

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

MARCH 2012





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ALABAMA SEAPORT

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On The Cover:

In 2011, Mobile Container Terminal was re-branded as APM Terminals-Mobile. The terminal welcomed two new services, via Mediterranean Shipping Company (MSC) with a weekly feeder service, and ZIM Lines with the Mexico-Tampa Express service.



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APM Terminals-Mobile Named to Alabama Engineering Hall of Fame



Mobile Container Terminal
Alabama State Port Authority

At full build-out, the APM Terminals-Mobile will have a capacity of 800,000 TEUs.

The Alabama State Port Authority (ASPA) and APM Terminals-Mobile were recently honored as the container terminal, formerly known as the Mobile Container Terminal, was inducted into the Alabama Engineering Hall of Fame in the special projects category. The \$300 million project, built on a former industrial site, opened in 2008 at Choctaw Point and is operated by APM Terminals, a division of A.S. Moller-Maersk. It plays a pivotal role in the Port of Mobile's intermodal transportation services with access to two interstates and five Class 1 railroads.

James K. Lyons, director and chief executive officer for the ASPA, was humbled by the recognition. "Our consultants, engineers and partners in the project put an incredible amount of work in to turn derelict industrial property into a state-of-the-art container facility, restore habitat and create a new waterfront park for our community. We're honored with the project's induction into the Hall of Fame," said Lyons.

The project began more than a decade ago. Construction of the marine terminal, and its proposed location at the point where the Mobile River empties into Mobile Bay, involved significant environmental impacts. The ASPA engaged Volkert, an engineering and environmental firm, to coordinate the project management and lead an interdisciplinary team in preparing the Environmental Impact Statement (EIS) required by the U.S. Army Corps of Engineers. N.D. "Skeeter" McClure, IV, P.E., D.WRE, headed up the firm's efforts. In addition to 15 years with Volkert, McClure brought 37 years with the Corps of Engineers to the table.

In creating the EIS, a number of agencies were involved, including the Alabama Department of Conservation and Natural Resources, the Alabama Department of Environmental Management, the Alabama Department of Transportation, the Alabama Historical Commission, the ASPA, the City of Mobile, the Mobile Bay National Estuary Program, the National Marine



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Fisheries Service, the U.S. Fish and Wildlife Service, and the U.S. Environmental Protection Agency.

While hired by the ASPA, "Volkert prepared the EIS for the Corps, so that agency dictated what studies needed to be done and to what level of detail," explained McClure. This type of large, sophisticated project is typical for Volkert, said company president and CEO Perry Hand, P.E., PLS. "We have a reputation for handling these types of sensitive projects where multi-agency communications are required and private interest groups have concerns."

In developing a course of action, McClure said it was necessary to resolve differences of opinion regarding the value of the wetlands where the container terminal was to be built. The project involved filling in some wetlands to create part of the site, as well as dredging and filling in an "essential fish habitat." To compensate for that loss, 57 acres of wetlands were created, including 25 acres at Arlington Park. To value the wetlands, "a hydrogeomorphic evaluation was used for the first time in Alabama," explained McClure. An interagency team surveyed the wetlands, sampling, measuring and determining its value and the amount of mitigation necessary.

For the container terminal, Hand said "the biggest concern was the need to create land," which brought up issues and concerns with environmental groups. "So we went through the process of answering their questions and making sure the design would adequately address their concerns and that the final product could meet the demands of the facility," he explained. "It deserved a whole lot of attention." In creating new wetlands, the development sought to replace those destroyed in the filling process. "We wanted to dredge and fill with as little wetland loss as possible," said Hand.

The proposed site also had to be surveyed by archaeologists in the event it involved areas that should be included in the National Historic Register. An archeologist discovered the foundation of Fort Albert Sidney Johnston, a slave-labor built, Civil War-era fort, making it necessary to shift the container terminal's waterfront to the east. Additionally, the proposed site was formerly Monroe Park, where baseball great Babe Ruth once hit a home run and visitors enjoyed sailing, swimming, a movie theater and other entertainment. In light of its historical significance, and to provide other benefits to the public, the ASPA created Arlington Park, offering public access to the area adjacent to the created wetlands, with restrooms, parking, a kayak launch, a pier over the wetlands with a gazebo, and a transit stop. The City of Mobile is now responsible for the operation and maintenance of the park.



On May 5, 2010, a CMA CGM vessel called on APM Terminals-Mobile as part of its new Pex 3 service.



A crane unloads a container at APM Terminals-Mobile.

The National Environmental Policy Act required a draft of the environmental impact statement, a public hearing by the Corps and a final EIS circulated for a 30-day review. This process includes engineers, ecologists, biologists, geologists, archaeologists, historians and sociologists all working together to evaluate the impact to the natural and human environment caused by the project and determining how the project will compensate, lessen or improve the area in question. "The ASPA worked in a very cooperative manner with the Corps of Engineers, the public and others," said McClure.

Finally, the Corps decides if the EIS is adequate to issue the necessary permits. In the case of the container terminal, the Corps of Engineers issued a Record of Decision on the EIS on March 3, 2005, nearly three years after Volkert was selected to prepare the study. The following day, the Corps issued the required permits to begin construction, but there were still several challenges ahead for the container terminal.

For Jerald E. Kichler, P.E., vice president of engineering services for the ASPA, the biggest hurdles in the project were the environmental issues with the upland contamination in the soils and filling the submerged water bottoms. There was also soft clay soil below the water bottoms on the site that needed to be addressed before anything could be built on it, requiring the services of a geotechnical sub-consultant engineer.

While the ASPA had an initial concept of cellular construction for the proposed container terminal dock structure, “the river bottom at the chosen site had an approximate 30-foot layer of muck material,” said Stan Gottlieb, senior vice president of Shaw GBB, an engineering firm specializing in the maritime industry. The Port’s concept for the project called for the dredging and removal of the muck layer, installing the cellular system, then filling the cells and adjacent area with clean sand material. Gottlieb pointed out several issues with the plan: First was the cost associated with the dredging of the muck material and sand installation, and second was the potential scheduling issue. The project’s permit required that the dredged materials (spoils) be taken to the Gaillard Island Disposal Area, which is closed for a certain period each year for the brown pelican’s nesting season.

In light of these issues, Shaw GBB introduced an alternative open pile supported dock structure with a back side bulkhead system. Shaw worked with Synergy Earth Systems to develop a method to stabilize the muck layer into a usable construction product. This way, the muck layer was left in place behind the dock structure and stabilized with the use of stone columns, with the dock acting as a dam. The plan resulted in cost and schedule savings for the port, said Gottlieb. “Lightweight aggregate was added to the area immediately adjacent to the pier,” said Kichler. Additionally, all contaminated areas are behind the wharf, capped and protected.

Not all of the focus was on the new facility’s physical construction. In the early years of the Mobile Container Terminal’s development and construction, one of the biggest challenges was the coordination of the responsibilities of the various stakeholders, explained Brian Clark, who came to Mobile in 2006 as project director for APM Terminals.

“The ASPA and APM Terminals worked jointly to manage four contractors and multiple subcontractors at any given time,” said Clark. Additionally, the project and the involved agencies were bound by the targeted late fall 2008 open date. Communication was critical, especially between ASPA and APM Terminals in finalizing the design and ensuring the project advanced according to the agreed timeline. “It was critical for us to quickly get involved with the Port and the local community and communicate as proactively as possible,” said Clark.



Brian Harold has been the director of APM Terminals-Mobile since Nov. 5, 2010.

Adding a container terminal to its stable of services allows the Port of Mobile to actively compete with other East and Gulf Coast container operations. While there was already a small container facility at the ASPA, “it was not a dedicated facility to handle the vessel sizes deployed in the current services, which was essential for competition with other ports such as New Orleans and Savannah,” said Clark. It’s also an important factor in supporting the region’s import/export business. “The staff – management and union employees – are growing and will continue to grow as volumes increase and additional vessel calls are made at the Port,” said Clark, who managed the facility until 2010.

Clark added he wasn’t surprised with the award, noting it was an excellent example of public/private partnership, the level of technology implemented at the facility, and the ASPA’s vision to address a brownfield site in such a positive way. “It changed an old industrial site, which wasn’t aesthetically pleasing, and it was a nice, clean site when we were finished with it,” said Kichler.

Volkert nominated the container terminal for the Hall of Fame award due to the project’s complexity and massive impact on the local economy. “Bringing it all together and getting all the permitting required – that was an engineering feat in itself,” said Hand. He continued, “These are very sophisticated projects with lasting impacts on the state.” McClure noted it is unusual for an EIS to receive such accolades. The container terminal has also received awards from the American Council of Engineering Companies, Partners in Environmental Progress, the Mobile Area

Council of Engineers and the American Association of Port Authorities (AAPA) for its contributions to the Port of Mobile and the community, as well as its environmental sensitivity and responsiveness. “The Port Authority continues to make investments to keep this economy viable,” said Hand. “The authority has done a wonderful job. [ASPA Director and CEO] Jimmy Lyons has done a great job as well. They keep themselves competitive. It’s great to have that facility here in Alabama.” The McDuffie Coal Terminal project, also engineered by Volkert, is in the Alabama Engineering Hall of Fame as well. “That terminal was revolutionary in the ability to export coal,” said Hand.

Thanks to APM Terminals-Mobile, the Port of Mobile is now capable of shipping and receiving large volumes of goods shipped via containers. “Their investment in this area has been huge for our economy,” said Hand. As an intermodal transportation hub, goods can arrive on a ship, then be transported via highways or railways to a final destination, or exported in the reverse order. Hand also feels the Brookley Complex will play a vital role in the future of intermodal transportation in Mobile, adding air transportation. “In years to come, the Brookley Complex will play a very important role in the full intermodal ability of the whole area,” he said. “It’s just a matter of time.”



On Sept. 9, 2010, the Alabama State Port Authority dedicated the new turning basin. The basin allows the Port to accommodate larger post-panamax cargo ships and increases the Port’s overall capacity. Here, the CMA CGM WHITE SHARK is seen utilizing the turning basin prior to unloading its cargo at APM Terminals-Mobile.

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Flatbed Shipments Take to the Rails



Two Raildecks stacked on an intermodal train wait for transport to another site. The decks allow shippers to take some of their heavy loads off the highway for the long-haul portions of their trips.

Timing and coincidence conspired to help bring together the worlds of flatbed trucking and intermodal shipping. Boyd Intermodal, a Boyd Brothers Transportation Company, announced the availability of the Boyd Intermodal Raildeck in early February. Boyd partnered with BNSF Railway and Raildecks Intermodal to create, test and launch the product.

Gregg Zody, director of sales and marketing for domestic intermodal for BNSF Railway, says he got a call from Boyd looking for ways to incorporate intermodal solutions into their operations. Within weeks, he got another call from a Canadian flat rack company looking to test new intermodal products. The three companies decided to work together on the project, each bringing individual industry expertise.

The result is an open flatbed with a collapsible frame built to the same shape and size as an intermodal container. It rides a standard intermodal chassis to go from a shipper to an intermodal yard via truck. Once there, the Raildeck can be transferred by crane onto an intermodal train. The frame even allows for a container or another open unit to be

stacked on top. Boyd company leaders hope the simple idea will revolutionize flatbed shipping.

“In years past, there were several attempts to come up with a flatbed that could go on a railcar,” explained Boyd Brothers Transportation President Richard Bailey. He credits the partnership with coming up with a workable solution. Raildecks Intermodal had a prototype, Boyd Brothers was able to bring knowledge and experience with flatbed trucking to the table, and BNSF addressed rail carrier concerns and needs.

Being able to stack the Raildeck was one of the keys to success. “These are versatile pieces of equipment. We do not lose efficiency by taking on the Raildecks,” said Zody. The same intermodal well cars used for domestic container moves today fit the Raildecks equipment. The decks will allow shippers with less-than-railcar order sizes to shift modes from all truck to intermodal for the long-haul portion of a move. The products include pipe, shingles and steel.



A container sits atop a Raildeck on an intermodal train. The ability to stack the units was one of the keys to making them work. Photos courtesy of Boyd Intermodal.

Today, steel loads, such as heavy coils, can only move one truck at a time across the nation’s highways. With Raildecks, a single train can move multiple decks at one time between two points. “One of the big problems was that railroads stack intermodal containers. Once we figured out how to do that, it was a big voila,” said Bailey. A steel coil can ride on the bottom while a container or deck with other freight can ride above.

It might seem odd for a trucking company to want to get loads off the highway, but Bailey says his company is looking to the future. “We are going to lose productivity when new hours of service rules go into effect,” he explained. That, combined with inflation and a lack of highly qualified drivers left Boyd looking for innovative ways to maintain and expand their business. “We feel like the Raildeck is the solution to provide capacity to our customers,” he said. Qualified drivers are still needed to pick up and deliver loads, but their actual driving time will be shorter. Also, Bailey says the lighter weight of the Raildecks means better fuel efficiency for the truck portion of the move and less pollution to the environment by incorporating the use of rail.



A gantry crane lifts a Raildeck onto an intermodal train the same way it would lift a shipping container.

Zody agrees that the partnership has been good on both sides. His company is able to take on new kinds of freight and introduce Boyd to new markets. “That is the story of BNSF Intermodal. We allow motor carriers to expand their capacity, open new markets, and lower their costs while maintaining their own brand identity through ownership of the equipment. What’s so exciting is the flatbed industry is going to be able to participate in the intermodal industry.”



A crew secures a load onto a Raildeck for transport to the intermodal yard.

He credited the leadership at Boyd with the courage to launch this program.

Bailey explained continued advances in rail service helped reassure his customers about making the change. "When we started looking into this, we were concerned about intermodal rail service. We have been impressed with how well they approximate truck service. The railroads have invested billions of dollars in service improvements. I am so impressed," he said. "Customers in the test phase have been happy with this service," he added.

Bailey says he can now haul about 90 percent of what he can haul on a truck on the new Raildecks, and Boyd Intermodal continues to make improvements with the goal of being able to haul everything on either platform. Planned refinements include making the Raildeck even lighter. Fontaine Trailer manufactures the Raildeck units in Jasper, Ala.

Search for Boyd Intermodal on YouTube to find videos of how the Raildecks work.



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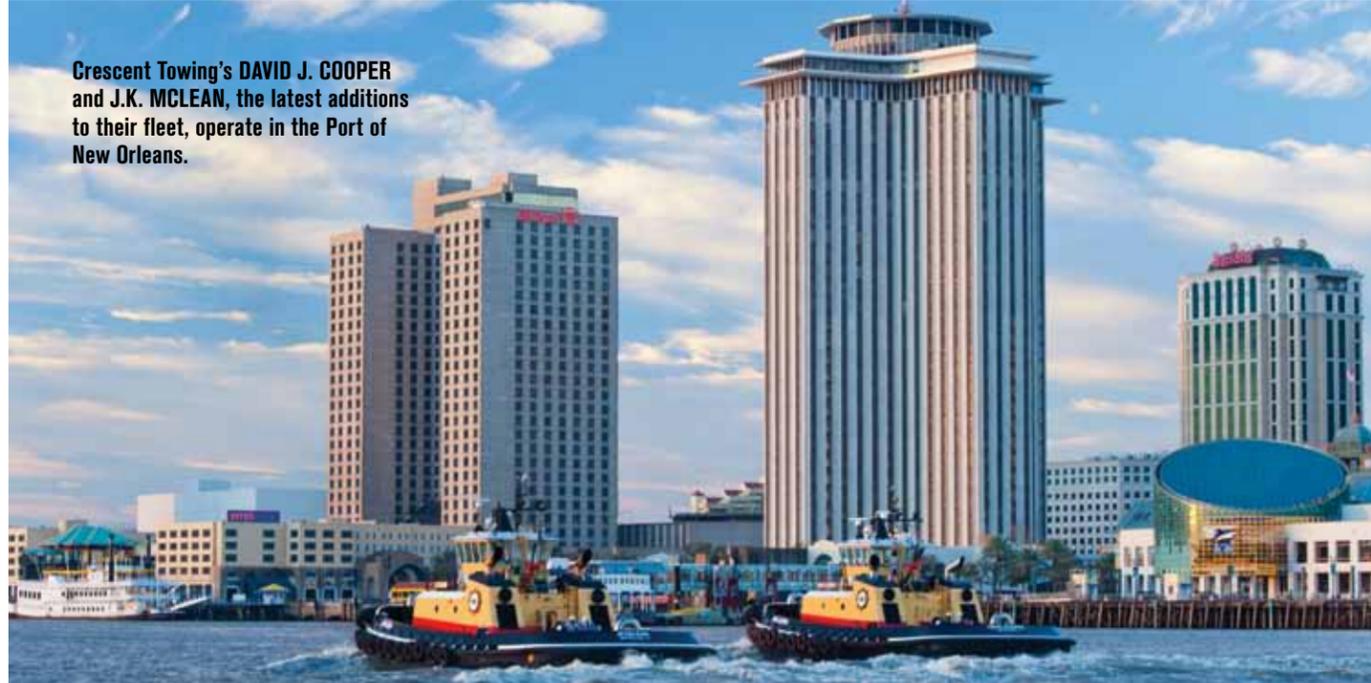


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Crescent Adds Tugs to Fleet



Crescent Towing's DAVID J. COOPER and J.K. MCLEAN, the latest additions to their fleet, operate in the Port of New Orleans.

Crescent Towing, a Cooper Company, added the last of three tugs to its fleet this winter when the DAVID J. COOPER started operating in the Port of New Orleans. The other two tugs added in this expansion are the LISA COOPER and the J.K. MCLEAN. All three are ABS Maltese Cross Class towing vessels, escort vessels and tractor tugs.

"We thought it was a good time to grow our company," said Crescent Towing President Scott Cooper of the additions. David J. Cooper is Scott Cooper's uncle, Lisa Cooper is his sister, and J.K. (Jim) McLean served on the board of Cooper/T. Smith Corporation with Scott's grandfather. McLean, his brother Malcom and their sister Clara are credited with inventing the components and methods of containerized shipping.

The three are sister vessels with the same size of 92-ft. long and identical towing capacity. All three boast 5,000-hp General Electric engines and Z-drive tractor units. This means these very powerful tugs can move in any direction with the same amount of force. Closed-circuit video feeds allow the captain and crew to see what's happening on all sides of the vessels, even from inside the engine room.

C & G Boat Works built all three on the east bank of the Mobile River. C & G General Manager Mickey Cook said Crescent wanted to improve on an existing design. "We built a smaller version of these ships for a towing company out of New York, but Crescent wanted to use the more fuel-

efficient GE engines, so we had to have the boat redesigned to accommodate the slightly larger engine," he explained. Jensen Maritime adjusted the design.

C & G incorporated one-inch thick shear strakes on the sides and one-inch deck plates to reinforce each vessel. "These are built to last a long time," said Cook. "Those plates minimize the damage to the vessel over the years," he explained.

The vessels all have two winches which add the flexibility to handle any job type. They also have firefighting capabilities. Not all of the innovations have to do with work. "The crew quarters are very friendly," said Cooper. "We added extra soundproofing, and the generator engines are in the Z-drive compartment to reduce noise in the main accommodations," he added.

Pilots like these boats because they can work well in close quarters, according to Cooper. "Tugboats are an important part of the maritime business," said Cooper. "They can turn a potentially dangerous situation into a secure one."

The DAVID J. COOPER and J.K. MCLEAN operate in New Orleans. The LISA COOPER is part of the fleet in the Port of Mobile. Crescent also has tugs based in the Port of Savannah. Between the three ports, Crescent operates a total of 26 tugs.

Tug LISA COOPER

Crescent Towing's Mobile fleet is home for LISA COOPER, its newest Z-drive tug. The LISA COOPER is an ABS Maltese Cross Class Towing Vessel, Escort Vessel and Tractor Tug designed to lead the industry. Built by C & G Boat Works in Mobile, Ala., the 92-ft. LISA COOPER boasts 5,156 hp using twin 6-cylinder General Electric engines and Rolls-Royce 255 Z-drives producing a formidable 65 tons of bollard pull.

LISA COOPER is fully state-of-the-art equipped with the most recent, up-to-date safety features and latest high-tech computerized systems and accessing monitors backing up all onboard systems from wheelhouse to engine room. She is fitted with the latest AIS/VIS systems, motion sensors and security systems in addition to the latest communications and navigation equipment.

The LISA COOPER provides ship-assist and escort services for the Port of Mobile and handles some of the largest container ships on the Gulf Coast.



The LISA COOPER is named for Crescent Towing President Scott Cooper's sister and is stationed in Mobile.

Dimensions: 92' x 38' x 17'
 Main Engines: Two each GE 6-L250 @ 2,578 hp
 Propulsion: Two each Rolls-Royce US-255 Z-drive units
 Bollard Pull: 65 metric tons
 Bow Winch: JonRie Model 230 (assist) rated @ 350,000 lbs
 Stern Winch: JonRie Model 200 (hawser) rated @ 175,000 lbs
 Fire Pump: 4,500 gpm with remote start/stop
 Fuel Capacity: 39,276 gals.
 Fresh Water: 3,945 gals.
 Builder: C & G Boat Works, Mobile, Ala.

Tug J.K. MCLEAN

Crescent Towing's New Orleans fleet is home for J.K. MCLEAN, a new Z-drive tug. The J.K. MCLEAN is an ABS Maltese Cross Class Towing Vessel, Escort Vessel and Tractor Tug. Built by C & G Boat Works in Mobile, Ala., the 92-ft. J.K. MCLEAN features 5,156 hp using twin 6-cylinder General Electric engines and Rolls-Royce 255 Z-drives producing 65 tons of bollard pull.

J.K. MCLEAN is equipped with up-to-date safety features and latest high-tech computerized systems and accessing monitors backing up all onboard systems. She is fitted with the latest AIS/VIS systems, motion sensors and security systems in addition to the latest communications and navigation equipment.

The J.K. MCLEAN provides ship-assist and escort services for the Port of New Orleans.



The crew quarters on the J.K. MCLEAN have state-of-the art soundproofing to make them more comfortable.

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The DAVID J. COOPER provides ship-assist and escort services for the Port of New Orleans.



All three new tugs, including the DAVID J. COOPER, can move 360 degrees with their Z-drive engines.

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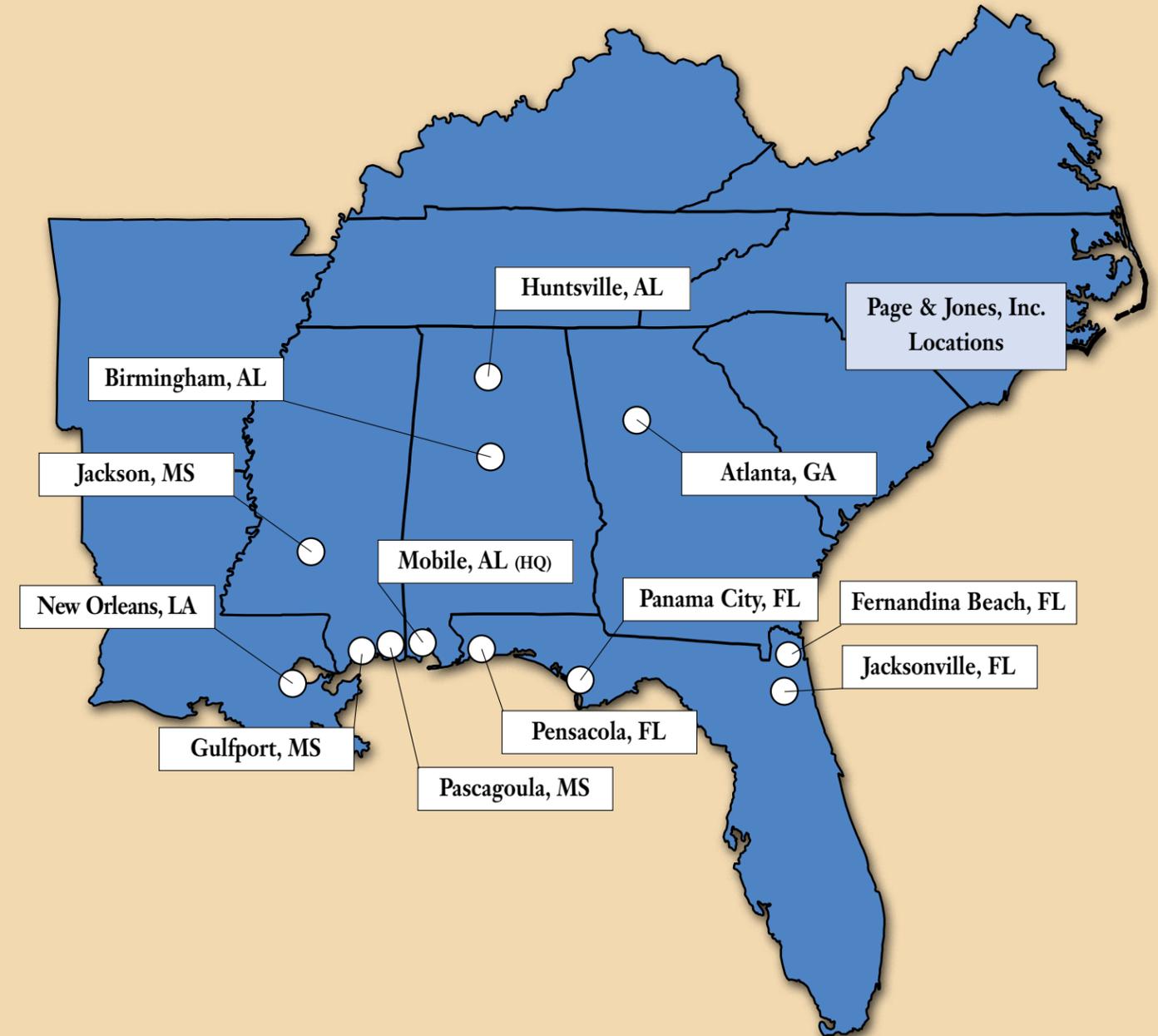
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Mobile Ichihara Sister-City Association Promotes Peace and Prosperity Through Cultural Exchange Program



Students from Ichihara take in a Mobile BayBears minor league baseball game during their time in the Port City.

Sister Cities International (SCI), a global network promoting citizen diplomacy, began almost 60 years ago in a disillusioned post-WWII climate. The organization encouraged world peace and prosperity through connecting citizens in different cities around the world in a process called “twinning.” The city of Ichihara, Japan, joined the organization and sought a sister city through the “Cities Seeking Cities” program. In 1993, the city of Mobile was introduced to Ichihara and immediately identified with the industrial town. Thus, the Mobile Ichihara Sister-City Association (MISCA) was established. Former Mobile Mayor Mike Dow and a party of delegates from his staff traveled to Japan for a Twinning Ceremony to celebrate the new relationship.

Located on Tokyo Bay, the city of Ichihara occupies a geographical location similar to Fairhope on Mobile Bay. Much like Mobile, and mostly a result of its bayside location, Ichihara’s economy is fueled by industries such as shipbuilding, power and petrochemical. Ichihara contains

the largest number of oil refineries in Japan and, like Mobile, contains an active and busy commercial railway system.

Although Mobile has a number of sister cities, MISCA is the only consistently active society of its type. The first volunteers were the Sumi-e and Bonsai Societies of Mobile. Currently there are more than 30 active members and numerous volunteers including citizens, teachers and parents of Mobile and Baldwin counties.

The main goal of MISCA is to increase awareness of the sister city relationship to residents of Mobile and the surrounding areas, especially among school-age children. The association encourages children and young adults to attempt to understand and embrace the Japanese culture. Yuko Jordan, President of MISCA in Mobile County, says, “American students should learn to write and speak in Japanese and vice versa.” With a noticeable change in the world economy, Jordan suggests that “Asian languages need

to be offered in our schools to prepare the children of Mobile and Baldwin counties to participate in and be successful in the global economy of the future.”

The almost 20-year relationship between the cities of Mobile and Ichihara is regularly revitalized by exchanges of students and adults between the two cities.

Student exchanges were considered to be the first and most important cultural exchange. The first student exchange occurred in 1994, only a year after MISCA was founded. Since then, the cities have alternated exchanges every summer except during the SARS travel ban.

According to the sister city agreement, the exchanges are “an excellent opportunity for promoting mutual friendship and recognizing the value of peace for the rising generation.” The Association wants to give students and adults the opportunity to “experience the differences in history and culture between the two cities with their unclouded eyes.”

For a Mobile/Baldwin County student to visit Ichihara, the application process is very competitive. Students stay in the city with a host family for 10 days, their only expense being the price of the airline ticket. The host family, the city citizens and the Ichihara International Association (IIA) pay for the rest of the trip. The host families undergo the same rigorous application and interview process. While in Ichihara, the students and chaperones are treated graciously. The Ichihara City Government recognizes the importance of such cultural exchanges for the benefit of both cities. Chartered buses are available for transportation to farewell and welcoming parties. The city spares no expense on guiding students around Japan, and many host families will entertain the students with side trips to places such as Mt. Fuji, Tokyo Disney and Kamakura, just to name a few.

In addition to the student exchange program, the organization takes several other steps to promote cultural understanding in the Mobile area. The members of MISCA host regular meetings, travel to Ichihara, and host visitors in their own homes. Japan, including the city of Ichihara, suffered much damage during the 2011 earthquake and tsunami when the oil refineries that dot much of the city exploded into flames. Mobilians raised \$50,000 in aid to assist the city in its recovery. The mayor of Ichihara personally thanked residents for their benevolence. The relationship between the sister cities is certainly symbiotic; when Hurricane Katrina ravaged the Gulf Coast, Ichihara donated money for the recovery effort.

Since the establishment of the organization, MISCA has helped contribute to the establishment of Japanese companies in the Mobile area, including Mitsubishi.



Mobilian Mackenzie Pitcock is pictured here at Tokai University Boyo Senior High School in Ichihara, Japan. Pitcock was there interviewing to be an exchange student for April–July of 2011. Her trip had to be cancelled due to the tsunami and earthquake. Pictured with Pitcock is the Ikebana Club arranging flowers.



Mackenzie Pitcock, of Mobile, is pictured here with the girls Kendo team (form of Japanese martial arts) at Tokai University Boyo Senior High School in Ichihara, Japan.



A group of American exchange students enjoys one of the many cultural opportunities available to them during their time in Japan.



The husband and wife film crew of Hiroko and Teruo Nakamura from Ichihara were in Mobile filming at the Alabama State Port Authority as part of the sister city relationship between Ichihara and Mobile.

According to Anna “Kaki” Flemming, former MISCA president (1997–1999), more Japanese students have enrolled in the University of South Alabama after visiting Mobile. Many Japanese exchange students find comfort in the city and decide to make it a temporary home while receiving an education. There have also been numerous sister city schools established including Cranford Burns Middle School, Dodge Elementary and Daphne Elementary School South. These schools link youth in collaborative projects through a classroom or after-school activity. Students communicate through letters, email or webcast exchange to coordinate projects such as fundraisers or leadership building campaigns.

The MISCA volunteers’ willingness to accommodate visitors to Ichihara by hosting is one aspect that keeps the program thriving. A visitor does not have to be enrolled as a student or be part of an exchange program if he/she is a member of the association. The volunteers and members of the sister city organization make every attempt possible to treat visitors much as they would their own family. They share their homes, cuisines, culture and a little part of themselves.



The Nakamuras arrive at the Alabama State Port Authority offices prior to their filming at the Port as part of the sister city program.



Pictured here (L to R) are Japanese filmmakers Hiroko and Teruo Nakamura in their studio.

Centennial Cherry Trees Come to Alabama from Japanese Embassy

One hundred years ago, the people of Japan gave 3,020 cherry blossom trees to the people of the United States to celebrate the two nations’ then-growing friendship. In March, 20 cherry blossom saplings came from Washington, D.C.’s National Mall to Alabama in the same spirit of friendship and cooperation.

The Japan-America Society of Alabama (JASA) is one of 10 similar organizations across the country that participated in the U.S. Japanese Embassy’s 2012 Cherry Blossom Centennial. The Centennial was set to increase awareness and strengthen the ties that exist between the United States and Japan by focusing on three pillars: security, economy and cultural people-to-people exchanges. The cultural exchange of the Centennial trees represents a major aspect of this year’s effort.

“What a tremendous compliment it is for Alabama to receive these trees from the Japanese Embassy,” said Tamara Moriya, executive director of JASA. “The economic and cultural ties between Alabama and Japan are almost too many to count, and this gift is a symbol of those strong bonds.”

A JASA news conference announced the Alabama arrival of the Centennial trees in March at the Japanese Garden located inside the Birmingham Botanical Gardens during the JASA Cherry Blossom Festival. Six of the 20 trees remained in Birmingham to be distributed between the Japanese Gardens and the Freshwater Land Trust. The other 14 trees will be planted statewide, including in the cities of Huntsville, Decatur, Tuscaloosa, Auburn and Mobile. JASA will be coordinating similar ceremonies in these and other cities soon.

For the Birmingham trees, being situated in the Botanical Gardens’ Japanese Garden is a perfect fit. Officially opened by the Japanese Ambassador to the United States in 1967, this 7.5-acre site is actually an interwoven collection of gardens built in the Japanese style, replete with traditional architectural and garden elements to harmonize with nature.

Japan gave the original cherry blossom trees as a gift to the United States in 1912, replacing an earlier gift of 2,000 trees which had to be destroyed due to disease in 1910. The gift was renewed with another 3,800 trees in 1965. The nation’s capital in particular comes alive with the snowy pink blossoms along the Potomac each spring.

Cherry trees, or “sakura,” hold an almost religious devotion among the Japanese people. Its blossom is the national flower and its arrival heralds the coming of spring. Viewers stay glued to TV screens as weathercasters track the blooms’ outbreak from the southern tip of Japan to its northern regions.

On a deeper level, the short burst of the blossoms’ two-week lifespan represents the fleeting nature of youth and of life overall. Japanese children traditionally write their dreams onto a piece of paper and tie them to the branches of a cherry tree.



CENTENNIAL CELEBRATION OF THE GIFT OF TREES

Austal Awarded Construction Contract for JHSV 8 and 9 Navy Brings Total to Nine Joint High-Speed Vessels Currently Under Contract

The U.S. Navy announced recently that it has exercised contract options to fund the construction of the eighth and ninth Joint High Speed Vessel (JHSV) as part of a 10-ship program potentially worth over \$1.6 billion. The construction contract for these vessels is valued at approximately \$321.7 million.

Austal USA's President and Chief Operating Officer Joe Rella commented, "The Navy's growing confidence in Austal and the JHSV program becomes more evident with each new contract award. Austal will continue to reward our customers with improved efficiency evidenced in our continued on-time delivery of high-quality, affordable ships."

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 FY09 and FY13. 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, USNS SPEARHEAD (JHSV 1), in December 2009 after completing the rigorous design in a 12-month period. SPEARHEAD was scheduled for builder's sea trials early this month. CHOCTAW COUNTY (JHSV 2) is taking shape in Austal's final assembly bay, and modules for JHSV 3 are being constructed in the Module Manufacturing Facility; the official keel laying is currently scheduled for April 12.

Austal USA employs more than 2,600 highly qualified shipbuilders, engineers and support staff and is steadily growing towards 4,000 employees. Austal also recently christened a second INDEPENDENCE-variant 127-meter Littoral Combat Ship (LCS) for the U.S. Navy, CORONADO (LCS 4), which is preparing for builder's trials. As prime contractor, Austal 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.



An aerial photo shows the sheer size of the Austal USA complex. The company is Mobile's largest industrial employer, with a workforce of more than 2,600 that is expected to swell to 4,000 by the end of next year.



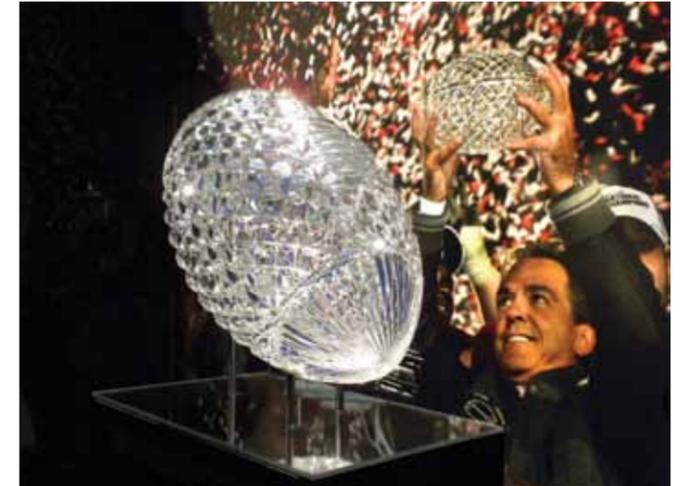
100 Alabama Road Trips

As residents of the "Heart of Dixie," it's easy to take for granted our state's natural wonders and hard-fought accolades. The Alabama Tourism Department, however, is taking strides to remind visitors and residents alike of all the impressive offerings that the Yellowhammer State possesses with its recent "100 Alabama Road Trips" campaign. From three-years-running college national championship football teams to some of the finest fare in the country and soaring birds in picturesque landscapes to a far-out space town, Alabama has plenty of which it can be proud.

The three-year initiative was launched in February with its first 10 driving itineraries available on the Alabama Tourism website, www.100RoadTrips.com. It centers on road trip plans that travelers can experience over two or three days. And locals can venture to various points in Alabama to see fascinating historical landmarks, unique cuisine and a plethora of enjoyable activities without ever leaving their home state. "This is a truly authentic way to experience Alabama," said Edith Parten, media relations director for the Alabama Tourism Department. "We wanted to make it easier for tourists to plan a vacation by providing detailed itineraries complete with suggestions for places to stay and eat," she said.

According to Parten, Alabama is definitely a state worth touring. "We have a range of possibilities here from white sand beaches to the space history in Huntsville to family-fun destinations throughout the state. I think people will be pleasantly surprised at all the beauty in Alabama, and, of course, the Southern hospitality goes a long way," she said. "Road Trips" is also the theme for the 2012 Vacation Guide, a 164-page publication designed to map out and explain the various suggested journeys through the state of Alabama while providing travelers with lodging, dining, tourism and attraction information. The guide furnishes articles on area events, with each region of the state highlighted for quick reference. Sections on shopping, history, golf and many other things to do are outlined by regions including a map of the area with an image of a road trip blue Cadillac marking the destination.

The 1953 baby blue Cadillac icon is being used as a symbol and logo for the road trips campaign. It is currently featured in the tourism department's television commercials airing nationally and will be used around Alabama at events and festivals during the course of the three-year campaign. The Cadillac serves as an easily recognizable icon to identify the Alabama Tourism Department's road trip initiative and is significant to the state's history as it is similar to the one Alabama-native Hank Williams famously owned.



In Tuscaloosa, Ala., visitors are treated to a display of the Waterford crystal trophy from the 2009 championship season the Crimson Tide experienced under the direction of Nick Saban.



The Auburn Arena in Auburn, Ala., is the keeping place for their crystal trophy, a symbol of the Tigers' 2010 BCS Championship over the Oregon Ducks.

The first suggested adventure on the circuit honors Alabama's favorite pastime, college football. The Tuscaloosa-Auburn: BCS Championship Tour takes Tide and Tiger fans from T-Town to The Plains with a stop in Birmingham's neutral territory, all the while celebrating the time-honored tradition of winning in Dixie. In Tuscaloosa, visitors are treated to the Paul W. Bryant Museum, a shrine to Bama's houndstooth-clad coach who brought the boys in crimson to six of the college's 14 national championships. Just a few steps away from the museum rests the glittering eight-pound, football-shaped Waterford trophy signifying the 2009 national championship win over Texas under the direction of Nick Saban. Of course, no trip to Tuscaloosa would be complete

without a tour of Bryant-Denny Stadium, where the Crimson Tide play every home game, and the Nick Saban statue stands in the coach's signature fervent clapping pose along the Walk of Champions outside of the stadium.

After visitors bask in the glory of 14 big wins, they are encouraged to trek to Birmingham before seeing the state's other crystal trophy in Auburn. The Magic City's Legion Field was home to the Iron Bowl from 1948 to 1988 and served as "neutral ground" for the Tide and Tigers to battle for bragging rights. Also located in Birmingham is the Alabama Sports Hall of Fame, a museum dedicated to honoring Alabama sports legends like Jesse Owens, Hank Aaron, Willie Mays and Carl Lewis. And for even more Bama/Auburn action, drive down to Southside Birmingham to witness the historic marker identifying the spot where Alabama and Auburn played each other for the first time on Feb. 22, 1893.

Rolling on a few hours over to Auburn, travelers will be treated to what is commonly referred to in the area as "The Loveliest Village." This is the town that boasts orange and blue and an eagle that flies overhead at the beginning of each football game. The Lovelace Hall of Honor, located at Auburn Arena, houses a trio of the college's lively "Aubie" mascot suits and Pat Sullivan's Heisman trophy. The Auburn Arena also contains Auburn's crystal football, signifying Auburn's perfect season in 2010. Be sure to drop by Toomer's Drugs to grab a thirst-quenching lemonade and Toomer's Corner to view the famed oaks that Auburn students roll in toilet paper after athletic wins.

Another of the Road Trips trails takes local and visiting lovers alike down to the Gulf Coast for Mobile: A Romantic Getaway. The recommended itinerary emphasizes taking a tour of historic sites and noshing on coastal fare in the azalea-laden time of year from New Year's Eve to the beginning of Lent. Couples of all kinds can enjoy a tour of the history-rich Oakleigh Mansion, a pristine cottage-style home built in the 1830s, and the sparkling intrigue of the Mobile Carnival Museum, a huge collection of coronation costumes and Mardi Gras relics. In addition, Mobile offers some of the tastiest date-night spots in the Deep South. Lovers of all ages will fall head over heels for the crab soup at Felix's Fish Camp, while Spot of Tea presents perfect share-worthy delicacies like the seafood-smothered Eggs Cathedral. After a dazzling dinner, travelers can call it a night in style at luxury hotels like the Admiral Semmes Hotel and the Battle House Renaissance Hotel and Spa.

Adventure seekers are encouraged to travel to north Alabama for a visit to Alabama's space-centric town with Huntsville: To the Moon and Back by Dinner. There, they can check out the U.S. Space & Rocket Center, the largest space flight



The 100 Alabama Road Trips initiative encourages couples to revel in romance in Mobile, Ala. Shown here is a photo of the historic Battle House Hotel, where travelers can end their evening in luxury.

museum in the world. With futuristic dormitories and a giant mock-up of the Pathfinder space shuttle, visitors will revel in a trip of astronomical proportions. For the space explorer at heart, the Davidson Center houses wonders like the Saturn V rocket, an engineering rarity that dangles 10 feet above the floor, allowing visitors to walk right underneath it. The exhibit area is also home to out-of-this-world artifacts like a moon rock found during the Apollo 12 mission, a lunar rover vehicle, a mobile quarantine facility and authentic space suits from Apollo 16. Aspiring astronauts can experience the Center's special program Space Camp, where kids are immersed in space education complete with simulated astronaut training. Finally, when gravity starts to take its toll, road warriors can seek solace in one of Huntsville's many RV camping spots, hotels, or comfy bed and breakfasts.

Gulf Coast Birding: Fort Morgan, Dauphin Island, Theodore maps a trip along Alabama's Gulf Coast for people to take a trip on the wild side. The trip kicks off with the Alabama Coastal Birding Trail spanning Baldwin and Mobile counties. This bird-watching Mecca provides the perfect spot to witness pelicans soaring overhead and giant blue

herons skimming across the sparkling waters of Mobile Bay. The bird-watching trip begins in Fort Morgan, where hoards of birds dwell, and meanders through stops like the Bon Secour National Wildlife Refuge, a wildlife habitat for more than 370 species of birds that was named one of the 10 Natural Wonders of Alabama. In Fort Morgan, visitors can take a ferry across Mobile Bay to Dauphin Island to view the prime real estate of some of the world's most fascinating migratory birds. The entirety of Dauphin Island was decreed a bird sanctuary in 1988, so there are plenty of winged creatures for any bird lover's binoculars to capture. Also located on Dauphin Island is the Estuarium and Sea Lab, an educational facility that features interactive exhibits, displays of marine life and a living marsh boardwalk that weaves throughout one of the largest estuary systems in the United States. Visitors are encouraged to punctuate their bird-watching adventure with a stroll through Bellingrath Gardens and Home in Theodore. This massive public garden is home to cranes, eagles and other local birds and features sprays of seasonal flowers along with a 15-room mansion available to the public for tours. Travelers can traipse across the 1,500-ft. Bayou Boardwalk to savor the tranquil nature of the property or drift through the serene setting of the river and gardens on the Southern Belle River Boat.

Each of the trips suggested by the Alabama Tourism Department has been experienced by one or more of the staff members involved with the initiative, thereby providing relevant, authentic information for travelers interested in experiencing the state. "We are going out there and writing about these trips ourselves. That way, visitors and locals interested in taking these trips can get an accurate sense of what to expect," said Parten. These travel writings are posted under each of the trip sections on the website and highlight the very best in food and fun for each Alabama adventure.

New trips will be released periodically throughout the year in groups of 10, and two new travel plans coming soon to the list are golf and a girlfriend's getaway. "If you really want to have the authentic Alabama experience, take all 100 trips," said Parten. She also encourages feedback from those who follow the itineraries and hopes people will continue checking for road trips on the website. "There are some really exciting things coming up in Alabama and there are always hidden gems to uncover. These road trips are going to help people discover that. There's one for everyone."



For an out-of-this-world vacation, visitors can trek to north Alabama for Huntsville: To the Moon and Back by Dinner. The photo here shows a view of the U.S. Space and Rocket Center at sunset.



Shown here are a few eager visitors marveling at rockets displayed at the Huntsville U.S. Space and Rocket Center.



Audubon enthusiasts can witness birds soaring in a lush, natural habitat at Dauphin Island on the Gulf Coast Birding Trail.

Austal USA Appoints New Board Member

Austal USA recently announced the appointment of Rear Admiral USN (Retired) John "Dugan" Shipway as an outside director on Austal USA's board of directors.

Rear Admiral Shipway retired in March 2009 as president of General Dynamics Bath Iron Works, a position that he held for six years. That same year, he was honored by the Navy League of the United States with the 2009 Fleet Admiral Chester W. Nimitz award for exemplary leadership in the maritime defense industry.

"I am pleased to have Dugan join the Board," said Austal USA President and Chief Operating Officer Joe Rella. "As we grow to become a major naval shipyard, we look forward to tapping into his many years of shipbuilding expertise."

While president of Bath Iron Works, Rear Admiral Shipway oversaw management reforms that resulted in eliminating more than 1.5 million labor hours from the cost of building an Arleigh Burke-class guided missile destroyer and improving labor relations. He served 35 years in the Navy, and retired as a rear admiral. He last served as director of Strategic Systems Programs. During his military career, he was responsible for several submarine and weapons programs. Upon his retirement from the Navy, he joined General Dynamics Electric Boat and held the position of vice president for Full Submarine Support until he was promoted to president of Bath Iron Works.

Rear Admiral Shipway is currently serving on the Board of the Australian Submarine and Shipbuilding Company (ASC).

Rear Admiral Shipway holds a bachelor's degree in chemical engineering and a master's degree in engineering, both from the University of Louisville. He and his wife, the former Lynn Doe of Harvard, Mass., live in Bath, Maine.

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Alabama State Port Authority Hosts Port Security Program in Conjunction with U.S. Coast Guard

Alabama State Port Authority (ASPA) Vice President of Port Planning & Security Hal Hudgins hosted a port tour for the U.S. Coast Guard and visiting dignitaries from the nation of Angola, Africa. The ASPA partners with the U.S. Coast Guard for the International Port Security Program. Foreign port security counterparts receive training from the U.S. Coast Guard on the nation's implementation of the International Ship and Port Facility Security (ISPS) Code in U.S. port facilities. The mission is to learn about maritime port security efforts and implementation of the ISPS Code in all countries that conduct maritime trade with the United States.



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Florida Joins Alabama in Aerospace Alliance

The state of Florida has joined Alabama, Mississippi and Louisiana in the Aerospace Alliance, an organization that promotes the aerospace and aviation manufacturing industry in the region.

Neal Wade, chairman of the Aerospace Alliance and new CEO of Bay County Economic Development Alliance (EDA) in Florida, said, "When combined, these four states represent the fourth largest manufacturing corridor in the world. The more we can promote our existing advantages, the more we will be able to grow this vital sector of the economy."

The alliance was formed in 2009. Companies in the region manufacture and assemble helicopters, naval ships, rockets, spacecraft, aircraft and many other aerospace systems and components.

Alabama State Port Authority Signs Memorandum of Understanding with Port of Campeche

A contingent from the Alabama State Port Authority (ASPA), including ASPA Director and CEO James K. Lyons and ASPA Director of Latin American Sales and Trade Development Maria Conchita Méndez, recently visited with a number of public and governmental officials in Mexico to discuss ways to increase commerce between the ASPA and the Port of Campeche.

Lyons kicked off the visit by attending a breakfast at the Port of Seybaplaya, which was attended by more than 40 industrial and governmental officials. Following breakfast, Lyons was treated to a tour of the Port and was able to observe construction of the first phase of their latest expansion project. In addition, Luis Fernando Sadeck Abad, executive director of the Port of Campeche, presented the overall expansion plans for the Ports of Seybaplaya and Carmen to the contingent.

At the conclusion of his visit, Lyons signed a Memorandum of Understanding (MOU) with the governor of Campeche, Fernando Ortega Bernés. The two leaders met one on one to discuss ways to coordinate marketing strategies to attract tourism, generate trade and promote economic development between the two ports. The Campeche project focuses on the promotion of products made and/or commercialized by local entrepreneurs to drive exports to the United States and/or develop new industries focused on growing the municipality of Ciudad del Carmen, Campeche.

The Port Authority's activities will focus on promoting exports to Mexico, as well as promoting trade of Alabama products. One of the key industries identified as a potential source of trade was the oil and gas industry. The U.S. Gulf has an enormous pool of service providers, oil field production component manufacturers and vessel operators that could potentially provide products or services to PEMEX's (the Mexican state-owned petroleum company) offshore oil and gas production in the Gulf of Mexico.



Pictured (L-R) are Juan Pablo Vega, president of Naviera Integral; Luis Fernando Sadeck Abad, executive director of the Port of Campeche; Steve Reed, president of Crimson Shipping; Beth M. Lyons; James K. Lyons, director and CEO of the ASPA; Fernando Ortega Bernés, governor of the state of Campeche; Maria Conchita Méndez, director of Latin American sales and trade development at the ASPA; Alan Wheatherford, executive vice president of Crimson Shipping; and Enrique Escalante Ariel Arceo, secretary of industrial and commercial development of the state of Campeche.



Seated (L-R) during the signing of the Memorandum of Understanding are Fernando Ortega Bernés, governor of the state of Campeche; James K. Lyons, director and CEO of the ASPA; and Luis Fernando Sadeck Abad, executive director of the Port of Campeche.



Pictured (L-R) as they tour the Port of Seybaplaya are Luis Fernando Sadeck Abad, executive director of the Port of Campeche; James K. Lyons, director and CEO of the ASPA; and Enrique Escalante Ariel Arceo, secretary of industrial and commercial development of the state of Campeche.



Theodore Roosevelt and the River of Doubt

A little before dawn on March 29, 1914, former President of the United States Theodore Roosevelt called for his second son, Kermit, and naturalist George Cherrie to join him in his tent. Roosevelt, suffering from malaria and dysentery, wracked with fever and now barely able to walk due to an injury sustained to his leg less than 48 hours earlier, calmly discussed their situation.

A month into the exploration of an unknown river deep in the Amazonian jungle, weeks from possible relief, the three men were the sole remaining U.S. citizens in the Roosevelt-Rondon Scientific Expedition. The head of the expedition, Brazilian Colonel Cândido Mariano da Silva Rondon, had announced the previous afternoon that the men would now abandon their dugouts and the exploration attempt and try to hack their way out of the jungle to safety. The decision, Cherrie would write, "was practically a sentence of death."

Roosevelt knew that he could not survive an extended, exhausting overland effort. He also knew that, in allowing the rest of the party to labor to get him out of the jungle, Roosevelt would only be slowing them down and likely would contribute to their demise, as well. The former President carried a vial of morphine for such an eventuality, and he was now prepared to use it. Addressing his friend and his son, he said, "Boys, I realize that some of us are not going to finish this journey. Cherrie, I want you and Kermit to go on. You can get out. I will stop here."

The decision to explore and map the Rio da Dúvida was almost an afterthought, and therein lay the basis of the expedition's problems. Coming off a crushing defeat in his bid to return to office for an unprecedented third term as President, Roosevelt had been casting about for an adventure into which to throw himself. Traditionally, Roosevelt had turned to physical challenges, danger and hardships following personal setbacks. After the death of his revered father, young Roosevelt had gone into the Maine wilderness, living off the land. Following the near simultaneous deaths of his mother and his first wife, Roosevelt had struck out for the Badlands, where he had ranched, hunted and cowboied, even serving as a deputy sheriff for two years. After he completed his second term in the Oval Office, Roosevelt and son Kermit had journeyed to Africa in March 1909. Roosevelt had always planned his adventures meticulously, but, following his defeat as the Progressive ("Bull Moose")



Left: Following his unsuccessful bid for a third term in office as president of the United States, Theodore Roosevelt accepted a 1913 invitation to visit South America. An off-the-cuff remark during the trip led to the former president's greatest adventure: the exploration of a previously unknown river. Right: Roosevelt's second son, Kermit, who had been living and working in Brazil, would accompany his father on the expedition.

Party candidate in 1912, Roosevelt uncharacteristically had let others determine his fate.

An invitation to address the Museo Social in Buenos Aires had arrived at Roosevelt's New York home in February 1913. That had spawned the idea of a South American tour, in which Roosevelt would make a round of speeches throughout the continent, followed by a trip into the Amazon. While the former President arranged his speaking engagements, he left the planning for the Amazon portion of his trip to an old friend, Father John Zahm. Zahm, in turn, had hired Anthony Fiala, a one-time (and notoriously unsuccessful) Arctic explorer who was now working as a sporting goods clerk at the Rogers Peet & Company department store in New York City. Neither Zahm nor Fiala was the man to plan an expedition through the Amazon; even if either had been, the trip they were envisioning was little more than a sight-seeing expedition with a little exploration tacked on. Fiala immediately began laying in stores of gourmet food and more equipment than could practicably be carried by the expedition.

During a meeting in Brazil with that nation's Minister of Foreign Affairs Lauro Müller, Müller had suggested to Roosevelt that he "go down an unknown river." The idea immediately appealed to the former President's sense of adventure. He was not one for tourist trips, and he deplored the kind of speaking trip that he was currently undertaking. The "unknown river" selected for exploration was called the Rio da Dúvida, the River of Doubt, whose headwaters had been discovered by Colonel Rondon, head of Brazil's



Co-leader of the expedition was Colonel Cândido Rondon, an intrepid, experienced and ultimately humane explorer.



After traveling inland as far as possible on the Paraguay River, the expedition traveled overland through the Brazilian Highlands to reach the River of Doubt. They dined nightly on two hides spread on the ground.

Strategic Telegraph Commission. Father Zahm's plans for a leisurely trip into the Amazon were abandoned for something infinitely more grueling – and something for which the group was completely unprepared.

Fortunately, the party was blessed with men of experience, including Colonel Rondon, his officers and native bearers known as *camaradas*, naturalists George Cherrie and Leo Miller, and Kermit Roosevelt, who had been living and working in Brazil engineering and building bridges.

The newly established Roosevelt-Rondon Scientific Expedition traveled as far as they could up the Paraguay River and then overland through the Brazilian Highlands. The men found themselves shedding stores and equipment along the way. The traveling became arduous long before they reached the

headwaters of the River of Doubt. Once they finally arrived at their jumping off place, Roosevelt made the difficult decision of splitting up the group. He dispatched Miller and Fiala to explore other known rivers; Father Zahm, clearly not up to the difficulties of exploration, was sent home. The foodstuffs packed by Anthony Fiala were not only inadequate, they were inappropriate for the type of expedition the men had undertaken. Fiala had also made a grave miscalculation that the party would be able to shoot and prepare plentiful wild game. The Highlands had been bereft of game; the jungle would prove to be even more so.

The party had also decided previously to abandon the canoes that Fiala had purchased, as they were too heavy to be hauled so far inland. As they now stood at the headwaters of the inhospitable River of Doubt, the expedition was in possession of no boats with which to navigate the river. They purchased heavy, difficult-to-handle dugouts from the local Nhamiquara Indians – a tribe looked down upon by other tribes for their savagery and lack of development. Nevertheless, the Roosevelt-Rondon Scientific Expedition initiated its exploration of the river on Feb. 27, 1914, shoving their dugouts off from the riverbank and into the unknown.

Swollen as it was with heavy rains, the River of Doubt initially should have proven fairly easy to navigate, except that its route was so tortuous. Kermit Roosevelt, in the lead dugout, stopped at each curve in the river to set up a surveyor's rod while Colonel Rondon took measurements with his theodolite in order to map the river's course as accurately as possible. The first day on the river, the expedition stopped a total of 114 times to take sightings, only managing to cover six miles. If the river was 1,000 miles long, as the men suspected, Roosevelt knew they could ill afford to stop so often.

Roosevelt and the others were enchanted with the wild beauty of the Amazon Basin, but they soon found themselves continually wet from frequent downpours, their faces and hands swollen with itchy bug bites and their clothes torn by thorns and creepers. On their third day on the river, the members of the expedition encountered another potential danger when they came across an abandoned village. Colonel Rondon believed that the village belonged to the Nhamiquara, with whom he had a tenuous relationship. Unbeknownst to him the inhabitants along the banks of the River of Doubt were a different tribe altogether, one that had never seen white men before. Later dubbed the Cinta Larga Indians, the tribe would follow and observe the expedition during the entirety of its time on the river but refused to show themselves. Later encounters between the Cinta Larga and men from the modern world would prove deadly, but for now, the Indians contented themselves with watching and waiting.

On the fourth day, the expedition encountered the first of what would prove to be a series of rapids and waterfalls on the river. The cumbersome dugouts were not agile and could not be counted on to shoot the rapids safely, so the men resorted to portaging the heavy boats and their hundreds of pounds of supplies for nearly a mile in order to avoid the rapids. Over the course of the next month, this became the norm, until the men were spending far more time on portages than they were floating down the river. Their progress painfully slow, they had long since abandoned the meticulous taking of measurements. For Roosevelt, it was now a race to get down the river and back to a semblance of civilization as quickly as possible. The men's health began to fail, and they were forced to cut their rations in an effort to make their food last. They were continually exhausted. The expedition's Brazilian doctor, José Cajazeira, did what he could to keep the men as healthy as possible, but almost all were weakened by malaria and dysentery.

One of the *camaradas* was killed while attempting to find a navigable route through one series of rapids. In an effort to lessen the burden while making portages, Kermit had developed a way of rigging ropes in order to lower the emptied dugouts through the rapids. Nevertheless, several dugouts were lost, being smashed to kindling on the rocks, forcing the men to stop for days at a time while they felled trees, hollowed them out and fired them to make new dugouts.

On March 17, the men discovered a 70-foot-wide tributary that flowed into the River of Doubt at the bottom of a series of rapids, assuring the members of the expedition that their river indeed was an important one to be placed on the Brazilian map. Colonel Rondon took the occasion to name the river the Rio Kermit, in honor of Roosevelt's second son. The following morning, Rondon pleased the elder Roosevelt by officially renaming the River of Doubt as the Rio Roosevelt.

While they hoped that the worst of the rapids were now behind them, the men were to be disappointed. They struggled with another portage on March 23. The next day, they paddled the river for less than half an hour before encountering their first set of rapids for the day. For the next two days, they were rarely on the river for more than 15 minutes at a time between portages. They spent all day March 26 working their way around a single set of rapids. The next day, the party encountered yet another set of rapids, and the decision was made to try to float the dugouts through rather than portage them. Two of the boats had been lashed together as a sort of raft, and they soon were trapped against a boulder in the river. Roosevelt plunged into the river to help the three *camaradas* struggling to free the boats. As he did so, the former President slipped in the torrent and barked his right shin against a rock. Roosevelt immediately understood the



At the headlands of the river, the expedition met with the Nhamiquara Indians, a fierce tribe with whom Rondon had a hard-won relationship.



Having abandoned their lightweight canoes as impracticable to haul across the Highlands, the party now had to settle for clumsy, heavy dugouts. While trying to free two of the boats from some rapids, Roosevelt would be injured, presenting a grave threat not only to the former president, but to the entire expedition.

gravity of his situation. He already suffered from a weakened left leg, the result of an accident more than a decade earlier. Now, with his constitution weakened by disease, hunger and exhaustion, he could not afford another injury. Roosevelt's condition deteriorated rapidly. A renewed bout of malaria made his temperature soar, and infection appeared in the wound almost immediately. Within hours, Roosevelt had become noticeably weaker and barely able to sit up. To make matters worse, while scouting ahead, Kermit had discovered the most dangerous set of rapids yet. Stretching for more than a mile was a series of rapids and six waterfalls, the last of which plunged more than 30 feet. The terrain surrounding the rapids was steep and rugged. There appeared to be no way through the rapids, and hauling the heavy dugouts and supplies up and over the rugged pass was not possible. After reviewing the situation, Colonel Rondon announced that they would abandon the attempt to descend the river. Instead, they would try to cut their way through the jungle as best they could, hoping to reach civilization before they ran out of food or were attacked by hostile Indians. Early the next morning, Roosevelt summoned his son and George Cherrie to his tent to inform them of his decision to take an overdose of morphine rather than slow the expedition down.

Standing over his father, Kermit Roosevelt defied him for the first time in his life. He refused to leave his father behind, he said. He would do whatever it took to get the elder Roosevelt



Roosevelt as he appeared upon his return on May 19, 1914, some 30 pounds lighter than he had been when he left the United States.

home safe. The former President accepted his son's decision and decided that he must do everything in his power to stay alive. "For I knew he would not abandon me but would insist on bringing my body out, too. That, of course, would have been impossible," Roosevelt later wrote.

If the expedition had been hurrying before, it now redoubled its efforts to descend the river. Kermit successfully talked Rondon out of the idea of seeking an overland route out of the jungle. Instead, the younger Roosevelt rigged a series of ropes to ease the dugouts through the gorge. In order for the men to carry their supplies over the pass, they had to yet again discard as much as possible. They stripped down to the bare essentials—their food and ammunition. Personal items were left behind, as were any spare clothing the men still had in their possession. The passage around the gorge took four days.

Roosevelt's condition continued to worsen until his fever reached 105 degrees and the former President slipped in and out of delirium, quoting the opening lines of Samuel Taylor Coleridge's "Kubla Khan" over and over until both Kermit and George Cherrie were sure that the elder Roosevelt would not survive the night. Miraculously, Roosevelt's fever broke the following morning, and the men were able to shoot some monkeys and catch a large turtle, giving them some much-needed meat. The men continued their journey downriver, experiencing smooth water for a couple of days before hitting rapids again. On April 11, the men saw their first sign of civilization: a vine that had been cut with a metal knife or ax. Four days later, they encountered a house beside the river, the residence of a rubber tapper. Shortly thereafter, the men caught up with a rubber tapper, the first human outside their own party that they had seen since entering the river nearly two months earlier. A little further downstream, the men stopped at a house where they were welcomed

by the inhabitants, who shared their food with the starving explorers. Here, the rubber tappers told them, the river was known as the Castanha and was the western branch of the Aripuanã River. Colonel Rondon had guessed well as he had sent one of his lieutenants ahead weeks earlier to wait at the confluence of the Aripuanã and what he had anticipated was the River of Doubt, where they met the Madeira River, the principal tributary of the Amazon River.

The rubber tappers told the expedition it would take them another 15 days to reach the confluence. With that knowledge in hand, Roosevelt allowed Dr. Cajazeira to lance his infected leg and drain off the mixture of blood and pus before they set off again. From this point forward, the expedition was in contact with rubber tappers. They purchased food and even traded several of their dugouts for lighter, more maneuverable canoes as they pushed toward the end of the river. On April 26, exactly 60 days after beginning their descent of the River of Doubt, the Roosevelt-Rondon Scientific Expedition reached Rondon's relief party. They had just put on the map a previously unknown river of more than 1,000 miles in length, the Roosevelt River.

Roosevelt's health steadily improved, so that by the time his steamer reached the docks in New York on May 19, the former President, though still haggard, was able to wave triumphantly to the assembled crowds and flash his famous smile. On May 26, he addressed a standing room-only crowd of more than 5,000 people in Washington during an event sponsored by the National Geographic Society, his voice barely rising above a whisper. Nevertheless, the audience sat in total silence, rapt in awe of the man who stood before them.

Roosevelt's adventure in the Amazon was to be his last great adventure, and his health never fully recovered. Theodore Roosevelt, who had served his community and country as a state assemblyman, New York police commissioner, assistant secretary of the Navy, Army officer, governor of New York, vice president and then president of the United States – an author, conservationist, amateur naturalist, big game hunter, explorer and champion of the individual – died at home in the early hours of Jan. 6, 1919, at the age of 60.

Editor's Note: For more on Roosevelt's adventures exploring the River of Doubt, the reader is referred to Roosevelt's Through the Brazilian Wilderness and Candice Millard's The River of Doubt: Theodore Roosevelt's Darkest Journey.

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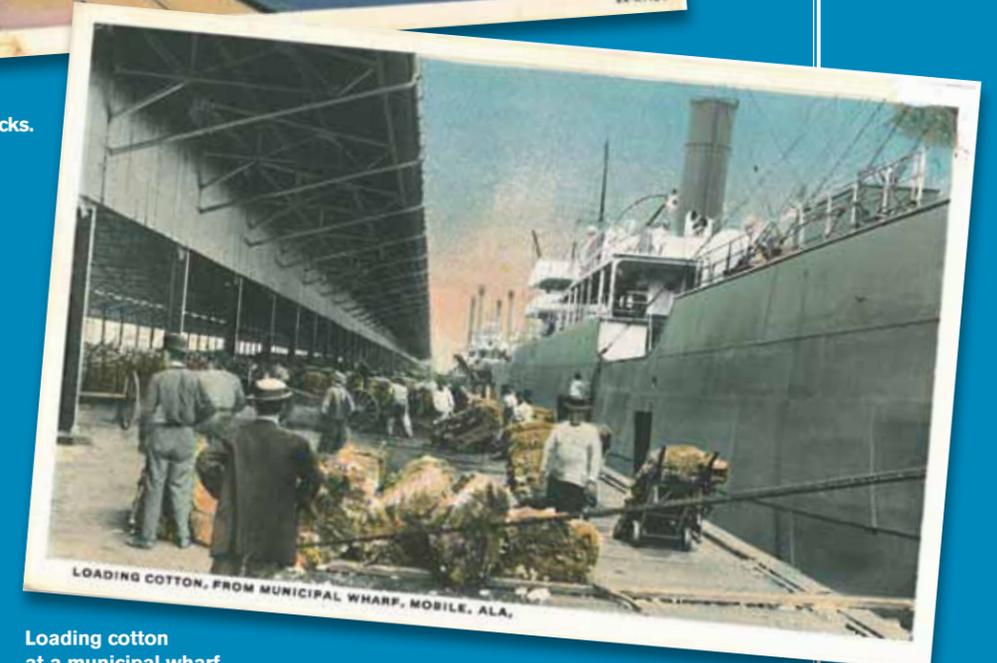
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TRANSGROUP WORLDWIDE LOGISTICS – 162 State St. 36602.....	(251) 433-7668
★ DANIEL F. YOUNG–1215 Seminole Dr. NW, Hartselle, AL.....	(256) 773-8202
★ W.R. ZANES & CO. OF LA, INC.–P. O. Box 1006.....	(251) 438-1597

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. Loyley, AL.....	(251) 964-4807
★ 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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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) 433-4545
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) 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
HORIZON FREIGHT.....	(800) 242-9212
HYDRAULIC CRANE SPECIALISTS.....	(251) 675-000X
LEA DIVING & SALVAGE–Alabama State Docks.....	(251) 432-4480
MAMMOET.....	(404) 696-4982
WONDERLAND EXPRESS.....	(251) 653-7348

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 36688.....	(251) 665-0017
FATHOM INDUSTRIES–5385 Battleship Parkway, Spanish Fort, AL.....	(251) 626-7800
LEA DIVING & SALVAGE–Alabama State Docks.....	(251) 432-4480

LIGHTER, GAS FREEDING 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
ES&H–5400-A Willis Rd., Mobile, Ala.....	(251) 382-0199
FERGUSON HARBOUR, 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
LIQUID ENVIRONMENTAL SOLUTIONS MARINE FIELD SERVICES–1890 3rd St., Mobile.....	(251) 243-4128
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
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

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

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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
★ FRISM–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

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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 INTL. INC.....	(251) 476-1998
RICHARD BESSELAAR–2809 Cottage Hill Rd.....	(251) 476-9909
C. E. COLLIER & ASSOCIATES, INC.–5050 Lossing Rd., Coden, AL.....	(251) 873-4382
CAPT. JOHN D. SMITH–P. O. Box 2585, Daphne.....	(251) 626-8394
CARMACK MARINE IND. SVC. INC.–1609 B Rochelle Street.....	(251) 662-5765
COOK CLAIMS SERVICE–P. O. Box 160461.....	(251) 470-0774
GENERAL MARINE SERVICE–P. O. Box 2533.....	(251) 928-6728
C. L. HAMILTON–P.O. Box 302.....	(251) 433-9997
DC MARITIME TECHNOLOGIES INC.–2210 Main St., Daphne, AL 36526.....	(251) 825-0503
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

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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 HARBOUR, INC.–31153 Stagecoach Rd., Spanish Ft., AL.....	(251) 626-3295
LIQUID ENVIRONMENTAL SOLUTIONS–1980 Ave. A.....	(251) 694-7500
OIL RECOVERY CO., INC.–P. O. Box 1803.....	(251) 690-9010
PSC–4531 Hamilton Blvd., Theodore, AL 36582.....	(251) 443-7701
WASTE MANAGEMENT INC.–17045 Highway 43, Mt. Vernon, AL.....	(251) 829-4000

MOTOR TRANSPORT (★ CONTAINER SERVICES)

AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
ALABAMA CARRIERS, INC.....	(800) 721-7107
ASF INTERMODAL LLC.....	(251) 287-8152
AVERTIT EXPRESS.....	(251) 443-7703
AVONDALE CONTAINERS.....	(251) 433-2468
★ BALDWIN TRANSFER CO.....	(251) 433-3391
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COVAN WORLD-WIDE MOVING INC.....	(251) 653-3008
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★ DIXIE DRAYAGE.....	(800) 321-0801
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E & F TRANSPORTATION, INC.....	(251) 921-0112
★ EASTMAN LOGISTICS.....	(800) 228-9595
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FINCH DISTRIBUTION.....	(800) 844-5381
FRIESE HAULING INC.....	(800) 654-4811
GLOBAL MARITIME LOGISTICS LLC.....	(251) 432-2000
★ GULF COAST INTERMODAL.....	(251) 653-1900
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HORIZON FREIGHT SYSTEM.....	(800) 243-5212
HORNADY TRANSPORTATION LLC.....	(800) 633-1213
ICE LINE LOGISTICS, LLC–1321 Foster Avenue, Nashville, TN 37210.....	(615) 782-7200
★ INDUSTRIAL TRANSPORTATION.....	(800) 626-5682
INTEGRATED TRANSPORT LLC.....	(334) 354-3339
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MEADOR WAREHOUSING DIST, INC.....	(251) 457-4376
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Concorde Line
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National Shipping Co., of Saudi Arabia
Navinter Line
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BLUE WATER SHIPPING COMPANY

4739 Utica Street
Suite 103
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BULK SHIPPING INC.

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P. O. Box 88, Mobile, 36601 • (251) 433-1585
Thomas Murray • murstve@zebra.net
MCW Shipping

CG RAILWAY

11 North Water St., Suite 18290, Mobile, 36602
(251) 243-9228 • Fax: 251-706-6937
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CMA CGM

CMA-CGM (America) LLC
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Scot Stinson
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Rebecca Dyson Ext. 2394
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CRIMSON SHIPPING CO., INC.

Ken Wear, Terminal Operations Manager
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251-457-9551 • Fax: (251) 457-9597
kenneth.wear@crimsonshipping.com

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Web: fillettegreen.com

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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

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Stan Winter, Manager; swinter@glovisusa.com
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Contact persons:

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Gulf

Emily Carra, 770-226-5941

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MARITIME ENDEAVORS SHIPPING COMPANY, LTD.

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Email - nordsudmobile@nordsudshipping.com

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Kerr Norton Marine
M & R Shipping
Metal Logistics
Nautica
Navios Corporation
Seamar Shipping
Seatrap Tankers
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Torm Bulk
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