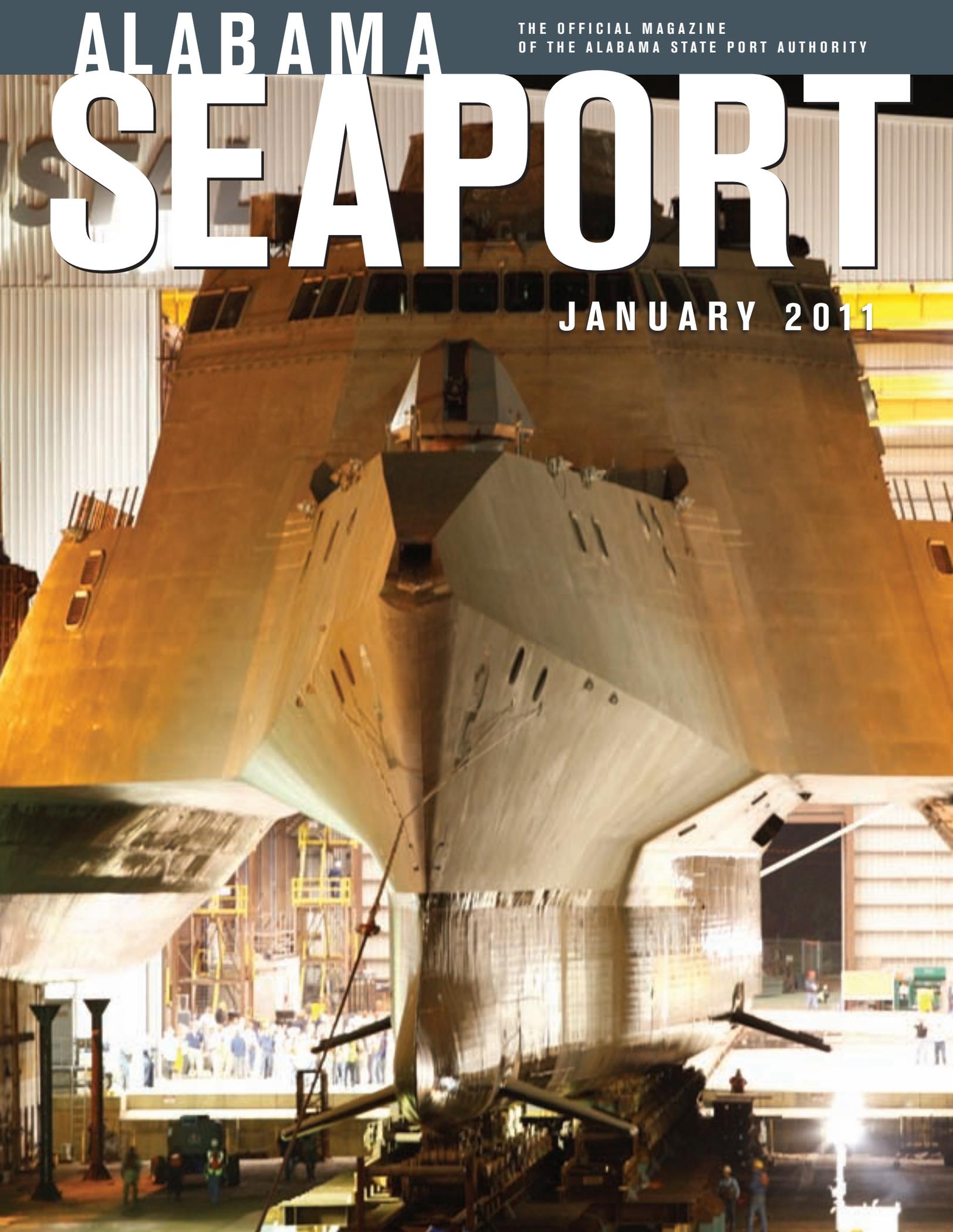


ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

JANUARY 2011



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ALABAMA SEAPORT

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On The Cover:

Austal USA wins another important contract to build ships for America's military. In this issue, find out how many jobs the contract will bring to Alabama. The littoral combat ship INDEPENDENCE was constructed at Austal USA in Mobile, Ala. The aluminum warship is now operating as part of the Navy's fleet out of Norfolk, Va.



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Austal

Garners Aluminum Warships Contract

The face of Mobile's waterfront and its employment numbers are about to make a dramatic change, thanks to Austal USA's \$3.8 billion contract to build 10 littoral combat ships (LCS) for the U.S. Navy in the next eight years. "We believe this contract is a strong vote of confidence in Austal's trimaran LCS design, and in the strength and capability of our Mobile, Ala., operations and highly-skilled workforce," Austal USA President and Chief Operating Officer Joe Rella stated in a news release issued by Austal following the award announcement.

No stranger to growth, Austal USA has received several contract awards since opening its doors in Mobile in 1999, leading to expansion. It currently employs 1,800 workers, but expects to hire an additional 2,000 by the end of 2012 in response to the LCS contract, making it the leading manufacturing employer in the Mobile area.

Construction on Austal's first new LCS vessel in this contract will begin in early 2012. In 2005, Austal was awarded an LCS construction contract for the USS INDEPENDENCE, followed by a contract in 2009 to build the USS CORONADO, an INDEPENDENCE-class LCS. The USS INDEPENDENCE is currently operating as part of the Navy's fleet out of Norfolk, Va.

The LCS is specifically designed for speed and use in shallow and coastal waters and the related threats of submarines and mines, as well as special forces operations and anti-piracy efforts. The Austal-designed LCS is a 418-foot aluminum trimaran. It features one central hull with a smaller, shallower hull on either side, a large flight deck and an open space beneath the deck, presenting multi-use capabilities.

Rella expects hiring to begin with engineers as the contractor needs about 100 design and engineering positions filled over the next few months.



The face of Austal's shipyard will change as the defense contractor doubles the size of its Modular Manufacturing Facility, constructs a new assembly bay, adds a new office complex and expands its waterfront to increase wharfage capability.



Robert Bentley, Governor of Alabama

ALABAMA STATE PORT AUTHORITY

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Term expires July 31, 2013

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Mayor, City of Mobile (Ex-Officio)

Term expires July 31, 2011

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During an LCS Keel-Laying Ceremony, workers display the skills and methods used to construct the warship for visitors and guests.

Next, he anticipates hiring for approximately 1,700 positions in the shipbuilding trades, such as welders, pipe fitters, electricians and other skilled jobs. Positions such as these pay between \$30,000 and \$54,000 annually. Rella calls the Mobile area "the Silicon Valley of shipbuilding," due to its high concentration of shipbuilders and related industries on the Central Gulf Coast, leading to a ready pool of skilled labor.

Austal will then begin filling trade-specific positions. Its training program, a cooperative effort between Austal and Alabama Industrial Development Training (AIDT), is available for those candidates who need skill-specific instruction. AIDT is a state organization providing workforce training for new and expanding companies. It is part of the Alabama Community College System. Rella expects about half of the applicants have little to no experience. The six-week training course for welders and fitters will be conducted in AIDT's new \$12 million Maritime Training Center, educating candidates to Austal's specifications. Half the facility is dedicated to Austal's training program. It will offer courses in welding, fitting, crane operation, safety, ship planning and shipyard supervision.

In addition, Austal is working with Bishop State Community College to develop training programs and is in discussions with Spring Hill College and the University of South Alabama, specifically for engineering and professional positions. "Employment at the Austal shipyard will literally double, meaning jobs and opportunities for thousands on the coast. It couldn't come at a better time as our new Maritime Training Center is now online and ready to prepare new employees," former Alabama Governor Bob Riley told the *Press-Register*.



The Austal-designed LCS is a 418-foot aluminum trimaran specifically designed for use in shallow and coastal waters.

With its increased workload and growing number of employees, Austal plans to double its Modular Manufacturing Facility (MMF), where ships are constructed in assembly-line fashion, and construct a new assembly bay. A new office complex near the MMF is planned, as is an expansion to Austal's waterfront to increase wharfage capability.

For the Mobile economy, Austal's LCS contract means an additional \$160 million in new construction on top of the \$200 million Austal has already invested in the Port City. To aid in the expansion, the state of Alabama donated 3.6 acres of land on Pinto Island, and the City of Mobile and the Mobile County Commission are each contributing \$2.5 million toward an office for Navy program personnel.

"We need the jobs and it helps to build that sector of our economy," Merceria Ludgood, president of the Mobile County Commission, told the *Press-Register* when the contract was announced. "We need jobs and we need a stimulus for our economy, and this does both," added Mobile Mayor Sam Jones. Experts have also identified the "ripple effect" the contract will have on the local economy, from new service jobs, subcontractors and key suppliers to hotels, restaurants, and other service businesses.

Mobile's business-friendly environment supports Austal's growth. "The city, the county, the state and federal level are all tremendously supportive of business," Rella explained in an interview with the independent Mobile publication *Lagniappe*. "This couldn't happen without the help of the mayor, the city council, the county commission, the chamber of commerce, the governor—without a doubt Senators Shelby and Sessions and Congressman Bonner—fighting the battles for us in Washington, to enable us."

The city is looking to the defense contractor to help improve its economy and jobless rate. In December 2010, Alabama's unemployment rate was 9.1 percent, with Mobile County reporting a 9.9 jobless figure. "This is great news for our Navy, American taxpayers and the people of Mobile. This contract will deliver good jobs to our state and the best equipment to our warfighters at the least cost to taxpayers," U. S. Senator Richard Shelby, R-Tuscaloosa, told the *Press-Register*.

In an unprecedented decision, the Navy split the contract between Austal and Lockheed Martin Corp., a move the Navy partially attributes to the competitive bids. The Navy Office of Information referred to each bid's "mature designs, investments made to improve performance, stable production and continuous labor learning at their respective shipyards." Each contract begins with one vessel, but includes line items for nine additional ships.

When all 10 ships are awarded, the value of the ship

construction portion of the contracts will be \$3,518,156,851 for Austal and \$3,620,625,192 for Lockheed Martin. Broken down, Austal will build a vessel for an average of \$352 million, and Lockheed for \$362 million. Both companies will build the vessels for significantly less than the \$480 million price cap set by Congress.

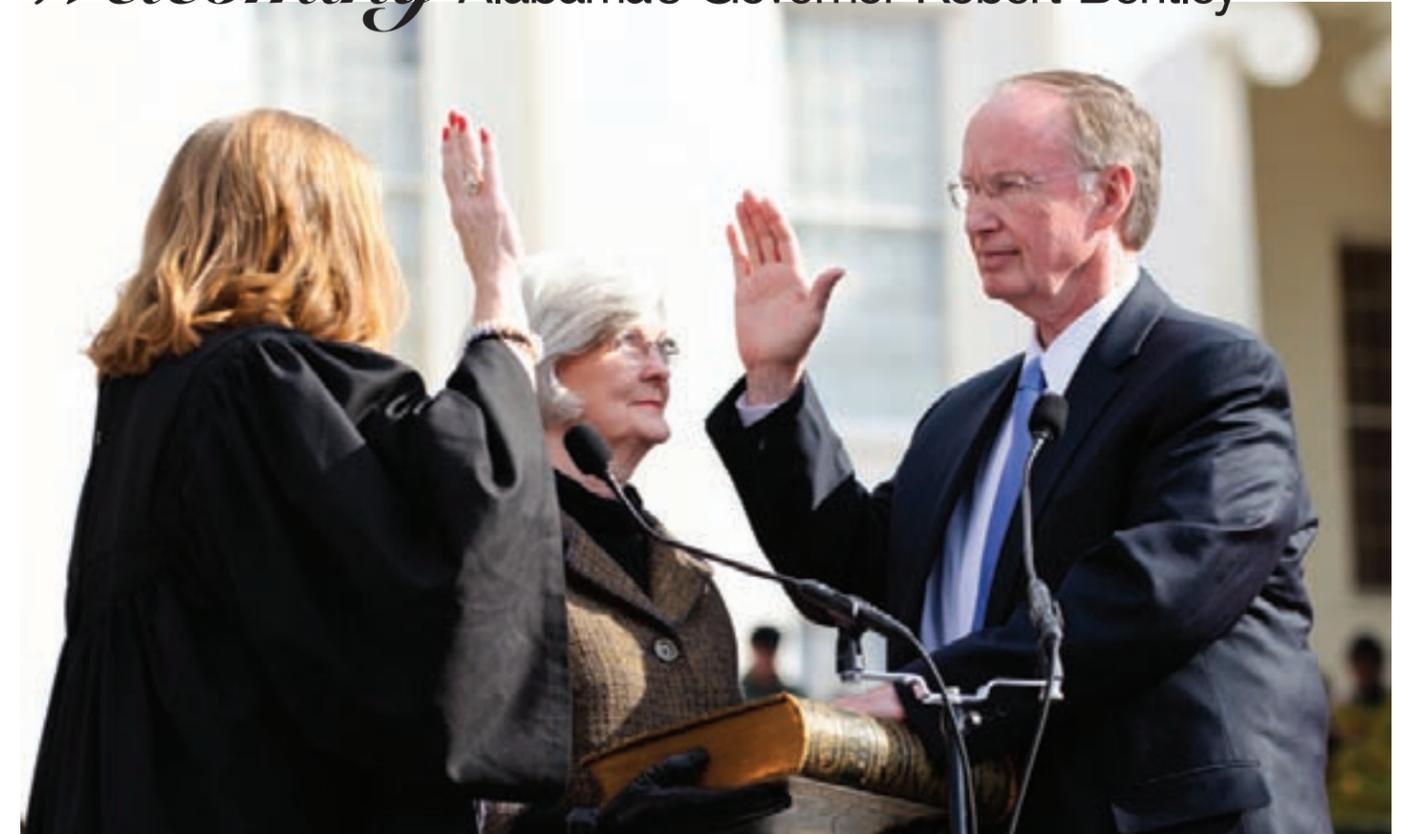
U.S. Senator Jeff Sessions, R-Mobile, told the *Press-Register* that he plans to continue working to ensure funding for the LCS. "The exemplary work that the people of Austal USA and the City of Mobile have done on the littoral combat ship has made this contract award possible...These contributions have bolstered Alabama's proud role as a key player in protecting our nation's interests and will have a profoundly positive effect on the area's economy."

Austal is also working on a \$1.6 billion contract for 10 Joint High Speed Vessels (JHSV), part of a shared U.S. Army and U.S. Navy contract. Work on two of those ships is in progress at Austal: the SPEARHEAD and the VIGILANT. The keel-laying ceremony for the SPEARHEAD took place last July; delivery is planned for this December to the U.S. Army.



The INDEPENDENCE, built in Mobile, Ala., at Austal USA, waits for its commissioning ceremony.

Welcoming Alabama's Governor Robert Bentley



Robert Bentley, 67-year-old physician and Shelby County native, became governor of the state of Alabama on Jan. 17. Photo © by Village Photographers, Auburn, Ala.

On Jan. 17, Robert Bentley became Alabama's governor on the steps of the state capitol following an inauguration parade through downtown Montgomery. The 67-year-old physician and Shelby County native placed his hand on the Alabama State Bible, which has been used by every Alabama governor since 1853, according to the *Associated Press*.

According to Gov. Bentley's website, "Dr. Robert J. Bentley ran for Governor to grow the economy and create jobs without increasing taxes or spending. He believes there needs to be more transparency and accountability in Alabama's government. He is a pro-life, pro-marriage and pro-Second Amendment conservative who believes in smaller and more limited government."

Assisting in this transition to office is a team of 18 Alabamians, which were announced less than 24 hours after Gov. Bentley's election. Charles McCrary, president and CEO of the Alabama Power Company in Birmingham, served as chairman of the group. "This transition team is made up of people representing a broad cross-section of community and state leaders in Alabama," Gov. Bentley said. "One that shares my priorities to put Alabama back to work and move our state forward."

Serving as one of the 18 on Gov. Bentley's transition team is David J. Cooper, vice chair of the Alabama State Port Authority board of directors and senior vice chairman of Cooper/T. Smith Corporation. Cooper as well as Clarence Ball, past board member of the Alabama State Port Authority and president of Ball HealthCare Services, Inc., were tapped by Gov. Bentley to represent the city of Mobile.

"The primary goal of the transition team was to select, recommend and interview possible candidates for cabinet positions and other administrative posts," said Cooper. "Gov. Bentley needed people who would volunteer their time and whose judgment he trusted to give recommendation on these individuals."

"We felt privileged that two members of the team had a deep understanding of international trade and waterborne transportation issues and its importance to the state's economy. The Port of Mobile has a \$10 billion economic impact on Alabama's economy and will be a strategic tool in expanding existing industry and attracting new investment to the state," said Lyons.



“We’re going to put Alabama back to work. And I truly believe Alabama’s best days are ahead,” said Gov. Bentley in his closing remarks on the steps of the state capitol. Photo © by Village Photographers, Auburn, Ala.

Prior to taking office, Gov. Bentley was hard at work with his transition team appointing people to serve in various state positions including:

- John D. Harrison continuing as State Banking Superintendent
- Dr. R. Bob Mullin, Jr. named Alabama Medicaid Director
- John. R. Cooper named Department of Transportation Director
- Tom Surtees continuing as Industrial Relations Director
- David Adams Perry named Director of the State Department of Finance
- Judge Charles R. Malone named Tuscaloosa Chief of Staff
- Dr. Marquita Davis continuing as Commissioner of the Department of Children’s Affairs
- Spencer Collier named Homeland Security Director
- Former Alabama House Speaker Seth Hammett named Alabama Development Office Director
- Lee Sentell continuing as Director of the Alabama Tourism Department
- Jim Byard, Jr. named Director of the Alabama Department of Economic and Community Affairs

Focus on Alabama Jobs

According to Cooper, Gov. Bentley’s main focus is creating Alabama jobs. “Gov. Bentley appears to be focused, if not obsessed, with creating jobs,” he said. “He knows without

Alabamians having jobs, we cannot make any progress. And it’s not necessarily all about new companies coming to Alabama, but spending time to help existing companies expand and hire in our already existing private sector jobs.”

In his inauguration speech, Gov. Bentley declared, “We will put Alabama back to work. One of the most important things government can do in our state is help create jobs in the private sector. There are many challenges that we must address as we move Alabama forward. But creating jobs is the key to addressing all of these challenges. When Alabama is at full employment, our citizens have money to spend, our tax revenues increase and our economy thrives.”

The governor promised during his campaign he will not accept the governor’s annual salary until Alabama reaches full employment.

Re-Evaluating Alabama’s Budget

Cooper attended the inauguration festivities, which took place over the course of three days beginning Saturday, Jan. 15. “The festivities were done in a fine manner, but also somewhat understated,” Cooper said. “Gov. Bentley wanted to make sure during these challenging economic times, our state government was not viewed as wasting any money celebrating an inauguration when there were people without jobs.”

A Jan. 5 article by *The Tuscaloosa News* stated, “Gov.-elect Robert Bentley’s Jan. 17 inauguration that will cost at least \$1.4 million was described Tuesday by its organizers as austere and will have free public events, including a parade and another event that will require a ticket for admission.”

Another item on Gov. Bentley’s agenda is balancing and cutting out waste in Alabama’s budget. “He knows the state is in challenging economic times, and we cannot continue to spend as we did during the ‘boom time,’” said Cooper. “Gov. Bentley is looking at a number of agencies and if there is duplication or there is not enough activity, he is going to cut or combine them so we can save some of those dollars.”

Economic Support and Development

Despite this, Cooper also said that Gov. Bentley wants to foster current and new businesses. “Gov. Bentley has said, ‘You cannot save yourself into prosperity.’ While we are cutting back in some areas, he is very aggressive on developing and supporting Alabama’s economy with companies like Austal, EADS and the Port of Mobile, so we can continue to bring in the ‘ThyssenKrupps of the world,’” said Cooper.

In December, ThyssenKrupp Steel USA and ThyssenKrupp Stainless USA formally opened their \$5 billion mills in Calvert, Ala. When fully operational, ThyssenKrupp expects to employ 2,700 people in order to receive 4 million metric tons of carbon steel slabs annually and produce 350,000 tons.

“I’m already excited over steps Governor Bentley is taking to assess our economic development needs in the state. His selection of Seth Hammett to lead ADO, and Seth’s ability to work closely with our industries, will give us a strong leader in economic development. Further, the partnership forged between the Alabama Development Office and the Economic Development Partnership of Alabama to assess where we stand in today’s economy and to identify strategic goals for the state’s economic development initiatives is vitally important work,” said Lyons. Boyette Strategic Advisors (BSA), an economic development consulting firm well-versed in Alabama’s economic development community, has been retained to assist the state in developing a strategic plan for aligning Alabama’s job creation and workforce development assets to build on Alabama’s economic development success. “We know where we’ve been, but now we must have a good understanding of where we are and where we want to go. The Port Authority has already talked with Boyette and I’m confident we will get there quickly,” added Lyons.

“Gov. Bentley recognizes we have to keep our eyes, not only in the state and region, but globally,” stated Cooper. “He expressed this to me and is anxious to move forward. It is very refreshing and encouraging to anyone in international trade.”



Inauguration parade through downtown Montgomery prior to the ceremony featured college and high school bands throughout Alabama. Photo © by Village Photographers, Auburn, Ala.



Gov. Bentley wrapped the day at his inauguration ball held at the Renaissance Hotel and Spa Convention Center in Montgomery surrounded by hundreds of his friends, family and supporters. Photo © by Village Photographers, Auburn, Ala.

Alabama’s Best Days Are Ahead

In his closing remarks, Gov. Bentley said to the thousands throughout the state who came to celebrate his taking office and watching on television, “We all want a good job and to be able to take care of our families. We all want our state to be a great place to live and to work. Working together, we can accomplish these goals. Working together, we’re going to get through these tough times. We’re going to put Alabama back to work. And I truly believe Alabama’s best days are ahead.”

Gov. Bentley wrapped the day at his inauguration ball held at the Renaissance Hotel and Spa Convention Center in Montgomery surrounded by hundreds of his friends, family and supporters. Guests enjoyed music and dined on food sourced entirely from within Alabama.



Jeff Sessions (R)

Committees and Subcommittees:

Senate Committee on Armed Services; Subcommittee on Strategic Forces, Subcommittee on Airland; Subcommittee on Seapower; Senate Committee on the Judiciary; Subcommittee on Administration Oversight and the Courts; Subcommittee on Crime and Drugs; Subcommittee on Immigration, Border Security and Citizenship; Subcommittee on Terrorism, Technology and Homeland Security; Senate Committee on the Budget (Ranking Member); Senate Committee on Environment and Public Works

Current Initiatives concerning Alabama's Port:

Alabama has become a focal point for global business in recent years, and Senator Sessions is dedicated to creating strong infrastructure for sustaining Alabama's growing economy, which in turn supports our nation. Alabama's labor force is competitive within any global market and Senator Sessions seeks to highlight and promote this. He also plans to secure policies that encourage growth and ensure workers, farmers and industries receive full benefits of trade bargains. Alabama's transportation system is pivotal in the continued growth and Senator Sessions maintains that effective investments in the infrastructure will only add to the amount and betterment of jobs coming to the state.

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Richard Shelby (R)

Committees and Subcommittees:

Committee on Banking, Housing and Urban Affairs (Ranking Member); Subcommittee on Economic Policy, Subcommittee on Financial Institutions; Subcommittee on Housing and Transportation; Subcommittee on International Trade and Finance; Subcommittee on Securities and Investment; Subcommittee on Commerce, Justice, Science, and Related Agencies (Ranking Member); Subcommittee on Defense; Subcommittee on Energy and Water; Subcommittee on Homeland Security; Subcommittee on Labor, Health and Human Services, Education, and Related Agencies; Subcommittee on Transportation, Treasury, the Judiciary, and Housing and Urban Development, and Related Agencies

Current Initiatives concerning Alabama's Port:

"The Port of Mobile is one of the most active ports on the Gulf Coast and continues to be a critical component of Alabama's economic growth. The new container and rail intermodal terminal on Choctaw Point will increase shipping and receiving capabilities at the Port of Mobile and in the Central Gulf Coast. The terminal will serve as just one more weapon in the arsenal of the development teams working across the state to bring in business. I will continue to advocate for funding for these assets, which are vital to the economy of the State of Alabama and the Gulf Coast region."

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Jo Bonner (R-Mobile)

District: First (Baldwin, Clarke, Escambia, Mobile, Monroe and Washington counties)

Committees and Subcommittees:

House Committee on Appropriations – Defense, Financial Services, Commerce, Justice and Science; House Committee on Ethics

Current Initiatives concerning Alabama's Port:

"The Port of Mobile is not only the economic portal for Alabama, but is a growing gateway for international trade to the southeastern United States.

"Owing to the strategic investments made in Alabama's seaport over the last decade, the Port of Mobile has grown from the 14th to ninth largest in America. Recent milestones include the completion of the \$33 million 1,175-foot turning basin allowing larger vessels to access the Port while enhancing the export of Alabama's raw materials and manufactured goods to the world, as well as the \$300 million Mobile Container Terminal, which provides containerized cargo shippers with access to global networks covering all possible trade routes to and from the Port of Mobile.

"As a supporter of local and regional economic development projects tied to the Port, including ThyssenKrupp in Washington County and Austal USA in Mobile, I recognize the vital role that Alabama's Port plays in our state's growing industrial economy as well as in our traditional agriculture sector. I am committed to keeping a strong focus on the Port of Mobile as part of our state's overall strategy for economic development."

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District: Second (Autauga, Barbour, Bullock, Butler, Coffee, Conecuh, Covington, Crenshaw, Dale, Elmore, Geneva, Henry, Houston, Lowndes, Montgomery (partial) and Pike counties)

Committees and Subcommittees:

House Armed Service Committee: Tactical Air and Land Forces, Readiness; House Agriculture Committee: General farm commodities and risk management, Conservation, energy and forestry; House Education and the Workforce Committee: Health, Employment, Labor and Pensions, Early Childhood, Elementary and Secondary Education

Current Initiatives concerning Alabama's Port:

"Maintaining and improving Alabama's transportation infrastructure is vital to creating new jobs. Smart investment in infrastructure makes Alabama more competitive in the global economy, clears the path for economic growth, and helps attract world-class manufacturers to Alabama. I salute the work of Alabama's Port Authority to bring online new infrastructure, such as the turning basin that facilitates trade through Alabama. Our continued focus on these critical assets is important as we foster economic growth at home and enhance Alabama's role in the global marketplace."

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Mike Rogers (R-Anniston)

District: Third (Calhoun, Chambers, Cherokee, Clay, Cleburne, Coosa, Lee, Macon, Montgomery, Randolph, Russell, Talladega and Tallapoosa counties)

Committees and Subcommittees:

House Armed Services Committee – Readiness, Strategic Forces; House Committee on Homeland Security – Subcommittee on Transportation

Current Initiative concerning Alabama's Port:

"The Port of Mobile is absolutely critical to our local and national economies. As a senior member of the House Homeland Security Committee, I know firsthand how important the safe and secure flow of commerce is to Alabama and our nation. Along with Congressman Jo Bonner and the entire Alabama delegation, I plan to continue to work closely with Alabama State Port Authority and all the fine folks in Mobile on issues of concern."

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Robert Aderholt (R-Haleyville)

District: Fourth (Blount, Cullman, DeKalb, Etowah, Fayette, Franklin, Lamar, Marion, Marshall, Morgan, Pickens, St. Clair, Walker and Winston counties)

Committees and Subcommittees:

House Appropriations Committee – Subcommittee on Agriculture, Subcommittee on Commerce, Justice and Science, Chair of Subcommittee on Homeland Security

Current Initiative concerning Alabama's Port:

"A successful Port in Mobile opens up commercial opportunities to all of Alabama, allowing our businesses to connect with other countries around the world and export Alabama products. For example, cities on the Tennessee River, like Decatur and Guntersville in the District I represent, are able to ship goods down Alabama's waterways to Mobile's Port and save more than 800 miles versus if they had to utilize the Mississippi River system. The Port of Mobile also brings more jobs to our state by attracting businesses here to take advantage of our excellent infrastructure and skilled workforce. As the Chairman of the Appropriations Subcommittee on Homeland Security, I will also work to make sure that our ports are safe and secure so that commerce can continue uninterrupted."

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Mo Brooks (R-Huntsville)

District: Fifth (Colbert, Lauderdale, Lawrence, Limestone, Madison and Jackson counties, as well as parts of Morgan County)

Committees and Subcommittees:

House Armed Services; Science, Space and Technology

Current Initiative concerning Alabama's Port:

"Through my assignment to the House Armed Services committee, I'm looking forward to strengthening our national defense and determining how Congress can help our troops do their jobs as effectively, and safely, as possible. But terrorism isn't the only area that threatens our national security. Right now, reducing the national debt should be our number one priority. As Chairman of the Joint Chiefs Admiral Mullen has said, 'the most significant threat to our national security is our debt.' The success of our economy, our businesses and our entire commerce system depends on reducing that debt. Free and fair trade helped build this country into a great nation, and we need to encourage free enterprise by reducing tax and excessive regulatory burdens on businesses, including those that operate in Alabama's seaport and riverways."

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Spencer Bachus (R-Vestavia Hills)

District: Sixth (Bibb, Chilton, Coosa, Jefferson, Shelby, St. Clair and Tuscaloosa counties)

Committees and Subcommittees:

House Chairman Committee on Financial Services; Transportation and Infrastructure Committee – on leave; Judiciary Committee – on leave

Current Initiatives and concerning Alabama's Port:

"Alabama must remain an attractive place to do business. A key to attracting industry and trade is a modern and efficient transportation and infrastructure system. Completion of the Northern Beltline in the Birmingham region and the continued development of facilities like the Port of Mobile are important to our state's economic future. In addition, the Alabama delegation will continue to work together to address issues arising from the Gulf oil spill."

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★ ★ ★ CONGRESSIONAL DELEGATES PROFILE ★ ★ ★



Terri Sewell (D-Birmingham)

District: Seventh (Choctaw, Clarke, Dallas, Greene, Hale, Jefferson, Marengo, Perry, Pickens, Sumter, Tuscaloosa and Wilcox counties)

Committees and Subcommittees:

Agriculture – Subcommittee on Rural Development, Research Biotech and Foreign Agriculture; Subcommittee on General Farm Commodities and Risk Management; Science and Technology; Space and Aeronautics; Research and Science Education

Current Initiative concerning Alabama's Port:

“The vitality of Alabama’s Port is essential to creating and protecting jobs, attracting new industries and strengthening the state’s economy. In the last 10 years, Alabama’s Port has grown from being the 14th to the ninth largest port in the U.S., with a total economic impact of \$7.9 billion, and has created more than 67,000 jobs. As a Member of Congress, I look forward to working with my colleagues in the House to develop and support legislation that will advance trade policies that open up new markets for American goods and services and foster stronger working relationships with our allies across the globe to keep our businesses competitive and strengthen our national security.”

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2010 Customer Appreciation Reception

The Alabama State Port Authority (ASPA) held a customer appreciation reception in Mobile, Ala., at the International Trade Club on Dec. 14, 2010.



1. David Cooper, ASPA Board Member; Randy Craver, Walter Energy 2. Ned Mattingly, Page & Jones; Larry Torbert, Omni Maritime; Bob Moudy, Landstar Transportation Logistics; Rod Crawley, Landstar Transportation Logistics; Mike Fuentes, NAFTA Gulf Bridge 3. Sheldon Morgan; Larry Downs, ASPA 4. Kazumi West, Glovis; Stephanie Milbrath, Glovis; Denson White, Standard Furniture; Tom Pincava, MCT 5. Mike Richardson, Richardson Stevedoring; Nikki Richardson, Richardson Group; Carlos Contreras, Richardson Group 6. Keith Kettenring, Crescent Towing; Mike Hackmeyer, Norton Lilly 7. John Thornley, Hand Arendall; Brian Thames, Hand Arendall; Bill Seifert, Regions Bank 8. Steve Russell, Mobile Area Chamber of Commerce; Joe Mareno, Mobile Area Chamber of Commerce; Paul Jones, Oil Recovery 9. Polly Wilkins, ASPA; LeeAnn Rowland, Gulf Coast Intermodal; J.T. Smith, Glovis America; Denise Smith; Bert Maylin, MCT 10. Ron Adler, ASPA; Kelly Adler; Terry Howell, Southern Company; Jeannie Mynatt, Premier Bulk Stevedoring; Kenny Hirsch, CSA; Anna Ward, ASPA 11. John McClellan, Drummond Coal; George Anderson, Parker Towing; Randy Hancock, Drummond Coal; Terah Huckabee, Parker Towing



12. Steven Tapscott, Miller Transport; Ty Crowder, Baldwin Transfer; Les Stuart 13. Doug Hall, T.A. Hall Contractors; Dottie Barnett; Melvin Barnett, ASPA; Earline Thorne; Mark Fenton, Aztec Maritime 14. Sue Hudgins; Earline Thorne; Debbie Bishop; Raymond Dearmon, ASPA; JoAnne Stuart; Linda Littlepage 15. Bill Seifert, Regions Bank; Patrick Wilson, Mobile Bar Pilots; Lucian Lott, Cooper/T. Smith; Tom Adger, Tri-State Maritime; Ned Mattingly, Page & Jones 16. Bill Inge, ASPA; Scott Bowman, Clark, Greer, Latham Associates; Stan Gottlieb, Shaw GBB; Will Givhan, Hand Arendall; Skeeter McClure, Volkert & Associates 17. Scott Rye, Red Square Agency; Elena Freed, Red Square Agency 18. Lisa Cooper, Hand Arendall; Stan Winter, Glovis; Ashley Larson; Jim Lambeth, Keyport 19. Stephen Schlautman, Regions Bank; David Trent, Airbus Americas Engineering; Nancy Johnson, Mobile County Commission 20. Randy Gossett, ASPA; John Glover, Murphy, Cowles, Glover & Associates; Bruce Hamilton, Walter Energy 21. Clint Carpenter, Walter Energy; Richard Walker, Walter Energy 22. Kenny Hirsch, CSA; Doug French, CSA; Matt Mallon, SISCO 23. Ryan Frost, Baldwin Transfer; David Usher, Trade Lanes Inc.; Stephen Nelson, Trade Lanes Inc.; Kurt Sumrall, Trade Lines Inc.; Daphne Cook, FMS; Ty Crowder, Baldwin Transfer



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24. David Bray, APSA; Michael Douglas, Premier Bulk Stevedoring; Matt Mallon, SISCO; Johnny Hudson, ITC; Geoff McGovern, Mobile Ship Chandlery 25. Zemmie Murray, Richard Murray & Co.; Diane Anderson, Vision Bank; Charles Boswell, Tri-State Maritime; Hal Hudgins, ASPA; Dave Carey; JoAnne Carey 26. Chan Garrison, Trade Lines Inc.; Zemmie Murray, Richard Murray & Co.; Stephen Nelson, Trade Lines Inc.; David Usher, Trade Lines Inc.; Rachel Allen, Norton Lilly 27. Meg McGovern, Alabama Power; Pete O'Neal, ASPA; Mark Sheppard, ASPA; Wynne Fuller, US Army Corps of Engineers; Cathy O'Neal 28. Pete O'Neal, ASPA; Cathy O'Neal; Sarah Teague; Judith Adams, ASPA; Phillip Draughter, ASPA 29. Tadd Willcutt, Crescent Towing; Danny Barnet, ASPA; Jeff Mynatt, Seaclyff Agency 30. Chuck Champ, ASPA; Rick Lentz, Norfolk Southern 31. John Hunter, Dockside Services; Josie Mock, Inchcape Shipping; Tracy Mock, Atlas Ship Supply; Eddie Brister, Seabulk Towing; Dwain Denniston, Norton Lilly 32. Terry Gilbreath, ASPA; Marquis Dupree, ASPA; Carl Black, Ross Maritime; Slade Hooks, Waterways Towing 33. Andy Halligan, Johnson Development; Matt McWhorter, NAFTA Gulf Bridge 34. Dan Appleton, Aker Solutions; Judith Adams, ASPA; Marc Quenneville, Aker Solutions 35. Kelly Sims, ASPA; Terah Huckabee, Parker Towing

MADE IN ALABAMA:

Evonik Degussa Appoints Bonnie Tully as Vice President and Site Manager in Mobile

One of the Mobile area's largest manufacturing operations is getting a new leader. Evonik Degussa Corporation has named Bonnie Tully as vice president and site manager for the company's Mobile operations, effective March 1, 2011.

She will take over from Tom Bates, President of Evonik's North America region, who will now concentrate on the growth and development of Evonik in North America.

After receiving a Bachelor of Science degree in mechanical engineering from Texas A&M University, Tully began her career with Rohm & Haas in 1993 as a project engineer in Houston, Texas, transferring to the RohMax joint venture in 1996. Since then, she has worked in a wide range of engineering and manufacturing assignments of increasing responsibility. She accepted an overseas assignment in Singapore in 2006, where she is currently plant manager for Evonik's lubricant additives facility. Tully and her family will relocate to the Mobile area.

"With her years of leadership experience, Bonnie is a seasoned industry veteran who is ideally suited to lead Evonik's Mobile facility. We are incredibly excited to have her join the Mobile team," said Bates. "Her experience will be invaluable in enabling us to continue the growth and development of the Mobile site."

Evonik's continued investment in Mobile reflects a strategic decision to bring the company's products closer to the customer, as well as continued commitment to a region that is appealing for long-term growth.

"We seek continually to develop an extremely motivated, exceedingly committed and abundantly talented workforce," said Bates. "I am confident that Bonnie will continue to lead the company's commitment to producing quality products, while fostering a team environment where everyone has a vital role to play in our success."

With state-of-the-art production facilities, the Mobile plant is one of Evonik's largest chemical sites outside of Germany and, with approximately 700 employees, is also one of

the largest private employers in the Mobile area. In addition, the site is known for numerous contributions to the community. In January, the corporation pledged \$5,000 to the Gulf Coast Exploreum Science Center. This contribution builds on more than \$600,000 Evonik has donated to the organization since 1998.

Evonik is active in more than 100 countries around the world. Its chemicals business area offers a broad range of products and solutions, with applications in the automotive, plastics and rubber industries. Evonik also has customers in the pharmaceuticals, biotechnology, cosmetics, paint, sealant and adhesive sectors. The company's expertise in power generation from hard coal and renewable energies creates the essentials necessary to enjoy a better standard of living today and tomorrow.

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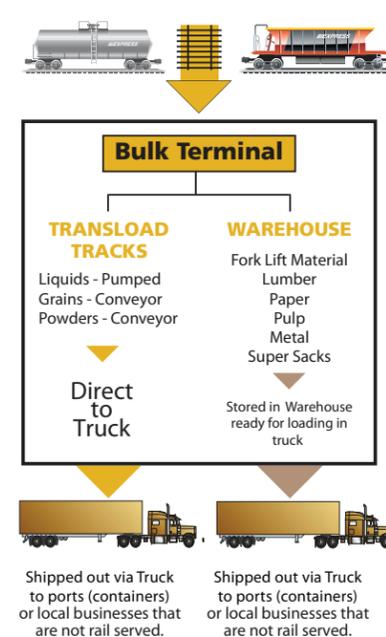
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New Orleans, LA (Port)

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Distance (miles): 4 Miles
Distance (miles): 15 Miles
Distance (miles): 45 Miles
Distance (miles): 45 Miles
Distance (miles): 80 Miles
Distance (miles): 100 Miles

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For More Information, Contact:

Christopher Watkins
Manager of Marketing & Business Development
Mississippi Export Railroad Company
Phone: 228-474-3355 Fax: 228-474-8643
Email: christopher.watkins@mserailroad.com

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Alabama Seaport Magazine “At the Helm”

Mobile Bar Pilots, L.L.C. guides ships in the Mobile Ship Channel and works with the Alabama State Port Authority and the U.S. Coast Guard to keep commerce safely moving. They have been serving the Port of Mobile since before the Civil War. The newest boats in their fleet were featured in last month’s cover story.



Name/age: Patrick J. Wilson / 45
Title: President
Company: Mobile Bar Pilots, L.L.C.
Address: 201 N. Jackson St.
Web: mobilebarpilots.com
No. of employees: 10

Education: Bachelor's degree, University of Alabama

Most recently read book: *The Great Deluge* by Douglas Brinkley

Favorite music/musical artist: Progressive country, John Hyatt, Wilco, Bonnie Rait

What is your relationship with the Alabama State Port Authority? Strong and long-lasting with daily communication to help ensure the safe and timely transits of vessels calling on the Port of Mobile.

What is the largest/most unusual cargo shipped through the port? Crane deliveries for Mobile Container Terminal, ThyssenKrupp and Holcim; several quarter horses complete with a cowboy to handle them.

What is the most out-of-the-box idea you have ever done in your professional career? Put my degree on the shelf and started from the bottom in the maritime industry.

What was the result? A much more rewarding and better understanding of my career industry.

What experiences in your past best prepared you for the job you have today? A long list of bad jobs with good experience.

What single thing makes your organization stand out? 146 years of commitment to the Port of Mobile.

If you could give other business people advice about how to survive the down economy, what would it be? Make the adjustments needed to weather the storm and network with your industry to be in position to capitalize when things turn.

Goal yet to be achieved? Way too many to list.

Professional pet peeve? Laziness, complaining.

What do you do to relieve stress? Swim.

Favorite hobbies? Fishing, cooking and dog training.

Pets? Dog “Ray” and cat “Trout.”

What is your dream vacation? Anywhere without my cell phone.

It is 11 on Saturday morning. Where are you? In the Bay either working or chasing speckled trout.

What do you love the most about living in your community? Without a doubt, Mobile Bay.

CEO of another company who you admire? Andrew Saunders/Saunders Yacht Works. Being as I can't confirm if he is CEO or retired, I rest my case.

What is there about you that people would be surprised to learn? I've been working on the Mobile waterfront in one capacity or another for 27 years.

Biggest professional mistake and how you overcame it? Going to business school and not a maritime college; putting my degree on the wall and getting a job as a deckhand and working my way up.

They're making a movie of your life. Is it a drama or comedy and who plays you? I hope a comedy—with my wife and two daughters under my roof, I don't need any more drama. Tom Hanks; I'm reminded too often that we look alike.

Propeller Club Holiday Party

The Propeller Club held its annual Holiday Party on Dec. 10, 2010 at the Bienville Club in Mobile. The party featured musical entertainment, food and drinks. The Propeller Club is an organization whose membership is made up of people in the Mobile community who work in and around the maritime industry.

1. Eddie Brister, Seabulk Towing; Duane Miller, O'Brien's Response Management; Jerry Smith, O'Brien's Response Management

2. Jason Comer, Fugro-McClelland Marine Geosciences, Inc.; Joe Comer, Ship Architects, Inc.

3. Ken Ware, Crimson Shipping; John Kirkpatrick, General Steamship; Dee Kirkpatrick, General Steamship; Hetty Bobenrieth, General Steamship

4. Joe Comer, Ship Architects, Inc.; Tony Zodrow, Gulfquest; Glenn Reibe, ASPA; Barry Gaston, Employee Testing & Health Services; Richard Tremayne, Thompson Inc.; Bill Tunnell, USS ALABAMA

5. Wynne Fuller, U.S. Army Corps of Engineers; Peggy Partridge; Cathy O'Neal; Pete O'Neal, ASPA; Catherine Fuller



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PORT CALLS:

Turn-of-the-Century **Frank Lloyd Wright Home** in Florence, Ala.

Ever drive through a town and marvel at the exquisite architecture of its historic buildings? Seeing antebellum homes that were built decades ago nestled under giant oak trees is something to which most Southerners are accustomed. In some parts of the state, more beautiful old buildings can be found, such as civil rights landmarks, Mount Vernon and the like.

For those who live near 217 E. Tuscaloosa Street in Florence, Ala., the Rosenbaum House is the place to see for remarkable architecture. This home was built in 1939 by the famed architect Frank Lloyd Wright for the newlyweds, Stanley and Mildred Rosenbaum.

Said to be "an American architectural treasure," this house is the only structure in the state of Alabama that was designed by Frank Lloyd Wright. It is also the only Wright house in the Southeast that is open to the public. According to Barbara Broach, the Kennedy-Douglass Center for the Arts director, there was recently an Australian couple that came to Alabama just to see this house.

Named for the United States of America, Wright's "Usonian" style offered inexpensive housing for young, middle-class families that were a reflection of America's democratic values. With a house designed by Wright, a young couple could fulfill part of the American dream by building and owning their own home. The Rosenbaum house was the second Usonian house built by the designer.

Wright's Usonian-style Rosenbaum house rests on a two-acre lot and was originally more than 1,500 square feet. The Rosenbaums called Wright to design an addition to their home when the household grew to include four sons. More than 1,000 square feet were added nine years after the house was built. The addition provided the original structure with more work space in the kitchen, another bedroom, increased storage space and dormitory-style rooms for their sons. The house was designed to grow to meet the family's needs; thus the addition was remarkably seamless.

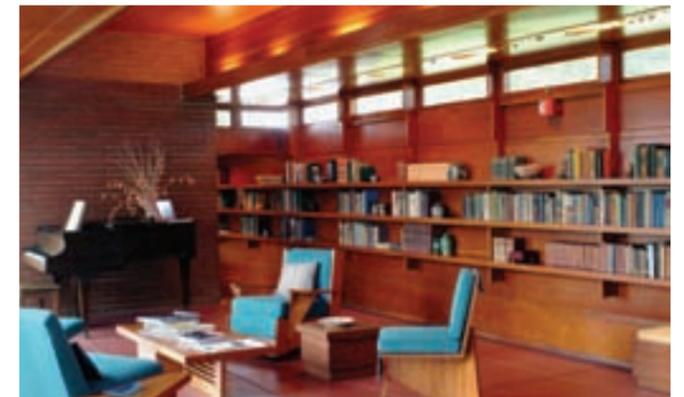
The house was privately owned by the Rosenbaums until 1999, when the City of Florence acquired the property to renovate and turn it into a national historic landmark. Problems included leaking roofs and a deteriorating structure. The city called upon numerous volunteers and local professionals to contribute to the restoration. The house is now a museum that is open to the public to display Wright's architectural genius.



From the southern facade, one can see how the house seamlessly nestles into its surrounding, something that is signature to many of Wright's more popular homes like "Fallingwater" in Pennsylvania. Photo by Patrick Hood, courtesy of Florence Dept. of Arts & Museums



Wright's clean lines and simple design techniques can be clearly seen from the northern facade. Photo by Patrick Hood, courtesy of Florence Dept. of Arts & Museums



The shelving pictured here is a good example of the kind of functional "Usonian" housing of which Wright was so fond. Photo by Patrick Hood, courtesy of Florence Dept. of Arts & Museums

Wright also designed home furnishings such as furniture, lamps and dinnerware for the house. "He was so efficient in the way he did things. The plans for the furniture were the last page of house plans. The furniture was built inside the house by carpenters who brought their sawhorses into the house and built everything in the living room," said Broach.

Frank Lloyd Wright, recognized as "the greatest American architect of all time" by the American Institute of Architects, spent more than 70 years designing more than 1,100 architectural works including houses, churches, museums and several other buildings. Of those works, 409 still stand today.

Discussing his philosophy of architecture, Wright said, "Whether people are fully conscious of this or not, they actually derive countenance and sustenance from the 'atmosphere' of the things they live in or with. They are rooted in them just as a plant is in the soil in which it is planted."

Forty years ago, there were only two Wright homes that were open to the public. Today, there are more than 20, which together attract more than one million visitors a year. More than one-third of Wright buildings are listed on the National Register of Historic Places or are in a National Historic District.

The Rosenbaum House is open Tuesday–Saturday, 10 a.m.–4 p.m. and Sunday, 1–4 p.m. Admission is \$8 for adults and \$5 for seniors/students. For more information, visit wrightinalabama.com.



Much of the furniture, designed by Wright, was built into the house itself. Photo by Patrick Hood, courtesy of Florence Dept. of Arts & Museums



The Centennial of Naval Aviation

Wearing a leather football helmet on his head and a bicycle tire inner tube strapped across his chest as a life preserver, Eugene B. Ely revved the engine on his Hudson Fulton Flyer and bounced down the runway before lifting off from Tanforan Field near San Francisco and flying into the history books on Jan. 18, 1911, as the first man to land an airplane on a ship.

Although the pilot had only been flying for less than a year, he was already recognized as one of the best aviators in the nation. Ely had come to the world of aviation naturally enough. Mechanically inclined, he had been involved in racing motorcycles and automobiles when his employer, Oregon auto dealer E. Henry Wemme, purchased a Curtiss airplane early in 1910 and acquired the franchise for the Pacific Northwest. Although he had never flown, Ely volunteered to take possession of the plane and fly it to Portland. Ely had assumed that flying was as simple as driving an automobile. Without taking any flying lessons, he hopped aboard the aircraft and took off—only to crash the machine. The young automobile salesman-mechanic-racer purchased the wrecked aircraft from Wemme, repaired it himself and taught himself to fly within a matter of weeks.

Pursuing his newfound passion, Ely conducted numerous flying demonstrations in the Portland area before traveling to Winnipeg to participate in a flying exhibition in June 1910. Later that month, Ely met aviation pioneer Glenn H. Curtiss at an aviation demonstration in Minneapolis. Curtiss was impressed with the pilot and signed him as a member of the Curtiss exhibition team. Ely flew with the team at exhibitions in Iowa and Nebraska before heading east to Rochester, N.Y., and then in late August to Sheepshead Bay on Long Island, where five planes took to the sky simultaneously.

September 1910 found the Curtiss team flying in a number of air shows across Michigan, Illinois, Virginia and New York. That same month, Captain Washington Irving Chambers completed his tour in command of the battleship USS LOUISIANA and was appointed the U.S. Navy's first officer in charge of aviation.

The Navy had shown an interest in aviation even prior to the Wright Brothers' historic flight in 1903. At the recommendation of Assistant Secretary of the Navy Theodore Roosevelt, the service had assigned two officers



Self-taught pilot Eugene B. Ely recorded two essential firsts, helping to launch U.S. Naval Aviation a century ago.

to sit on a board convened in April 1898 to investigate the military possibilities of Samuel P. Langley's flying machine. Naval observers had since been dispatched to air shows and demonstrations across the United States and abroad, and had been present at demonstrations staged by the Wright Brothers in 1908 and 1909.

In September 1909, Naval Attaché to France Commander Frederick L. Chapin submitted a report written after attending the Rheims Aviation Meet, suggesting that "the airplane would have a present usefulness in naval warfare..." On Nov. 3, 1909, Navy Lieutenant George C. Sweet was taken up as a passenger in the first Army Wright Flyer, becoming the first American naval officer to fly in an airplane. Sweet had been designated as one of the Navy's official observers of aviation the preceding year.

In the course of familiarizing himself with the budding aviation industry, Captain Chambers encountered Glenn Curtiss



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Aviation pioneer Glenn H. Curtiss hired Ely to fly for the Curtiss demonstration team.

and his team, who were aggressively promoting the Curtiss aircraft as a better alternative to the Wright Brothers' planes. Earlier that month—on Oct. 5, 1910—Ely had received his federal pilot's license, becoming only the 17th licensed pilot in the United States. The Curtiss team pitched the idea of taking off from and landing on the deck of a ship to promote the idea of naval aviation. Chambers informed the men that he didn't have any funding for such an experiment, but he was intrigued by the idea. Meanwhile, the Navy was moving ahead with its exploration of military aviation, and on Oct. 31, the Navy's Chief of the Bureau of Construction and Repair recommended to the Secretary of the Navy that the service should acquire one or more airplanes and that, should there be no funding to purchase such aircraft, the specifications for the battleship USS TEXAS (authorized the previous June) should be modified so as to require the contractors to provide one or more aircraft as part of the agreement.

Captain Chambers pressed the cruiser USS BIRMINGHAM into service for the historic launch. A platform was erected on the ship's bow, giving Eugene Ely an 83-foot flight deck. Ely's Curtiss Model D airplane, known as a Hudson Fulton Flyer, was lifted by crane onto the flight deck. The day selected for the trial flight was Monday, Nov. 14, 1910. Intermittent rain showers and low clouds reduced visibility and threatened to delay the flight, but at 3:17 p.m. Ely's plane began rolling toward the bow of the BIRMINGHAM, the 50-horsepower engine putting along. The Curtiss plane cleared the edge of the flight deck and immediately plunged toward the choppy



Piloting a Curtiss Model D, Ely became the first man to fly an aircraft from the deck of a warship (USS BIRMINGHAM) on Nov. 14, 1910.

waters of the Chesapeake Bay. The wheels actually splashed down, the propeller tips hit the water, and salt spray covered Ely's goggles before the wings achieved lift and the plane struggled skyward. A cheer went up from the onlookers as Ely gained altitude.

The flight plan had included circling Hampton Roads and landing at Naval Station Norfolk, but with almost zero visibility and a heavy vibration developing in the engine, Ely decided not to tempt fate. Instead, he made for a sandy beach on Willoughby Spit, about two and a half miles from where the BIRMINGHAM lay at anchor. The flight lasted a mere five minutes, but it had proven a critical point: An airplane could



Lt. Theodore G. Ellyson received orders to flight training in December 1910 and would become Naval Aviator No. 1.

be launched from the deck of a warship. The world would have to wait another couple of months to see if the reverse were true—that a plane could be landed on the deck of a warship.

Glenn Curtiss now offered to provide flight training for one naval officer free of charge, and on Dec. 23, Lt. Theodore G. Ellyson was ordered to report to the Glenn H. Curtiss Aviation Camp at North Island, San Diego to begin flight training. He would become Naval Aviator No. 1.

Meanwhile, Ely had spent the rest of the year flying with the Curtiss demonstration team, performing in air shows in Norfolk, Raleigh, Columbia, Birmingham, Jackson and New Orleans. Over the holidays, the team participated in an air show in Los Angeles and then headed for the San Francisco area.

Captain Chambers had been busy preparing the cruiser USS PENNSYLVANIA to accommodate the second half of Ely's experiment. A sloped flight deck measuring 127-feet long by 32-feet wide was installed on board the cruiser. An arresting gear consisting of grappling hooks fitted to the plane's fuselage and ropes attached to sandbags was devised by circus performer Hugh A. Robinson, who used a similar contraption to stop the automobile he used in a loop-the-loop stunt.

On Jan. 18, 1911, Ely took off from Tanforan Field, flying the same Curtiss pusher airplane that he had flown from the flight

deck of the BIRMINGHAM. The flight covered 13 miles from the field in San Bruno to the San Francisco Bay, where the PENNSYLVANIA lay at anchor. Ely lined up on the ship and touched down, catching the wire on the first attempt at 11:01 a.m., making history with the first ship-board landing by an airplane and, simultaneously, the world's first tailhook landing. Scores of observers swarmed forward to congratulate the pilot as hundreds of watching sailors erupted in cheers. Commanding officer of the PENNSYLVANIA Captain C.F. Pond deemed it "the most important landing of a bird since the dove flew back to the ark."

As for Ely, he seemed fairly nonchalant, telling a reporter, "It was easy enough. I think the trick could be successfully turned nine times out of ten." Ely remained on board the cruiser for about an hour, talking with officers and reporters before climbing back into the plane's cockpit and successfully completing the second launch of an aircraft from the deck of a warship. As he flew over the assembled fleet, still celebrating his feat with a cacophony of whistles and sirens, Ely had "the feeling that I had actually done a great thing" for the first time in his life. Although the British aviation magazine *Aero* dismissed the landing as "trick flying," the headline in the following day's *San Francisco Examiner* gushed, "Eugene Ely Revises World's Naval Tactics."

Navy officials were awakening to the role that naval aviation might play. On Jan. 26, Glenn Curtiss successfully conducted the world's first flight of what he called a "hydroaeroplane," a

sea plane, at North Island. He made two subsequent flights on Feb. 1, in which he replaced the two pontoons he had used previously with a single main float—the profile that Navy float planes would use until the beginning of World War I. On Feb. 17, Curtiss demonstrated how a sea plane could taxi alongside a warship, be hoisted aboard by crane and then lowered back into the water safely. On March 4, the Navy authorized \$25,000 to the Bureau of Navigation for “experimental work in the development of aviation for naval purposes,” and on March 17, Lt. John Rodgers reported to the Wright Company in Dayton, Ohio, for flight training. He would become Naval Aviator No. 2.

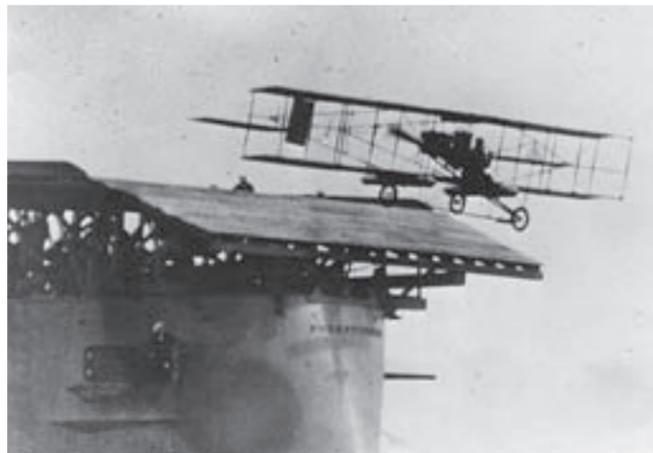
On May 8, Captain Chambers prepared requisitions for two Curtiss airplanes, one of which could be launched from either land or water and could be flown by the pilot or a passenger sitting next to the pilot. With the order of these aircrafts, naval aviation moved from the theoretical to the practical. The Navy’s first aircraft, the A-1 Triad, made its first flight from Keuka Lake at Hammondsport, N.Y., on July 11, 1911.

As for Ely, he had hoped to gain employment with the Navy. On Jan. 30, he wrote to Chambers, noting that the value of aircraft “for the Navy is unquestioned” and suggesting that he could run an “experimental station” for the Navy. Chambers wrote that while there were no specific jobs available for Ely at the moment, he would keep the pilot in mind. The naval captain also urged Ely to “cut out the sensational features” of his flight demonstrations “for the sake of aviation.”

Nevertheless, on Oct. 19, 1911, Ely was performing his usual flight demonstration before a thrilled audience of some 8,000 at the Georgia State Fair in Macon. Ely put his plane into a dive but pulled out of the dive too late and crashed. He managed to jump clear of the wreckage but died a few minutes later with a broken neck. In less than two years as a pilot, Eugene B. Ely had proven the potential of naval aviation and had not only recorded historic “firsts,” but had helped to launch what would become a strategic element of naval warfare.



On Jan. 18, 1911, Ely made the first landing of an aircraft on the flight deck of a warship (USS PENNSYLVANIA).



Ely took off from the PENNSYLVANIA about an hour after making his historic landing on the cruiser.



The first man to both pilot an aircraft from the deck of a ship and the first to make an arrested landing on one, Eugene B. Ely died after crashing his plane during a flight demonstration on Oct. 19, 1911.



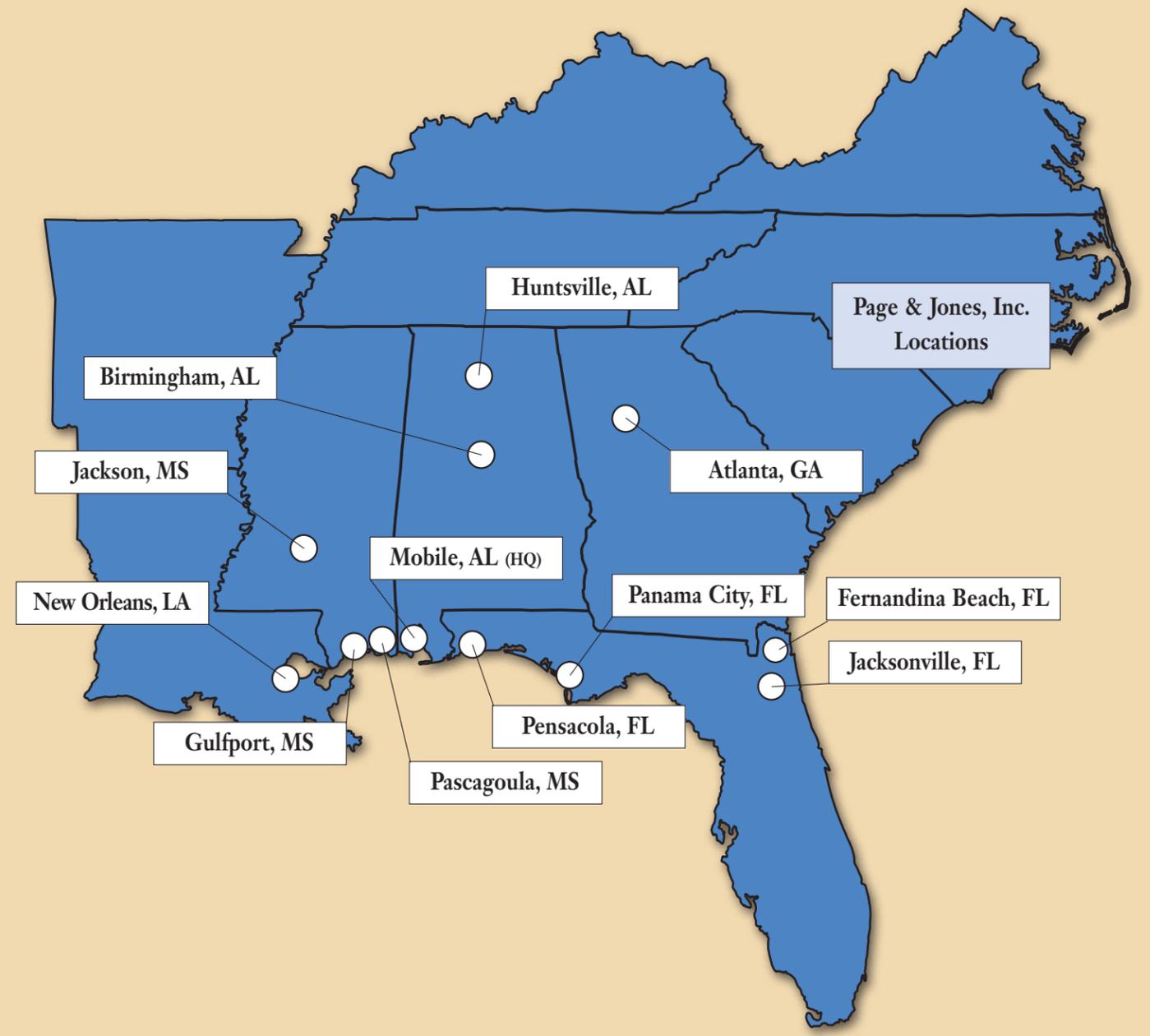
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Mobile Container Terminal Service Lines

APL Atlantic South Service Eastbound
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 CMA CGM PEX 3 Service
 HMM – Atlantic South Express

Maersk Espresso
 Maersk Transatlantic TA2 Eastbound
 Maersk Transatlantic TA2 Westbound
 Zim Lines Asia Gulf Express

For more details visit asdd.com/arrivalsailings

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
CHINA			
DAGANG	Grieg Star Shipping	Monthly	Grieg Star
QINGDAO	Grieg Star Shipping	Monthly	Grieg Star
SHANGHAI	Grieg Star Shipping	Monthly	Grieg Star
COLOMBIA			
BARRANQUILLA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
CARTAGENA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
SANTA MARTA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency

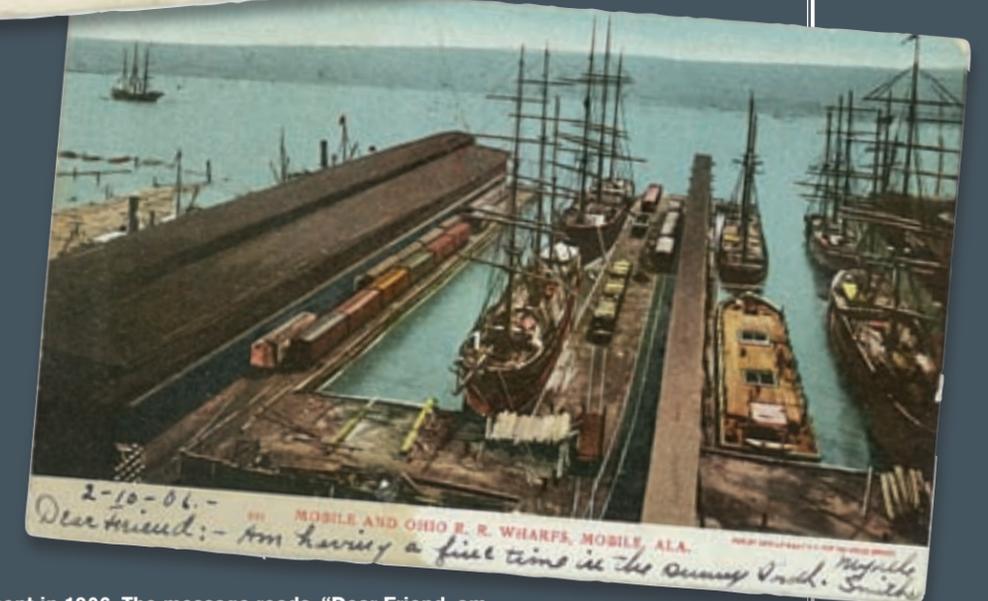
CURAÇAO			
WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
DOMINICA			
ROSEAUO	C.I.C.	Monthly	Seacliff Agencies
DOMINICAN REPUBLIC			
RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
EGYPT			
ALEXANDRIA	Nordana	Inducement	Biehl & Company
ENGLAND			
TILBURY	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
FRANCE			
BOULOGNE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SETE	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
GERMANY			
BREMEN	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
GREECE			
PIRAEUS	Nordana	Inducement	Biehl & Company
GRENADA			
SAINT GEORGES	C.I.C.	Monthly	Seacliff Agencies
GUADELUPE			
BASSE-TERRE	C.I.C.	Monthly	Seacliff Agencies
ITALY			
GENOA	Nordana	Inducement	Biehl & Company
LIVORNO	Nordana	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.
VERACRUZ	NAFTA Gulf Bridge	Weekly	Norton Lilly International
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
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			
PORT OF SPAIN	C.I.C.	Bi-weekly	Seacliff Agencies
TURKEY			
ISTANBUL	Nordana	Inducement	Biehl & Company
IZMIR	Nordana	Inducement	Biehl & Company
MERSIN	Nordana	Inducement	Biehl & Company
VENEZUELA			
GUANTA	Dan-Gulf Shipping	Inducement	Lott Ship Agency
MARACAIBO	Dan-Gulf Shipping	Inducement	Lott Ship Agency

Postcards from the Past



Handcolored
Wharf Scene



A postcard sent in 1906. The message reads, "Dear Friend, am having a fine time in the sunny South. Myrtle Smith" The photo depicts the Mobile and Ohio Railroad wharves in Mobile.

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

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AIR TRANSPORT

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CONTINENTAL AIRLINES.....	(800) 277-4622
EMERY WORLDWIDE.....	(800) 782-4605

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

AUXILIARY SERVICES

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

BANKS WITH INTERNATIONAL DEPARTMENTS

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

BARGE FLEETING SERVICE

DELTA MARINE SERVICE.....	(251) 937-4060
HENRY MARINE SERVICE INC.–887 Cochran Causeway.....	(251) 438-8442
MOBILE-CHICKASAW PORT FACILITIES, INC.....	(251) 456-7648

BLAST FREEZE/COLD STORAGE

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

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

BUNKERING SERVICE

MIDSTREAM FUEL SERVICES, INC.–P. O. Box 2826.....	(251) 433-4972
RADCLIFF / ECONOMY MARINE SERVICES–P. O. Box 3064.....	(251) 433-0066

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DENMARK–Martin H. Cunningham– 205 St. Louis St.....	(251) 432-4633
DOMINICAN REPUBLIC–Luis Frias–951 Government St., Suite 520.....	(251) 432-2332
GEORGIA–Matt Metcalfe–P.O. Box 2903.....	(251) 432-2600
NORWAY–L. H. Stuart, Jr.–6204 Brandy Run Road N.....	(251) 342-2151

CONTAINER REPAIR & LEASING

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

U.S. CUSTOMS

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

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

EXPORT BAGGING, PACKING AND DRUMMING

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

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

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★ JOHN M. BRINING CO.–P. O. Box 403.....	(251) 432-6741
★ N. D. CUNNINGHAM–205 St. Louis St.....	(251) 432-4633
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EMO TRANS.....	(251) 342-3313
★ EXPEDITORS INTERNATIONAL.....	(251) 431-4992
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★ CAROLE C. LELAND–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CTB USA OF FLORIDA.....	(866) 621-0091 ext. 234
LILLIEROOSE CORP.–1709 Thistlewaite Dr., Mobile 36618.....	(251) 259-5362
★ M. G. MAHER & CO., INC.–80 St. Michael's St., Ste. 315.....	(251) 433-8474
MACROTRANSPORT SERVICES–Ormond Beach, FL.....	(203) 926-8911
★ RICHARD MURRAY & CO.–109 No. Conception St.....	(251) 432-5549
★ PAGE & JONES, INC.–52 N. Jackson St.....	(251) 432-1646
Birmingham, P. O. Box 320126.....	(205) 595-8429
Huntsville, P. O. Box 6025.....	(256) 772-0231
T. A. PROVENCE & CO.–P. O. Box 942.....	(251) 433-5424
★ GEO. RUEFF, INC.–P. O. Box 2962.....	(251) 433-8851
SOUTHEASTERN FREIGHT FORWARDERS–6448 Hillcrest Crossing.....	(251) 661-7284
STIEGLER SHIPPING CO., INC.–1151 Hillcrest Rd., Suite F.....	(251) 639-7300
TEAM WORLDWIDE – 3357-6 Copter Rd., Pensacola, FL 32514.....	(850) 698-1465
TRADELANES – 61 St. Joseph St., Suite 1000.....	(251) 343-8031
TRANSGROUP WORLDWIDE LOGISTICS – 162 State St. 36602.....	(251) 433-7668
★ DANIEL F. YOUNG–1215 Seminole Dr. NW, Hartselle, AL.....	(256) 773-6202
★ W.R. ZANES & CO. OF LA, INC.–P. O. Box 1006.....	(251) 438-1597

FOREIGN TRADE ZONES

(★FTZ PUBLIC WAREHOUSES)

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

GRAIN MERCHANTS

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

ADMIRAL SECURITY SERVICES.....	(251) 725-6018
ALABAMA LINE SERVICES.....	(251) 661-2105
ALBERTS TRANSPORTATION SERVICE.....	(251) 432-1611
BAY SECURITY COMPANY, LLC.....	(251) 330-0776
CPS/EAGLE MARITIME SECURITY.....	(251) 433-7850
LOW CHANGE, INC.....	(251) 433-1621
DOCKSIDE TRANSPORTATION, INC.....	(251) 438-2362
SEAPORT SECURITY SERVICES.....	(251) 443-7390

HEAVY LIFT/SALVAGE/TRANSPORTION

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

INDUSTRIAL DIVING

AMERICAN MARINE SERVICES.....	(251) 443-7771
BOSARGE DIVING–Pascagoula, MS.....	(888) 762-6364
BROWN SALVAGE & DIVING CO.–P. O. Box 1415, Pensacola, FL.....	(800) 234-3471
COMMERCIAL DIVING SERVICES INC.–P. O. Box 850637, Mobile, AL 36685.....	(251) 665-0017
FATHOM INDUSTRIES–5385 Battleship Parkway, Spanish Fort, AL.....	(251) 626-7800
LEA DIVING & SALVAGE–Alabama State Docks.....	(251) 432-4480

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AARON OIL CO., INC.–P. O. Box 2304.....	(251) 666-8143
R. CARTER & ASSOC., INC.–507 Diaz St., Prichard, AL.....	(251) 452-0154
FERGUSON HARBOUR, INC.–311 5th Stagecoach Rd., Spanish Ft., AL.....	(251) 438-2362
INDUSTRIAL WASTE SERVICES, INC.–1980 Ave. A.....	(251) 694-7500
INDUSTRIAL WATER SVCS, INC.–P. O. Box 50236.....	(800) 447-3592
OIL RECOVERY CO., INC.–P. O. Box 1803.....	(251) 690-9010
OIL RECOVERY MARINE TERMINAL Blakely Island.....	(800) 350-0443
PROTECT ENVIRONMENTAL–3537 Desirrah Drive S., Mobile, AL 36618.....	(251) 470-0955
THOMPSON ENGINEERING–P. O. Box 9637.....	(251) 653-4525
UNITED STATES ENVIRONMENTAL SERVICES LLC–4230 Halls Mill Road, Mobile, AL 36693.....	(251) 662-3500
USI OIL –1980-A Broad St.....	(251) 432-0775

LINE HANDLING

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

MARINE FUMIGATION SERVICES

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ALLIANCE PEST SOLUTIONS (IMPORT/EXPORT).....	CRAIG JAKOB (817) 648-6201
CENTRAL STATES FUMIGATION (IMPORT/EXPORT).....	PAT MACK (800) 527-8215
DA MARINE FUMIGATION (IMPORT/EXPORT).....	JERRY MATHERNE (504) 888-4941
RESEARCH FUMIGATION (IMPORT/EXPORT).....	(985) 536-4932

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ICS–578 Azalea Rd., Mobile, AL.....	(251) 661-8061
GULF COAST AIR & HYDRAULICS INC– 3415 Halls Mill Rd.....	(251) 666-6683
MOBILE MARINE RADIO–7700 Rlna Ave.....	(251) 666-5110
Marine Operator.....	(251) 666-3487
Radioteletype.....	(251) 666-9042
Radio Telegram.....	(251) 666-9041
RADIO-HOLLAND USA, INC.–701 S. Conception St.....	(251) 432-3109
★ PRISM–200 Virginia St.....	(251) 341-1140
SPERRY MARINE SYSTEMS–2756 Dauphin Island Pkwy.....	(251) 471-0008
TEAM ONE COMMUNICATIONS–3360 Key St., Mobile, AL.....	(888) 343-TEAM

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BULK MARINE RESOURCES.....	(251) 295-4838
W. T. AMES & ASSOCIATES–149 Fairway Dr., Daphne.....	(251) 626-1172
GEORGE BROOKFIELD–186 Ridgewood Dr., Daphne.....	(251) 626-1758
MICHAEL H. BARRIE–263 N. Jackson St.....	(251) 433-8122
C. BAXTER, JR. & ASSOCIATES INTL, INC.....	(251) 476-1998
RICHARD BESSELAAR–2809 Cottage Hill Rd.....	(251) 476-9909
C. E. COLLIER & ASSOCIATES, INC.–5050 Lossing Rd., Coden, AL.....	(251) 873-4382
CAPT. JOHN D. SMITH–P. O. Box 2585, Daphne.....	(251) 626-8394
CARMACK MARINE IND. SVC, INC.–1609 B Rochelle Street.....	(251) 662-5765
COOK CLAIMS SERVICE–P. O. Box 160461.....	(251) 470-0774
GENERAL MARINE SERVICE–P. O. Box 2533.....	(251) 928-6728
C. L. HAMILTON–P.O. Box 302.....	(251) 433-9997
DC MARITIME TECHNOLOGIES INC.–2210 Main St., Daphne, AL 36526.....	(251) 625-0503
JOINER MARINE SERVICES–9305 Johnson Rd. S.....	(251) 633-6118
MARINE INSPECTION, LLC–63 South Royal Street, Suite 1001, Mobile, AL 36602.....	(251) 375-2020
NATIONAL CARGO BUREAU, INC.–Commerce Building, Ste. 605, 118 N. Royal St.....	(251) 432-0781
NAUTECH MARINE CONSULTANTS, INC.–7226 Bridgewood Lane, Spanish Fort, AL 36527.....	(251) 447-0422
PAGE MARINE–4153 Tamworth Dr.....	(251) 661-1520
PORT CITY MARINE SURVEYORS–D. J. Smith.....	(251) 661-5426
SABINE SURVEYORS–851 E. East I-65 Service Rd. South.....	(251) 433-9997
SGS MINERALS–P. O. Box 1962.....	(251) 432-2781
SHIP ARCHITECTS, INC.....	(251) 621-1813
WOODRUFF INDUSTRIES INC–4021 Shana Drive.....	(251) 473-5327

MARINE WASTE DISPOSAL

AARON OIL CO., INC.–P. O. Box 2304.....	(251) 666-8143
BROWNING-FERRIS INDUSTRIES–P. O. Box 18504.....	(251) 666-8724
R. CARTER & ASSOC., INC.–1406 Telegraph Rd.....	(251) 452-0154
DOCKSIDE SERVICES, INC.–P. O. Box 122.....	(251) 438-2362
FERGUSON HARBOUR, INC.–3115 Stagecoach Rd., Spanish Ft., AL.....	(251) 438-2362
INDUSTRIAL WATER SERVICE–1980 Ave. A.....	(251) 694-7500
OIL RECOVERY CO., INC.–P. O. Box 1803.....	(251) 690-9010
PSC–4531 Hamilton Blvd., Theodore, AL 36582.....	(251) 443-7701
WASTE MANAGEMENT INC.–17045 Highway 43, Mt. Vernon, AL.....	(251) 829-4000

MOTOR TRANSPORT (★ CONTAINER SERVICES)

AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
ALABAMA CARRIERS, INC.....	(800) 721-7107
AVERITT EXPRESS.....	(251) 443-7703
AVONDALE CONTAINERS.....	(251) 438-2248
★ BALDWIN TRANSFER CO.....	(251) 433-3391
★ BENNETT MOTOR EXPRESS.....	(205) 835-0048
BOYD BROTHERS TRANSPORTATION, INC.....	(205) 716-2014
★ BRIDGE TERMINAL TRANSPORT.....	(251) 443-5341
BUFFALO WOOD, INC.....	(601) 645-5965
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
CHOCTAW TRANSPORT COMPANY.....	(251) 457-9231
CONSOLIDATED FREIGHT WAYS.....	(251) 443-9100
COVAN WORLD-WIDE MOVING INC.....	(251) 653-3008
DEEP SOUTH FREIGHT.....	(800) 924-3515
★ DIXIE DRAYAGE.....	(800) 321-0801
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