

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

JULY 2011

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ALABAMA SEAPORT

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On The Cover:

Steel slabs from Brazil arrive at Pinto Steel Terminal to be discharged; they are then transported by barge to the ThyssenKrupp factory in Calvert, Ala.



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

James K. Lyons, Director, CEO
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COMPTROLLER Pete Dranka 251.441.7057
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RISK MANAGEMENT Kevin Malpas, Manager 251.441.7118
INTERNAL AUDITOR Avito DeAndrade 251.441.7210

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John Goff, Manager, Theodore Operations 251.443.7982

OPERATIONS

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Bradley N. Ojard, Vice President 251.441.8133
BULK OPERATIONS Raymond Dearmon, Manager 251.441.7676
Melvin Barnett, Operations Superintendent 251.441.7675
TERMINAL RAILWAY Mike Russell, General Manager 251.441.7301
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Todd Jones, Director Trade & Development 251.441.7144
LATIN AMERICA SALES & TRADE DEVELOPMENT Maria Mendez, Director 251.441.7535

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Pinto Island Sees Record-Breaking Steel Imports

July marked a milestone month for steel imports at the Port of Mobile's Pinto Terminal, and projections show this robust growth will continue. The Port welcomed 220,000 tons of steel slabs in July, on the heels of receiving 195,000 tons in June. Before that, the highest-volume month was last April, with 184,000 tons of steel slabs. Port officials anticipate another record-breaking month in August with 240,000 to 260,000 tons of slabs expected. To date, the largest shipment to move through Pinto Terminal was 98,000 short tons of steel. It arrived in late May 2011 on the BRITANNIA G from Sepetiba Bay, Brazil. The steel slabs then travel by barge on Alabama's inland waterway system to the ThyssenKrupp carbon steel mill in Calvert, Ala.

In early July, the Alabama State Port Authority (ASPA) garnered the American Association of Port Authorities' top honor for engineering in innovation and handling technology for the Pinto Terminal. The trade group called Pinto Steel Terminal "an innovative and highly efficient steel-handling terminal." James K. Lyons, director and CEO of the ASPA, said the Port was honored to receive the award. "We have an excellent team of engineers and operations managers who developed a terminal concept designed to reduce handling and costs associated with transitioning steel slab from ocean-going vessels to barges. It is good to receive recognition from our peers on these achievements."

American Metal Market (AMM) named the ASPA the winner for Logistics/Transportation Provider of the Year in its 2011 Awards for Steel Excellence in late June. "The award-winning companies have shown tremendous creativity, inventiveness and are pioneers in creating the way to a better future for the steel industry," said Raju Daswani, the publication's president.



The turning basin sits strategically between Pinto Island and Little Sand Island on the lower harbor. The basin serves APM Terminals Mobile, Pinto Steel Terminal and the McDuffie Coal Terminal. Above, the CMA CGM WHITE SHARK utilizes the new turning basin.



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Jarrold England, Managing Editor

Scott Rye, Contributing Editor

Sheri Reid, Editor-at-Large

EDITORIAL CONTRIBUTORS

Blake Herndon

Niki Lim

Vicky Rye

Greta Sharp

Scott Thornburg

PHOTOGRAPHY

John Adams

Patrick Fink

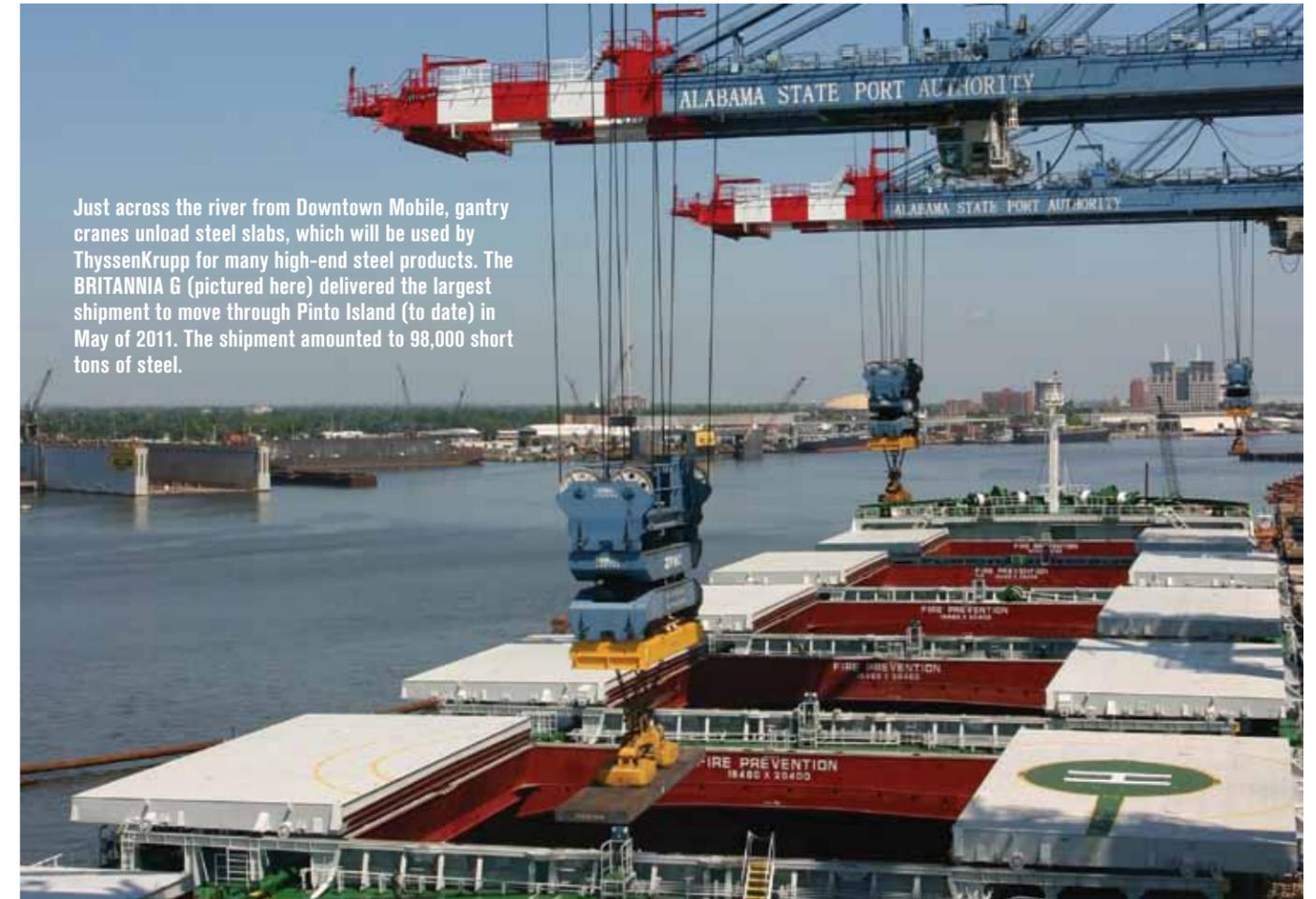
Johnny Hunter

Lynsey Weatherspoon Photography

Sheri Reid

Thigpen Photography

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



Just across the river from Downtown Mobile, gantry cranes unload steel slabs, which will be used by ThyssenKrupp for many high-end steel products. The BRITANNIA G (pictured here) delivered the largest shipment to move through Pinto Island (to date) in May of 2011. The shipment amounted to 98,000 short tons of steel.

"AMM's Awards for Steel Excellence recognize the key contributions of companies and individuals who through acumen, management, innovation and plain hard work are reinventing the steel supply chain."

The Port's import steel business has been on the rise for several years. In FY 2009, iron/steel volumes were 511,354 short tons, of which 324,404 short tons were imports. Those numbers more than doubled in FY 2010 with iron/steel values of 1,130,588 short tons, with 876,367 representing import volumes. For this fiscal year, iron/steel volumes port-wide are expected to hit approximately 2.95 million short tons, and 2.5 million short tons of that represents imported product.

Much of the Port's record-level imports can be directly attributed to ThyssenKrupp's mill. "We're still in startup mode with them," explained Brad Ojard, vice president for operations at the ASPA. "More growth is to be expected," and the new terminal is designed to handle that growth. "Pinto Island's capacity is 5 million tons per year, which is a number that ThyssenKrupp has indicated they could do," said ASPA COO Smitty Thorne. "That's the growth right there. We've done over 1 million tons so far this year at the terminal, and

we expect to do 2.5 million tons or more next year." Thorne expects this growth to continue as ThyssenKrupp ramps up to full speed.

In fact, the initial Pinto Steel Terminal design had to be reworked to accommodate the large steel-handling operation. "Optimizing technology and reducing operating expenses were the primary objectives for this terminal and a driving factor in recruiting a major industry to our region," said Lyons. Today, the facility boasts a 45-foot draft, a 1,050-foot-long ship berth and a slab storage yard. A barge-handling slip equipped with gantry cranes sits between the ship's berth and the storage yard, ready to move the steel slabs from the vessel to a barge or the storage yard, which has a capacity of 150,000 tons.

The three post-Panamax ship-to-shore cranes measure 200 feet high in operating position. Each crane's boom has an outreach of 150 feet and a back reach of 165 feet. With a maximum capacity of 78 metric tons, the cranes are equipped with magnets capable of lifting steel slabs weighing up to 36 metric tons. These magnets are the first to be used in a ship-to-shore cargo handling operation in North America.

The first steel slabs arrived in Mobile in February 2010 on the STAR EVVIVA, which carried 10,000 tons. The vessel came from Rotterdam, Netherlands, carrying slabs from ThyssenKrupp's production facility in Duisburg, Germany. Steel shipments from ThyssenKrupp's Brazilian plant began arriving in November 2010, with the HERMANN-S carrying 50,015 metric tons of steel in the form of 2,216 slabs, each weighing close to 25 tons.

The steel slabs are shipped upriver to ThyssenKrupp's mill via the Mobile River. "That location at Mile 45 was very attractive to the German steelmaker for several reasons," noted Ojard. Not only was there a large piece of land available where a mill could be built, there was also proximity to the Tombigbee River for a terminal. The 45-mile trip from Pinto Island can be made in 10 hours, offering a quick turnaround time for the barges.

Activity in Calvert is already on the rise as Ojard reported the plant has picked up the pace in unloading the steel slabs from the barges. He estimates 60 percent of the last shipment was loaded directly onto barges for transport to the steel plant, while the remainder was stored at the Pinto Island Terminal for shipment later, as determined by barge availability. "That's what the terminal was designed to do," he explained. "I'm happy with the design of it and what it's able to do."

The Pinto Island Terminal is also highly automated, using less manpower, reducing operating costs and increasing production. "It runs with very few people," said Ojard. In May, the Port Authority voted unanimously to purchase a new lift machine for the terminal. "Already equipped with three, one for each crane, the fourth provides an extra measure of efficiency," explained Ojard. With steel imports expected in excess of 200,000 tons a month, it adds to the facility's effectiveness. "It's just something you've got to have," said Thorne.

The new lift machine is one of the larger-capacity forklift trucks, said David Wallace of Shaw GBB, a local firm providing engineering services related to the purchase of the machine. He expects delivery later this fall of an equal or equivalent version of the lift machines already in use at Pinto Island. The new machine will have a lift capacity of 100,000 pounds. The largest steel slab it will handle is 36 metric tons, or 80,000 pounds. It is equipped with two magnets, each weighing 9,000 pounds and measuring 3x3x2 feet high.

Once placed in the hold of a vessel by one of the Pinto Island Terminal's cranes, the lift machine picks up and relocates all the slabs in the vessel so the crane can easily reach and remove them. At 20 to 40 feet long, the slabs are stacked in the ship's hold for the journey. For removal, the cranes can only reach a partial footprint of the hold, making it necessary



One of 2,216 steel slabs from ThyssenKrupp CSA (Brazil) being unloaded on November 8th, 2010, for shipment to ThyssenKrupp USA Steel in Calvert, Ala. The shipment was the first for the Pinto Island Terminal.



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



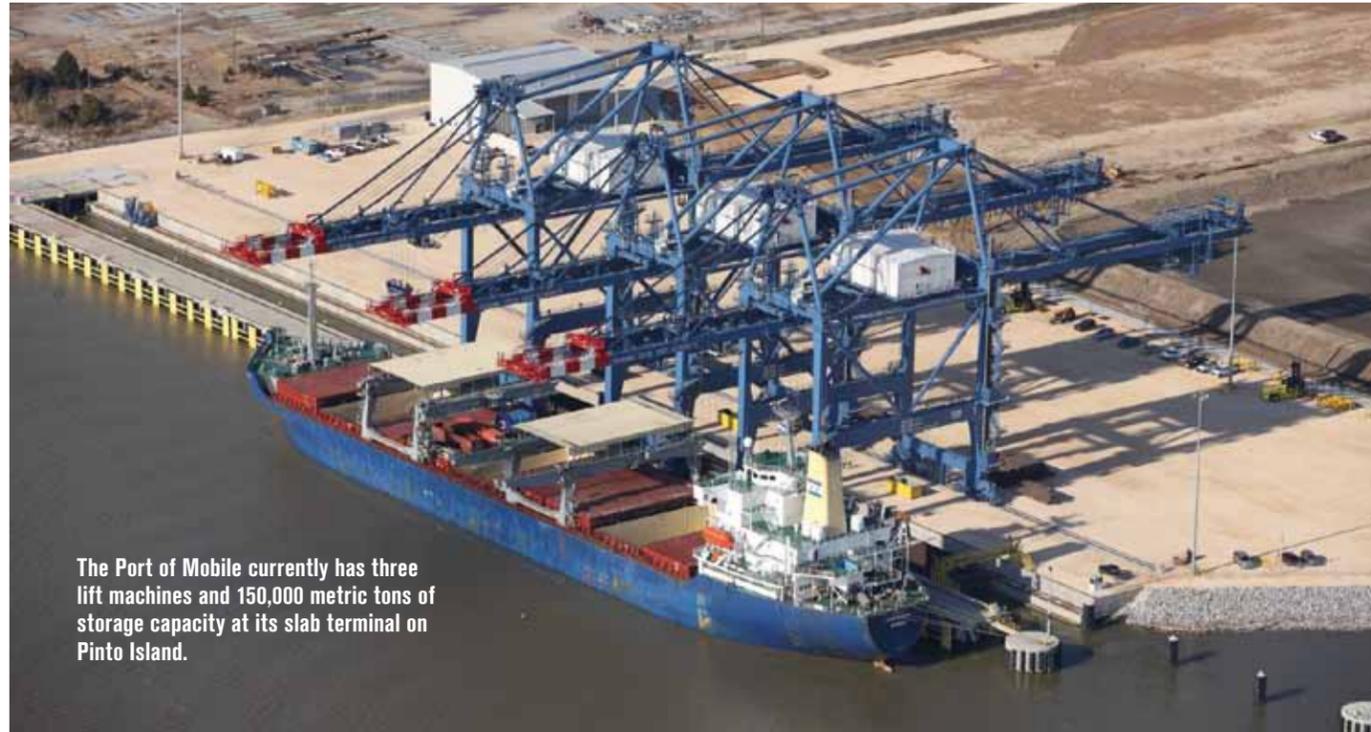
Pinto Island was built to service the ThyssenKrupp complex in Calvert, Ala. The facility stretches from the Tombigbee River to Highway 43. At 3,700 acres, it is four times larger than New York's Central Park. It took 6.2 miles of fence to surround the complex.

for lift machines to move them to that central zone. In Brazil, Wallace said, the reverse takes place. Cranes lower the slabs into the main area of the hold, then the lift machine distributes them in the hold for the trip north to Mobile.

The Port of Mobile is also seeing growth in export steel, thanks to a weak dollar and global demand. "All regional steel facilities are exporting," said Thorne. This includes ThyssenKrupp as well as other producers. In the past 10 years, both Alabama and Mississippi have seen significant investment from steel companies. At \$4.3 billion, ThyssenKrupp's mill complex is the largest to date. Axis, Ala., is home to the SSAB (formerly IPSCO) mill that produces heavy plate and hot roll coil. Nucor has five facilities in Alabama: two are building materials

plants, but its manufacturing plants in Birmingham, Decatur and Tuscaloosa ship export carbon steel plate, hot roll coil, cold roll and galvanizing lines through the Port of Mobile. In Columbus, Miss., Severstal invested more than \$1 billion in a hot band and HRPO mill. It has also attracted smaller steel product manufacturers including Mississippi Steel Processing and New Process Steel.

Addition at Pinto Island Terminal Will Increase Port Effectiveness



The Port of Mobile currently has three lift machines and 150,000 metric tons of storage capacity at its slab terminal on Pinto Island.

The Alabama State Port Authority (ASPA) recently announced it would add another lift machine at the Pinto Steel Terminal to increase unloading operations. “ThyssenKrupp continues to meet production milestones,” said ASPA Director and CEO James K. Lyons. “The Port is readying to handle all that the company can deliver.”

The steel terminal at Pinto Island was a critical selling point to ThyssenKrupp AG in their search for a location to build a new facility on the Gulf Coast. In 2007, ThyssenKrupp was looking for a place to build its \$4.7 billion facility. The German steel manufacturer chose Mobile, Ala., over another proposed location. The State Port Authority aided their decision-making process by allocating \$100 million to build the state-of-the-art steel handling facility at Pinto Island.

“We had to come up with a very cost-effective way—very efficient, very reliable method—of getting slabs off of a ship and into the steel mill, which is about 50 miles away,” said Lyons. ThyssenKrupp unloads these steel slabs off of ocean-going vessels before putting them onto barges for transport up the Mobile and Tombigbee Rivers to its plant in Calvert, Ala.

The Port’s newest terminal at Pinto Island is able to handle an annual throughput in excess of five million tons of ThyssenKrupp’s semi-finished carbon steel slabs.

The 20-acre import terminal has 1,000 feet of deep-water dock dredged to 45 feet to handle Capesize and Aframax ocean-going vessels. In addition, it boasts an automated barge-loading system located between the shoreline and the berth of the ship.

There are three wide-span gantry cranes equipping the platform. Each has an outreach of 150 feet and a back reach of 165 feet. These heavy lift machines use an electro-permanent magnetic lifting beam to lift the weighty steel slabs—up to 74 metric tons per load. All three of the lifts can unload steel from ships or barges and store them in the terminal’s storage yard, which consists of approximately 150,000 metric tons of storage capacity.

“We consider ASPA a close and important business partner,” said Scott Posey, a spokesperson for ThyssenKrupp Steel USA. “The flow of our raw material supply chain is their hands, and we’re completely confident in their ability to efficiently manage this. Their continued investment in improvements to their operations at the Pinto Terminal is a sign of the high value they place on their customer service to us.”

The initial terminal was built and has been running quite successfully since production began. However, inbound carbon steel slab volumes at Pinto Terminal are steadily

increasing, with July marking the largest volume month since the terminal’s opening in 2010. A record 220,000 tons on the month has shifted operations into higher gear as semi-finished steel slab bound for ThyssenKrupp Steel USA fuel the company’s production mill just north of the Seaport. The record-setting month in July followed another impressive month with 195,000 tons in June. The month with the highest volume prior to this was April 2011, when the terminal welcomed 184,000 tons of steel slabs into the Port. More growth is on the horizon as Port officials expect another record-breaking month in August with approximately 250,000 tons.

“In the past several months we’ve reached many of our most important milestones—the start of operations in each of our mills,” said Posey. “We are well on our way to being fully operational this year. However, as important as these milestones are, the ultimate measure of our project’s success will be the long-term satisfaction of our customers and the quality of our products.”

In an effort to increase workflow capacity, ASPA members unanimously voted to spend approximately \$800,000 on a new lift machine for the slab terminal. The site currently has three 100,000-pound lift machines that operate by way of magnetic cranes. The setup matches the cargo holds of the ThyssenKrupp vessels carrying the steel slabs. Each vessel comes with approximately 3,000 tons of steel. The magnetic cranes lift the slabs off of the boat and onto the platform for storage before being sent up river to the mill.

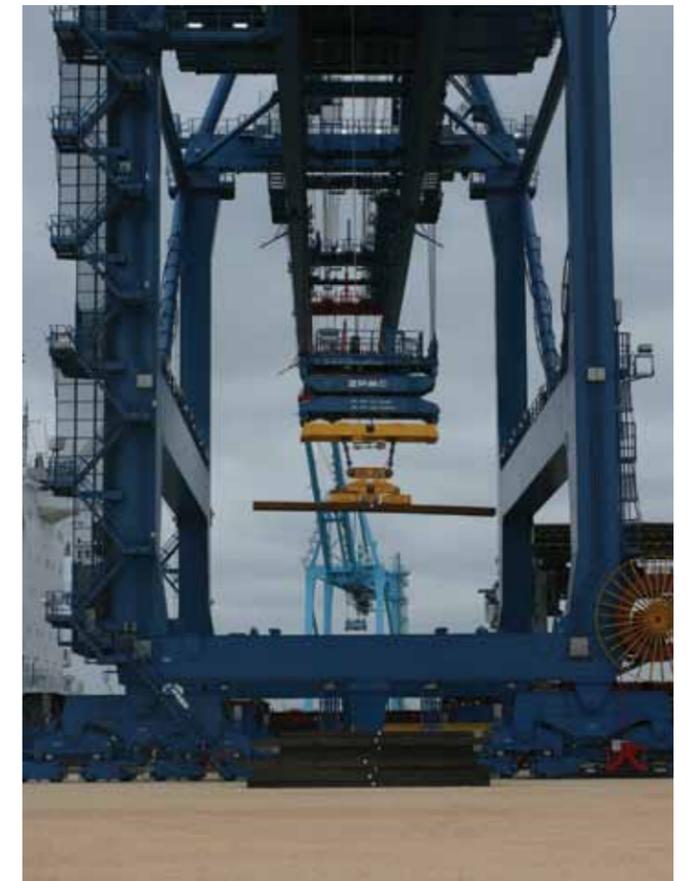
“The operation works best when there is one lift machine per crane. Large equipment like the lift machines, however, often comes with ‘temporary breakdowns,’” Lyons said in a recent interview with the *Press-Register*.

The Port Authority initially scheduled the lift machine purchase for next year, but opted to move ahead with the plans on a recommendation from Lyons. A \$2 million project intended to build a new fender system for the grain elevator was pushed back until next year so that it would not hinder the busy harvest season. This made room for the terminal improvements in this year’s budget.

“This is an important investment for the Port and it’s important to get it done in a timely manner when it has the potential to be the most effective,” said Lyons. “It’s good for ThyssenKrupp, the Port of Mobile and the State of Alabama.” The new lift machine is expected to be ready later this fall and should prove to be a profitable addition for the future of the Port of Mobile.



The BRITANNIA G offloaded a record amount of steel slabs to barge at the Pinto Steel Terminal when it delivered 98,000 short tons of slab in May of 2011.



Each of the gantry cranes can carry a load of up to 74 metric tons using an electro-permanent magnetic lifting beam to lift the weighty steel slabs.

The Port & Postcards: A History

The “Postcards from the Past” section of *Alabama Seaport* magazine was added in 2009 as a way to show off the history of the Port of Mobile in a fun and unique way. A Mobile native, John Hunter, is the president and owner of Dockside Services, LLC. The cards featured each month are just a few samples of a vast collection of historic postcards that Hunter has been working on for several years.

The ninth largest port in the nation, the Port of Mobile has a rich history that dates back to colonial times. Though John Hunter’s postcard collection isn’t quite that old, it provides many snapshots of Mobile that date back more than 100 years.

“Years ago, while visiting Santa Fe, N.M., I wandered into a shop selling old postcards. I found a few of the city of Mobile and purchased them,” Hunter recalls. “When I returned to Mobile, I learned that Tommy McGehee, historian and director of Bellingrath Gardens and Home, collected old post cards. After Tommy and his wife, Cecile, showed me his collection, I was hooked.”

That was in 2005, and John has been tracking down old postcards ever since. None of the more than 2,000 postcards were actually sent to the Hunter family. Most of them he found online or through vendors.

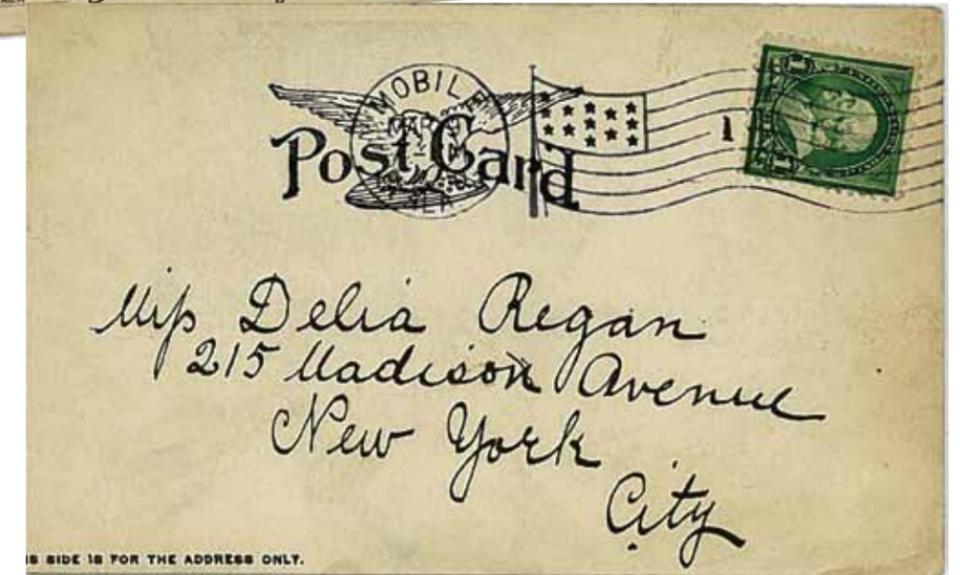
Hunter usually goes to look at the cards in person before he purchases them. The average card costs about \$10, but may be as much as \$50 depending on the quality and scarcity of it. He bought one recently that he had never seen before. “It was for sale for \$15. I had never seen it before, so I immediately bought it.”

There are postcards of the Port of Mobile dating back to as early as 1903. “Postcards started coming into this area around 1904,” Hunter said. “My collection doesn’t just include the port, there are also some with pictures of the city, the University of South Alabama and some from other various cities in the state.” As the card collection grew, he began separating it into categories—one being the Port of Mobile and its inland waterways. The Port and waterways collection contains nearly 400 postcards that depict Mobile’s culture and maritime history.

This 1912 postcard is addressed to a Miss Eileen Woods who was staying at the Rose Lodge in Douglas on the Isle of Man, England. “Ralph” sent it to her upon arriving in Mobile by ship from Pensacola. He tells her that he’s headed to get a cold half bath, but he’ll write a letter to her the next day.



Kelly Dry Dock and Shipbuilding Co. in Mobile, Ala.



This postcard is addressed to Delia Regan who lives on Madison Avenue in New York City. It was sent on March 9, 1903, according to the stamp. The picture shows a family loading a wagon with cotton to take to the cotton gin. The note on the side reads: “Dear Delia, We are having a beautiful time. It is just like summer. Goodbye. U.B.” Someone else appears to have also written “I am very happy. Goodbye, dear. Marie.”

Many of John Hunter’s postcards have fascinating stories behind them. For instance, this card was sold at E.O. Zadek Jewlery Co. in Mobile, Ala., named for Major Emil Oscar Zadek. Major Zadek moved to the Mobile Bay area from Prussia in 1859. He married a Mobile native, Elizabeth Bromberg, in 1866 and quickly made a name for himself in the community.



ASPA Director and CEO James K. Lyons is an old friend of Hunter's. A few years ago, Hunter dropped by Lyon's office at the Port to show him the collection and catch up. Later, Lyons called and asked if he could keep the postcards a little while longer and told him about his idea for *Alabama Seaport* magazine.

"Of course I agreed," John said.

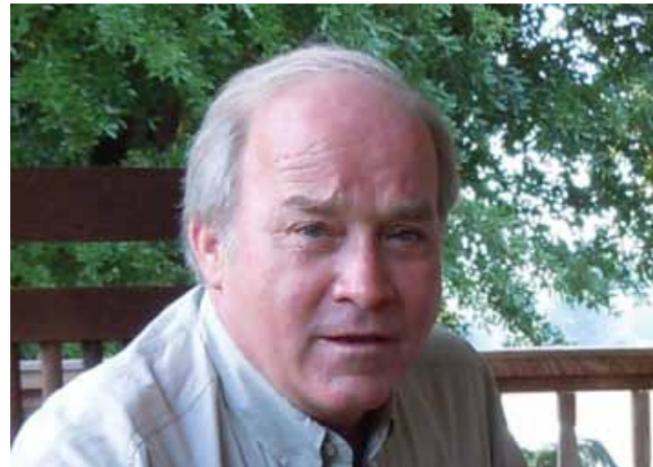
According to John Hunter, his family has a long history of maritime influence in Mobile dating back to 18th century in the Cayman Islands. W. John Hunter sailed to the Cayman Islands with his family in 1798. They lived there for five generations and made a living off the sea. Commercial trade between the Caribbean and the Americas caused the Hunters, as well as other Cayman families, to sail their vessels to ports all along the Gulf of Mexico. In the early 1940s, the Hunters began immigrating to the United States through various Gulf ports. John Hunter's family came to settle in Mobile.

"As a boy, I recall being shown a postcard of my grandfather's three-masted sailing ship, *Racer*, at the foot of Government Street," said Hunter. "After a little research in the University of South Alabama archives, I found a photo of the vessel taken by Erik Overbey, probably in the 1930s. Though, I haven't been able to locate the actual postcard of the *Racer*."

Each postcard from his collection has a story behind it. One of the oldest cards in the collection is from a sailor who arrived in Mobile on a ship from Pensacola. He sent a postcard with a picture of a child sitting on a large cotton bale at the state docks back to his fiancée at home in England. Be sure to look for more postcards like these in each edition of *Alabama Seaport* magazine.



This 1938 card features a coal crane loading ocean-going steamers in Mobile Bay.



John Hunter, president and owner of Dockside Services, LLC.

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Pinto Island Terminal Design Receives Two Awards



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

The Alabama State Port Authority's (ASPA) new Pinto Steel Terminal is making history, and people are taking notice. The facility, which includes the first use of magnets in a ship-to-shore cargo handling operation in North America, recently garnered two awards for its design and efficiency. *American Metal Market (AMM)* named it the Logistics/Transportation Provider of the Year in its 2011 Awards for Steel Excellence, while The American Association of Port Authorities (AAPA) awarded the ASPA its top honor in engineering for the terminal's innovation and handling technology. "It's an honor to be recognized by the industry for our achievements in deploying the latest technological standard for marine terminal operations seen nowhere else in the world," said ASPA Director and CEO James K. Lyons.

The *AMM* Awards recognize achievements that have changed the steel industry, particularly advancements in developing and implementing business improvements.

The AAPA represents 160 seaports in the United States, Canada, Latin America and the Caribbean. As the volume of imported and exported cargo traveling through these ports is projected to increase, the organization and its membership strives to keep the seaports navigable, secure and sustainable. The AAPA engineering award will be presented at the organization's 2011 annual convention in Seattle this September. "The ASPA is very honored by this award," said Lyons. "We have an excellent team of engineers

and operations managers who developed a terminal concept designed to reduce handling and costs associated with transitioning steel slabs from ocean-going vessels to barges. It is good to receive recognition from our peers on these achievements." Shaw GBB, of Mobile, was the Authority's engineering firm of record for program management and design engineering for the project.

The Pinto Terminal moves steel slabs from arriving vessels to barges for transport to the ThyssenKrupp steel mill on the Tombigbee River, some 45 miles north of the terminal on the Mobile River, via Alabama's inland waterway system. It has an annual throughput capacity of approximately five million tons; its slab storage yard has a capacity of 150,000 tons. "The slab terminal was a critical component for Alabama in its quest for the \$4.7 billion ThyssenKrupp project," said Lyons. "Optimizing technology and reducing operating expenses were the primary objectives for the terminal and a driving factor in recruiting a major industry to our region." The ThyssenKrupp mill is bringing hundreds of jobs to the Mobile area.

The terminal's three post-Panamax ship-to-shore cranes are equipped with magnet lift devices, each capable of handling steel slabs weighing up to 36 metric tons. "We did a lot in researching technologies," said Lyons. "We traveled to three different countries in looking at the magnet technology." Magnetic forklift trucks move the steel slabs into position



The cranes at Pinto Island are operated remotely, meaning workers do not have to be present while work is performed.

for pickup by the cranes in the vessels' holds. Each vessel carries between 3,000 and 3,500 slabs, which weigh from 10 to 36 tons. Pinto Terminal's highly-automated terminal has the capability to unload a ship in three days, and the slabs can be loaded onto a barge in two to four hours to make the 10-hour trip to the Calvert, Ala., mill.

The first steel slabs arrived at the new facility in February 2010 and deliveries since that time have grown in frequency and volume. The Pinto Terminal was designed for the expected continued growth in steel imports.

Overall, the Port of Mobile saw 324,404 short tons of imported iron/steel in 2009. That number more than doubled in 2010, with 876,367 short tons of imported iron/steel. In 2011, estimates are for 2.5 million short tons of iron/steel port-wide, nearly eight times the 2009 volumes, or a 671 percent increase. The majority of these steel imports are expected to travel through the Pinto Island Terminal.

The innovations at the Pinto Steel Terminal can be viewed on the Pinto Terminal video found at the ASPA's website, asdd.com.



A radio frequency identification (RFID) system reads and tracks each plate allowing ThyssenKrupp team members to know where it is at all times.

IN MEMORIAM:
John Henry van Aken

Longtime marine surveyor, John Henry van Aken, passed away May 9, 2011. He was 88.

Born Sept. 26, 1922, van Aken was a native of the Netherlands and longtime resident of Mobile, Ala. van Aken will forever be remembered for his love of his family, the water and leadership.

"Papa John, as we called him, was extremely knowledgeable and cultured and lived quite a life. From growing up in Holland, WWII, and ending up on the Gulf Coast—living all over the world with his job," said Thad Inge, van Aken's step-grandson. "He also had a very dry wit and the ladies loved him."

With the German invasion and occupation, life in the Netherlands changed dramatically. Through inventive means, van Aken was able to complete his studies at the Merchant Marine Academy and received a degree in marine engineering.

He began his career working for Royal Rotterdam Lloyd and was assigned to one of their passenger ships. Six months later, the Germans took over the ship and it was converted into a hospital ship. He then became a member of the Dutch resistance and was trained by Dutch soldiers who had dropped behind enemy lines. He hid on his uncle's sailboat during this period. He was arrested in 1944 and was shipped to Germany in a cattle car. Shortly before the American troops arrived in Seligenstadt, he and a Russian lieutenant escaped and were helped by a local farmer. Once the liberation was completed, he was able to hitch a ride with Canadian soldiers back to Rotterdam and surprise his parents.

In the early 1950s, van Aken immigrated to the United States. He worked in New York for a short period of time and then, through a friend, was able to get his résumé to Senator Kerr and was hired by Kerr McGee Oil Industries in Pascagoula, Miss.

His profession in Mobile began with Alabama Dry Dock and Shipbuilding. In the early 1970s he opened his own office as a Marine Surveyor and represented Lloyd's Register Group in the region. He actively worked in downtown Mobile well into his seventies.

"My father lent his support to numerous causes," said Tony van Aken, van Aken's son and director of trade and

technology for the Mobile Chamber of Commerce. "Most would remember him as a hard worker and civic leader."

His leadership positions with many civic and charitable groups included the Consular Corps of Mobile, Mobile Opera, Westminster Foundation, Mobile Museum of Art, Mobile Symphony and the Society of Naval Architects. He was a member of the Rotary Club of Mobile and was named a Paul Harris Fellow in 1991. He is listed in *Who's Who*® in America and was also named a Pete Allen Fellow at Westminster Village.

One of van Aken's most notable achievements was serving as honorary Consul General of the Republic of South Africa. In 1976, he received the highest civilian decoration, Commander in the Order of Good Hope.

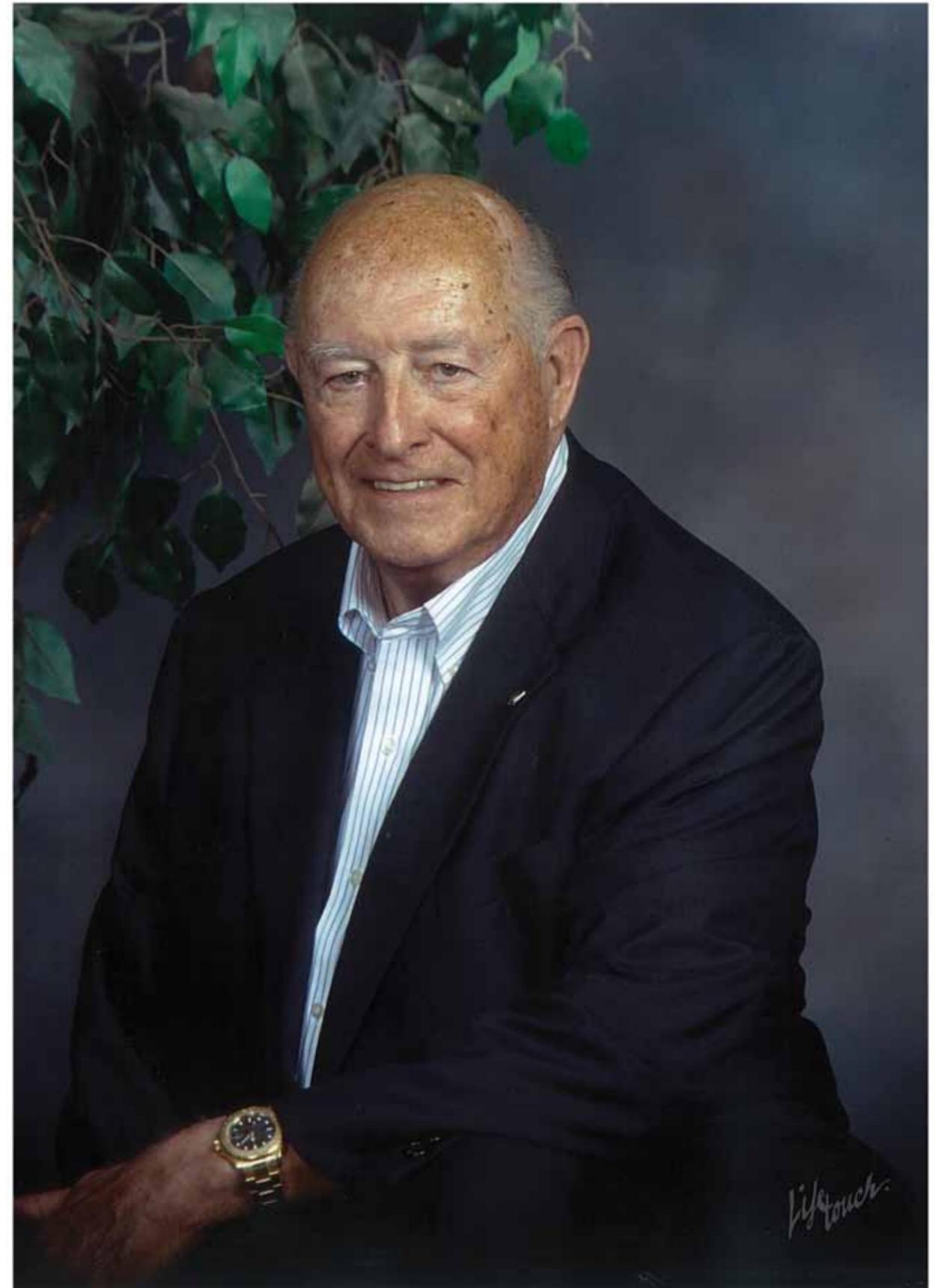
While he enjoyed many activities, he had a lifelong passion for competitive sailing and photography. His sailboat, *The Flying Dutchman*, was often seen racing around Dauphin Island. He also loved to share stories of all the many places he had been in his life. He was loved and will be missed by many.

"He was very knowledgeable on just about any subject you wanted to talk about, and I looked forward to and enjoyed having conversations with him," said van Aken's longtime friend, Les Stuart.

His parents, Antony van Aken and Nell Renzen van Aken of Rotterdam; and his wives, Helen Jemison Waterman van Aken and Marilyn McDaniel Michaelson van Aken, preceded him in death.

He is survived by his son, Tony van Aken; daughter-in-law, Tish van Aken; and three stepchildren, Eric B. Michaelson of Chicago, Annise Waterman Uphaus and Melissa Waterman Inge of Fairhope, Ala.

Right Page: Longtime marine surveyor, John Henry van Aken, passed away May 9, 2011. He was 88. Born Sept. 26, 1922, van Aken was a native of the Netherlands and longtime resident of Mobile, Ala. van Aken will forever be remembered for his love of his family, the water and leadership.



Alabama Seaport Magazine “At the Helm”



Governor Robert Bentley appointed Greg Canfield as director of the Alabama Development Office (ADO) on July 18, 2011. Prior to joining ADO, Canfield served in the Alabama House of Representatives as chairman of the Commerce & Small Business Committee.

Most commonly known as “the” state agency for economic development, the Alabama Development Office (ADO) has one mission – simply to create jobs in Alabama. Established by the Alabama Legislature in 1969, ADO coordinates economic development resources leading to quality job creation throughout Alabama. ADO professionals work through a combination of efforts identifying prospects to grow and broaden Alabama’s industry base.

Name/Age: Greg Canfield, 51

Title: Director

Company: Alabama Development Office

Address: 401 Adams Avenue, Suite 670, Montgomery, Alabama 36130

Web: ado.alabama.gov

No. of employees: 23

Education: University of Alabama, Bachelor of Science in Finance

Most recently read book:

Atlas Shrugged by Ayn Rand (audio version in my car because I have had a lot of “windshield time” in my first days on the job).

What is your relationship with the Alabama State Port Authority?

The Alabama Development Office (ADO) markets the ASPA as an integral part of our recruitment tool box.

What single thing makes your organization stand out?

Passion to win the project.

Tell us a little about what’s in store for your organization in 2011–2012 and beyond?

The ADO will supplement our already successful recruitment activity with activity targeted to help existing businesses expand in Alabama.

If you could give other business people advice about how to survive the down economy, what would it be?

This is the time to put capital in play for expansion and modernization that will be needed to remain competitive over the next 20 years.

How did you wind up in your current position?

A call from Governor Bentley can be very persuasive.

What word best describes your leadership style?

Focus.

Goal yet to be achieved?

To break the record for the most jobs created in one year.

Professional pet peeve?

The refusal to share an idea.

What do you do to relieve stress?

I have a little family retreat at Smith Lake.

Favorite hobbies?

I play a little golf. I also enjoy saltwater fishing and SCUBA diving.

Pets?

JJ and Trey (our two dogs); they live the life I want if I am reincarnated.

What is there about you that people would be surprised to learn?

I love sci-fi movies and dramas.

They’re making a movie of your life. Is it a drama or a comedy?

Well, at least it’s not a tragedy.

PORT CALLS:

Railroad Park: A Green Space for Birmingham

Railroad Park, a 19-acre green space located in Birmingham's downtown district, offers outdoor recreation in the heart of a bustling urban environment. This eco-friendly park has recently been named the People's Choice for "Best New Park in the U.S." by TheDailyGreen.com in its 2011 Heart of Green Awards.

The lushly landscaped park boasts more than 600 trees and many native plants. With annual, biennial and perennial flowers as well as flowering trees, there is sure to be something in bloom throughout the seasons. In addition to the nine acres of sprawling lawn and numerous pathways, Railroad Park is 30 percent water. The two-acre, picturesque lake is complemented by a rain curtain, wetlands, ponds and streams.

Looking at this abundant piece of land, one would never guess what the space once was. The area used to be a city eyesore, a four-block wasteland, encompassed by the railroad corridor and heavy machinery. After 20 years of dreaming and \$20 million later, the space is now considered Birmingham's "outdoor living room," a name inspired by the strong sense of community surrounding the park.

Although Railroad Park is now a thriving green space, it remains true to its urban roots. While people enjoy the park's serenity, they are provided with the backdrop of the rumbling rail line and the city's downtown skyline. The park is also somewhat of a monument to the city's founding at the junction of the railroads. The park's industrial-style buildings also stay with the railroad theme, as structures were built to resemble box cars. Overall, Railroad Park is a mixture of green, urban, modern and old—a perfect combination to represent a 21st century Southern city.

This park features amenities that will be sure to please the entire family. Young visitors can entertain themselves in the skate park while children enjoy two age-appropriate playgrounds. Free Wi-Fi is available for those taking outdoor work lunches. Lunch-goers can also opt to grab a bite to eat at the Dining Car, a centrally located park café that offers salads and sandwiches. Also in the 17th Street Plaza is the ranger station and Railroad Park office.

One of Railroad Park's most unique features is its attention to being green. Objects found on the site during park construction were re-purposed into walls and seating areas.



Photo by Lynsey Weatherspoon

Men and women reach for the sky during afternoon yoga sessions at Birmingham's Railroad Park.



Birmingham's downtown skyline provides a scenic backdrop for fitness classes.

Recycled cobblestone and hand-cast brick are just a few of the unique details that contribute to the charm of the park. The water irrigation system, carefully planned out by a landscape architect, also acts in an environmentally-friendly way. Storm water is captured by the wetlands, filtered through the vegetation and used to irrigate the entire area. Native plants and wildflowers that do not require much mowing or extra watering were used in the park's design.

One mission of Railroad Park is to encourage a healthier lifestyle for city dwellers. In addition to the numerous paths throughout the park, pedestrians have the option of running or walking on the Rail Trail. People can also use the outdoor fitness equipment. In February, the park's executive director,



Fitness class participants exercise under the boxcar-inspired structures.

Camille Spratling, began looking for sponsors and funding that would promote a healthy living campaign. The idea centered on providing free fitness classes in the park.

In April, Railroad Park teamed up with Blue Cross and Blue Shield of Alabama (Blue Cross) as its sole sponsor for its "Get Healthy on the Railroad" campaign. "Get Healthy on the Railroad" features a series of fitness classes held on weeknights. Classes include Zumba, Crunk and yoga as well as the "Be Fit Group Experience" and "Fitcamp True Form." The Get Healthy, Be Healthy Power Walk has been planned as an annual event.

Barbara Hutchinson, director of Blue Cross' The Caring Foundation, says the sponsorship was "a no-brainer." "We want people to get out, be healthy and live active lifestyles. We just could not pass up this opportunity!" The classes are welcome to everyone, from children to senior citizens. The classes are also offered free of charge and are a good option for people who may not be able to afford a gym membership. "We've had people who have called Blue Cross to express their appreciation for the classes because they've never been able to afford anything like it before. One woman called to tell us, that because of the classes, she has been able to lose 10 pounds," said Hutchinson.

"We at Blue Cross hoped the program would be successful, but we have truly been blown away by the turnout for the



Photo by Lynsey Weatherspoon

Yoga class participants take advantage of the open lawns at Railroad Park. Classes are free and held each week in the new downtown park.



Photo by Lynsey Weatherspoon

Many residents and tourists take advantage of an energizing Crunk class at the end of a workday.

classes and the positive feedback from the community," said Hutchinson. She believes part of the park's enormous success is due to its convenient location. "The park is close to both UAB Hospital and Children's Hospital-Birmingham. I see people in scrubs eating lunch in the park. Also, families and children who are utilizing Children's Hospital are able to enjoy the outdoor space."

The year of "Get Healthy on the Railroad" will wrap up on Saturday, Nov. 19, with The Railroad Park Fitness Festival. Blue Cross will continue to support the park and be an advocate for healthy living in Birmingham. In fact, Blue Cross is supporting the park in hosting a year-end festival featuring Ruben Studdard, Birmingham native and winner of "American Idol." Studdard has partnered with the City of Birmingham to host both a half and full marathon in support of the event.

Blue Cross has been a longtime supporter of the health of its local and widespread community. "As a company, we wanted to give back to our community and offer something that would absolutely impact the population both in Birmingham and Alabama. We are hoping that this partnership and its impact will last well into the future," said Hutchinson.

For more information on Railroad Park, please visit railroadpark.org.



A train passes in the background as participants in Fit Camp are encouraged by the class instructor.



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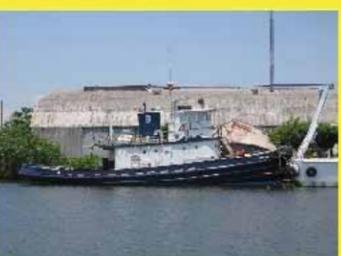




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Austal Awarded Construction Contract for JHSV 6 and JHSV 7

SPEARHEAD (JHSV 1) Scheduled to Launch in August

The U.S. Navy has exercised contract options funding construction of the sixth and seventh Joint High Speed Vessels (JHSV), as part of a ten-ship program potentially worth more than \$1.6 billion. The construction contract for both vessels is valued at approximately \$313 million.

Austal USA's President and COO Joe Rella cited the Mobile shipyard's continuing growth as a key factor. "Without the support and vision of our Australian headquarters, this facility would not have been able to offer the modern fabrication facilities that give the Navy the confidence to let us build the JHSV, a key contributor to the fleet of tomorrow."

With options remaining for three additional vessels, the JHSV program is set to deliver a predictable revenue stream of \$347.3 million per year from 2012 to 2015.

As prime contractor, Austal was awarded the construction contract for the first 103-meter JHSV in November 2008, with options for nine additional vessels between fiscal year 2009 and fiscal year 2013. The Austal JHSV team includes platform systems engineering agent General Dynamics Advanced Information Systems, who is responsible for the design, integration and testing of the ship's mission systems, including internal and external communications, electronic navigation, and aviation and armament systems.

Austal received authorization from the Navy to start construction on the first vessel of the contract, SPEARHEAD (JHSV 1), in December 2009 after completing the rigorous design in a 12-month period. SPEARHEAD is scheduled for launch in August 2011 and delivery in December 2011. Construction on VIGILANT (JHSV 2) began in Austal's Module Manufacturing Facility on Sept. 13, 2010.

Rella remarked, "This award would not have happened without the commitment of the entire Austal family. The JHSV will help our Alabama workforce grow from over 2,000 to nearly 4,000 employees, and we hope our high-quality products keep the JHSV production line active for many years to come."

Austal USA employs over 2,100 highly qualified shipbuilders, engineers and support staff and is steadily growing towards 4,000 employees. Austal is also currently building a second INDEPENDENCE-variant 127-meter Littoral Combat Ship



A rendering of a Joint High Speed Vessel, a 103-meter catamaran capable of carrying more than 200 tons of cargo with a mission bay that has more than 20,000-square-feet of space.

(LCS) for the U.S. Navy, CORONADO (LCS 4), which is scheduled for launch in September 2011.

As prime contractor, Austal recently received a U.S. Navy contract for construction of up to an additional 10 Littoral Combat Ships, including JACKSON (LCS 6) and MONTGOMERY (LCS 8), to be appropriated in the following five years, with a total value in excess of \$3.5 billion. Once commissioned, these 10 ships will join the Austal-built USS INDEPENDENCE (LCS 2), which was commissioned in January 2010.

ADO Selected as World Bank Private Sector Liaison Officer

The Alabama Development Office's (ADO) International Trade Division has been selected by the World Bank to act as the state's Private Sector Liaison Officer (PSLO), which will help the state's business community gain access to World Bank contract opportunities, be a resource for the private sector, and increase awareness of private sector-led growth in developing countries.

Governor Robert Bentley said, "My mission is to create jobs for Alabamians, and the ADO is charged with helping to fulfill that mission. With more than half of U.S. exports going to developing countries, it is great news that Alabama's World Bank liaison will make companies aware of World Bank funding and procurement opportunities."

The ADO joins a prestigious group of just four other organizations in the United States with this endorsement, including the Chicago Global Midwest Alliance, the Greater Houston Partnership, the Trade Development Alliance of Greater Seattle, and the World Trade Center Institute in Baltimore.

This announcement comes as exciting news for the state and its companies, which are interested in accessing World Bank procurement opportunities in developing countries. Since the Illinois PSLO opened, the number of World Bank contract awards for Illinois firms more than doubled, and the Midwest region saw an increase of more than a third in contracts, worth millions of dollars.

"This is an exciting opportunity to partner with the World Bank Group. We have been aggressively pursuing international markets for Alabama businesses, and with this accreditation we have an exceptional opportunity to increase export activities and sales in developing countries," stated Seth Hammett, former director of the ADO.

The World Bank invests in projects to improve living conditions and promote economic growth in developing countries. These investments—in improving infrastructure, telecommunications and sanitation, or building clinics and

schools—generally involve International Competitive Bidding under guidelines established by the World Bank. Alabama companies will have an opportunity to bid on these projects with the procurement supervised by the World Bank, which presents a level playing field for competition.



The Alabama Development Office's sole mission is to create jobs in Alabama. The agency targets various industries for recruitment such as automotive, aerospace, steel, and biotech to name a few.



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Alabama State Port Authority Honored at 2011 RICA Conference in Portland

The Railway Industrial Clearance Association (RICA) honored the Alabama State Port Authority (ASPA) with two awards for customer satisfaction at the organization's annual meeting and conference in Portland, Ore. The ASPA received the 2011 Outstanding Port Award for Customer Satisfaction and the 2011 Most Improved Port Award for Customer Satisfaction.

The ASPA was represented at the conference by ASPA Manager of General Cargo and Intermodal John Mickler. He was also recognized as one of two recipients of the RICA Unsung Hero Award. Justin Gilmet of Albacor Shipping was also a recipient of this award. In addition, the ASPA and the City of Mobile were announced as the hosts of the 2012 RICA Annual Meeting and Conference.



ASPA Manager of General Cargo and Intermodal John Mickler.

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Women Join the War at Sea

With women in the cockpits of naval aircraft, serving on board or commanding any number of warships – even commanding a Carrier Strike Group – and with women about to break down one of the last all-male barriers in the sea services and integrate into the submarine community, we tend to take their presence for granted in the U.S. Navy. Such was not always the case.

It was only 35 years ago last month that women reported for Induction Day at the U.S. Naval Academy in Annapolis for the very first time. A total of 81 women were sworn in at the end of their first day as Plebes, and 55 of them would go on to graduate and receive their commissions four years later – an attrition rate only slightly higher than that of their male counterparts.

It was also 69 years ago this month that President Franklin Delano Roosevelt signed legislation authorizing creation of the Women Accepted for Volunteer Emergency Service (WAVES). The advent of the WAVES marked the first time in 23 years that women were accepted for general service in the Navy.

From its earliest times, the Navy had been racially integrated (although it went through a period in the late 19th century and early 20th century when institutionalized racism became the norm). Similarly, in 1908, the Navy had established a female Nurse Corps at the urging of the Chief of the Bureau of Medicine and Surgery. By the beginning of World War I, there were 160 female Navy nurses in uniform. By the end of the War to End All Wars, the Navy boasted more than 1,550 female nurses who had served at home and abroad in the United Kingdom and France, as well as on board troop transport ships. While the women held simulated rank of ensign through lieutenant commander, they were not considered true commissioned officers.

The number of Navy nurses fell to 500 between the wars but represented the only opportunity for women to serve in the Navy during the inter-war years. Female nurses also were assigned regular duty on board hospital ships during this period. During World War I, the Naval Reserve Act of 1916 had authorized the enlistment of female yeoman (clerical workers). As it developed, women served a variety of roles



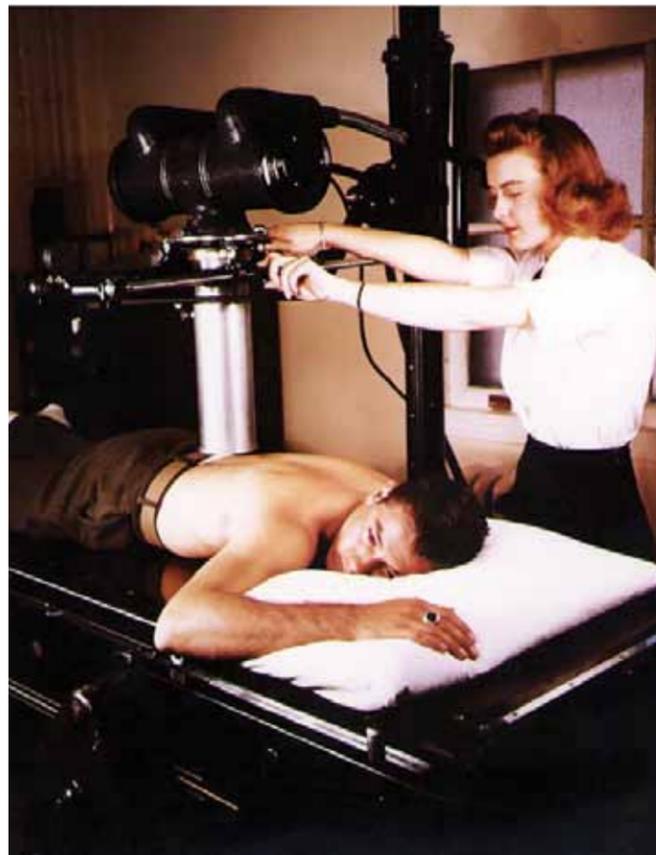
Lt. Commander Mildred H. McAfee became the first commissioned female officer in the Navy on Aug. 3, 1942, and served as the first director of the WAVES.



Established in 1908, the Navy Nurse Corps had previously offered the only way for women to serve in the Navy between the wars.

in the Navy during the war, including billets as diverse as draftsmen, photographers, torpedo assemblymen and radio operators, but all of these women sailors were released from active duty in 1919, following the cessation of hostilities.

As war loomed in Europe, far-sighted individuals in the Navy saw the need for both women officers and enlisted personnel. Even so, there was resistance to the idea of women serving in what had been perceived as a man's role since humans



The medical community proved popular. Here, a pharmacist's mate prepares to X-ray a serviceman.

first went to sea. Nevertheless, the President authorized the creation of the WAVES on July 30, 1942, and Mildred H. McAfee, president of Wellesley College, was sworn in as a reserve lieutenant commander on Aug. 3, 1942, becoming the first female commissioned officer in the history of the U.S. Navy.

Tasked with organizing and directing the WAVES, Lt. Commander McAfee and her colleagues began developing rules for female enlisted personnel (e.g., makeup was authorized, but sailors were instructed to wear only enough to "look human") and establishing recruiting programs. Women wishing to serve as enlisted sailors entered the Navy through the WAVES Enlisted Rating Volunteer Program. Officer candidates were accepted through the WAVES Officer Candidate Volunteer Program and attended Basic Training as seamen recruits. The officer candidates were promoted to the rank of midshipman during Officer Training and were commissioned as reserve ensigns upon completion of Officer Training.

Within a year of establishment of the WAVES, some 27,000 women were serving in the Navy. While the majority of women served in clerical and administrative roles, many WAVES



As part of their training, enlisted WAVES got some time on the pistol range.



These two parachute riggers pack a parachute at a Naval Air Station. One of the Navy's recruiting themes suggested that women sailors at home would allow male sailors to go forward to the war zones.

served in roles that had been denied the female yeomen of World War I. Women officers and enlisted personnel could be found working in Naval Aviation, Naval Intelligence, the Judge Advocate General Corps, the medical community, communications, science and technology. Navy nurses were eventually recognized as commissioned officers in 1944 and garnered the same respect as male officers in the service.



Women in a men's world: Aviation metalsmith's work at NAS Jacksonville.

McAfee argued for equal pay and benefits for women sailors, and she got it. Public Law 183, effective from Nov. 9, 1943, guaranteed all members of the Women's Reserve allowances and benefits equal to those earned by their male counterparts.

Despite the advances, women were still barred from serving in ships or aircraft and, at first, were only allowed to serve within the continental United States. As more and more women flooded into the WAVES program, however, women sailors were allowed to go forward to a number of U.S. possessions and overseas territories, including Hawaii. Like the rest of the Navy, the WAVES also accepted African-Americans, accepting the service's first black female officers, Ensigns Ida Pickens and Frances Wills, in November 1944. By the end of World War II, the WAVES included some 8,000 officers and more than 80,000 enlisted personnel, about 2.8 percent of whom were African-American.

The Navy Nurse Corps had mushroomed to more than 11,000 personnel serving in the United States and overseas by the end of the war. Unlike their sisters in the WAVES, Navy nurses were authorized duty on board hospital ships and in air ambulances as flight nurses. The first 24 flight nurses graduated from Flight Nurse School in January 1945, and Navy flight nurses were present during the battles of Iwo Jima and Okinawa.

Captain Mildred McAfee retired from the Women's Reserve in 1946, but her legacy lived on. In June 1948, the Women's Armed Services Integration Act granted women permanent status in the armed services of the United States, and on July 7, 1948, the first six female enlisted sailors were sworn into the regular Navy. Three months later, eight female officers were commissioned into the regular Navy. Although the WAVES had officially ceased to exist, the term was still in common use as late as the 1970s.



WAVE mechanics work on an aircraft engine at NAS Oakland.

In 1961, Lt. Charlene Suneson became the first female officer other than a nurse to be ordered to serve in a Navy ship, and in 1974, Lt. Barbara Allen became the first female Navy officer to earn her Wings of Gold as a Naval Aviator. In 1976, the first women reported to the U.S. Naval Academy to begin their Plebe year as midshipmen. Two years later, women were authorized to serve in non-combatant Navy ships. In 1990, Lt. Commander Darlene Iskra became the first woman to command a Navy ship, and in 1994, women were authorized to serve in any surface ship. That same year, Lt. Kara Hultgreen became the first carrier-qualified female fighter pilot in the Navy. Four years later, Commander Maureen Farren became the first woman to command a combatant ship. In April 2010, the Navy announced that it would allow women to begin serving in submarines by 2012, and, on July 29, 2010, Rear Admiral Nora W. Tyson became the first woman to command a Carrier Strike Group. No doubt, Capt. McAfee, the first director of the WAVES, would have been proud.



Reminiscent of the iconic "Rosie the Riveter," this aviation machinist's mate cleans a magneto.

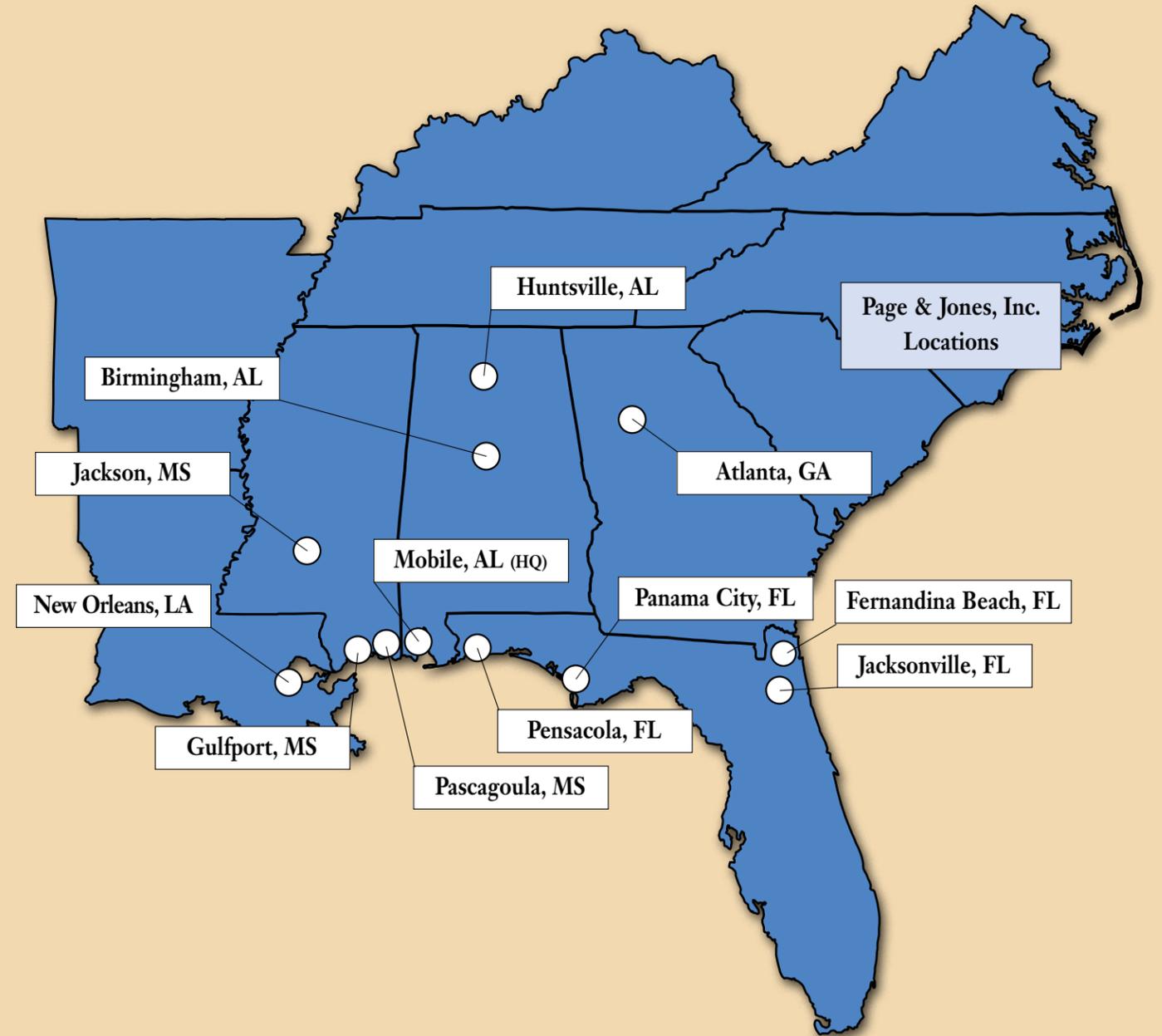


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	Gearbulk	Bi-Monthly	Inchcape
PRAIA-MOLE	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
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BOULOGNE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SETE	Grieg Star Shipping	Bi-Monthly	Nord-Sud 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 VERACRUZ	CG Railway Spliethoff NAFTA Gulf Bridge	Every 4 Days Monthly Weekly	CG Railway Page & Jones Inc. Norton Lilly International
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
PERU CALLAO CHIMBOTE	TBS Shipping TBS Shipping	Monthly Monthly	Seacliff Agency Seacliff Agency
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 Grieg Star Shipping Spliethoff Spliethoff Nordana	Monthly Inducement Monthly Monthly Monthly Monthly Monthly Monthly Inducement	Page & Jones Inc. Biehl & Company Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. 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
VENEZUELA GUANTA MARACAIBO	Dan-Gulf Shipping Dan-Gulf Shipping	Inducement Inducement	Lott Ship Agency Lott Ship Agency

Postcards from the Past



Birdseye View
of Mobile



Mobile's Shipyards

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

PORT OF MOBILE DIRECTORY

AIR TRANSPORT

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

ALABAMA INTERNATIONAL TRADE CENTER

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

AUXILIARY SERVICES

CATHOLIC MARITIME CLUB–352 Government St., Mobile, AL.....	(251) 432-7339
Joe Connick, Director; Father Tivo, Chaplain	
INTERNATIONAL SEAMAN'S CENTER–605 Texas Street.....	(251) 433-7953
Rev. Aias DeSouza.....	(251) 344-3712
PERFORMANCE PERSONNEL SERVICES, LLC.....	(251) 662-2888

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 REFRIGERATED 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) 377-8864
RADCLIFF/ECONOMY MARINE SERVICES.....	(251) 433-0066

BUNKERING SERVICE

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

CONSULATES

CONSULAR CORPS OF MOBILE–6204 Brandy Run North 36608.....	(251) 455-8182
BOLIVIA–Thomas J. Furnis–3413 Canaan Dr.....	(251) 866-8969
DENMARK–Marin 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 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) 875-3786
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) 432-9741
★ N. D. CUNNINGHAM–205 St. Louis St.....	(251) 432-4633
EMERY FORWARDING–2215 Ave. "O" Brookley Complex.....	(251) 432-0885
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
LILLIE ROOSE 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.....	(303) 926-8911
★ RICHARD MURRAY & CO.–109 N. 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 – 3357e 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) 773-8202
★ 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, Lowley, 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.....	(251) 725-6018
ALABAMA LINE SERVICES.....	(251) 661-2105
ALBERTS TRANSPORTATION SERVICE.....	(251) 432-1611
BAY SECURITY COMPANY, LLC.....	(251) 330-0776
CPS/EAGLE MARITIME SECURITY.....	(251) 433-7850
CREW CHANGE, INC.....	(251) 433-1621
DOCKSIDE TRANSPORTATION, INC.....	(251) 438-2362
GLOBAL MARITIME SECURITY, INC.....	(504) 392-2300
SEAPORT SECURITY SERVICES.....	(251) 443-7390
U.S. MARITIME SECURITY, LLC.....	(251) 459-1578

HEAVY LIFT/SALVAGE/TRANSPORTATION

ACME TRUCK LINE.....	(251) 653-6028
AMERICAN MARINE SERVICES.....	(251) 432-9930
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) 234-3331
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 HARBOUR, INC.–3115 Stagescoach Rd., Spanish Fl., 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 Desirrah Drive S., Mobile, AL 36618.....	(251) 470-0955
THOMPSON ENGINEERING–P. O. Box 9637.....	(251) 653-4525
UNITED STATES ENVIRONMENTAL SERVICES LLC–4230 Halls Mill Road, Mobile, AL 36693.....	(251) 662-3500
USI OIL –1900-A Broad St.....	(251) 432-0775

LINE HANDLING

ALABAMA LINE SERVICES–P. O. Box 9308.....	(251) 661-2105
BERTS LINE HANDLING–P. O. Box 232.....	(251) 432-1611
DOCKSIDE SERVICES, INC.–P. O. Box 122.....	(251) 438-2362
MO-BAY SHIPPING SVCS, INC.–P. O. Box 1842.....	(251) 433-1621
PEDERSEN MARINE SERVICE & SUPPLY–662 St. Louis St.....	(251) 432-6045
TRI-STATE MARITIME SVCS.–P. O. Box 2725.....	(251) 432-1054

MARINE FUMIGATION SERVICES

A & P PEST CONTROL (EXPORT).....	(251) 463-4867
ALLIANCE PEST SOLUTIONS (IMPORT/EXPORT).....	CRAIG JAKOB (817) 648-6201
CENTRAL STATES FUMIGATION (IMPORT/EXPORT).....	PAT MACK (800) 527-8215
DA MARINE FUMIGATION (IMPORT/EXPORT).....	JERRY MATHERNE (504) 898-4941
RESEARCH FUMIGATION (IMPORT/EXPORT).....	(988) 536-4932

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(★ 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 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
★ FRISIA–200 Virginia St.....	(251) 341-1140
★ SPERRY MARINE SYSTEMS–2756 Dauphin Island Pkwy.....	(251) 471-5008
TEAM ONE COMMUNICATIONS–3360 Key St., Mobile, AL.....	(888) 343-TEAM

MARINE SURVEYORS

ALPHA MARINE SURVEYORS–180 Country Club Dr., Daphne.....	(251) 626-7299
BULK MARINE RESOURCES.....	(251) 295-4838
W. T. AMES & ASSOCIATES–149 Fairway Dr., Daphne.....	(251) 626-1172
GEORGE BROOKFIELD–186 Ridgewood Dr., Daphne.....	(251) 626-1758
MICHAEL H. BARRIE–283 N. Jackson St.....	(251) 433-8122
C. BAXTER, JR. & ASSOCIATES INT'L, INC.....	(251) 476-1988
RICHARD BESSELAAR–2809 Cottage Hill Rd.....	(251) 476-9909
C. E. COLLIER & ASSOCIATES, INC.–5050 Lossing Rd., Coden, AL.....	(251) 873-4382
CAPT. JOHN D. SMITH–P. O. Box 2585, Daphne.....	(251) 626-8394
CARMACK MARINE IND. SVC. INC.–1609 B Rochelle Street.....	(251) 662-5765
COOK CLAIMS SERVICE–P. O. Box 160461.....	(251) 470-0774
GENERAL MARINE SERVICE–P. O. Box 2533.....	(251) 928-6728
L. C. 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 ARCHITECTS, INC.....	(251) 621-1813
WOODRUFF INDUSTRIES INC–4021 Shana Drive.....	(251) 473-5327

MARITIME WASTE DISPOSAL

AARON OIL CO., INC.–P. O. Box 2304.....	(251) 666-8143
BROWNING FERRIS INDUSTRIES–P. O. Box 16504.....	(251) 666-9724
R. CARTER & ASSOC., INC.–1406 Telegraph Rd.....	(251) 452-0154
DOCKSIDE SERVICES, INC.–P. O. Box 122.....	(251) 438-2362
FERGUSON HARBOUR, INC.–3115 Stagescoach Rd., Spanish Fl., 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.....	(800) 242-0952
ALABAMA CARRIERS, INC.....	(800) 721-7107
AVERITT EXPRESS.....	(251) 443-7703
AVONDALE CONTAINERS.....	(251) 438-2248
★ BALDWIN TRANSFER CO.....	(251) 433-3391
BEILE & MOTOR EXPRESS.....	(251) 438-9442
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
DOCKSIDE SERVICES INC.....	(251) 438-2362
DOLPHIN LINE INC.....	(251) 666-2057
E & F TRANSPORTATION, INC.....	(251) 621-0121
★ EASTMAN LOGISTICS.....	(334) 792-5661
★ ESTES-EXPRESS.....	(251) 964-4801
FEDEX.....	(800) 762-3787
FIKES TRUCK LINE, INC.....	(800) 643-6611
FINCH DISTRIBUTION.....	(800) 924-5381
FRIES HAULING INC.....	(800) 654-4841
GLOBAL MARITIME LOGISTICS LLC.....	(251) 432-2000
★ GULF COAST INTERMODAL.....	(251

STEAMSHIP AGENCIES AND LINES

AZTEC MARITIME SERVICE INC.

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

BIEHL & COMPANY

118 N. Royal St., Suite 705, Mobile, AL 36602
P. O. Box 1246, Mobile, 36633 • (251) 432-1605
Larry McInnis, Local Manager
biehlmob@biehco.com
Columbus Line - Aust/N.Z.
Columbus Line - South America
Concorde Line
Gulf Africa Line
Hinode Line
National Shipping Co., of Saudi Arabia
Navinter Line
Nordana
Nordana Worldwide
Pan Ocean Line
U. S. Africa Navigation Line

BLUE WATER SHIPPING COMPANY

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

BULK SHIPPING INC.

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

CG RAILWAY

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

LBH USA (CISA)

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

CMA CGM

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

CRIMSON SHIPPING CO., INC.

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

FILLETTE, GREEN SHIPPING SVC. (USA) CORP.

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

GAC SHIPPING (USA) INC.

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

GENERAL STEAMSHIP CORP.

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

GLOVIS AMERICA, INC.

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

GRIEG STAR SHIPPING

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

Contact persons:

Far East
Marie Eyton-Jones White, 770-226-5909

Gulf

Emily Carra, 770-226-5941

North Europe

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

GULF HARBOR SHIPPING

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

INCHCAPE SHIPPING SERVICES

11 North Water St.
Suite 9290 • Mobile, 36602
Elaine Penton, Vice President
Josie Mock, Manager
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Stephen G. Havranek, Vice President
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milee@pagejones.com
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Carl Black, President • agency@rossmaritimeusa.com

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Ritchie Macpherson, Manager
rmacpherson@seacliffagency.com
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torbjorn.skaar@wshipping.com
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P. 770-569-5821 • F. 770-569-5823
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