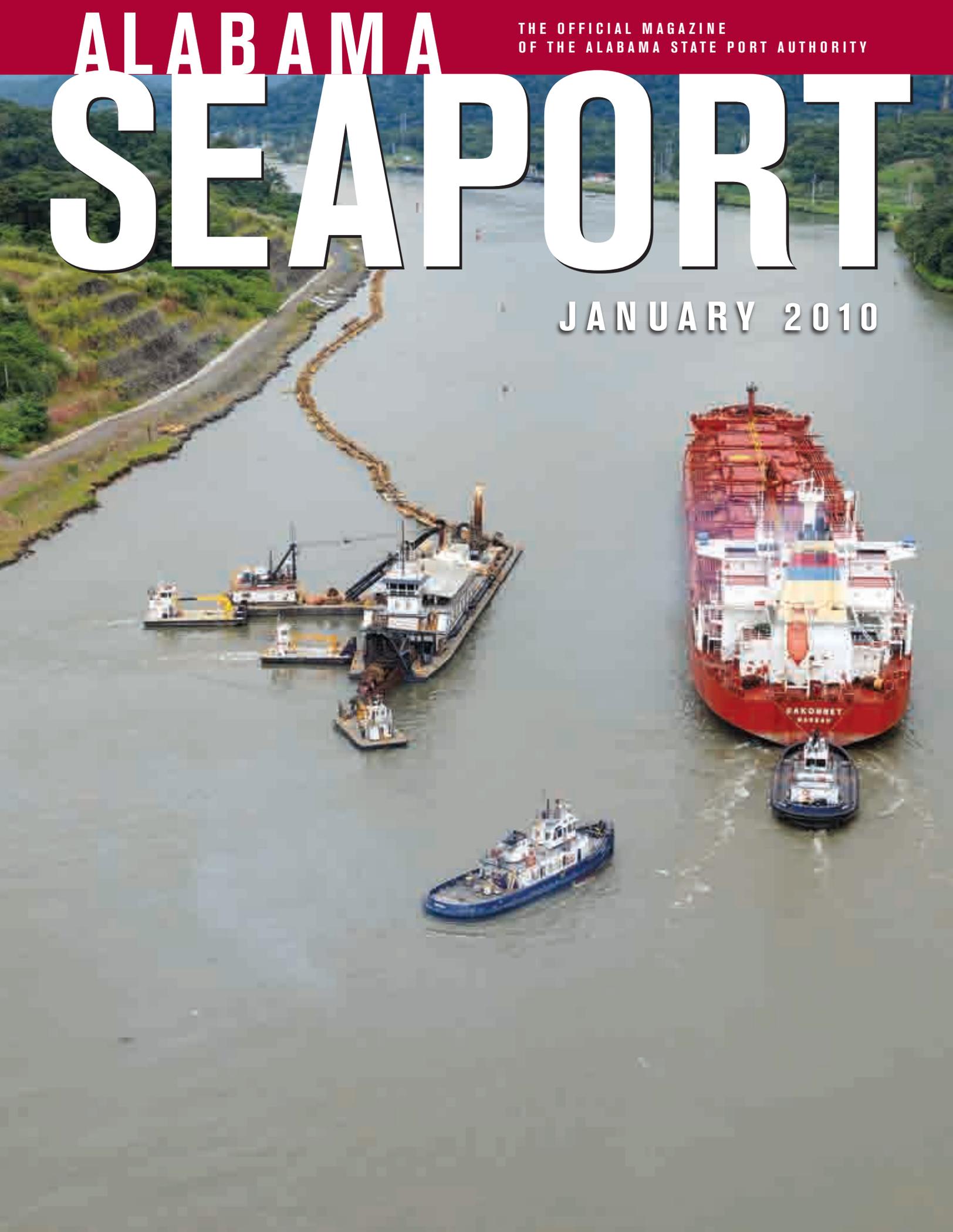


ALABAMA

THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

# SEAPORT

JANUARY 2010



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# ALABAMA SEAPORT

PUBLISHED CONTINUOUSLY SINCE 1927 • JANUARY 2010

## On The Cover:

A tanker transits today's Panama Canal. ASPA hosted the Panamanian Ambassador during his recent trip to the Port of Mobile. Mobile is positioned to expand markets and handle Post-Panamax vessels that will transit the new canal when construction is slated for completion in 2014. Photo courtesy of the Panama Canal Authority.



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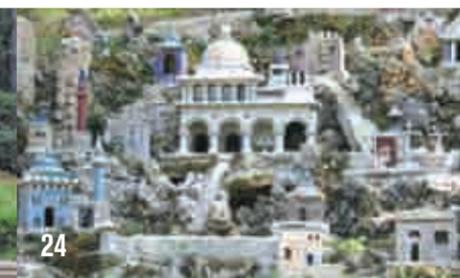
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## Mobile Anticipates Increased Business Thanks to Panama Canal Expansion

The Alabama State Port Authority (ASPA) is positioning the Port of Mobile for a leading role on the global stage. With the expansion of the Panama Canal scheduled for completion in 2014, larger cargo vessels known as post-Panamax ships will be able to pass through the canal. It is also expected to change the route these ships travel to and from the United States, bringing additional business to the Gulf Coast. This anticipated increase in Far East cargo business has ports along the Gulf Coast paying close attention.

More than 60 percent of the cargo traveling through the Panama Canal either comes from or is headed to the United States. The new post-Panamax vessels carry more containers at a lower cost, thanks to a capacity of 12,000-TEUs. With strategic planning and building, the Port of Mobile anticipates being able to welcome these larger vessels and provide the services needed to transport their cargo by the time the canal expansion is complete.

"We have been laying the groundwork to take advantage of the Panama Canal expansion for quite some time," said James K. Lyons, director and CEO of the ASPA. "We opened the Mobile Container Terminal and secured funding for a new turning basin with our eyes to the south and the Far East. The Port of Mobile is strategically positioned to be a key player in trade through the canal."

In mid-November 2009, the City of Mobile welcomed Panamanian Ambassador Jamie Eduardo Alemán to discuss the expansion and the proposed U.S.-Panama Trade Promotion Agreement. The ambassador also received a tour of the Port of Mobile. He was welcomed by Mayor Sam Jones, U.S. Rep. Jo Bonner and U.S. Rep. Artur Davis, along with ASPA officials. "We are convinced that these challenging economic times call for greater economic openness amongst nations and greater cooperation in finding trade and investment opportunities that can create wealth for our peoples," said Ambassador Alemán.



The expansion of the Panama Canal includes a new set of locks, doubling the capacity and allowing more traffic and longer, wider ships. Current navigation channels are also being widened and deepened. Photo courtesy of the Panama Canal Authority.



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Term expires August 2, 2014

**Barry Morton**, Birmingham

Term expires July 31, 2010

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Term expires July 31, 2010

**The Honorable Mike Dean, Mobile County Commission**

(Ex-Officio Member), Mobile

Term expires July 31, 2010

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**Photo Credit Correction:** In the November 2009 issue of Alabama Seaport, we failed to credit photographer William H. "Buzz" Sierke for contributing the cover photo, the inside cover photo and a photo on page 5 of the magazine. We apologize for any inconvenience caused by the error.

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More than 60 percent of the cargo traveling through the Panama Canal comes from or is headed to the United States. The expansion of the canal is expected to change the route ships travel to and from the U.S., bringing additional business to the Gulf Coast. Photo courtesy of the Panama Canal Authority.

The ambassador noted that both Panama and Mobile are relatively small, but have an outward focus as far as trade is concerned, as well as the ability to do business with larger countries around the world. Alabama farmers and ranchers are among those who would be directly impacted by this new trade agreement. Under its provisions, more than half of the current U.S. agriculture exports would immediately become duty-free. The remaining tariffs would be phased out over the next 15 years.

"This agreement would not only strengthen ties between our nation and an important democratic ally in the Western Hemisphere, (but) would also boost Mobile's status as an economic hub for regional trade," explained Rep. Davis. "Expanded trade relationships are one vital ingredient in Alabama's hopes for greater prosperity." The agreement is waiting for congressional approval. Currently Panamanian products have open access in American markets.

"Even in these tough economic times, Alabama exports to Panama in the first eight months of 2009 showed a 3.96 percent increase over exports during the same eight months in 2008," said Rep. Bonner. "The expansion of the canal coupled with enactment of the Trade Promotion Agreement

would allow for marked increases in exports of cars and light trucks, chemicals, paper products and agriculture products manufactured and grown right here in Alabama."

Lyons said plans have been in the works for years to capitalize on the additional business generated by the canal expansion. Realizing that the Port had to change with the times and the state's manufacturing base, he championed the idea of a container terminal. The state-of-the-art Mobile Container Terminal opened in the fall of 2008. With a 2,000-foot wharf length and a 45-foot draft, the two-berth container terminal will have an 800,000-TEU throughput capacity. It is equipped with post-Panamax cranes, wireless communication systems and gate kiosks with Optical Character Recognition portals.

In September 2009, work began on a turning basin between Pinto and Little Sand islands. The basin is approximately 45 feet in depth, 1,500 feet long and 870 feet wide, enabling the Port to handle 8,000-TEU ships measuring 900 feet and greater. Currently, container ships must make the six-hour trip upriver to turn around near the Cochrane-Africatown USA Bridge; the new turning basin is expected to cut that time in half. Long anticipated by the ASPA, the new turning basin is



The Panama Canal's new lock chambers are also environmentally friendly, using seven percent less water per transit than the existing locks. The new design also incorporates water-saving basins that reuse 60 percent of the water from each transit. Photo courtesy of the Panama Canal Authority.

integral to increasing business at the Mobile Container Terminal in addition to accommodating larger vessels serving coal and steel at two other ASPA terminals in the lower harbor.

The second part of the ASPA's three-phase growth plan is the \$92.3 million Garrows Bend Intermodal Container Transfer Facility (ICTF). When post-Panamax ships unload cargo at the Mobile Container Terminal, the ICTF will provide transportation both to the southeast and midwestern United States by way of five Class 1 railroads. With several working tracks, cargo can move to various locations simultaneously, while shippers save time and money by efficiently moving containers between the ship and rail. Funding for the project is in part thanks to U.S. Senator Richard Shelby, who secured more than \$5 million from the U.S. Department of Transportation for the project. The balance of the funding would be derived from both private investment and ASPA, which is seeking federal funds as well.

The Garrows Bend ICTF is also expected to reduce truck traffic from the Mobile Container Terminal and help shrink the ASPA's carbon footprint and expand its market reach. Moving cargo longer distances by rail rather than trucks provides a significant savings advantage to customers as well. A freight train carries the same amount as approximately 280 trucks; additionally, one ton of freight travels 423 miles by rail on one gallon of fuel.

The third and final part of the ASPA's expansion project is a logistics park adjacent to the rail intermodal yard and the Brookley Industrial Complex, the largest industrial park on

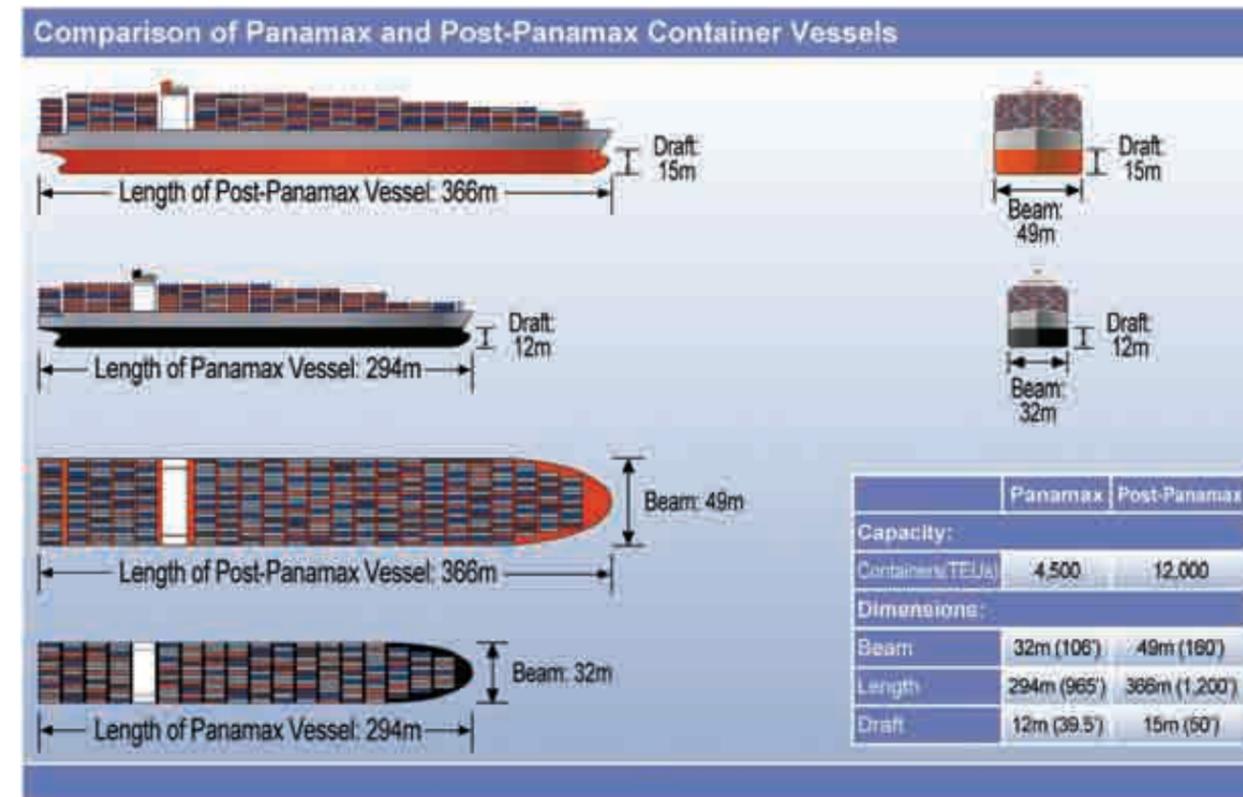
the Gulf Coast offering a transportation infrastructure that includes 9,600-foot and 7,800-foot long runways, both 150 feet wide. With its new facilities and continued expansion program, Lyons expects Mobile to be able to compete with southeast U.S. ports as additional business opportunities cruise through the expanded Panama Canal.

Ambassador Alemán, who called Mobile a beautiful city with wonderful architecture, said he was very well received and his only regret was that his visit was too short; he hopes to have the occasion to visit again. It was his first visit to Alabama.

"I was very impressed by the port facilities," Ambassador Alemán said. "They are state-of-the-art, very modern and efficiently organized. I applaud its decision to expand and modernize. I'm so pleased to see a direct tie-in with the expansion of the Panama Canal and the work undertaken by the Port of Mobile to welcome ships now coming in, much larger ships. I think it must be beneficial to both the canal and Panama, and Mobile."

In May 2006, the World Shipping Council announced that, "The Panama Canal Authority's proposed plan for expansion is based on a sound and well-reasoned analysis of both the future market demands of world trade and what Panama needs to do to maintain its role in the world economy."

The expansion plan includes creating a new lane of traffic along the Panama Canal through the construction of a new set of locks, doubling capacity and allowing more traffic and longer, wider ships. The new lock chambers will handle post-



Panamax container ships up to 1,200 feet long, 160 feet wide and with a draft of up to 50 feet. The project, which will not interrupt existing Canal operations, also includes widening and deepening the current navigation channels.

Moreover, the new set of locks features an environmentally friendly design. It will use seven percent less water per transit than the existing locks and incorporates unique water-saving basins that reuse 60 percent of the water from each transit. Additionally, the Panama route uses less fuel per ton of cargo than alternative routes, helping to reduce carbon emissions.

Five major multilateral and development agencies have offered to finance \$2.3 billion of the canal's \$5.25 billion expansion project cost, reported the Panama Canal Authority. The remaining amount will be financed through canal-generated cash flow.

The Embassy of Panama reported that 27 percent of container maritime cargo capacity is on post-Panamax vessels, but that number is expected to almost double to 50 percent by 2011. According to *World Trade Magazine*, more than 1,000 additional ships will join the current container fleet by the time the expanded canal opens. More than 80 percent of these new vessels will have a capacity of 8,000 to 14,000 TEUs. Currently, Asia-East Coast ships traveling through the Panama Canal are limited to 5,000 TEUs.



Plans to expand the waterway continue on time and on budget, report the Panama Canal Authority. It is scheduled for completion in 2014. Photo courtesy of the Panama Canal Authority.



An aerial view of the new bridge into MCT and McDuffie facilities.

## New Bridge Creates Direct Access to MCT

In December 2009, employees and cargo carriers were given a new, efficient way to access both Mobile Container Terminal (MCT) and McDuffie Terminal. The Alabama State Port Authority (ASPA) opened a new vehicular bridge that spans the heavily utilized CSX mainline and ASPA Terminal Railway (TASD) tracks that separate these terminals from Interstate 10 access ramps and local thoroughfares.

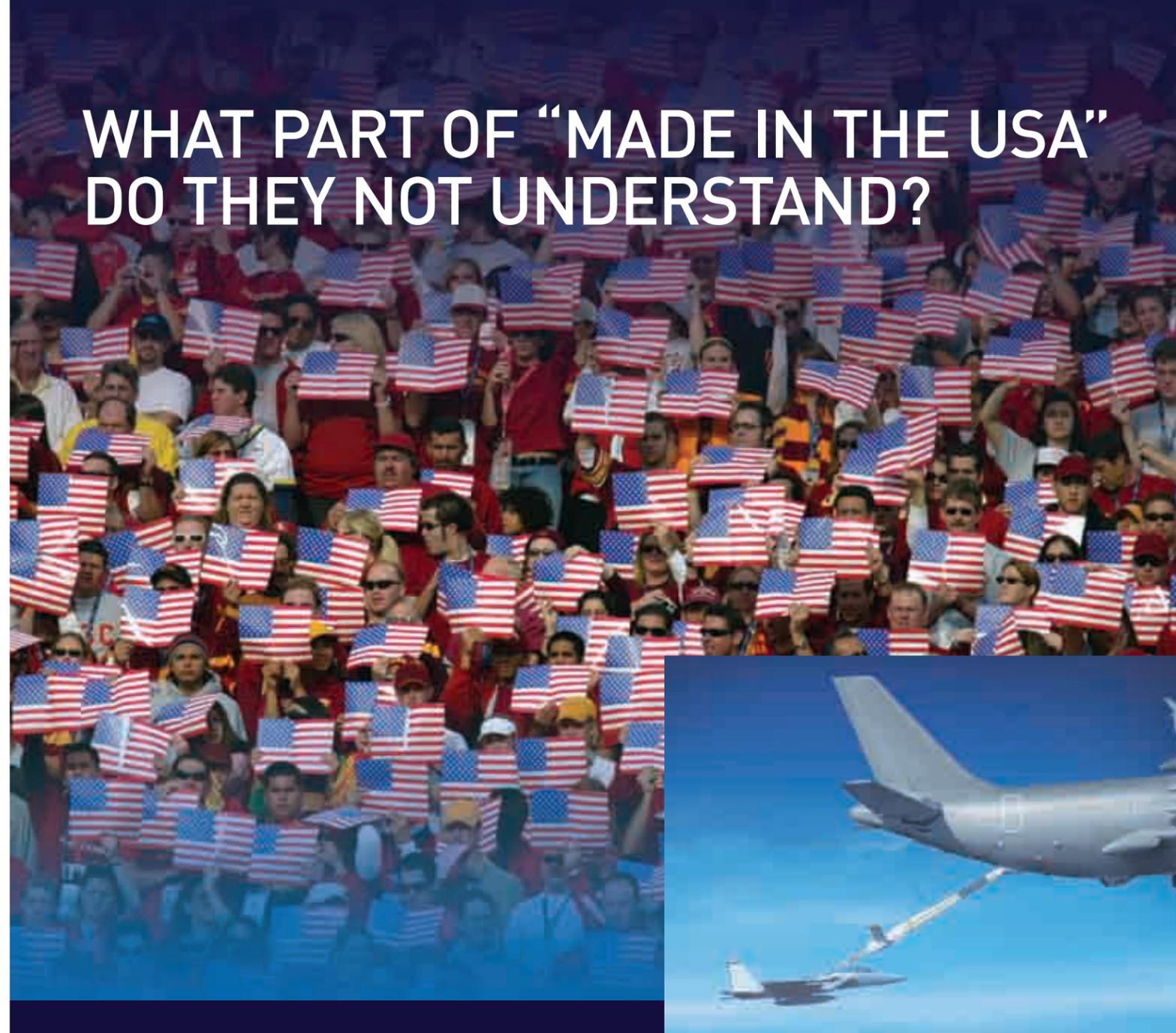
The bridge, located at the foot of the I-10 Virginia Street exit, eliminates delays caused by rail operations and keeps freight traffic off of narrow, meandering routes through a number of city streets. The bridge is lighted, spans 766 feet and features a curved steel substructure. Soil improvement techniques were used at both abutments to allow construction of a segmented wall system containing fill material. Design was conducted in coordination with the City of Mobile and involved the relocation and reconfiguration of local city streets. The bridge project began in March 2008 with construction costs totaling an estimated \$12 million and land acquisition, permitting and engineering totaling about \$4 million. Hosea O. Weaver and Sons served as the contractor for the project and Shaw GGB, LLC oversaw the bridge engineering.

Brian Clark, director of MCT, said, "The bridge between Virginia St. and Ezra Trice Blvd. is critical to MCT as it will

allow unimpeded access for over-the-road drivers as well as employees between I-10 and MCT. It is also another important part of the overall Choctaw Point project that is now completed and could assist in attracting new business to the Port."

James K. Lyons, director and CEO for the Port Authority, noted the bridge had been long considered to help alleviate rail delays for employees at our McDuffie Terminal. "Until the container terminal was built and traffic to Ezra Trice increased, we could never rationalize the cost of the bridge," said Lyons. The new container terminal's projected volumes justified the bridge's construction both from a terminal operations and community relations standpoint. "The Port simply could not have trucks lined up on Interstate 10 or bypassing the designated freight corridor creating noise and congestion on neighborhood thoroughfares," added Lyons. "Two of our goals for the new container terminal entailed efficiency and minimum impact on the neighboring communities. The bridge facilitates those goals nicely with the added bonus of providing our workers at McDuffie Island much needed relief at the rail crossing."

# WHAT PART OF "MADE IN THE USA" DO THEY NOT UNDERSTAND?



Last time we checked, the South was considered a major part of America. Yes, America. And last time we checked, jobs created in the South have always been just as important as those created in other parts of the country.

Northrop Grumman's bid to build the KC-45 aerial refueling tanker includes the creation of 13,123 jobs throughout the Southeastern United States, including 4,500 jobs in Alabama and 1,674 in Florida. Overall, the Northrop Grumman KC-45 Tanker Program will provide 48,000 direct and indirect American jobs, utilizing more than 230 suppliers across all 50 states.

The Northrop Grumman KC-45 is America's Tanker.

**NORTHROP GRUMMAN**

# New NOAA Lab Protects Environment, Fisheries



NOAA's new Southeast Fisheries Science Center's Pascagoula laboratory. Photo courtesy of NOAA.

National Oceanic and Atmospheric Administration (NOAA) officials dedicated the new Southeast Fisheries Science Center's laboratory and commissioned one of the nation's most advanced fisheries vessel, NOAA ship PISCES, in Pascagoula, Miss., Nov. 6. The new laboratory replaces one destroyed more than four years ago by Hurricane Katrina.

There were more than 200 people in attendance at the ceremony including NOAA leadership, senators, congressmen and local dignitaries. The new 208-foot ship joins the OREGON II and the GORDON GUNTER, both more than thirty years old. NOAA is currently designing a number of new vessels to replace older ships like the OREGON II.

In 2005, the Pascagoula lab was one of many buildings on the Gulf Coast destroyed by Hurricane Katrina. The fisheries lab lost more than their facilities to the storm; archived data and employee information was destroyed as well. As the employees of the lab waited for their new facility to be designed and built, they worked from Federal Emergency Management Agency trailers by the dock and in the naval yard.

Today they are in a state-of-the-art, environmentally friendly building with more lab space than ever before. They will be able to expand research activities while minimizing their own impact on the environment.

Every detail was considered when planning the construction of the lab, which was built in part with recycled materials. The landscaping is comprised of regional vegetation that does not require irrigation. Low emission external lighting reduces "light pollution" outside of the property. The parking lot, made



The new lab in Pascagoula, Miss., has more space than the old one and includes environmentally friendly building features.



New systems were put in place after Katrina to protect data and employee files in the new lab.



NOAA Ship PISCES is the third of four newly constructed fisheries survey vessels and is homeported in Pascagoula. Photo courtesy of NOAA.

entirely of natural rock material, still manages to control runoff without any asphalt. Inside, the cooling tower uses technology that allows the 55,000-square-foot building to use only as much energy as a residential air conditioning system.

The structure is also designed to be more hurricane resistant, capable of withstanding winds up to 150 mph. The first floor elevation is 17 feet. Having learned from the past, the lab now keeps all electrical and computer systems, central air and heating units, and archives on the top floors of the building.

PISCES was also designed to be minimally invasive to its environment. The ship is equipped with high-tech research equipment and quiet-hull technology. The vessel is so quiet and so advanced that scientists can study fish populations and collect oceanographic data with minimal impact on fish and marine mammal behavior.

Another new feature at the facility is an environmental laboratory that will allow scientists to analyze data such as temperature/depth profiles, oxygen data and other environmental data collected on all survey cruises. This data will be useful in monitoring environmental factors such as hypoxia, an area of low oxygen in the water. The data will also be incorporated into ecosystem models.

The fisheries lab works closely with all the ships in the PISCES fleet. NOAA scientists spend days and weeks at a time in the Gulf of Mexico collecting data and performing independent surveys. All in all, the surveys take between one and three months to complete. The Pascagoula lab oversees all vessels from North Carolina to Texas, including the Caribbean.

Data collected by the scientists at sea is used to determine fish population and ultimately fishing regulations. Having this new and advanced equipment helps NOAA to gather more reliable data, which leads to more accurate stock assess-

ments. "We all work to have healthy oceans and sustainable resources. Our goal is for fishing to be able to continue," said Dr. Lisa Desfosse, director of the lab.

Recently, NOAA scientists worked closely with the fishing industry to develop Turtle Excluder Devices (TEDs) to decrease the mortality rate of sea turtles. So many fishermen were unintentionally catching the endangered species in their nets that they were in danger of being shut down by federal regulations protecting just the turtles. TEDs allow fishermen to catch shrimp and fish without trapping the turtles. By working together, NOAA and the fishing industry have helped to protect turtles and keep fisheries open.

"Our fisheries and the marine ecosystems that support them are vital to our nation's economy," said Jane Lubchenco, Ph.D., undersecretary of Commerce for Oceans and Atmosphere and NOAA administrator, who attended the November ceremony. "The knowledge we'll gain from PISCES and the Pascagoula laboratory will greatly enhance our understanding and stewardship of these precious resources."

The impressive facility in Pascagoula contains enough office space for 104 scientists, a library and meeting rooms. The size of the building allowed NOAA to consolidate other programs that were previously dispersed throughout the area including the Pascagoula Laboratory; the Documentation, Approval and Supply Services office; and the National Seafood Inspection Laboratory.

The National Seafood Inspection Laboratory comprises most of the second floor of the facility. Workers there monitor food safety, food hygiene and economic fraud. They make sure that when a restaurant lists red snapper on its menu, it's not actually tilapia. Their studies are used in the United States and 11 other countries.

# ASPA Customer Appreciation Holiday Reception

# International Trade Club • December 15, 2009



1. Capt. Steve Poulin, USCG; Nathalie Valley, ICF International; Terry Gilbreath, ASPA 2. Neola DeAndrade; Avito DeAndrade, ASPA; Pete Dranka, ASPA; Susan Cunningham, Regions Bank; Barbara Hory, Regions Bank 3. Ned Mattingly, Page & Jones; Stephanie Milbrath, Glovis; Kazumi West, Glovis; Harry Fredriksen, ASF Logistics 4. Tom Pincava, MCT; David Kennedy, Southern Intermodal Express 5. David Vella, Richard Murray & Co.; Polly Wilkins, ASPA; Sam Towery, ILA 1985 6. Kevin Wild, CG Railway; Stan Gottlieb, Shaw GBB; Jimmy Lyons, ASPA 7. Tommy Murray, Bulk Ship; Jack Hamlin, SGS; Mark Moran, Drummond Coal; Nezam Ramdeen, SGS 8. Mike Szabados, NOAA; Rich Edwing, NOAA; Patrick Fink, NOAA

9. Josh Calandros, CSX; Sean Dodson, CSX; George Nahas, CG Railway 10. Marquis Dupree, ASPA; Anna Ward, ASPA; Frank Ward, Greig Star Shipping 11. Reid Key, Mobile Bar Pilots; Alec May, Wilhelmsen Ships Service 12. Les Stuart, Honorary Consul of Norway; Flemming Buhl, Norton Lilly International 13. Tony Wiggins, WTI Transport; Allyn Willaford, WTI Transport 14. Slade Hooks, Waterways Towing; Patricia Hooks; Wildon Mareno, Mobile Bar Pilots; Mary Lou Mareno 15. Hilda Lockhart, ADO; Mark Sheppard, ASPA; Bridgette Clark, Mobile Area Chamber of Commerce; Tony Van Aken, Mobile Area Chamber of Commerce

# ASPA Customer Appreciation Holiday Reception

# International Trade Club • December 15, 2009



1. Bob Collins, Bay Steel; Buddy Browning, Page & Jones; Julia King; Betty Gayle Browning 2. Stephanie Milbrath, Glovis; J.T. Smith, Glovis; Denise Smith 3. Johnny Murray, Cooper/ T. Smith; Tim Parker III, Parker Towing; Tim Parker, ASPA Board Member; Charles Boswell, Tri-State Maritime 4. Janet Nodar, Journal of Commerce; Hal Hudgins, ASPA; Sue Hudgins 5. David Cooper, ASPA Board Member; Beth Lyons, Lyons & Crane; Patrick Lyons 6. Phillip Draughter, ASPA; Smitty Thorne, ASPA; Eric Hansen, Cooper/T. Smith 7. Vicki Barefield; Ken Barefield, ASPA TRR; Amy Russell; Mike Russell, ASPA TRR; Tim Williams, ASPA TRR; Terri Williams; Steve Burton, ASPA TRR 8. Capt. Dave Carey; Lt. Jon Mangum, USCG; JoAnne Carey; Jeff Mynatt, Seaciff Agency

9. Doug Roberts, T.A. Hall Contractors; Leon Robertson, Jim Walter Resources; Randy Craver, Jim Walter Resources; Tim Parker III, Parker Towing 10. Bob Pate, Premier Seabreeze; Susie Pate, Premier Seabreeze; Kenny Hirsch, CSA 11. Judy Adams, ASPA; Mike Fields, ASPA Board Member 12. Geoff McGovern, Mobile Ship Chandlery; Daryl Ricard, Admiral Security 13. Mike Lee, Page & Jones; Leon Maisel, Mobile Bay Convention & Visitors Bureau 14. John Mickler, ASPA; Charles Boswell, Tri-State Maritime; Gary Cowles, Cowles Murphy Glover & Associates; John Glover, Cowles Murphy Glover & Associates; Capt Hal Pierce 15. George Nelson, Marquette Transportation; Nick Verdugo, Nelson Marine; Mark Moran, Drummond Coal; Nezam Ramdeen, SGS

MADE IN ALABAMA:

## DuPont, Axis

DuPont's Mobile Manufacturing Center in Axis, Ala., is producing a variety of chemicals, including insecticides used around the world. The plant, which employs 150 DuPont workers and another 80 contractors, is a flexible facility, allowing it to change which products it is making every couple of months as demand changes.

"This plant is critical to the introduction of new products," said Plant Manager Beth Basham. She added, "DuPont received three prestigious Agro awards this year for having the best crop protection chemical pipeline." A chemical pipeline is the process of researching, developing and getting new products into the marketplace in a particular sequence.

The Axis plant is currently the only one in the world producing Rynaxypyr®, an ingredient in a new insecticide. It will start making the next new product in 2013 or 2014. Typically, a planning group determines global demand and sets a schedule of what chemicals and how much the plant will need to make. Each run of a particular chemical is called a campaign and usually lasts a couple of months. There can be changes. For example, the original order for Rynaxypyr volume has been increased throughout the year as demand has increased.

Basham says her plant uses raw materials either from outside sources or manufactured at the plant. Operating technicians then react the ingredients using whatever chemical process is appropriate to create what are called crop protection actives. The final product made at the Axis plant is shipped to blending and packaging facilities where extenders or other ingredients are added to make insecticides. "Modern technology insecticides are absorbed through a plant's roots into the leaves. They are developed to affect only specific pests," she explained, "bees, butterflies and other good bugs are not affected."

The finished products from the DuPont Mobile site are moving through the Port of Mobile thanks to expansions in shipping lanes available through the Port. "It will be a big benefit to us to ship out of Mobile," said Basham. "We can reach customers all around the world."

DuPont sits on a 500-acre site originally developed by Shell Chemical in 1968. DuPont purchased it in 1986 and modified the facility. Only 150 acres of the site are developed and it backs up to the Mobile River. Basham says the plant does not currently use the river to transport goods, but could consider it in the future, especially since the plant is now exporting through the Port. Currently containers are moved by rail or truck.



An aerial view of the DuPont facility in Axis, Ala.



Plant Manager Beth Basham says her facility "is in the crop protection business."

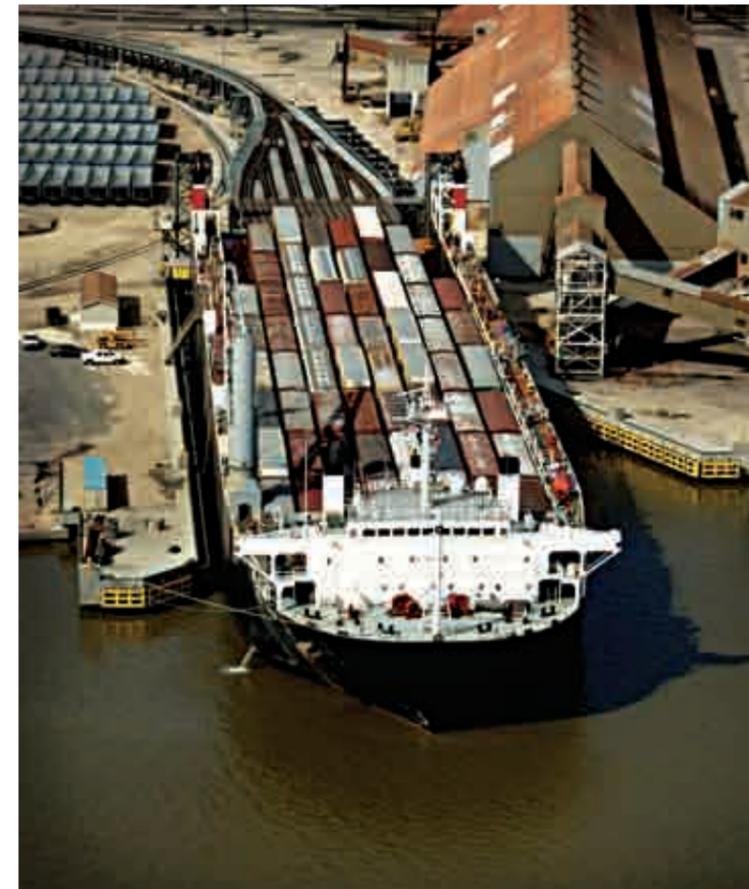


The DuPont facility is flexible so it can make a variety of chemicals based on demand.

DuPont operates this facility as a high-performing work system. One attribute of this system is that everyone does several tasks so they can do more on the job. "This makes for a more independent, motivated and involved group. Operating technicians may find themselves in the control room and out in the production unit depending on the need," Basham explained.

Basham says her plant has not faced some of the challenges other manufacturing sectors have seen in the last year or two. "Agriculture has not suffered as much in this bad economy. We have seen very little downturn in production rates." In fact, she was able to hire new people in the past year. The plant is fully staffed right now. "This plant helped support more than \$400 million in revenue for DuPont this year," said Basham.

The plant holds regular safety drills and boasts 24 years without a lost work day injury. DuPont representatives also meet regularly with community representatives to address any concerns they may have. More than that, the company actively participates in the community. It has supported Calcedeaver Elementary school for close to 20 years. The company provides donations and volunteers to the school every year. Basham herself is on the board of the Mobile Area Education Foundation, is the president of the industry group the Forum, and is a member of the Partners for Environmental Progress. She says she likes the atmosphere at her workplace, "This is a very family-oriented site and I feel very lucky to be here."



## CG RAILWAY: TRACKS ACROSS THE GULF.

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## Alabama Seaport Magazine "At the Helm"

DuPont's Axis plant is the focus of this month's Made in Alabama feature. The plant produces plant protection chemicals.



**Name/age:** Beth Basham/54  
**Title:** Plant Manager  
**Company:** DuPont  
**Address:** 12650 Hwy 43, Axis, AL 36505  
**Web:** dupont.com  
**Revenue:** \$300M  
**No. of employees:** 150  
**Education:** Masters in Chemical Engineering from Auburn

**Most recently read book:** *The Old Curiosity Shop*, Charles Dickens

**Favorite music/musical artist:** Rock

**What is your relationship with the Alabama State Port Authority?** Just started shipping finished products from the Mobile Port.

**What is the largest/most unusual cargo shipped through the port?** Only ship containers currently.

**What single thing makes your organization stand out?** Can-do spirit.

**Tell us a little about what's in store for your organization in 2010-2011?** New product introductions and facility expansion. (See Made in Alabama for details.)

**How did you wind up in your current position?** Operations assignments at several locations in the U.S. – all with DuPont. I have been with DuPont for 28 years.

**What word best describes your leadership style?** Intuitive

**Goal yet to be achieved?** See my two children in successful careers with families of their own.

**Professional pet peeve?** People who don't do what they say they'll do.

**What do you do to relieve stress?** Pick up shells on the beach.

**Favorite hobbies?** Painting and doing other arts and crafts.

**Pets?** Two dogs – an Italian greyhound named Belle and a miniature dachshund named Pucca (but called Weenie).

**What is your dream vacation?** I've traveled a lot and enjoy it. I would like to live for a month in another country to get a better flavor of the day-to-day life there.

**It is 11 on Saturday morning. Where are you?** Out walking with my dogs.

**What do you love the most about living in your community?** People are friendly.

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



## Seabulk Towing: Providing Service Excellence Through Safety



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## U.S. Navy Accepts USS INDEPENDENCE

Austal USA turned over the keys to the USS INDEPENDENCE to the Navy Dec. 18. The INDEPENDENCE, set to be the newest addition to the U.S. Navy, is a new breed of warship: a combat ship versatile in war-fighting, capable of operating in open oceans but optimized for littoral, or coastal, missions.

"Today marks a critical milestone in the life of the LCS 2," said Rear Adm. James Murdoch, the LCS program manager in the Navy's Program Executive Office (PEO) Ships. "The Navy and our industry partners have worked diligently to deliver a much-needed capability."

Before being delivered, the ship had to undergo Acceptance Trials conducted by the Navy's Board of Inspection and Survey (INSURV). During this inspection, INSURV found the ship to be "commendable" when examining the ship's propulsion plant, sea-keeping and self-defense performance.

The USS INDEPENDENCE was commissioned in Mobile Jan. 16.

As a member of the LCS class, INDEPENDENCE has been designed to combat a variety of threats, such as mines, quiet diesel submarines and fast-surface craft. Austal USA built the ship in Mobile for contractor General Dynamics. The companies are hoping to land a contract to build a series of LCS II ships for the Navy.



(Nov. 16, 2009) The littoral combat ship Pre-Commissioning Unit (PCU) INDEPENDENCE (LCS 2) pulls away from the pier for her acceptance trials at Austal USA in Mobile, Ala. (U.S. Navy photo by Mass Communication Specialist 2nd Class Elizabeth Vlahos/Released).

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## Patrick Fink with NOAA Relocates to Mobile

Patrick Fink, a physical scientist with the National Oceanic and Atmospheric Administration (NOAA), relocated in November to Mobile, Ala., from Lafayette, La., as a member of the Office of Coast Survey. His new office is located at the International Trade Center in Mobile.

"I'm very excited to be serving this area and am enjoying living in Mobile," said Fink. "I'm looking forward to interacting with new people, expanding my communications skills and being a good liaison for this area."

Specifically, his focus will be to collaborate with local, state and non-profit agencies to serve NOAA constituents and coastal communities, resilience panels, and climate committees. He will also interact with the navigation and maritime industry, such as ports, pilots, and barge and tow industry within the eastern Gulf of Mexico concerning the Office of Coast Survey's charting, mapping, and surveying missions and responsibilities. In addition, he will partner with other NOAA services responding to program initiatives, customer emergencies and natural disasters.



Patrick Fink has worked with the National Oceanic and Atmospheric Administration since Dec. 2006.

## New CEO and Headquarters for Walter Energy

Walter Energy announced in September that it will move its corporate headquarters from Tampa, Fla., to Birmingham, Ala. The company also named Victor Patrick as CEO. Previously, Patrick served as the company's vice chairman, chief financial officer and general counsel.

Since 1977, Walter Energy has owned and operated Jim Walter Resources (JWR) in Brookwood, Ala. JWR is the southernmost Appalachian coal producer. Its businesses consist of mining high-quality coal from Alabama's Blue Creek seam and related methane gas operations. The company has grown into one of the top 25 largest coal producers in the U.S. with 6.3 million tons of coal sold in 2008.

The relocation of Walter Energy's headquarters to Alabama is part of a corporate plan that the company has been implementing for many years. As part of that plan, the company has consolidated its many operations to focus on its strongest projects and rebranded itself as Walter Energy in 2009.

"I'm looking forward to leading the company as we continue executing our strategy and as we strive to continue generating value for our shareholders," said Patrick. "I'm also delighted at the prospect of having the full team in one location, facilitating our ability to work even more effectively together."

According to Michael Monahan, a representative for Walter Energy, the company has a letter of intent to move its headquarters to the Galleria Tower at the Riverchase Galleria in Hoover. "We expect to have temporary office space in Birmingham in February or March, and then to relocate to the permanent office in May or June," stated Monahan.



Employees at Jim Walter Resources raise the new Walter Energy flag at the central mining office in Brookwood, Ala., following the company's six-year transformation into a "pure play" natural resources and energy business. By approval of shareholders, Walter Industries rebranded itself Walter Energy.



Victor Patrick was named CEO of Walter Energy in September 2009.

Approximately 50 positions will be moved from Tampa to Birmingham with the headquarters relocation. "In our site selection process we have been very pleased with the many amenities the

Birmingham community has to offer," said Monahan. "Not only is there proximity and ease to and from the airport, but the city has great neighborhoods and schools as well as dining and shopping close by."

Walter Energy is a leading U.S. producer and exporter of premium metallurgical coal for the global steel industry and also produces other similar products in the energy industry. The company has revenues of approximately \$1.2 billion and employs approximately 2,100 people.

## Technip to develop the Appaloosa project in the Gulf of Mexico

In November 2009, Paris-based Technip announced the company had been awarded a lump sum contract for the Appaloosa development project in the Gulf of Mexico by ENI US Operating. The international integrated energy company operates in the oil and gas; electricity generation and sale; petrochemicals; oilfield services construction; and engineering industries.

The Appaloosa project consists of the tie-back on the Appaloosa well located in Mississippi Canyon, 145 miles offshore of Mobile at a water depth of approximately 2,825 feet to the Corral platform. Technip's contract includes project management, surveys and engineering, plus the fabrication and installation of the special pipes and umbilical necessary for the project.

Technip's operating center in Houston will be responsible for the project while production of the project's flowline and riser, two types of pipe used to transfer fluids along the seabed, will be welded at the company's onshore facility in Mobile. The project is expected to be completed by April 2010.



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PORT CALLS:

## Ave Maria Grotto: The World in Miniature



St Peter's Church is one of the many religious edifices that Brother Joseph constructed during his time at the Grotto.

Imagine visiting the Coliseum, Great Wall of China or even the leaning tower of Pisa all in one day. The work of a Benedictine monk in Cullman, Ala., makes it possible, in a way. The Ave Maria Grotto is an exquisitely landscaped, four-acre park nestled among the grounds of Alabama's only Benedictine Abbey. Featuring more than 125 miniature reproductions of famous edifices and scenes from around the world, the Ave Maria Grotto attracts 30,000–50,000 tourists each year. According to the Alabama Department of Tourism, the grotto is ranked among the top 25 paid attractions in Alabama.

On Sunday, Oct. 18, 2009, the Ave Maria Grotto held its 75th anniversary celebration, during which Abbot Cletus Meagher and the monks of St. Bernard Abbey dedicated the newly renovated Ave Maria Grotto. Hundreds of friends and admirers attended the event, including Cullman Mayor Max Townsend, architect Jock Leonard, sculptor Ira Chaffin, and Chamber of Commerce President Kirk Mancer. Townsend conveyed kind words about the grotto saying, "I was born and raised in Cullman. The grotto has been a treasure for as long as I can remember. I believe if something is worth owning, then we must take care of it." Meagher also offered a special blessing as the crowd gathered to see the ribbon-

cutting in front of the new gift shop entrance saying, "May all those who enter here find joy and a place of peace."

This was the first celebration the Abbey ever hosted for the Ave Maria Grotto, and all attendees expressed gratitude for the newly renovated gift shop as well as the recently added shrines along the winding park path.

The most important dedication however consisted of a blessing ceremony for the new, life-sized statue of the grotto's creator, Brother Joseph Zoetl. A very shy and reserved man, Zoetl came to St. Bernard Abbey in 1892. After becoming a Brother in the Benedictine Order, he was put in charge of the Abbey Power and began creating the miniatures only as a hobby "to pass the time." One can tell Zoetl was very meticulous about his work, as his miniatures' features are extremely detailed and exact. He was also creative with his building materials which consisted of an array of items such as cement, ceramic tiles, cold cream jars, colored glass, costume jewelry, marbles, etc. Once word got out about his talent, people from across the nation and even around the world donated materials.



Original pieces that Brother Joseph created which were moved to the new location 75 years ago.

Because his miniature shrines were so highly revered by his monastic brethren, they encouraged him to continue and advance his skills, as Zoetl's own words prove, "One day Father Dominic (Downs) came to me with some little statues to see if I could make small grottoes. He had a store in front of the college and sold religious articles to help missions. When I had made two grottoes I thought that would be all. But as Father Dominic sold them right away, he always brought more statues and it became a regular business." Up until that point, Zoetl had crafted and sold 5,000 models to raise money for the abbey, but in the 1930s, he began work on the abbey's old stone quarry. It officially opened on May 14, 1934.

Grotto is Italian for a natural or artificial cave. "The main piece in the Grotto is the cave that Br. Joseph (Zoetl) created, and 'Ave Maria' means 'Hail Mary' because Br. Joseph had a devotion to the Blessed Virgin," explained Brother Anselm Kuehler, a religion teacher at St. Bernard Prep School, also located at the Benedictine Abbey.

According to Kuehler, no one knows exactly how long it took Br. Joseph to build his masterpieces, as he was a shy man



Abbot Cletus Meagher and Cullman Mayor Max Townsend cut the ribbon in front of the entrance to the newly renovated gift shop.

who preferred to work alone so he could concentrate on his projects. "Some of them took months and some of them took longer, but he worked on them from 1902 to 1961," Kuehler continued. "He completed his last building shortly before he died in 1961." The Basilica in Lourdes was his last masterpiece, which he completed at 80 years old.



Brother Joseph in his workshop.

As for future events, the grotto will be hosting its Bloomin' Festival Arts and Crafts Fair April 17-18, 2010. The festival welcomes families and is the largest annual fundraiser for the operation and maintenance of the school.

The grotto is open to visitors of all ages. Overnight guests of all faiths are also welcome to experience the hospitality of the Benedictine monks at the St. Bernard Retreat and Conference Center.

For more information on the Ave Maria Grotto, gift shop or St. Bernard Abbey, please visit [avemariagrotto.com](http://avemariagrotto.com).



## Of Men & Ships

### One Man Wolfpack: **Mush Morton**

Personable, resolute, aggressive and a born leader, Commander "Mush" Morton became a legendary submarine skipper during World War II and is remembered as one of the two most successful U.S. sub commanders of the war.

Dudley Walker Morton was born July 17, 1907, in Owensboro, Kentucky, the son of Mr. and Mrs. William Dix Morton. Upon graduation from Miami High School in 1926, Morton was drawn to the Naval Academy by a desire to succeed. He went on to excel in football and wrestling and was well liked by his fellow Midshipmen. It was at the Academy that Morton earned his nickname. Originally called "Mushmouth" due to his resemblance to a character by that name in the "Moon Mullins" comic strip, the moniker soon was shortened to "Mush," and it followed Morton the rest of his life.

After graduating with the Class of 1930, Morton received orders to report to the aircraft carrier USS SARATOGA (CV 3) for passage to the West Coast. Morton then worked in the fitting out of the new heavy cruiser CHICAGO (CA 29) at the Mare Island Naval Yard. The young officer became a plank owner in the CHICAGO, serving in her until June 1933, when, as a lieutenant (junior grade), he reported to Submarine Base New London, Connecticut, to begin the six-month sub school.

Morton was assigned to the Asiatic Station and the submarine tender USS CANOPUS (AS 9). Each summer, the CANOPUS and her submarines shifted from Manila Bay to Tsingtao, China, to conduct a series of training cruises. In Tsingtao that summer, Morton met Harriet Nelson, a pretty brunette who was recuperating from a stateside automobile accident in which she had broken her elbow. Nelson had nearly recovered from her injuries and had been preparing to leave the city to join her sister and brother-in-law, who worked for Standard Oil, when a friend advised that the sub fleet was soon to arrive and that she would "have a good time" with the Navy boys. Harriet and Morton met, and their friendship soon blossomed into a courtship. Dudley and Harriet were married in Tsingtao in 1936, afterward honeymooning in the Philippines.

During this time, Lt. Morton had transferred from the tender to the submarine S-37, Submarine Division Ten's flagship, and he served in the boat until January 1937 when he was ordered to the Philadelphia Navy Yard. After two years in the



A "natural leader and born daredevil," Lt. Commander Dudley W. "Mush" Morton would become one of America's most successful submarine commanders in World War II.

yard, Morton received orders to report to the destroyer USS FAIRFAX (DD 93) as executive officer. The FAIRFAX cruised the waters off Cuba and, after the outbreak of war in Europe that fall, served on "Neutrality Patrol," monitoring the movement of belligerents' vessels. To the officers at sea there was little question of "if" the United States would become more deeply involved in the war, only "when." Morton's training had been in submarines, so, after a year as the second in command of a surface warship (which soon would be decommissioned and transferred to the British Royal Navy), Morton was given the task of refitting the small submarine R-5 and serving as her commanding officer. Morton commanded the boat through the early months of America's entry into the war, leaving the sub in April 1942. After temporary duty at the sub base at New London, Morton, by now a lieutenant commander, was ordered to Submarine Squadron Four for duty as a prospective commanding officer. Initially assigned to the elderly DOLPHIN while she was undergoing repairs at Pearl Harbor, Morton reportedly refused to take command of the boat after conducting a 10-day shakedown cruise in her, calling the boat a "death trap."



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**Morton in the conning tower of the WAHOO on January 26, 1943, when he successfully sank all four ships of a Japanese convoy.**

That fall, Morton went on patrol in the newer submarine WAHOO (SS 238) as an observer. A Gato-class submarine, the WAHOO had been built at the Mare Island Navy Yard and commissioned the preceding May. Her first combat patrol had been a disappointment. She had fired on several targets and hit a freighter but had passed up some rich targets, including an enemy submarine tender and an aircraft carrier. Morton joined the boat on her second patrol, which departed Pearl on November 8, 1942, under the command of Lt. Commander Marvin "Pinky" Kennedy. Again, a number of targets were allowed to get away unmolested, although the WAHOO did succeed in sinking the 5,300-ton tanker KAMOI MARU and an enemy submarine identified as the I-15. The boat arrived at Brisbane, Australia, on December 26 to begin a refit. On December 31, Lt. Commander Kennedy was relieved as commanding officer for failing to get more results.

The message was clear: the Navy expected its submarine officers to take risks – and sink enemy shipping. Mush Morton believed he was up to the task. Morton relieved Kennedy as the commanding officer of the WAHOO and got her ready for sea in two weeks. After performing sonar testing, the submarine began her third combat patrol on January 19, 1943. While reconnoitering Kairiru Island on January 24, the WAHOO sighted the Japanese destroyer HARUSAME in Wewak Harbor. Morton took his sub into the harbor and fired a spread of three torpedoes at the warship. All three missed. A fourth was fired, and the HARUSAME executed evasive maneuvers to avoid the torpedo. As the destroyer came bearing down on the sub, Morton held his position. He had seen firsthand the wages of caution. Morton lined up one final shot, an innovative "down the throat shot," and fired his torpedo and broke the ship's back.

Two days later, the WAHOO sighted two ships and immediately attacked them. Two torpedoes found their target in the



**The WAHOO flew a broom from her conning tower as she entered Pearl Harbor on February 7, 1943, indicating a "clean sweep" in her third combat patrol (her first under Morton's command).**

first freighter, the FUKUEI MARU. A third torpedo missed the second target but the fourth torpedo struck home. The WAHOO then sighted two more ships, including the transport BUYO MARU and a tanker. From periscope depth, Morton observed the FUKUEI MARU sinking by the stern. Ignoring the second vessel that was approaching the sub, Morton ordered three torpedoes fired at the BUYO MARU. The first missed, but the second and third torpedoes detonated against the transport's hull. Morton now fired two bow shots at the second vessel, one of which made contact and exploded, but the ship kept coming. WAHOO had to make a turn to port at flank speed to avoid a collision. A number of explosions followed, and when the WAHOO surfaced, the FUKUEI MARU had sunk. The BUYO MARU lay dead in the water, and the second freighter and tanker were attempting to flee. WAHOO fired another torpedo at the BUYO MARU, but it failed to detonate. One more did the trick, though, exploding amidships.

What happened next is mired in controversy. Surviving Japanese troops had taken to some 20 lifeboats, and as the WAHOO surfaced to recharge her batteries, she fired on the men in the boats. It was reported that the enemy troops fired on the submarine with machine guns and rifles and that the gunners on the sub were merely returning fire. Others present stated that the troops intentionally were targeted to prevent their being able to rejoin the fight at a later date and that the WAHOO fired first. Still others said that the troops only had handguns and only fired on the submarine after they were fired on.

Her batteries recharged, the WAHOO now chased down and sank both of the fleeing ships. The next day, the sub spotted a convoy of eight enemy ships but was unable to get close enough to attack, due to an effective destroyer escort that depth-charged the submarine. The sub put into Pearl Harbor on February 7 for a refit and was ready to begin her fourth combat patrol by February 23.

After refueling at Midway, the WAHOO proceeded to the northern edge of the Yellow Sea in a relatively shallow area previously not patrolled by U.S. subs. On March 19, the WAHOO sank the freighter ZOGEN MARU with a single torpedo. The merchantman went to the bottom with no survivors. A few hours later, the sub targeted the freighter KOWA MARU, damaging her with a torpedo. A second torpedo proved to be a dud, and two more torpedoes missed their target.

Two days later, the WAHOO sank the freighter HOZEN MARU off the coast of Korea and, four hours later, the NITTSU MARU. On March 23, while transiting the so-called "Sampan Alley," the submarine sank the collier KATYOSAN MARU with a single torpedo. The TAKAOSAN MARU proved harder to sink the next day. Of the first spread of three torpedoes, the first two detonated prematurely and the third missed its target. A fourth target also missed the tanker, which was loaded with fuel oil. After surfacing to get a better angle of attack, the WAHOO submerged and fired another spread of three torpedoes. One struck the KATYOSAN MARU and detonated, sinking the ship within four minutes.

On March 25, after two torpedoes fired at the SATSUKI MARU detonated prematurely, Morton took his boat to the surface, approached the freighter and shelled her with his four-inch gun until the ship caught fire and eventually sank. The next day, Morton sank another freighter using the WAHOO's 20-mm and four-inch guns. A trawler fell victim to the submarine later that day, with sailors tossing home-made Molotov cocktails onto the enemy vessel after the WAHOO's 20-mm guns jammed. On March 28, the submarine fired on two motor sampans, leaving them behind as floating wrecks. And on March 29, the WAHOO fired two torpedoes at the YAMABATO MARU, sinking her within two minutes with the first torpedo. As the WAHOO now turned her bow toward home, Pearl Harbor reported that the Japanese believed "a submarine wolfpack [is] operating in Yellow Sea. Shipping all tied up." Mush Morton and the WAHOO had become a "one-boat wolfpack," and the sub had just conducted the most successful combat patrol of the war to date.

WAHOO began her fifth wartime patrol on April 25, departing Midway under air escort. On May 4, the sub torpedoed the seaplane tender KAMIKAWA MARU but failed to sink her. May 7 saw the submarine attack two ships. The first, the



**Morton describes the WAHOO's successes during a press conference in February 1943.**

TAMON MARU #5, was sunk, but the second ship managed to evade the four torpedoes fired at her and escape. Later, in an attack on a three-ship convoy, including two escorts and a large auxiliary ship, the WAHOO once more suffered from two of its torpedoes detonating prematurely and a third failing to detonate.

On the night of May 9, the submarine fired two three-torpedo spreads at each of two targets, sinking both, a large tanker and a freighter, the TAKAO MARU and the JINMU MARU.

On May 12, the WAHOO fired the last six of her torpedoes at two freighters but to no avail. The sub made her way back to Pearl Harbor, arriving May 21. Despite the high number of ineffective torpedoes, the patrol was considered a huge success and had set several records for the war. Admiral Chester Nimitz, Commander-in-Chief, U.S. Pacific Fleet, was piped aboard to present awards to Morton, the submarine's officers and enlisted crew members.

WAHOO departed Pearl on May 23, bound for San Francisco for much-needed repairs and a little R&R for her crew. During the refit, Mush Morton served as technical director on a Warner Brothers film entitled Destination Tokyo starring Cary Grant. The movie business provided a little glamour for war-weary Mush and Harriet as they spent time with the actor and director, Delmer Daves.



Morton served as technical director on the set of the movie *Destination Tokyo*. Left to right: film director Delmer Daves, Cary Grant, Harriet Morton, Mush Morton.

The submarine sailed from San Francisco on July 21, arriving at Pearl Harbor a week later. On August 2, she departed for Midway, stopping only long enough to top off her tanks and take on fresh supplies before beginning her sixth combat patrol of the war. This time, the WAHOO would be patrolling the previously untouched Sea of Japan. While Morton found himself in rich hunting grounds, he became increasingly frustrated by the poor quality of his torpedoes. Over the course of four days, the WAHOO targeted and fired torpedoes at no fewer than nine enemy vessels. All 10 torpedoes fired at these ships either exploded prematurely, went off target or proved to be duds. The WAHOO was recalled to base and touched at Midway before putting in at Pearl.

Morton had some lively conversations with Rear Admiral Charles Lockwood, Commander, Submarines, Pacific Fleet. While Morton was chastised for abandoning the prescribed three-torpedo spread in favor of single shots, Lockwood couldn't argue with the fact that the steam-powered Mark 14 torpedoes the Navy had been supplying its submarines with were substandard. Morton requested another shot at the Sea of Japan, and he took on a full complement of the Navy's new Mark 18 electric torpedoes.



The WAHOO departed for the Sea of Japan on her seventh combat patrol in September 1943. She was lost with all hands on October 11.

The WAHOO departed Pearl Harbor on her seventh combat patrol, stopping once more at Midway on September 13 to take on fuel and supplies before heading for La Perouse Strait and the Sea of Japan. The submarine was never heard from again. According to Japanese records, the WAHOO sank four ships during her final patrol, including the 8,000-ton steamer KONRON MARU. On October 11, a Japanese patrol aircraft sighted a submarine's wake and an oil slick and initiated an air and sea attack on the submerged boat. In 2006, an international expedition confirmed the site where the WAHOO met her fate, the victim of a Japanese depth charge in the La Perouse Strait.

Commander Dudley "Mush" Morton was lost at sea, along with the 79 crew members of the WAHOO. Morton sank 19 ships totaling some 55,000 tons during his five patrols, making him the second most successful of all World War II U.S. sub commanders in terms of enemy vessels sunk. Morton received a remarkable four Navy Crosses, the last one posthumously, as well as the Purple Heart. His tactics changed the way that submarine warfare was waged in the Pacific – from transiting on the surface to placing the executive officer at the periscope while the commanding officer plotted the attack – and he chalked up a number of firsts, from being the first U.S. submarine skipper to enter an enemy harbor and sink a ship to being the first to successfully use a "down the throat" torpedo shot and the first to destroy an entire convoy single-handedly. Vice Admiral Lockwood would later describe Mush Morton as "a natural leader and born daredevil," and a former crewman would declare that "... it only took me one minute to realize that I would follow that man to the bottom of the ocean if necessary." Morton was 36 at the time of his death. He was survived by his wife, Harriet, and a son and daughter.

The destroyer USS MORTON (DD 948), commissioned in 1959, was named in Mush Morton's honor.



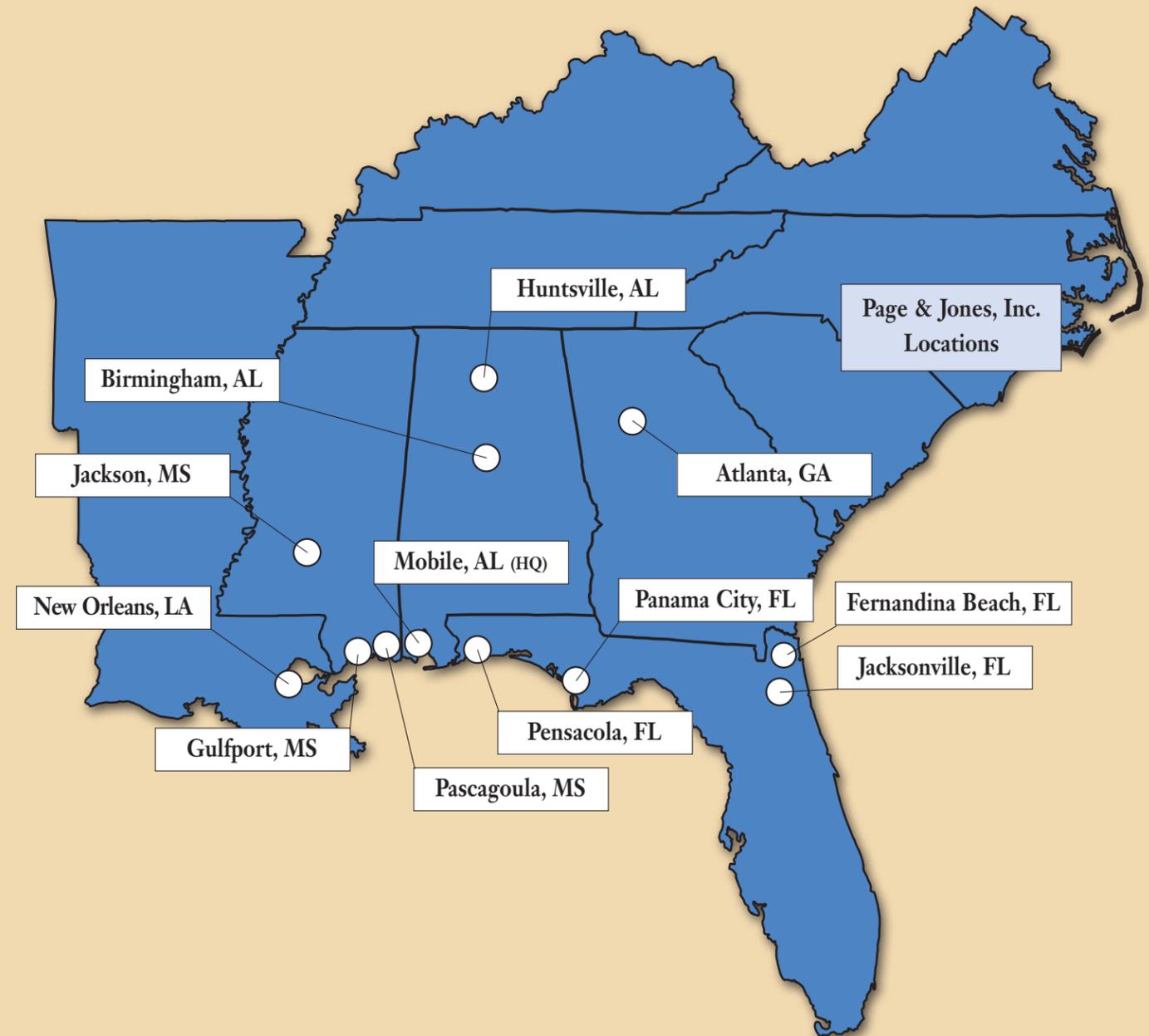
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## Trade Lanes

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	Atlanticargo Grieg Star Shipping	Every 10 Days Every 10 Days	Norton Lilly International Grieg Star
<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 Gearbulk	Monthly Bi-Monthly	Westfal Larsen/Inchcape Inchcape
PRAIA-MOLE	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
SANTOS	Westfal-Larsen Shipping Gearbulk	Monthly Bi-Monthly	Westfal Larsen/Inchcape 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>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>			
CARTAGENA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
PUERTO CABELLO	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
SANTA MARTA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency

<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>EGYPT</b>			
ALEXANDRIA	Nordana	Inducement	Biehl & Company
<b>ENGLAND</b>			
TILBURY	Atlanticargo Grieg Star Shipping	Weekly Monthly	Norton Lilly International Grieg Star
<b>FRANCE</b>			
BOULOGNE	Grieg Star Shipping	Monthly	Grieg Star
SETE	Grieg Star Shipping	Monthly	Grieg Star
<b>GERMANY</b>			
BREMEN	Atlanticargo Grieg Star Shipping	Every 10 Days Every 10 Days	Norton Lilly International Grieg Star
<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 Grieg Star Shipping	Inducement Bi-Monthly	Biehl & Company Grieg Star
MONFALCONE	Grieg Star Shipping	Bi-Monthly	Grieg Star
NAPLES	Grieg Star Shipping	Bi-Monthly	Grieg Star
SAVONA	Grieg Star Shipping	Bi-Monthly	Grieg Star
<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	Grieg Star
NIIGATA	Saga Forest Carriers	Inducement	Biehl & Company
SHIMIZU	Grieg Star Shipping	Monthly	Grieg Star
TAGONOURA	Saga Forest Carriers	Inducement	Biehl & Company
TOKYO	Saga Forest Carriers	Inducement	Biehl & Company
<b>KOREA</b>			
INCHON	Saga Forest Carriers Grieg Star Shipping	Inducement Monthly	Biehl & Company Grieg Star
KUNSAN	Grieg Star Shipping	Monthly	Grieg Star
<b>LEBANON</b>			
BEIRUT	Nordana	Inducement	Biehl & Company
<b>MARTINIQUE</b>			
FORT-DE-FRANCE	C.I.C.	Monthly	Seacliff Agencies

<b>MEXICO</b>			
COATZACOALCOS	CG Railway	Every 4 Days	CG Railway
TAMPICO	Spliethoff	Monthly	Page & Jones Inc.
<b>MOROCCO</b>			
CASABLANCA	Spliethoff	Monthly	Page & Jones Inc.
<b>NETHERLANDS</b>			
ROTTERDAM	Atlanticargo Grieg Star Shipping	Every 10 Days Monthly	Norton Lilly International Grieg Star
VELSEN	Grieg Star Shipping	Monthly	Grieg Star
<b>SCOTLAND</b>			
MONTROSE	Grieg Star Shipping	Monthly	Grieg Star
<b>SOUTH AFRICA</b>			
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
<b>SPAIN</b>			
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	Grieg Star
PALMA DE MALLORCA	Spliethoff	Monthly	Page & Jones Inc.
VIGO	Spliethoff	Monthly	Page & Jones Inc.
VALENCIA	Nordana	Inducement	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	C.I.C.	Monthly	Seacliff Agencies
VIEUX FORT	C.I.C.	Monthly	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>			
PORT OF SPAIN	C.I.C.	Bi-weekly	Seacliff Agencies
<b>TURKEY</b>			
ISTANBUL	Nordana	Inducement	Biehl & Company
IZMIR	Nordana	Inducement	Biehl & Company
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OIL RECOVERY CO., INC.–P. O. Box 1803.....	(251) 690-9010
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