

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

JULY 2010



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ALABAMA SEAPORT

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On The Cover:

In June, Barnhart Crane & Rigging's new crane was named BIG AL. The heavy lift barge crane has a lift capability of up to 400 tons. Read about the Port's newest asset in this month's cover story.



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MEET BIG AL:

The New Heavy Lift Barge Crane at the Port

Barnhart Crane & Rigging Company's heavy lift barge crane, recently named 'BIG AL,' has been busy at work. BIG AL will accommodate most vessels and is capable of discharging cargo up to 400 short tons from mid-ship to barge, shore, rail, truck or specialized carrier. On June 11, the heavy lift barge crane made its first lift at the Alabama State Port Authority Pier 2 Terminal, and it's ready for more.

The unique barge crane is the only one of its kind along the eastern Gulf Coast. With a 184-ft. boom, the crane sits on a 210 ft. x 68 ft. barge that is maneuvered through the waters by up to two tugboats, depending on the nature of the project. It has a dedicated operations crew but can also include a professional rigging team depending on the complexity of the lift.

In January, the Port Authority partnered with Barnhart, as one of the largest heavy lifting and heavy transportation companies in the U.S., to provide turnkey heavy lift and transport services from ship to site.

"This heavy lift crane is now well positioned to be a significant benefit to shippers at both public and private terminals," said Alabama State Port Authority Director and CEO James K. Lyons. "The crane will attract new business into the Port and better serve our heavy lift market over neighboring ports."

"It seems like a simple concept, a heavy lift crane on a barge," stated Chris Teague, marketing director for Barnhart Crane & Rigging. "Our engineering team and project managers did a significant amount of work to develop, test and refine this crane so that it is optimized."



The new heavy lift barge crane, named BIG AL, is located at the Alabama State Port Authority and is the only one of its kind along the eastern Gulf Coast. With a 184-ft. boom, the crane sits on a 210 ft. x 68 ft. barge that requires a 14-ft. draft in order to be maneuvered through the waters by tugboat.



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Barnhart Crane & Rigging Company's first lift with its heavy lift barge crane was to transload to barge a 120-metric-ton down coiler machine from Grieg Star Shipping's vessel the M/V STAR GRIP at the Alabama State Port Authority's Pier 2 Terminal. Stevedore services were provided by CSA Stevedoring, and Nord-Sud Shipping, Inc. served as the vessel agent. Barge and transporter services were provided by Interstate Transport and the freight forwarder was UTC Overseas, Inc.

The new heavy lift barge service is a much welcomed addition to the Port by not only steamship lines, but also shipping, transport, logistic and even manufacturing companies. "Mobile is a very good port because they are convenient and have a great attitude, which makes it easy to do business there," said Jeff Latture, senior VP of sales at Barnhart. "This crane really completes the Port and puts it in a whole new category with its heavy lift capabilities."

The Port of Mobile currently ranks as the 9th largest U.S. seaport in total volume. The Seaport's container, general cargo, bulk and heavy lift facilities have immediate access to five Class 1 railroads, two interstate systems and nearly 15,000 miles of inland water connections.

"Before BIG AL, Mobile would not have been a possibility for project cargo or manufacturers of heavy equipment such as power generators," stated Teague. "Now, the Port of Mobile is on the map for this kind of business."

Leadership, partnership, place and capability all influenced the crane's name BIG AL. In June, the heavy lift barge crane was officially given its name at its vessel dedication ceremony. "When it came right down to it, we wanted the crane's name to reflect the high capacity of the crane's capabilities, emphasize our commitment to Alabama, and honor Alan Barnhart, president of Barnhart Crane and Rigging, and his contributions to the growth of the company," said Teague.



In January, the Alabama State Port Authority partnered with Barnhart Crane & Rigging, one of the largest heavy lifting and heavy transportation companies in the U.S., to provide turnkey heavy lift and transport services from ship to site with its heavy lift barge crane.



BIG AL lifted a small dredge from a barge and placed it in the water. The U.S. Army Corps of Engineers sent the dredge upriver for a project in Tennessee. CSA Stevedoring provided the stevedoring. Manson Construction from Jacksonville, Fla., loaded the dredge onto the barge and employees from that company helped in Mobile. Barnhart also provided riggers for the lift.

From a sales standpoint, Teague explains that the new crane has put Barnhart and the Port in uncharted water. "It's very exciting to have doors opened because of new products and services, so we are taking every opportunity possible to tell everyone that the Port of Mobile has what it takes."

"BIG AL and Barnhart's network of services can be counted upon to be here in the Port when needed," said Lyons. "Since the crane's arrival in late May, Barnhart has already completed several lifts at our terminals and two local shipyards. This new and much needed capability will allow all of our Port users to pursue efficient and cost effective specialty lift services."

Atlantic Marine, owner and operator of four strategically located shipyards along the U.S. Gulf Coast and East Coast, has already utilized the new crane's services for its Gulf of Mexico facility in Mobile. In June, the heavy lift barge crane moved three 70-ton thrusters that were removed from a ship at the company's dry dock to be replaced.

"The only way to do these types of lifts is with a floating crane," explained Greg Gullett, project coordinator at Atlantic Marine. "Without this crane, we would have to bring in someone from out of the area, which would have cost more time and money."

Gullett explains that normally thrusters are changed out at sea, and heavy lift barges meet the rig. "This was a first-time customer," he said. "We developed a way to make the thruster change on the dry dock, which really impressed them."

Convenience is another benefit Gullett mentioned. "With a shipyard things change day to day, and ships have a lot of heavy equipment," he explained. "To have the flexibility for short notice is really nice. If we had to bring in another crane from out of the area, it would require several days notice to be prepped and travel here."

The company plans on using the heavy lift barge crane again to move the new thrusters to be installed back on the ship. "We're going to find uses for this crane fairly often," Gullett said.

"The response has really been tremendous," stated Teague. "People are genuinely interested about this crane and want to know more. They are excited that there is going to be another heavy lift option outside of New Orleans and Houston."

Other companies have already jumped on board to use the heavy lift barge crane's services, including Signal Ship Repair, the Port of Mobile and businesses located within the Theodore Ship Channel.

"Everyone from the maritime to the business community has been highly supportive," said Teague. "They all see the potential in how one piece of equipment really changes how appealing Mobile is as a port."

HEAVY LIFT CRANE DEDICATION & RECEPTION

JUNE 29, 2010

On June 29th, representatives from the Alabama State Port Authority, Barnhart Crane and Rigging and industry representatives gathered to dedicate BIG AL, a barge-mounted heavy lift crane.



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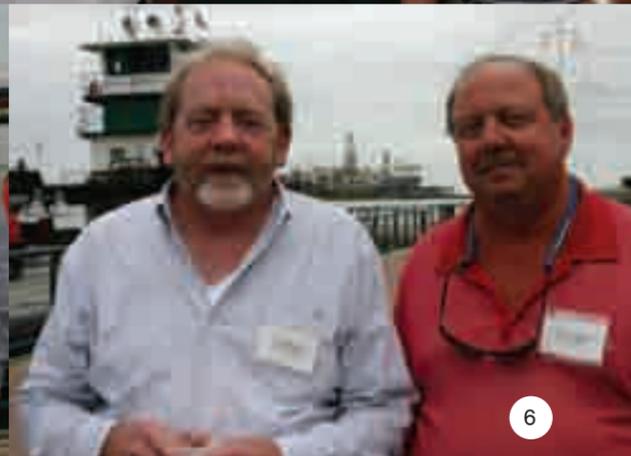
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1. CRANE DEDICATION: Chris Teague, Barnhart Crane & Rigging; Tim Wilson, Barnhart Crane & Rigging; Jimmy Lyons, ASPA, Director & CEO; John Mickler, ASPA; Kevin Wilson, Barnhart Crane & Rigging 2. Mike Lee, Page & Jones; Rachel Allen, Norton Lilly International; Jimmy Lyons, ASPA; Dwain Denniston, Norton Lilly International 3. Karen McCormick, Finch Companies; Judy Whitaker, Finch Companies; Polly Wilkins, ASPA; Rachel Allen, Norton Lilly International; Anna Ward, ASPA 4. Brad Ojard, ASPA; Alastair Henry, International Shipholding; Mike Russell, ASPA 5. Marquis Dupree, ASPA; Heath Stephens, Hargrove & Associates; David Barr, ASPA; Steve McClure, Hargrove & Associates; Laura Mickler; John Mickler, ASPA 6. Jeff Mynatt, Seacliff Agency; Frank Ward, Grieg Star

7. William Johnson, Admiral Security; Tammie Johnson, Admiral Security; Daryl Ricard, Admiral Security 8. Larry Downs, ASPA; Les Stuart 9. Bill Vogtner, Waterways Towing; Buddy Greene, Cooper/ T. Smith; Bobby Smith, CSA 10. Chris Teague, Barnhart Crane & Rigging; Jody Brunson, Barnhart Crane & Rigging; Timmy Dean, Barnhart Crane & Rigging; Mike Hardee, Barnhart Crane & Rigging 11. Bill Inge, ASPA; Rep. Harry Shiver, Alabama House of Representatives; Beth Lyons, Lyons & Crane; Neil Turner, Star Shipping 12. Jeff Mynatt, Seacliff Agency; Alastair Henry, International Shipholding; Smitty Thorne, ASPA; Mike Russell, ASPA; Suzanne Robinson, ASPA; Judith Adams, ASPA

Grieg Star Shipping Announces Yet Another Fleet Expansion



An open hatch ship calls in the Port of Mobile.

After the delivery of four new ships (the K-types), the Grieg Shipping Group, the owner of Grieg Star Shipping, announced in June that they have contracted for yet another six new ships, with an option for four more.

The open hatch, craned ships will enable efficient and damage-free loading and discharging, as well as reduced energy consumption that will further limit harmful emissions. Though these ships will not immediately be seen in the Port of Mobile, there is potential they will be in the near future.

These new vessels were developed to meet potential challenges of the future, such as heavy projects, pipes, steel products and more, while still performing efficiently within Grieg Star Shipping's present trading status. The new ships, to be delivered from 2012, will have open hatches like the previous ones, but will have larger conventional cranes with 75-metric ton capacity that can be combined to lift 150 metric tons.

Gunnar Haavik, vice president of marketing for Grieg Star Shipping, explained that a conventional, handy-size bulk carrier has a relatively small hatch opening and typically five large holds. When they load break bulk cargoes, they need a machine, like a forklift, to place the cargo in the hold. "Our open hatch vessels have nine to 11 square holds. When the hatch is removed, they look like big shoeboxes."

The two gantry cranes travel the length of the ship on rails and can place the cargo anywhere in the holds, eliminating the need for an extra handling with machines. "An added benefit of these cranes is rain protection," said Haavik. "A roof and side curtains allow us to work with sensitive cargoes during thunderstorms."

These ships are designed to carry unitized cargoes like wood pulp, aluminum ingots, plywood, lumber and such, but are also well suited for steel slabs, coils and more. According to Haavik, the fastest growing segment of Grieg Star Shipping's



Large conventional cranes with 75-meter capacity can be combined to lift 150 meters.



This ship in the Port of Mobile illustrates very well what an "open hatch gantry crane" ship looks like from the bridge when the hatch cover is removed.

An open hatch ship unloading cargo.



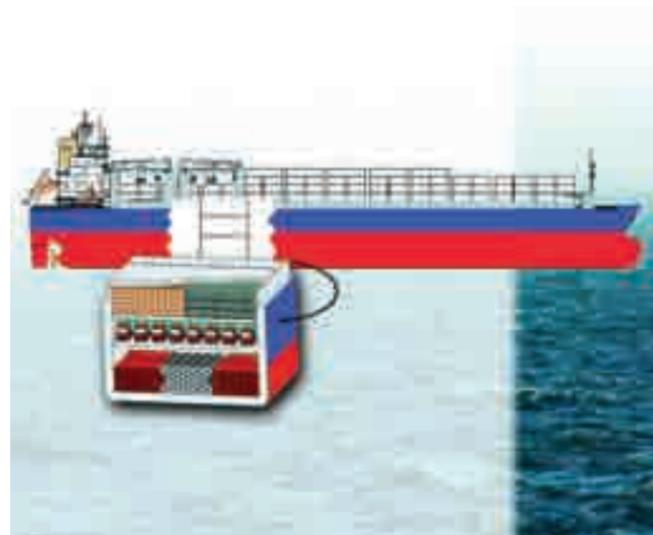
Star "H" Class ship, the STAR HARMONIA, is an open hatch ship.

business today is project cargoes like windmills, turbines, generators and various machinery. Since the mid-1990s, new ships built by Grieg Star Shipping have also been equipped with removable tween decks, allowing for the mix of different cargoes in the same hold.

Grieg Star Shipping took delivery of the last of the new K-series ships in early April. These ships are some of the most advanced and environmentally friendly open hatch gantry craned ships in the world. Upon delivery, they were employed in Grieg Star Shipping's worldwide system that includes more than 40 ships, totaling more than two million tons.

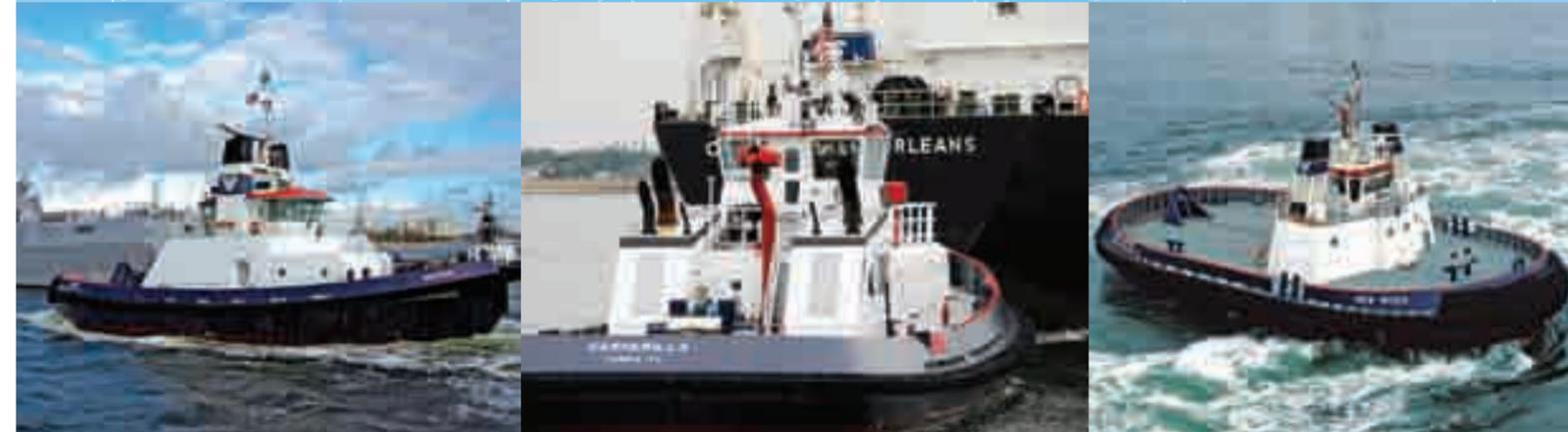
Grieg Star Shipping's open hatch vessels are engaged in liner trades that span the globe. The Port of Mobile has been one of the company's most important loading centers since the pulp mills were built in Alabama. All of Grieg Star Shipping's vessels have been in Mobile, and the new ships will come to call at the Port in the near future.

The Norwegian Grieg Star Shipping group, founded in 1961, provides transportation and logistic services for a number of industries around the globe. The company has 15 offices worldwide including one in Mobile, Ala., that serves the U.S. Gulf region.

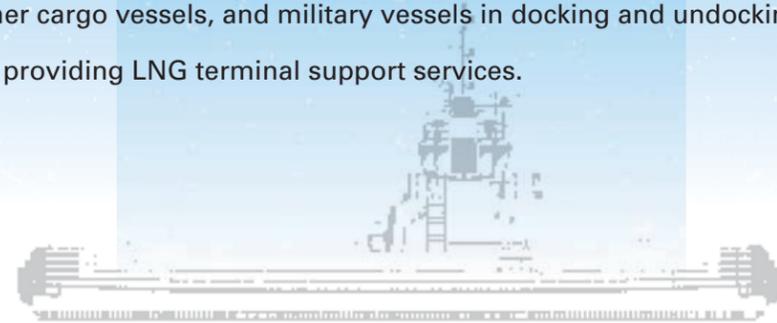


Tween deck layout of open hatch ships.

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IN MEMORIAM:

Lifelong Stevedore Employee **Carlton Melton Sr.**



Carlton Melton 1945-2010

Longtime stevedore and manager at SSA Marine, Carlton Melton Sr. died March 21, 2010, after a battle with liver cancer. Melton was known for his love for the University of Alabama football program, his big gatherings and for never losing his connection to the workers on the docks where he started his own career.

Melton's widow, Jane, says she is starting to see just how many lives he touched. "I have gotten so many cards, letters and notes. Many are from young men he trained. Some of them attribute their success to him," she said. "He was just a quiet, strong presence in my life."

Jon Hemingway, Carrix, Inc./SSA president and CEO, described Melton in the company newsletter, TIDES, as a "true leader and talented manager." Hemingway started working with Melton when SSA Marine, based in Seattle, Wa., bought Ryan-Walsh of Mobile creating SSA Gulf. Melton had been with the company since 1964 and had seen it go through three mergers and buyouts.

The merger proved to be a perfect fit for Melton and the new owners. Mrs. Melton says Carrix recognized Melton's dedica-

tion and treated him well in the years to follow. "Even before Carlton was sick, but especially when he was sick, they were just wonderful to us." She described how Melton first became ill while the couple was on a trip. Company representatives stepped in, sending a plane to bring the couple home and making sure they got all the support they needed during his travels to and from M.D. Anderson Cancer Center in Texas. "They continued to treat him like a valued employee," she said. She added that company leaders and coworkers still keep in touch with her.

At SSA, Melton acted as a senior manager. He was known for his attention to employee safety and needs. When asked why he implemented a safety training program for employees, he told *Gulf Shipper* in 2003, "You quickly understand when you look at the numbers that the best thing is to protect employees and educate them how to protect themselves with training." Melton told the magazine he wanted managers to understand the work being done by the men on the docks so they could make safer management decisions.

He even organized a relief effort through the longshoreman's union after Hurricane Katrina called the Harbor Workers Relief Fund (HWRP). Working with the United Way of Southwest Alabama in partnership with the Community Foundation of South Alabama, the HWRP, under Melton's leadership, raised more than \$1 million to assist waterfront and shipping community workers along the Gulf Coast. The entire amount raised was distributed to more than 1,000 waterfront and shipping industry workers in the ports of New Orleans, La., Gulfport and Pascagoula, Miss., and Mobile, Ala. This fund was a tangible means to help the victims of Hurricane Katrina and provided immediate relief, and greatly improved waterfront workers' current situations at the time of the hurricane.

"He was a responsible person, but it rested lightly on him," explained Mrs. Melton. She also said this kind of effort was something he would be drawn to support. "He always felt a strong connection to the working people. He himself worked hard on the docks starting in high school. He never felt too far from all that. Plus, there was just so much need everywhere after the storm and you needed someone responsible and honest to facilitate an effort like this."

According to the *Gulf Shipper* story, Melton started his career when he was 18 in Gulfport, Miss., unloading bananas. His father worked for a rival stevedoring business. The two companies eventually became Ryan-Walsh, allowing father



Carlton Melton with his wife, Jane.

and son to work together building and managing a bagging plant in New Orleans in the mid-1970s. Melton would spend 45 years in the stevedoring business, including time spent in New Orleans, Charleston, S.C., and Mobile.

Co-workers describe Melton as "our leader" who inspired everyone he came in contact with to do their personal best in all situations – be it their work, family, church or community involvement. "Carlton was a down-to-earth, highly respected manager. Our admiration and high opinion of him was earned by his actions in treating everyone with respect and attention. He never lost focus of his days on the docks and how he came up through the ranks. Calm in any crisis, good-natured, generous with his time and skills, and full of life, we all looked up to him and admired our 'gentle giant/best boss.' His word and handshake were as good as gold in the bank," according to Vicki Bridges, SSA Gulf.

Co-workers gathered at his house in January 2010 to watch Alabama's football team win the BCS National Championship. Company leaders came decked out in Alabama gear in Melton's honor. "Most people agree he had a zest for life.



Friends and co-workers remember Melton's contagious smile.

He loved to have friends get together and just be together," said Mrs. Melton.

He is survived by Jane Melton, his wife of 37 years; daughter, Courtney Melton (Johnny) Ross of Daphne, Ala.; son Carlton J. "Rocky"(Jessica) Melton Jr. of Mobile, Ala.; mother Ethel Trippi Melton of Gulfport, Miss.; four brothers Michael, Steve, and Tommy Melton all of Gulfport, Miss., and Jeffrey Melton of Raymond, Miss.; and two grandchildren, Sydney and Griffin Ross both of Daphne, Ala. Memorials can be made in his honor to Christ the King Catholic Church in Daphne, Ala., and Covenant Hospice.

MADE IN ALABAMA:

SPI/Mobile Pulley Works, Inc. Digs Deep to Find Success



Small steel pour located in SPI/Mobile Pulley Works, Inc.

SPI/Mobile Pulley Works, Inc. has been a key figure in Mobile, Ala., industry for more than 118 years. Founded in 1892 by William Edgar, Mobile Pulley began producing stoves, pans, skillets and saw mill equipment. However, due to demand and expansion, Mobile Pulley's primary business eventually became focused in the dredging field.

In 2002, Mobile Pulley and Machine Works went into bankruptcy and the facility had to close for the first time in 110 years. Steel Processors, Inc., a company located in Theodore, Ala., which also services the dredging industry, purchased Mobile Pulley and Machine Works, creating SPI/Mobile Pulley Works, Inc.

"The company's new owner, William Prine Jr., a former Mobile Pulley machinist, is rebuilding the facilities, buildings and reputation, making the company a major player in the industry

once again," stated Ward Faulk, employee, SPI/Mobile Pulley Works, Inc. Company employees believe the new organization will continue to remain a key industry figure.

Mobile Pulley uses state-of-the-art technology such as Finite Element Analysis (FEA) and 3D imaging in its production process. "FEA is a computational method of determining stress in a part. We use FEA to review our designs for improvement and to confirm the part will do the job," explained Faulk.

"Having the unique ability to design and manufacture complete systems helped the company win some very prestigious contracts," said William (Billy) Prine Jr., owner and CEO, SPI/Mobile Pulley Works, Inc. Mobile Pulley averages two dredges per year and builds and supplies thousands of custom parts weighing anywhere from one to two pounds to more than 35,000 pounds.

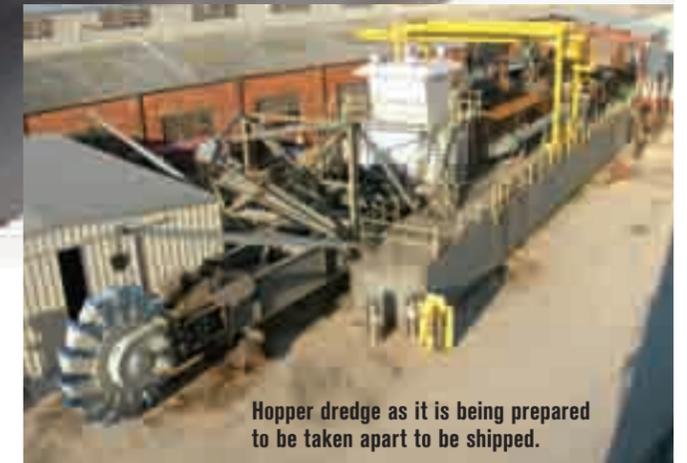


Drag arm for hopper dredge.

Although Mobile Pulley has become very successful in the dredging field, company leaders have not forgotten their heritage as a foundry and machine shop, and they continue to participate in other industrial projects. Faulk said, "We are not a high-production foundry, but specialize in unique large steel and white iron castings. We have some very large machines to mill our parts giving us opportunity to do extra work that requires the size of these machines, which are rare in this region of the country. Some of the parts we produce are 18-foot ring gears, 20-foot sheaves and propeller bossings with strut arms for ships."

Mobile Pulley is known internationally for the design and manufacture of ball joints, pumps and custom-designed equipment. Some of their renowned orders, according to Faulk, include emergency supply of locks, used to lift vessels up and down from lower/higher stages of rivers, for the United States Army Corps of Engineers. These locks include the Claiborne locks in the Tennessee-Tombigbee Waterway in Alabama.

Mobile Pulley also designed and constructed the drag arms for the largest hopper dredge in the U.S., for the dredge GLEN EDWARDS, and lift sheaves for the Duluth Lift Bridge.



Hopper dredge as it is being prepared to be taken apart to be shipped.

The lift bridge is a famous landmark in Duluth, Minn. The deck of the bridge literally lifts to allow ships to pass beneath.

The ball joints created by Mobile Pulley are bolted and locking ring ball joints. "They are used for rapid connecting of pipelines and all are flexible in the line. The pumps are furnished as either alloy steel or high chrome iron, with the material selection based on the material pumped, application or location of installation. Our pumps are slurry pumps used in the mining and dredging industry," explained Faulk.

Mobile Pulley currently employs 185 people. "Our history goes back far in terms of being an indirect support for the Port in the terms of supplying dredges the pumps and parts to do their work. Mobile Pulley is proud to use and produce products made in America. Mobile Pulley's core values are honesty, integrity and the delivery of a quality product," said Faulk.

Center section of M/V SKAFTAFELL hull. The dredge pump is located in the hull.



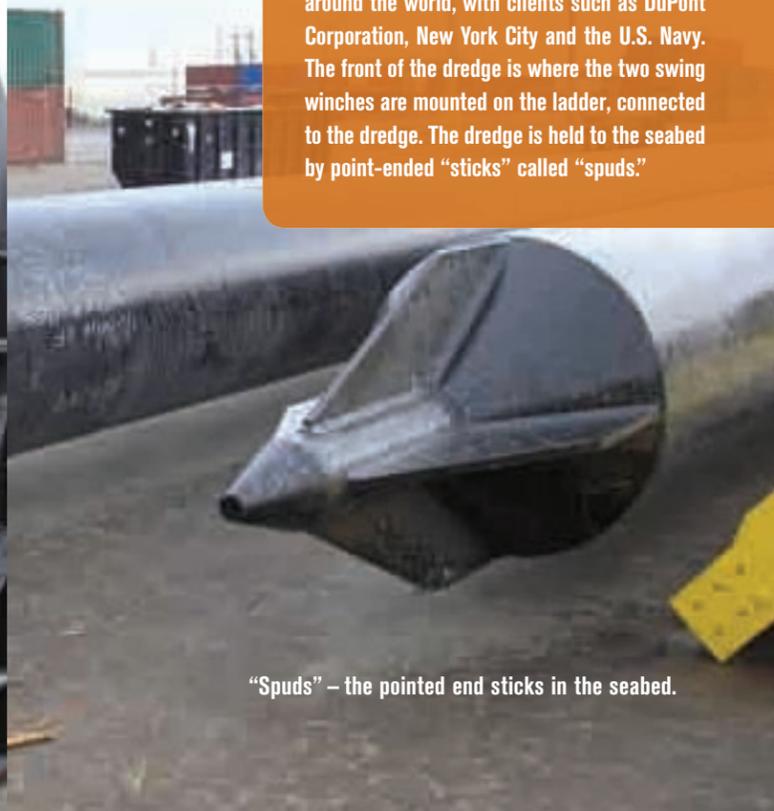
Looking from the front of the dredge, where the ladder connects to the dredge.



Recently SPI/Mobile Pulley Works, Inc. moved a large shipment through the Port of Mobile. On April 24, the shipment was loaded aboard BBC vessel M/V SKAFTAFELL. The vessel was stevedored by Tri-State Marine Services, Inc. Marine Inland Fabricators, located in Panama City, Fla., commissioned the shipment of the portable dredge for a final destination with The Iraqi Department of Water Ministry. Marine Inland Fabricators provides marine services all around the world, with clients such as DuPont Corporation, New York City and the U.S. Navy. The front of the dredge is where the two swing winches are mounted on the ladder, connected to the dredge. The dredge is held to the seabed by point-ended "sticks" called "spuds."



Rear of the ladder; two swing winches mounted on the ladder.



"Spuds" – the pointed end sticks in the seabed.

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F-16 refueling operation, Nov. 3, 2009
See the video at www.KC-45now.com.





Butterbean Festival Sprouts to Set World Record

The Alabama Butterbean Festival draws several thousand bean lovers to Pinson every September.

Spending a weekend paying homage to the butterbean sounds fun – right?

There is actually a festival dedicated to this popular Southern legume founded on the idea of uniting older generations with younger generations, and it is right here in the state of Alabama.

The Alabama Butterbean Festival was born as an effort to unite the senior citizen population of Palmyerdale with the present and younger generations throughout the area. The community of Palmyerdale, which resides within the city limits of Pinson, Ala., was founded as a Subsistence Homestead Project during Franklin D. Roosevelt's New Deal after the 1930's Depression. In the early 21st century, the community's school was closed under the direction of the Jefferson County Board of Education. During the months that followed, vandalism and damage took its toll creating a tiring eye-sore for the community. It was at this state that some local residents came forward requesting approval to renovate and restore

the old school back into a local community center, which is now called the Palmyerdale Homesteads Community Center.

"Five years ago, I was sitting in a meeting with the committee brainstorming on ideas for a festival to help with the restoration of the community center," said Phil Sims, Alabama Butterbean Festival chairman. "After hours of throwing out ideas, we decided to call it a night when one of the members mentioned going home to eat some butterbeans and cornbread. And like that, the theme of the festival was born."

It reminded the committee about the original roots of the community, a laid-back, friendly, butterbean-eating neighborhood. Memories and stories started flowing of eating butterbeans and cornbread while visiting with neighbors. From the first festival in 2006, this gathering has spread much further than just the community; many of the visitors and vendors are from across the Southeast and beyond.

The Alabama Butterbean Festival was recently selected as one of September's "Top 10 State Tourism Events in 2010" by the Alabama Department of Tourism. The event was selected from a list of more than 1,300 events scheduled this year.

"We're proud to have been selected for this list. It is an extreme honor and we're expecting to have approximately 50,000 visitors stroll down historic Pinson Main Street this year," said Sims.

The festival will be packed with events that are fun for the whole family. Visitors can enjoy more than 200 food and craft vendors, antique car shows, children's parade and activities, Tail Waggin' pageant, Mr. / Miss / Baby / Butterbean pageant, greased pig contest, camel rides, two live entertainment stages, and, of course, butterbean and cornbread cooking contests.

The festival's original mascot is Bucky Butterbean. In 2008, Bucky was "married" to Cornelia Cornbread using onion rings as their wedding bands. They have no children at this time.

"We want people to know that this is a free event – free parking and no admission fee for people of all ages, from grandparents to the youngest child. Sure you can spend all the money you want on food and what have you, but you can also come participate, look around and not spend a dime. This is a family-friendly event where the goal is to create a childhood memory that will last a lifetime – no matter how old you are," said Sims.

The proceeds from the Alabama Butterbean Festival go toward the restoration of the Palmyerdale Homesteads Community Center and the Pinson Education Foundation. The board of directors for the community center hopes to renovate the whole building in celebration of the community's 75th anniversary this year and to better provide youth and senior activities. It also provides scholarship to students and teachers through the Pinson Education Foundation.

Not only will the fifth annual festival be a two-day event for the first time, organizers will try to set a new world record for the "Largest Pot of Baked Beans" prepared at one time. According to the Guinness World Records database, Horace, N.D., established the record of 350 gallons in 2002 at that city's Community Bean Day.

The city of Pinson is aiming for 400 gallons to be cooked, a goal that will take approximately 1,300 pounds of beans, an estimated 24 to 36 hours to prepare, more than 100 volunteers to stir and cook, and a custom-built pot so large that boat paddles will be used as spoons.



The greased pig contest is a highlight of the Alabama Butterbean Festival.



Two children pose with Bucky the Butterbean.

"We are hoping to make our attempt to break the record a community-wide effort and involve as many people as possible. We are looking for volunteer groups from Pinson and surrounding areas to help cook and stir the beans, and give them the chance to be a part of breaking a world record," Sims said.

Sims said he put in a request to Guinness World Records to declare the attempt in October 2009, and on December 1 received detailed guidelines to prepare. There was no category for butterbeans, just for baked beans "a dish containing beans cooked in a sauce." Festival organizers are looking to determine the sauce.

Todd Jackson, an instructor at Culinary Hospitality Institute of Jefferson State Community College, has agreed to be the top chef. He said his first thought for the recipe is for it to be some sort of milk-based sauce with chicken broth, but that there is much to be determined before settling on a recipe.

The California Large Lima Bean Growers Advisory Board has been generous enough to support the festival since the first year with beans and also money donations. It was the California Large Lima Growers who gave Sims this idea to attempt to break the record three years ago during a discussion of ways to help better promote the Butterbean Festival.

Pinson already promotes tourism aimed at the city's natural resources and historic sites, including Turkey Creek Nature Preserve, Civil War historic sites, the Palmerdale Homesteads and local cemeteries with historic importance. The city hopes to reveal all of that and Pinson's businesses to a new group of people by establishing this record, and possibly create a tourist destination for many travelers looking for unique attractions, such as a giant cooking pot.

"It is exciting going for a world record. We are working to pull people together with different expertise to help achieve this goal; we all believe the more people who get involved, the more fun it will be," Sims said.

What: Alabama Butterbean Festival
 When: Friday, September 3 – Saturday, September 4
 Cost: Free
 Info: Call 877-691-6088 or go to albutterbeanfestival.com



Collection of antique cars lined up along Main Street for the car show.



The crowning of Mr. and Mrs. Butterbean 2009.



Rose, the pug, poses with her cart of butterbeans in the Tail Waggin' pageant.



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Alabama Tourism Introduces Celebrity-Endorsed Ad Campaigns

The Alabama Tourism Department launched a new campaign featuring advertisements with celebrity chef Lucy Buffet and American Idol season five winner Taylor Hicks. These television spots are designed to promote Gulf Shores and Orange Beach tourism and encourage families to visit. The commercial spots are the second in a series of campaigns by the Alabama Tourism Department since the Gulf Coast oil spill.

The thirty-second commercial featuring Buffet was aimed at luring tourists to Gulf Shores and Orange Beach for the Fourth of July holiday. The spots featuring Hicks were released later in the month.

Buffet's commercial is set to air in Mobile, Birmingham, Huntsville, Montgomery, Nashville, Atlanta, Memphis, New Orleans, Baton Rouge, and Jackson, Mississippi, and can be viewed online by logging onto YouTube and visiting the Alabama Tourism channel.

Ship Makes Maiden Call to Port of Mobile

For the first time, the STAR KVARVEN carried forest products to the Alabama State Port Authority's Pier E Terminal on July 10. Tradition holds that first time vessel calls are recognized by port officials through the presentation of a plaque to the ship's captain. With Nord-Sud Shipping as the vessel's agent, Paul Pugh awards Captain Rodrigo Lumaad with an honorary plaque for the STAR KVARVEN First Ship Call into Mobile.



(From left to right) Captain Rodrigo Lumaad, master of the STAR KVARVEN ship, is presented a plaque by Paul Pugh, operations manager of Nord-Sud Shipping, Inc.

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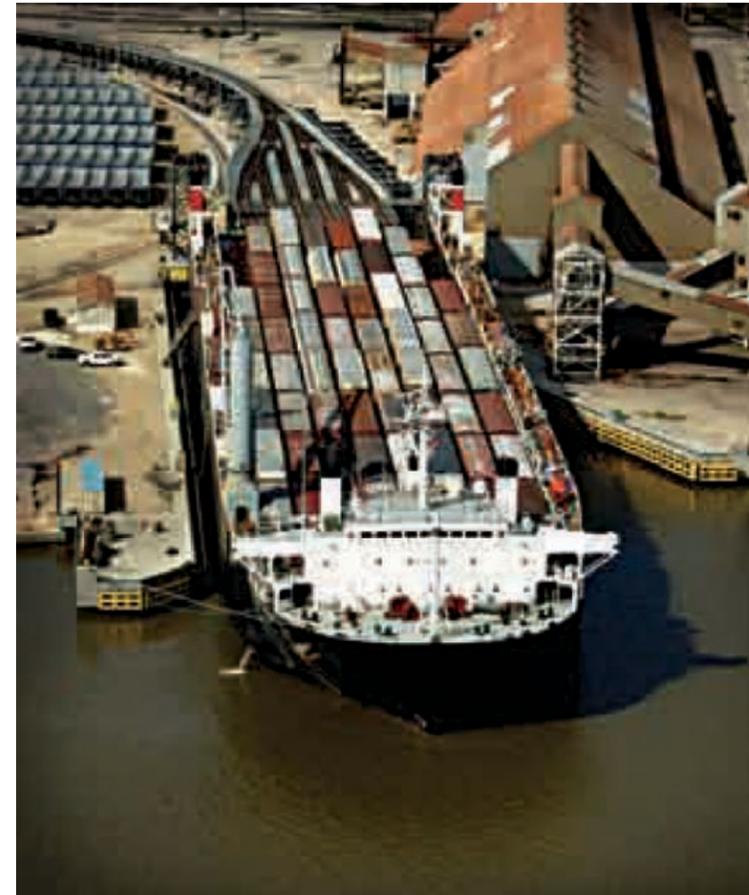
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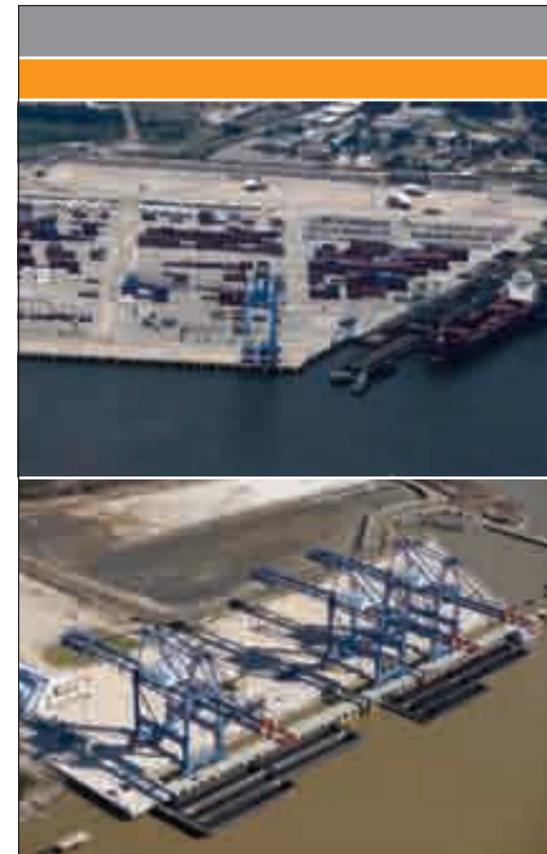
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ThyssenKrupp Announces Several Advances

ThyssenKrupp's stainless and carbon steel mills are a few steps closer to being in full operation, thanks to a couple of new developments.

The stainless steel mill received its first shipment of stainless steel coils, marking an important first for production in that mill. The coils will be used to hot commission, or test, their new equipment. The thirty-six hot rolled coils and two cold rolled coils arrived from the ThyssenKrupp plants in Krefeld, Germany, by railcar and boat. The coils' arrival is an achievement for the plant's project and their numerous partners, including ThyssenKrupp Nirosta in Krefeld, the Alabama State Port Authority, Clipper Services shipping, Tri-State Marine Services stevedores, AEP River Operations, and ThyssenKrupp InPlant Services.

N.A. Water Systems, a Veolia Water Solutions & Technologies (VWS) company, designed and constructed the process water and wastewater treatment systems for the new ThyssenKrupp mills located in Calvert, Ala. "This project has been more than two years in the making with the combined efforts of Veolia Water, local contractors R.J. Baggett and Gulf Electric, and Crowder Construction," said ThyssenKrupp Stainless USA Construction Coordinator John Hayden. "The plant is designed with the latest technology to safeguard the environment and provide flexibility for future growth, and builds upon ThyssenKrupp's well-known commitment to sustainability."

ThyssenKrupp's carbon steel enterprises are reaching to a manufacturing magnitude of 4.3 million metric tons of carbon steel artifacts, while the stainless steel operations are growing to a manufacturing magnitude of one million metric tons of stainless steel artifacts. The process water system for the mills treats 14.4 million gallons per day (MGD) and the wastewater treatment can process 5.8 MGD. The wastewater treatment system will begin operation this summer after steel operations have started.

Both the process water and wastewater treatment systems use VWS' science of ACTIFLO Turbo sand-ballasted clarification. The latter of the two is also comprised of VWS' AnoxKaldnes Moving Bed Bioreactor (MBBR) merged with an activated sludge process for organics removal, and chemical conditioning using a TURBOMIX™ reactor for metals precipitation. These technologies allow the treatment procedures to produce water of a high caliber within a very small footprint. N.A. Water Systems finished the projects with value-added engineering and an excellent safety record that was also on schedule and under budget.



(From left to right) Kirk Schwab, vice president and general manager of N.A. Water Systems; Dr. Uli Albrecht-Frueh, president and CEO of ThyssenKrupp Stainless USA; and Christoph Lackinger, president and CEO of ThyssenKrupp Steel USA, all cut a ribbon on the new water treatment plant at the new stainless and steel processing plant in Calvert.



A crane lifts the ThyssenKrupp stainless coils from a vessel to the ground.



(From left to right) Oliver Baum, head of logistics at ThyssenKrupp Stainless USA; Bill Inge, Alabama State Port Authority; Jimmy Lyons, director, Alabama State Port Authority; Tom Adger, Tri-State Marine; Daniel Fulkerson, logistics at ThyssenKrupp Stainless USA; Smitty Thorne, Alabama State Port Authority; Ben Berry, logistics at ThyssenKrupp Stainless USA; and Andy Bryars, Tri-State Marine, all stand by the new shipment of ThyssenKrupp stainless coils.

Port Police Honored

On May 11, three members of the State Port Authority Police were honored by Alabama State Port Authority CEO and Director James K. Lyons in the first Port Police awards ceremony. The employee recognition nominations are made by Port Police supervisors and reviewed by Chief Jimmie Flanagan for outstanding service, execution of duty and community relations. Len Bendolph was recognized as the Port Police Officer of the Year for 2009; Latassa Smith received the Communications Officer of the Year for 2009 honor.

Corporal Ernest Cole received the Port Police's top award, the 2009 Medal of Valor, for his heroic action in a serious two-automobile collision with injuries near the main port complex. Officer Cole was the first responder to the accident and intervened when a driver attempted to leave the scene. The fleeing driver ran down Officer Cole, who was on foot. He sustained injuries in the line of duty as a result. Despite his injuries, Officer Cole was able to execute his duties resulting in the suspect's arrest on numerous felony and misdemeanor charges.

Officer Len Bendolph received the Officer of the Year Award.



Dispatcher Latassa Smith won the Communications Officer of the Year Award.



Corporal Ernie Cole received the highest honor, the Valor Award.



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A group of students from Alabama State University, College of Business Administration, received a tour of the Alabama State Docks from ASPA Customer Service Manager Marx Nicholson.

Brisk Action In Old Mexico

The Golden Age of Piracy had long passed, the days of Stede Bonnet, Blackbeard and Calico Jack Rackham, of Ann Bonny and Mary Read. The Spanish Main had been tamed, the West Indies secured from the ravages of ships that sailed under the black flag, but by the late 19th century piracy was still known to occur. Such was the case encountered by the officers and crew of the USS MOHICAN as she conducted a cruise along the Pacific Coast in late spring of 1870.

In command of the MOHICAN was Captain W.W. Low; his executive officer was Lieutenant Willard H. Brownson, who had graduated from the Naval Academy in 1865. The MOHICAN was a sloop of war, built at the Portsmouth Navy Yard in Kittery, Maine, and commissioned in 1859. The warship was a veteran of the Civil War, having served with both the South Atlantic Blockading Squadron and the North Atlantic Blockading Squadron, as well as patrolling in search of the Confederate raiders CSS FLORIDA and CSS ALABAMA. She had been assigned to the Pacific Squadron since the end of the war.

The sloop weighed anchor at San Francisco on May 19, 1870, and pointed her nose south on a routine cruise that was to take her along the coast of California, Mexico, Central America and South America as far south as Peru. Though she sported a steam engine, Low sailed her under canvas alone as he made his way down the coast. A week's sailing took the MOHICAN as far as Cape St. Lucas, and on May 30 the sloop dropped her mud hook at Mazatlan, Mexico. A week later, Captain Low received disturbing intelligence of a steamer sailing under "San Salvador colors," but without papers, that had been capturing ships in the Gulf of California, raiding coastal villages, and forcing both Mexican and foreign merchants to pay "tribute."

The ship in question was the steamer FORWARD, originally built in a British shipyard as a gunboat and sold to a company in San Francisco, which had supposedly sent her south on an "oystering expedition." The FORWARD had been seized near Mazatlan by a former Mexican politician named Placido de Vega. De Vega had clearly turned pirate and was said to have a sizeable crew.

The governor of the Mexican state of Sinaloa appealed to Captain Low for protection from the pirate who had conducted a damaging raid on the Sonoran city of Guaymas as recently as May 29. Low immediately determined to seek out and capture de Vega and the FORWARD. According to local sources, the pirate ship had steamed for Altata, some 140 miles north of Mazatlan. The MOHICAN got underway, making for the small port.

Upon arrival at Altata on June 8, however, the officers and crew of the MOHICAN learned that the FORWARD had captured another schooner in the Gulf of California, and de Vega was now said to have a crew of several hundred pirates under his command. He had departed the area on June 6 and was now believed to be headed for Pincholino Bay, where the U.S. Navy maintained a coaling station. MOHICAN put in



The USS MOHICAN was assigned to the Pacific Squadron from 1865 until 1872.



Under the command of Placido de Vega, the British-built gunboat FORWARD had turned pirate.



The MOHICAN's executive officer, Lt. Willard H. Brownson (seen here as a commander), led the raid to capture the FORWARD.

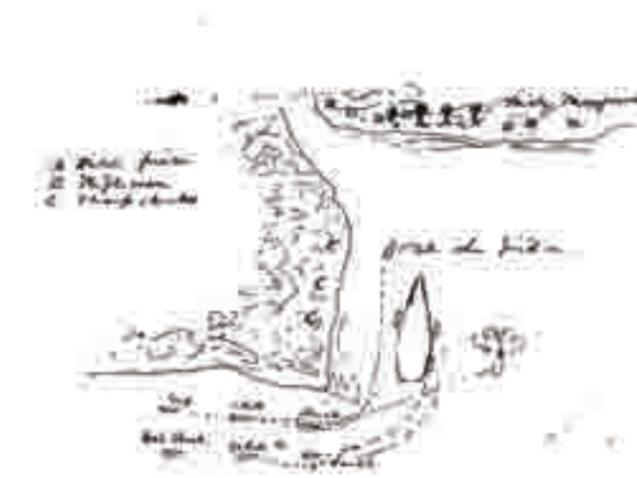
there and took on coal for her own engine, but received no more news as to the FORWARD's whereabouts. The sloop of war looked into the port of La Paz before returning to Mazatlan.

Once there, Low learned that FORWARD had steamed to the south, somewhere near San Blas. Upon reaching San Blas, however, the captain received definite word that the pirate had gone up the Teacapan River, some 75 miles to the north. Captain Low immediately ordered the ship to get underway for the mouth of the Teacapan. He also now gave his first officer explicit and detailed orders to take charge of a party to capture the FORWARD.

Lt. Brownson was to lead a boat action against the gunboat and would be in charge of a hand-picked party of sailors in six boats – all of the MOHICAN's boats except her dinghy. Captain Low envisioned Brownson and his men swarming up the chains, capturing the pirate's guns, securing her crew in the hold, slipping her cable, and steaming down the river to rejoin the MOHICAN. Low added somewhat laconically, "Spare the men all unnecessary exposure to the sun," before signing the orders.

The sloop of war anchored off the mouth of the Teacapan about 2 a.m. on June 17, a Friday. Brownson had taken advantage of the intervening hours to put everything into readiness, organizing his crews, and handing out pistols, ammunition and cutlasses. A howitzer had been shifted to the first launch, which was to be commanded by Ensign Knox. Lt. Brownson would be in the second launch, commanded by Ensign Mansfield. Ensign Wainwright would command the first cutter, while Ensign Rush would command one of the MOHICAN's whale boats and Lt. Cutts would command the other. The ship's surgeon would trail the other boats in the gig and remain out of the line of fire, should there be any action.

The six boats shoved off from the MOHICAN at sunup and pulled for the bar. Upon arriving at the mouth of the river, Lt. Brownson encountered the heaviest surf he had ever experienced. The pilot, fearful of grounding on the bar in the heavy surf and losing the boats, now said



Brownson drew this sketch of the boat attack on the FORWARD shortly after the action. He received a letter of commendation from the Secretary of the Navy three years after the attack.

it was impossible to pass over the bar with the seas running so heavily. As Brownson pondered his next move, Ensign Knox shouted that he had a man in his launch who had enlisted in Mazatlan and who was familiar with the channel, having navigated it in a schooner a few months earlier. Brownson had the man taken aboard the second launch and, following his direction, successfully passed through the channel and past the reef. Brownson ordered one of the whale boats to pass over the bar, which it did. The officer then joined the crew of the whale boat and, standing just inside the reef, guided the rest of the boats in.

The boats landed at the village of Teacapan, and Lt. Brownson and some of his fellow officers went ashore to ask about the FORWARD. It seemed that the steamer had passed by the village three or four days earlier, but how far up the river she had steamed was a matter of some conjecture. Some of the villagers said she lay only about 10 miles upriver; others insisted she was some 50 miles upriver.

The boats shoved off around 8 a.m. Not knowing how far they might have to row, Brownson had his men set an easy pace as they began rowing up the Teacapan River. The river made sharp bends, with mangroves and dense vegetation crowding the banks. The current was sluggish, though, and the men were able to make good progress.

After rowing for seven hours, the boats encountered a man in a dugout canoe coming downriver. He had a load of watermelons in his canoe and informed the party that the FORWARD lay another 12 miles upriver. He also said that the crew of the FORWARD had taken some of his melons and had refused to pay. Lt. Brownson enlisted the man as a guide and bought his cargo of watermelons for the men, who now took a much-needed break to refresh themselves.

At dusk, the boats rounded a bend in the river and saw the FORWARD grounded in the mud, some 60 yards offshore and a few hundred feet ahead of them. Exhausted from their 40-mile passage up the river, the men now cheered at the sight of their prey. Following Brownson's instructions, the boats approached the steamer in two columns, with Ensign Knox and the howitzer leading the left column in the first launch, and Ensign Mansfield and Lt. Brownson leading the column on the right in the second launch. Suddenly, Brownson saw a boat pulling away from the port bow of the bow of the FORWARD and making for the shore.

Brownson shouted to Ensign Wainwright in the first cutter, "Sheer off and capture that boat!" The cutter, directly behind Ensign Knox's launch, leaped forward as the men bent to their oars. With the gig hanging back and the first launch standing by with the howitzer, the other three boats approached the grounded pirate ship, ready to board her at the chains and quarters. A sailor in each boat tossed his grappling hook to make fast to the pirate vessel. The hook heaved from Brownson's boat caught in the mizzen rigging. The sailor made a quick turn of the line around the thwart, pulling the boat snug alongside the ship.

Lt. Brownson led the sailors in boarding the ship. The men came over the sides with pistols and cutlasses, ready to cut down the pirates if necessary. On the quarter deck, Brownson spied six men. Brownson strode forward, addressing the man who seemed to be in charge and demanding confirmation that the ship was, indeed, the FORWARD.

When the man answered that it was, Brownson said, "I take possession of this ship in the name of Captain Low, commanding the USS MOHICAN."

As the man started to answer, the sound of a carbine being fired from Ensign Wainwright's cutter was immediately answered by a staggering volley of shell, grape and rifle fire from the river bank. Unbeknownst to Brownson and his men, they had been spotted by a lookout as they had crossed the bar early that morning. A runner had alerted de Vega and his men, who had then spent the intervening hours moving their four heavy guns ashore and setting an L-shaped ambush from which to attack the naval force.

Wainwright's cutter had taken the full force of the first volley. The coxswain had been killed instantly. Ensign Wainwright and three other men had been wounded. The men fell back to the ship, the cutter's bulwarks shot into splinters, its floorboards running red with blood. Ensign Rush assisted in lifting the wounded men out of the boat and onto the FORWARD and also took the six pirates into custody. On shore, though, there were nearly 180 well-armed men.

Brownson ordered Ensign Knox to move off to starboard of the ship and lay down a raking fire on the pirates' artillery on shore. Most of the fire from the shore was passing over the men's heads, as the ship's bows were raised, and the list of the FORWARD favored those on board and not their attackers. Navy riflemen stationed themselves in the bow of the ship to begin returning the pirates' fire. As Ensign Knox and his crew began to fire grape shot on the pirates' position, Lt. Brownson went forward to investigate the ship to determine if she could be gotten off the sand bar. The situation was grim: outnumbered three to one; the pirate ship 40 miles up a twisting river and hard aground with the tide receding; coal bunkers nearly empty and the engines disabled. Brownson made a snap decision: he would fire the ship. Brownson instructed Lt. Cutts to proceed with burning the FORWARD.

Cutts began pouring turpentine on the bunks and woodwork in the officers' quarters, while other sailors took turpentine below and began dousing everything flammable. Cutts lit a fire in the after section of the ship, and Brownson passed the word to Ensign Mansfield to light a fire in the engine room. Meanwhile, Ensign Rush had been tasked with getting the wounded and the prisoners over the side and into one of the boats. Lt. Brownson now gave the order to abandon ship. His riflemen fell back and clambered back into their boats as the flames began to spread, leaping up through the hatches and licking at the rigging.

Brownson made his way to the first launch and directed one last shot of grape shot in the direction of the pirates before ordering his men to begin the long pull downriver. Even though they were nearly spent, Brownson pushed them in a desperate effort to get medical care for Ensign Wainwright as soon as possible.

Ensign Jonathan Mayhew Wainwright Jr. had been carrying the same cutlass as his father, Captain Jonathan Wainwright II, when the latter was killed on January 1, 1863, while in command of the USS HARRIET LANE. The MOHICAN's surgeon inspected the wound; Wainwright had been shot through the right breast, and the ball had

passed through. The surgeon believed the officer could survive if he reached the ship in time. The men stopped only long enough to fill their canteens from a nearby spring and got underway about 10 p.m., and did not reach the mouth of the river and the bar until 2:30 the following afternoon. The boats plunged through the heavy surf, with Lt. Brownson's launch the last to pass through. He climbed aboard the MOHICAN as Ensign Wainwright was being placed on a stretcher. Wainwright looked up and spoke to Brownson before falling into unconsciousness. Despite the surgeon's efforts, Ensign Wainwright died the following day, June 19, 1870.

Lt. Brownson reported to Captain Low and announced that, being unable to get the pirate ship off and down the river, he had instead destroyed her. Low responded by telling Brownson that he had exceeded his authority in doing so. Brownson reiterated that it was impossible to refloat the ship and took full responsibility for burning the FORWARD. Low averred that the responsibility was his.

The MOHICAN returned to Mazatlan, where the bodies of Ensign Wainwright and his coxswain were transferred to another vessel for the return passage to San Francisco. The merchants of the city offered a handsome reward to both Captain Low and to Lt. Brownson for the destruction of the pirate, but both refused. Nevertheless, two years later, Brownson received a gift of a large silver punch bowl, salvar, ladle and two silver-clad glass decanters from the thankful merchants.

The ship continued her cruise as far south as Callao, Peru, before turning toward San Francisco. She was to make one more cruise before being decommissioned at Mare Island on June 25, 1872. Captain Low went on to command the flagship USS TENNESSEE when she sailed from New York to Shanghai, China, via the Mediterranean and the Suez Canal. Willard Herbert Brownson served aboard a number of ships, commanding the battleship USS ALABAMA (BB-8) and, ultimately, serving as commander-in-chief of the Asiatic Fleet. He retired in 1907 as a rear admiral, resigning from his position as Chief of the Bureau of Navigation. Brownson died on March 16, 1935. Two destroyers were later named in his honor.



The USS BROWNSON, one of two destroyers named for the officer.

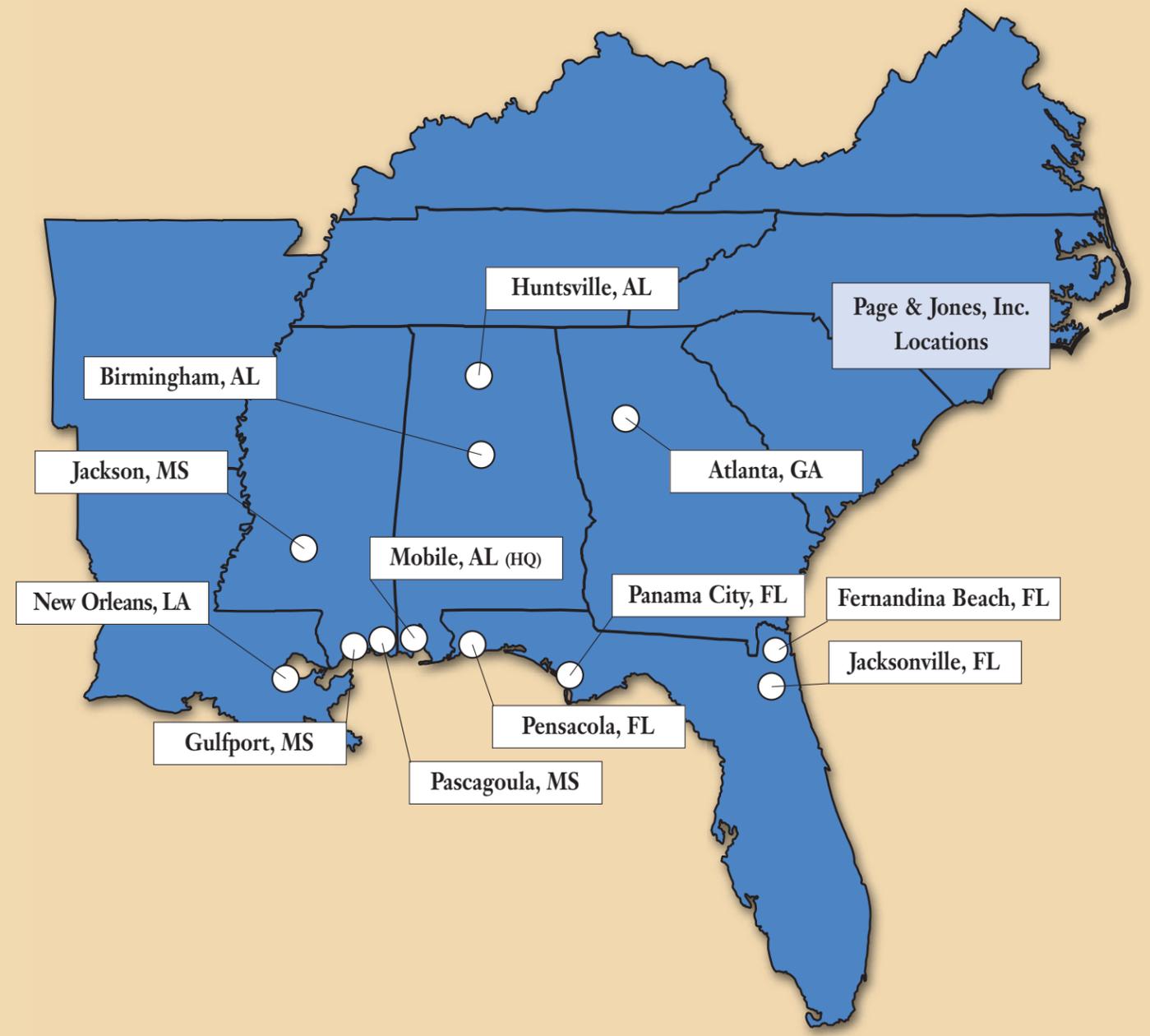
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	Gearbulk	Bi-Monthly	Inchcape
CANARY ISLANDS			
LAS PALMAS	Spliethoff	Monthly	Page & Jones Inc.
TENERIFE	Spliethoff	Monthly	Page & Jones Inc.
CAYMAN ISLANDS			
GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
CHINA			
DAGANG	Grieg Star Shipping	Monthly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

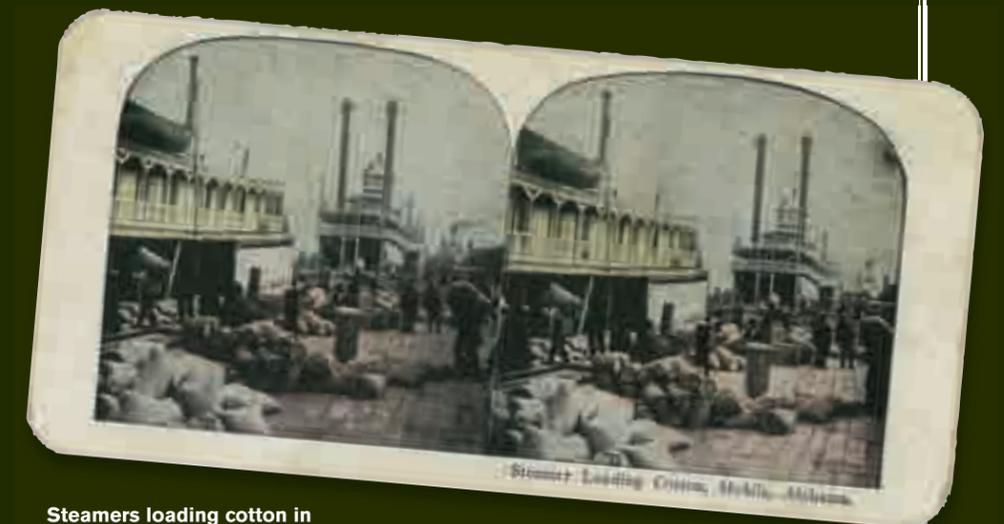
CURAÇAO			
WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
DOMINICA			
ROSEAUO	C.I.C.	Monthly	Seacliff Agencies
DOMINICAN REPUBLIC			
RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
EGYPT			
ALEXANDRIA	Nordana	Inducement	Biehl & Company
ENGLAND			
TILBURY	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
FRANCE			
BOULOGNE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SETE	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
GERMANY			
BREMEN	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
GREECE			
PIRAEUS	Nordana	Inducement	Biehl & Company
GRENADA			
SAINT GEORGES	C.I.C.	Monthly	Seacliff Agencies
GUADELUPE			
BASSE-TERRE	C.I.C.	Monthly	Seacliff Agencies
ITALY			
GENOA	Nordana	Inducement	Biehl & Company
LIVORNO	Nordana	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 TAMPICO	CG Railway Spliethoff	Every 4 Days Monthly	CG Railway Page & Jones Inc.
MOROCCO CASABLANCA	Spliethoff	Monthly	Page & Jones Inc.
NETHERLANDS ROTTERDAM VELSEN	Grieg Star Shipping Grieg Star Shipping	Every 14 Days Monthly	Nord-Sud Shipping Nord-Sud Shipping
SCOTLAND MONTROSE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SOUTH AFRICA CAPETOWN DURBAN PORT ELIZABETH RICHARDS BAY	Gulf Africa Line Gulf Africa Line Gulf Africa Line Gulf Africa Line	Monthly Monthly Monthly Monthly	Biehl & Company Biehl & Company Biehl & Company Biehl & Company
SPAIN ALGECIRAS/PALAMOS BARCELONA BILBOA CADIZ GANDIA MOTRIL PALMA DE MALLORCA VIGO VALENCIA	Spliethoff Nordana Spliethoff Spliethoff Spliethoff Spliethoff Grieg Star Shipping Spliethoff Spliethoff Nordana	Monthly Inducement Monthly Monthly Monthly Monthly Monthly Monthly Monthly Inducement	Page & Jones Inc. Biehl & Company Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Nord-Sud Shipping Page & Jones Inc. Page & Jones Inc. Biehl & Company
ST. CROIX	C.I.C.	Monthly	Seacliff Agencies
ST. KITTS BASSETERRE	C.I.C.	Monthly	Seacliff Agencies
ST. LUCIA CASTRIES VIEUX FORT	C.I.C. C.I.C.	Monthly Monthly	Seacliff Agencies Seacliff Agencies
ST. MARTIN	C.I.C.	Monthly	Seacliff Agencies
ST. THOMAS	C.I.C.	Monthly	Seacliff Agencies
ST. VINCENT KINGSTOWN	C.I.C.	Monthly	Seacliff Agencies
SWEDEN STOCKHOLM	Polish Ocean Line	Weekly	Biehl & Company
TOBAGO	C.I.C.	Monthly	Seacliff Agencies
TRINIDAD PORT OF SPAIN	C.I.C.	Bi-weekly	Seacliff Agencies
TURKEY ISTANBUL IZMIR MERSIN	Nordana Nordana Nordana	Inducement Inducement Inducement	Biehl & Company Biehl & Company Biehl & Company

Postcards from the Past



Cotton headed upriver to Birmingham, Ala.



Steamers loading cotton in Mobile, Ala.

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

PORT OF MOBILE DIRECTORY

AIR TRANSPORT

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

ALABAMA INTERNATIONAL TRADE CENTER

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

AUXILIARY SERVICES

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

BANKS WITH INTERNATIONAL DEPARTMENTS

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

BARGE FLEETING SERVICE

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

BLAST FREEZE/COLD STORAGE

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

ALABAMA BULK TERMINALS.....	(251) 438-9891
GULF ATLANTIC.....	(251) 456-8491 Ext. 109
PLAINS MARKETING.....	(251) 456-4688
GULF COAST ASPHALT.....	(251) 432-7666
TRANSMONTAIGNE PRODUCT SERVICES.....	(251) 434-2203

BUNKERING SERVICE

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

CONSULATES

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

CONTAINER REPAIR & LEASING

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

U.S. CUSTOMS

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

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

EXPORT BAGGING, PACKING AND DRUMMING

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

FIRE SAFETY EQUIPMENT AND SERVICE

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

FOREIGN FREIGHT FORWARDERS

(★ CUSTOM HOUSE BROKERS)

★ AIR/SEA FORWARDING–3812 Springhill Ave.....	(251) 460-0551
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
PAUL A. BOULO, INC.–255 N. Joachim St.....	(251) 433-5445
★ JOHN M. BRINING CO.–P. O. Box 403.....	(251) 432-6741
★ N. D. CUNNINGHAM–205 St. Louis St.....	(251) 432-4633
EMERY FORWARDING–2215 Ave. *O* Brookley Complex.....	(251) 433-0885
EMO TRANS.....	(251) 342-3313
★ EXPEDITORS INTERNATIONAL.....	(251) 431-4992
JENSEN SHIPPING CO.–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CAROLE C. LELAND–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CTB USA OF FLORIDA.....	(866) 621-0091 ext. 224
LILLIEROOSE CORP.–1709 Thistlewaite Dr., Mobile 36618.....	(251) 259-5362
★ M. G. MAHER & CO., INC.–80 St. Michael's St., Ste. 315.....	(251) 433-8474
MACROTRANSPORT SERVICES–Ormond Beach, FL.....	(203) 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 – 33576 Copter Rd., Pensacola, FL 32514.....	(850) 698-1465
TRADELANES – 61 St. Joseph St., Suite 1000.....	(251) 343-8031
TRANSGROUP WORLDWIDE LOGISTICS – 162 State St. 36602.....	(251) 433-7668
★ DANIEL F. YOUNG–1215 Seminole Dr. NW, Hartselle, AL.....	(256) 773-6202
★ W.R. ZANES & CO. OF LA, INC.–P. O. Box 1006.....	(251) 438-1597

FOREIGN TRADE ZONES

(★FTZ PUBLIC WAREHOUSES)

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

GRAIN MERCHANTS

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

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

HEAVY LIFT/SALVAGE/TRANSPORTATION

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

INDUSTRIAL DIVING

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

LIGHTERING, GAS FREING AND SPILL CLEANUP

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

LINE HANDLING

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

MARINE FUMIGATION SERVICES

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

MARINE RADIO AND ELECTRONICS

(★ ELECTRICAL CONTROL AND AUTOMATION)

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

MARINE SURVEYORS

ALPHA MARINE SURVEYORS–180 Country Club Dr., Daphne.....	(251) 626-7299
BULK MARINE RESOURCES.....	(251) 295-4838
W. T. AMES & ASSOCIATES–149 Fairway Dr., Daphne.....	(251) 626-1172
GEORGE BROOKFIELD–186 Ridgewood Dr., Daphne.....	(251) 626-1758
MICHAEL H. BARRIE–263 N. Jackson St.....	(251) 433-8122
C. BAXTER, JR. & ASSOCIATES INT'L, INC.....	(251) 476-1998
RICHARD BESSELAAR–2809 Cottage Hill Rd.....	(251) 476-9909
C. E. COLLIER & ASSOCIATES, INC.–5050 Lossing Rd., Coden, AL.....	(251) 873-4382
CAPT. JOHN D. SMITH–P. O. Box 2585, Daphne.....	(251) 626-8394
CARMACK MARINE IND. SVC. INC.–1609 B Rochelle Street.....	(251) 662-5765
COOK CLAIMS SERVICE–P. O. Box 160461.....	(251) 470-0774
GENERAL MARINE SERVICE–P. O. Box 2533.....	(251) 928-6728
C. L. HAMILTON–P.O. Box 302.....	(251) 433-9997
DC MARITIME TECHNOLOGIES INC.–2210 Main St., Daphne, AL 36526.....	(251) 625-0503
JOINER MARINE SERVICES–9305 Johnson Rd. S.....	(251) 633-6118
MARINE INSPECTION, LLC–63 South Royal Street, Suite 1001, Mobile, AL 36602.....	(251) 375-2020
NATIONAL CARGO BUREAU, INC.–Commerce Building, Ste. 605, 118 N. Royal St.....	(251) 432-0781
NAUTECH MARINE CONSULTANTS, INC.–7226 Bridgewood Lane, Spanish Fort, AL 36527.....	(251) 447-0422
PAGE MARINE–4153 Tamworth Dr.....	(251) 661-1520
PORT CITY MARINE SURVEYORS–D. J. Smith.....	(251) 661-5426
SABINE SURVEYORS–851 East I-65 Service Rd. South.....	(251) 433-9997
SGS MINERALS–P. O. Box 1962.....	(251) 432-2781
SHIP ARCHTCTS, INC.....	(251) 821-1813
WOODRUFF INDUSTRIES INC–4021 Shana Drive.....	(251) 473-5327

MARITIME WASTE DISPOSAL

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

MOTOR TRANSPORT (★ CONTAINER SERVICES)

AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
ALABAMA CARRIERS, INC.....	(800) 721-7107
AMEREX.....	(866) 675-6495
AVERITT EXPRESS.....	(251) 443-7703
AVONDALE CONTAINERS.....	(251) 438-2248
★ BALDWIN TRANSFER CO.....	(251) 433-3391
BENNETT MOTOR EXPRESS.....	(251) 635-0048
BOYD BROTHERS TRANSPORTATION, INC.....	(205) 716-2014
★ BRIDGE TERMINAL TRANSPORT.....	(251) 443-5341
BUFFALO WOOD, INC.....	(801) 645-5965
BUMP THE DOG SERVICES.....	(334) 284-5866
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
CHOCOTAW TRANSPORT COMPANY.....	(251) 457-9231
CONSOLIDATED FREIGHT WAYS.....	(251) 443-9100
COVAN WORLD-WIDE MOVING INC.....	(251) 653-3008
DEATON CARRIERS (Flatbeds).....	(800) 437-3548
DEEP SOUTH FREIGHT.....	(800) 824-3515
★ DINE DRAYAGE.....	(800) 321-0801
DOCKSIDE SERVICES.....	(251) 438-2362
DOLPHIN LINE INC.....	(251) 666-2057
E & F TRANSPORTATION, INC.....	(251) 621-0121
★ EASTMAN LOGISTICS.....	(334) 792-5661
CSA EQUIPMENT COMPANY.....	(251) 264-4801
★ ESTES-EXPRESS.....	(800) 762-3867
★ FEDEX.....	(800) 643-8611
FIKES TRUCK LINE, INC.....	(800) 844-5381
FINCH DISTRIBUTION.....	(800) 654-4811
FRIESE HAULING INC.....	(251) 432-2000
GLOBAL MARITIME LOGISTICS LLC.....	(251) 443-9100
★ GULF COAST INTERMODAL.....	(205) 783-8200
HANNA TRUCK LINES.....	(251) 259-5362
HI-GEAR EXPRESS, INC.....	(800) 242-9212
HORIZON FREIGHT SYSTEMS.....	(800) 833-1313
HORNADY TRANSPORTATION LLC.....	(615) 782-2960
ICE LINE LOGISTICS, LLC–1321 Foster Avenue, Nashville, TN 37210.....	(615) 782-2960
★ INDUSTRIAL TRANSPORTATION.....	(800) 626-5682
IHS.....	(251) 479-7600
INTEGRATED TRANSPORT LLC.....	(334) 354-3339
JAMES CARTAGE CO.....	(251) 457-1534
★ JOHN FAYARD MOVING & WAREHOUSING.....	(866) 862-0867
LANDSTAR RANGER.....	(251) 690-9501
★ LARSEN INTERMODAL SERVICES, INC.....	(800) 949-8050
MACROTRANSPORT SERVICES–Ormond Beach, FL.....	(203) 926-8911
MEADOR WAREHOUSING DIST, INC.....	(251) 457-4376
MILAN EXPRESS CO., INC.....	(251) 458-2974
★ MILLER TRANSER.....	(800) 669-8877
★ MILLER TRANSPORT & RIGGING CO.....	(251) 457-0471
MMS TRANSPORTATION CO.....	(251) 438-3658
ED MORRIS MOVING & HAULING.....	(251) 457-7734
JIM NEWSON TRUCKING (Salvage Buyer).....	(800) 748-9831
OLD DOMINION FREIGHT LINES, INC.....	(251) 452-2904
★ OVERTNIE TRANSPORTATION CO.....	(251) 456-6545
P&S TRANSPORTATION.....	(205) 788-4000
PATE STEVEDORING COMPANY, INC.–P.O. Box 12781, Pensacola, FL.....	(850) 438-3648
PRECISION TRANSPORTATION.....	(866) 877-5623, FAX: (866) 877-5623
PGT TRUCKING, INC.....	(888) 372-5710
★ POINT LOGISTICS.....	(251) 452-2128
★ QUICK DELIVERY SERVICE, INC.....	(251) 471-5369
★ RICHWAY TRANSPORTATION SERVICES.....	(251) 441-7499
ROADWAY EXPRESS.....	(251) 457-9274
ROSS NEELY SYSTEMS, INC.....	(800) 366-3359
SAIA MOTOR LINES.....	(251) 452-5700
SCHNEIDER NATIONAL.....	(800) 558-6767
★ SEABREEZE TRUCKING INC.....	(251) 661-3186
SHELTON TRUCKING.....	(251) 690-9284
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