldg. 4, Theodore, AL.....	(251) 342-7079
STEM PRODUCTS–P. O. Box 66531.....	(251) 457-5557
L. H. STUART CO., INC.–2064 Ave. C, Brookley.....	(251) 441-0770
TEAGUE BROS. TRANSFER & STG. CO.–519 Bayshore Ave.....	(251) 476-6122

FIRE SAFETY EQUIPMENT AND SERVICE

R. CARTER & ASSOC., INC.–1406 Telegraph Rd.....	(251) 452-0154
HILLER SYSTEMS, INC.–3710 Lakeside Ct.....	(251) 661-1275
SAFETY SOURCE INC.–6161 Rangeline Road.....	(251) 443-7445
UNITOR SHIP SERVICES–500 St. Louis St.....	(251) 432-0762
WORLD SHIP SUPPLY (MOBILE), INC.–4600-B Cypress Business Park Drive.....	(251) 662-7474

FOREIGN FREIGHT FORWARDERS

(★ CUSTOM HOUSE BROKERS)

★ AIR/SEA FORWARDING–3812 Springhill Ave.....	(251) 460-0551
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
PAUL A. BOULO, INC.–255 N. Joachim St.....	(251) 433-5445
★ JOHN M. BRINING CO.–P. O. Box 403.....	(251) 432-8741
★ N. D. CUNNINGHAM–205 St. Louis St.....	(251) 432-4633
EMERY FORWARDING–2215 Ave. "O" Brookley Complex.....	(251) 433-0885
EMO TRANS.....	(251) 342-3313
★ EXPEDITORS INTERNATIONAL.....	(251) 431-4992
JENSEN SHIPPING CO.–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CAROLE C. LELAND–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CTB USA OF FLORIDA.....	(866) 621-0091 ext. 224
LILLIEROSE CORP.–1709 Thistlewaite Dr., Mobile 36618.....	(251) 259-5362
★ M. G. MAHER & CO., INC.–80 St. Michael's St., Ste. 315.....	(251) 433-8474
MACROTRANSPORT SERVICES–Ormond Beach, FL.....	(203) 926-8911
★ RICHARD MURRAY & CO.–109 N. Conception St.....	(251) 432-5549
★ PAGE & JONES, INC.–52 N. Jackson St.....	(251) 432-1646
Birmingham, P. O. Box 320126.....	(205) 595-8429
Huntsville, P. O. Box 6025.....	(256) 772-0231
T. A. PROVENCE & CO.–P. O. Box 942.....	(251) 433-5424
★ GEO. RUEFF, INC.–P. O. Box 2962.....	(251) 433-8851
SOUTHEASTERN FREIGHT FORWARDERS–6448 Hillcrest Crossing.....	(251) 661-7284
STIEGLER SHIPPING CO., INC.–1151 Hillcrest Rd., Suite F.....	(251) 639-7300
TEAM WORLDWIDE – 33576 Copter Rd., Pensacola, FL 32514.....	(850) 698-1465
TRADELANES – 61 St. Joseph St., Suite 1000.....	(251) 343-8031
TRANSGROUP WORLDWIDE LOGISTICS – 162 State St. 36602.....	(251) 433-7668
★ DANIEL F. YOUNG–1215 Seminole Dr. NW, Hartselle, AL.....	(256) 773-6202
★ W.R. ZANES & CO. OF LA, INC.–P. O. Box 1006.....	(251) 438-1597

FOREIGN TRADE ZONES

(★FTZ PUBLIC WAREHOUSES)

BALDWIN TRANSFER CO., INC.....	(251) 433-3391
MOBILE, AL–Brookley Complex & Airport.....	(251) 438-7338
AZALEA BOX COMPANY–1401 St. Stephens Road, Prichard.....	(251) 452-3451
EQUITY TECHNOLOGIES CORP.....	(251) 432-7784
★ KEYPORT WAREHOUSING–30427 County Rd. 49 N, Lawley, AL.....	(251) 964-4607
★ MOBILE MOVING & STORAGE.....	(251) 438-3658
★ HUNTSVILLE, AL–P. O. Box 6241.....	(256) 772-3105
★ BIRMINGHAM, AL–Shaw Warehouses.....	(205) 251-7188
S/M WAREHOUSE.....	(251) 679-3344

GRAIN MERCHANTS

FGDI, LLC.....	(419) 373-6311
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LICENSED GUARD SERVICE

ADMIRAL SECURITY SERVICES OF ALABAMA INC.–305 North Joachim St., Mobile, AL 36603.....	(251) 725-6018
BAY SECURITY COMPANY, LLC–2122 Hand Avenue # D, Whistler, AL.....	(251) 330-0776
CPS/EAGLE MARITIME SECURITY–758 St. Michael Street, Suite F, Mobile, AL 36602.....	(251) 433-7850

HEAVY LIFT/SALVAGE/TRANSPORTATION

ACME TRUCK LINE.....	(251) 653-6028
AMERICAN MARINE SERVICES.....	(251) 406-9930
ATLANTIC SPECIALIZED TRANSPORT.....	(251) 433-4545
BARNHART CRANE & RIGGING–P.O. Box 2809, Daphne, AL 36526.....	(251) 654-0541
BOSARGE DIVING–Pascagoula, MS.....	(888) 762-6364
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
HYDRAULIC CRANE SPECIALISTS.....	(251) 675-000X
LEA DIVING & SALVAGE–Alabama State Docks.....	(251) 432-4480
MAMMOET.....	(404) 696-4982

INDUSTRIAL DIVING

AMERICAN MARINE SERVICES.....	(251) 443-7771
BOSARGE DIVING–Pascagoula, MS.....	(888) 762-6364
BROWN SALVAGE & DIVING CO.–P. O. Box 1415, Pensacola, FL.....	(800) 234-3471
COMMERCIAL DIVING SERVICES INC.–P. O. Box 850637, Mobile, AL 36685.....	(251) 665-0017
FATCOM INDUSTRIES–5585 Battleship Parkway, Spanish Fort, AL.....	(251) 626-7800
LEA DIVING & SALVAGE–Alabama State Docks.....	(251) 432-4480

LIGHTNERING, GAS FREING AND SPILL CLEANUP

AARON OIL CO., INC.–P. O. Box 2304.....	(251) 666-8143
R. CARTER & ASSOC., INC.–507 Diaz St., Prichard, AL.....	(251) 452-0154
FERGUSON HARBOUR, INC.–31153 Stagecoach Rd., Spanish Ft., AL.....	(251) 626-3295
INDUSTRIAL WASTE SERVICES, INC.–1980 Ave. A.....	(251) 694-7500
INDUSTRIAL WATER SVCS., INC.–P. O. Box 50236.....	(800) 447-3592
OIL RECOVERY CO., INC.–P. O. Box 1803.....	(251) 690-9010
OIL RECOVERY MARINE TERMINAL Blakely Island.....	(800) 350-0443
PROTECT ENVIRONMENTAL–3537 Desirah Drive S., Mobile, AL 36618.....	(251) 470-0955
THOMPSON ENGINEERING–P. O. Box 9637.....	(251) 653-4525
UNITED STATES ENVIRONMENTAL SERVICES LLC–4230 Halls Mill Road, Mobile, AL 36693.....	(251) 662-3500
USI OIL –1900-A Broad St.....	(251) 432-0775

LINE HANDLING

ALABAMA LINE SERVICES–P. O. Box 9308.....	(251) 661-2105
BERT'S LINE HANDLING–P. O. Box 2213.....	(251) 432-1611
DOCKSIDE SERVICES, INC.–P. O. Box 122.....	(251) 438-2362
MO-BAY SHIPPING SVCS., INC.–P. O. Box 1842.....	(251) 433-1621
PEDERSEN MARINE SERVICE & SUPPLY–662 St. Louis St.....	(251) 432-6045
TRI-STATE MARITIME SVCS.–P. O. Box 2725.....	(251) 432-1054

MARINE FUMIGATION SERVICES

A & P PEST CONTROL, INC.....	(251) 463-4887
ATLAS PEST CONTROL.....	(251) 341-1410
BUGMASTER EXTERMINATORS, INC.....	(251) 666-4402
ORKIN EXTERMINATING CO., INC.....	(251) 666-7506
REDD PEST CONTROL.....	(251) 660-1550
TERMINIX SERVICE.....	(251) 447-0858

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(★ ELECTRICAL CONTROL AND AUTOMATION)

ICS–578 Azalea Rd., Mobile, AL.....	(251) 661-6061
GULF COAST AIR & HYDRAULICS INC.– 3415 Halls Mill Rd.....	(251) 666-6683
MOBILE MARINE RADIO–7700 Rinla Ave.....	(251) 666-5110
Marine Operator.....	(251) 666-3487
Radioteletype.....	(251) 666-9042
Radio Telegram.....	(251) 666-9041
RADIO-HOLLAND USA, INC.–701 S. Conception St.....	(251) 432-3109
★ PRISM–200 Virginia St.....	(251) 341-1140
★ SPERRY MARINE SYSTEMS–2756 Dauphin Island Pkwy.....	(251) 471-5008
TEAM ONE COMMUNICATIONS–3360 Key St., Mobile, AL.....	(888) 343-TEAM

MARINE SURVEYORS

ALPHA MARINE SURVEYORS–180 Country Club Dr., Daphne.....	(251) 626-7299
BULK MARINE RESOURCES.....	(251) 295-4838
W. T. AMES & ASSOCIATES–149 Fairway Dr., Daphne.....	(251) 626-1172
GEORGE BROOKFIELD–186 Ridgewood Dr., Daphne.....	(251) 626-1758
MICHAEL H. BARRIE–263 N. Jackson St.....	(251) 433-8122
C. BAXTER, JR. & ASSOCIATES INT'L, INC.....	(251) 476-1998
RICHARD BESSELAAR–2809 Cottage Hill Rd.....	(251) 476-9909
C. E. COLLIER & ASSOCIATES, INC.–5050 Lossing Rd., Coden, AL.....	(251) 873-4382
CAPT. JOHN D. SMITH–P. O. Box 2585, Daphne.....	(251) 626-8394
CARMACK MARINE IND. SVC. INC.–1609 B Rochelle Street.....	(251) 662-5765
COOK CLAIMS SERVICE–P. O. Box 160461.....	(251) 470-0774
GENERAL MARINE SERVICE–P. O. Box 2533.....	(251) 928-6728
C. L. HAMILTON–P.O. Box 302.....	(251) 433-9997
DC MARITIME TECHNOLOGIES INC.–2210 Main St., Daphne, AL 36526.....	(251) 625-0503
JOINER MARINE SERVICES–9305 Johnson Rd. S.....	(251) 633-6118
MARINE INSPECTION, LLC–63 South Royal Street, Suite 1001, Mobile, AL 36602.....	(251) 375-2020
NATIONAL CARGO BUREAU, INC.–Commerce Building, Ste. 605, 118 N. Royal St.....	(251) 432-0781
NAUTECH MARINE CONSULTANTS, INC.–7226 Bridgewood Lane, Spanish Fort, AL 36527.....	(251) 447-0422
PAGE MARINE–4153 Tamworth Dr.....	(251) 661-1520
PORT CITY MARINE SURVEYORS–D. J. Smith.....	(251) 661-5426
SABINE SURVEYORS–851 East 1465 Service Rd. South.....	(251) 433-9997
SGS MINERALS–P. O. Box 1962.....	(251) 432-2781
SHIP ARCHTECTS, INC.....	(251) 821-1813
WOODRUFF INDUSTRIES INC–4021 Shana Drive.....	(251) 473-5327

MARITIME WASTE DISPOSAL

AARON OIL CO., INC.–P. O. Box 2304.....	(251) 666-8143
BROWNING-FERRIS INDUSTRIES–P. O. Box 16504.....	(251) 666-5724
R. CARTER & ASSOC., INC.–1406 Telegraph Rd.....	(251) 452-0154
DOCKSIDE SERVICES, INC.–P. O. Box 122.....	(251) 438-2362
FERGUSON HARBOUR, INC.–31153 Stagecoach Rd., Spanish Ft., AL.....	(251) 626-3295
INDUSTRIAL WATER SERVICE–1980 Ave. A.....	(251) 694-7500
OIL RECOVERY CO., INC.–P. O. Box 1803.....	(251) 690-9010
PSC–4531 Hamilton Blvd., Theodore, AL 36582.....	(251) 443-7701
WASTE MANAGEMENT INC.–17045 Highway 43, Mt. Vernon, AL.....	(251) 829-4006

MOTOR TRANSPORT (★ CONTAINER SERVICES)

AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
ALABAMA CARRIERS, INC.....	(800) 721-7107
AMEREX.....	(866) 675-6495
AVERITT EXPRESS.....	(251) 443-7703
AVONDALE CONTAINERS.....	(251) 438-2248
★ BALDWIN TRANSFER CO.....	(251) 433-3391
BENNETT MOTOR EXPRESS.....	(251) 635-0048
BOYD BROTHERS TRANSPORTATION, INC.....	(205) 716-2014
★ BRIDGE TERMINAL TRANSPORT.....	(251) 443-5341
BUFFALO WOOD, INC.....	(801) 645-5965
BUMP THE DOC SERVICES.....	(334) 284-0866
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
CHOCITAW TRANSPORT COMPANY.....	(251) 457-9231
CONSOLIDATED FREIGHT WAYS.....	(251) 443-9100
COVAN WORLD-WIDE MOVING INC.....	(251) 653-3008
DEATON CARRIERS (Flatbeds).....	(800) 437-3548
DEEP SOUTH FREIGHT.....	(800) 824-3515
★ DINE DRYAGE.....	(800) 321-0801
DOCKSIDE SERVICES.....	(251) 438-2362
DOLPHIN LINE INC.....	(251) 666-2057
E & F TRANSPORTATION, INC.....	(251) 621-0121
★ EASTMAN LOGISTICS.....	(334) 792-5661
CSA EQUIPMENT COMPANY.....	(251) 443-4801
★ COASTAL CARGO ALABAMA, INC.....	(800) 722-3787
★ FEDEX.....	(800) 643-8611
FIKES TRUCK LINE, INC.....	(800) 844-5381
FINCH DISTRIBUTION.....	(800) 654-4811
GRIESE HAULING INC.....	(251) 457-2000
FLOEAL MARITIME LOGISTICS LLC.....	(251) 432-2000
★ GULF COAST INTERMODAL.....	(251) 443-1800
HANNA TRUCK LINES.....	(205) 783-8200
HI-GEAR EXPRESS, INC.....	(251) 259-5362
HORIZON FREIGHT SYSTEMS.....	(800) 242-9212
HORNADY TRANSPORTATION LLC.....	(800) 833-1313
ICE LINE LOGISTICS, LLC–1321 Foster Avenue, Nashville, TN 37210.....	(615) 782-2900
★ INDUSTRIAL TRANSPORTATION.....	(800) 626-5682
IHS.....	(251) 479-7600
INTEGRATED TRANSPORT LLC.....	(334) 354-3339
JAMES CARTAGE CO.....	(251) 457-1634
★ JOHN FAYARD MOVING & WAREHOUSING.....	(866) 862-0867
LANDSTAR RANGER.....	(251) 690-9505
★ LARSEN INTERMODAL SERVICES, INC.....	(800) 949-8501
MACROTRANSPORT SERVICES–Ormond Beach, FL.....	(203) 926-8911
MEADOR WAREHOUSING DIST, INC.....	(251) 457-4376
MILAN EXPRESS CO., INC.....	(251) 458-2974
★ MILLER TRANSER.....	(800) 669-8877
★ MILLER TRANSPORT & RIGGING CO.....	(251) 457-0471
MMS TRANSPORTATION CO.....	(438) 36658
ED MORRIS MOVING & HAULING.....	(251) 457-7734
JIM NEWSON TRUCKING (Salvage Buyer).....	(800) 748-8931
OLD DOMINION FREIGHT LINES, INC.....	(251) 452-2904
★ OVERTNIE TRANSPORTATION CO.....	(251) 456-6545
P&S TRANSPORTATION.....	(205) 788-4000
PATE STEVEDORING COMPANY, INC.–P.O. Box 12781, Pensacola, FL.....	(866) 877-5623, FAX: (866) 877-5623
PRECISION TRANSPORTATION.....	(251) 892-9503
PGT TRUCKING, INC.....	(888) 372-5710
★ POINT LOGISTICS.....	(251) 452-2128
★ QUICK DELIVERY SERVICE, INC.....	(251) 471-5369
★ RICHWAY TRANSPORTATION SERVICES.....	(251) 441-7499
ROADWAY EXPRESS.....	(251) 457-9274
ROSS NEELY SYSTEMS, INC.....	(800) 366-3359
SAIA MOTOR LINES.....	(251) 452-5700
SCHNEIDER NATIONAL.....	(800) 558-6767
★ SEABREEZE TRUCKING INC.....	(251) 661-3186
SHELTON TRUCKING.....	(251) 690-9284
SOUTHEASTERN FREIGHT LINES, INC.....	(251) 443-1557, (866) 888-7335
SOUTHERN CARTAGE.....	(334) 284-3033
SOUTHERN HAULERS, INC. (Dump Trucks).....	(800) 537-4

STEAMSHIP AGENCIES AND LINES

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