

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

MAY 2009



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ALABAMA SEAPORT

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On The Cover:

The MAERSK UTAH makes its first call at Mobile Container Terminal. The call kicks off a new weekly service to new markets for MCT.



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NEW MAERSK SERVICE TO CALL WEEKLY AT MOBILE CONTAINER TERMINAL

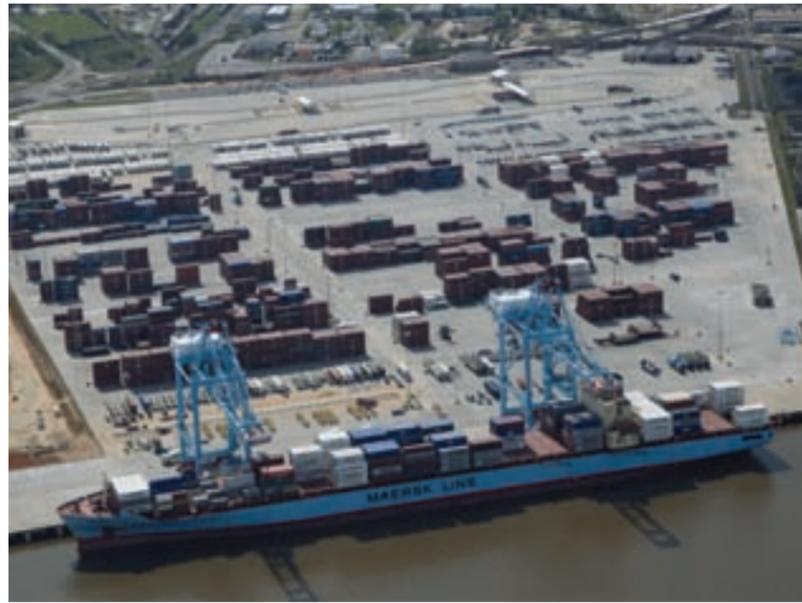
The Mobile Container Terminal marked its fourth service in April, welcoming additional business from a current client. AP Moller-Maersk's TA2 service will make a port call every Thursday in Mobile. This is in addition to the Maersk Line's Expresso Service that calls weekly in Mobile and serves ports in Central American and Colombia.

"The AP Moller-Maersk companies view Mobile as the gateway to a growing market," said Soren Castbak, Maersk Line senior director, Atlantic services. "Maersk Line and APM Terminals are both making investments in Mobile, while other carriers are reducing their service and leaving Mobile altogether."

The TA2 serves Northern Europe; the UK and Ireland; Scandinavian and Baltic destinations. The Eastbound service calls at Houston, Mobile, Norfolk, Rotterdam, Felixstowe and Bremerhaven. The Westbound route calls at Rotterdam, Felixstowe, Bremerhaven, Charleston, Houston and Mobile.

"It's our responsibility to ensure that we are geared up properly to handle their expected growth," said Mobile Container Terminal Director Brian Clark. "That's our priority now." Clark noted that the Mobile Container Terminal is excited to have this repeat business with a new Maersk service. "That it calls at a market we didn't have access to previously is great for our area," he explained.

As the nation's economy struggles with the effects of a recession, adding a fourth service bolsters business at the Mobile Container Terminal. "Ocean carriers are having a rough time right now, but talking to shippers I've found



The UTAH is one of the more than 470 container vessels operated by Maersk around the world.



Bob Riley, Governor of Alabama

ALABAMA STATE PORT AUTHORITY

Tim Parker Jr., Chair, Tuscaloosa
Term expires July 31, 2013

William B. Bru, Mobile
Term expires August 2, 2014

H.L. "Sonny" Callahan, Mobile
Term expires August 2, 2014

David J. Cooper, Mobile
Term expires July 31, 2013

Maj. Gen. J. Gary Cooper, USMC (RET)
Term expires July 31, 2010

Mike Fields, Tuscaloosa
Term expires August 2, 2014

Barry Morton, Birmingham
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MCT handled about 300 containers on the MAERSK UTAH. Approximately 75 were loaded for export.

that they are very excited that they no longer have to go to the East Coast or New Orleans for service to Europe," James K. Lyons, Alabama State Port Authority director, told the *Mobile Press-Register*. "This is going to end up saving a lot of companies a lot of money."

By adding a port call in Mobile, AP Moller-Maersk expects to better serve its customers in the chemical, automotive, reefer and paper industries. "Consistent with our efforts to provide the flexibility our customers need, the port provides direct access for many of the largest cotton producers, chemical plants, paper mills, forest products and is near to auto manufacturing locations providing for improved supply chain benefits," said Castbak.

The TA2 is a five-vessel service. All have an average capacity of 3,500 twenty-foot equivalent units (TEU), with the exception of the 4,200 TEU capacity MAERSK UTAH. Each vessel has an average dead weight of 60,000 tons with an average of 380 reefer plugs, an average speed of 24 knots and an average age of just more than 10 years. The ships also have a high hazardous cargo capacity. AP Moller-Maersk officials said generally hazardous cargo will be shipped from the Gulf Coast region to Germany, the Netherlands and the UK.

The first TA2 vessel to call in Mobile was the MAERSK UTAH in late April. Mobile Container Terminal officials estimated



The MAERSK UTAH making its first call to the Mobile Container Terminal. The UTAH has a 4,200 TEU capacity.

it handled 300 containers on the MAERSK UTAH. Most of the unloaded containers were empty. Approximately 75 were loaded for export.

"People are taking notice of us as a port and container terminal," Clark said in an interview with Fox 10 News in Mobile. The terminal's two ZPMC Container Cranes and reduced inland transportation costs allow it to compete with other Gulf Coast ports. "If you look at inland transportation, a lot

of shippers are local, but never had a port before and now they do," Clark told the television station. Mobile is the 10th largest port in total trade in the United States and home to more than 1,025 full-service trucking companies.

"Our TA2 service already had a port call in Houston, but we wanted to extend coverage to the eastern gulf region," said Castbak. "Thanks to the new, modern Mobile Container Terminal and the access it gives us to the regional market, Mobile was an excellent choice. In the past, we served this market via Savannah and Houston, which added delivery costs on the land side."

The \$300 million Mobile Container Terminal opened in October 2008 and anticipates handling 150,000 units annually,

approximately half of its initial capacity. It is a partnership between the Alabama State Port Authority and Mobile Container Terminal, LLC. The latter is a consortium of AP Moller-Maersk Group subsidiary APM Terminals of North America, Inc., with an 80 percent share, and Terminal Link, a division of CMA CGM, with a 20 percent share.

"This new port offering will provide our customers with the coverage and flexibility they need," said Bill Woodhour, Maersk's sales manager for North America. Maersk Line is the world's largest ocean carrier. It operates more than 470 container vessels and 1.9 million containers managed by 325 offices in more than 125 countries.

MAERSK UTAH HAS FIRST CALL IN MOBILE

The MAERSK UTAH, the first vessel in the TA2 service for Maersk Line, made its first call in Mobile in April. This line of vessels, all U.S. flagged, is owned by Maersk Line Limited and is engaged in commercial trade. They average 950 feet in length, 105 feet in beam and 400 reefer plugs onboard. The MAERSK UTAH length overall is 958 feet and has a container capacity of 4,200 TEUs. The ship is part of the Maersk TA2 Transatlantic rotation providing shippers with ocean carriage to U.S. East and Gulf Coast and Northern European ports.



When the MAERSK UTAH made its first call, representatives of the Port Authority and MCT presented the captain with a commemorative plaque. From left to right - Mark Sheppard, ASPA; Capt. Paul Coan, M/V MAERSK UTAH; Don Jameson and Brian Clark with Mobile Container Terminal.

MAERSK LINE



Transatlantic (TA2) - Eastbound



Transatlantic (TA2) - Westbound

CHANGE OF COMMAND

SECTOR MOBILE NAMES POULIN NEW SECTOR COMMANDER

In late April, U.S. Coast Guard Capt. Steven D. Poulin relieved Capt. Edwin M. Stanton in a formal change of command ceremony in Mobile. As the new sector commander of Sector Mobile, Poulin's area of responsibility encompasses four states, including 1,900 miles of navigable waterways monitored through 19 subordinate units, and more than 1,400 active duty, reserve and auxiliary personnel.

His previous operational tours include deputy commander of Coast Guard Group Galveston from 1996 to 1999 and assistant operations officer at Coast Guard Group Mobile from 1986 to 1989. Poulin served on board the USCGC DAUNTLESS as deck watch officer from 1984 to 1985. "All of the positions I held in the Coast Guard better prepared me for the position of sector commander, especially being the deputy sector commander for the previous two years," said Poulin. "In each of my assignments in the Coast Guard, I learned more about the organization, its processes, maritime industry, and certainly valuable leadership and management lessons. All of my assignments have given me the breadth of experience necessary to assume command of a sector as diverse as Mobile."

Poulin's staff assignments emphasize his legal background. After graduating from the U.S. Coast Guard Academy in 1984, he received his Juris Doctor, magna cum laude, from the University of Miami School of Law in 1992. He also holds a Master of Law (LLM) in Environment Law, with highest honors, from the George Washington University Law School.

He served as special adviser for Border and Transportation Security for Vice President Dick Cheney from 2005 to 2007. Poulin was legal counsel for the Coast Guard's Port Security Director from 2002 to 2003. In that position, he helped negotiate, draft and implement the International Ship and Port Facility Security Code and the Maritime Transportation Security Act of 2002. In his previous Mobile assignment, Poulin served as the law enforcement officer and the officer in charge of a law enforcement detachment.

"In addition to being a military service, the Coast Guard also is a regulatory agency and law enforcement agency," Poulin said. "My legal training and education better equip me to understand the full range of Coast Guard authorities and how those authorities can be exercised to execute our missions. The LLM in particular helps me understand and appreciate the rights and obligations of all users of our waterways to be good environmental stewards."



Capt. Poulin salutes Rear Adm. Whitehead while Capt. Stanton watches during the change of command.



Rear Adm. Whitehead and Capt. Stanton read the orders at the change of command ceremony.



U.S. Coast Guard Capt. Steven D. Poulin (left) pictured with Rear Adm. Joel R. Whitehead and outgoing sector commander Capt. Edwin M. Stanton.

The Gulf Coast has changed since Poulin's previous assignment in the Port City. "Mobile has grown immensely since I was last stationed here," he explained. "The port and maritime industry is growing and becoming increasingly dynamic and complex. Mobile is now the 10th largest port in the United States. I also think that Mobile has grown in its strategic importance to our national economy and security."

One concern for the Gulf Coast is hurricane season. "We must be prepared to ensure our continuity of operations if a storm hits Mobile, and we have to have good contingency plans to reconstitute and restore the marine transportation system," Poulin said. "We have unprecedented cooperation in Mobile with our other federal, state, and local agency and private sector partners regarding disaster preparedness and response. We are always looking for ways to improve our plans, but I believe we're ready."

As Sector Commander, Poulin plans to review Sector Mobile's business practices to ensure efficiency, effectiveness and productivity. "The most important duties for Sector Mobile are to ensure the safety, security and environmental protection of the ports and navigable waters in our area of responsibility," he said. "My most important duty as Sector Commander is for the safety of Coast Guard personnel – en-



Lt. Mark D. Cox, U.S. Navy Captain Corps; Capt. Steven Poulin, U.S. Coast Guard; Rear Adm. Joel R. Whitehead and Capt. Edwin M. Stanton stand at attention for the National Anthem during the change of command ceremony April 24.

suring their well-being and that they have the direction, training, equipment and resources necessary to carry out their responsibilities."

Poulin also has a Master of Strategic Studies from the U.S. Army War College and a Master of Public Administration from the University of South Alabama. Currently, he teaches at Tulane University's Biloxi, Miss., campus in the Homeland Security Studies program. "I took on this duty because I wanted to share my experiences, especially dealing with national policy issues at the White House, with students interested in a career in homeland security," explained Poulin.

Alabama Seaport Magazine “At the Helm”

“The United States Coast Guard (USCG) is a military branch of the United States involved in maritime law, mariner assistance, and search and rescue, among other duties of coast guards elsewhere. One of the seven uniformed services of the United States, and the smallest armed service of the United States, its stated mission is to protect the public, the environment, and the United States economic and security interests in any maritime region in which those interests may be at risk, including international waters and America’s coasts, ports and inland waterways.” (source: www.uscg.mil) The Coast Guard also works closely with the Alabama State Port Authority to ensure safe operations in the Port and inland waterways.



Education: B.S. – U.S. Coast Guard Academy; M.P.A – University of South Alabama; J.D. – University of Miami (FL); LLM (Environmental Law) – The George Washington University; Master of Strategic Studies – U.S. Army War College

Most recently read book:
Undaunted Courage by Stephen Ambrose

Favorite music/musical artist: Country/Kenny Chesney

What is your relationship with the Alabama State Port Authority?

Sector Mobile partners with the Alabama Port Authority to ensure the safety, security and environmental protection of the Port of Mobile.

What single thing makes your organization stand out?

Sector Mobile has a professional and dedicated crew of Guardians that remain flexible and adaptable to respond to all hazards in the maritime domain.

What word best describes your leadership style?

I ensure that our personnel have the necessary resources, strategic guidance and operational direction, and then empower them to execute the mission.

What do you do to relieve stress?

Spend time with my family.

Favorite hobbies? Golf

If you had a \$1 million windfall, you would: Create an endowment that provides enhanced educational opportunities for persons with autism-spectrum disorders.

What line of work would you pursue if you couldn’t work in your present one?

I currently am an adjunct professor at Tulane University’s Biloxi Campus, so I’d probably be a full-time professor.

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

Although I graduated from the University of Miami, I cheer for the Florida State University football team (except when they play Miami!), because my daughter is a student at FSU.



Name: Captain Steven D. Poulin
Title: Sector Commander
Company: U.S. Coast Guard Sector Mobile
Address: South Broad Street, Mobile, AL

No. of employees: 530 active duty, 35 civilian and 190 reserve personnel, together with 700 Coast Guard Auxiliary civilian volunteers, assigned through an area of responsibility that encompasses 330 miles of coastline and 1,900 miles of waterways in Mississippi, Alabama, Florida Panhandle, and parts of Georgia.

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For nearly fifty years, Seabulk Towing has been an established leader in harbor ship assist operations and offshore towing services. Seabulk Towing’s high standards of customer service are founded on the basic principles of safety and service excellence. Headquartered in Port Everglades, Florida, Seabulk Towing assists petroleum and chemical product tankers, barges, container ships, and other cargo vessels in docking and undocking and provides a variety of offshore towing services along the Gulf Coast and the Southeastern Seaboard.



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INTERNATIONAL SHIPHOLDING CORPORATION ENJOYS WARM WELCOME IN MOBILE



President of International Shipholding Corporation, Erik L. Johnsen (left), and Senior Vice-President of CG Railway, Kevin Wild (right), in their new headquarters located in downtown Mobile's RSA Battle House Tower.

Located on the 17th and 18th floor of the RSA Battle House Tower, Alabama's tallest building, International Shipholding Corporation (ISH) overlooks the Port of Mobile and the industry it has been a part of for more than 60 years. The company, through its subsidiaries, offers a range of waterborne freight transportation services including pure car-truck carrier services; roll-on, roll-off; breakbulk and bulk carrier services; domestic coastwise services; and rail-ferry transportation services.

ISH has seen many changes over its long history, growing from its first ship named the S.S. GREEN WAVE after Tulane University located in New Orleans, the company's original headquarters, to a sophisticated operation of 33 vessels with a value in excess of \$700 million.

One of the most recent changes has been ISH's relocation from New Orleans, the city it called home for 60 years, to neighboring Mobile. Like many companies in New Orleans, Hurricane Katrina drastically changed the climate of the area

in which they were headquartered, which caused the company to begin seeking an alternate place for ISH.

"We loved the fabric of the city," said Erik L. Johnsen, president of the company. "But like everyone in New Orleans in the wake of the storm, our company, many of our people as well as the city, were left in distress. I, myself, lost two homes, and we finally decided there were too many issues to stay."

To answer the question of where ISH would call home for the future, the company worked with McCallum Sweeney Consulting in Greenville, S.C., to seek out the best location with seven objectives in mind; 1) quality of life; 2) transportation; 3) cost of living; 4) cost of doing business; 5) labor availability; 6) business image; and 7) geography.

Other large cities such as Houston, Atlanta, Charleston, New Orleans and Birmingham were also considered. After looking at the research, based on the criteria, Mobile came out on top.



"I guess you could say I was on a ship way before I wanted to be," joked Erik L. Johnsen, president of International Shipholding Corporation, whose family has a long history in the shipping industry. Pictured is a portrait of Erik L. Johnsen's grandfather, Niels F. Johnsen, who founded the company in 1947 and with whom Erik L. Johnsen shares the same birthday.



Looking at the busy Port of Mobile waterway, ISH and its subsidiary companies have had great success in Mobile. But more importantly, they have enjoyed the welcoming Mobile community.

“What we saw as an outsider coming in is that the city, county and state all worked together on business development,” stated Johnsen. “It was extremely refreshing to see a business approach to a city’s economic growth.”

“You could really see that everyone was working together for the collective best for the Mobile community,” added Kevin Wild, senior vice president of CG Railway (CGR), a subsidiary of ISH that provides alternate transportation between the U.S., Canada and southern Mexico with its roll-on, roll-off rail ferry service. “As part of the move to Mobile, we also made the conscious decision to double the capacity of each ferry. With the support from the city and with the Port of Mobile, we knew we could grow our service.”

Now, just after celebrating its 2nd Anniversary in Mobile, Johnsen is sure ISH made the best decision. “One of the major considerations in any move is to provide a great working environment for your employees and their families,” said Johnsen. “I believe most of us can come to work in any setting. But it is how your family adapts to the community and if you are surrounded by good people, everyone will be successful!”

Since the move in 2007, ISH has seen nothing but success. “The timing and fit with Mobile and the Port of Mobile was so good, it has been a real blessing,” said Johnsen. “We moved at the beginning of a series of great economic development announcements for the city including Berg Steel, the new Mobile Container Terminal and ThyssenKrupp.”

“You can see the shipping community plays an integral part in the city’s potential and growth, said Wild. “With that kind of excitement in all parts of the industry, there is just an overall optimistic look in Mobile.”

Enjoying success in its new home, ISH has caught the contagious Mobile enthusiasm. “International Shipholding and CGR want to be good corporate citizens,” stated Wild. “We want to be a part of the group that brings in the next big opportunity here. We’re ready to spread the word about all the good things that brought us here.”

Already, ISH’s companies have had a great impact on the economic development of the state of Alabama. In the two years that ISH has been in Mobile, the company and all subsidiaries have paid to Alabama companies for services, materials and or contributions a total of \$45 million. In addition within the last year, CGR, which was a recipient in 2008 of the Governor’s Trade Excellence Award, has carried more than 150,000 tons of export cargo from industries located in Alabama to Mexico on its rail ferry service.



A BRIEF HISTORY OF ISH

While International Shipholding Corporation (ISH), originally Central Gulf Steamship Corporation, was founded 1947, one of the company’s subsidiary companies reaches as far back as 1919. Mobile’s first shipping company, Waterman Steamship Corporation, created by John B. Waterman and his two associates, W.D. Bellingrath and C.W. Hempstead, got started in 1919. That same year, Niels F. Johnsen, founder of ISH, immigrated to the U.S. He became a U.S. citizen in 1927. In 1947, he founded Central Gulf in New Orleans with his sons, Niels W. and Erik F. Johnsen. During the next two decades, the company grew with the innovation of its leaders and the expansion of its fleet and services.

In 1969, the MV ACADIA FOREST, the world’s first LASH (Lighter Aboard Ship) vessel, was delivered from the shipyard. The vessel was engineered to be part of the LASH system, which offered an innovative solution to port congestion and delays at ports at the time.

Experiencing tremendous success with this system, the company grew its LASH fleet to 15 vessels and more than 2,000 LASH barges becoming the world leader in operating barge-carrying vessels. In 1978, the holding company International Shipholding Corporation was formed. In 1989, ISH acquired Waterman Steamship Corporation, and with other subsidiaries, Central Gulf and Forest Lines, to become the world leader in operating barge-carrying vessels.

After the aftermath of Hurricane Katrina to New Orleans in 2005, the company relocated in 2006 to Mobile. Coming full-circle from one of its subsidiaries, ISH now calls the RSA Battle House Tower in downtown Mobile home.

MADE IN ALABAMA:

COMPETITIVE SERVICES THAT ADD VALUE

For years, the typical warehousing and logistics facility was located by railroad tracks, a water port and/or interstates, often if not usually, in the least desirable parts of cities. This stereotype has faded as gigantic, state-of-the-art facilities located in carefully designed industrial parks in more rural areas have become the new standard.

Custom Marketing Services, Inc., a third-party logistics (3PL) provider in Calera, Ala., has moved even further away from this stereotype by evolving from simple storage to providing innovative supply chain solutions to customers by focusing on value-added capabilities to differentiate themselves from the competition.

Customer demands for fast, reliable service are intensifying due to rapid replenishment distribution programs and leaner inventories. Custom Marketing’s strategy is ultimately defined by solutions in reducing delays, containing costs, and alleviating the risks and headaches of the current system.

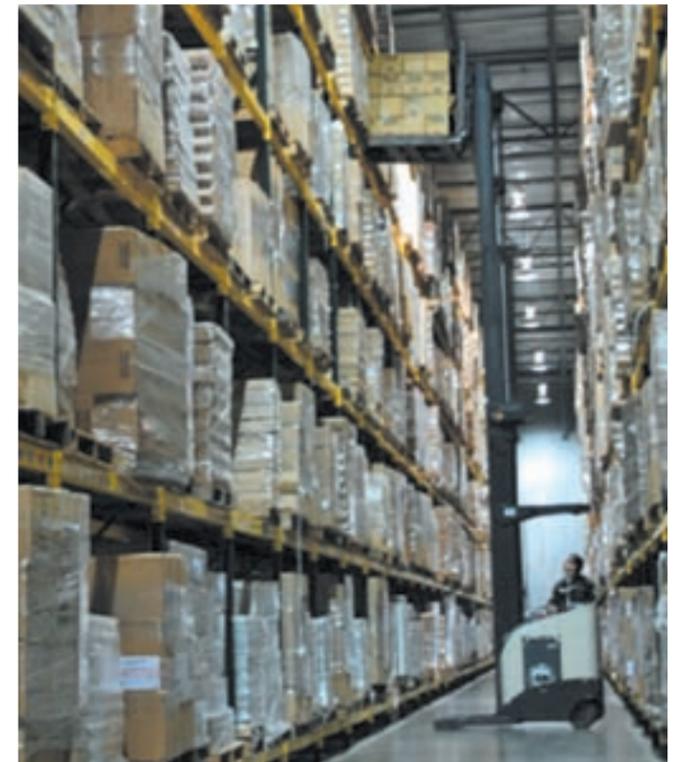
Founded in 1991 by Dennis O’Brien, Custom Marketing Services, Inc. provides distribution, order fulfillment and storage services. Its services include warehousing, transportation, display design and manufacturing, product development and sourcing, integrated logistical support, inventory management, cross docking, drop shipments, and returns processing, as well as pick, pack and ship fulfillment. The company also provides product inspection, product repacks, conversions, product assembly and kitting, shrink-wrapping, labeling, printing, and point-of-purchase material services.

“The ability to offer an array of turnkey services sets us apart from other 3PL companies in the southeast,” said Greg Adams, vice president of operations of Custom Marketing Services. “Because we have such a range of customers in a variety of industries, we must tailor our services to each customer’s individual business model. We must adjust as needed and become an integral partner to meet those needs.” Custom Marketing Services’ facilities consist of more than a million square feet of space with approximately 70 percent of this dedicated to state-of-the-art, automated equipment to support two major direct selling/party plan companies. Distribution of the home décor and entertainment products of these two companies is shipped to 48 states from Custom Marketing’s Calera facility.

“In the past, companies would purchase inventory and warehouse it,” said Walter LaGroue, chief operating officer of



The warehouse racks provide cost-effective solutions for high-capacity storage needs.



A fork lift operator places products on the storage racks.

Custom Marketing Services. "Today, warehousing has been replaced with distribution centers. The object is to minimize inventory and then distribute it quickly and efficiently. That's the essence of logistics, performing any value-added services that may be required and then getting to the market place at the lowest possible cost."

The recent opening of the Mobile Container Terminal, LLC offers an enhanced option in the U.S. Gulf for reaching Midwest markets, as well as Alabama and neighboring states. Slated to handle up to 800,000 TEUs of imported and exported goods a year, the terminal creates opportunities for a number of industries including 3PL's like Custom Marketing Services.

"Since the opening of the terminal, we have been encouraging our clients to ship through the Port of Mobile," said Adams. "Even though we don't have a physical presence in Mobile, having goods shipped into Alabama's Port is accessible and cost effective."

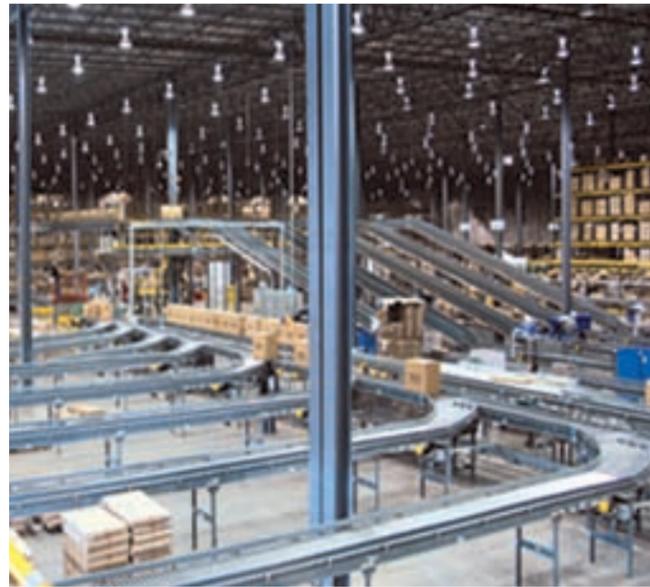
More and more ports are turning to "inland" distribution centers as a way to efficiently deliver freight to customers faster. A smart way to increase the efficiency of a container terminal is to move the containers off the port quickly. An inland facility offers that possibility. Another key difference is the emergence of the large distribution center business model, which is now the norm for retailers and other industries.

Location and infrastructure make Custom Marketing Services a vital North American distribution and logistics hub centered in the fastest-growing region of the United States. Calera, located 20 miles south of Birmingham, is the perfect epicenter. "The ability to move goods is a critical component to any economy," said Adams. "Between our location, transportation system and value-added services, you would be hard-pressed to find a location better able to help companies compete in today's 'just-in-time' marketplace."

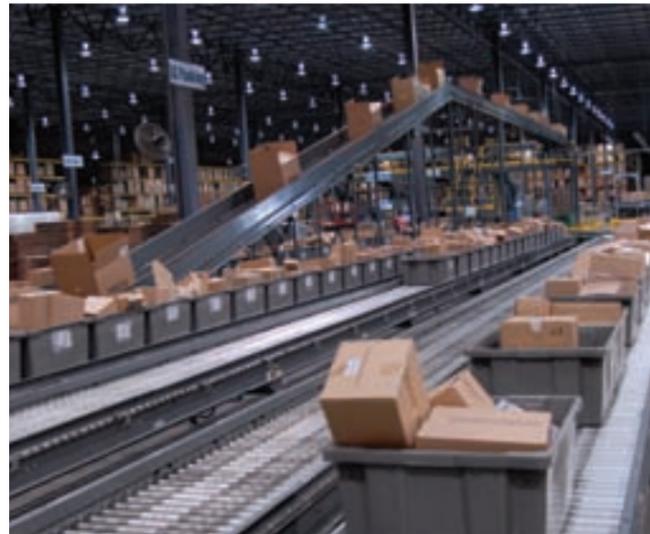
For more information on Custom Marketing Services, Inc., please visit www.custommktg.com.



Conveniently located in the mid-South, Custom Marketing Services maintains three main facilities with more than 1.3 million square feet of space.



Automated assembly line at Custom Marketing Services.



Once picked, orders travel to a packing lane where items are packed in shipping containers, taped, checked, weighed and labeled for shipment.

EARTH DAY CELEBRATIONS IN THE MOBILE AREA



As concerns about global warming and its impact on the environment increase, the Gulf Coast focused its annual Earth Day activities on initiatives to help protect and preserve our greatest natural resources. Originating in 1970, Earth Day has been known for inspiring awareness and appreciation of our planet and surrounding environment. Each year on April 22, and sometimes for an entire week, cities around the world celebrate this "eco-friendly" event.

Earth Day Mobile Bay and Mobile Baykeepers Earth Day are two Earth Day celebrations that are celebrated annually on the Gulf Coast. Inspired by the worldwide Earth Day Network, these celebrations promote environmental citizenship and steers environmental awareness around the world.

The state's largest and most interactive, Earth Day Mobile Bay, was held April 25, 2009, from 10 a.m. to 7 p.m. at Fairhope Pier Park. This 19-year-old event included environmental exhibits, educational activities, live music and interactive art. The mission of Earth Day Mobile Bay is to grow the environmental movement on the Gulf Coast and remain an effective vehicle for promoting a healthy planet. The three main goals this organization espouses are civic engagement, broaden the meaning of the environment and to promote environmental education programs.

The theme for this year's festivities was "Every Day is Earth Day." The day focused on educating the public on ways to reduce the impact on the environment by protecting and preserving resources. "Earth Day Mobile Bay is always fun for folks of all ages," says Gary Gover, chairman of Earth Day Mobile Bay. "It's always a wonderful day to be out at the park."

Young children and toddlers learned about their environment through hands-on activities during the family-fun event. Community groups, environmental organizations, government agencies, schools and local businesses hosted these activities. Middle and high school students were able to place their science fair projects at the location as well. Mobile Museum of Art participated in the Earth Day activi-

ties by offering a variety of environmentally friendly art activities and Tameron Honda unveiled their new five-door, five-passenger hybrid.

If in need of advice on how to improve the home or business with eco-friendly solutions, there were tables set up to provide this information. Purchasing food from local companies and farmers often keeps the money in the local economy as well as being better for the environment.

The city of Fairhope, the Baldwin County Commission and the Sierra Club Foundation sponsored Earth Day Mobile Bay 2009. For more activity information, please call (251) 473-6400 or visit the Web site, www.earthdaymobilebay.org.

Mobile Baykeeper and Bellingrath Gardens and Home also sponsored an Earth Day Celebration. The activities took place on April 25, 2009, from 9 a.m. to 3 p.m. at Bellingrath Gardens and Home in Theodore.

Informational displays, activities and demonstrations were integrated into the program. The main goal of this year's Earth Day was to practice teaching families to be green in their households. Guests were able to join a scavenger hunt on the Bayou Boardwalk, make an environmentally friendly bird feeder and Take-Home-A-Plant. Visitors were also invited to take a special guided tour of the Bayou Boardwalk with Bill Finch from The Nature Conservancy and Casi Callaway from Mobile Baykeeper.

Leslie Schraeder with Bellingrath Gardens and Home said, "We were really pleased with the number a families that participated. The kids enjoyed all the activities and had plenty of goodies to take home. We look forward to making this an annual event." Participants included the Alabama Coastal Foundation, Dauphin Island Sea Lab, Evonik Degussa Corporation, Keep Mobile Beautiful, Mobile Baykeeper, Mobile Gas, Mobile Public Library and The Nature Conservancy. For more information, please visit www.bellingrath.com.



Top Left: Shanna Bennett of Bellingrath Gardens and Home demonstrates how to make a biodegradable flower pot. Top Right: Bill Finch of The Nature Conservancy guides a tour along the Bayou Boardwalk. Bottom Left: A girl works on her butterfly art project at the Mobile Public Library booth. Bottom Right: A boy makes his own eco-friendly birdfeeder with peanut butter and pine cones at the Mobile Baykeeper booth.

Top Left: A young boy takes a twirl on a gyro ride. Top Right: Fabulous food stands at Earth Day Mobile Bay. Bottom Left: Human powered rides, such as kayaks, were provided at the 19th annual event. Bottom Right: Gulf Coast Green Power displayed a wind turbine.

ASPA EXECS FEATURED IN *JOURNAL OF COMMERCE*

The Journal of Commerce (JOC) has featured a couple of Alabama State Port Authority leaders in recent issues. Port President and CEO James K. Lyons was featured in the Feb. 23 JOC Leadership Roundup. The feature discussed how Lyons long-term strategic plans have benefitted the Port. It mentions such improvements as the opening of the Mobile Container Terminal.

H.S. "Smitty" Thorne, executive vice president and chief operating officer for the Alabama State Port Authority, was interviewed by the JOC at the Tampa Steel Conference in March 2009. Thorne's interview, conducted by Janet Nodar of the JOC, was featured on the JOC website at www.joc.com.

During the spotlight interview, Thorne discussed steel trends at the Port of Mobile and how ThyssenKrupp will impact the new Pinto Island terminal set for completion in January 2010.

Thorne said, "It was an honor to be singled out by *The Journal of Commerce* to comment on the state of the metals industry and the positive story steel has to tell at the Port of Mobile. We've worked hard to expand services for our steel customers, and when the market returns, we know we will benefit from our investments."

PETER JOHNSTON PROMOTED TO EVP OF INTERNATIONAL SHIPHOLDING CORP.



Peter M. Johnston has been promoted to executive vice president of International Shipholding Corporation. The announcement was made by Erik L. Johnsen, president of the company.

Johnston, whose appointment is effective immediately, is a 1977 graduate of SUNY Maritime College. He is a veteran of many years in the offshore industry and rose to the rank of port captain for American Overseas Marine. Johnston joined International Shipholding Corporation in 1991 as director of operations with responsibility for the Waterman's Defense Department Contracting Program. He was promoted to vice president in 1995, assuming responsibility for all vessels owned or operated by International Shipholding Corporation.

Making the announcement, Johnsen said, "We are indeed fortunate to have Peter in our organization. He is an integral part of our past success, and he will continue to be a great asset to us in the future."

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B O N D E D

BOARD TOURS AKER SOLUTIONS



Members of the Alabama State Port Authority Board of Directors toured Aker Solutions in Mobile's Middle Bay Port this spring. James Altieri, Aker Solutions (center), guides Terry Howell, Southern Company (far left), and Gary Cooper, ASPA Board Member, on a tour of the Aker Solution facility.



ASPA board members Gary Cooper (far left) and Tim Parker (second from left) discuss Aker Solutions expansion plans with James Altieri, Aker Solutions, and Jimmy Lyons, ASPA director & CEO.



ASPA Board members Bill Bru (far left) and Tim Parker (center) listen to James Altieri, Aker Solutions, describe the loading process.

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MILL STANDS FOR THYSSENKRUPP ARRIVE

Longshoremen carefully unloaded from the STAR EVIVA last month some new mill stands bound for the ThyssenKrupp steel mill. CSA Equipment Company LLC provided stevedoring services. Much of the equipment for the mill, currently under construction in Calvert, Ala., near the Mobile and Washington county line, has come through the Alabama State Port Authority's main docks terminals. Once the mill is operational, unfinished steel slabs will also come through the Port Authority's Pinto Terminal – due to be completed by year end.



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Port Calls: **ASF BRINGS THE DRAMA**



The Alabama Shakespeare Festival in Montgomery, Alabama, sits lake front in the beautiful 250-acre Blount Cultural Park.

The Alabama Shakespeare Festival (ASF) in Montgomery, Ala., offers visitors a beautiful natural setting, lavish theatre and superb productions. This well-respected Shakespeare festival, 6th largest in the world, attracts more than 150,000 annual visitors from all 50 states, as well as England and Canada.

Created in 1972, ASF was originally located in Anniston, and then shifted to the 250-acre Blount Cultural Park in Montgomery. The park is full of lakes, gardens, trails and pavilions. Annually, the Montgomery Symphony Orchestra performs outdoor concerts here. The park includes the Alabama Shakespeare Festival Theater, the Montgomery Museum of Fine Arts, and the Shakespeare Garden.

The \$21.5 million dollar establishment is based on the theories of Andrea Palladio, a Venetian architect known for his harmony

with the culture of his time. The two theatres include a 750-person "Festival Stage" and 225-person "Octagon." ASF also encompasses production shops, rehearsal halls and administrative work spaces.

After establishing itself in Montgomery, the Shakespeare Festival arranged to present more than 200 performances and 10-12 world-class productions annually. ASF provides a blend of classical and contemporary theatrical productions nearly year-round.

This summer ASF will be showing *Beehive: The Musical* featuring the hit top 40 tunes from the great girl groups and artists of the 1960s. Also showing this summer is *Misalliance*, a comedy about a man named John Tarleton who made his fortune in the underwear business. In the play, the weekend serenity of his country house and the expectations of his grown children are



Outdoor theater located amongst the trails of Blount Cultural Park



Greta Lambert as Dottie and Anne Letscher as Kendall in the 2009 production of *The Furniture of Home*.



Jeffrey de Picciotto as Dromio of Ephesus and Blake Kubena as Antipholus of Syracuse in the 2009 production of *The Comedy of Errors*.

shattered by the sudden intrusions of an airplane and a man with a gun.

"The Alabama Shakespeare Festival welcomes travelers and offers 'extreme weekends' during the summer repertory season. In an 'extreme weekend' you can see up to three shows in two days, get a great deal on a hotel and dinner, and enjoy the Blount Cultural Park," said Meg Lewis, assistant director of marketing and communications for ASF.

Each year, ASF educates and entertains more than 46,000 children with their Alfa SchoolFests. These weekday matinees with discounted student tickets allow students of all backgrounds exposure to world-class theatrical productions. ASF also offers acting classes for homeschoolers, young students, teenagers and adults, called the ASF Academy.

Created to give voice to a new generation of Southern authors, the Young Southern Playwrights' Competition encourages high school students to create an original One Act Play. The winners receive tickets to an ASF show as well as play readings at various Alabama locations.

"The Alabama Shakespeare Festival is pleased to serve the southeastern region as a professional theatre producing great work by hand right here in Alabama. Everything on our stage has been touched by an artist's hand; making it a unique and special experience every single performance," Lewis added.

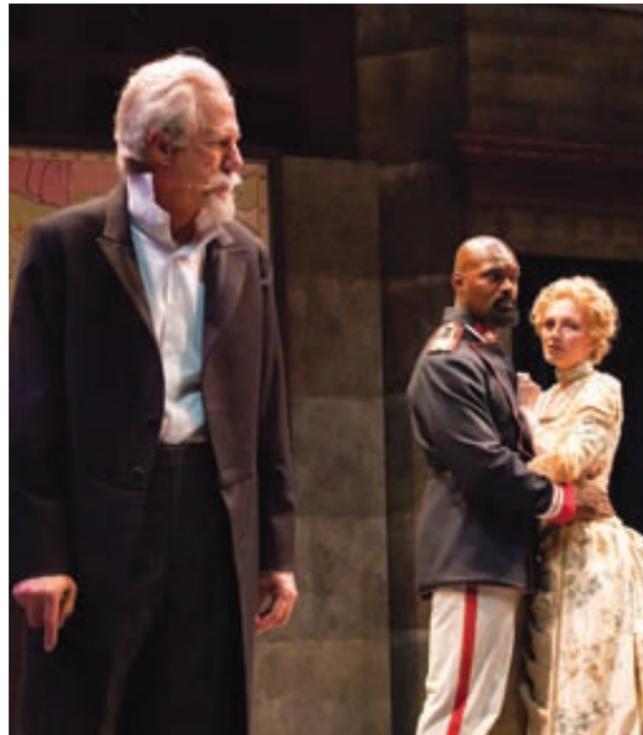
This past year, ASF premiered *The Furniture of Home*, by Mobile playwright Elyzabeth Gregory Wilder. The play is set in the city of Bayou LaBatre, Alabama, during the devastating aftermath of Hurricane Katrina. Four people trying to recover and rebuild their lives are threatened by outside forces, bringing them to realize what the meaning of home is.

ASF also shows major productions such as *The Comedy of Errors*, *Othello* and *The 3 Musketeers*. Each creation begins with opening night receptions after the first show. These receptions are usually on Sundays and allow for the audience to mingle with the cast.

For more information on the Alabama Shakespeare Festival, please visit www.asf.net.



Blount Cultural Park offers outdoor trails and gardens to walk through and spend a relaxing afternoon outdoors.



Rodney Clark as Brabantio, Esau Pritchett as Othello and Kaytie Morris as Desdemona in the 2009 production of *Othello*.



The Unfortunate Case of **Admiral Byng**

The Honorable Sir John Byng, Admiral of the Blue, of late Commander-in-Chief of the Mediterranean Fleet, stood at attention as the president of the court-martial, Vice-Admiral Thomas Smith, read the verdict. The court had agreed to 37 resolutions, finding Admiral Byng guilty of not doing his utmost to relieve the British Army garrison at St. Philip's Castle on the island of Minorca. In short, Byng was found guilty under the 12th Article of War (1749), which read,

Every Person in the Fleet, who through Cowardice, Negligence or Disaffection, shall in time of Action withdraw or keep back, or not come into the Fight or Engagement, or shall not do his utmost to take or destroy every Ship which it shall be his Duty to engage, and to assist and relieve all and every of His Majesty's Ships or those of his Allies, which it shall be his Duty to assist and relieve, every such Person so offending, and being convicted thereof by the sentence of a Court Martial, shall suffer Death.

Notwithstanding its findings, the court's 37th and final resolution stated that, based in part on the testimony of his fellow officers, the admiral "did not seem wanting in personal courage" and further, the court did not believe that "his misconduct arose either from cowardice or disaffection." Finally, the court expressed its opinion that that the members unanimously found it their duty "to recommend him as a proper object of mercy."

From his earliest days, Byng scarcely could have imagined facing such a court-martial, much less being found guilty of a capital offense. The fifth son of a naval hero, Admiral Lord George Byng, Viscount Torrington, John Byng was born in Southill, Bedfordshire, on October 29, 1704. Naturally enough, his father chose the Navy as John's career. As was the custom of the day, he was entered into the rolls of a ship's company as a young boy. In truth, he entered the Royal Navy at the age of 14, serving in his father's ship, HMS SUPERB, during which commission he participated in a victorious battle off Cape Passaro, capturing the Spanish flagship.

The younger Byng passed his lieutenant's exam at the age of 18 but was not commissioned as such until two years later, when he was appointed Fourth Lieutenant in HMS BURFORD. He worked his way up to second lieutenant of the ship, and, by the age of 23, he had been promoted to captain and been given command of HMS GIBRALTAR. He later commanded the FALMOUTH, and in 1739, Byng took command of HMS SUNDERLAND, joining Commander-in-Chief of the Mediterranean Fleet, Rear-Admiral Nicholas Haddock, in blockading the Spanish at Cadiz.

Most of Byng's service proved uneventful and peaceful. His promotions were due largely to family influence rather than action at sea, but little thought was given to that; such was customary in the

Royal Navy of the 18th century: one was promoted based on patronage or pluck. In 1742, Byng was dispatched to Newfoundland, as "Commodore-Governor" or commander of the annual fishing convoy, responsible for providing protection to the fishing fleet, overseeing the fisheries, and other administrative and judicial duties associated with the fleet.

Two years later, Byng became flag captain on board HMS ST. GEORGE, serving in the Channel Fleet under Admiral John Norris. The following year, 1745, saw Byng promoted to Rear-Admiral of the Blue, despite the fact that he had never commanded a squadron or fleet in battle.

In 1746, Admiral Byng took part in an event that would influence a life-changing decision a decade later. Byng served on the court-martial of Vice-Admiral of the Red Thomas Matthews, who, as Commander-in-Chief of the Mediterranean Fleet, had been tasked with blockading the Franco-Spanish Fleet at Toulon. When the fleet made a run for it, Matthews' second-in-command, Rear-Admiral Richard Lestock, ignored orders to engage the enemy. He had, instead, allowed his rear division to drift out of the line of battle, widening the gap between the British ships and their enemy counterparts.



The son of a naval hero, John Byng entered the Royal Navy at age 14 and rose through the ranks, eventually becoming an Admiral of the Blue.



In 1746, then Rear-Admiral Byng sat on the court-martial of Vice-Admiral Thomas Matthews (pictured), who was found guilty of failing to maintain a line of battle during action off Toulon. The verdict was to make a lasting impression on Byng.

Despite that his line was in disarray, Matthews bore down on the enemy, contrary to the published Fighting Instructions. While a later generation would hail Horatio Nelson for taking independent action and deliberately leaving the line of battle, Matthews was brought up on charges (in all, some 20 courts-martial resulted from the muddled action at Toulon). Rear-Admiral Byng and his fellow members of the court found Vice-Admiral Matthews guilty, and the latter was cashiered from the service. Ironically, Rear-Admiral Lestock, who had failed to engage the enemy, was cleared of any wrongdoing.

In 1747, Byng sailed to the Mediterranean and on July 15 was promoted to Vice-Admiral of the Blue. Upon the death of Vice-Admiral Henry Medley on August 5, Byng became Commander-in-Chief of the Mediterranean Fleet. The next few years proved uneventful for Byng, and by 1756, Byng was back in Channel waters, close to home. As early as the previous fall, intelligence indicated a French attack on British forces on the island of Minorca, yet the Whig government was slow to act, failing to grasp the significance of a potential loss of the strategic Mediterranean port.

On March 11, Byng was given command of a squadron meant to land reinforcements on Minorca to prevent the island's falling to the French. On March 17, he was promoted to Admiral of the Blue and ordered to Portsmouth to prepare his squadron. It was a collection of warships that lacked teeth. Nine of his 13 ships were woefully undermanned, yet Byng was not allowed to recruit additional crewmen from other ships. He was ordered to take on board British Army officers who had been on leave from Minorca, along with troops from the Royal Regiment of Fusiliers, commanded by Colonel Lord Robert Bertie. To accommodate the soldiers, however, Admiralty ordered Byng to send his Marines ashore, meaning that, once he had landed the soldiers on Minorca, he would be left without a Marine contingent, weakening his ability to wage war against the French.

Admiral Byng prepared his squadron the best he could, but, given his vague orders, lack of men and the condition of some of his ships, he was hardly sanguine about his chances of success. Nevertheless, the little fleet got under weigh, and after much beating about in the Channel, reached Gibraltar on May 2, 1756. There he learned that the French had landed 15,000 troops on Minorca and had most of the island in their possession. Byng requested a battalion of British troops from the Governor of Gibraltar, Lieutenant-General Thomas Fowke. Fearing a French attack on the Rock, Fowke refused the request, but did provide seven junior officers, 20 non-commissioned officers and 200 private soldiers to be embarked on the ships.

Sailing in HMS RAMILLIES, Admiral Byng weighed anchor on May 8, with Captain (later Admiral) the Honorable Augustus John Hervey ranging ahead with the frigates PHOENIX, CHESTERFIELD and DOLPHIN to reconnoiter the harbor at Port Mahon and to attempt to make contact with the British garrison. On May 19, Hervey found the British still in possession of Castle St. Philip but was unable to communicate with the forces there. While standing offshore, the detachment sighted the French fleet to the southeast and returned to Byng's squadron.

The British admiral ordered his ships to close with the enemy. At two in the afternoon, Byng signaled his squadron to form a line of battle, but light winds foiled any attempts to bring action. At 6 p.m., the French squadron, consisting of 12 ships of the line and five frigates, advanced in order and tacked an hour later in an attempt to gain the weather gauge. In order to keep his squadron to windward and preserve the advantage of the weather gauge, Byng ordered his ships to take the same tack.

The next morning dawned hazy, and the French squadron was not immediately visible. Two small vessels carrying troops appeared, though, and British ships gave chase, the DEFIANCE capturing one of the French vessels. Later in the morning, the French squadron hove into view.

After a series of maneuvers, both squadrons were soon on the port tack, sailing in a southerly direction. Admiral Byng ran down and made the signal to engage the enemy as his squadron approached the French at an angle of between 30 and 40 degrees. To maintain the line of battle while attacking meant that the van would have to wait for the rear to close the gap between the two squadrons. In so doing, the lead ships turned to sail on a parallel course and subsequently were exposed to three raking broadsides from their French counterparts. This was not Byng's intention – he had meant for the ships to engage their counterparts as soon as they could – attacking from the diagonal, rather than waiting for the rear division to catch up. He could have led by example and borne in on the French ship opposite the RAMILLIES, but at that critical moment, Byng recalled the court-martial that he had sat on 10 years earlier – the court-martial that had found Vice-Admiral Matthews guilty of not preserving his line of battle. Byng turned to his flag captain and said, "You would not have me, as admiral of the fleet, run down as if I were going to engage a single ship. It was Mr. Matthews' misfortune to be prejudiced by not carrying down his force together, which I shall endeavour to avoid."



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Admiral Sir John Byng was executed by a Marine firing squad on the quarterdeck of HMS MONARCH on March 14, 1757, the last British flag officer to be so executed.

Hospital in Greenwich, where he remained in confinement until December 23.

Byng's court-martial convened on board HMS ST. GEORGE in Portsmouth on December 27, 1756. The court sat for a month, delivering its verdict on January 27. The Articles of War were clear: the sentence for "not do[ing] his utmost" was death, regardless of rank. The members recommended clemency for Admiral Byng. King George II was petitioned, and the date of Byng's execution was stayed from February 28 to March 14. Leader of the House of Commons, William Pitt the Elder, informed the King that, "the House of Commons, sir, is inclined to mercy," to which His Majesty is said to have answered, "You have taught me to look for the sense of my people elsewhere than in the House of Commons."

The King refused to act, and Admiral Sir John Byng was ordered to be shot on the forecastle of HMS MONARCH. Friends intervened on his behalf, and arrangements were made for Byng to be executed on the quarterdeck, instead. Byng walked to the cushion that had been prepared for him and knelt upon it. He tied his own blindfold as three ranks of nine Marines stood at attention. The first and second ranks had their bayonets affixed. At the order, the Marine firing squad leveled their muskets at the admiral, who held a handkerchief in his hand. Byng let drop the handkerchief, the prearranged signal for the Marines to fire. Six of the nine Marines did so, and Admiral Byng fell to the deck, dead, the last British flag officer to be so executed.

Byng had numerous supporters and defenders, and the trial, verdict and execution have been debated ever since. Byng's epitaph on the family burial vault reads, "To the Perpetual Disgrace of Publick Justice, the Honble. John Byng Esqr., Admiral of the Blue, fell a Martyr to Political Persecution." There is a certain school of thought, however, that the execution of Admiral Byng made clear that more is expected of a Royal Navy officer – nothing, in fact, short of his "utmost."

Twenty-two years later, the Articles of War were amended to allow "such other punishment as the nature and degree of the offence shall be found to deserve."

Following the action, Vice-Admiral Thomas Smith presided over Admiral Byng's court-martial, where he was charged under Article 12 of the Articles of War for not doing his utmost during the engagement.

The resulting engagement was indecisive. While the casualties were nearly equal, no French officers of rank were killed. In the British fleet, Captain Andrews of the DEFIANCÉ was killed, and Captain Noel of the PRINCESS LOUISA was mortally wounded. The Royal Navy's ships sustained more damage than their French counterparts before the latter broke off the engagement. Surveying the state of his squadron, Admiral Byng chose not to pursue the French.

Instead, he called a council of war with his captains and the Army officers, concluding that pursuit of the French fleet would accomplish nothing toward the relief of the British garrison. The group further determined that the British fleet was incapable of bringing relief to the British garrison or lifting the siege; that should the French defeat the British fleet it would further endanger the British at Gibraltar; and that the British fleet was in no shape to further engage the French; and that the best course of action was to sail to Gibraltar to effect repairs.

Byng ordered his ships to make for Gibraltar and sent his report of the battle to London. Unfortunately for Byng, the French report of the battle arrived at the Admiralty before his report did, and, not surprisingly, the French version painted an unflattering portrait of the British fleet's actions.

Byng arrived at Gibraltar on June 20; his intentions were to make repairs to his fleet and get reinforcements before returning to Minorca. However, Castle St. Philip fell to the French on June 29. On July 2, HMS ANTELOPE arrived at Gibraltar, bringing Rear-Admiral Edward Hawke as Byng's relief. The latter returned to England and, upon his arrival at Spithead on July 26, was placed under arrest for his actions during the battle. The loss of Castle St. Philip caused a national outcry. Admiral Byng was removed from the ANTELOPE to HMS ROYAL ANNE in Portsmouth Harbour before being taken to the Royal

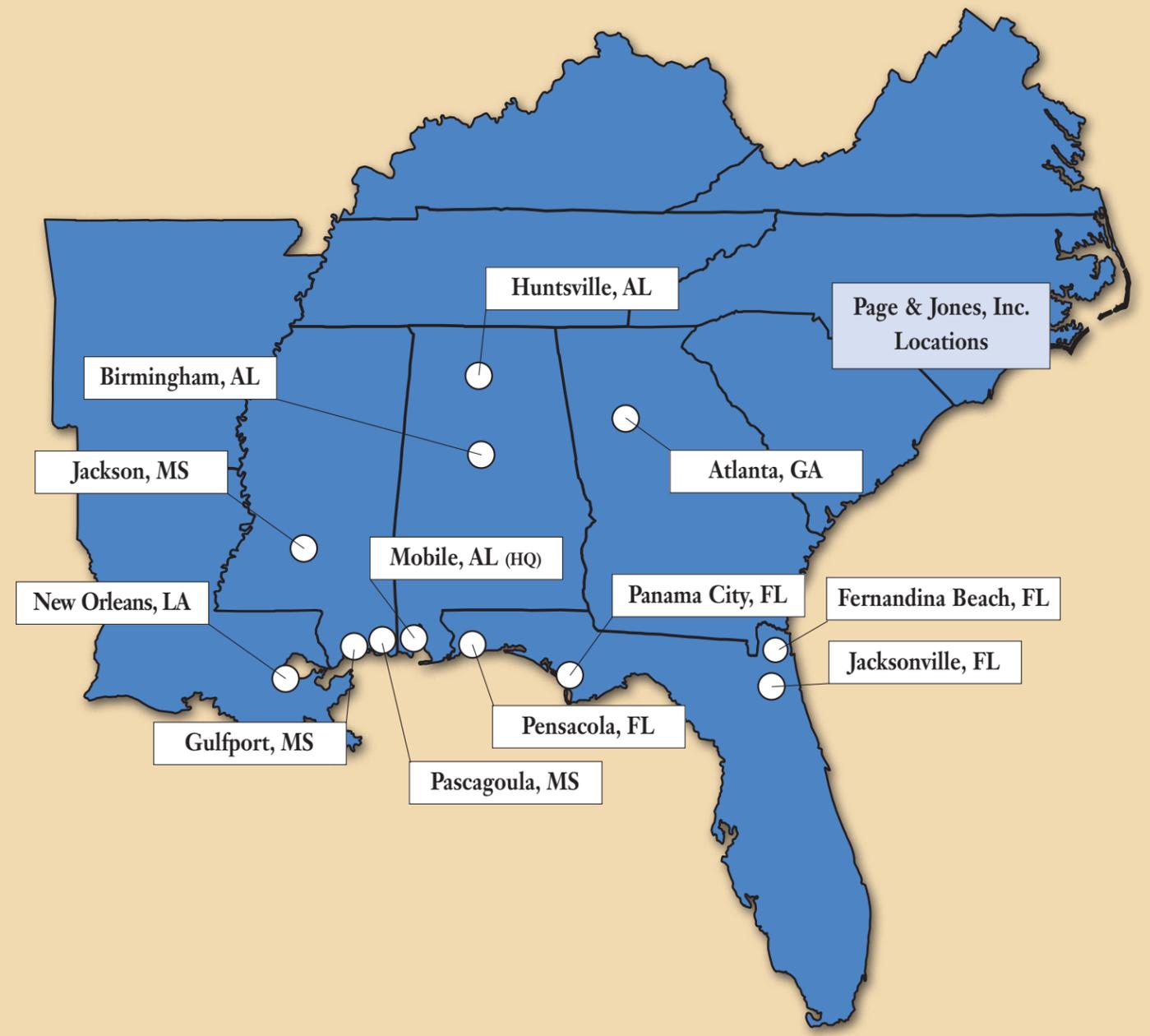
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	ZIM	Weekly	Glovis USA	
	SHEKOU			
	ZIM	Weekly	Glovis USA	
	SHANGHAI			
	ZIM (AGX)	Weekly	Glovis USA	
	SHENZHEN			
	ZIM	Weekly	Glovis USA	
	TIANJIN			
	ZIM	Weekly	Glovis USA	
	XINGANG			
	ZIM	Weekly	Glovis USA	
	ZHUHAI			
	ZIM	Weekly	Glovis USA	
	COLOMBIA	BARRANQUILLA		
		ZIM	Weekly	Glovis USA
		CARTAGENA		
Dan-Gulf Shipping		Bi-Monthly	Lott Ship Agency	
ZIM		Weekly	Glovis USA	
PUERTO CABELLO				
Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency		
SANTA MARTA				
Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency		
COSTA RICA	PUERTO LIMON			
	ZIM	Weekly	Glovis USA	
	SAN JOSE			
ZIM	Weekly	Glovis USA		
CROATIA	RUEKA			
	ZIM	Weekly	Glovis USA	
CURACAO	WILLENSTAD			
	ZIM	Weekly	Glovis USA	
	C.I.C.	Monthly	Seacliff Agencies	
CYPRUS	LIMASSOL			
	ZIM	Weekly	Glovis USA	
DENMARK	AARHUS			
	Atlanticargo	Every 10 Days	Norton Lilly International	
	COPENHAGEN			
Atlanticargo	Every 10 Days	Norton Lilly International		
DJIBOUTI	DJIBOUTI			
	ZIM	Weekly	Glovis USA	
DOMINICA	ROSEAU			
	C.I.C.	Monthly	Seacliff Agencies	
	ZIM	Weekly	Glovis USA	
DOMINICAN REPUBLIC	RIO HAINA			
	Caribbean Forest Carriers	Inducement	Transmarine Alabama LLC	
	C.I.C.	Bi-weekly	Seacliff Agencies	
	ZIM	Weekly	Glovis USA	
EGYPT	ALEXANDRIA			
	Nordana	Inducement	Biehl & Co.	
	ZIM	Weekly	Glovis USA	
	PORT SAID			
ZIM	Weekly	Glovis USA		
EL SALVADOR	SAN SALVADOR			
	ZIM	Weekly	Glovis USA	
ENGLAND	TILBURY			
	Atlanticargo	Every 10 Days	Norton Lilly International	
Star	Monthly	Star Shipping		
FRANCE	BOULOGNE			
	Star	Monthly	Star Shipping	
	FOS			
	ZIM	Weekly	Glovis USA	
	MARSEILLE			
	ZIM	Weekly	Glovis USA	
GERMANY	BREMEN			
	Atlanticargo	Every 10 Days	Norton Lilly International	

DESTINATION	LINE	FREQUENCY	AGENT
GEORGIA	Star	Every 10 Days	Star Shipping
	HAMBURG		
	Atlanticargo	Every 10 Days	Norton Lilly International
GHANA	POTI		
	ZIM	Weekly	Glovis USA
GRECE	TAKO RADI		
	ZIM	Weekly	Glovis USA
	PIRAEUS		
Nordana	Inducement	Biehl & Co.	
ZIM	Weekly	Glovis USA	
THESSALONIKI			
ZIM	Weekly	Glovis USA	
GRENADA	SAINT GEORGES		
	C.I.C.	Monthly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
GUADELOUPE	BASSE-TERRE		
	C.I.C.	Monthly	Seacliff Agencies
GUATEMALA	GUATEMALA CITY		
	ZIM	Weekly	Glovis USA
	SANTO TOMAS		
ZIM	Weekly	Glovis USA	
GUYANA	GEORGETOWN		
	ZIM	Weekly	Glovis USA
HAITI	PORT AU PRINCE		
	Caribbean Forest Carriers	Inducement	Transmarine Alabama LLC
	ZIM	Weekly	Glovis USA
HONDURAS	PUERTO CORTES		
	ZIM	Weekly	Glovis USA
	SAN PEDRO SULA		
	ZIM	Weekly	Glovis USA
	TEGUCIGALPA		
ZIM	Weekly	Glovis USA	
HONG KONG	HONG KONG		
	ZIM	Weekly	Glovis USA
	BOMBAY		
ZIM	Weekly	Glovis USA	
INDIA	CALCUTTA		
	ZIM	Weekly	Glovis USA
	NAVA SHIVA		
	ZIM	Weekly	Glovis USA
INDONESIA	JAKARTA		
	ZIM	Weekly	Glovis USA
	SURABAYA		
	ZIM	Weekly	Glovis USA
ISRAEL	ASHDOD		
	ZIM	Weekly	Glovis USA
	HAIFA		
ZIM	Weekly	Glovis USA	
ITALY	GENOA		
	Nordana	Inducement	Biehl & Co.
	ZIM	Weekly	Glovis USA
	LA SPEZIA		
	ZIM	Weekly	Glovis USA
	LIVORNO		
	Star	Monthly	Star Shipping
	Nordana	Inducement	Biehl & Co.
	ZIM	Weekly	Glovis USA
	MILANO		
ZIM	Weekly	Glovis USA	
MONFALCONE			
ZIM	Weekly	Glovis USA	
NAPLES			
Star	Monthly	Star Shipping	
ZIM	Weekly	Glovis USA	
OPORTO			
ZIM	Weekly	Glovis USA	

DESTINATION	LINE	FREQUENCY	AGENT
JAMAICA	PALERMO		
	ZIM	Weekly	Glovis USA
	SAVONA		
	Star	Monthly	Star Shipping
	TRIESTE		
ZIM	Weekly	Glovis USA	
JAPAN	VENICE		
	ZIM	Weekly	Glovis USA
	KINGSTON		
Caribbean Forest Carriers	Inducement	Transmarine Alabama LLC	
C.I.C.	Bi-weekly	Seacliff Agencies	
ZIM (AGX)	Weekly	Glovis USA	
JORDAN	KOBE		
	ZIM	Weekly	Glovis USA
	IYOMISHIMA		
	Saga Forest Carriers	Inducement	Biehl & Co.
	Star	Monthly	Star Shipping
	NAGOYA		
	ZIM	Weekly	Glovis USA
	NAHA		
	ZIM	Weekly	Glovis USA
	NIIGATA		
	Saga Forest Carriers	Inducement	Biehl & Co.
	OSAKA		
	ZIM (AGX)	Weekly	Glovis USA
SHIMIZU			
Star	Monthly	Star Shipping	
ZIM	Weekly	Glovis USA	
TAGONOURA			
Saga Forest Carriers	Inducement	Biehl & Co.	
TOKYO			
Saga Forest Carriers	Inducement	Biehl & Co.	
ZIM	Weekly	Glovis USA	
ZIM (AGX)	Weekly	Glovis USA	
KENYA	MOBASA		
	ZIM	Weekly	Glovis USA
KOREA	INCHON		
	Saga Forest Carriers	Inducement	Biehl & Co.
	Star	Monthly	Star Shipping
	ZIM	Weekly	Glovis USA
	KUNSAN		
Star	Monthly	Star Shipping	
PUSAN			
ZIM (AGX)	Weekly	Glovis USA	
LEBANON	BEIRUT		
	Nordana	Inducement	Biehl & Co.
MARTINIQUE	FORT-DE-FRANCE		
	C.I.C.	Monthly	Seacliff Agencies
MEXICO	COATZACOALCOS		
	CG Railway	Every 4 Days	CG Railway, Inc.
	MANZANILLO		
	ZIM	Weekly	Glovis USA
	TAMPICO		
	Spliethoff	Monthly	Page & Jones Inc.
	ZIM	Weekly	Glovis USA
VERACRUZ			
ZIM	Weekly	Glovis USA	
MOROCCO	CASABLANCA		
	Spliethoff	Monthly	Page & Jones Inc.
	ZIM	Weekly	Glovis USA
TANGIERS			
ZIM	Weekly	Glovis USA	
NETHERLANDS	AMSTERDAM		
	Atlanticargo	Every 10 Days	Norton Lilly International
	ROTTERDAM		
	Atlanticargo	Every 10 Days	Norton Lilly International
Star	Every 10 Days	Star Shipping	
NICARAGUA	MANAGUA		
	ZIM	Weekly	Glovis USA

DESTINATION	LINE	FREQUENCY	AGENT
NIGERIA	LAGOS		
	ZIM.....	Weekly.....	Glovis USA
NORWAY	OSLO		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
PANAMA	COLON		
	ZIM (AGX).....	Weekly.....	Glovis USA
	CRISTOBAL		
	ZIM.....	Weekly.....	Glovis USA
PARAGUAY	PANAMA CITY		
	ZIM.....	Weekly.....	Glovis USA
	ASUNCION		
PHILIPPINES	ZIM.....	Weekly.....	Glovis USA
	MANILA		
POLAND	ZIM.....	Weekly.....	Glovis USA
	GYDNIA		
PORTUGAL	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	LEXIOS		
	ZIM.....	Weekly.....	Glovis USA
REPUBLIC OF BENIN	LISBON		
	ZIM.....	Weekly.....	Glovis USA
	COTONOU		
ROMANIA	ZIM.....	Weekly.....	Glovis USA
	CONSTANTA		
RUSSIA	ZIM.....	Weekly.....	Glovis USA
	NOVOROSIYSK		
SINGAPORE	ZIM.....	Weekly.....	Glovis USA
ST. CROIX	C.I.C.....	Monthly.....	Seacliff Agencies
ST. JOHN'S	ZIM.....	Weekly.....	Glovis USA
ST. LUCIA	CASTRIES		
	C.I.C.....	Monthly.....	Seacliff Agencies
	VIEUX FORT		
	C.I.C.....	Monthly.....	Seacliff Agencies
ST. MARTIN	C.I.C.....	Monthly.....	Seacliff Agencies
ST. THOMAS	C.I.C.....	Monthly.....	Seacliff Agencies
ST. VINCENT	KINGSTOWN		
SAINT KITTS	C.I.C.....	Monthly.....	Seacliff Agencies
	BASSETERRE		
SCOTLAND	C.I.C.....	Monthly.....	Seacliff Agencies
	MONTROSE		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	GRANGEMOUTH		
SOUTH AFRICA	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	CAPETOWN		
	Gulf Africa Line.....	Monthly.....	Biehl & Company
	DURBAN		
	Gulf Africa Line.....	Monthly.....	Biehl & Company
	ZIM.....	Weekly.....	Glovis USA
	PORT ELIZABETH		
	Gulf Africa Line.....	Monthly.....	Biehl & Company
RICHARDS BAY			
SLOVENIA	Gulf Africa Line.....	Monthly.....	Biehl & Company
	KOPER		
SPAIN	ZIM.....	Weekly.....	Glovis USA
	ALICANTE		
	ZIM.....	Weekly.....	Glovis USA
	ALGECIRAS / PALAMOS		
	Spliethoff.....	Monthly.....	Page & Jones Inc.
	BARCELONA		
	Nordana.....	Inducement.....	Biehl & Co.
	Spliethoff.....	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	BILBOA		
	Spliethoff.....	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	CADIZ		
	Spliethoff.....	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	GANDIA		
	Spliethoff.....	Monthly.....	Page & Jones Inc.
MADRID			
ZIM.....	Weekly.....	Glovis USA	
MOTRIL			
Spliethoff.....	Monthly.....	Page & Jones Inc.	
PALMA DE MALLORCA			
Spliethoff.....	Monthly.....	Page & Jones Inc.	
ZIM.....	Weekly.....	Glovis USA	
VIGO			

DESTINATION	LINE	FREQUENCY	AGENT
	Spliethoff.....	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	VALENCIA		
	Nordana.....	Inducement.....	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	SWEDEN	GOTHENBURG	
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	STOCKHOLM		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	Polish Ocean Line.....	Weekly.....	Biehl & Company
SURINAME	PARAMARIBO		
	ZIM.....	Weekly.....	Glovis USA
	TAIWAN	KAOSIUNG	
	ZIM.....	Weekly.....	Glovis USA
	KEELUNG		
	ZIM.....	Weekly.....	Glovis USA
	TAICHUNG		
	ZIM.....	Weekly.....	Glovis USA
	TAOYUAN		
	ZIM.....	Weekly.....	Glovis USA
TANZANIA	DAR ES SALAAM		
	ZIM.....	Weekly.....	Glovis USA
	THAILAND	BANGKOK	
	ZIM.....	Weekly.....	Glovis USA
	LAEM CHABA		
	ZIM.....	Weekly.....	Glovis USA
TOBAGO	C.I.C.....	Monthly.....	Seacliff Agencies
TOGO	LOME		
	ZIM.....	Weekly.....	Glovis USA
	TRINIDAD	POINT LISAS	
	ZIM.....	Weekly.....	Glovis USA
	PORT OF SPAIN		
	C.I.C.....	Bi-weekly.....	Seacliff Agencies
	ZIM.....	Weekly.....	Glovis USA
TUNISIA	TUNIS		
	ZIM.....	Weekly.....	Glovis USA
	TURKEY	ISTANBUL	
	Nordana.....	Inducement.....	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	IZMIR		
	Nordana.....	Inducement.....	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	KOPER		
	ZIM.....	Weekly.....	Glovis USA
	MERSIN		
	Nordana.....	Inducement.....	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
UKRAINE	ILICHEVSK		
	ZIM.....	Weekly.....	Glovis USA
	ODESSA		
	ZIM.....	Weekly.....	Glovis USA
UNITED ARAB EMIRATES	DUBAI		
	ZIM.....	Weekly.....	Glovis USA
	URUGUAY	MONTEVIDEO	
	ZIM.....	Weekly.....	Glovis USA
	VENEZUELA	EL GUAMACHE	
	ZIM.....	Weekly.....	Glovis USA
	GUANTA		
	ZIM.....	Weekly.....	Glovis USA
	LAGUARIA		
	ZIM.....	Weekly.....	Glovis USA
	PUERTO CABELLO		
	ZIM.....	Weekly.....	Glovis USA
	VIETNAM	HO CHI MINH CITY	
	ZIM.....	Weekly.....	Glovis USA
	YUGOSLAVIA	BAR	
	ZIM.....	Weekly.....	Glovis USA

STEAMSHIP AGENCIES

With listed sailings.

- ◆ Biehl & Company
- ◆ Bulk Shipping
- ◆ CG Railway, Inc.
- ◆ Glovis USA
- ◆ Inchcape Shipping Services
- ◆ Norton Lilly International Agency
- ◆ Lott Ship Agency
- ◆ Page & Jones
- ◆ Seacliff Agencies
- ◆ Star Shipping

Postcards from the Past



River Steamers along Municipal Wharf. Mobile, Ala. 1976



Alabama State Docks.

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

PORT OF MOBILE DIRECTORY

ALABAMA STATE DOCKS CUSTOMER SERVICE

SERVICE REPRESENTATIVE.....(251) 441-7047

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

ALABAMA INTERNATIONAL TRADE CENTER

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

AUXILIARY SERVICES

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

BANKS WITH INTERNATIONAL DEPARTMENTS

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

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

BLAST FREEZE/COLD STORAGE

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

BULK LIQUIDS

ALABAMA BULK TERMINALS.....(251) 438-9891
GULF ATLANTIC.....(251) 456-8491 Ext. 109
PLAINS MARKETING.....(251) 456-4688
GULF COAST ASPHALT.....(251) 432-7666
RADCLIFF ECONOMY MARINE/TRANSMONTAIGNE.....(251) 433-0066

BUNKERING SERVICE

CHEMOIL–777 Walker, Houston, TX 77002.....(713) 336-1100
MIDSTREAM FUEL SERVICES, INC.–P. O. Box 2826.....(251) 433-4972
TRANSMONTAIGNE–P. O. Box 3064.....(251) 433-0066
S.T. SERVICES, INC.–6531 Evergreen Ave., Jacksonville, FL.....(904) 355-9675

CONSULATES

CONSULAR CORPS OF MOBILE–8204 Brandy Run North 36608.....(251) 455-8182
BOLIVIA–Thomas J. Purvis–3413 Canacee Dr.....(251) 666-6969
DENMARK–Martin H. Cunningham– 205 St. Louis St.....(251) 432-4633
DOMINICAN REPUBLIC–Luis Frias–951 Government St., Suite 520.....(251) 432-2332
GEORGIA–Matt Metcalfe–P.O. Box 2903.....(251) 432-2600
NORWAY–L. H. Stuart, Jr.–8204 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.....(868) 551-8265

U.S. CUSTOMS

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

DUNNAGE – PLYWOOD

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

EXPORT BAGGING, PACKING AND DRUMMING

CUSTOM MARKETING SERVICES INC.....(205) 668-4042
MEADOR WAREHOUSING DIST., INC.–1750 N. Craft Hwy.....(251) 457-4376
MITCHELL CONTAINER SERVICES–226 Sandland Blvd. S.....(800) 729-3786
MMS PACKAGING COMPANY–P. O. Box 2066.....(251) 438-3658
PORT CITY MOVERS & DELIVERY–2618 Old Shell Road.....(251) 432-7079
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

EXPORT MANAGEMENT/TRADING

TRI CORP., INC.–208 So. Warren.....(251) 432-4800

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) 433-0885
EMO TRANS.....(251) 432-3313
★ 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
★ M. G. MAHER & CO., INC.–80 St. Michael's St., Ste. 315.....(251) 433-8474
MACROTRANSPORT SERVICES–Ormond Beach, FL.....(203) 926-8911
★ RICHARD MURRAY & CO.–109 No. Conception St.....(251) 432-8549
★ PAGE & JONES, INC.–52 N. Jackson St.....(251) 432-1646
Birmingham, P. O. Box 320126.....(205) 595-8429
Huntsville, P. O. Box 6025.....(256) 772-0231
T. A. PROVENCE & CO.–P. O. Box 942.....(251) 433-5424
★ GEO. RUEFF, INC.–P. O. Box 2962.....(251) 433-8851
SOUTHEASTERN FREIGHT FORWARDERS–6448 Hillcrest Crossing.....(251) 661-7284
STIEGLER SHIPPING CO., INC.–1151 Hillcrest Rd., Suite F.....(251) 639-7300
TEAM WORLDWIDE – 3357-6 Copter Rd., Pensacola, FL 32514.....(850) 698-1465
TRADELANES – 61 St. Joseph St., Suite 1000.....(251) 343-8031
★ DANIEL F. YOUNG–1215 Seminole Dr. NW, Hartselle, AL.....(256) 773-6202
★ W.R. ZANES & CO. OF LA, INC.–P. O. Box 1006.....(251) 438-1597

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(★FTZ PUBLIC WAREHOUSES)

MOBILE, AL–Brookley Complex & Airport.....(251) 438-7338
AZALEA BOX COMPANY–1401 St. Stephens Road, Prichard.....(251) 452-3451
ADMIRAL MERCHANTS MOTOR FREIGHT.....(877) 859-4577
EQUITY TECHNOLOGIES CORP.....(251) 432-7784
★ MOBILE MOVING & STORAGE.....(251) 438-3658
★ EUROMEX WAREHOUSE–30427 County Rd. 49 N, Loxley, AL.....(251) 964-4607
★ 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

GUARD SERVICE, SHIP WATCHING

ALLIED SECRET SERVICE.....(251) 471-4461
CPS/EAGLE MARITIME SECURITY SERVICES.....(251) 433-7850
PINKERTON'S SECURITY SERVICE.....(251) 666-1091
SUPREME SECURITY SERVICE.....(251) 661-0000
T-2 SECURITY.....(251) 432-4911

HEAVY LIFT/SALVAGE/TRANSPORTATION

ACME TRUCK LINE.....(251) 653-6028
AMERICAN MARINE SERVICES.....(251) 443-7771
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
LEA DIVING & SALVAGE–Alabama State Docks.....(251) 432-4480
MAMMOET.....(404) 696-4982

INDUSTRIAL DIVING

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

LIGHTERING, GAS FREEING 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.–31153 Stagecoach Rd., Spanish Ft., AL.....(251) 626-3295
INDUSTRIAL WASTE SERVICES, INC.–1980 Ave. A.....(251) 694-7500
INDUSTRIAL WATER SVCS, INC.–P. O. Box 50236.....(800) 447-3592
OIL RECOVERY CO., INC.–P. O. Box 1803.....(251) 690-9010
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

MARINE BUSINESS BROKERAGE

MARTIMEMAD.....(251) 626-0713

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