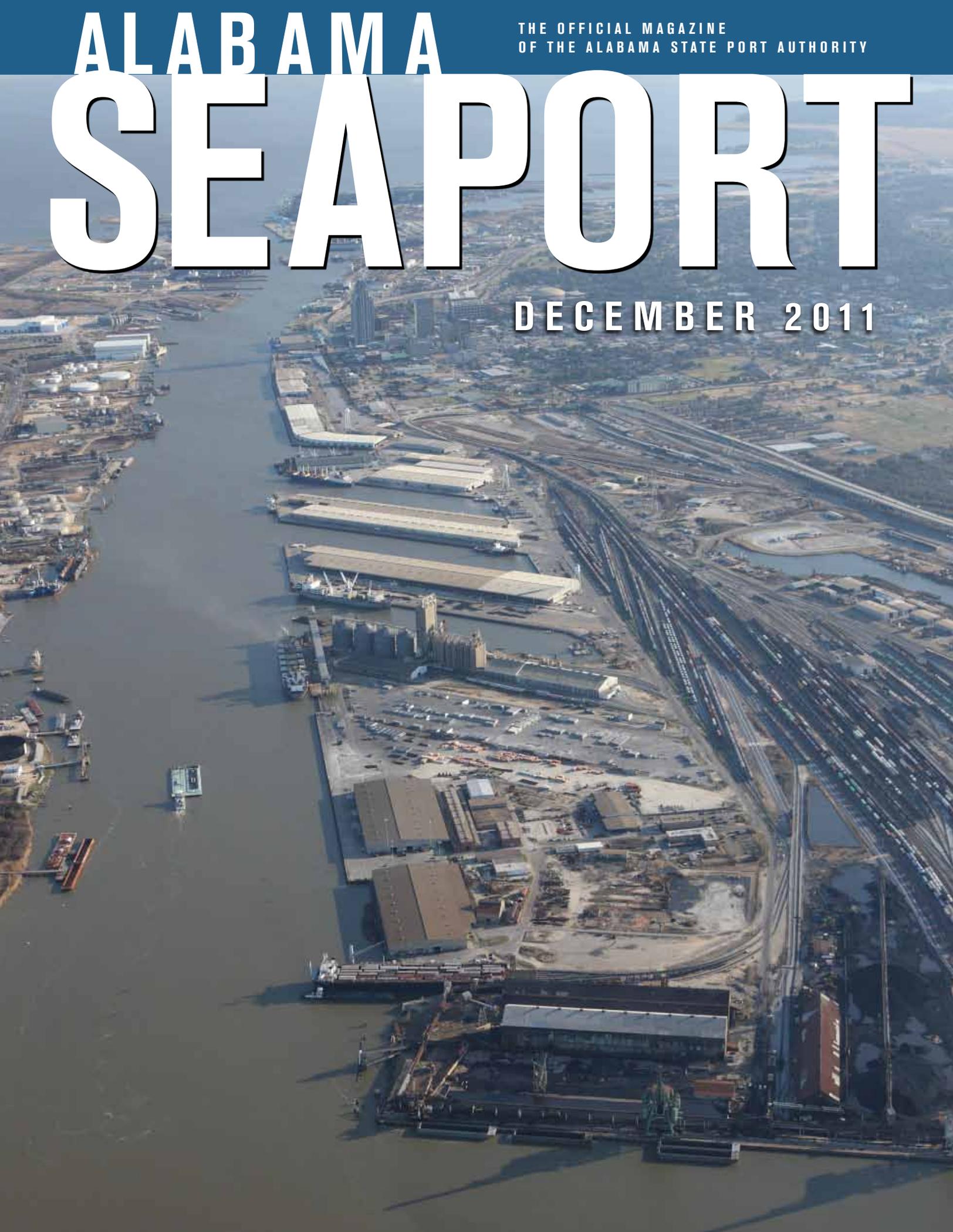


ALABAMA

THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

# SEAPORT

DECEMBER 2011



## Seabulk Towing: Providing Service Excellence Through Safety



Seabulk Towing is an established leader in harbor ship assist operations and offshore towing services. Seabulk Towing operates a fleet of tugs primarily assisting crude, petroleum and chemical product tankers, barges, container and other cargo vessels, and military vessels in docking and undocking, as well as providing LNG terminal support services.



**SEABULK TOWING, INC.**  
a SEACOR company

Ship Assist & Towing Operations

www.seabulktowing.com | (800) 516-6203



### On The Cover:

Aerial view of the Alabama State Port Authority's facilities, looking south towards the mouth of the Mobile River.



Alabama State Port Authority  
P.O. Box 1588, Mobile, Alabama 36633, USA  
P: 251.441.7200 • F: 251.441.7216 • asdd.com

James K. Lyons, Director, CEO  
Larry R. Downs, Secretary-Treasurer/COO

#### FINANCIAL SERVICES

Larry Downs, Secretary/Treasurer 251.441.7050  
Linda K. Paaymans, Sr. Vice President, Finance 251.441.7036  
COMPTROLLER Pete Dranka 251.441.7057  
INFORMATION TECHNOLOGY Stan Hurston, Manager 251.441.7017  
HUMAN RESOURCES Danny Barnett, Manager 251.441.7004  
RISK MANAGEMENT Kevin Malpas, Manager 251.441.7118  
INTERNAL AUDITOR Avito DeAndrade 251.441.7210

#### MARKETING

Judith Adams, Vice President 251.441.7003  
Sheri Reid, Manager, Public Affairs 251.441.7001  
Pete O'Neal, Manager, Real Estate 251.441.7123  
John Goff, Manager, Theodore Operations 251.443.7982  
Kelly Sims, Manager, Fixed Assets 251.441.7113

#### OPERATIONS

H.S. "Smitty" Thorne, Executive Vice President/COO 251.441.7238  
Bradley N. Ojard, Sr. Vice President, Operations 251.441.8133  
BULK OPERATIONS Raymond Dearmon, Manager 251.441.7676  
Bill Johnson, Operations Superintendent 251.441.7236  
TERMINAL RAILWAY Mike Russell, General Manager 251.441.7301

#### GENERAL CARGO/INTERMODAL OPERATIONS

Bill Inge, Manager P: 251.441.7236  
F: 251.441.7231  
CUSTOMER SERVICE Marx Nicholson, Manager 251.441.7047  
TRAFFIC/SALES Anna Ward, Manager 251.441.7516  
LOGISTICS Chuck Camp, Manager 251.441.8179  
PORT POLICE CHIEF Jimmie Flanagan P: 251.441.7777  
F: 251.441.7172

TRUCK CONTROL Lester Davidson 251.441.7098  
PINTO TERMINAL, David Bray, Manager 251.441.1927  
HARBOR MASTER Capt. Terry Gilbreath 251.441.7074

#### PLANNING & SECURITY

Hal Hudgins, Vice President 251.441.7237

#### ENGINEERING SERVICES

Jerald Kichler, P.E., Vice President, Engineering Services 251.441.8975

#### ENVIRONMENTAL & PROGRAM MANAGEMENT

Bob Harris, Vice President, Environmental/Program Management 251.441.7085

#### TRADE & DEVELOPMENT

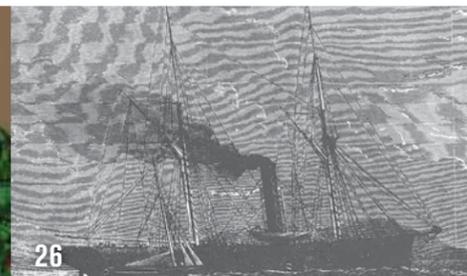
Mark I. Sheppard, Vice President 251.441.7201  
Todd Jones, Director Trade & Development 251.441.7144  
LATIN AMERICA SALES & TRADE DEVELOPMENT  
Maria Mendez, Director 251.441.7535

## Contents

2011: The Year in Review.....	4
Parker Towing Adds New Towboat, Increases Efficiency of Fleet.....	10
Rollin' on the River.....	12
Alabama's Academy of Honor.....	14
In Memoriam: Sen. Harry Edward 'Hap' Myers Jr. ....	17
Port Calls: Black Heritage Festival Brings Diversity and Education to Anniston Community.....	19
Currents.....	23
Of Men & Ships: The Misadventures of John Clibbon Brain-Part II....	26

## Departments

Arrivals/Sailings.....	32
Postcards from the Past.....	35
Port of Mobile Directory.....	36
Steamship Agencies & Lines.....	38



### An Equal Opportunity Employer

ALABAMA SEAPORT (ISSN 1524-8259) is published monthly by the marketing department, Alabama State Port Authority. The magazine is provided free of charge upon written request from customers and friends of the Alabama State Port Authority. Material contained herein, except when copyrighted, may be reproduced in whole or in part. A credit line "Reprinted from ALABAMA SEAPORT," will be appreciated, and it is requested that a copy of the publication, containing the material used, be sent to Editor, ALABAMA SEAPORT, Alabama State Port Authority, P.O. Box 1588, Mobile, Alabama 36633 U.S.A.

# 2011: The Year in Review

Last year marked growth, major milestones and awards for the Alabama State Port Authority (ASPA). Overall, the ASPA posted \$121.5 million in operating revenues in fiscal year 2011, up from \$106.5 million in fiscal year 2010. "It was a year of getting back to even, and now it's back in full-blown growth mode," said ASPA Director and CEO James K. Lyons.

The year kicked off with the approval of the ASPA's Capital Program. With the intention of implementing efficient transportation solutions as well as stimulating the economy, the \$360 million Capital Program includes new rail interchange tracks and an intermodal rail yard, a new warehouse and cargo yard improvements to serve the ASPA's burgeoning steel industry, and cargo terminal improvements to serve growing regional exports as well as deepwater oil- and gas-field industries. It also secures deepwater land for future public seaport expansions.

With an estimated five-year timeline, the Capital Program involves an estimated \$356 million in capital investment that will produce over 6,300 construction jobs and 12,500 direct and indirect jobs. When fully implemented, the program will have an estimated \$800 million impact to the economy and generate \$70 million in tax impacts.

The ASPA's last series of infrastructure improvements resulted in the Port's ability to handle larger vessels. Over the last decade, the ASPA and its customers invested more than \$700 million in general cargo, bulk and containerized freight terminals in the harbor. Its year-round, 45-foot channel with the new lower harbor turning basin, new terminal infrastructure, Post-Panamax cranes and inland transportation connections resulted in significant benefits for shippers.

Additionally, the Mobile Container Terminal was rebranded as APM Terminals Mobile in 2011. More than 142,000 TEUs, or 1,432,393 tons of containerized cargo, were handled in fiscal year 2011 – a jump from fiscal year 2010's 120,000 TEUs, thanks to the addition of new, expanded carrier services and the economic recovery. "The container terminal is certainly performing as well as expected, with substantial growth year on year with additional lines being added," reported Lyons.

APM Terminals Mobile welcomed two new services. Mediterranean Shipping Company, the second-largest shipping line by capacity in the world, began a weekly feeder service in September 2011, and ASPA Vice President of Trade and Development Mark Sheppard reports "it is generating quite a bit of business." Prior to arriving in Mobile, the ship calls in Panama, making the Port of Mobile its first call in the United States. Next it travels to New Orleans and Houston, then on to Altamira and Veracruz, Mexico, and finally Cristobal, Panama.

"It allows them to serve pretty much anywhere in the world," said Sheppard. More specifically, it now allows the Port of Mobile to service the West Coast of South America. It also links to Europe via Altamira, and connects to Asia by way of the Panama Canal. "It's a very, very



**Robert Bentley**, Governor of Alabama

#### ALABAMA STATE PORT AUTHORITY

**Tim Parker Jr.**, Chair, Tuscaloosa

Term expires July 31, 2013

**David J. Cooper**, Vice Chair, Mobile

Term expires July 31, 2013

**William B. Bru**, 2nd Vice Chair, Mobile

Term expires August 2, 2014

**H.L. "Sonny" Callahan**, Mobile

Term expires August 2, 2014

**Richard Weavil**, Mobile

Term expires July 31, 2015

**Mike Fields**, Tuscaloosa

Term expires August 2, 2014

**Joseph McCarty**, Birmingham

Term expires July 31, 2015

**Algernon Stanley**, Huntsville

Term expires July 31, 2015

**The Honorable Connie Hudson**, President,

**Mobile County Commission (Ex-Officio)**

Term expires July 31, 2012

#### ALABAMA SEAPORT EDITORIAL STAFF

**Judith Adams**, Editor-in-Chief

**Jarrold England**, Managing Editor

**Scott Rye**, Contributing Editor

**Sheri Reid**, Editor-at-Large

#### EDITORIAL CONTRIBUTORS

Blake Herndon

Victoria Rye

Greta Sharp

Maureen Smith

Scott Thornburg

Jamie Walden

#### PHOTOGRAPHY

Judith Adams

Alabama Department of Archives & History

Anniston Museum of Natural History

Coalition of Alabama Waterways Association (CAWA),

Family of Sen. Harry Edward "Hap" Myers Jr

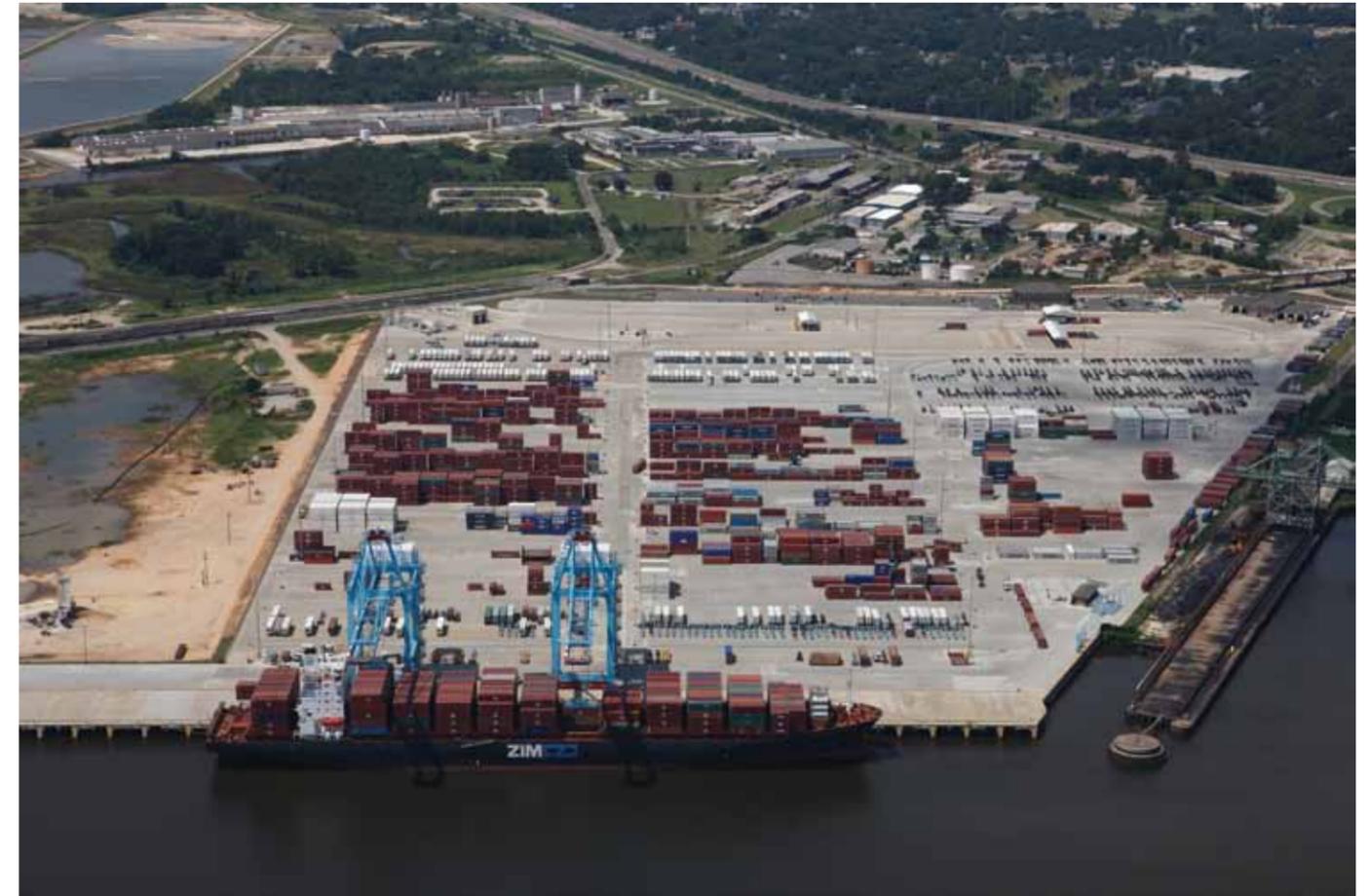
Johnny Hunter

Parker Towing

Sheri Reid

Thigpen Photography

Editorial offices of ALABAMA SEAPORT magazine are located at the International Trade Center, 250 N. Water Street, Mobile, AL 36602. To be added to or deleted from the mailing list, contact the Alabama State Port Authority Marketing Office at 251.441.7001.



In 2011, Mobile Container Terminal was rebranded as APM Terminals Mobile. The terminal welcomed two new services, via Mediterranean Shipping Company (MSC) with a weekly feeder service, and ZIM Lines with the Mexico-Tampa Express service.

large company," explained Sheppard. "It offers worldwide coverage – coverage to anywhere."

Zim Lines added a Mexican service in late October 2011, The Mexico-Tampa Express. With two vessels, the service calls in Kingston, Jamaica; Progreso, Veracruz and Altamira, Mexico; Mobile, Ala.; and Tampa, Fla. "It opens up opportunities from Mobile into Mexico," said Sheppard. The same company expanded its Gulf of Mexico service to include Kingston, allowing container shippers out of the Port of Mobile access to South American ports of call including Vitória, Rio Grande, Itajaí, Santos and Pecem, Brazil; and Guaira and Puerto Cabello, Venezuela.

Sheppard estimates 2011 saw growth of 20 percent in volume even before the two new trade lines were added at the container terminal, and he expects to see continued growth. Some of that growth comes from local shippers and manufacturers focused on growing their international business. Some of the volume comes from international business at other ports. With these services now calling in Mobile, it is now cheaper and closer for some to do business

out of the Port of Mobile, including those in industries such as poultry, lumber and chemicals. Sheppard also expects to see more new services added in 2012, particularly in the north/south and east/west trade lanes, specifically Central and South America.

Grieg Star Shipping, which has called in Mobile for more than 30 years, added a new break-bulk monthly service from East Coast and Gulf Coast ports to the West Coast of South America, making it one of the largest movers of break-bulk cargo out of the port. "It's opened up an entirely new market for Alabama importers and exporters," said ASPA Executive Vice President and COO Smitty Thorne.

The largest steel shipment to date at the Port of Mobile was offloaded at the Pinto Island Steel Terminal in June 2011. The M/V BRITANNIA G was the first Post-Panamax vessel to call at the terminal, carrying 98,694 short tons, or 4,243 individual carbon steel slabs. The BRITANNIA G then moved to the McDuffie Terminal to load 110,990 short tons of Alabama-produced export coal, one of the ASPA's largest export coal shipments.

That record didn't stand for long. On July 22, 2011, the Post-Panamax vessel M/V E.R. BOSTON left the McDuffie Coal Terminal with 129,016 short tons of export coal, headed for Immingham, England. Loading the vessel took a little over three days at a load rate of 1,596 short tons per hour.

In all, 24,930,579 tons of cargo moved through the ASPA's terminals and facilities, of which 18,366,626 tons was bulk cargo. This includes more than 15.8 million tons of coal, with more than 60 percent of that represented by exports. Chemical shipments through the port also increased in fiscal year 2011 with more than 1.4 million tons handled as compared to 1.2 million tons in fiscal year 2010. In addition, more than 1.1 million tons of export grain were shipped through the Port of Mobile.

Inland waterways are busy with shipments to and from the Port of Mobile, offering lower freight rates and greater fuel efficiency. Steel shipments travel from the Pinto Island Steel Terminal to steel manufacturer ThyssenKrupp via the Tombigbee River. Forty percent of the coal loaded on the BRITANNIA G traveled to the Port of Mobile via the Warrior Tombigbee Waterway.

Steel volumes through the Port of Mobile also reached record-setting levels. The ASPA handled nearly 3.4 million tons of iron and steel articles, approximately three times the volume handled in fiscal year 2010. While import steel slabs headed for the ThyssenKrupp mill in Calvert, Ala., represented the majority of the fiscal year 2011 amount, regional steel exports also saw an increase from companies including Nucor, Gerdau, SSAB, Severstal and ThyssenKrupp. Overall, fiscal year 2011 steel exports exceeded 550,000 tons, more than double the amount handled in fiscal year 2010. The weak dollar makes it attractive to export steel, while it is also being imported by the auto and construction industries. "We are rating up there with the major steel-handling ports now," said Thorne.

Of the 5,161,488 tons of general cargo moving through the Port of Mobile, 1.6 million tons was attributed to forest products. Nearly 60 percent of that volume was exports. "There are a lot of forest products moving in containers now because of the new services offered at APM Terminals," said Thorne. At the general cargo docks, lumber and poles represent a significant portion of the increase in forest products.

All this growth poses what Thorne labeled an "attractive challenge": the General Cargo Intermodal (GCI) Operations group is now busy finding space for everything moving through the Port, working with stevedores, agents, shippers and importers to ensure a smoother flow for all involved.



A crane unloads a container at APM Terminals Mobile.



James K. Lyons, director and CEO of the Alabama State Port Authority, welcomes Allen Clifford, executive vice president of Mediterranean Shipping Company, to the Port of Mobile.



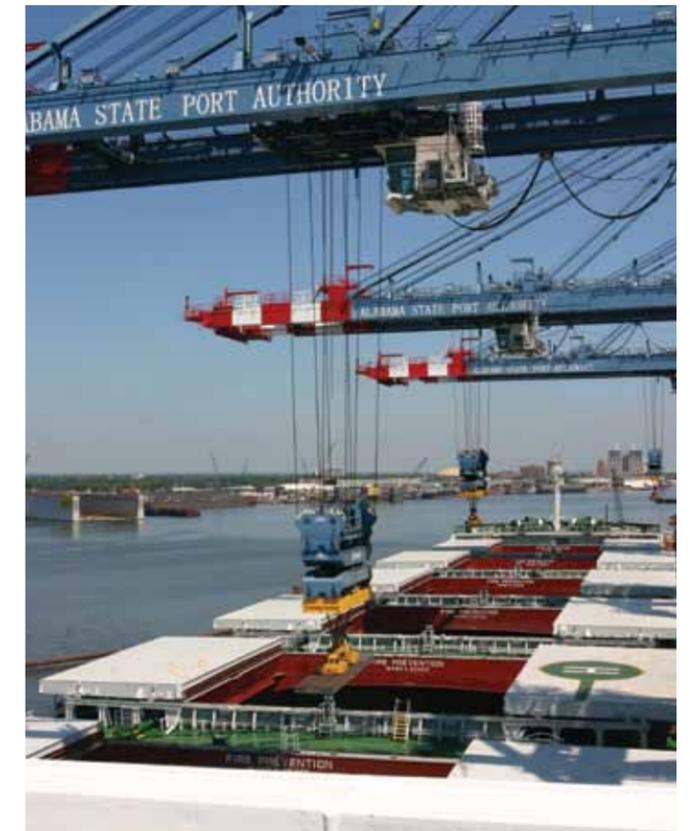
A maiden voyage plaque was presented to Captain Ionel Tranca of the BRITANNIA G. Pictured (left to right) is Kevin Clark and David Bray, ASPA; Capt. Tranca, BRITANNIA G; Kemper Langford and Ryan Ard, ThyssenKrupp; and Zach Spaulding, Page & Jones.

Thanks to good planning, a recovering economy, and new and improved facilities, the ASPA was recognized by two major industry associations in 2011. "Our people work very hard," said Lyons. "It's always good to be recognized by others in the industry for good work. It's certainly well-earned recognition."

American Metal Market's 2011 Awards for Steel Excellence named the ASPA its Logistics/Transportation Provider of the Year in June 2011. In July 2011, the American Association of Port Authorities awarded the ASPA its top honor in engineering for innovation and handling technology, and for the Pinto Island Steel Terminal.

Both awards honored the Pinto Island Steel Terminal's design to accommodate moving steel slabs from ocean-going vessels to inland river barges for transport to the ThyssenKrupp mill, more than 40 miles north of the terminal. The ASPA had just over three years to design and complete a steel-handling facility that would handle Post-Panamax vessels carrying 4.1 million tons of carbon steel slab from Brazil and Germany annually. The Pinto Island Steel Terminal includes a unique barge haul system with three units that independently or simultaneously control three barges during cargo-loading operations, offering a more efficient loading system.

The ASPA also received the Government Finance Officers Association of the United States and Canada's Certificate



The largest steel shipment to date, at the Port of Mobile, was offloaded at the Pinto Island Steel Terminal in June 2011. The M/V BRITANNIA G (pictured here) was the first Post-Panamax vessel to call at the terminal, carrying 98,694 short tons, or 4,243 individual carbon steel slabs.



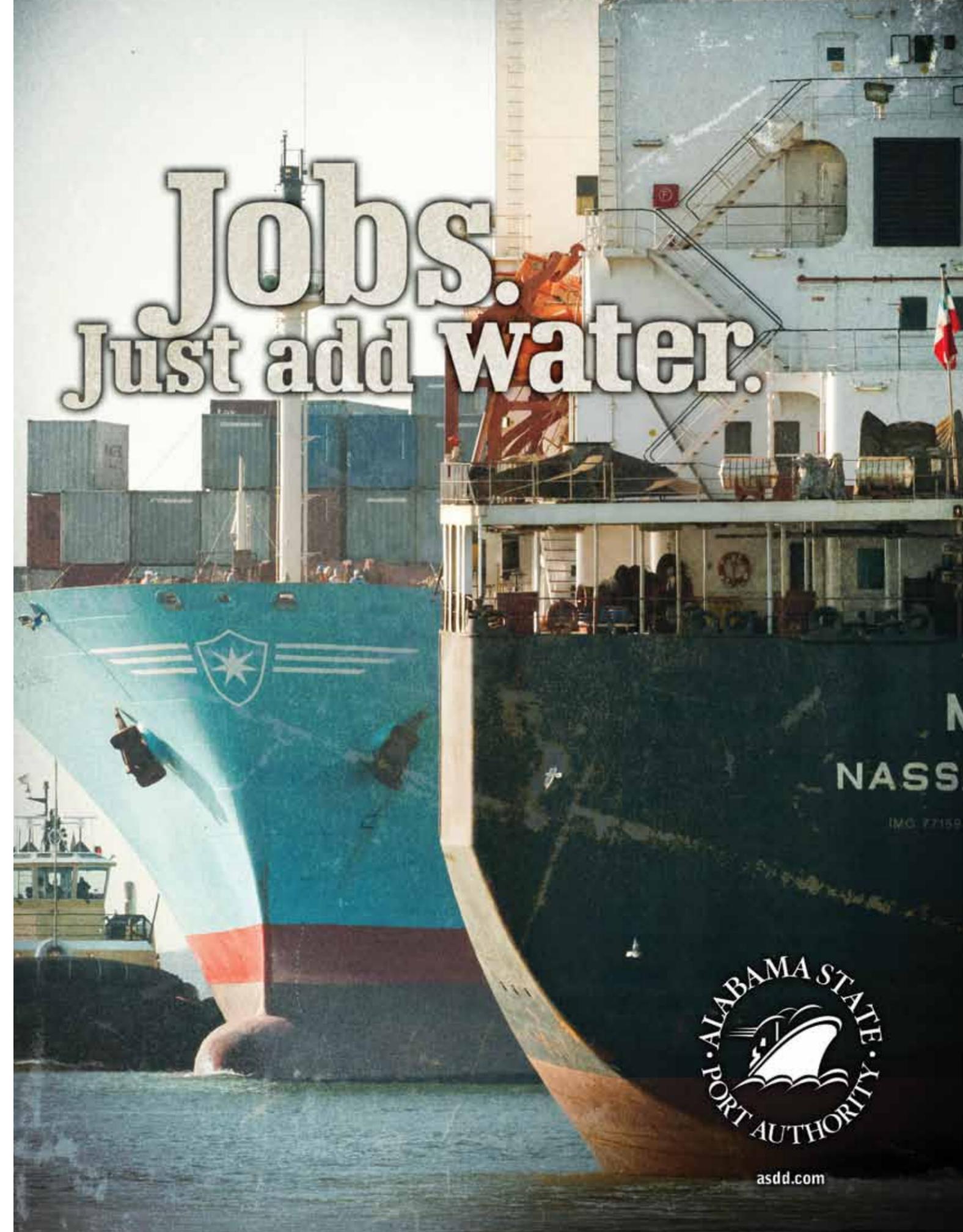
of Achievement for Excellence in Financial Reporting for its comprehensive annual financial report.

ASPA Director and CEO James K. Lyons was named to the Marine Transportation System National Advisory Council. The group's mission is to help increase transportation efficiency by reducing the amount of freight on the highways, shifting it to inland waterways. "Optimizing and improving efficiencies in the nation's ports and on the waterways is vital to the nation's economic prosperity," said Lyons. "I am looking forward to the challenge of optimizing this country's maritime resources for job creation and economic growth." Lyons was also appointed to the board of directors of the Federal Reserve Bank of Atlanta's Birmingham Branch.

With good investments in infrastructure, carefully prepared budgets to monitor and determine capital spending each year, and a strong leadership team, Lyons plans for the Port of Mobile to grow in capacity, adding more capabilities to help Alabama's economy grow. "We're prepared for where we want to be in 2012," Lyons said.

**TOP:** (L to R) Marx Nicholson, ASPA; ASPA Director and CEO James K. Lyons; Jerald Kichler, ASPA; and Chuck Camp, ASPA, pause to take a picture with the Logistics/Transportation Provider of the Year Award from the American Metal Market's 2011 Awards for Steel Excellence.

**BOTTOM:** Alabama State Port Authority (ASPA) Group with FE Award – The ASPA was recognized for achievements in innovation for the Pinto Island Steel Terminal during the American Association of Port Authorities' 2011 Annual Meeting Awards Luncheon held in Seattle. Kurt Nagle, president of the AAPA, presented the Association's Facilities Engineering Award to James K. Lyons, director and CEO of the ASPA. Pictured (L to R) are Mike Fields, ASPA board member; Connie Hudson, president of the Mobile County Commission; ASPA Director and CEO James K. Lyons; Kurt Nagle, president of the AAPA; and David Wallace, Shaw GBB (ASPA's consulting engineer for Pinto Terminal).



asdd.com

## Parker Towing Adds New Towboat, Increases Efficiency of Fleet



The MEGAN PARKER, the latest addition to the Parker Towing Fleet, is the highest horsepower towboat working on the Warrior-Tombigbee Waterway.

Parker Towing Company Inc., of Tuscaloosa, Ala., recently announced the addition of a new towboat to its fleet, the M/V MEGAN PARKER. This new vessel is the highest horsepower towboat working on the Warrior-Tombigbee Waterway.

The MEGAN PARKER was named for the wife of Tim Parker III, whose grandfather started the company more than 70 years ago. Many of Parker Towing's vessels are named after family members and their spouses such as the THELMA PARKER II and the CATHY PARKER. The THELMA PARKER II is the second boat named after founder Tim Parker's wife, Thelma, and the CATHY PARKER is named after the Chairman of the Board Tim Parker Jr.'s wife, Cathy.

Parker Towing began in 1940 with only one boat, the HELOISE, which was an old sternwheel steamboat that worked for many years pushing wooden barges loaded with coal down the Black Warrior River. Tim Parker had been saving up to buy the boat for seven hard years during the Great Depression. Upon purchasing it, his new company landed a contract to push wooden barges loaded with coal from Coyle Mines to a plant in Holt, Ala., for the DeBardeleben Coal Company. Today, the company has one of the most

powerful fleets in the region, with 24 boats ranging from 800 to 4,600+ horsepower and 288 hopper barges that work all throughout the southeastern United States.

In August of 2009, the company signed a contract with C&G Boat Works to build the boat. Work began in the Blakeley Island shipyard, which is located in the Mobile Harbor, and took a little more than two years to complete. The boat is now one of the most technologically advanced vessels in the Southeast. The company presently has another towboat under construction at C&G Boat Works and expects it to join the fleet in late 2012.

Chas Haun, the operations and project manager at Parker Towing, is the person charged with keeping equipment running smoothly. He is also the person responsible for maintaining the fleet and managing the construction of new boats, including the latest addition – the MEGAN PARKER towboat. The towboat is the company's first nearly all-electronic boat, with a few innovations that are more mechanical, such as twin steering rudders behind each propeller. This includes new electronic engines, a third generator, independent hydraulics and more.



The MEGAN PARKER's fresh paint gleams in the sunlight while towing coal in the Port of Mobile.

"The Mississippi [River] isn't as difficult to navigate as the winding rivers in the Warrior-Tombigbee Waterway," Haun remarks. "The Warrior-Tombigbee River is a very narrow, winding river that requires a great deal of maneuvering and handling ability to safely navigate."

Because of this, the towboat was designed with increased visibility and better handling capabilities; she can better handle the bends in the river with her twin steering rudders behind each propeller.

Kort nozzles shroud each propeller to help increase thrust. "It accelerates water flow similar to a wing providing lift, which increases fuel efficiency," said Haun. "We expect it to be a good bit more efficient than our older Stowboats."

Parker Towing works primarily on the Warrior-Tombigbee Waterway between Birmingham and Mobile and on the Tenn-Tom, as well as Tennessee and Lower Ohio Rivers. The firm has worked on the Lower Mississippi and as far north as the Upper Ohio River and Upper Mississippi.



This new towboat is the company's first nearly all-electronic boat, with a few innovations that are more mechanical, such as twin steering rudders behind each propeller. The many new features have increased both the vessel's horsepower and fuel efficiency.



The MEGAN PARKER is seen here towing eight barges loaded with coal up the river to a processing plant.

# Rollin' on the River

Members of the Coalition of Alabama Waterway Associations (CAWA) know the value of their network of inland waterways and facilities but needed a way to tell the world. CAWA contracted Troy University to conduct a study to help with that effort.

The study looked at the dramatic economic impact of Alabama's water systems in terms of providing shipping navigation, power generation, recreation, water supply and tax revenue for the state of Alabama and beyond.

The results show Alabama waterways bring a lot of money to the state in the form of 53,000 direct jobs, another 115,000 indirect jobs and \$951 million in business tax revenue. In addition, the waterways generate \$10 billion in revenue from shipping and navigation, almost \$2 billion from power generation and an additional \$892 million from recreation.

CAWA hopes to use these results to recruit more users for the waterways and to advocate for federal and state investments in river maintenance and infrastructure. CAWA President Larry Merrihew says, "This infrastructure is an asset very few people know about. People see trucks and trains, but very few see barges. One of our challenges is to show what these rivers mean to people in the U.S. for business and industry to grow." Merrihew is also with the Warrior-Tombigbee Waterway Association.

As a member of CAWA, the Alabama State Port Authority (ASPA) knows full well the benefits of having such an important asset like the inland waterway system available. "We hope this study will help us in our efforts to continue to seek new markets for Alabama goods," said ASPA Director and CEO James K. Lyons. "As we expand our capabilities, we would like to see all our partners in transportation and shipping expand as well," he said.

Navigation and shipping are by far the most lucrative uses of Alabama's rivers, and yet there is plenty of room for more barges. Shipping via water saves fuel, frees up already overcrowded highways and is safer, according to Cline Jones, executive director of the Tennessee River Valley Association. "We can double our river traffic, and it will not cost the federal government one more penny. This is available capacity. The costs are fixed," he explained. Jones went on to say all the locks in his region are already staffed 24 hours a day so sending more boats and barges through them won't increase costs for the U.S. Army Corps of Engineers. In fact, it will save money on highway maintenance, fuel and be safer for drivers on Alabama roads.



**The Corps staff the locks and dams along Alabama's waterways so traffic can move at all hours of the day or night.**

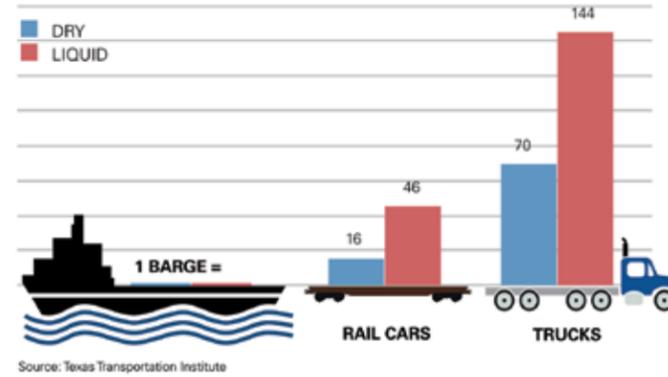


**CAWA members say there is plenty of room on Alabama's rivers for more barges, tugs and cargo.**



**Commercial traffic on Alabama's waterways brings billions of dollars to the state in jobs and tax revenue, according to a new study.**

To carry 1750 tons dry or 27,500 barrels liquid takes:



One barge can carry the same amount of liquid cargo as 46 rail cars or 144 trucks. It can carry as much dry cargo as 16 rail cars or 70 trucks. Jones took a sampling of 50 miles worth of river traffic between Florence and Decatur, Ala. If it were displaced because of problems with the locks or with dredging, he said it would take 560,000 trucks and three million gallons of diesel a year to move the cargo already moved on that one section of river. The study stated barges also generate dramatically less pollution than trucks or trains.

"It's as much a public safety issue as an environmental thing," he added. Keeping cargo on the rivers keeps trucks off the road with the general public.

Bruce Windham, president of the Tennessee-Tombigbee Waterway Development Council, agreed. "We rarely have fatalities on the river, but it's a different story when you have an 18-wheeler versus a car on the highway," he said. "We are intermodal. We need trucks, we need rail, but we also need the waterway," he went on to say.

The study also looked at the number of indirect jobs created by the river transportation system. "Several companies would not be where they are without the waterway. They use it to ship their products and raw materials," said Windham. "We have plenty of capacity; we don't have to worry about adding another lane or another rail line."

CAWA board member and President of the Coosa-Alabama River Improvement Association Jerry Sailors points out two CAWA members face a "catch-22." Smaller systems don't get much traffic now, so the Corps says it can't afford to dredge or maintain the commercial infrastructure there, but the systems can't recruit more traffic until the rivers are commercially navigable. Without that maintenance, the ability to sustain navigation on the Alabama and Chattahoochee-Apalachicola Rivers will disappear.

The Coalition of Alabama Waterway Associations is a regional organization composed of Waterway Associations in the southeastern United States dedicated to the continued development, improvement and modernization of our nation's Inland Waterway Transportation System.

"They say, 'if you build it, they will come.' Well I know they will come because they [industries] have come and looked at sites," he explained. Sailors said more companies would be willing to build on these small-to-medium traffic rivers if the Corps could keep them open to commercial traffic.

While the study highlighted the economic benefits and output of the river system, CAWA members also want decision-makers to realize the low cost of maintenance on their liquid highways.

"The Corps of Engineers told my membership at a meeting that the amount spent on one year's maintenance and repair to the Warrior-Tombigbee Waterway system was equivalent to only ten miles of roadway being paved in Alabama," said Merrihew. He also stated that while the government spends \$20 million a year on the Warrior, it gets \$347 million back in tax revenue.

Tri-River Waterway Development Association President Billy Houston has hopes for the study. "People need to realize the value of the waterways. So many times you have an asset-creating value. People know it's there but don't know the value. I hope this will help identify the strength the system brings to our communities, and that will lead to economic opportunities."

# Alabama's Academy of Honor



The eight members of the Class of 2011 (L-R): Charles C. Anderson; John V. Denson II; (joined by Dr. E.O. Wilson, Academy member and keynote speaker), David J. Cooper Sr.; John Lewis; Robert J. Bentley; Robert E. Witt; Barbara W. Larson, and J. M. "Mike" Jenkins IV.

Eight people, including Gov. Robert Bentley, University of Alabama President Robert Witt and David J. Cooper Sr., were inducted into the Alabama Academy of Honor in October 2011.

"The class of eight is the largest in more than 20 years," said Dr. Catherine Randall, the Alabama Academy of Honor chairwoman.

Established by the Alabama Legislature on Oct. 29, 1965, the Alabama Academy of Honor recognizes living Alabamians who have made significant contributions to the state and nation.

"The history of the Academy is interesting in that it all started with a native of Missouri," said Randall.

Dr. Emmett Bryan Carmichael, a native of Missouri and professor and chairman of the Department of Biochemistry at University of Alabama in Birmingham, was aware of a plan

by the state of Missouri to honor living citizens for their state service to their fellow man. This group was known as the Missouri Academy of Squires. Dr. Carmichael, a citizen of Alabama for many years, was an educator of note possessing more than a passing interest in the affairs of his adopted state. He thought long and seriously about proposing a project in Alabama that would establish something similar to the Missouri Academy of Squires.

Dr. Carmichael sent Gov. George C. Wallace of Alabama a letter suggesting that some means of publicly acknowledging the services of those Alabama citizens whose efforts for the public good had been particularly admirable be established by legislative law. After years of little interest in his proposal, the determined Carmichael finally caught the attention of Gov. Albert Brewer. Gov. Brewer set to work to fulfill the intent of the Alabama Legislature declaring to honor Alabamians who had invested time, thought, effort and means "above and beyond the call of duty," striving to create a better place in which to live for the people of this state.

On Oct. 25, 1968, at the request of Gov. Brewer, the nominating committee met with Carmichael at the State Capitol in Montgomery. After a long and careful study, the first class was chosen to be inducted into the academy. Former Gov. John Patterson was chosen chairman of the Alabama Academy of Honor, and Milo B. Howard Jr., director of Alabama Department of Archives and History, was selected as secretary. The first induction ceremonies were held in the chambers of the Alabama House of Representatives in Montgomery on Aug. 25, 1969. The Master of Ceremonies for the 1969 class was Carmichael. Among the comments made by the Master of Ceremonies at this impressive affair was, "The Alabama Academy of Honor is the only organization which has been approved by the State Legislature and which recognizes excellence of performance by Alabama citizens in all walks of life." Sen. Lister Hill made a response for members of the 1969 class and in his comments told something of significant work done by each inductee on behalf of the state of Alabama.

Howard read the citation quoted below for each nominee and a certificate was presented to each by Carmichael.

### The citation read:

"To bestow honor and recognition upon living Alabamians for their outstanding accomplishments and service, the Alabama Academy of Honor was created by the State Legislature on Oct. 29, 1965. Each person elected to membership is a distinguished citizen of Alabama, chosen for accomplishment or service greatly benefiting or reflecting great credit on the state."

Since it was founded, there have only been three chairs in the Alabama Academy of Honor – John Patterson, Thomas N. Carruthers and Dr. Catherine Randall.

Randall, who was inducted into the Academy in 2004, is a retired director of the Computer-Based Honors Program at the University of Alabama. She earned a bachelors degree, two masters and two Ph.D. degrees from Alabama, which named her one of the "31 Most Outstanding Women Graduates of the Century."

"It's a privilege to be the chairwoman of such a notable organization," said Randall. "Recognizing current and new members for their many achievements on behalf of their communities and state really is quite a joy."

Some of the most famed inductees in the Alabama Academy of Honor include Hank Aaron, Harper Lee and Condoleezza Rice.

For more information on the Alabama Academy of Honor, visit [www.archives.alabama.gov/famous/academy/ahome.html](http://www.archives.alabama.gov/famous/academy/ahome.html)



Dr. E. O. Wilson, Pellegrino University Professor Emeritus, Harvard University (keynote speaker).

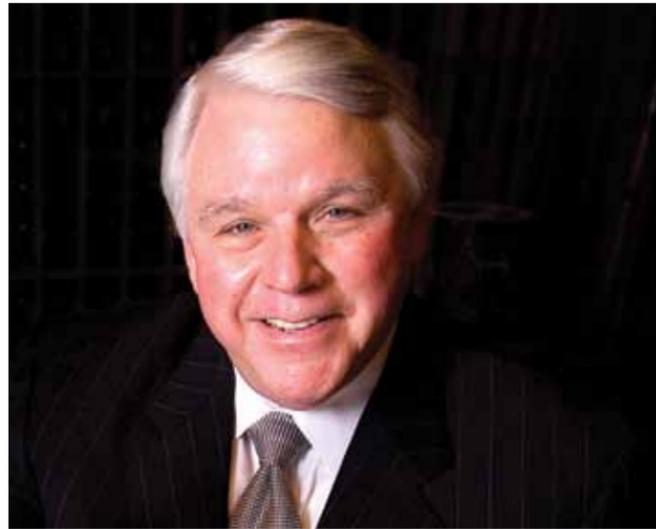


Former Governor John Patterson and Dr. Wayne Flynt, author/historian.



Rep. John Lewis and Dr. Catherine Randall, Alabama Academy of Honor chair.

## Alabama State Port Authority Board Member Recently Inducted Into Academy of Honor



David J. Cooper Sr., born August 21, 1945, in Mobile, Ala., was recently inducted into the Alabama Academy of Honor. Cooper graduated as a member of the class of 1963 from University Military School (now UMS-Wright Preparatory School in Mobile, Ala.) and the class of 1967 from The University of Alabama School of Commerce and Business Administration, with a B.S. degree in general business.

After college, Cooper joined the family's stevedoring company, Cooper/T. Smith. Headquartered in Mobile, Cooper/T. Smith is one of America's oldest and largest stevedoring and maritime-related firms. The company operates in 37 ports on the East, West and Gulf Coasts of the United States, plus operations in South America. Cooper/T. Smith has also diversified its business interests to include 31 subsidiaries and affiliated companies. From 1983 to 2008, Cooper served as the company's president. He is currently vice chairman of the Board of Directors, the position he has held since 2008.

Cooper also serves as director on a number of corporate boards, including Alabama Power Company; Regions Financial; Economic Development Partnership of Alabama; Alabama State Port Authority; International Transportation Services, Long Beach, California; Crescent Towing, Inc., New Orleans, Louisiana; and CSC Assurance, Hamilton, Bermuda. He is a current director of AAA (American Automobile Association), a former director of SouthTrust Bank (now Wells Fargo), and a former director of AmSouth Bank (now Regions Financial).



ASP board member Tim Parker and ASPA Director and CEO James K. Lyons present a resolution to ASPA board member David J. Cooper Sr., in honor of his induction into the Alabama Academy of Honor.

He is also actively involved in many civic and educational organizations, among them the Mobile Infirmary Medical Center (past chairman), the International Business Advisory Board (past chairman), UMS-Wright Preparatory School's Board of Trustees (past chairman), Mobile Carnival Association (chairman emeritus), The Japan America Society of Alabama's Board of Directors, and the Board of Advisors for the Mobile Area Chamber of Commerce.

Recognized for his outstanding achievements, Cooper was the recipient of the 1995 Achievement in Transportation Award from The University of Alabama and the 1996 Outstanding Alumni Award from the UMS-Wright Alumni Association.

Cooper is an active member of Christ Episcopal Cathedral and is married to the former Joanne Knowles. They have three children and five grandchildren.

## In Memoriam: Sen. Harry Edward 'Hap' Myers Jr.



Sen. Hap Myers at the age of 18.

Sen. Harry Edward "Hap" Myers Jr., native Mobilian and successful businessman and politician, passed Wednesday, Aug. 3, 2011, in his home at the age of 72.

Myers graduated from Murphy High School in 1957 and received a Bachelor of Arts degree in business administration and Bachelor of Science degree in civil engineering from Auburn University in 1961. After college, Myers followed in his father's footsteps and joined the late Harry Myers Sr. at J.B. Converse Co., a civil engineering firm. In the 30 years that Myers devoted to the company that later became BCM Inc., he became president and chief executive of the firm. Under Myers' leadership, the company, with more than 500 employees, became one of the leading engineering firms in the United States.

In 1993, while Myers was encouraging another Republican to run for the state Senate (District 34), he was challenged to run himself. In 1994, Myers accepted the challenge and began a new chapter in his life: politics.

"Happy" Myers, nicknamed in early childhood by his mother, Margaret Cookson Myers, shortened his name even

further for his campaign. Political consultant and longtime advertising man Bill Yeager thought the shorter name would be memorable to voters and stand out on campaign buttons and signs. Ever since, Myers was known simply as "Hap."

While still working for the engineering firm, Myers was elected chairman of the Mobile Chamber of Commerce. One business Myers helped bring to the area through the Chamber was Blue Bell Ice Cream, a company scarcely known at the time. During his campaign, he contacted Blue Bell with a mutually beneficial proposal. "They shared the same problem," said Myers' son, Sandy Myers. "No one knew him in politics."

In Myers' grassroots campaign in the summer of 1994, he walked through every neighborhood in District 34 to share his message and to pass out the now-famous Blue Bell Ice Cream Sandwiches. Myers quickly earned a new nickname, the "ice cream man." "It was truly a win-win, and Blue Bell loved the concept," said Sandy Myers.

Myers won the Republican primary by a slim margin but had a landslide victory against his Democratic opponent in the 1994 fall election. Myers took Ann Bedsole's former seat on the Alabama State Senate and served unopposed for two additional terms.

Although Myers was one of only a few Republicans in a Legislature made up mostly of Democrats, he found success in Montgomery. "Because of his fairness, generosity and positive attitude, he won the trust of both sides. He was a man of incredible and unparalleled integrity, inherently interested in improving District 34, the city of Mobile and the entire state of Alabama," said Sandy Myers. After serving 12 years in office, Myers retired in 2006.

Myers' civic devotion reached beyond his seat on the state Senate. He also held positions on the board of Regions Bank and was a member of the Mobile Area Water and Sewer Board. He served as chairman of the board at St. Paul's Episcopal School and was a lifelong member of St. Paul's Episcopal Church. "He was a well-respected leader who accomplished so much on behalf of our community," said former state Rep. Beth Marietta Lyons.

The senator was also very involved with the Alabama State Docks and served on the Port Authority board. One of Myers' largest contributions to the State Docks was his help in getting the \$80-million container terminal. "He was instrumental in getting the bill passed in the Senate," said



Myers family Thanksgiving 2010.

Alabama State Port Authority Director and CEO James K. Lyons. "He was always a passionate supporter of the Port."

Although Myers had much to be proud of in his life, according to his daughter Marty Chambless, her father was most proud of his family. "His children, their spouses and his grandchildren were his heart. He adored each one of us and never failed to make us feel special in our own way," said Chambless.

Myers is survived by his wife of 50 years, Toni Jackson Myers; three children, Harry Edward Myers III, Marty Myers Chambless and Samford Turner Myers; one brother, Thomas C. Myers; nine grandchildren and many other relatives.

Myers will be remembered by family and friends for his generous spirit, fun sense of humor and loyalty to all that he loved. "He made us all laugh, and that was true until the very end," said Chambless. "He was in every sense of the word 'happy,' and that is how he is remembered."



Sen. Harry Edward "Hap" Myers Jr. is pictured here with his wife of 50 years, Toni Myers.

## Port Calls: Black Heritage Festival Brings Diversity and Education to Anniston Community

The Black Heritage Festival, a celebration of culture, oral tradition, fellowship and song, will occur this year for the 32nd time at the Anniston Museum of Natural History on Saturday, Feb. 18, from 10 a.m. until 3 p.m. in Anniston, Ala. Each year, the festival, created by retired educator and Anniston Museum of Natural History supporter Georgia Calhoun, honors the rich history of African Americans with a Children's Oratory Competition and an inspiring musical performance. The festival is free and offers an exciting learning opportunity for both visitors and Anniston residents alike.

According to the museum's marketing manager, Margie Conner, the festival seeks to increase awareness of the African American community and their traditions while the museum serves as an ideal venue with its central location within the community. "The really big things are the Children's Oratory Competition and the music," she said. "The oratory is the heart and soul. It's been the base since the beginning of the festival. Young people get involved, and we see them come back year after year. It's very rewarding and enhances public speaking for those involved."

The oratorical competition is open to grades pre-k through 12th grade. Speakers must select a culturally relevant work such as a poem, speech or bit of prose to memorize and perform in front of the audience. Conner stresses that this is no small feat as the festival has drawn upwards of 1,200 people in the past. The Children's Oratory Competition serves as an enlightening experience for its participants and audience members. Local schools often work in conjunction with students in choosing which works to perform and then helping them develop the skills necessary to memorize and recite their pieces.

Festival founder and organizer Georgia Calhoun stresses the benefits of public speaking abilities that the children participating can take with them into the future. "It gives children a chance to perfect their diction and improve their vocabulary. It gives them knowledge of words and literature. If they can face an audience like this, they can face a job interview," she said.

In the past, contestants have recited works from Langston Hughes, Paul Laurence Dunbar, Maya Angelou, Arna Bontemps, Dr. Martin Luther King and countless others. Calhoun takes pride in the notion of educating both contestants of and the community observing the oratory competition. "It's another way to preserve black writers' work.



Pictured here is Black Heritage Festival founder and museum supporter Georgia Calhoun.



Georgia Calhoun urges people to come out to support the children participating in the Children's Oratory Competition. This photo shows Calhoun with three contestants of the oratory competition.



**Pictured here are three winners from a past Children's Oratory Competition.**

Through this, we are able to better understand the situations, settings and timing in which they wrote."

Contestants are divided into groups by age, and each division has a first, second and third place cash prize. "You would not believe hearing a kindergartner do Dr. King's speech!" said Calhoun, speaking to the impressive nature of the competitors and their fortitude. After all the speakers have performed their pieces, the judges collaborate to decide a winner. The panel of judges is comprised of area professionals, and the performances are evaluated based on diversity and deliverance. During the collaboration, a motivational speaker delivers a rousing speech to the crowd, further embodying the spirit of oral tradition and its place in the world today.

Each year, the festival closes with a musical performance by a university choir. This year, Georgia Calhoun has arranged for Minister James Pullin and Remnant of Atlanta, Ga., to perform. According to Calhoun, choosing a university choir provides an opportunity for those children participating and/or visiting the festival to have positive role models demonstrating

behaviors and attitudes worth emulating. "The university choirs demonstrate proper attire and a good way to act – they present themselves the right way," said Calhoun.

The festival also boasts a wide array of items for festival-goers to purchase. The vendor area is a vivid, bustling scene on the day of the festival, as visitors and festival participants move through the 10 to 15 vendor booths selling their unique wares. "We try to set up a variety of different things to see and purchase," said Conner. Paintings by African Americans, traditional African garb, jewelry, children's books, carvings and various handmade treasures are available for guests of the festival to take home along with memories of the day's educational entertainment.

The Black Heritage Festival marks the progression made in the United States thanks to the efforts and beliefs of a brave few. Over 30 years ago, Calhoun started the festival as a means to educate and include the African American community in the Anniston Museum of Natural History. Calhoun noted that after so many years of segregation in the South, it was difficult to get the African American

community to shed the notions of not being permitted to enter the museum. She knew she had to establish something that would draw them in, something interesting of which they could be proud. "I created the Black Heritage Festival as a vehicle to get black people to the museum. And it worked!" she said.

This fascinating event allows for an enlightening experience in an easily accessible place. Though it commemorates African American literature, music and culture specifically, the Black Heritage Festival serves as a medium for people of all ethnicities, backgrounds and traditions to bond under a common edifying theme. "I think there's something for everyone. An entire gamut of societies comes out each year – young and old and all races. It brings us all together as a community and gives us a chance to learn about each other and ourselves," said Conner. Calhoun, too, emphasized the knowledge and unity promoted by the Black Heritage Festival, "I urge people to come out and support the youth. I encourage diversity, and this festival is diverse – how else can we learn about ourselves and each other?"

For more information about the 32nd Annual Black Heritage Festival, call 256-237-6766 or visit [annistonmuseum.org](http://annistonmuseum.org).



**Each year, a university choir closes out the festival with a musical performance.**



**The Black Heritage Festival's vendor area offers children's books, clothing, jewelry, carvings and an array of other handmade items for purchase.**



DIVING & SALVAGE

# Lea

COMPANY, INC.  
MOBILE, ALABAMA 251-432-4480



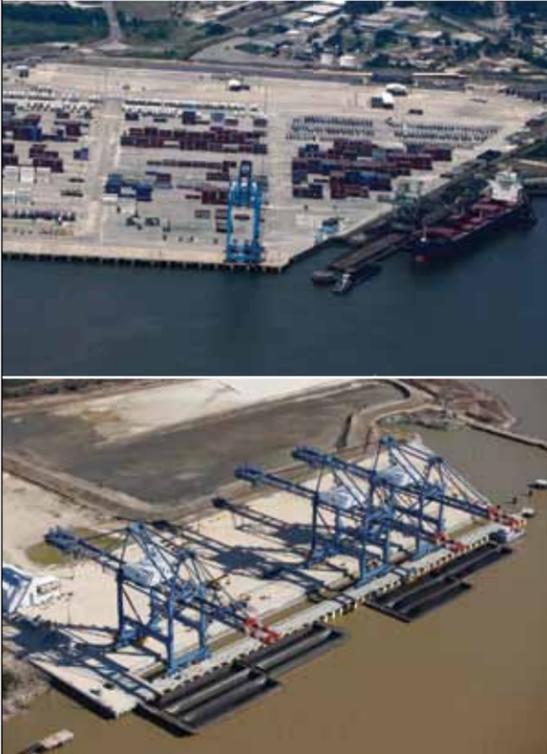
**Anytime - Anywhere**  
**DIVING & SALVAGE**

**A.B.S. CERTIFIED**      **JONES ACT INSURED**

**Office (251) 432-4480**  
**E-mail - [leadiving@bellsouth.net](mailto:leadiving@bellsouth.net)**  
**Immediate Response - (251) 379-4831**  
**Address - Post Office Box 314 Mobile, AL**  
**WWW.LEADIVING.COM**









**Shaw**<sup>®</sup>  
a world of Solutions™

**Building Excellence—Innovative Port Solutions Since 1954**

**Shaw has more than 50 years of ports and harbors experience.** From facility design for the Choctaw Point and Pinto Island Terminals for the Alabama State Port Authority to one of the world's largest equipment procurement projects for Pusan Newport Company in Busan, South Korea, Shaw is providing complete port solutions. We partner with our clients in all facets of port projects including comprehensive environmental services.

[www.shawgrp.com](http://www.shawgrp.com)

3600 SPRINGHILL BUSINESS PARK, SUITE 200 • MOBILE, AL 36608 USA • 251.344.1913 • FAX 251.342.3229

## States of Alabama and Bremen, Germany, Sign Memorandum of Understanding

The States of Alabama and Bremen, Germany, recently presented and signed a Memorandum of Understanding (MOU) to formalize their common objectives of promoting investment, trade and continued economic development between them.

The signing took place at the North River Yacht Club in Tuscaloosa during a reception in honor of Senator Martin Guentner, Minister of Economics, Labor and Ports of the Federal State of Bremen and an accompanying delegation consisting of Members of the Board of BLG Logistics Group and Bremen Invest, the economic development agency for the State of Bremen. Local- and state-level elected officials and private sector representatives were in attendance.

“We have 68 German companies who have invested more than \$5.8 billion in Alabama. Since 2000, these companies have been responsible for 10,305 announced jobs in our state,” said Alabama Development Office Director Greg Canfield. “Some of our German neighbors are among the most respected companies in the world. We value their presence in Alabama and want to work diligently to increase German investment in our state as well as trade opportunities. We also have forged many new friendships with our German partners and are confident that this MOU will help us form many more in the future.”

The MOU recognizes the many shared industries, including aerospace, automotive and logistics, between the two

states, and outlines joint efforts to recruit and promote new and existing companies.

Sen. Guentner said, “This Reception and this MOU are the reasons why we opened the Bremen Invest office in America. We want to build strong, sustainable relationships with our transatlantic friends. America, and especially Alabama, are our natural partners in economic development.”

Both Bremen and Alabama are home to Mercedes-Benz. The C-Class, currently made in Bremen, will soon share production with the Mercedes plant in Tuscaloosa, Ala. Another Bremen-based company, with North American operations in Tuscaloosa, is BLG Logistics, Inc. (BLG). From just-in-time parts to finished vehicle services, BLG plays a major role in Mercedes' global production network and currently employs 95 Alabamians.

Other shared companies include EADS/Airbus engineering centers, Bremen and Mobile, Ala; ThyssenKrupp Systems Solutions (formally ThyssenKrupp Krause), Bremen and Huntsville, Ala.; and Voith Engineering Services, which supplies many Bremen companies; as well as the Toyota Motor Manufacturing Plant in Huntsville, Ala., with varying degrees of engineering support.

## KEYPORT WAREHOUSING

*“Moving Companies Forward”*

- Over 1 Million Square Feet of Warehousing
- Foreign Trade Zone
- ½ Mile From I-10
- 20 Minutes From Port of Mobile
- Cross Docking/Trans-Loading Services
- Pick & Pack/Mailing Services
- RFID Bar Coding Capabilities
- Fleet of Trucks, Vans and Flatbeds
- Container Stuffing/Stripping
- Order Selection/Fulfillment
- Kitting/Packaging

30427 County Rd 49 North . P O Box 500 . Loxley AL 36551-0500  
Tel 251.964.4607. Fax 251.964.4614 . [www.keyportwarehousing.com](http://www.keyportwarehousing.com)

## ThyssenKrupp Steel USA Announces New CEO

ThyssenKrupp Steel USA announced in December that Christian Dohr has been named president and CEO, effective Jan. 1, 2012. Dohr was president and CEO of ThyssenKrupp's TWB Company (TWB), a tailor welded blank manufacturer based in Monroe, Mich. An engineer with steel industry executive management and marketing experience, Dohr will further focus the Calvert-based company's sales goals and commitment to customer service and quality.

“ThyssenKrupp remains unquestionably confident in the success of its new operations in Alabama and its ability to provide industry-setting standards in quality and service to our current and future customers,” said Dohr. “I'm fortunate to be inheriting an assembled team of nearly 2,000 talented

and dedicated people. I'm looking forward to supporting them in our mission of becoming the premier steel producer in the NAFTA market.”

Dohr, who holds a master's degree in mechanical engineering from the University of Stuttgart, Germany, has worked for ThyssenKrupp for more than 20 years. Prior to joining TWB, he was managing director of ThyssenKrupp Tailored Blanks in Europe, where he set up and supervised plants in Italy, Sweden, Turkey and Mexico.

Dohr replaces Christoph Lackinger, who the company announced would be assuming other responsibilities within the ThyssenKrupp Group.

## Mercedes-Benz Milestone: 1,500,000 Vehicles Made in Alabama

Mercedes-Benz announced in December that it produced its 1.5 millionth vehicle at its Vance, Ala., facility.

The automaker reports that the milestone vehicle produced at the Vance factory was a silver ML350 SUV scheduled for delivery to a customer in Encino, Calif.

"We are extremely proud of this significant milestone," Markus Schaefer, CEO of the Alabama plant, said in a statement. "This year has been both challenging and rewarding for our team members, who live and work here in Alabama to help us achieve our goal of delivering superior products to our global customers."

The 2012 M-Class represents the third generation of an SUV that Mercedes-Benz says began the industry trend toward SUVs with a car-like ride.

The first M-Class rolled off the assembly line in Vance on Feb. 14, 1997. The plant employs 2,800 people, a figure that will rise to 4,200 as Mercedes invests another \$2 billion in the operation and begins production of new models, including the C-Class sedan.



L to R: Joel Daves, South Alabama Area President; David Cooper, Board of Directors Regions Financial Corporation; John Turner, Central Region President; Bill Seifert, Chairman of South Alabama Advisory Board

### Expect more peace of mind in Mobile.

With strong community leaders and a history in South Alabama that goes back 150 years, you can bank with confidence at Regions.



Commercial Banking | Consumer Banking | Private Banking | Treasury Services  
Trust Services | International Services | Employee Benefits  
Natural Resources | Real Estate Management

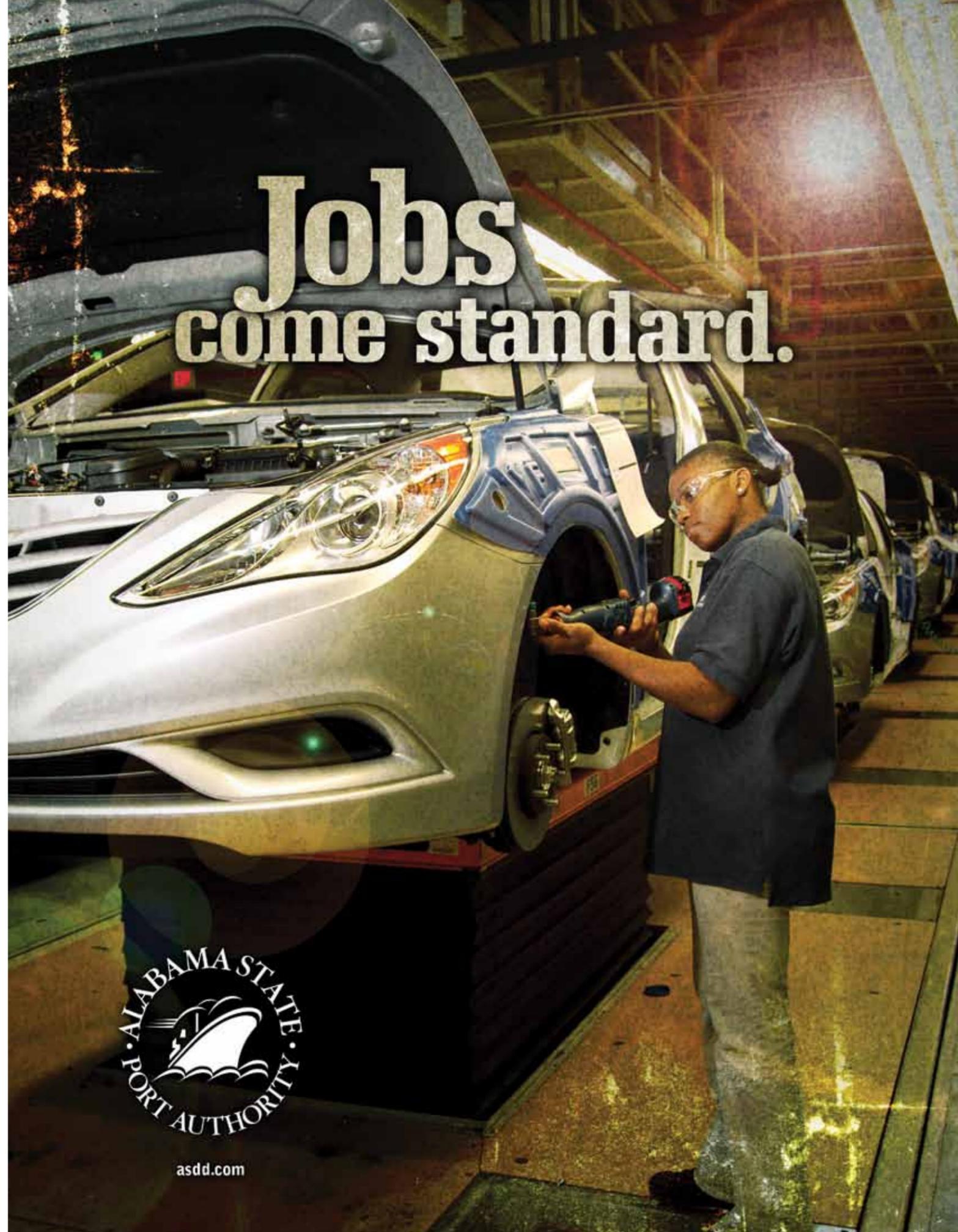
MEMBER  
FDIC © 2011 Regions Bank.

1.800.regions | regions.com

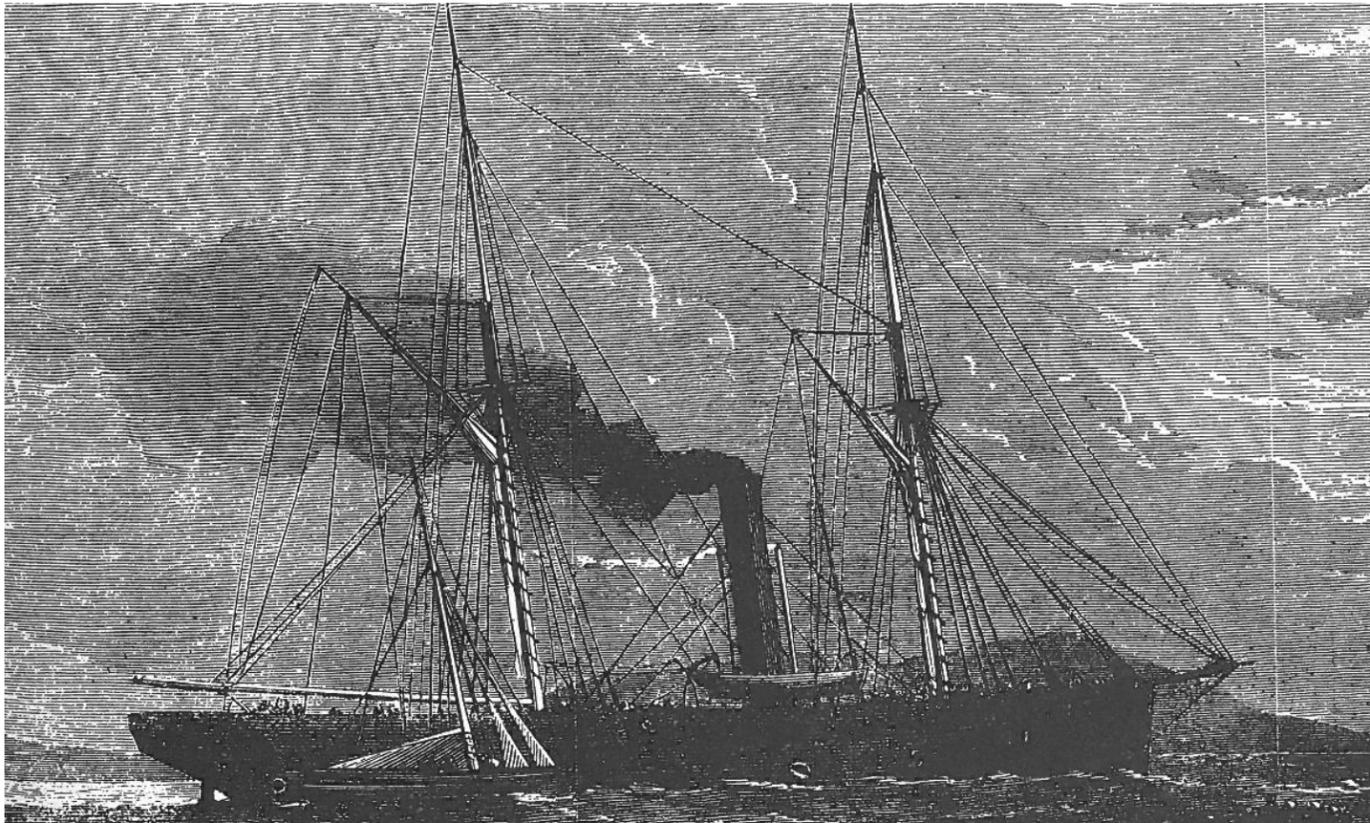
## ASPA Financial Service Division Honored by Government Finance Officers Association

Larry R. Downs, chief financial officer of the Alabama State Port Authority (ASPA), and his financial division were recently recognized by the Government Finance Officers Association (GFOA) with a Certificate of Achievement for Excellence in Financial Reporting.

The award was given for the department's annual financial report for the fiscal year end, Sept. 30, 2010. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.



## The Misadventures of John Clibbon Brain – Part II

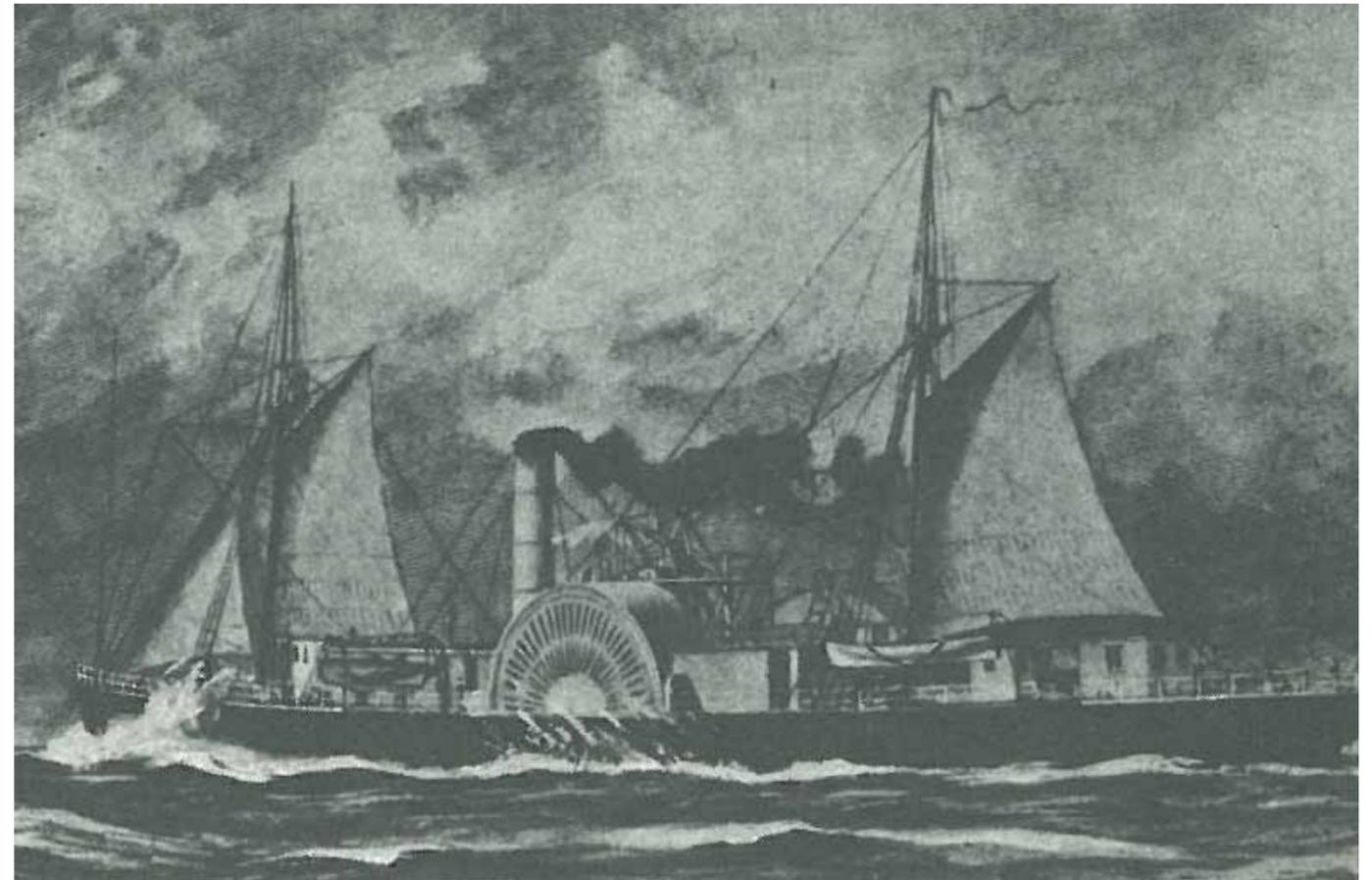


**John C. Brain and a party of men seized the steamer CHESAPEAKE (seen here following her capture) and took her to Canada in December 1863, meaning to turn her into a Confederate privateer.**

A one-time enlisted Confederate sailor and sometimes confidence man, British-born John Clibbon Brain made a name for himself in a bold enterprise in December 1863, when he led a party of 15 men in the seizure of the steam packet CHESAPEAKE en route from New York to Portland, Maine.

Unfortunately, one of the ship's engineers resisted and was killed; two other men were shot during the melee. The incident caused alarm up and down the eastern seaboard and diverted a large number of U.S. Navy ships in the search for the missing steamship. The intention was to use the CHESAPEAKE as a Confederate privateer, using Wilmington, N.C., as her homeport. Heavy weather and low fuel reserves forced the ship into a Canadian port where she was found, boarded and seized by the officers and crew of the USS ELLA AND ANNIE.

The ensuing legal and diplomatic wrangling uncovered any number of illegalities, beginning with the fact that neither Brain nor any of his men had any authorization from the Confederate government for their actions. The men carried "commissions" signed by "Captain John Parker" of the Confederates privateer RETRIBUTION. The problem was that Parker, who in reality was a Canadian by the name of Vernon G. Locke, lacked the authority to recruit or commission British subjects on British soil. Locke had been the legal commanding officer of the RETRIBUTION, but any authority he had ended the day he left his command in Nassau in late April or early May. The law passed by the Confederate Congress in May 1861 legalizing privateering had expressly forbidden the transfer of letters of marque and reprisal from one vessel to another, and the issuance of blank letters of marque and reprisal, such as the one that Locke had provided the group, was also forbidden.



**The USS ELLA AND ANNIE re-captured the CHESAPEAKE but violated international law by doing so in a neutral harbor.**

To complicate matters, the actions of the ELLA AND ANNIE were also illegal. Under international law, belligerent ships were afforded protection while in neutral ports. If an enemy combatant entered the same port, international law dictated that not only could there be no attack against an enemy vessel, a vessel leaving port had to be allowed a 24-hour head start by its belligerent counterpart. In flagrant contradiction of this, Acting Volunteer Lieutenant Frederick Nickels, commanding officer of the USS ELLA AND ANNIE, steamed into port, ran out his guns and rammed the CHESAPEAKE. A boarding party was sent aboard to seize control of the steamship, and an officer and two crewmen were taken prisoner—one of them having been seized from a Canadian-flagged vessel that was transferring coal to the CHESAPEAKE.

Correspondence among the governments of the United States, the Confederate States and Her Majesty's governments flew back and forth for several months. Meanwhile, Brain and his co-conspirators disappeared into the Canadian countryside.

John C. Brain turned up next in Richmond, Va., in May 1864, determined not to repeat his earlier mistakes. He presented

an idea to Confederate Secretary of the Navy Stephen Mallory to capture one of three mail steamers that sailed between New York and Havana. He also sought and received a commission in the Confederate Navy to give himself legal cover. Mallory issued a commission to Brain making him a "master not in the line of promotion," which was amended on June 2 to "acting master." Brain was further authorized to appoint three acting master's mates and three acting third assistant engineers for his expedition.

According to Secretary Mallory's instructions, Brain was to proceed to Wilmington to make the necessary arrangements. If he were successful, Brain was to bring the captured ship into a Confederate port. Mallory specifically reminded Brain that the "strictest regard for the rights of neutrals and neutral property must be observed, and discipline and subordination preserved among your officers and men under your command as a measure of security and success."

Brain traveled to Wilmington, as ordered, but now deviated from the orders in spirit, if not in letter. Mallory had meant for the raid to be mounted either from a Confederate port or from New York, as Brain had done in the case of the

CHESAPEAKE. Instead, Brain and his former first lieutenant Dr. Henry A. Parr booked passage on a blockade-runner to Bermuda. He had recruited another dozen men to round out his command. The party purchased a schooner in St. George and sailed for Matanzas, Cuba.

The men took their time getting to Cuba, stopping in Nassau for some time and not arriving in Havana until the second week of August. Brain immediately reported to Confederate Special Agent Charles J. Helm on Aug. 12, and outlined his plan to board the mail packet ROANOKE as a passenger and seize her as soon as she cleared Spanish waters. Brain requested that Helm assist in recruiting another 10 men and provide him with \$1,500 to purchase weapons, handcuffs and a Confederate ensign, among other articles.

Special Agent Helm advised Brain that the plan was ill-considered at best, if not outright illegal. Mounting the operation from Havana, a neutral port, would be a violation of Spain's neutrality and would result in condemnation from both the Spanish and Cuban authorities. Brain replied that he had verbal orders from Confederate President Jefferson Davis and Secretary Mallory to conduct the operation from Havana, which, of course, was not true. Helm adamantly refused as legal precedent was on his side. He refused to provide any funding to Brain but he did arrange passage back to Nassau for 12 of Brain's party. He also sent a dispatch to Confederate Secretary of State Judah P. Benjamin detailing the situation and accepting full responsibility for refusing assistance to Acting Master Brain.

Secretary Benjamin responded on Sept. 13, assuring Helm that he had acted correctly. He further confirmed the agent's suspicion that Brain had never had an audience with President Davis. According to Benjamin, Brain had at first requested letters of marque and reprisal but, lacking a vessel, had been denied. He had then proposed seizing a steamer outward bound from New York and had requested a temporary commission "to show that his expedition was not a piratical one in the event of his capture." Benjamin reiterated Secretary Mallory's instructions that the rights of neutrals were to be observed, and he condemned Brain's attempt to launch the expedition from a neutral harbor as a "gross outrage."

Nevertheless, Brain continued on his course as if he had the full backing of the Confederate government. He and Parr recruited a number of men, purchased revolvers and handcuffs and a Confederate ensign that could be run up once they had seized the ROANOKE. The ship was a brig-rigged sidewheel steamer belonging to the New York and Virginia Steamship Company. The 1,050-ton steamship departed Havana Harbor on the afternoon of Sept. 29, 1864.

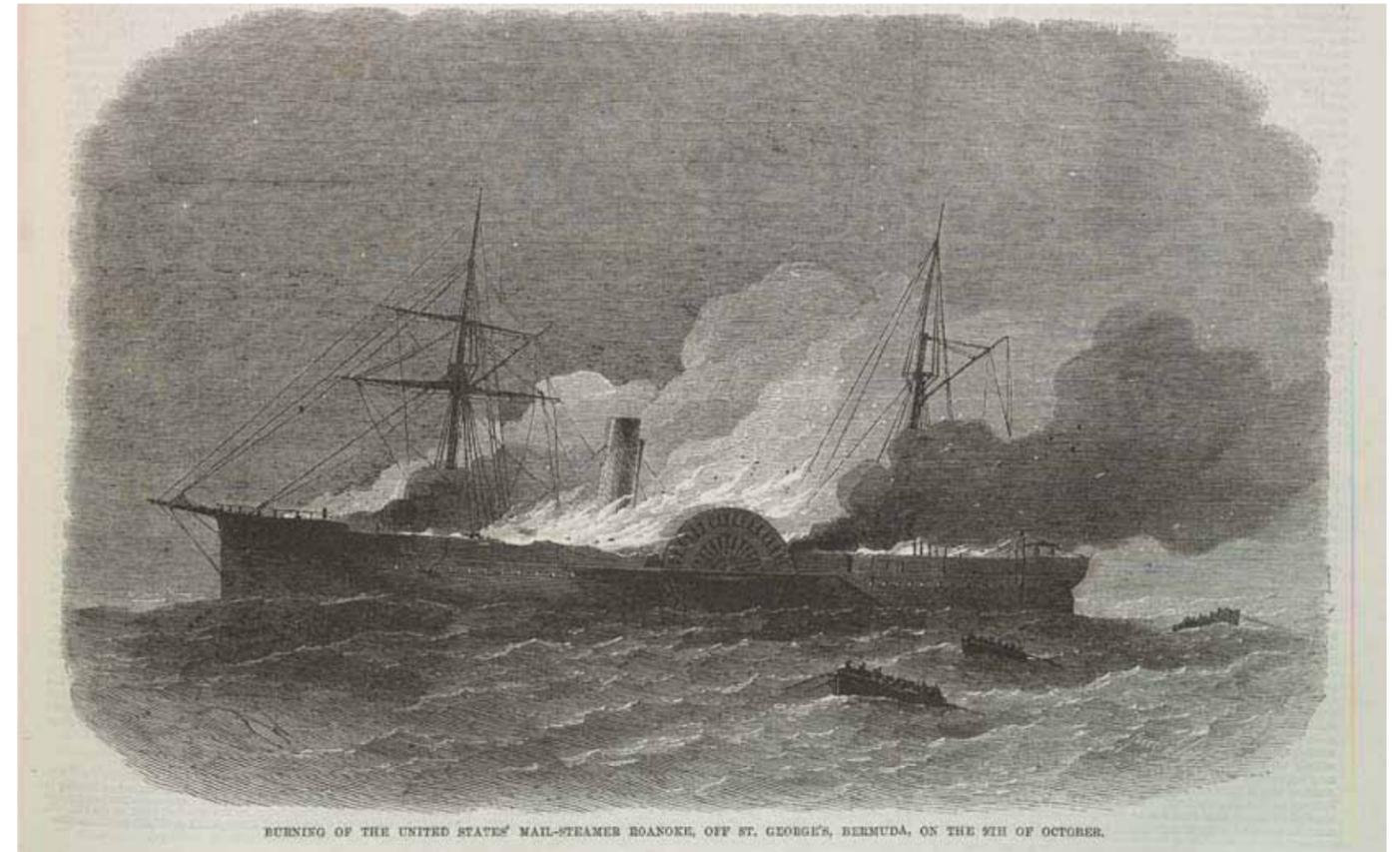


**In order to give his actions legal authority, Brain was commissioned as a warrant officer in the Confederate States Navy before embarking on his next raid.**

On board were some 50 officers and crew and 40 passengers, including nine of Brain's men.

Brain joined the ship after she had already weighed anchor, checking on board under the name of Johnson. When the ship had been underway for about five hours, Brain emerged from his cabin at 9:20 p.m. Wearing his Confederate uniform, Acting Master John C. Brain strode toward the pilot house, accompanied by Acting Master's Mate Thomas R. Little and a seaman. At the same time, Acting Master's Mate Parr, two acting engineers and three seamen rushed to secure the lower deck. The ship's third engineer was wounded when he resisted, and the ROANOKE's carpenter swung an ax at Parr. He missed but was shot down, dying within a few minutes. By 10:15 p.m., Brain and his men were in control of the ship and had placed all of the ROANOKE's officers except her firemen in handcuffs. Brain set a course for Bermuda, where he planned to release his prisoners, take on coal and pick up a pilot for Wilmington.

The ROANOKE raised Bermuda on the afternoon of Oct. 4 and anchored in Five Fathom Hole off the east end of St. George's Island about 8 p.m. Brain went ashore and returned around 3 a.m. with several men. He had the ship get up steam and head back out to sea – he wanted to keep out of sight of inquisitive British and U.S. officials for as long as possible. The ship returned that evening after dark, and another half dozen men visited the ROANOKE as Brain made additional arrangements. Once more, the ship got underway before daybreak and, on the evening of Oct. 6,



**Despite orders to respect the rights of neutrals, Brain launched the raid from the neutral port of Havana, seizing the steamer ROANOKE, seen here after Brain and his men set the ship on fire while off Bermuda.**

rendezvoused with the brig VILLAGE GIRL to take on coal from the latter, as well as provisions and a number of recruits.

The next evening, ROANOKE made a rendezvous with the brig MATHILDE around 8 p.m. and began transferring the prisoners' baggage to the Danish vessel two hours later. The prisoners were put on board the brig about 11 p.m. and then taken ashore. The MATHILDE then departed for Halifax, supposedly taking some \$20,000 in gold and silver from the ROANOKE.

On Oct. 9, Brain ordered the ROANOKE fired, having determined he didn't have enough coal to steam from St. George to Wilmington. Upon landing in St. George, Brain and men were arrested by local constables at the urging of the U.S. consul to Bermuda. During the subsequent hearing, Brain produced his commission and a copy of his orders, prompting the judge to dismiss all charges against Brain and his men. The Confederates proceeded to celebrate "with wine and noisy conviviality," and a ballad of Brain's exploits was soon circulating Bermuda's public houses.

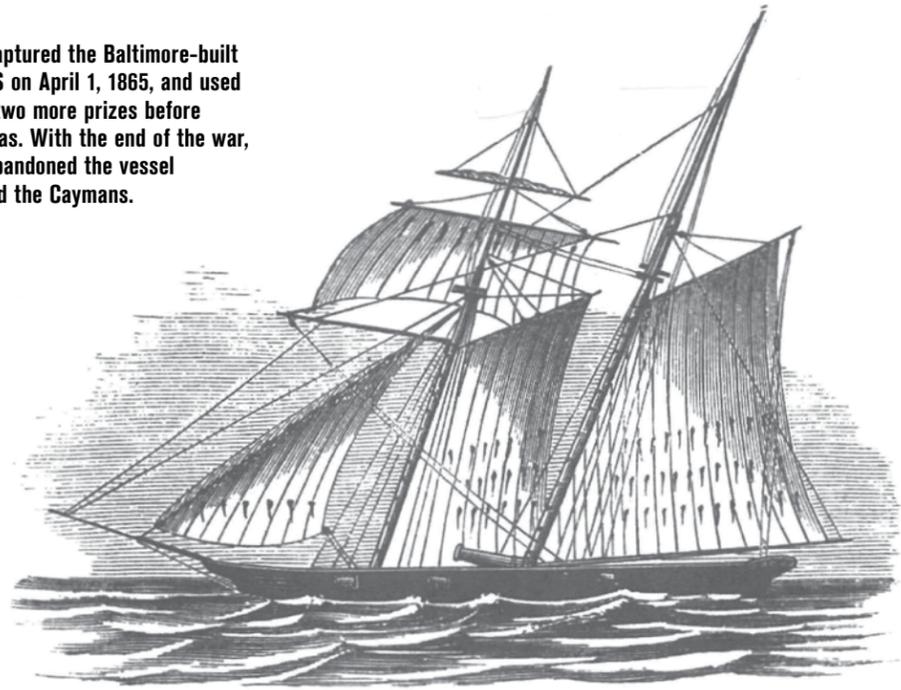
The \$20,000 supposedly forwarded to Halifax must have made it easier for the Confederate government to forgive

Brain for disobeying orders, invoking the President's name in lying to a government official, violating Cuba's neutrality and threatening relations with Spain, and then burning his prize when within striking distance of Wilmington. Nothing else would explain the reappearance of the junior officer in the spring of 1865, once more leading a band of Confederate commandos.

While he had been rumored variously to have been in Nassau, en route to Scotland to take command of a blockade-runner, and even serving in the James River Squadron, Brain turned up on the night of March 31, 1865, leading a party of 20 armed men. The group boarded a yawl and sailed out into the Chesapeake. The next morning, they hailed the Baltimore-built schooner ST. MARY'S. The men claimed to be U.S. soldiers sailing from Barren Island to Point Lookout and said they were taking water and in distress. The schooner came alongside to offer assistance and, as she did, Brain and his men scrambled aboard and claimed her as a prize.

Under Brain's command, the 115-ton ST. MARY'S put to sea the following day and captured another prize, the J.B. SPAFFORD, bound for New York from Wicomico. The men took what they wanted from the SPAFFORD, transferred

Brain and his men captured the Baltimore-built schooner ST. MARY'S on April 1, 1865, and used her to take at least two more prizes before sailing to the Bahamas. With the end of the war, Brain and his men abandoned the vessel between Jamaica and the Caymans.



the crew and two passengers from the ST. MARY'S to the SPAFFORD and released the latter. That night, the ST. MARY'S took yet another prize, putting her to the torch. The blaze was so bright that those aboard the SPAFFORD, miles away, could see its glow on the horizon.

Brain sailed to the Bahamas, arriving in the Salt Cays on April 17. The U.S. consul to Nassau urged the British authorities to arrest Brain and his men as pirates, but the Bahamians determined the schooner to be a legitimate prize and offered no interference. Brain took on supplies, including weapons before departing Nassau. Brain was rumored to be making a rendezvous with his old lieutenant, Dr. Henry A. Parr, but whether he did is a matter of conjecture. Brain's movements over the next several weeks are unknown. The war was all but over by this point. The ST. MARY'S next appeared off Kingston, Jamaica, on June 9.

Four days later, the Governor of Jamaica granted the ST. MARY'S permission to anchor in harbor and take on supplies. The outraged U.S. consul argued that Brain should be arrested for piracy and extradited to the United States. The disposition of the ST. MARY'S now became the subject of diplomatic and legal arguments and, in the midst of the wrangling, John Brain slipped away, taking passage in a vessel bound for Liverpool. The ST. MARY'S was ordered to leave Jamaican waters on July 5. The schooner weighed anchor and was later reported by HMS RUATAN to have been discovered on fire and abandoned between the Pedro

Cays and the Cayman Islands, bringing to a close the misadventures of Acting Master John C. Brain on behalf of the Confederacy.

Brain returned to his adopted homeland and settled in Savannah before his arrest in September 1866. He was held in a federal penitentiary for three years but was never brought to trial. In March 1868, Brain wrote from prison to Rear Admiral Raphael Semmes in Mobile, asking that he publish an appeal to free him. He cited poor health because of his incarceration and noted that his family was in poverty as a result of his imprisonment. Brain was never brought to trial and, after a public outcry, eventually received a full pardon.

John Clibbon Brain lived for a while in Savannah before moving to Mobile, where he lived at the corner of Congress and Lafayette streets from 1887 to 1890, earning a living by going on the lecture circuit and running the occasional scam. He died in poverty in Tampa in 1906, "the last of the Confederate privateers."

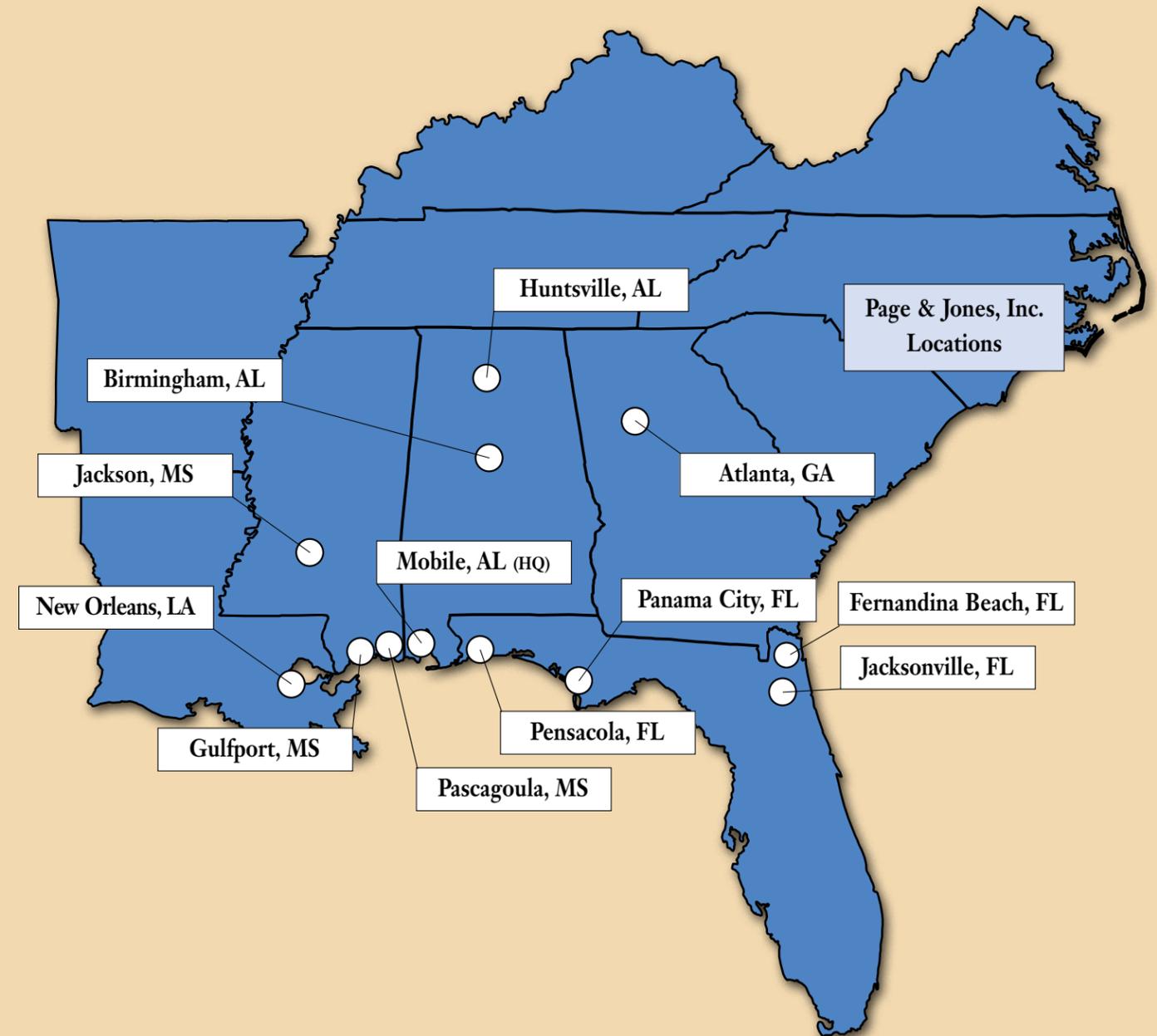


# Page & Jones, Inc.

ESTABLISHED 1892

## GLOBAL LOGISTICS PROGRESS ANCHORED IN TRADITION

SUPPLY CHAIN MANAGEMENT • GENERAL & BULK CARGO • AUTOMOTIVE SPECIALISTS



FREIGHT FORWARDERS • STEAMSHIP AGENTS • CUSTOM BROKERS • AIR CARGO • NVOCC

Executive Office: 52 N. Jackson Street • Mobile, Alabama 36602  
Phone: 251/432-1646 TLX 782-029 • FAX: 251/433-1402 • [www.pagejones.com](http://www.pagejones.com)  
CHB Lic. #2843 • FMC Lic. #1567

# ARRIVALS / SAILINGS

## APM TERMINALS MOBILE SERVICE LINES

APL ATS Eastbound	MAERSK Espresso	ZIM LINES MTX Mexico Tampa Express
APL ATS Westbound	MAERSK TransAtlantic TA2 Eastbound	ZIM LINES SAX South America
CMA CGM PEX 3 Service	MAERSK TransAtlantic TA2 Westbound	
HMM ATS	MSC Gulf Feeder Service	

For more details visit [asdd.com/arrivalsailings.html](http://asdd.com/arrivalsailings.html)

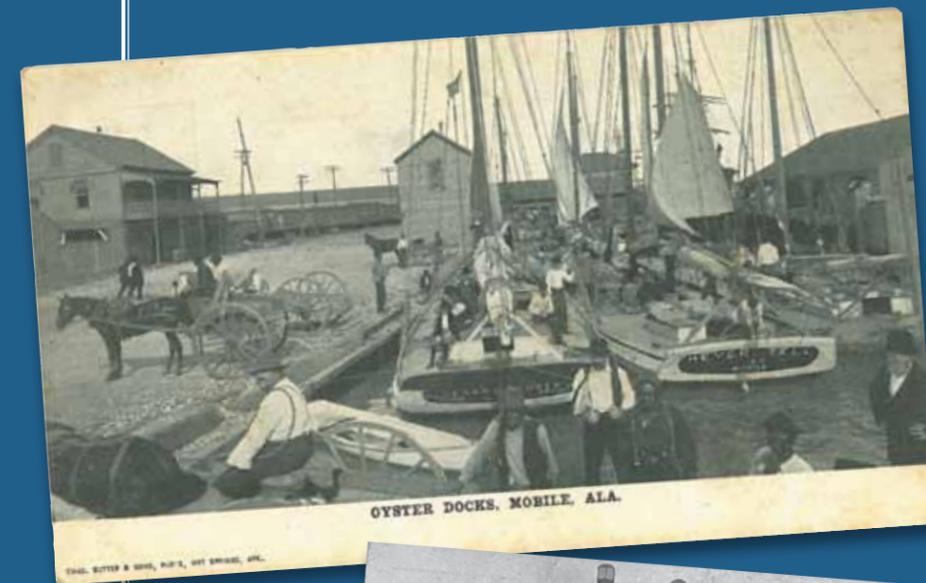
## Trade Lanes

DESTINATION	LINE	FREQUENCY	AGENT
<b>ALGERIA</b>			
ALGIERS	Nordana	Inducement	Biehl & Company
MOSTAGANEM	Nordana Oran	Inducement Inducement	Biehl & Company ISS RioMar
<b>ARGENTINA</b>			
PUERTO MADRYN	Gearbulk	Bi-Monthly	Inchcape
CAMPANA	Gearbulk	Bi-Monthly	Inchcape
<b>ARUBA</b>			
ORANJESTAD	C.I.C.	Monthly	Seacliff Agencies
<b>BARBADOS</b>			
BRIDGETOWN	C.I.C.	Monthly	Seacliff Agencies
<b>BELGIUM</b>			
ANTWERP	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
<b>BELIZE</b>			
BIG CREEK	MCW Shipping	Bi-Weekly	Bulk Shipping
<b>BRAZIL</b>			
BARRA DO RIACHO	Gearbulk	Monthly	Inchcape
BELEM	C.I.C.	Bi-weekly	Seacliff Agencies
BREVOS	C.I.C.	Monthly	Seacliff Agencies
MONTEVIDEO	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
PARANAGUA	Gearbulk	Bi-Monthly	Inchcape
PORTOCEL	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
	Gearbulk	Bi-Monthly	Inchcape
PRAIA-MOLE	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
SANTOS	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
	Gearbulk	Bi-Monthly	Inchcape
<b>CANARY ISLANDS</b>			
LAS PALMAS	Spliethoff	Monthly	Page & Jones Inc.
TENERIFE	Spliethoff	Monthly	Page & Jones Inc.
<b>CAYMAN ISLANDS</b>			
GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
<b>CHILE</b>			
ARICA	Grieg Star Shipping	Monthly	Grieg Star
SAN ANTONIO	Grieg Star Shipping	Monthly	Grieg Star
<b>CHINA</b>			
DAGANG	Grieg Star Shipping	Monthly	Grieg Star
QINGDAO	Grieg Star Shipping	Monthly	Grieg Star
SHANGHAI	Grieg Star Shipping	Monthly	Grieg Star
<b>COLOMBIA</b>			
BARRANQUILLA	TBS Shipping	Monthly	Seacliff Agency
CARTAGENA	TBS Shipping	Monthly	Seacliff Agency
SANTA MARTA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency

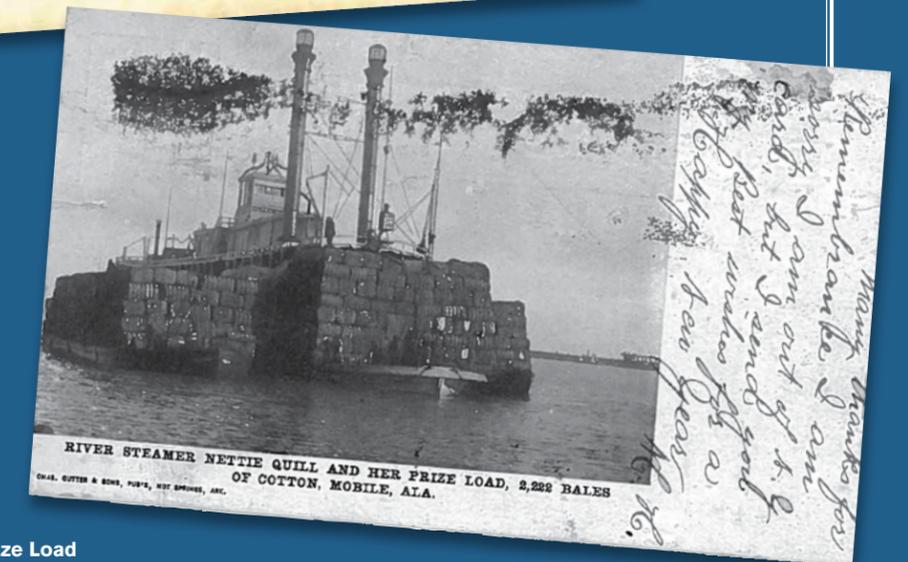
<b>CURAÇAO</b>			
WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
<b>DOMINICA</b>			
ROSEAUO	C.I.C.	Monthly	Seacliff Agencies
<b>DOMINICAN REPUBLIC</b>			
RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
<b>ECUADOR</b>			
PUERTO BOLIVAR	Grieg Star Shipping	Monthly	Grieg Star
GUAYAQUIL	Grieg Star Shipping	Monthly	Grieg Star
<b>EGYPT</b>			
ALEXANDRIA	Nordana	Inducement	Biehl & Company
<b>ENGLAND</b>			
TILBURY	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
<b>FRANCE</b>			
BOULOGNE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SETE	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
<b>GERMANY</b>			
BREMEN	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
<b>GREECE</b>			
PIRAEUS	Nordana	Inducement	Biehl & Company
<b>GRENADA</b>			
SAINT GEORGES	C.I.C.	Monthly	Seacliff Agencies
<b>GUADELUPE</b>			
BASSE-TERRE	C.I.C.	Monthly	Seacliff Agencies
<b>ITALY</b>			
GENOA	Nordana	Inducement	Biehl & Company
LIVORNO	Nordana	Inducement	Biehl & Company
	Grieg Star Shipping	Monthly	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
<b>JAMAICA</b>			
KINGSTON	C.I.C. Caribbean Forest Carriers	Bi-Weekly Inducement	Seacliff Agencies Transmarine Alabama LLC
<b>JAPAN</b>			
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
<b>KOREA</b>			
INCHON	Saga Forest Carriers	Inducement	Biehl & Company
	Grieg Star Shipping	Monthly	Nord-Sud Shipping
KUNSAN	Grieg Star Shipping	Monthly	Nord-Sud Shipping
MASAN	Grieg Star Shipping	Monthly	Nord-Sud Shipping
<b>LEBANON</b>			
BEIRUT	Nordana	Inducement	Biehl & Company
<b>MARTINIQUE</b>			
FORT-DE-FRANCE	C.I.C.	Monthly	Seacliff Agencies

<b>MEXICO</b> COATZACOALCOS TAMPICO VERACRUZ	CG Railway Spliethoff NAFTA Gulf Bridge	Every 4 Days Monthly Weekly	CG Railway Page & Jones Inc. Norton Lilly International
<b>MOROCCO</b> CASABLANCA	Spliethoff	Monthly	Page & Jones Inc.
<b>NETHERLANDS</b> ROTTERDAM VELSEN	Grieg Star Shipping Grieg Star Shipping	Every 14 Days Monthly	Nord-Sud Shipping Nord-Sud Shipping
<b>PERU</b> CALLAO  CHIMBOTE	TBS Shipping Grieg Star Shipping TBS Shipping	Monthly Monthly Monthly	Seacliff Agency Grieg Star Seacliff Agency
<b>SCOTLAND</b> MONTROSE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
<b>SOUTH AFRICA</b> 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
<b>SPAIN</b> ALGECIRAS/PALAMOS BARCELONA  BILBOA CADIZ GANDIA MOTRIL PALMA DE MALLORCA VIGO VALENCIA	Spliethoff Nordana Spliethoff Spliethoff Spliethoff Grieg Star Shipping Spliethoff Spliethoff Nordana	Monthly Inducement Monthly Monthly Monthly Monthly Monthly Monthly Inducement	Page & Jones Inc. Biehl & Company Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Nord-Sud Shipping Page & Jones Inc. Page & Jones Inc. Biehl & Company
<b>ST. CROIX</b>	C.I.C.	Monthly	Seacliff Agencies
<b>ST. KITTS</b> BASSETERRE	C.I.C.	Monthly	Seacliff Agencies
<b>ST. LUCIA</b> CASTRIES VIEUX FORT	C.I.C. C.I.C.	Monthly Monthly	Seacliff Agencies Seacliff Agencies
<b>ST. MARTIN</b>	C.I.C.	Monthly	Seacliff Agencies
<b>ST. THOMAS</b>	C.I.C.	Monthly	Seacliff Agencies
<b>ST. VINCENT</b> KINGSTOWN	C.I.C.	Monthly	Seacliff Agencies
<b>SWEDEN</b> STOCKHOLM	Polish Ocean Line	Weekly	Biehl & Company
<b>TOBAGO</b>	C.I.C.	Monthly	Seacliff Agencies
<b>TRINIDAD</b> PT. LISAS	Dan-Gulf Shipping	Bi-Weekly	Lott Ship Agency
<b>TURKEY</b> ISTANBUL IZMIR MERSIN	Nordana Nordana Nordana	Inducement Inducement Inducement	Biehl & Company Biehl & Company Biehl & Company
<b>VENEZUELA</b> GUANTA MARACAIBO	Dan-Gulf Shipping Dan-Gulf Shipping	Bi-Weekly Bi-Weekly	Lott Ship Agency Lott Ship Agency

# Postcards from the Past



Oyster Docks



Prize Load

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–352 Government St., Mobile, AL.....	(251) 432-7339
Joe Connick, Director; Father Tvo, Chaplain	
INTERNATIONAL SEAMAN'S CENTER–605 Texas Street.....	(251) 433-7963
Rev. Aias DeSouza.....	(251) 344-3712
PERFORMANCE PERSONNEL SERVICES, LLC.....	(251) 662-2888

## BANKS WITH INTERNATIONAL DEPARTMENTS

FIRST COMMERCIAL BANK–BIRMINGHAM.....	(205) 868-6171
REGIONS BANK–MOBILE.....	(251) 690-1187
WHITNEY NATIONAL BANK–MOBILE.....	(251) 662-1025

## BARGE FLEETING SERVICE

DELTA MARINE SERVICE.....	(251) 937-4060
MOBILE-CHICKASAW PORT FACILITIES, INC.....	(251) 456-7648

## BLAST FREEZE/COLD STORAGE

MOBILE REFRIGERATED SERVICES.....	(251) 433-4198
-----------------------------------	----------------

## BULK LIQUIDS

ALABAMA BULK TERMINALS.....	(251) 438-9891
ARC TERMINALS.....	(251) 421-1651
GULF COAST ASPHALT.....	(251) 432-7666
NUSTAR.....	(251) 456-8491
PLAINS MARKETING.....	(251) 456-4688; (251) 377-8864
RADCLIFF/ECONOMY MARINE SERVICES.....	(251) 433-0066

## BUNKERING SERVICE

MIDSTREAM FUEL SERVICES, INC.–P. O. Box 2826.....	(251) 433-4972
RADCLIFF / ECONOMY MARINE SERVICES–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) 862-0687
EXSIF WORLDWIDE, INC.....	(800) 251-7781
TANK SOLUTIONS, INC.....	(888) 551-8265

## U.S. CUSTOMS

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

## DUNNAGE – PLYWOOD

ALL-STAR FOREST PRODUCTS, INC.–7096 Stone Dr., Daphne 36626.....	(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
HORIZON FREIGHT.....	(800) 242-9212
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 Kooman 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
WONDERLAND EXPRESS.....	(251) 653-7348

## 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
UNIOR 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) 432-9741
★ 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
LILLIEROOSE 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) 928-8911
★ RICHARD MURRAY & CO.–109 No. 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 – 3357-6 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) 452-3651
EQUITY TECHNOLOGIES CORP.....	(251) 432-7784
★ KEYPORT WAREHOUSING–30427 County Rd. 49 N. Loxley, AL.....	(251) 964-4807
★ MOBILE MOVING & STORAGE.....	(251) 438-3658
★ HUNTSVILLE, AL–P. O. Box 6241.....	(256) 772-3105
★ BIRMINGHAM, AL–Shaw Warehouses.....	(205) 251-1788
S/M WAREHOUSE.....	(251) 679-3344

## GRAIN MERCHANTS

FGDI, LLC.....	(419) 373-6311
----------------	----------------

## LICENSED GUARD SERVICE

ADMIRAL SECURITY SERVICES OF ALABAMA, INC.....	(251) 725-6018
ALABAMA LINE SERVICES.....	(251) 661-2105
ALBERTS TRANSPORTATION SERVICE.....	(251) 432-1611
BAY SECURITY COMPANY, LLC.....	(251) 330-0776
CPS/EAGLE MARITIME SECURITY.....	(251) 433-7850
CREW CHANGE, INC.....	(251) 433-1621
DOCKSIDE TRANSPORTATION, INC.....	(251) 438-2362
GLOBAL MARITIME SECURITY, INC.....	(504) 392-2300
SEAPORT SECURITY SERVICES.....	(251) 443-7390
U.S. MARITIME SECURITY, LLC.....	(251) 459-1578

## HEAVY LIFT/SALVAGE/TRANSPORTATION

ACME TRUCK LINE.....	(251) 653-6028
AMERICAN MARINE SERVICES.....	(251) 406-9930
ATLANTIC SPECIALIZED TRANSPORT.....	(251) 438-4545
BARNHART CRANE & RIGGING–P.O. Box 2809, Daphne, AL 36526.....	(251) 854-0541
BOSARGE DIVING–Pascagoula, MS.....	(888) 782-6364
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
HORIZON FREIGHT.....	(800) 242-9212
HYDRAULIC CRANE SPECIALISTS.....	(251) 675-000X
LEA DIVING & SALVAGE–Alabama State Docks.....	(251) 432-4480
MAMMOET.....	(404) 696-4982
WONDERLAND EXPRESS.....	(251) 653-7348

## INDUSTRIAL DIVING

AMERICAN MARINE SERVICES.....	(251) 443-7771
BOSARGE DIVING–Pascagoula, MS.....	(888) 782-6364
BROWN SALVAGE & DIVING CO.–P. O. Box 1415, Pensacola, FL.....	(800) 234-3471
COMMERCIAL DIVING SERVICES INC.–P. O. Box 850637, Mobile, AL 36688.....	(251) 665-0017
FATHOM INDUSTRIES–5385 Battleship Parkway, Spanish Fort, AL.....	(251) 626-7800
LEA DIVING & SALVAGE–Alabama State Docks.....	(251) 432-4480

## LIGHTENER, GAS FREEDING 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
ES&H–5400-A Willis Rd., Mobile, Ala.....	(251) 382-1019
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
LIQUID ENVIRONMENTAL SOLUTIONS MARINE FIELD SERVICES–1890 3rd St., Mobile.....	(251) 243-4128
OIL RECOVERY CO., INC.–P. O. Box 1803.....	(251) 690-9010
OIL RECOVERY MARINE TERMINAL Blakely Island.....	(800) 350-0443
PROTECT ENVIRONMENTAL–3537 Desirrah 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 (EXPORT).....	(251) 463-4867
ALLIANCE PEST SOLUTIONS (IMPORT/EXPORT).....	CRAIG JAKOB (617) 648-6201
CENTRAL STATES FUMIGATION (IMPORT/EXPORT).....	PAT MACK (800) 527-8215
DA MARINE FUMIGATION (IMPORT/EXPORT).....	JERRY MATHERNE (504) 888-4941
RESEARCH FUMIGATION (IMPORT/EXPORT).....	(985) 536-4932

## MARINE RADIO AND ELECTRONICS

(★) ELECTRICAL CONTROL AND AUTOMATION)	
(IC3–578 Azalea Rd., Mobile, AL.....	(251) 661-6061
GULF COAST AIR & HYDRAULICS INC.– 3415 Halls Mill Rd.....	(251) 666-6683
MOBILE MARINE RADIO–7700 Rlna 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
★ FRISM–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–283 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
L. HAMILTON–P.O. Box 302.....	(251) 433-9997
DC MARITIME TECHNOLOGIES INC.–2210 Main St., Daphne, AL 36526.....	(251) 825-0503
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 Thirtworth Dr.....	(866) 661-1520
PORT CITY MARINE SURVEYORS–D. J. Smith.....	(251) 661-5426
SABINE SURVEYORS–851 East I-65 Service Rd. South.....	(251) 433-9997
SGS MINERALS–P. O. Box 1962.....	(251) 432-2781
SHIP ARCHITECTS, INC.....	(251) 621-1813
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
LIQUID ENVIRONMENTAL SOLUTIONS–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
AVERITT EXPRESS.....	(251) 443-7703
AVONDALE CONTAINERS.....	(251) 438-2248
★ BALDWIN TRANSFER CO.....	(251) 433-3391
BENNETT MOTOR EXPRESS.....	(800) 788-9333
BILL BARNES.....	(205) 716-2014
BOYD BROTHERS TRANSPORTATION, INC.....	(251) 443-5341
★ BRIDGE TERMINAL TRANSPORT.....	(801) 645-5965
BUFFALO WOOD, INC.....	(877) 815-9334
BURKHALTER SPECIALIZED TRANSPORT.....	(251) 441-7012
C.H. ROBINSON WORLDWIDE.....	(251) 457-7300
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-9231
CHOCTAW TRANSPORT COMPANY.....	(251) 443-9100
CONSOLIDATED FREIGHT WAYS.....	(251) 653-3008
COVAN WORLDWIDE MOVING INC.....	(800) 824-3515
★ DIXIE DRAYAGE.....	(800) 321-0801
DOCKSIDE SERVICES INC.....	(251) 438-2362
DOLPHIN LINE INC.....	(251) 666-2057
E & F TRANSPORTATION, INC.....	(251) 821-0121
★ EASTMAN LOGISTICS.....	

# STEAMSHIP AGENCIES AND LINES

## AZTEC MARITIME SERVICE INC.

P.O. Box 1505, Mobile, 36633 • (251) 432-7273  
Mark Fenton, President • ops@aztecmaritime.com

## BIEHL & COMPANY

118 N. Royal St., Suite 705, Mobile, AL 36602  
P. O. Box 1246, Mobile, 36633 • (251) 432-1605  
Larry McInnis, Local Manager  
biehlmob@biehco.com

Columbus Line - Aust/N.Z.  
Columbus Line - South America  
Concorde Line  
Gulf Africa Line  
Hinode Line  
National Shipping Co., of Saudi Arabia  
Navinter Line  
Nordana  
Nordana Worldwide  
Pan Ocean Line  
U. S. Africa Navigation Line

## BLUE WATER SHIPPING COMPANY

4739 Utica Street  
Suite 103  
Metairie, LA 70006  
(504) 455-8462  
bernard@bluewatershipping.com

## BULK SHIPPING INC.

118 N. Royal St., Suite 705, Mobile, AL 36602  
P. O. Box 88, Mobile, 36601 • (251) 433-1585  
Thomas Murray • murstve@zebra.net  
MCW Shipping

## CG RAILWAY

11 North Water St., Suite 18290, Mobile, 36602  
(251) 243-9228 • Fax: 251-706-6937  
Email: wildkm@intship.com

## LBH USA (CISA)

Danny Guthrie, Local Manager  
ASD Blvd., Suite 107  
P.O. Box 1083, Mobile, AL 36633  
251-694-7001 • ops@lbhusa.com

## CMA CGM

CMA-CGM (America) LLC  
300 Colonial Parkway, Suite 325  
Roswell, GA 30076  
Scot Stinson  
(770) 729-6733 Ext. 6733  
usa.stinson@usa.cma-cgm.com  
Rebecca Dyson Ext. 2394  
757-961-2394  
usa.rdyson@usa.cma-cgm.com

## CRIMSON SHIPPING CO., INC.

Ken Wear, Terminal Operations Manager  
150 Viaduct Road • Chickasaw, AL 36611  
251-457-9551 • Fax: (251) 457-9597  
kenneth.wear@crimsonshipping.com

## FILLETTE, GREEN SHIPPING SVC. (USA) CORP.

261 N. Conception Street, Mobile, AL 36603  
PO Box 1842, Mobile, AL 36633  
Office (251) 375-2224 • Fax (251) 423-6813  
Cell (251) 379-6597 • Email: mob@fillettegreen.com  
Web: fillettegreen.com

## GAC SHIPPING (USA) INC.

2727 Allen Parkway, Suite 740 • Houston, TX 77019  
(713) 533-3200 • Fax: (713) 533-3220  
Email: hub.us@gacworld.com  
Tom Nasman, President & CEO

## GENERAL STEAMSHIP CORP.

118 North Royal St., Suite 509 • Mobile, AL 36602  
Office: (251) 438-5071 (24 hr) • Fax: (251) 438-5072  
Email: mobops@gensteam.com  
John Kirkpatrick Jr, District Manager

## GLOVIS AMERICA, INC.

1110 Montlmar Dr., Suite 630, Mobile, AL 36609  
Stan Winter, Manager; swinter@glovisusa.com  
(251) 342-8292; Fax: (251) 342-8291  
ZIM

## GRIEG STAR SHIPPING

600 Galleria Parkway, Suite 925  
Atlanta, GA 30339  
770-226-5900 • Email: atlanta@griegstar.com

Contact persons:

**Far East**  
Marie Eytton-Jones White, 770-226-5909

## Gulf

Emily Carra, 770-226-5941

## North Europe

Sara Beth Turner, 770-226-5945  
Doug Barton, 770-226-5930

## GULF HARBOR SHIPPING

2000 Old Spanish Trail, Suite 100, Slidell, LA 70458  
(985) 661-8005 • Fax: (414) 921-5013  
neworleans@gulpharbor.com

## INCHCAPE SHIPPING SERVICES

11 North Water St.  
Suite 9290 • Mobile, 36602  
Elaine Penton, Vice President  
Josie Mock, Manager  
Phone: (251) 461 2747 • Fax: (251) 461 2748

## LOTT SHIP AGENCY INC.

259 N. Conception, Mobile, 36603 • (251) 433-1621  
P. O. Box 1802, Mobile, 36601  
William B. Lott, President  
Stephen G. Havranek, Vice President  
operations@lottship.com

## MARITIME ENDEAVORS SHIPPING COMPANY, LTD.

1901 Alabama State Docks Blvd, Building 50,  
Suite 109, Mobile, AL 36602  
P.O. Box 1064, Mobile, AL 36633  
Jason Kernion, operations Manager  
(251) 434-9600 • Fax: (251) 441-7171  
email: ops-mobile@mescltd.com

## NORD-SUD SHIPPING, INC.

605 St Francis Street  
Mobile, AL 36602  
Paul Pugh  
P. (251) 431-7274 • F. (404) 348-4380  
Cell - (251) 895-1507  
Email - nordsudmobile@nordsudshipping.com

## NORTON LILLY INTERNATIONAL AGENCY

One St. Louis Center, Suite 3002, 36602  
Rachel Allen, Marketing Director • (251) 431-6335  
rallen@nortonlilly.com

Atlantic Bulk Carriers  
Atlanticargo (ACS)  
Big Lift  
C.C.N.I.  
COSCO  
CMA/CGM  
CSAV  
China Shipping  
Daiichi Chuo Kisen Kaisha  
Emirates Shipping Line (AGX)  
Hoegh Lines  
Kawasaki (K Line)  
Lykes/Americana  
Maersk  
Mitsui  
NAFTA Gulf Bridge  
Navix Lines  
Sanko Steamship Company  
Shinwa Kaiun Kaisha Ltd.  
Shipping Corporation of India  
Southern Star  
Splithoff Shuttle  
Toko Kaiun Kaisha Ltd.  
United Arab Shipping Co.  
Western Bulk Carriers

## T. Parker Host

261 N. Joachim, Mobile, 36603 • (251) 433-1536  
Joe Bridges, Senior Vice President  
Alec May, General Manager  
mobileops@tparkerhost.com

A/S Bulkhandling  
Armada Shipping  
Coulouthros Ltd.  
Fednav International  
Ganmount Shpg.  
Guinomar International  
Hellesport S. S. Corp.  
J. Lauritzen Bulkers  
Kerr Norton Marine  
M & R Shipping  
Metal Logistics  
Nautica  
Navios Corporation  
Seamar Shipping  
Seatrap Tankers  
S. F. P. O.  
T & E Bulkers  
Torm Bulk  
Torvald Klaveness & Co., AIS  
Trans Sea Transport  
U. S. Steel Group - A Div. of USX Corp.  
U. S. Steel Mining Co., LLC  
Vulica Shipping Co., Ltd.

## PAGE & JONES INC.

52 N. Jackson St., Mobile, 36602 • (251) 432-1646  
Michael B. Lee, President  
milee@pagejones.com  
Carnival Line  
• Central Gulf  
Crowley Lines Services  
• Forest Line  
Hapag-Lloyd Line  
International Transport Logistics  
• Keystone Shipping Co.  
Pelican Cargo Transport  
Rickmers Line  
Texaco, Inc.  
• Waterman

## ROSS MARITIME INC.

P. O. Box 1022, Mobile, 36633 • (251) 432-1611  
Carl Black, President • agency@rossmaritimeusa.com

## SEACLIFF AGENCIES, LLC

P. O. Box 1947, Mobile, 36633 • (251) 433-1196  
Ritchie Macpherson, Manager  
rmacpherson@seacliffagency.com  
Clipper Americas  
C.I. C.  
Drummond Coal  
OBC Forest Line

## SEAGULL MARINE INC.

Mobile Middle Bay Port, Bldg. 303 • (251) 443-6789  
Tim Dardar, Vessel Agent  
info@seagullmarine.com

## SHIP SUPPLY OF FLORIDA, INC.

15065 NW 7th Avenue • Miami, FL 33168  
President, Elias Giannakopoulos  
(305) 681-7447 • Fax (305) 769-3502  
info@shipsup.com

## TRANSMARINE ALABAMA INC.

105 North Conception St., Mobile, 36602  
Luis Sanchez-Navarro and Lee Collier  
luis@tmcnewyork.com • (251) 432-8486  
Caribbean Forest Carriers  
Transmarine Chartering, Inc.

## WESTFAL-LARSEN SHIPPING

163 St. Emanuel Street • Mobile, AL 36602  
Office: (251) 694-6928  
Torbjorn Skaar, Ops. Mgr. -  
torbjorn.skaar@wshipping.com  
Brookside Parkway, Suite 165 • Alpharetta, GA 30022  
P. 770-569-5821 • F. 770-569-5823  
Mike Hawe - mike.hawe@wshipping.com  
Becky Jenny - becky.jenny@wshipping.com  
Local Vessel Agent - Inchcape Shipping Services

## WILHELMSSEN SHIPS SERVICE

Regions Tower • 851 East I-65 Service Road  
Suite 1050 • Mobile, Alabama 36606  
Tele: (251) 471-2661 • Fax: (251) 471-2662  
Web: www.wilhelmsen.com/shipservice  
E-mail: wss.mobile@wilhelmsen.com  
Robert L. Harrison, Vessel Manager Mobile  
Cell: (251) 599-0024  
Halls Mill Road, Mobile, AL 36606

• AMERICAN FLAG LINE



Trucking



Stevedoring



Warehousing



Marine



Pipe Reconditioning



*Richardson Stevedoring & Logistics  
& Affiliated Companies*

**“Seamless Solutions”**

**Customer needs and satisfaction are the number one priority.  
For more information, please contact Mike Richardson in Mobile  
PH # 251-432-0081 Fax # 251-432-0082**

ALABAMA STATE  
PORT AUTHORITY  
MOBILE, AL 36633

Address Service Requested

PRSRT - STD  
U.S. POSTAGE  
**PAID**  
MOBILE, AL  
PERMIT NO. 1390

# Celebrating the Legacy



*1911–2011*

On December 19, 1911, Angus Royal Cooper and Nora Hall Cooper welcomed their newborn son, Ervin Seifert Cooper into the world.

A century later, immortalized in bronze, that same son watches over the Mobile waterfront he dearly loved. The success he learned from his father, honed, nurtured and passed on to his sons and grandsons, has helped build a legacy in the maritime industry.



the COOPER GROUP of companies

Stevedoring ♦ Logistics ♦ Tugboats ♦ Midstream Transfers ♦ Terminal Operators ♦ Restaurants ♦ Forest Products

[www.coopertsmith.com](http://www.coopertsmith.com)