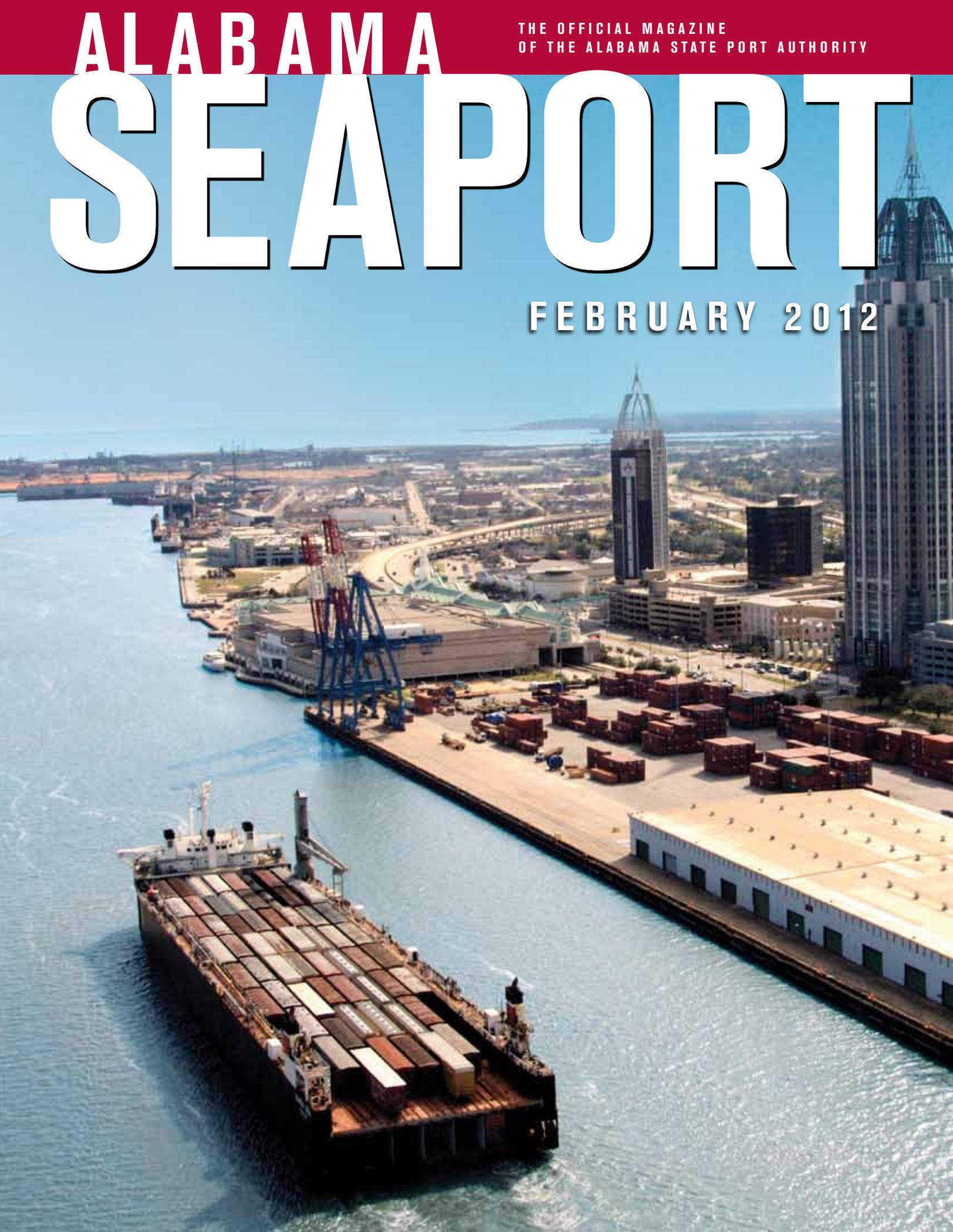


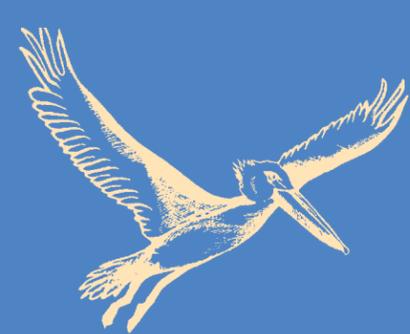
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SEAPORT

FEBRUARY 2012





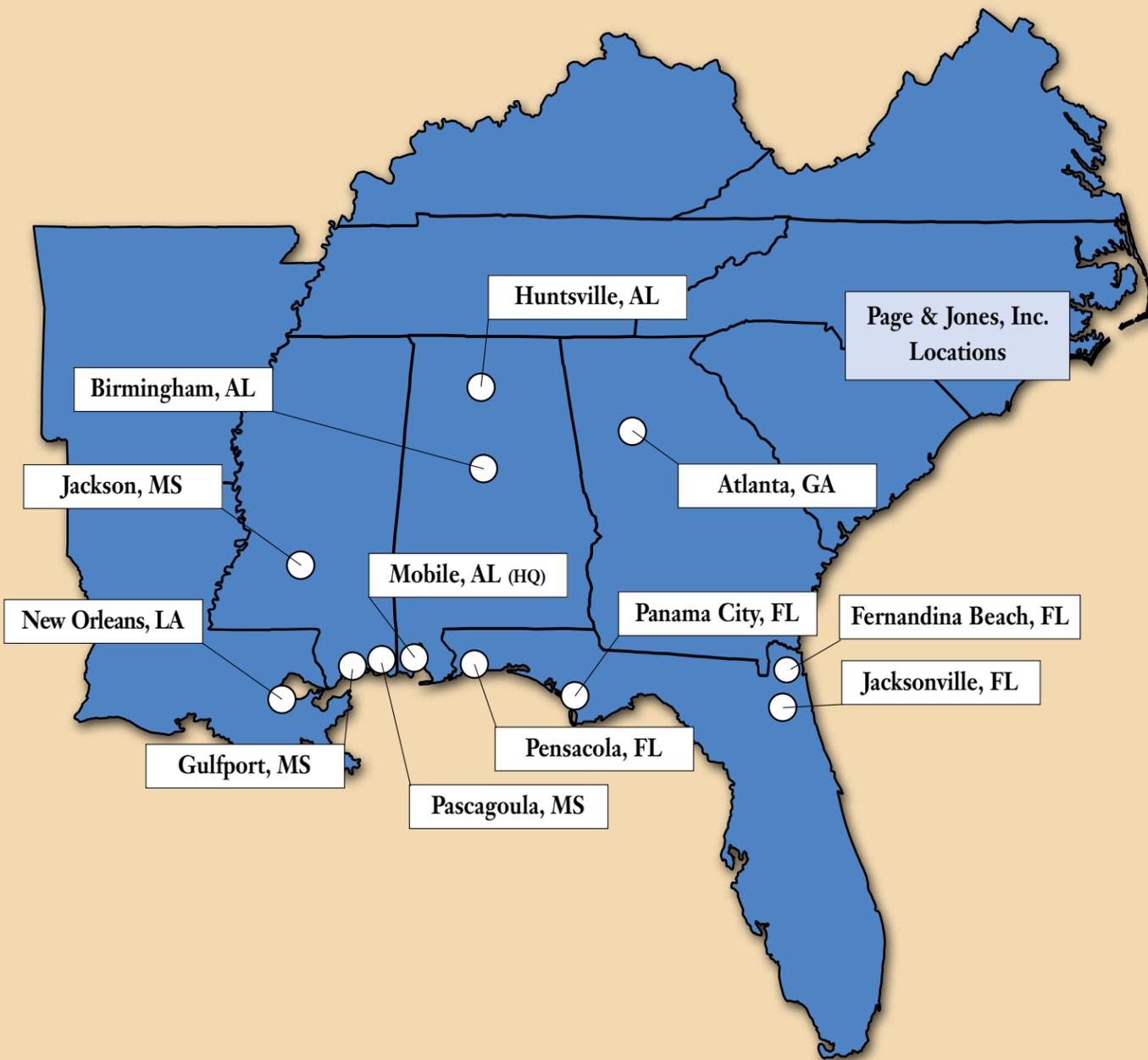
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ALABAMA SEAPORT

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On The Cover:

CG Railway's short line railway provides a safe and fast alternative form of transportation to the traditional land route between the United States, Canada and Mexico. Along the way, CG Railway has earned a best-in-industry reputation based upon their well-established record for efficient and dependable service.



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CG Railway: Charting Its Own Course



Looking towards downtown Mobile from the deck of one of two CG Railway rail/ferry vessels.

It all began with a concept: providing rail/ferry service between the United States and Mexico. Now in its 12th year, and 800 voyages later, CG Railway's (CGR) service between Coatzacoalcos, Mexico, and Mobile, Ala., is no longer a concept, but rather a premier transportation provider for the growing NAFTA trade. With sailings every four days, customers have a faster, more competitive and eco-friendly way to move their products while expanding their customer base. Senior Vice President Kevin M. Wild describes the business as not just a diversion of cargo, but growth through efficient logistics solutions.

CGR connects railroads in North America with those in southeastern Mexico. It works with four major railroads at the Port of Mobile, offering direct interline connections with CSX Transportation, Norfolk Southern, Canadian National and Alabama & Gulf Coast Railway. It also works with Terminal Railway at the Alabama State Docks (TASD).

The company's customized facility at the Port of Mobile has ramps that connect to its two rail/ferry vessels – the BALI SEA and the BANDA SEA – to expedite the loading and unloading of rail cars. The two ships are working at near-capacity on southbound U.S. export trips and at 60 to 65 percent with northbound U.S. imports. "We'll move anything that moves on rail," said Wild. Thanks to its location on the central Gulf Coast, one of CGR's most popular cargo items is forest products from Alabama, Mississippi, Georgia and North Florida, as well as chemicals.

But it wasn't always smooth sailing. "We're a small company," explained Vice President of Sales and Marketing George A. Nahas. "We started this service with zero market share. It was a difficult concept to sell because nobody had done this before, at least not rail." Others had



Robert Bentley, Governor of Alabama

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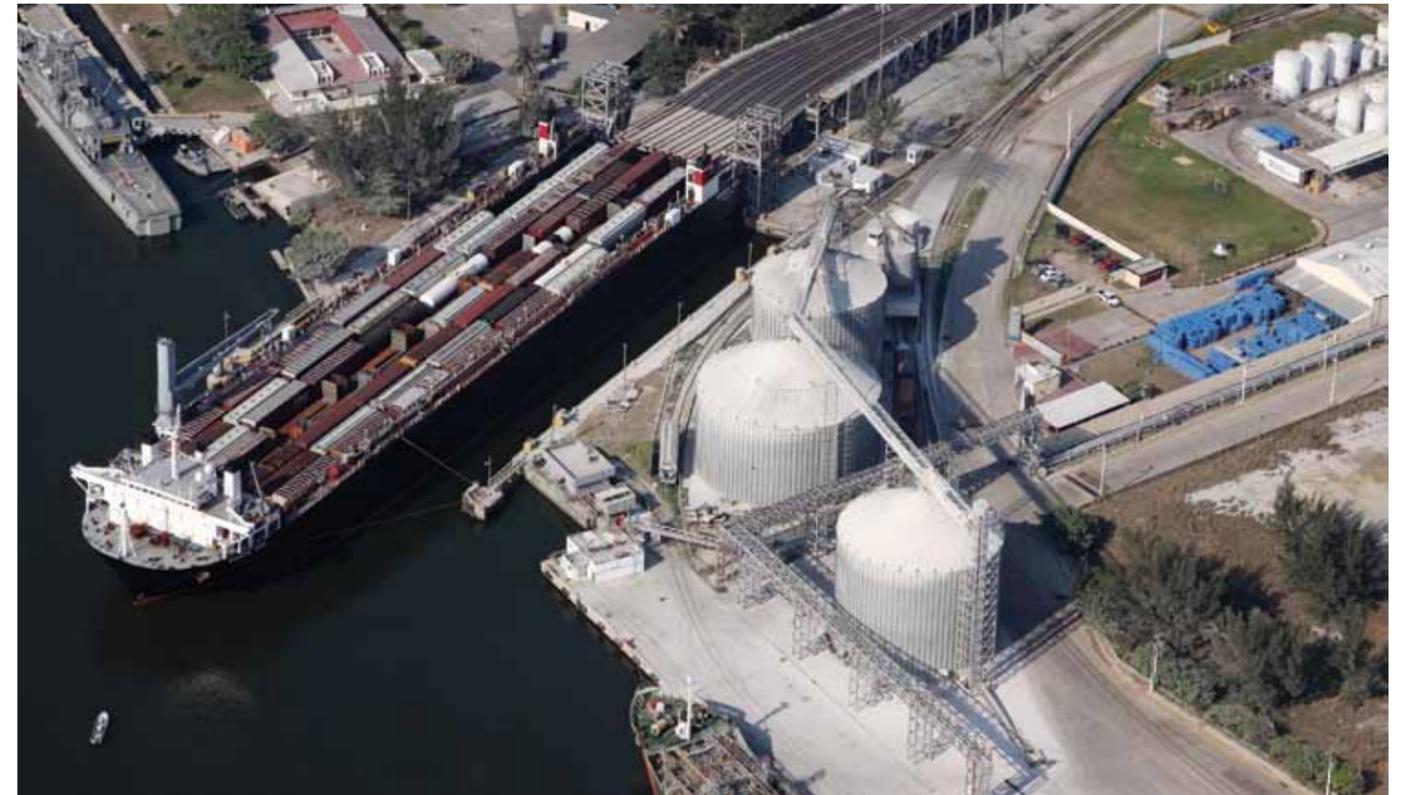
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CG Railway provides quicker transport of products, competitive shipping rates, better equipment utilization, reduction in equipment wear and tear, and a single bill of lading and invoicing.

attempted, but failed, with related truck services that left customers with concerns.

"This is a unique service," Wild agreed, noting CGR's niche as the sole rail/ferry vessel operating in the international market. "We've had success only after overcoming the early struggles by staying committed to our mission, the trade and the fact that enough shippers believed in the benefits of our service. It is in appreciation of our customers' foresight in seeing the value of our service that fuels our commitment to customer service and ensures that we continue to bring them value."

CGR built on the NAFTA trade boom and the resulting traffic at U.S. and Mexico border crossings. Its start also coincided with the privatization of Mexico's national railroad. CGR provides U.S. and Canadian clients direct interchange with *Ferrocarril del Sureste* (FSRR), the local railroad franchise, where the clients have access to local industry in southeastern Mexico or can connect with other Mexican railroads. For Mexican companies, it offers an entry point to and from the United States not previously available.

As CGR grew, so did the Port of Mobile. Plans for the Port's new container terminal included the area used by the rail/ferry.

At the same time, the state of Louisiana invited the company to move to New Orleans. The move to the Mississippi River Gulf Outlet took place in the summer of 2005, just months before Hurricane Katrina struck the Gulf Coast. CGR was out of business for several months after the storm before resuming services later that fall. Without a firm commitment from the federal government to keep the waterway dredged, the company decided to return to the Port of Mobile in April 2006, commencing operations at the new terminal in May 2007. The company continued to grow, adding a second deck to its two rail/ferry vessels, doubling the capacity of the BANDA SEA and the BALI SEA from 56 to 115 "standard" rail cars each.

In working with the Alabama State Port Authority (ASPA), Wild said its close attention to terminal maintenance is critical to CGR's business. In addition, he's seen great strides made in the Port of Mobile's terminal railroad. He anticipates seeing CGR's already-strong relationship with the ASPA grow. "I really think this is a partnership. Even in the tough times early on, the Port, Jimmy [ASPA Director and CEO James K. Lyons] and Smitty [Executive Vice President and COO Smitty Thorne] believed in what we were doing and stayed consistent with that," said Wild.

What CGR offers its customers is the opportunity to grow into new markets and be more competitive. They've done this by increasing opportunities for companies in the eastern United States, which before couldn't compete simply due to location. CGR allows these companies to sell to Mexico. "Now Alabama shippers can reach southern Mexico in a competitive way," said Wild. It provides quicker transport of products, competitive shipping rates, better equipment utilization, reduction in equipment wear and tear, and a single bill of lading and invoicing. Customers appreciate the company's weekly sailings and its customer service. CGR's vessels are kept on a regular maintenance schedule, as preventative attention and service brings a higher degree of control and reliability.

Over the last few years, CGR has enjoyed stronger support both from new and long-term customers. "We pride ourselves on customer retention," said Wild. "The majority have been with us since the beginning, which is saying a lot considering two moves, [and] we were out of service from Hurricane Katrina, and in most cases [they] increased their volume."

CGR's mission on customer service, Nahas said, is to provide "a hassle-free service," one to which the customer doesn't have to devote much attention. Providing streamlined, worry-free transportation for clients means a good deal of work behind the scenes for CGR. "We try to make it easy to do business with us," he said. CGR provides a wealth of data to its clients – shipping information, rail car locations and flow – ensuring they are kept up to date on their cargo, as well as any changes that may affect them. "The true measure of our customer service record is how well we solve any problems that arise in our service," said Nahas.

The rail/ferry has built its business on customer service and reliability. "Most of the customers we have today are original customers we brought on board 12 years ago," said Nahas, attributing the success to very personalized direct selling and established long-term relationships. "We know our customers at all levels, and it's that closeness, along with our understanding of our customers' business, that leads to their support."

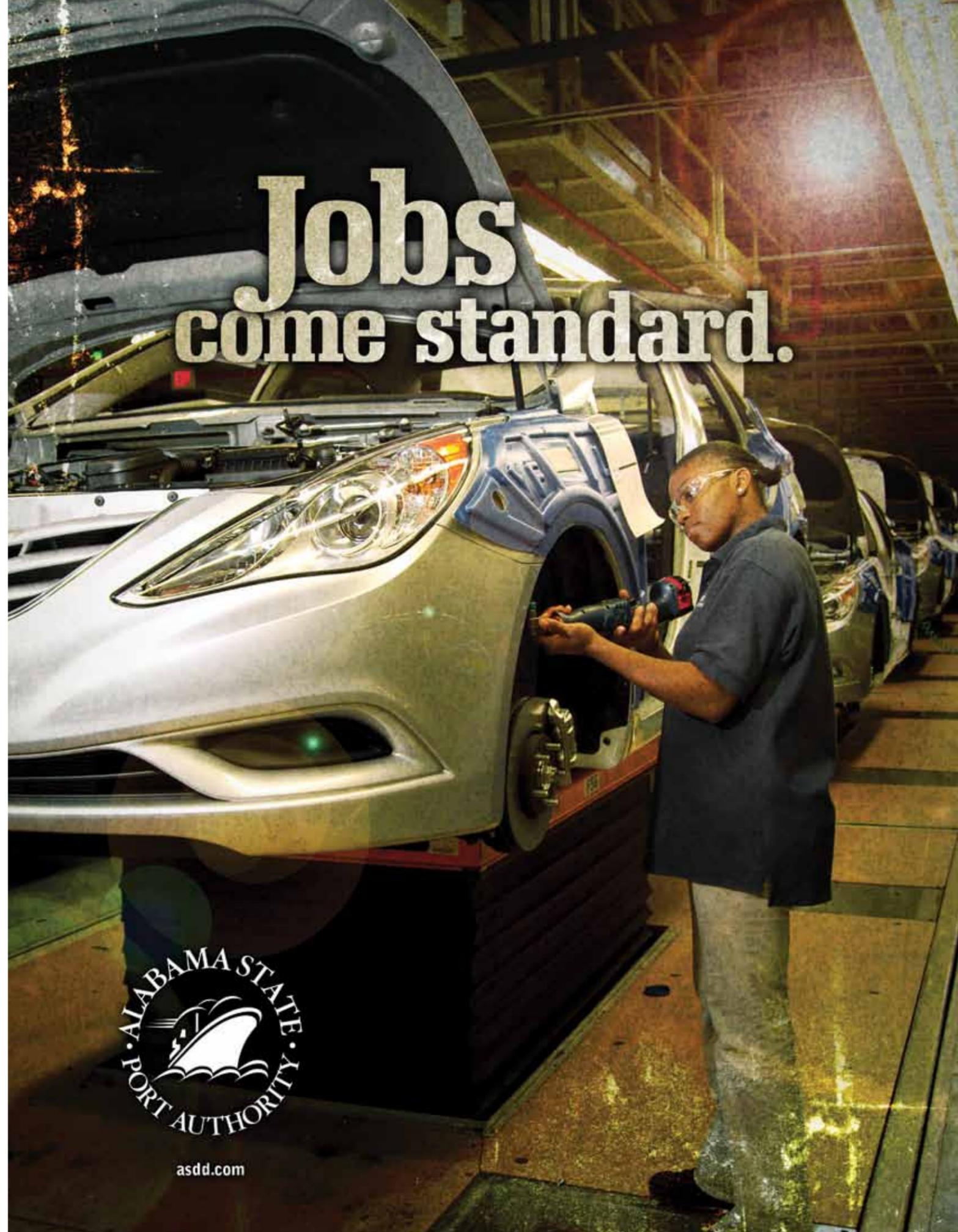
Now that CG Railway has proven its rail/ferry service successful, the company's thoughts turn toward expansion. "It could be in a number of different areas," Wild said. "We see different opportunities that are building on the service and reputation we've developed." One plan in the works is securing approval from the Mexican government to add a refrigerated warehouse at the Port of Coatzacoalcos to handle frozen protein headed south and fresh produce traveling north. "We're optimistic to have that service to offer in 2012," Wild said.



CG Railway's customized facility at the Port of Mobile has ramps that connect to its two rail/ferry vessels – the BALI SEA and the BANDA SEA – to expedite the loading and unloading of rail cars. The two ships are working at near-capacity on southbound U.S. export trips and at 60 to 65 percent with northbound U.S. imports.



One plan in the works is securing approval from the Mexican government to add a refrigerated warehouse at the Port of Coatzacoalcos to handle frozen protein headed south and fresh produce traveling north.



44th Annual RICA Conference Headed to Mobile



The Railway Industrial Clearance Association (RICA) is bringing its annual conference to the city of Mobile for the first time in its 44-year history. The annual meeting, "Navigating Transportation Challenges," will be held June 17–20, 2012, at the Renaissance Mobile Riverview Plaza Hotel.

"In the long history of RICA, we have never seen a community come together and work so hard to bring an event to their city. Mayor Jones, Fred Richardson, Jimmy Lyons and several other industry leaders made it clear they wanted RICA to come to Mobile," said Steve Evans, president of RICA. "With the help of the Alabama State Port Authority (ASPA), we are going to make this the most successful annual meeting and conference ever."

Slated to bring in more than 400 people to Mobile, the conference will include speakers from different facets of the over-dimensional industry, as well as several topic discussion panels. Aimed at bringing together industry manufacturers, logistics specialists, forwarding companies, riggers and heavy haulers, barge operators, port authorities, railroads, and rail car owners, the event will also include exhibit halls and bus tours of the docks.



At the Tuesday luncheon, RICA always does something special for their sponsors. In 2011, the newly crowned Portland Rose Queen helped pass out the sponsorship awards. Pictured (L to R) is RICA President Steve Evans of Norfolk Southern, Queen Lamarra, and RICA Vice-President Rick Ford of Kasgro.



Former ASPA General Cargo and Intermodal Operations Manager John Mickler, was honored with one of RICA's Unsung Hero Awards at the 2011 conference.



(Pictured at Left) RICA Board Chair and Past President Julie Holman, takes the stage with RICA committee member Kelli Collins from SRT. Both women received special awards at the 2011 conference for their continuing efforts on behalf of RICA. The final night awards banquet is always a crowd favorite.

As Evans, who has worked for Norfolk Southern Railroad for more than 34 years, notes, "The over-dimensional industry is one of the most fascinating industries I've ever come across, and it continues to grow; RICA intends to grow right along with it!"

"'Navigating Transportation Challenges' is this year's theme," said Evans. "We want to pay homage to one of America's great ports and also recognize that the movement of over-dimensional products is among the most challenging of navigating."

This year's RICA Conference kicks off with a pre-conference reception that is being held on Sunday, June 17, at the Gulf Coast Exploreum, hosted by ASPA. Media representatives



At the 2011 conference, the ASPA was presented with two prestigious awards, the Most Improved Port Award for Customer Satisfaction and Port of the Year. Both awards were presented for providing excellent and improved service to dimensional shippers.

are invited to join in the reception and meet Steve Evans, other RICA representatives, exhibitors and sponsors. On Monday, June 18, the Jim Ormsby Memorial Golf Tournament will be held at Magnolia Grove. The remainder of the conference will take place at the Renaissance Riverview Plaza, starting with the welcome reception held at the RICA tradeshow area. The conference concludes with the awards ceremony dinner on Wednesday evening, June 20. The awards are based on an annual survey of worldwide RICA members. A tour of the Port will be offered on the morning of Thursday, June 21, for all attendees.

"Hosting this event will bring great exposure to the city of Mobile," said James K. Lyons, director of the ASPA. "We

campaigned to bring this great event to Mobile and look forward to showing the industry visitors what our city and Port have to offer.”

Founded in 1969, RICA is dedicated to serving the heavy and dimensional transportation industry. The non-profit organization’s annual conference addresses solutions to loading, transporting and off-loading problems arising from large dimensional freight’s excessive weight, height and width. The association’s 400-plus members include major Class 1 railroads, regional and short line railroads, shippers, receivers, riggers, port authorities, expeditors, heavy-haul motor carriers, barge and steamship lines, and consultants.

For more information on the conference, please visit RICA’s website, www.rica.org.

Top Right: The annual Jim Ormsby Golf Tournament is always a “sold-out” event held on Monday as the conference kicks off. This foursome is led by RICA Secretary-Treasurer Mike Scott (L) of HLI.

Right: The City of Mobile was formally announced as the host of the 2012 RICA Annual Meeting and Conference at the conclusion of the four-day 2011 conference.



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Accelerate Alabama Headlines Winter EDAA Conference

Economic planners, community and business leaders, and members of the state government heard a new plan to kick-start Alabama's economy at the Economic Development Association of Alabama's (EDAA) winter conference in Birmingham in late January.

According to EDAA Executive Director Ron Scott, about 300 people attended the conference. The cornerstone was the unveiling of Accelerate Alabama, a plan commissioned by Gov. Robert Bentley. "The focal point of Accelerate Alabama is the coordination of all the resources in the state – state government, private resources, and regional and local economic development authorities – all getting on the same page to target specific industries," said Scott.

Gov. Bentley saw what he believed was a duplication of resources in the area of economic development. He tasked the Alabama Development Office and the Alabama Alliance with coming up with a way to help businesses and communities work together.

"This plan is just what the state needs to get back on track. It was great to see the business and economic development communities working toward common goals as they prepared Accelerate Alabama," said Bentley. "Presenting the plan and hearing their feedback at the conference was the first step to getting all the parts moving," he added.

Bill Taylor, president of the Economic Development Partnership of Alabama (EDPA) and an Alliance board member, helped write the plan. "In the private sector, a corporation will have a strategic plan that encompasses all of its departments, such as the executive team, HR, accounting, sales and product development," said Taylor.

"This is no different. For Alabama to be effective in creating jobs, we must have an implementable, measurable plan that incorporates all of the varied organizations in the state with a role in economic development. That's why you're seeing state agencies, the two-year system, universities and the private sector all working together on this. Alignment is crucial," he added.

The Accelerate task force spent six months doing analysis, talking to community, business and economic development leaders, and doing research. The resulting plan outlines specific industries to target, tasks and issues communities can undertake to be more competitive, and includes action items for specific groups within the state.



A tree planting was part of the November 2011 grand opening ceremony for Hyundai Power Transformers USA. From left to right are Elton Dean, chairman, Montgomery County Commission; Jai Seong Lee, president and CEO, Hyundai Heavy Industries; Robert Bentley, governor of Alabama; and Todd Strange, mayor, City of Montgomery.



Gov. Robert Bentley presents Chairman Li of Golden Dragon with a plaque bearing the state seal of Alabama following the announcement that Golden Dragon Precise Copper Tube Group, Inc. chose Thomasville, Ala., as the site of its new U.S. facility. Pictured (L-R) Seth Hammett, former director of the Alabama Development Office; Robert Bentley, governor of Alabama; Li Changjie, chairman of Golden Dragon; and Raymond Cheng, CEO of Sozo Group.

One of the keys is communication. "It is appropriate that we roll this plan out at EDAA. Because if the local communities don't buy in and align their own strategic plans with that being undertaken at the state level, this isn't going to be as effective. EDPA is working with our community partners to ensure that they are able to do just that," explained Taylor.

One of the missions of EDAA, according to Scott, is to be a conduit for economic development information. "EDAA helps provide information on how local communities can gauge themselves in terms of preparedness. Are they ready to be a part of this effort? Do they have the infrastructure and incentives in place for these projects?" said Scott.

"Representatives from 58 of Alabama's 67 counties attended, as well as 25 municipalities and numerous other business-people and economic development authority representatives," Scott added.

The Accelerate plan has three main goals: recruitment, retention and renewal. Recruitment refers to identifying and targeting specific industries. This includes helping community leaders be ready when a company is looking for a new site. It also includes actively pursuing business opportunities and marketing Alabama resources.

Retention involves workforce development and training, as well as supporting the development of export interests and military interests in the state. Education officials and the Alabama State Port Authority (ASPA) both play key roles in this goal.

"Providing Alabama shippers with economical and efficient access to global markets will ensure their competitiveness both domestically and abroad," said James K. Lyons, director and CEO for the ASPA. Lyons noted that the seaport and its transportation connections already play a major role in recruitment, but "we have an equally important role in keeping those investments secure in Alabama. With market changes come challenges, and the Port continually assesses our customers' transportation requirements to ensure their and the state's economic success," he said.

Renewal is identifying what comes next in economic development. The Accelerate Alabama plan calls for research and development, as well as new business incubators to look for new technologies and new ways to do business.

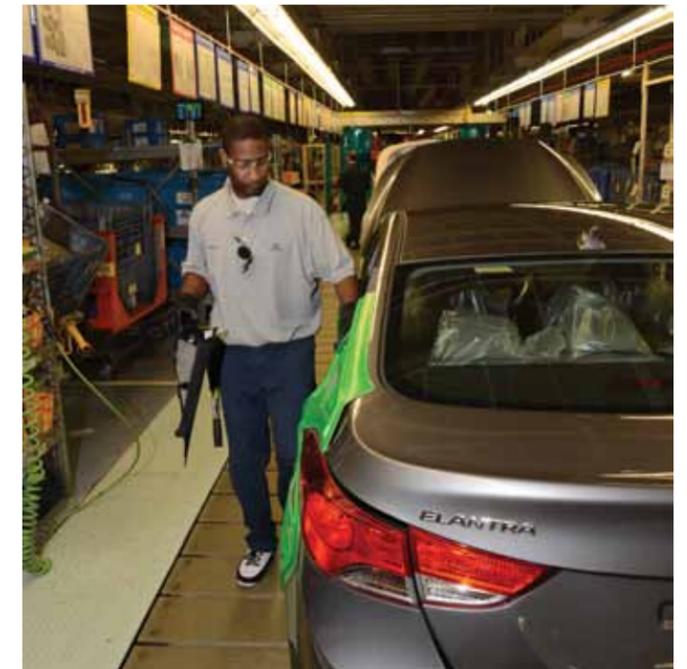
"Each presentation [at the EDAA conference] had a direct impact on Accelerate Alabama," said Scott. One included an update on the Alabama Robotics Technology Park in Huntsville. This park offers education and training in this emerging field and will also soon have a business incubation aspect.



Workers at an aerospace facility in Mobile, Ala.



Employees at Honda Motor Manufacturing of Alabama roll out the one-millionth Honda made in the state.



Hyundai Motor Manufacturing of America employee Michael Thomas works to assemble the Hyundai Elantra at the automaker's facility in Montgomery, Ala. The vehicle was recently recognized as the 2012 North American Car at the North American International Auto Show in Detroit.

Another presentation focused on opportunities within the entertainment industry. The Alabama Industrial Development Training department is launching a training program for people interested in working for film or television crews. Scott pointed out that Louisiana is actively marketing itself as a destination for producers. "Last year, \$22 million was spent in Alabama by the entertainment industry. That's a good start," said Scott. Programs to train a workforce, combined with a bill moving through the Alabama legislature calling for entertainment incentives, will help boost that amount, Scott added.

Community leaders also heard about how to prepare potential development sites and take advantage of federal partnerships when marketing their resources. Cities with business incubation sites presented their success stories to teach others how incubators can strengthen economic development.

In all, Scott said conference attendees were upbeat. "There was a buzz around the meeting. There is more activity in the economic development community. More projects are being worked on than there were last year. That's an exciting thing. Now all we need is to hear some announcements," said Scott.

EDAA will host a summer conference in Point Clear, Ala., in late June. Information is available at www.edaa.org.



On Nov. 8, 2010, Alabama Industrial Development Training (AIDT) celebrated the grand opening of its Maritime Training Center in Mobile, Ala. The facility teaches courses including welding, shipfitting, crane operation, safety, ship planning and shipyard supervision.



The Alabama Robotics Technology Park in Huntsville offers education and training in the emerging field of robotics. Phase I opened in fall of 2010 and Phase II in August of 2011. Phase III is expected to open in 2012.

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Port Calls: Charles Wood Japanese Garden of Mobile



This is the bridge that leads visitors into the serene world of the Japanese garden.

In today's world, a world in which cars and mobile devices and fast-approaching deadlines fill up our lives, it's often difficult to find a place of solitude. There are always tasks to be completed, obligations to fulfill and an ever-present need to move on to what's next. Sometimes, however, life presents an opportunity for us to experience something beautiful, time to steal away and enjoy the world around us – if only for a moment.

On the long straightaway through some of Mobile's oldest neighborhoods, just after Spring Hill converges and becomes Zeigler Blvd., lies the Charles Wood Japanese Garden of Mobile – an ideal space that rests among immense trees with a pond composed of what looks like blue-green glass and a winding wooden bridge. The garden is a labor of love born of a remarkable man with a dream of bringing the peace and serenity of an authentic Japanese garden to Mobile.

Charles Wood, the garden's namesake, serves as the president of the board of directors of the Japanese Garden

Foundation, Inc. and has been an integral factor in the development and creation of the Japanese Garden in Mobile, Ala. An avid student of the arts, Wood developed a particular fascination with Sumi-e, a Japanese art form based on wash painting originated by the Chinese during the Tang Dynasty. Sumi-e led to a broader interest in Japanese culture, inevitably giving way to Wood's enthusiasm for Japanese gardens. He sought to create a Japanese garden – a place that perpetuates thought and emanates tranquility in the form of paper-thin flowers and lush greenery – here in the southernmost point of Alabama.

Originally, the garden was simply called Mobile's Japanese Garden. However, in May 2010, the Mobile City Council opted to pass a resolution renaming the garden after Wood, who has spent more than 20 years transforming the former fish hatchery into a nook of contemplation complete with delicate pink blossoms and a pond brimming with big, slick-bodied koi occasionally bursting through the placidity of the water. Wood insists, despite its being named after his time, dedication

About JASA

The Japan-America Society of Alabama (JASA) seeks to create an avenue for Japanese people residing in Alabama and the people of Alabama to connect and cultivate professional and personal relationships with one another. Just as Charles Wood (deemed a "kindred spirit" by Tamara Moriya, executive director of JASA) works to generate awareness of Japanese culture to our area, JASA strives to bring the Far East to the Deep South in the form of business ventures and social events. JASA is proud to provide networking opportunities with organizations/businesses that work with Japan in addition to an array of events and seminars that seek to both edify and enhance the relationship between Japan and Alabama. Notable friends of the Port are also associated with JASA: Lawrence Merrihew, president of the Warrior-Tombigbee Waterway Association, is 2nd vice president of the organization, and Todd Jones, director of trade development for the Alabama State Port Authority, is on the 2012 JASA board of directors.

and contributions to the space, that the Japanese Garden is for everyone. And Charles Wood has big plans for the area. He seeks to build and open a plaza to be named The Marion Rambeau Gateway Plaza, after Honorary Consul General of Japan for the State of Alabama and champion of Japanese culture Marion Rambeau, as well as a space called Fenollosa Hall, after famed Asian Studies philosopher Ernest Fenollosa, where tea demonstrations and lectures will be held to educate the public on various Asian traditions and cultural practices.

Wood intends to raise funds and receive an endowment based on contributions from various businesses in Alabama. He stressed the need to involve the more than 50 Japanese industries in the state, including Mitsubishi, Toyota and Honda. Executive Director of The Japan-America Society of Alabama Tamara Moriya provides Wood with contact information for these industry CEOs with the hope that funding can be procured for the goals Wood has in mind for the Japanese garden. Moriya noted Wood's enthusiasm for Japanese culture and the impact the garden has on the area. "Mr. Wood is just full of energy. He has great plans for development of the property, and the garden is really a gem. It serves as a wonderful link for Japanese culture to the state of Alabama," she said.

Wood comes out to the garden nearly every day. It is the largest of its kind at 14.6 acres, all of which Wood tends meticulously. At almost 92 years of age, he plants trees and shrubs and pulls weeds, keeping the area pristine for visitors. Wood works in conjunction with Mobile Parks and Recreation to keep the area clean and as true to the Japanese ideology as possible. "The big thing with any venture is sustainability, sustainability," said Wood of his efforts to preserve the natural wonders of the space.

Perhaps one of the most remarkable elements of the garden is the humble nature that Wood applies to it. Despite its impressive size and rare offerings, there is no fee to enter the Charles Wood Japanese Garden of Mobile. "What pleases me so much is seeing the kids come with their parents. They

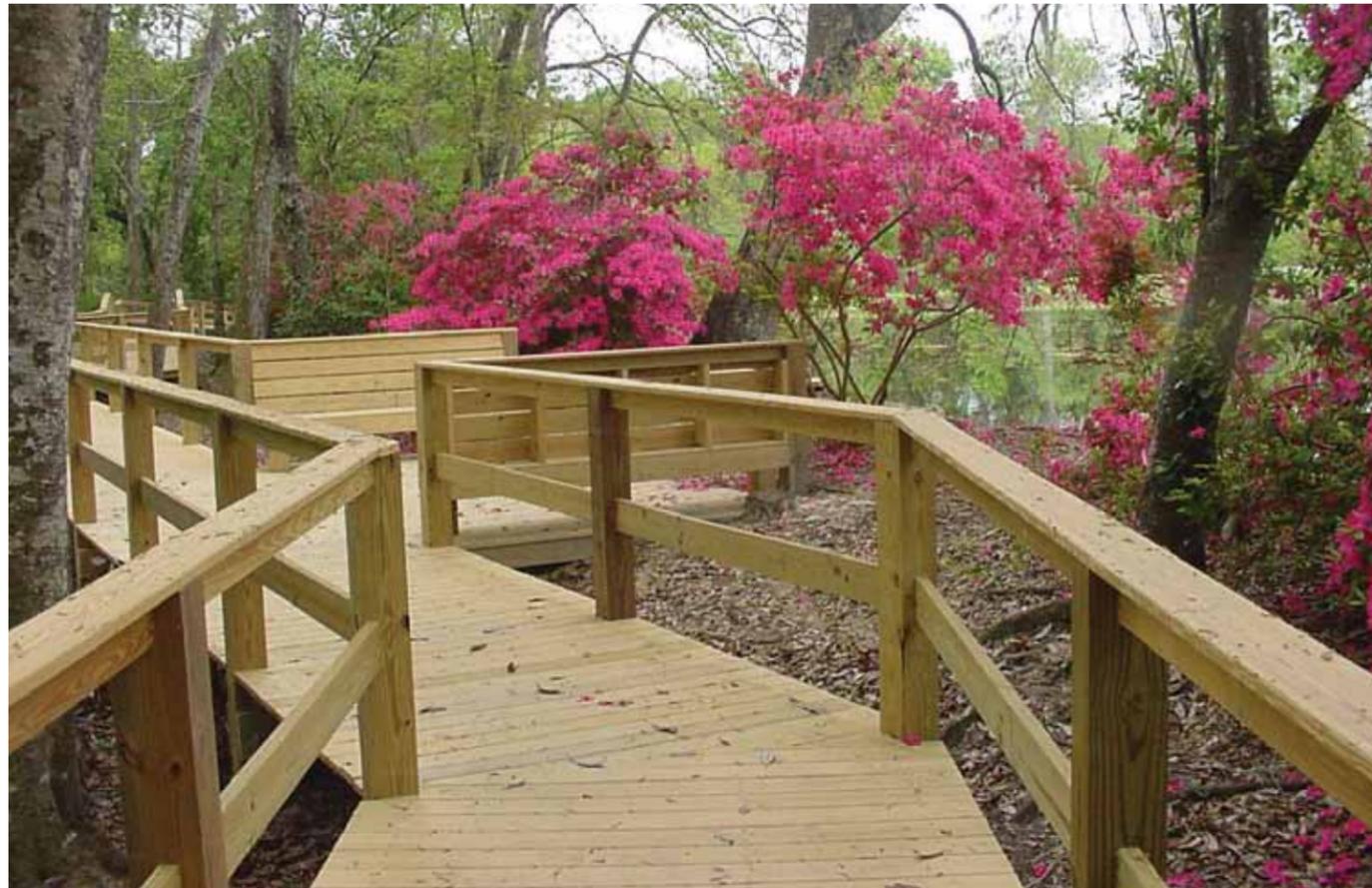


Pictured here is the golden willow in the full green of spring at the Charles Wood Japanese Garden of Mobile.



The Charles Wood Japanese Garden of Mobile is home to various types of life – animals and plants coexist within the space, speaking to the Japanese belief that all living things work in concert with each other to survive. Show here is a scene of some of the animals dwelling in the pond.

bring bread and feed the ducks, fish and turtles – I just couldn't charge for that," Wood said. In addition, the garden is not fenced off. The open accessibility is yet another special feature of the area. Visitors are able to achieve a sense of open space and breathability among the red maples, Kwanzan cherry trees and wild-growing, 70-year-old azaleas. All of the walking trails meandering through the garden are



The Japanese believe that evil spirits travel in straight lines. By creating a zigzag boardwalk, it is thought that sinister forces can be thrown off the trail of would-be victims. The meandering pattern of the Dragon Crossing serves to reflect this aspect of Japanese culture.

wheelchair accessible as well, an aspect of the garden that Wood insisted upon after having spent much of his life involved in The Mobile Arc, Inc. (MARC), a family-centered and community-based support organization for people with intellectual and developmental disabilities.

The Charles Wood Japanese Garden of Mobile achieves the authentic Japanese flow and style due in part to Wood's fascination with the culture and its Zen teachings and partially because he has taken great measures to involve a true Japanese presence in the process of creating the garden. Professor Takeo Uesugi, a renowned Japanese garden landscape architect of California Polytechnic State University, was recruited by Wood to serve as the master landscape designer of the property. Wood also brought in the Master Gardener from the Golden Pavilion in Kyoto, Japan, to plan the rock garden existing at the entryway to the garden. "In Japanese art, everything is symbolic to evoke a particular feeling. For the rock garden, Gulf Coast Stone donated the rocks. Each stone stands for something in the triad group – there is a tall stone for heaven, one for earth and one for man. This triad and the garden itself express a kinship between man and nature," said Wood.



In May 2010, the City of Mobile opted to name the Japanese garden for Charles Wood in commemoration of his dedicated work with the area. The sign pictured here was designed by Charles Wood and stands at the entryway of the garden.

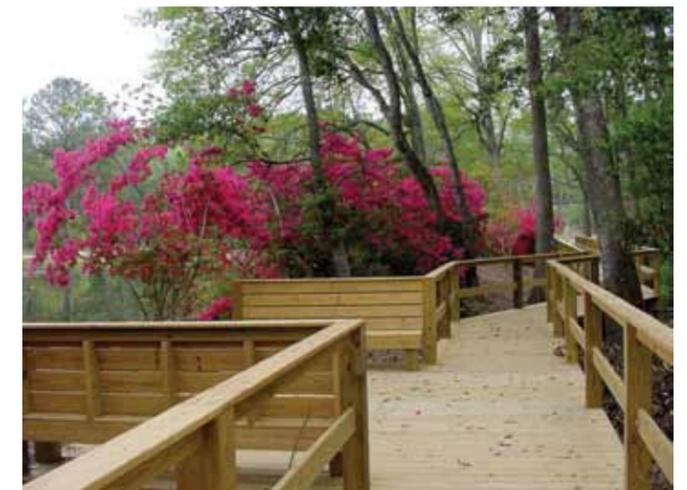
Wood seeks to bring a bit of the Japanese emphasis on harmony among living things to Mobile. Each plant in the garden serves a purpose toward achieving a quiet serenity. From the newly planted camellias in the Sawada Garden to the long-standing sweet bay tree that houses a wood duck's brood of eggs and the carp swimming in the pond to the yearlong green of the camphor tree growing alongside the spring water, Wood strives to create a place of reflection where people can realize the need to cooperate with one another to create a more peaceful existence. "Everything works in concert with other things to survive. People are the same way," he said.

The zigzagging bridge, too, represents an aspect of Japanese culture. According to Wood, the Japanese believe that evil spirits travel in straight lines, so indirect paths are thought to protect people from the sinister. He calls his boardwalk the Dragon Crossing. The beginning of the wooden pathway, the "Dragon's tail," is long and winds through a wall of trees on one side and is bordered by the pond on the other side. Benches are placed at the halfway point of the boardwalk; this section provides a panoramic view of the still pond and bone-like trees bursting at their branch tips in greens and golds with an arched bridge to represent the "Dragon's head." Finally, the "Dragon's snout" is the end of the walkway. This straightaway of the walk leads to the quietest point of the property. Wood refers to this as "Zen's Abode" and finds it to be the most tranquil element of the Japanese garden. In this space, there is a single bench on an embankment that overlooks the rushing waters that hem in the edges of the garden. It is here that one is truly able to absorb the gentle music of nature and experience the presence of life all around.

For more information about the Charles Wood Japanese Garden of Mobile or to schedule a tour, call Charles Wood at 251-343-0958 or 251-455-4606, or email him at maryandcharleswood@gmail.com.



Shown here is the placid pond and bursts of vibrant greenery found at the Charles Wood Japanese Garden of Mobile.



The "Dragon's head" portion of the wooden boardwalk features benches for resting and a traditional Japanese arch.



This rock garden was designed by the Master Gardener of the Golden Pavilion in Kyoto, Japan. The placement of the smaller stones represents fish swimming upstream, symbolizing the renewal of life.

In Memoriam: Bill Black



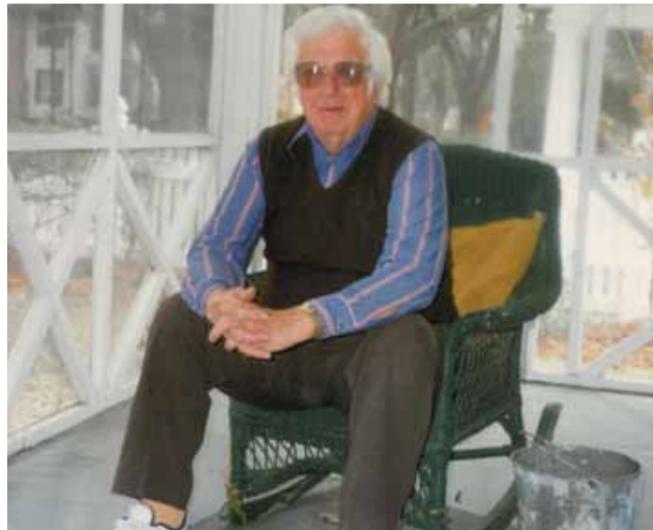
Bill Black began his work in The Alabama State Docks Engineering Department in 1952, where he made a career and a name for himself.

William H. "Bill" Black Jr., respected member of the maritime community, longtime Mobile resident and Alabama State Docks businessman, passed away on Dec. 13, 2011, at the age of 92.

Originally from Dothan, Ala., Black graduated from Monroe County High School and moved to Mobile with his family in 1940. He went on to study building construction and design at Auburn University, which was formerly known as the Alabama Polytechnic Institute. According to Black's nephew Bill Roberts, Alabama State Port Authority's (ASPA) credit and collections manager, Black always enjoyed his trips back to Auburn, Ala. "He was proud of his alma mater and considered himself a 'dyed-in-the-wool Auburn fan,'" said Roberts.

Before beginning his long-term career in engineering and real estate, Black served in the U.S. Army Cavalry during World War II in the South Pacific and Australia. He was honorably discharged as a lieutenant in 1945. Black began his work in the Alabama State Docks Engineering Department in 1952, where he made a career and a name for himself. After spending 36 years in a number of positions at the Port, Black retired as the chief administrative officer of the Alabama State Docks in 1988.

Although Black was an engineer by education and training, he served the Port in many other areas as well. He was



involved with the Inland Docks ports from the beginning of construction and continued to give oversight throughout the entire operation. He was also a key player in the long-range planning and real estate acquisition functions of the Port. Black's integral role in real estate expansion helped the Port acquire several recent capital additions, such as the Mobile Container Terminal and the potential for the Intermodal Transfer Facility. He was also involved with transactions that resulted in both Choctaw Point and the Theodore Ship Channel.



Pictured seated (first from the right), Bill Black was a dedicated business man, member of the Mobile maritime community and family man.

The Mobile Container Terminal that opened in 2008 is the Port of Mobile's newest, state-of-the-art marine terminal. The \$300 million project allows for cargo to be transferred between local trucks, trains and ocean vessels. The 135-acre terminal handles more than 100,000 containers a year. With two new services added in 2011, APM Terminals allows the Port of Mobile to serve almost anywhere in the world. The project will be inducted into the Alabama Engineering Hall of Fame in the special projects category this year and continues to grow and expand Mobile's economy.

"Bill was a remarkable visionary at the Port. He could take one look at a sliver of land and picture a future terminal. Much of our modern-day seaport's ability to expand was attributed to land banks that Bill created. I know he was pleased with the Port projects that ultimately materialized from his career work, but even more proud of the commerce and jobs that these projects generated," said James K. Lyons, ASPA director and chief executive officer.

Ruffin Graham, former real estate manager of ASPA, found he could use Black's help and actually brought him back to the Port as a consultant in the early 1990s. Ruffin explained that Black was the one who made the Container Terminal possible for Mobile. "He was instrumental in building the real estate, and I was able to learn a lot from him," said Graham. Graham remembers one of Black's favorite sayings, "Don't let someone else make their problems your own, because they will."

Larry Downs, ASPA's treasurer and chief financial officer, remembers Black as a "trusted colleague, mentor and friend." "I consider it a privilege to have worked with him for so long. He was a true professional who made a positive and lasting impact of the Port of Mobile," said Downs. Downs admired Black for his knowledge regarding the State Dock's history, real estate and facilities. "He was progressive in his approach to problem solving and was often thinking outside the box," said Downs.

Black is remembered for his quick mind and ability to remember the smallest of details. "He had an uncanny memory for details of the projects that he worked on," said Roberts. "Long after he retired, he would receive calls from people looking for information that no one else at the Port could seem to provide. He would happily provide the answers, usually in great detail." Roberts believes this ability stemmed from Black's love for his work at the Port.

Black was a dedicated business man, member of the Mobile maritime community and family man. Although he never married or had kids, Black considered his niece and two nephews practically his own children. "He was always devoted to his family. We were his first priority," said Roberts of his uncle. In his later years, Black enjoyed keeping up his yard and working in his flower garden. He also loved building fish ponds and raising koi fish at his home. Black is remembered by friends and family for his unique personality, positive attitude and loyalty to his endeavors and loved ones.

Aker Expands with \$4.8 Million Investment, New Hires

Aker Solutions' drilling risers business, located in Mobile, Ala., recently held an open house to celebrate its new refurbishment facility, DLS Risers. The company has invested \$4.8 million in the expansion project and plans to hire up to 60 new employees.

Glenn Ellis, head of drilling technologies in the United States, spoke at the event, which was attended by Aker clients, vendors and colleagues from their Houston operations. He expressed his eager anticipation with the crowd saying, "I am excited about the new business opportunities the drilling risers facility will bring to us."



The facility in Mobile, Ala., is shared with Aker Solutions' umbilical group led locally by Marc Quenneville. In preparation for the company's new role, the drilling risers DLS unit in Mobile has been completely restructured in the past few months. Many of the company's longtime customers have voiced their support for the expansion, some of which have ongoing jobs at the facility in Mobile.

Jeff McAllister, senior manager of DLS U.S., also presented at the event saying, "Our location will serve as a regional hub with responsibility for executing service work for the Gulf of Mexico and West Coast of Africa for drilling risers. The facility is located in a strategic location, with deep-water Quayside access, to handle the long-term storage and preservation needs of our clients in the Gulf region."

Aker recently said that they expect significant growth in the Gulf region in the coming years, specifically in regard to drilling rigs. The future looks optimistic for the company as their new team is in place and ready to provide value-added service to their clients in the Port City.



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CMA CGM Turns RTW Service Into All-water Loop

The liner carrier CMA CGM recently announced amendments to its Asia-U.S. East Coast network that centers on changing its existing around-the-world PEX3 service into a straightforward all-water transpacific loop.

In conjunction with that move, the French line will take slots on an existing China Shipping/Evergreen Line/UASC all-water service that covers ports to be dropped on the revised PEX3 loop, notably Savannah and New York.

CMA CGM's revised Asia-U.S. East Coast network, from March 28, will be:

- PEX3, which will have a rotation of Xiamen, Hong Kong, Chiwan, Shanghai, Busan, Manzanillo (Panama), Houston, Mobile, Miami, Jacksonville and Xiamen. The service will be operated with 11 CMA CGM vessels of 5,500 TEUs.
- Manhattan Bridge, which is what CMA CGM will call the China Shipping/Evergreen/UASC loop, has a rotation of Shanghai, Xiamen, Yantian, Hong Kong, New York, Norfolk, Savannah, and Shanghai. According to American Shipper affiliate ComPair Data, the service is currently operated with nine vessels (three from China Shipping, three from UASC, two from Evergreen, and one currently unallocated) with an average capacity of 3,788 TEUs. China Shipping calls the service AAE1, Evergreen calls it AUE2, and UASC calls it AUC1.

The current rotation of the PEX3 is Hong Kong, Chiwan, Xiamen, Shanghai, Busan, Manzanillo (Panama), Houston, Mobile, Miami, Jacksonville, Savannah, Charleston, New York/New Jersey, Tangier, Jebel Ali, Singapore and Hong Kong.

CMA CGM also operates a service via Suez on the Asia-U.S. East Coast trade in tandem with Maersk Line, the TP3/TP9/Columbus, which remains unaffected by the changes to the PEX3.

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Ted vonCannon Chosen to Head Jefferson County's Economic Development Authority

Longtime Birmingham economic development veteran Ted vonCannon has been selected by the Jefferson County Economic and Industrial Development Authority Board as its new executive director.

VonCannon will be the third executive director for the authority, replacing Carma Jude, who departed in July 2011 after leading the authority for almost three years.

Navy Names Austal's Next Littoral Combat Ship USS GABRIELLE GIFFORDS

Secretary of the Navy (SECNAV) Ray Mabus recently announced the name of Austal's next Littoral Combat Ship (LCS) of the 10-ship contract awarded to Austal in December 2010. LCS 10 will be named USS GABRIELLE GIFFORDS, after the former representative from Tuscon, Ariz.

This will be the third ship awarded under Austal's current U.S. Navy contract for construction of up to an additional 10 LCSs with a total value in excess of \$3.5 billion. Once commissioned, these 10 ships will join the Austal-built USS INDEPENDENCE (LCS 2) which was commissioned in January 2010.

CORONADO (LCS 4) was recently christened at Austal and is currently being prepared to undergo builder's trials.

This 10-ship LCS contract and the 10-ship Joint High Speed Vessel (JHSV) award, of which seven are under contract and three are under construction in Austal's Mobile, Ala. shipyard, will require Austal to more than double its workforce to more than 4,000 employees. This will further strengthen Austal's claim as the largest manufacturing employer in Mobile County.

Austal President and CEO Joe Rella had this to say about the secretary's choice of names for the next INDEPENDENCE-variant LCS class vessel, "We are honored to have the opportunity to build a ship that will play such an important role in naval history. As only the 17th ship to be named for a woman and the 13th ship to be named for a living person since 1850, this ship will become a part of the shipbuilding legacy that Mobile, Ala., has become known for."



An aerial photo shows the sheer size of the Austal USA complex. The company is Mobile's largest industrial employer, with a workforce of 2,400 that is expected to swell to 4,000 by the end of next year.



Mr. Hunley's Mobile-built "Fish Boat" Makes History

On the cold, clear, moonlit night of Feb. 17, 1864, a lookout on the starboard cathead of the sloop-of-war USS HOUSATONIC strained his eyes to make out the source of a ripple off the starboard beam. What was it? A porpoise? A bit of flotsam? As the sailor stared, it became apparent that this was a man-made object, approaching the blockading warship at about three knots. He immediately raised the alarm, but it was too late. The much-feared submarine had made her appearance at last. She lay too low in the water for the HOUSATONIC's gunners to train their weapons on her, even if they had had time. Sharpshooters peppered the boat with rifle fire, even as she backed away. A sudden explosion ripped through the warship, nearly knocking her on her beam ends as a torpedo detonated against her hull. A raging fire swept through the ship. The HOUSATONIC burned for less than five minutes before slipping beneath the waves, becoming the first warship sunk by a submarine in combat.

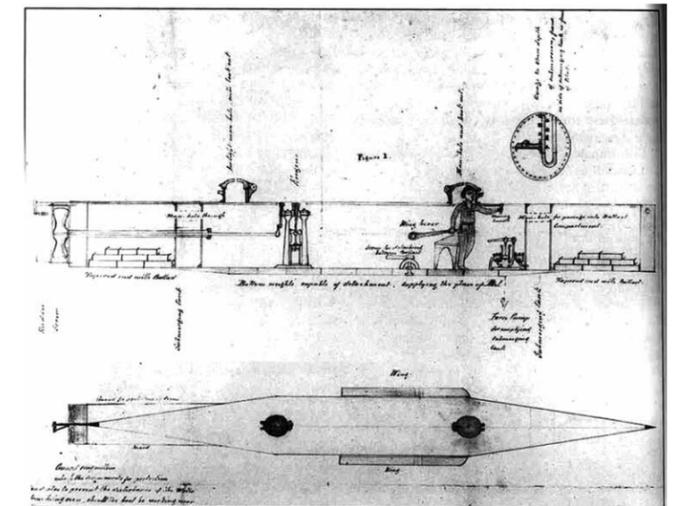
Last month, the public was treated to its first look at the submarine popularly known as the H.L. HUNLEY when it was unveiled full and unobstructed for the first time since conservation efforts began in Charleston, S.C., more than a decade ago. Paul Mardikian, senior conservator on the project since 1999, was quoted as saying, "It's like looking at the sub for the first time. It's like the end of a long night."

The HUNLEY was born out of desperation by the Confederacy as a way to wage asymmetrical warfare against the superior forces of the U.S. Navy. Nevertheless, the design of the world's first successful wartime submarine was surprisingly sophisticated, scientists discovered, and much more subtle and nuanced than the modified iron steam boiler it was long thought to be.

The boat traced her roots to a consortium of men who had been building experimental submersibles since early in the American Civil War. Horace L. Hunley, a wealthy planter and attorney, not only financed the project but took an active role in the project. Hunley worked alongside former riverboat captain James McClintock and engineer Baxter Watson as they designed and built their first submarine, the PIONEER, in New Orleans, where Hunley also served as the deputy collector of customs. The men conducted sea trials in the Mississippi River and Lake Pontchartrain in February 1862 before scuttling the boat in New Orleans' New Basin Canal in the face of approaching Union naval forces under the



After scuttling their first submarine, the PIONEER, Horace Hunley, James McClintock and Baxter Watson moved operations to Mobile's Park and Lyons Machine Shop, located on the corner of Water and State streets.



The first submarine built in Mobile by Messrs. Hunley, McClintock and Watson was the AMERICAN DIVER. The three-man sub was lost near the mouth of Mobile Bay in February 1863.

command of then-Captain David G. Farragut. The city fell in late April, but by then the submarine designers and their financier had moved to Mobile to continue their efforts.

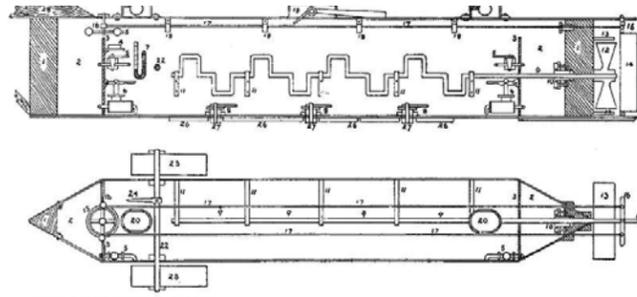
The three teamed up with Thomas Park and Thomas Lyons, owners of the Park and Lyons Machine Shop, located at the corner of Water and State streets in Mobile, and began work on a second submarine called the AMERICAN DIVER (also sometimes referred to as the PIONEER II). The men's work attracted the interest of the Confederate Army, and an officer of the 21st Alabama Infantry Regiment, British-born Lieutenant William Alexander, was tasked with oversight of the project.

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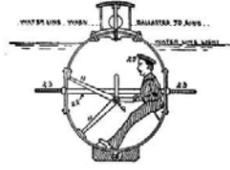
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From sketches by W. A. Alexander.



This sketch of the third submarine, eventually known as the H.L. HUNLEY, was made by Lt. William Alexander, who had oversight of the project in Mobile.

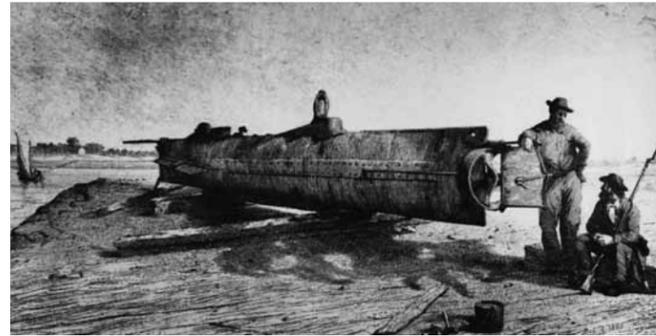
Testament to the innovative nature of their work, the team experimented with both electromagnetic and steam propulsion before settling on a hand-cranked mechanical system.

In a letter to Commander Matthew Fontaine Maury, who served as the Confederate Navy's Chief of Sea Coast, River and Harbor Defenses, McClintock noted the dimensions of the AMERICAN DIVER as "36-feet long, three-feet wide and four-feet high; 12 feet at each end was built tapering ... to make her easy to pass through the water."

The AMERICAN DIVER was ready for trials in Mobile Bay by January 1863. She proved ponderously slow. Nevertheless, in mid-February, an attempt was made to get underway and attack a ship of the West Gulf Blockading Squadron patrolling just offshore. The three-man crew was unable to generate enough forward motion against the incoming tide, and the attack was aborted. A second attack was planned shortly thereafter, and the sub was taken in tow off Fort Morgan. Unfortunately, heavy weather and choppy seas threatened to sink the boat and take her escort with her. The towline was cut, and the submarine sank near the mouth of Mobile Bay.

Meanwhile, Edgar C. Singer, a nephew of the inventor of the first commercially successful sewing machine, had reported to authorities in Mobile to demonstrate his underwater torpedo (the equivalent of a modern sea mine). Based on his demonstration, Singer was referred to the Confederate War Department in Richmond. In March 1863, the Confederate Congress authorized engineer troops to design and build torpedoes. Secretary of War James Seddon specifically authorized Captain Singer (who had begun the war as a private soldier) to organize a company of no more than 25 men for a special torpedo service attached to the Bureau of Engineers. Initially called "Singer's Submarine Corps," the group established torpedo manufacturing facilities in Mobile, Richmond, Charleston, Wilmington and Savannah.

While mining Mobile Bay some weeks later, Singer met fellow Masons Hunley, McClintock and Watson. Singer inducted his three new friends into what was by now known as "Singer's Secret Service Corps," and the men began discussing the construction of a third submarine. Estimated



After the submarine sank for a second time in Charleston, this time claiming the life of Hunley himself, the boat was raised, cleaned and repaired. A total of 13 men lost their lives in the HUNLEY before First Lieutenant Charles Dixon took command of the sub.



The boat was armed with a single torpedo at the end of a 22-foot spar. A barb on the torpedo fastened it to its prey's hull, and the torpedo was detonated remotely.

cost of the new boat was \$15,000, a staggering sum in 1863. Hunley and Singer each put up \$5,000. Additional shares were split among three of Singer's associates.

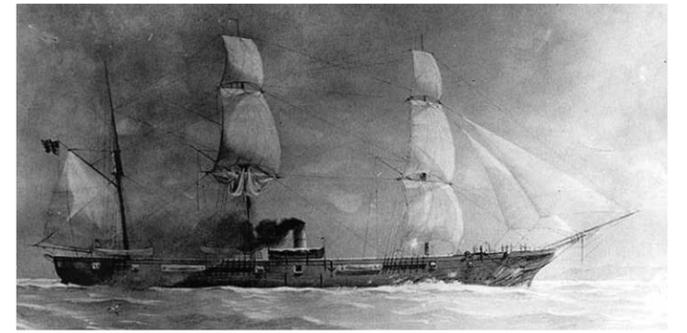
The design of the new boat incorporated lessons learned in constructing the PIONEER and the AMERICAN DIVER. The new sub, routinely referred to as either the "fish boat" or the "fish torpedo boat," would have two conning towers like the DIVER and a hand-cranked propulsion system. She would feature an eight-man crew, however, that would provide the muscle power necessary to achieve greater speed and maneuverability – seven men to propel the boat and one man to conn her. The crew sat side-by-side on a wooden bench affixed to the port bulkhead to turn the hand-cranked

propeller that featured an innovative reduction gear system. The submarine was fitted with ballast tanks fore and aft that could be flooded with seawater or pumped out using hand pumps. Additional ballast consisted of iron weights bolted to the underside of the hull. These weights could be detached from inside the boat for additional buoyancy as needed. The diving planes were counterbalanced, and the propeller was shrouded. The overall length of the sub was approximately 40 feet, with a beam of just under four feet. The boat incorporated a graceful design and included two watertight hatches, with one atop each of the conning towers that featured portholes and triangular breakwaters. The submarine displaced two tons.

In July 1863, the builders put on a demonstration for Admiral Franklin Buchanan, in command of Confederate naval forces in Mobile. The sub successfully blew up a coal barge in Mobile Bay utilizing a torpedo designed by Singer's Corps. Initially, the idea was for the submarine to tow a floating torpedo behind it. The boat was to dive under its target and pull the torpedo into its victim. This method was scrapped as too dangerous, and an iron spar was fitted to the bow of the boat with a torpedo placed at the end of it. The original design called for the officer conning the boat to pull a lanyard to detonate the torpedo, but marine archaeologists conserving the submarine discovered a spool of copper wiring and the elements of a battery, suggesting that the torpedo would have been detonated electrically.

General P.G.T. Beauregard, the military commander of Charleston, requested that the boat be transported there to be employed against the blockade of that city. The submarine, which some were calling HUNLEY after her main financial backer, was placed on a flatcar in Mobile and moved by railroad to Charleston, arriving on Aug. 12, 1863. Horace Hunley arrived a few days later and requisitioned "nine gray jackets, three to be trimmed in gold braid" for the crew of the boat – men who were "on special secret service." The men received their uniforms and conducted three nighttime patrols. Frustrated that these initial forays yielded no results – and believing that the HUNLEY needed more military oversight – the Confederate military seized control of the sub, putting a naval officer in charge of her.

Captain of the boat would be Navy Lieutenant John A. Payne, on loan from the CSS CHICORA, which was stationed at Charleston. Lt. Payne would be leading a crew of volunteers, including men from various gunboats. Disaster struck as the new crew prepared for their first outing. On the night of Aug. 29, as the HUNLEY cast off to get underway from the Fort Johnson wharf, the submarine took on water and sank. Three men, including Lt. Payne, managed to escape, but the other five drowned. The circumstances of the sinking are



The HUNLEY's target was the 1,240-ton steam sloop-of-war HOUSATONIC, blockading the city of Charleston.

unclear. The official story is that a passing boat swamped the submarine while both of her hatches were open, but one of the surviving crewmen said that Payne had inadvertently stepped on the lever that controlled the diving planes, sending the boat beneath the waves while her hatches were still open.

The boat was raised and cleaned. Given the disastrous results of the military's first attempt to man the sub, Horace Hunley now argued that a crew from Mobile, already familiar with the boat, should be brought to Charleston. Among the men recruited from the Gulf Coast seaport was Thomas W. Park, son of the co-owner of the Park and Lyons Machine Shop, where the submarine had been built. The crew assembled in Charleston and began making practice runs and dives in Charleston Harbor. On Oct. 15, with Hunley himself conning the boat while making a routine dive, the HUNLEY submerged and did not resurface. Poor weather conditions prevented divers from locating and reaching the boat for several days. When they did, they found her nine fathoms deep, with her nose buried deep in the mud and her hull protruding at a 30-degree angle. It looked as if she had dived at too sharp an angle, striking and becoming stuck in the bottom of the harbor. It has been suggested that the crew was unable to close the forward sea valve, perhaps because the impact of striking the seabed had knocked the valve handle off its stem. In the ensuing panic, the men had been unable to locate the handle in the dark and had drowned as water continued to pour unimpeded into the sub's interior.

Once more, the HUNLEY was raised and cleaned. Repairs were made, and a new crew assembled, now commanded by Army First Lieutenant George E. Dixon of the 21st Alabama Infantry Regiment. Dixon, who had been at Mobile and was familiar with the boat, oversaw a number of trial runs after repairs to the boat were made.

On the night of Feb. 17, 1864, the crew was ready for an actual mission. Beneath a gibbous moon, the HUNLEY got underway, her target the steam screw sloop USS HOUSATONIC, anchored just off the bar about four miles

from Sullivan's Island. Commissioned in August 1862, the HOUSATONIC displaced 1,240 tons and mounted a dozen heavy guns, including a 100-pounder Parrott rifle. Following the two fatal sinkings of the HUNLEY, General Beauregard had ordered that the submarine was to make no attack while submerged, deeming it too dangerous. As the boat approached the sloop-of-war, she did so with just the tops of her conning towers exposed – just enough to give Lt. Dixon the visibility he needed to steer her. At approximately 8:45 p.m., when the boat was within 100 yards of her prey, the officer of the deck sighted what looked like a plank in the water, just as the forward lookout also saw a ripple in the water. The alarm was raised as crewmen scrambled to slip the cable. On board the HOUSATONIC, the order was given to reverse engines, but within two minutes of first being sighted, the HUNLEY was close inboard and had planted its 90-pound torpedo against the sloop's hull, just forward of the mizenmast. Sailors were engaged in firing small arms at the retreating submarine when an explosion ripped through the HOUSATONIC.

As fire swept through the ship, she went down by the stern, heeling to port. The ship's captain, Charles Pickering, had been knocked down and badly bruised. Men were in the water and calling for help. A boat was dispatched to seek assistance from the USS CANANDAIGUA, lying a mile further out to sea.

The HUNLEY had turned toward Sullivan's Island and now showed a blue light, signaling her success and that she was returning to port. Lookouts on the island stoked their fires to guide the submarine home. She never made it.

Boats from the CANANDAIGUA rescued 21 officers and 120 enlisted men from the wreck of the HOUSATONIC, which had settled on the sea floor, her masts jutting skyward above the waves. A muster the next day revealed two officers, including Ensign Edward C. Hazeltine and Captain's Clerk Charles O. Muzzy, and three enlisted sailors, Quartermaster John Williams, Fireman Second Class John Walsh and Landsman Theodore Parker, missing in action.

The disappearance of the HUNLEY remained a mystery well into the late 20th century. It had long been conjectured that the submarine had gone down with the HOUSATONIC, and that her single torpedo had not disengaged from the delivery spar, despite reports of a blue light seen from both the HOUSATONIC and the watchers on Sullivan's Island. The wreck of the HUNLEY was located by marine archaeologist E. Lee Spence in 1970. A team backed by novelist Clive Cussler confirmed the site of the wreck in 1995, only 100 yards from the wreck of the HOUSATONIC. The HUNLEY, buried under several feet of silt, lay on her starboard side at a 45-degree angle. The reason for her loss is still unknown.

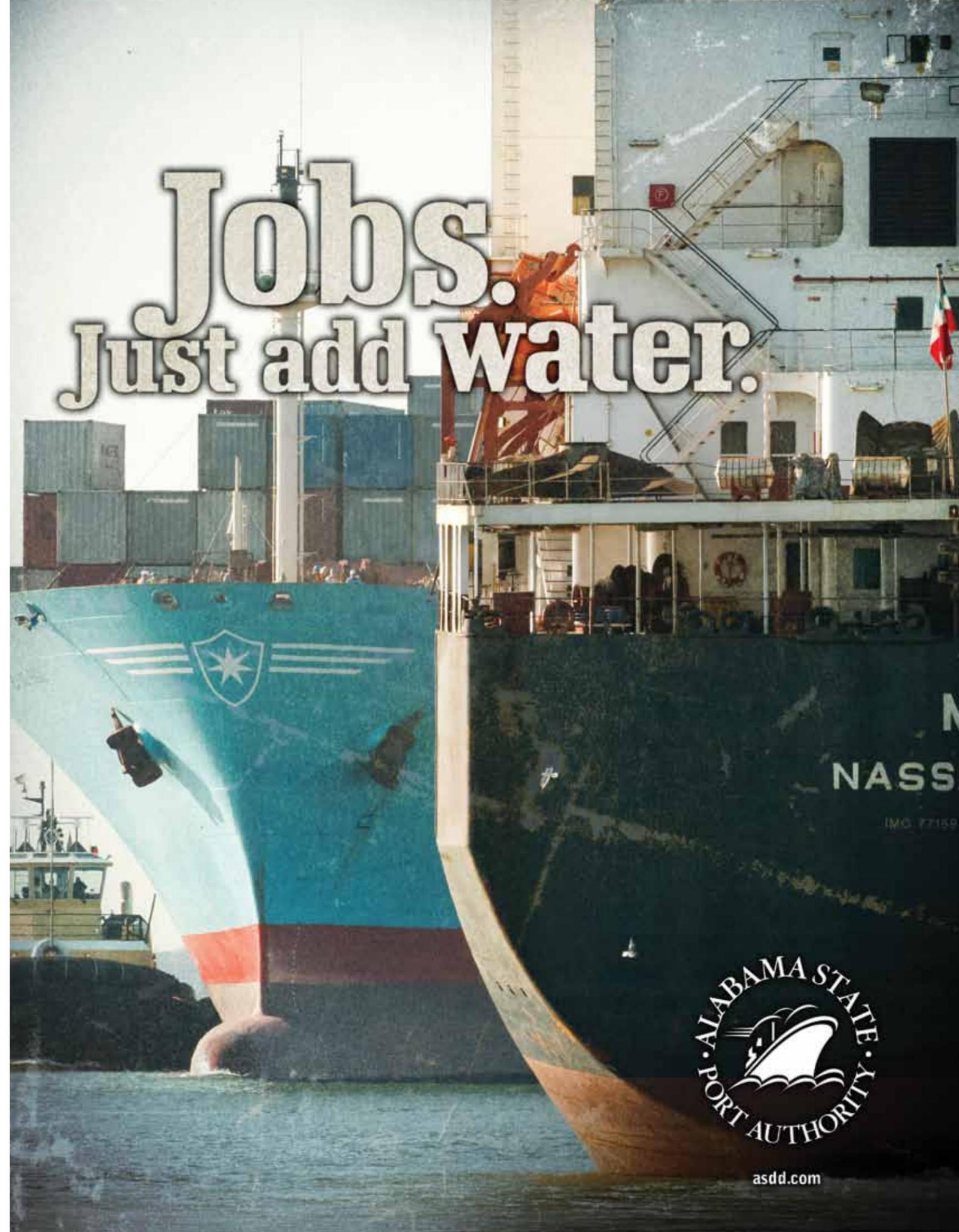


On the night of Feb. 17, 1864, the HUNLEY detonated its torpedo against the starboard quarter of the HOUSATONIC, sinking the ship and killing five members of the crew. The submarine sank shortly thereafter, its fate a mystery until it was raised more than 136 years later.

The remains of the crew were still at their stations, giving no indication of panic or attempt to escape. There was no severe damage to the submarine's structural integrity, shooting down theories that she had been damaged by the explosion or had been struck by another ship. One of the portholes in the forward conning tower showed some damage consistent with having been struck by a .58-caliber minié ball, but it seems unlikely that such minor damage would have caused catastrophic flooding. The best theory may be that the men suffered from oxygen deprivation, succumbing only minutes after their successful attack.

The submarine was raised on Aug. 8, 2000, and has undergone substantial conservation efforts in Charleston at the Warren Lasch Conservation Center. Last June, lab technicians rotated the HUNLEY upright for the first time since she sank in 1864, and last month, a crane lifted a steel truss covering the top of the submarine, giving viewers their first look at the intact submarine since she was initially raised. The next phase of restoration will be to remove corrosion from the boat's iron hull and uncover the submarine's skin, preserve it with chemicals, and eventually display the HUNLEY in open air.

The little "fish boat" built in Mobile made history as the first submarine to sink an enemy warship. The boat's design was sophisticated and, according to Michael Drews, director of the Warren Lasch Conservation Center, featured all the elements of a modern submarine. The Civil War gave rise to a number of innovations in naval architecture, but the development of the submarine pointed to the future of naval warfare.



ARRIVALS / SAILINGS

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MAERSK TransAtlantic TA2 Eastbound
MAERSK TransAtlantic TA2 Westbound
MSC Gulf Feeder Service

ZIM LINES MTX Mexico Tampa Express
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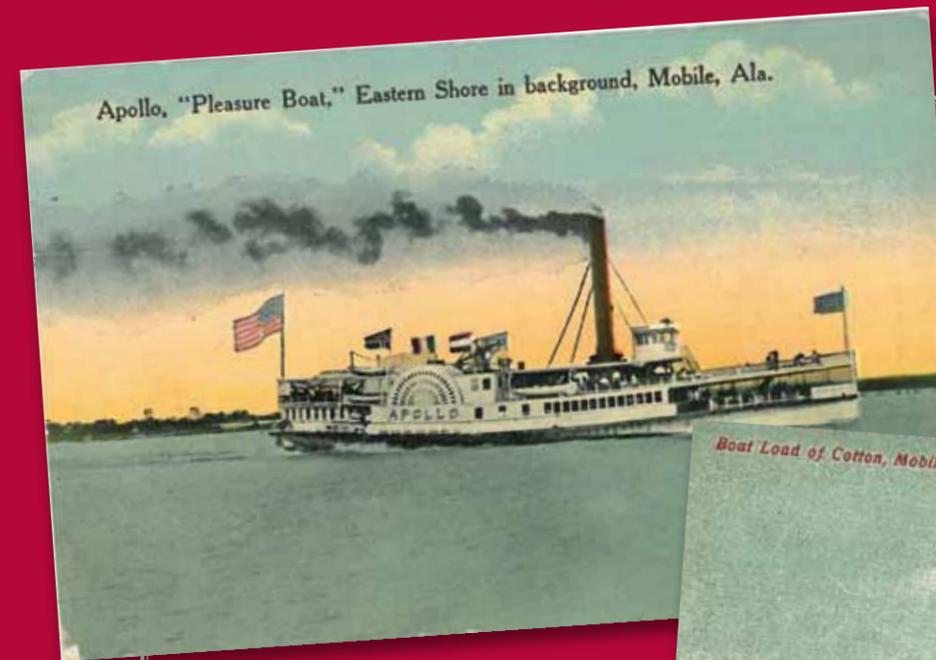
Trade Lanes

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

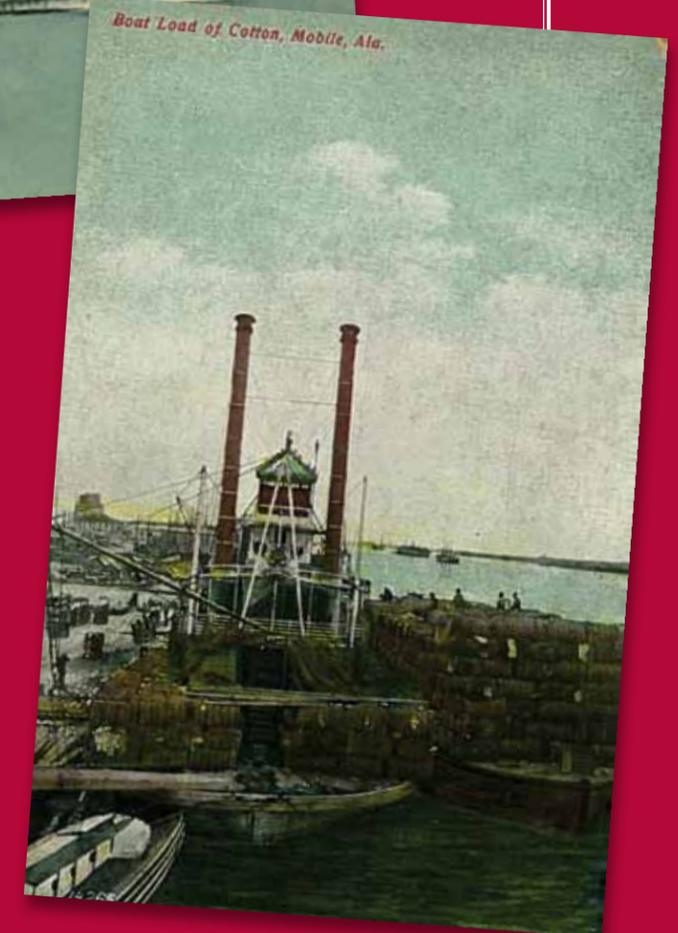
CURAÇAO			
WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
DOMINICA			
ROSEAUO	C.I.C.	Monthly	Seacliff Agencies
DOMINICAN REPUBLIC			
RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
ECUADOR			
PUERTO BOLIVAR	Grieg Star Shipping	Monthly	Grieg Star
GUAYAQUIL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

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

Postcards *from the Past*



Apollo, "Pleasure Boat," Eastern Shore in background, Mobile, Ala.



Boat Load of Cotton, Mobile, Ala.

The APOLLO Pleasure Boat
cruising the Eastern Shore of
Mobile Bay.

A literal "Boat Load" of
Cotton at the docks on
the Mobile River.

Postcard reproduction courtesy of John Hunter, owner and president of Dockside Services, Inc.

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UNIVERSITY OF ALABAMA–Tuscaloosa–P. O. Box 870396.....	(205) 348-7621

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FISHERS OF MEN MINISTRIES INTERNATIONAL.....	(251) 504-0069
INTERNATIONAL SEAMAN'S CENTER–605 Texas Street.....	(251) 433-7953
Rev. Aias DeSouza.....	(251) 344-3712
PERFORMANCE PERSONNEL SERVICES, LLC.....	(251) 662-2888

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DELTA MARINE SERVICE.....	(251) 937-4060
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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

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DOMINICAN REPUBLIC–Luis Frias–951 Government St., Suite 520.....	(251) 432-2332
GEORGIA–Matt Metcalfe–P.O. Box 2903.....	(251) 432-2600
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★ N. D. CUNNINGHAM–205 St. Louis St.....	(251) 432-4633
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★ CAROLE C. LELAND–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
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★ HUNTSVILLE, AL–P. O. Box 6241.....	(256) 772-3105
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