

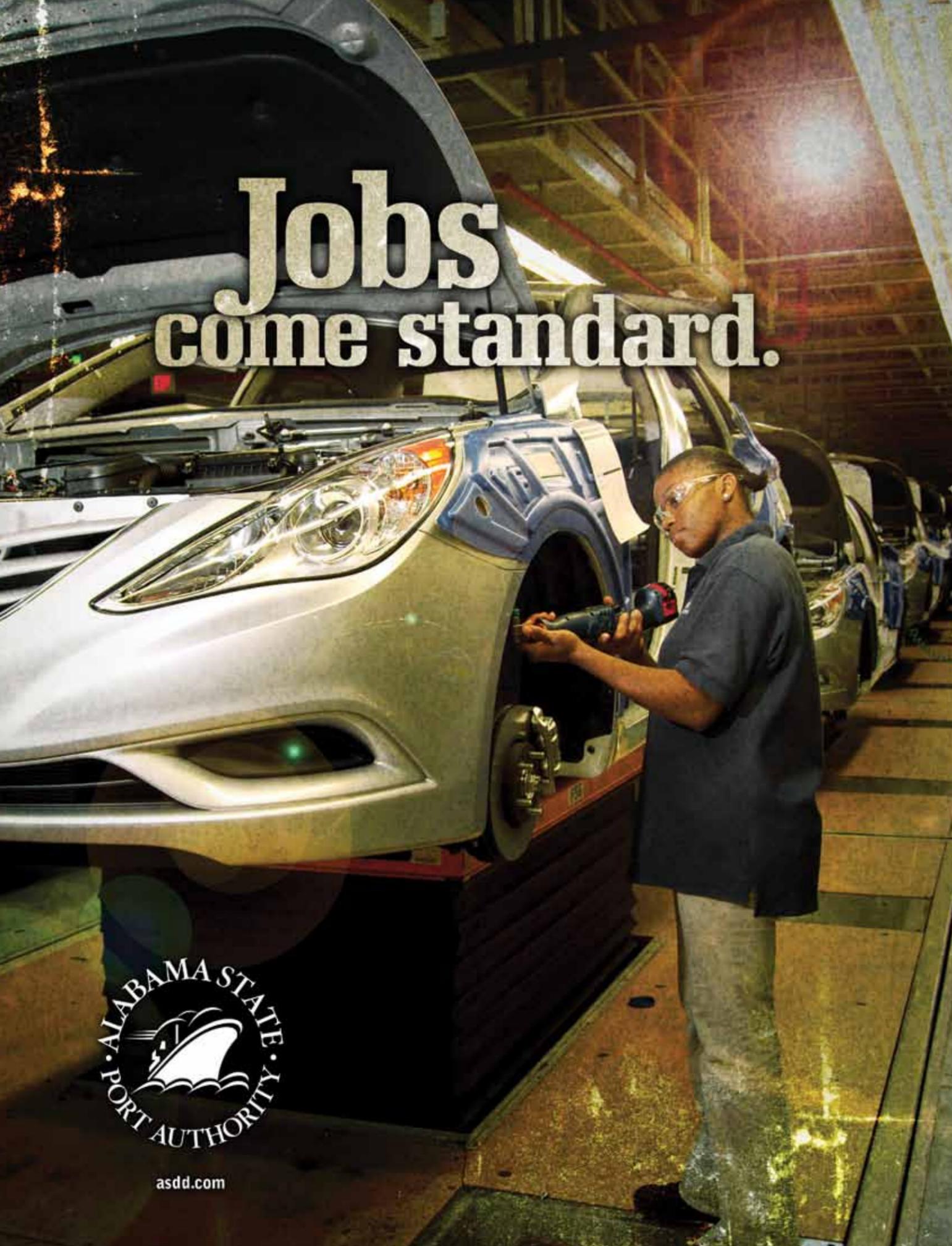
ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

NOVEMBER 2011





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ALABAMA SEAPORT

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On The Cover:

The grand opening for Hyundai Power Transformers USA in November 2011 in Montgomery honored American and Korean cultures, and welcomed numerous guests that do business with the company. The \$108 million Hyundai Power Transformers USA plant in Montgomery will employ up to approximately 500 people and when fully operational will have the capacity to produce approximately 200 power transformers annually.



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

James K. Lyons, Director, CEO
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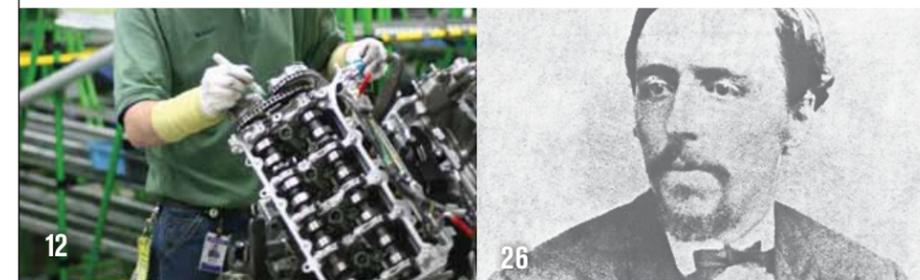
Mark I. Sheppard, Vice President 251.441.7201
Todd Jones, Director Trade & Development 251.441.7144
LATIN AMERICA SALES & TRADE DEVELOPMENT
Maria Mendez, Director 251.441.7535

Contents

Hyundai Power Transformers USA Switches on in Montgomery.....4
Honda Manufacturing of Alabama Celebrates
a Decade of Vehicle Production.....8
14-Mile Bridge Project
Opening the Waterways for Our Economic Future.....10
Major Milestones and New Partnerships: A Good Year for TMMAL.....12
ASPA Reception in New York Photos.....16
GPAA Fall Meeting Photos.....20
Currents.....22
Of Men & Ships: The Misadventures of John Clibbon Brain-Part I.....26

Departments

Arrivals/Sailings.....32
Postcards from the Past.....35
Port of Mobile Directory.....36
Steamship Agencies & Lines.....38



12

26

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Hyundai Power Transformers USA Switches on in Montgomery

When Hyundai Power Transformers USA, a subsidiary of Hyundai Heavy Industries, opened its Montgomery, Ala., manufacturing facility in mid-November, its ripple effect touched the entire region. The State of Alabama and the City and County of Montgomery crafted an incentive package of \$12 million, based on expectations the employer will generate \$33 million in state revenue over the next 10 years. The incentive package also included assistance from Greenville and Elmore County.

The \$108 million plant in Interstate Industrial Park, with plans to employ 500, will manufacture power transformers mainly for utility companies, as well as provide installation and service. When fully operational, the factory will have the capacity to produce approximately 200 transformers annually. Work is already underway at the facility.

At 260,000 square feet, the factory's main building includes the winding area, general assembly, a testing area and offices. The factory site also has a fabrication shop for metal cutting, shearing and welding, as well as a state-of-the-art welcome center. Guests have access to a special tour walkway showcasing the different transformer building processes.

"Our customers have voiced a need for a high-quality power transformer supplier in this market, and we intend to be that supplier," said Hyundai Power Transformers USA's President and CEO Gyou Chul Lee. While the company has established customers in North and South America, many of the transformers in these markets will soon need repair and/or replacement. The new facility in Alabama will help service these customers by helping to cut the delivery time from South Korea, which was a drawback.



Jai-Seong Lee, president and CEO of Hyundai Heavy Industries, shakes hands with Alabama Gov. Robert Bentley at the November 2011 grand opening of Hyundai Power Transformers USA in Montgomery.



Robert Bentley, Governor of Alabama

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ALABAMA SEAPORT EDITORIAL STAFF

Judith Adams, Editor-in-Chief

Jarrold England, Managing Editor

Scott Rye, Contributing Editor

Sheri Reid, Editor-at-Large

EDITORIAL CONTRIBUTORS

Christina Alford

Blake Herndon

Greta Sharp

Scott Thornburg

PHOTOGRAPHY

Judith Adams

Honda Motor Manufacturing of Alabama

Johnny Hunter

Jordan Burch Photography

Robin Cooper Photography

Sheri Reid

Toyota Motor Manufacturing of Alabama

Warrior-Tombigbee Waterway Association

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The Hyundai Power Transformers USA, November 2011, grand opening included Hyundai, city, county and state representatives.

"In order to make our company the most efficient and cost effective for the customer, we needed to have a plant located closer to where our customers are located," explained Lee. A North American location, particularly in the southeast, allows Hyundai Power Transformers USA to provide service to most customers within a day. "Being able to assist our customers in a fast and efficient way is a focal point of our commitment to providing the best transformers and service in the world," Lee said.

The competition for Hyundai Power Transformer USA's first major North American manufacturing facility was stiff, said Ellen McNair, senior vice president of corporate development at the Montgomery Area Chamber of Commerce. Many states in the southeast were competing for the major employer and the related economic impact, and many communities in Alabama hoped to lure Hyundai Power Transformer USA as well.

McNair said the first hurdle was just to remain in the competition, making it through a nine-month-long site selection process. Montgomery was confident the site it offered—100 acres with rail and interstate access, along with the necessary infrastructure—would catch the company's attention.

Lee listed a number of factors that made Montgomery attractive as the company's new location. As teamwork is

the foundation of the company, Hyundai Power Transformers USA was impressed by the collaboration of the State of Alabama, the City of Montgomery, Montgomery County and the surrounding communities. "The project was born from the spirit of teamwork by all parties," he said.

McNair attributes much of the project's success to cooperative efforts from agencies including the utilities, the City of Montgomery Industrial Development Board, state organizations such as ADO, ALDOT and ADEM, along with training programs, and the city and county governments. "It is a huge group of people that are all involved in providing services and support to this company," she said. The team having worked together before on projects and having already established relationships was also an asset. From the City of Montgomery working on zoning issues to ALDOT coming up with money for a road extension, McNair said each member of the team stepped up to make the project a reality.

The Port of Mobile played an important role in the recruitment of Hyundai Power Transformers USA, with Alabama State Port Authority Director and CEO James K. Lyons making numerous trips to Montgomery to work with the recruitment committee. "He was a great member of the team," McNair said. "He was awesome to work with, as he always is."

Access to the Port of Mobile is important to the daily



A tree planting was part of the November 2011 grand opening ceremonies for Hyundai Power Transformers USA. Pictured here (L to R) are Elton Dean, chairman, Montgomery County Commission; Jai Seong Lee, president and CEO, Hyundai Heavy Industries; Alabama Gov. Robert Bentley; and Todd Strange, mayor of Montgomery.

function of Hyundai Power Transformers USA, and proximity to the port was one of the reasons the company selected Montgomery. "We have shipped and received much equipment and products such as production equipment, raw materials, transformers, transformer parts, manufacturing equipment and many other essential materials," said Lee.

Factory materials began arriving at the Port of Mobile in the summer of 2011, with GHM American working as the customs and logistics agent. Richardson Stevedoring and Logistics in Mobile handled the offload of the materials, transferring them to McTyre Trucking Company out of Orlando, Fla., for transportation to Montgomery.

"We're so pleased to play a role in Hyundai's success in Alabama," said Jimmy Lyons, director and chief executive for the Alabama State Port Authority. "It's our mission to provide state-of-the-art terminals and services so that our

shippers enjoy not only cost competitive transportation solutions but overall market success."

Another major factor for any new company is a strong pool of workers. Hyundai Power Transformers USA has the capacity to hire up to 500 workers over the next few years, with the potential for increased employment in the future. Lee found the values and ethics of Alabama's workers to be similar to the ones he knows from Korea. "The values of hard work, honesty and integrity, combined with the state-supported training programs, were a major consideration," he explained. "If the other companies in the area had competent, hard-working team members, we knew it wouldn't be a problem for us. The people of Alabama have an outstanding reputation in regards to their workforce."

To date, 14,000 people have applied for jobs with Hyundai Power Transformers USA through Alabama Industrial Development Training, attracted by well-paying positions

and good benefits. The skills the company finds particularly valuable are design engineering, winding, coil lamination, core-coil assembly, final assembly, testing and tank fabrication. A number of the new team members from the Montgomery area recently traveled to South Korea to receive extensive training in the company's transformer design and manufacturing process.

Also in Montgomery's favor was its experience with Korean companies, including the Hyundai Motor Company, which is not related to Hyundai Power Transformers USA. The city began working to attract Hyundai Motor Company in 2001, and since then has worked closely with a number of Korean companies. In addition, many city officials and business people have traveled to Korea on annual trips and have a firm understanding of the Korean people and culture. "That is something that may be attractive to Hyundai Heavy Industries—that we so respect the company and the culture," said McNair.

More than 50 Korean companies have facilities in Alabama, and Lee said this was considered in the company's decision to locate in Montgomery. "Of course a location where there is already an established Korean culture was attractive to us as a company, and we knew that other Korean companies in the area had done well here," Lee said. "The local Korean culture, along with the kindness and dedication that was shown by the local and state government were two of the biggest deciding factors in where we located."

Montgomery also offers a strong base for Korean nationals, including a Korean Saturday school and Korean family support personnel. "It's a lot to offer the Korean nationals that come here," said McNair. "We work hard to appreciate their culture and assist them as they try to assimilate."

The Montgomery location was formally announced with a signing ceremony on July 16, 2010, followed quickly by a groundbreaking ceremony two months later. Construction began on Jan. 3, 2011, and finished at the end of October 2011. During the construction process, McNair coordinated the incentives from the city and state, as well as the multiple deadlines involved. With Hyundai Power Transformers USA moving well ahead of schedule, it was a challenging role. "It was built in one year," she said. "That's nothing short of incredible. Hyundai was so efficient in its construction. We were all just trying to stay one step ahead of them."

The grand opening honored both American and Korean cultures, including both "The Star Spangled Banner" and the national anthem of Korea. Master of Ceremonies Bob Howell, an anchor with WSFA-12, introduced honored guests that included Jai-Seong Lee, president and CEO

of Hyundai Heavy Industries, and Kweon Tae Kim, senior executive vice president of Hyundai Heavy Industries, as well as representatives from companies that do business with Hyundai Power Transformers USA, including Southern California Edison, Hydro One, Pacific Gas & Electric, and American Electric Power. Mayor Todd Strange represented the City of Montgomery. Elton Dean represented the Montgomery County Commission.

"This is a great day for the State of Alabama, Montgomery County and the City of Montgomery," said Alabama Gov. Robert Bentley. "The single-most important thing we can do right now is create jobs, and we will work tirelessly to recruit new companies, retain the businesses that we have, and renew our economy through innovation and entrepreneurship. We will do everything we can to ensure that Hyundai Power Transformers USA is successful and prospers."



Crane girders ready for transport to the Hyundai Heavy Industries site in Montgomery are loaded at ASPA's Pier 2 Terminal during the construction phase in August 2011.



Transformers heading to the new Hyundai Heavy Industries plant in Montgomery are loaded to barge at the ASPA during the construction phase in August 2011.

Honda Manufacturing of Alabama Celebrates a Decade of Vehicle Production



HMA is the exclusive North American production source of the Odyssey minivan. The ceremony was celebrated exactly 10 years to the day that the first Odyssey minivan rolled off the assembly line in Lincoln on Nov. 14, 2001.

In November, Honda Manufacturing of Alabama (HMA) celebrated its 10-year anniversary of the start of production at its Lincoln, Ala., facility.

The Japanese automaker marked the decade milestone by announcing that it is investing an additional \$84 million into the Alabama auto plant. With this announcement, HMA's annual production capacity will increase by 40,000 units to 340,000 vehicles and engines by 2013 and will open positions for 100 new full-time jobs.

The \$84 million investment will also add a third stamping line to the existing two stamping lines, which have the capability to produce vehicle body parts of both steel and aluminum.

So far this year, HMA has announced \$191 million in new investments at the plant, projects that will expand annual output, improve manufacturing flexibility and transfer production of the Acura MDX sport utility vehicle from Canada to Alabama.

Gov. Robert Bentley, along with other state and local leaders, joined HMA associates at the \$1.5 billion, 4,000-worker Lincoln plant for the special ceremony.

"Numbers and milestones measure results, but it is our people—our Honda associates—who are the driving force in all of our accomplishments in Alabama," said Tom Shoupe, HMA president. "This new investment in our Alabama facility will enhance our production flexibility and better position Honda to meet customer demand for our lineup of fuel-efficient passenger cars and light trucks."

The ceremony was celebrated exactly 10 years to the day that the first Odyssey minivan rolled off the assembly line in Lincoln on Nov. 14, 2001.

"We still feel that same pride today, even though we've made over 2.3 million vehicles since then," said Mark Morrison, a spokesman for the Lincoln plant.

About Honda

Honda opened its first auto plant in the U.S. in 1982, in Marysville, Ohio, and today has the capacity to build 1.63 million automobiles at its seven auto plants in North America. In 2010, more than 87 percent of the Honda and Acura products sold in the United States were built in North America using domestic and globally sourced parts. Last year, Honda purchased more than \$17.5 billion in parts and materials from more than 600 North American suppliers.

Since then, production of the Pilot SUV and Ridgeline pickup has been added. And for a brief time, the plant also produced the Accord V-6 sedan.

The Acura MDX, set to arrive in Lincoln in 2013, will be the first Acura product made by Alabama autoworkers. Acura is Honda's luxury vehicle division.

Tragedy struck March 11 with the devastating tsunami and earthquake in Japan, causing heartbreak among Japanese associates and an interruption in HMA supply lines from their plant in Japan.

Honda managers in Lincoln and in the company's other North American facilities had to implement a plan to keep production lines running and did so successfully before tragedy struck once again when deadly tornadoes ripped through the state on April 27, 2011.

"With the earthquake in Japan and the tsunami that followed, you didn't lay off any of your workers. Thank you," Gov. Bentley said.

He also praised HMA and its associates for their help in the aftermath of the devastating tornadoes and the work ethic that translated to helping others in need during such a dark time in Alabama's history.

"I want to thank you for all the great things you did for Alabama at that time," Bentley said. "Thank you for making our state a stronger state every day."

A male quartet from the Talladega College choir closed out the celebration with "Happy Birthday Honda," sung to the tune of "Sixteen Candles" by doo-wop group The Crests and received a standing ovation.

"In the next 10 years, I expect to see HMA still an essential part of Honda in North America," Shoupe said. "I think it's a testament to the deep relationships and partnerships we've had over the years. We have a very bright future."



HMA President Tom Shoupe announces the \$84 million investment that will bring 100 new hires to the Lincoln plant.



HMA President Tom Shoupe accompanies Alabama Gov. Robert Bentley, Lincoln Mayor Lew Watson and other dignitaries on a tour of the facility.

14-Mile Bridge Project Opening the Waterways for Our Economic Future



November concluded the extensive 12-year project to replace a portion of the old CSX Railroad Swing Bridge located on mile 14 of the Mobile River. The project had been advocated by waterway users since the 1980s, but was not approved until 1998 when former Warrior-Tombigbee Waterway Association President Sheldon Morgan pushed the issue to Congress. The Truman-Hobbs Act, which provides use of federal funds to alter or remove bridges found to unreasonably obstruct navigable waters, aided in setting the project to sail.

"It's been a long time coming," said Morgan about the project. The original swing bridge operated on a swing span, pivoting to allow vessels through a 146-foot-wide opening. This narrow opening forced most river tows to trip loads, which entails breaking down tows to move through the passage in parts and reconstructing the tow on the other side. The net effect included delays that were costly in both time and money. When considering the natural elements that may also coincide with navigating narrow passages, such as heavy wind gusts and high tide, the swing bridge became a safety hazard and a general obstruction.

Originally built in 1927, the railway bridge did not receive enough maritime traffic to be considered an imposition. It was recent growth in both the region's export coal market and its expanding steel industry that placed additional

pressure on the project due to increased waterway traffic. The Mobile River connects inland waterways like the Tombigbee, Black Warrior and Tennessee Rivers to the Port of Mobile and the Gulf Intracoastal Waterway, making it an important transportation artery for shippers requiring cost competitive transportation options over interstate highways and rail. With the river's ever-increasing commerce, the antiquated swing bridge needed an effective replacement.

During the 1980s, a Truman-Hobbs study administered by the U.S. Coast Guard proved that the bridge would eventually become detrimental to navigational interests. This study provided an effective foundation for Sheldon Morgan to sway the interests of Congress. Both Sen. Richard Shelby and then Rep. Sonny Callahan backed him fully by appropriating the first dollars towards the project. Following Rep. Callahan's retirement, Sen. Shelby and Rep. Jo Bonner, along with the help of the Alabama Congressional delegation, continued to press the project until two and a half years ago when enough funding was secured and a public bidding process was launched to complete the project. Scott Bridge Company was the successful bidder and the \$72 million project was under way.

James K. Lyons, director and CEO for the Alabama State Port Authority, expressed appreciation for the state's Congressional leadership and acknowledged the significant

impacts the new bridge has on the seaport's business. "Without our delegation, the new bridge may have never been realized," said Lyons. "An estimated 16-million tons annually moves under the 14-Mile Bridge, so it was critical to our shippers and our inland operators that improvements were made." Lyons further noted that the U.S. Coast Guard, that plays a key role in waterway infrastructure improvement promoting safer water routes, worked closely with towing vessel operators to minimize traffic disruptions during the three-year project.

Today, the new bridge boasts 3.5 million pounds of gleaming trusses, outshining its rust-colored predecessor. It rises vertically to 60 feet and provides a horizontal clearance of 300 feet, more than double what the previous structure afforded. Larry Merrihew, president of the Warrior-Tombigbee Waterway Association, explains that issues such as height, grade, flood waters and numbers of openings/closings all contribute to the particular design of any given bridge. In the case of the 14-Mile Bridge, a vertical lift bridge was rightly chosen to prepare a larger path for the safety of private and commercial craft. With the newly yielded space, vessels will virtually no longer have to trip loads, substantially reducing the costs to shippers and making for timely transportation.

The shipping and manufacturing industries are not the only beneficiaries of the completed bridge project. Merrihew explains that a recent study of the economic benefit of

the Warrior-Tombigbee Waterway revealed "the waterway effects fifteen counties in Alabama that account for some 38 percent of the state's population." This means almost 70,000 persons are directly or indirectly dependent on the river, with almost 115,000 jobs indirectly dependent on the waterways. Additionally, the rate of return on taxes paid to the state and federal government versus annual maintenance costs on maintaining the river system is one of the best rates of its kind produced.

According to Merrihew, one major benefit of the new CSX Railroad Bridge is that it provides a practical incentive to industries considering expanding or locating to Alabama. "Because the waterway continues to improve and remain extremely competitive, particularly for bulk shipping, future economic growth depending on transportation will have a good reason to consider Mobile as a prime location," said Merrihew. In Mobile County alone, industries such as ThyssenKrupp and Barry Steam Plant, two of our largest inland waterway shippers, will see favorable impacts of the altered bridge almost immediately.

The new CSX Railway Bridge is a major asset to the Mobile area, including the inland river. With a safer, more efficient way to move maritime traffic throughout Alabama and the eastern United States, the open waterways will eventually turn the economic tide in the state's favor.

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Major Milestones and New Partnerships: A Good Year for TMMAL



The Toyota Motor Manufacturing Alabama Inc. (TMMAL) facility is located in Huntsville, Ala.

Celebrating Milestones

Toyota Motor Manufacturing Alabama Inc. (TMMAL) has accomplished many “firsts” in the 10 years since its ground-breaking—the facility was the first “truck-specific” engine plant, the first facility to build a Toyota V-8 engine outside of Japan and the first Toyota plant in North America to achieve zero-landfill status before production started.

In September 2011, TMMAL marked another “first” when it became the only Toyota plant in the world to produce four-cylinder, V-6 and V-8 engines under one roof. “This was a time for our team members to celebrate the tremendous work they have done to prepare for four-cylinder production,” said TMMAL President Jim Bolte. “Their commitment to building quality products as safely as possible has helped TMMAL win new business, and we look forward to many more successful years.”

The addition of a four-cylinder model to TMMAL’s production gives the facility more flexibility as market demands change. The company added the Camry, Highlander, RAV4, Sienna and Venza to the lineup of vehicles powered by its engines. Its V-6 and V-8 engines were already going into Tacoma and Tundra pickup trucks and Sequoia full-size SUVs.

Toyota Motor Corporation Executive Vice President and Representative Director Atsushi Niimi hopes Huntsville to become known as “the engine capital of the world,” and the facility is well on its way to making that goal a reality. Currently, TMMAL’s annual production capacity is more than 500,000 engines. Its investment has increased to \$637 million, and the plant employs more than 1,000 people.

When it commemorated its 10-year anniversary in 2011, TMMAL also reflected on past milestones. Toyota announced the Huntsville facility in 2001 and broke ground later that



Leaders from TMMAL, Toyota Motor Corporation Executive Vice President and Representative Director Atsushi Niimi, and Alabama Gov. Robert Bentley, stand next to the first four-cylinder engine produced at TMMAL.



TMMAL workers working on part of an engine for Toyota-Alabama.

same year. The first Toyota V-8 engine ever made outside of Japan came off the line at TMMAL in 2003. Since then, the facility has expanded three times to add V-6, all-new V-8 and four-cylinder engines. These expansions have more than doubled the plant’s initial size and production volume.

Partnering with the Port of Mobile

The four-cylinder expansion at TMMAL also opened the door for a new partnership with the Port of Mobile. The plant does not use the Port of Mobile to import any V-6 or V-8 parts, but the four-cylinder project offered a chance for TMMAL to partner with a port closer to Huntsville.

The engine cranks and connecting rods for Toyota four-cylinder engines are imported from Brazil, and Toyota plants in North America were importing those parts from the port in Norfolk, Va. However, TMMAL had to consider whether Norfolk was the best option for getting parts to Alabama.

“We had a new project coming that opened up other avenues for shipping that we hadn’t used before,” said Tina Gess, spokesperson for TMMAL. “It gave us a chance to partner with a state entity and localize our services.”

According to Gess, there were several factors that influenced the decision to ship through Mobile. The Port of Mobile meets the highest standards for on-time delivery and

has a strict customs-clearance process. Additionally, since it only takes approximately six hours to drive from Mobile to Huntsville, TMMAL is able to use a local trucking company to expedite the delivery process.

James K. Lyons, director and CEO for the Alabama State Port Authority, waved off Toyota's praise, noting, "It's our job to ensure our shippers have access to the best transportation solutions available. We just appreciate the opportunity to work with Toyota and we stand ready to assist them in their future endeavors."

By using the Port of Mobile, TMMAL has streamlined its process, reduced cost and improved efficiency. In fact, lead-time for new parts has been reduced by seven to 10 days.

"This partnership is an example of Toyota using local resources and services to build the best quality product at the best possible price for our customers," said Gess. "Also, we've had a chance to create new jobs, not just at our facility, but at the Port of Mobile. Any partnership that creates Alabama jobs is a great success."



Toyota Motor Corporation Executive Vice President and Representative Director Atsushi Niimi speaks at the 10th anniversary celebration.



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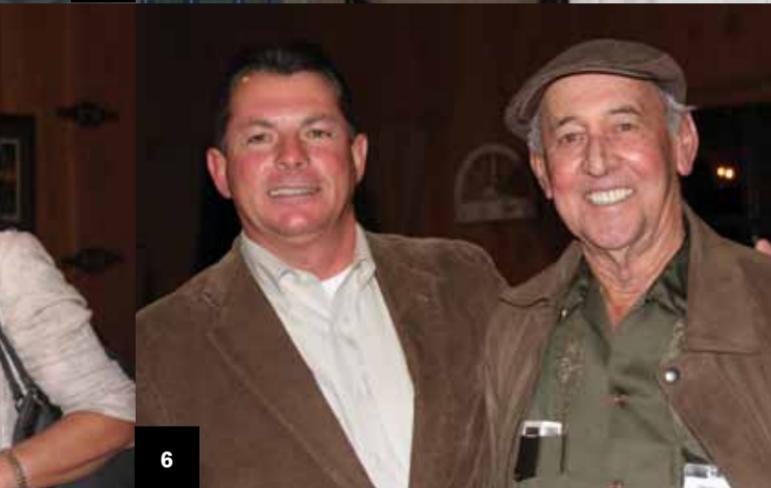
10. Smitty Thorne, ASPA; Earline Thorne; Jean Satter, Page & Jones; Bobby Satter, Page & Jones; Kelly Fuller, CG Railway; and Buddy Greene, Cooper/T. Smith 11. Lindsay Berthelot, Nord-Sud Shipping; Leslie Berthelot, Nord-Sud Shipping; Bartley Wilkins, Seabulk Towing; Woody Gaskin, Sanko; and Margaret Pugh 12. Markus Raab, Omnitrans Corp.; Valerio Colona, HLI Rail & Rigging; Anna Ward, ASPA; Capt. Sultan Taufiq, Scudder Chartering; and Carlos Cevellos, Elob Hansson 13. San Jahncke, Norton Lilly Cargo Services; Jeremy Pino, Norton Lilly Cargo Services; Frank Fogarty, Ports America; and Mark Sheppard, ASPA 14. Charles Worledge, Sealift; Bob Giangola, ICAP Shipping; and Andrea Cortese, STRATOS 15. Mac Taul, Merchants Transfer; Brian Clark, APM Terminals; and Bill Krauss, Page & Jones 16. Tom Adger, Tri-State Maritime; Kelly Adger; David Laurine, V Alexander 17. Subhash Chawla, Duferco Steel; Marx Nicholson, ASPA; Bob Klide, Greenwich Metals; Murray Klier, Nobles Americas; Mariana Sandoval, Mitsubishi; Elaine Nicholson; M.H. Vo, Toyota; and Michael Douglas, Premier Bulk Stevedoring 18. Julia King; Tony Van Aken, Mobile Area Chamber of Commerce; and Connie Hudson, ASPA Board Member



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19. Ron Katims, Transsystems; Ben Massa, United Arab Agencies; Frank Fogarty, Ports America; and David Cooper, ASPA Board Member 20. Josh Klassen, Mid-Ship Logistics; Jessica Seelinger, Mid-Ship Logistics; Patrick Kelly, AEP River; Tim Yen, Mid-Ship Logistics; and Colin Schneider, Mid-Ship Logistics 21. Greg Taylor, Daiichi Chuo Shipping; Patrick Millner, Daiichi Chuo Shipping; Tadd Willcutt, Crescent Towing; Tom Cumming, Daiichi Chuo Shipping; and Ted Muller, Zim 22. Richard Weavil, ASPA Board Member; Lane Weavil; Will Givhan, Hand Arendall; Mike Fields, ASPA Board Member; and Beth Marietta Lyons, Lyons & Crane 23. Vicky Nelson, Seacliff Agency; Miyuki Kato, ITOCHU; Cheva Havranek; and Steve Havranek, Lott Ship Agency 24. Robert Keihm, Stemcor; Christopher Bushey, Stemcor; Flemming Buhl, Norton Lily; Tine Buhl and Bob Giangoia, ICAP Shipping 25. Mark Haarvik, Grieg & Co.; David Laurine, V Alexander; Joe Ryan, Waterman Steamship; Torin Swartout, Spliethoff; and Grace Wu, NWJCO China 26. Brian Clark, APM Terminals; Jennifer Clark; Earline Thorne; and Ty Crowder, Baldwin Transfer 27. Colin Schneider, Mid-Ship Logistics; Margo Brock, CWT Commodities; and Katherine Moran, CWT Commodities

28. Charles Boswell, Tri-State Maritime; Markus Raab, Omnitrans Corp.; and Janet Taylor 29. Justin Berthelot, Nord-Sud Shipping; Lindsay Berthelot, Nord-Sud Shipping; Margaret Pugh; Paul Pugh, Nord-Sud Shipping; Axel Ditlev-Simonsen, U-Sea Bulk; Lezlie Berthelot, Nord-Sud Shipping; Jeff Berthelot, Nord-Sud Shipping; Klaus Larsen, U-Sea Bulk; and Robin Van Wyngaarden, U-Sea Bulk 30. Capt. Sultan Taufiq, Scudder Shipping; Tony Van Aken, Mobile Area Chamber of Commerce; Judith Adams, ASPA; and Miho Matsushita, JETRO New York 31. Lee Wagner, Boyd Brothers Transportation; Joanne Chang, Mitsui USA NY; and Anthony Smiley, Boyd Brothers Transportation 32. Morten Thomassen, Grieg Star; Joe McNamara, Gillespie Muro USA; and Mark Haarvik, Grieg & Co. 33. Marianna Sandoval, Mitsubishi; Joyce Tatum, Delight Transportation; Kristen Persaud, Toyota Tsusho America; Monique Danahay, Crescent Transportation; Ron Brown, Penoles Metals; Dan Danahay, Crescent Transportation; Ingrid Leuschner, Gerald Metals; and Torin Swartout, Spliethoff 34. Pat Greene; Buddy Greene, Cooper/T. Smith; Joyal Ablan, ITOCHU International; Anna Ward, ASPA; and Yasuko Ito, ITOCHU 35. Todd Jones, ASPA; Savetka Mariakovska, Primary Freight Services; Tom Lloyd, Trade Tech; Dianne Bell, Primary Freight Services; and Dave Smith, Primary Freight Services



GPAA Fall Meeting • ASPA Sponsored Dinner Nov. 10, 2011

ABOVE: 1. Gary Brown, Raillink; Toylaine Spencer, Connelly, Baker, Wotring; Theresa Young, Connelly, Baker, Wotring; and Scott Woodham, G4S 2. Juba Diez, Volkert & Associates; Judith Adams, ASPA; and Clay Hare, Volkert & Associates 3. Sue Hudgins; Stephanie Bell; Matt Bell, Volkert & Associates; and Hal Hudgins, ASPA 4. Gary Pruitt, ASPA Honorary Member; Phil Prejean, Honorary Member; and Wade Battles, Atkins 5. Toylaine Spencer, Connelly, Baker, Wotring; John Roby, Port of Beaumont; Theresa Young, Connelly, Baker, Wotring; and Debra Baker, Connelly, Baker, Wotring 6. Jerry Graves, St. Bernard Port, Harbor & Terminal District; and Wilbert Collins, Port Fourchon **RIGHT:** 7. Janet Hoffpaur; and Jerry Hoffpaur, Port of Morgan City 8. Debby Rase; Bill Rase, Port of Lake Charles; and James K. Lyons, ASPA Director & CEO 9. David Allain, Port of West St. Mary; and Chett Chiasson, Port Fourchon 10. Bill Jackson, Jackson Gilmour; Cheri Bouillion; and Gene Bouillion, Port of Orange



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Austal Celebrates Keel Laying for Joint High Speed Vessel (JHSV) 2, the CHOCTAW COUNTY

CHOCTAW COUNTY is one of three JHSVs currently under construction

Austal USA held a keel-laying ceremony for its second Joint High Speed Vessel (JHSV), CHOCTAW COUNTY (JHSV 2), one of seven Austal-designed 103-meter U.S. Navy Joint High Speed Vessels under contract with the U.S. Department of Defense on Tuesday, Nov. 8, 2011. Captain Henry W. Stevens, III USN, Strategic and Theater Sealift Program Manager, PMS 385, served as the authenticator for the ceremony. He was assisted by Brandon Mims. Brandon is a Class "A" welder that has been a part of the Austal team since June of 2007.

The object of a traditional keel-laying ceremony is to mark the first significant milestone in the construction of the ship. However, due to Austal's modular approach to ship manufacturing, the ship was already over 50 percent complete, with every one of the over 40 modules used to form this 103-meter aluminum catamaran design already being assembled. For Austal, the keel-laying marks the beginning of final assembly. Two super modules were moved from Austal's Module Manufacturing Facility (MMF) and erected in the final assembly bay in their pre-launch position. The rest will follow as Austal welcomes 2012.

"We have worked through our first-in-class issues and are moving into serial production," said Joe Rella, chief operating officer and president of Austal USA. "Today, with the fabrication of CHOCTAW COUNTY, we are over 30 percent more efficient at this point than we were with USNS SPEARHEAD." By building pieces of the ship in a separate facility, fabricators can install and test generators, propulsion equipment, electrical, piping and ventilation systems, and other critical components in a controlled, efficient manufacturing environment.

Austal was selected as prime contractor in November 2008 to design and build the first JHSV, with options for nine additional vessels expected to be exercised between FY09 and FY13 as part of a program potentially worth over \$1.6 billion.

The JHSV is a relatively new asset in the American arsenal, capable of transporting medium-size operational units with their vehicles, allowing warfighters to transit long distances while maintaining unit integrity. Each JHSV also supports



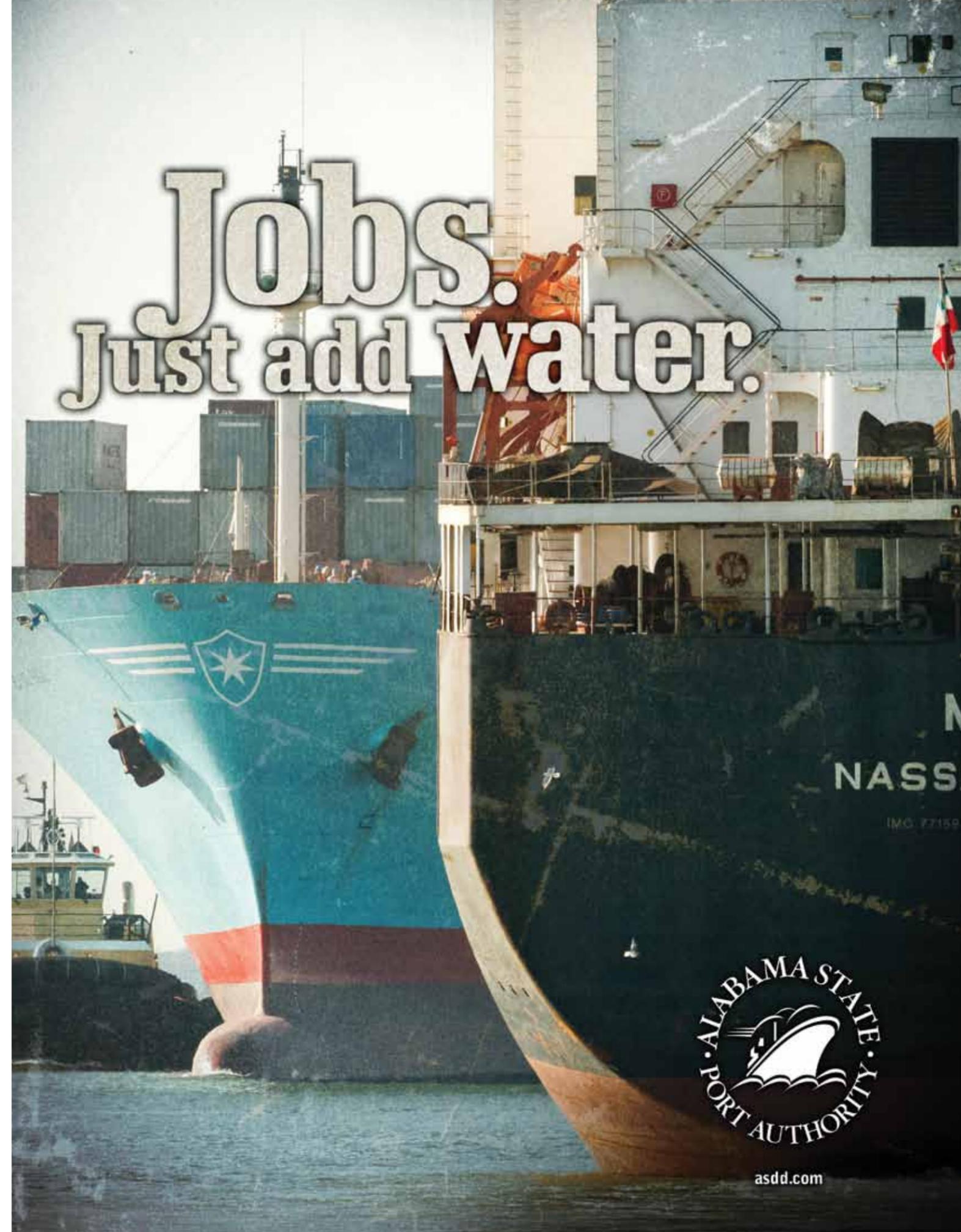
helicopter operations and has a slewing vehicle ramp on the starboard quarter, which enables use of austere piers and quay walls, common in developing countries. A shallow draft (under four meters) will further enhance theater port access.

USNS SPEARHEAD (JHSV 1) was christened on September 17 and is preparing for builders' trials in the near future. Rep. Jo Bonner recently joined Austal officials in commemorating the official start of fabrication for JHSV 3 which is scheduled for delivery in 2013. JHSV 3 is the fourth naval vessel to be constructed at Austal using the new procedures and processes developed in conjunction with Austal's Module Manufacturing Facility (MMF). The MMF provides Austal with assembly line efficiency, which has resulted in significant cost savings and reduced lead times for both Navy programs.

Austal USA is also close to launching a second Independence-variant 127-meter Littoral Combat Ship (LCS) class vessel for the U.S. Navy, CORONADO (LCS 4). USS INDEPENDENCE (LCS 2) was put through trials by her crew towards the end of quarter four in 2011. As prime contractor for the next LCS 10-ship contract, awarded by the U.S. Navy at the end of 2010, Austal has also begun work on the first ship of that contract, JACKSON (LCS 6), with MONTGOMERY (LCS 8) also under contract.

For the LCS and JHSV programs, Austal is teamed with General Dynamics Advanced Information Systems, a business unit of General Dynamics. As the ship systems integrator, General Dynamics is responsible for the design, integration and testing of the ship's electronic systems, including the combat system, networks and seaframe control. General Dynamics' proven open architecture approach provides affordable capabilities to the fleet quickly and efficiently.

With its 13-year anniversary approaching, Austal has grown into one of southern Alabama's largest employers with over 2,400 employees on staff hailing from the Mobile metro area, Mississippi, Florida and beyond. Under the current workload, Austal expects to employ over 4,000 Americans by the end of 2013 and will be ready to help the U.S. Navy meet any national security contingency ahead.



Export Steel Coil Loaded to the M/V STAGENGRACHT

Tri-State Stevedoring loads export steel coil to the M/V STAGENGRACHT at the Alabama State Port Authority's Pier 6. Page & Jones served as the vessel agent.



L to R: Joel Daves, South Alabama Area President; David Cooper, Board of Directors Regions Financial Corporation; John Turner, Central Region President; Bill Seifert, Chairman of South Alabama Advisory Board

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ASPA and Representatives from the U.S. Coast Guard Host a Port Tour for Foreign Dignitaries

Judith Adams, ASPA vice president of marketing, and representatives from the U.S. Coast Guard recently hosted a port tour for foreign dignitaries highlighting port security initiatives. The Alabama State Port Authority supports U.S. Coast Guard training programs that provide collaboration and instruction to U.S. trading partner nations.



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The Misadventures of John Clibbon Brain – Part I

As the United States lumbered inexorably toward civil war in the spring of 1861, the rhetoric between the North and South grew increasingly heated. On April 15, U.S. President Abraham Lincoln called up 75,000 militiamen—the modern equivalent of calling up the National Guard and the Reserves. Two days later, Confederate President Jefferson Davis acknowledged the belligerent nature of Lincoln's call to arms and, in his response, issued a call to "all those who may desire, by service in private armed vessels on the high seas, to aid this government ... to make applications for commissions or letters of marque and reprisal..." Given that the fledgling Confederate States had no standing navy, Davis was calling for a return of privateers to American waters.

Over the next few years, dozens of individuals and syndicates sought letters of marque and reprisal, but the glory days of privateering were in the past. Privateers had played a valuable role during both the American Revolution and the War of 1812, but the world was changing. The 1856 Declaration of Paris had sought to ban privateering, and all of the world's major powers, with the notable exception of the United States, had become signatories to the treaty. As a result, unlike in previous conflicts, neutral ports were closed to prizes captured by Confederate privateers, meaning that privateers would have to restrict their activities to within easy sailing distance of Southern ports. The law authorizing privateering by Confederate interests further restricted privateering to the high seas and noted that the rights of neutrals were to be observed strictly. No commission would be issued on a speculative basis, nor would blank letters of marque and reprisal be issued. Commissions could not be transferred from one vessel to another.

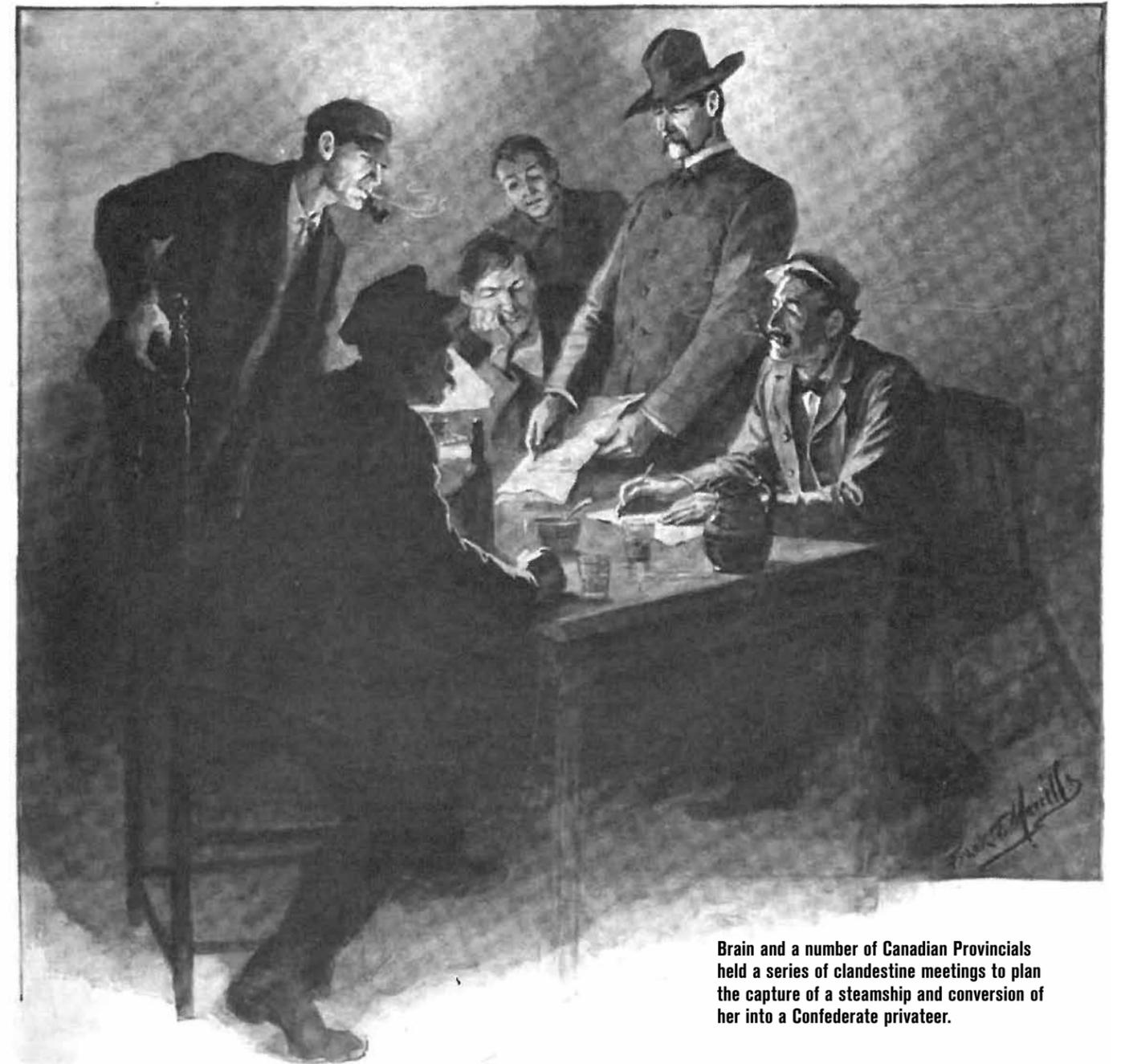
The law was very clear on the rights and responsibilities of privateers and, for the most part, those who sought letters of marque and reprisal followed the law. While it can be argued that Confederate privateers enjoyed some degree of success—due to the presence of or threat of privateers, insurance rates for cargoes transported in U.S.-flagged vessels jumped from one percent to nine percent, forcing the sale of more than 1,000 American merchantmen—most who went into privateering found it more dangerous and less profitable than blockade-running. Many privateers simply went into the blockade-running business, exchanging



Born in the U.K., John Clibbon Brain served in the Confederate Navy as an enlisted sailor before gaining notoriety for his prominent role in the "Chesapeake Affair."

expensive crewmen and the off chance of prize money for smaller crews and astronomical profits on exports of cotton and imports of luxury goods and war matériel.

Nevertheless, privateering continued to hold attraction for some adventurers until the final days of the war. One such individual was British-born John Clibbon Brain. Brain had immigrated to America in the 1850s and, with the outbreak of war, had enlisted in the Confederate Army. He soon found himself transferred to the Confederate Navy as a landsman and served on board the CSS JAMESTOWN, seeing action in Hampton Roads. After shore duty at Drewry's Bluff, Brain apparently was engaged in clandestine activities on behalf of the Confederacy and subsequently was captured by Union forces. The Englishman was imprisoned for some months at Ft. Warren in Boston before Her Majesty's Government intervened on his behalf. Upon his release, Brain made his way to Canada, where he became involved in a confidence game, selling subscriptions and advertisements in nonexistent railway guides. He made a brief trip back to the United Kingdom to visit his family in Gloucestershire before returning to Canada.



Brain and a number of Canadian Provincials held a series of clandestine meetings to plan the capture of a steamship and conversion of her into a Confederate privateer.

There, Brain met Vernon Locke, a Nova Scotian who, under the *nom de guerre* of John Parker, had commanded the Confederate privateer RETRIBUTION and captured three prizes in the Caribbean in January and February 1863. Brain and Locke held a series of meetings in a workshop just off Main Street in the Lower Cove of St. John, New Brunswick. A number of waterfront men, experienced sailors for whom the lure of gold was strong enough to make them ignore the niceties of international law, were recruited and were seen to assemble at the normally quiet workshop.

On Dec. 2, 1863, Captain Locke issued written instructions to three "lieutenants," including John C. Brain, who was to command an expedition to New York, book passage on a steamer and capture it at his discretion. In his instructions, Locke reminded "Lieutenant Commanding" Brain that his "action toward crew and passengers will be strictly in accordance with the President's instructions." Locke signed his name as "John Parker, Captain, C.S. Privateer RETRIBUTION," even though he had left the privateer in Nassau some seven or eight months earlier.

Lt. Commanding Brain, "First Lieutenant" Henry A. Parr, "Second Lieutenant" David Collins, "Sailing Master" Tom Sayers and a crew of 11 others made their way to New York via Boston and purchased tickets for passage to Portland, Maine, in the steam packet CHESAPEAKE. Built in Philadelphia in 1853, the CHESAPEAKE was a schooner-rigged steamer of 460 tons. She featured a pilot house forward and an after cabin, along with three masts and a single funnel.



The CHESAPEAKE was a schooner-rigged steam packet that sailed regularly between New York and Portland, Maine.

The steamer slipped from her berth on Saturday, Dec. 5, carrying a cargo of cotton, flour, sugar, wine, liquor and other goods valued at between \$80,000 and \$100,000. At a quarter past 1 a.m. on Dec. 7, as the ship steamed 20 miles north-northeast of Cape Cod, Brain and the bulk of his men approached the pilot house, where they announced that the ship was being commandeered in the name of the Confederate States. Simultaneously, two other Confederates stormed the engine room.



Still in his night shirt, Chief Engineer James Johnson (far right) wrestled with "Second Lieutenant" David Collins before a third man shot him in the chin.

The CHESAPEAKE's second engineer, Owen Schaffer, pulled a pistol and fired three shots at the men, hitting one of them in the hand. The Confederates returned fire, mortally wounding the engineer. Meanwhile, the ship's chief mate, Charles Johnson, fled toward the captain's cabin to warn him of the seizure. He was shot twice as he ran from the ship's pantry.

the man how to care for it until he could get proper medical treatment. Meanwhile, the helmsman and third engineer were left at their posts to operate the steamship.

Captain Isaac Willett made his way on deck and saw the body of his second engineer lying in a pool of blood by the engine room hatch. As he knelt by the body, two shots were fired in his direction. Willett stood and stepped toward the knot of conspirators. Another pistol shot sounded, the bullet gouging into the deck. Captain Willett headed toward the pilot house, but one of the Confederates grabbed him and shoved a pistol in his face. His captor identified himself as "First Lieutenant H.A. Parr" and informed the captain that he was now a prisoner of the Confederacy. Parr, a medical doctor by training, placed Willett in handcuffs and escorted him back to his cabin.

Lt. Brain set a course for the Bay of Fundy, where the CHESAPEAKE was to rendezvous with Captain Vernon Locke at Grand Manan Island. The five passengers were unmolested, and the ship's officers and crew were allowed to move about the vessel once Willett's personal firearms had been confiscated. The name of the ship was painted over, and her funnel was repainted to obscure the liner's distinctive markings. On Dec. 8, Lt. Brain relieved Captain Willett of the ship's papers, her coasting license and the money that Brain and his men had paid for their tickets. Brain also took three of Willett's coats but allowed him to keep the rest of his personal property. Similarly, the crewmen were allowed to keep their personal property.

Two other of the CHESAPEAKE's officers had been wounded during the incident. Chief Mate Charles Johnson had sustained gunshot wounds to the arm and knee, and Chief Engineer James Johnson had sustained a gunshot wound to the chin after struggling with Second Lieutenant David Collins in the engine room. The wounded men were taken to the after cabin, and one of the Confederates now brought Captain Willett to the after cabin as well, where he watched with interest as Lt. Parr treated the men's wounds and removed the bullet from Chief Mate Johnson's right arm and left knee. Parr was unable to remove the bullet from James Johnson's chin but bound the wound and showed

The CHESAPEAKE anchored briefly at Seal Harbor off Grand Manan Island, where she was met by a pilot boat.

On board was Vernon Locke, who now took command of the steamer. The CHESAPEAKE took the pilot boat in tow as far as Dipper Harbor, near St. John, New Brunswick. There, Captain Willett, two of his officers, three ship's boys, four deckhands, the stewardess and the five passengers were transferred to the pilot boat and were released at 5 p.m. Willett was allowed to keep his sextant and charts.

As soon as he reached St. John, Willett notified authorities, triggering a massive search conducted by the U.S. Navy. The USS ACACIA and the former blockade-runner ELLA AND ANNIE weighed anchor at Charlestown, Mass., on Dec. 9. Within a matter of days, U.S. warships along the eastern seaboard from Philadelphia to Boston joined the search, including the vessels DACOTAH, NIAGARA, VICKSBURG, SEBAGO, GRAND GULF, AGAWAM and TICONDEROGA.

It was Locke's intent to run down to Wilmington, whence he had sailed in the RETRIBUTION, but the CHESAPEAKE carried only enough coal for her round trip between New York and Portland. To complicate matters, a gale forced the steamer into port at Shelburne, Nova Scotia. Locke and Brain reported the ship as the JANE, bound from Wilmington to Halifax. Master of the ship was given as "Captain John Parker."

A U.S. consular agent suspected that the JANE was the CHESAPEAKE and notified his superiors in Halifax, Nova Scotia, who, in turn, sent the report to the collector's office in Portland. Meanwhile, the CHESAPEAKE took on some wood and coal and sold \$1,000 worth of cargo in Shelburne before weighing anchor on Dec. 12. Lieutenants Brain and Parr left the ship at Shelburne, Brain supposedly carting off a trunk filled with jewels, but this seems an unlikely embellishment designed to smear the man with the taint of piracy. With the sidewheel steamer USS ELLA AND ANNIE picking up her scent, the CHESAPEAKE called at Le Havre, selling off more cargo before weighing and sailing to Sambro Harbor, where her new officers at last found a collier to refuel her.

The ELLA AND ANNIE, commanded by Acting Volunteer Lieutenant J. Frederick Nickels, arrived off Sambro Harbor and anchored on the evening of Dec. 16. At 7:20 the next morning, the CHESAPEAKE could be seen in harbor taking on coal from a schooner alongside. Lt. Nickels had his men beat to quarters, and the starboard guns were loaded and run out as the gunboat got underway.

Half an hour later, the ELLA AND ANNIE closed to within point blank range of the CHESAPEAKE, actually crashing into the latter's port bow. Lt. Nickels ordered boarders

away, and sailors swarmed over the rail and onto the decks of the steamer. All but two of the Confederates had fled at the sight of the approaching gunboat. One of the two men still on board the CHESAPEAKE was Second Lieutenant David Collins. Nickels ordered the collier searched, and a third crewman was found on board the schooner, hiding under a pile of buffalo robes. Flush with victory, Nickels placed a prize crew on board the CHESAPEAKE, took on a load of coal from the schooner and took the prize in tow.

Nickels only got as far as the mouth of Sambro Harbor, where he met the sloop of war USS DACOTAH. The DACOTAH's skipper, Commander Albert G. Clary, realized that Nickels was in violation of international law: he had attacked and captured a belligerent of another nation in a neutral port. Clary ordered Nickels to take the CHESAPEAKE to Halifax for adjudication by the Vice Admiralty Court there. On Dec. 19, Nickels turned over his prize and his three prisoners to British authorities at Halifax. Commander Clary attempted to cover for the junior officer by reporting that Nickels had believed the CHESAPEAKE to have been abandoned and had merely taken possession of her in order to deliver the steamer to Halifax. The authorities weren't having any of it. Nova Scotian Provincial Secretary Charles Tupper informed Commander Clary that the U.S. Navy ships would be detained until the alleged violation of international law could be investigated, pointing out that, in addition to the seizure of the CHESAPEAKE, "a forcible entry has been made on board a British schooner," and a man forcibly taken from her. The affair had the making of an international incident.

The only thing that prevented the Confederate government from denouncing the U.S. Navy's actions was the uncertain nature of the men who originally had seized the CHESAPEAKE. Major Norman Walker, Confederate agent at Bermuda, suggested that the Confederate government should either quit its claim to the CHESAPEAKE or come to the aid of the three men being held by British authorities to prevent their being extradited to the United States where they would likely stand trial as pirates and murderers.

Confederate agents in Halifax hired a pro-Southern Halifax attorney, J.W. Ritchie. Ritchie concluded that Brain's party had acted without specific authority from the Confederate government. Had they had such authority, he reasoned, the CHESAPEAKE could be claimed as a legitimate prize. If the men had acted on their own, the attorney believed that it would be a case of piracy.

Meanwhile, Brain had surfaced in New Brunswick in January, and a sympathetic Canadian appealed to the Confederate government on Brain's behalf, asking if a commission could be sent discreetly since Brain had acted solely on

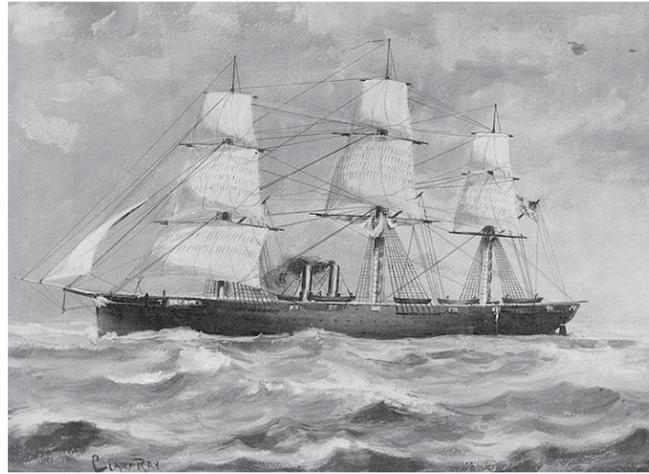
the authority of Locke's orders. As noted earlier, privateer commissions were not transferable. Locke's letter of marque and reprisal for the RETRIBUTION did not cover any other vessels, nor did he have the authority to commission officers on behalf of the Confederate government.

On Feb. 15, 1864, the Confederate Department of State dispatched an envoy to Halifax to make a full investigation. The envoy, James P. Holcombe, was to assert that Brain and his men were acting under the authority of the Confederate government. Confederate Secretary of State Judah P. Benjamin instructed Holcombe that enemy vessels captured by Confederate citizens could lawfully be condemned as prizes of war. Further, citizens engaged in the capture of enemy vessels could not be charged with piracy or murder.

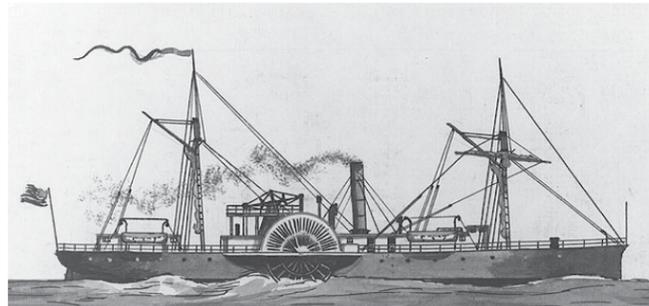
Holcombe arrived in Halifax too late to press his government's case. Nova Scotian authorities had already returned the CHESAPEAKE to her original owners. Holcombe's investigation showed that of the 15 men involved, only one, Dr. Henry Parr, could claim to be a Confederate citizen, as he had lived for some years in Tennessee. By invoking his British citizenship in securing his earlier release from Ft. Warren, Brain now made his claim to Confederate citizenship untenable. Holcombe concluded that Locke did not have the right to enlist men or appoint officers in the service of the Confederacy and that his authority to command a privateer had ended the day he had left the RETRIBUTION in Nassau. In the event, the point proved to be moot. A judge had ordered the prisoners released on the grounds that the police magistrate had exceeded his jurisdiction in holding the accused for extradition on the charge of piracy.

Brain and his men disappeared into the Canadian countryside, but the British adventurer and con man turned up three months later with a new plan. The difference was that this time he would have the official backing of the Confederate government.

Editor's Note: In the next issue, read about the further adventures of British-born John Clibbon Brain, who was in turn Confederate enlisted sailor, con man, adventurer, privateersman, Confederate naval officer and one-time resident of Mobile.



A small armada was dispatched to search for the CHESAPEAKE, including the USS NIAGARA.



The USS ELLA AND ANNIE captured the CHESAPEAKE while she lay coaling at Sambro Harbor. The action threatened to set off an international incident: Seizing a belligerent vessel in a neutral port was in violation of international law.



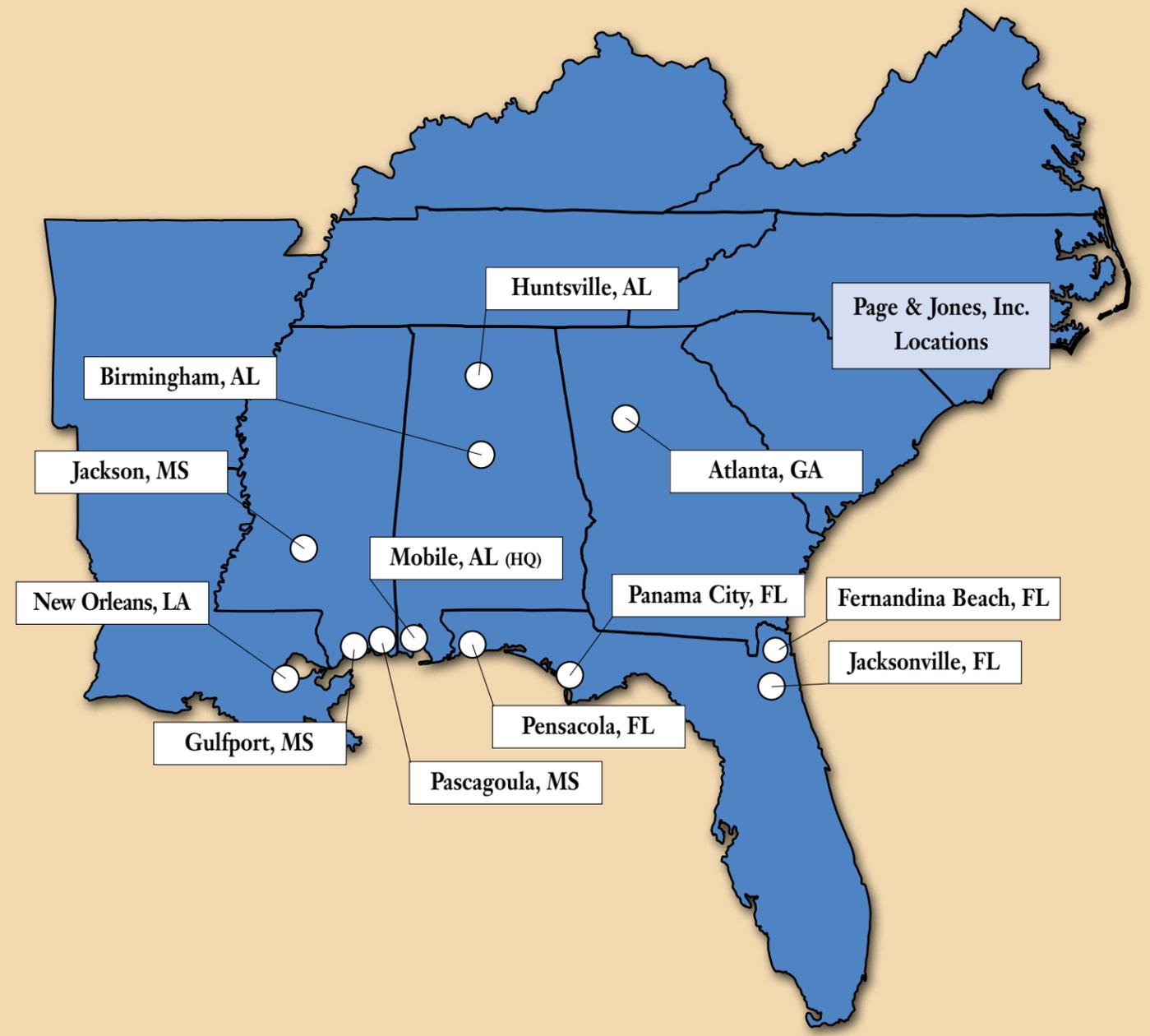
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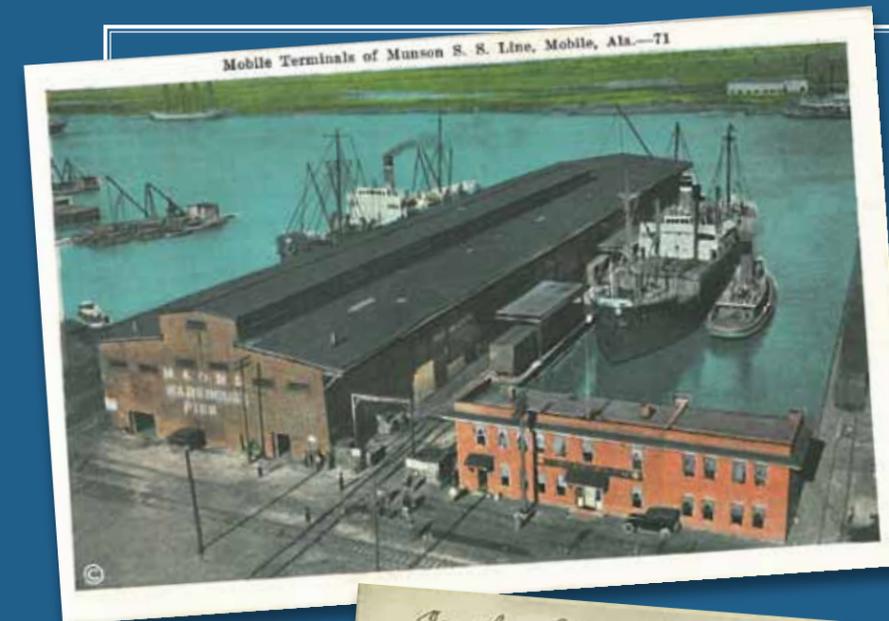
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ANTWERP	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
BELIZE			
BIG CREEK	MCW Shipping	Bi-Weekly	Bulk Shipping
BRAZIL			
BARRA DO RIACHO	Gearbulk	Monthly	Inchcape
BELEM	C.I.C.	Bi-weekly	Seacliff Agencies
BREVOS	C.I.C.	Monthly	Seacliff Agencies
MONTEVIDEO	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
PARANAGUA	Gearbulk	Bi-Monthly	Inchcape
PORTOCEL	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
	Gearbulk	Bi-Monthly	Inchcape
PRAIA-MOLE	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
SANTOS	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
	Gearbulk	Bi-Monthly	Inchcape
CANARY ISLANDS			
LAS PALMAS	Spliethoff	Monthly	Page & Jones Inc.
TENERIFE	Spliethoff	Monthly	Page & Jones Inc.
CAYMAN ISLANDS			
GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
CHILE			
ARICA	Grieg Star Shipping	Monthly	Grieg Star
SAN ANTONIO	Grieg Star Shipping	Monthly	Grieg Star
CHINA			
DAGANG	Grieg Star Shipping	Monthly	Grieg Star
QINGDAO	Grieg Star Shipping	Monthly	Grieg Star
SHANGHAI	Grieg Star Shipping	Monthly	Grieg Star
COLOMBIA			
BARRANQUILLA	TBS Shipping	Monthly	Seacliff Agency
CARTAGENA	TBS Shipping	Monthly	Seacliff Agency
SANTA MARTA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency

CURAÇAO			
WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
DOMINICA			
ROSEAUO	C.I.C.	Monthly	Seacliff Agencies
DOMINICAN REPUBLIC			
RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
ECUADOR			
PUERTO BOLIVAR	Grieg Star Shipping	Monthly	Grieg Star
GUAYAQUIL	Grieg Star Shipping	Monthly	Grieg Star
EGYPT			
ALEXANDRIA	Nordana	Inducement	Biehl & Company
ENGLAND			
TILBURY	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
FRANCE			
BOULOGNE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SETE	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
GERMANY			
BREMEN	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
GREECE			
PIRAEUS	Nordana	Inducement	Biehl & Company
GRENADA			
SAINT GEORGES	C.I.C.	Monthly	Seacliff Agencies
GUADELUPE			
BASSE-TERRE	C.I.C.	Monthly	Seacliff Agencies
ITALY			
GENOA	Nordana	Inducement	Biehl & Company
LIVORNO	Nordana	Inducement	Biehl & Company
	Grieg Star Shipping	Monthly	Nord-Sud Shipping
MONFALCONE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
NAPLES	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SAVONA	Grieg Star Shipping	Monthly	Nord-Sud Shipping
JAMAICA			
KINGSTON	C.I.C. Caribbean Forest Carriers	Bi-Weekly Inducement	Seacliff Agencies Transmarine Alabama LLC
JAPAN			
IYOMISHIMA	Saga Forest Carriers	Inducement	Biehl & Company
MISHIMA-KAWANOE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
NIIGATA	Saga Forest Carriers	Inducement	Biehl & Company
SHIMIZU	Grieg Star Shipping	Monthly	Nord-Sud Shipping
TAGONOURA	Saga Forest Carriers	Inducement	Biehl & Company
TOKYO	Saga Forest Carriers	Inducement	Biehl & Company
KOREA			
INCHON	Saga Forest Carriers	Inducement	Biehl & Company
	Grieg Star Shipping	Monthly	Nord-Sud Shipping
KUNSAN	Grieg Star Shipping	Monthly	Nord-Sud Shipping
MASAN	Grieg Star Shipping	Monthly	Nord-Sud Shipping
LEBANON			
BEIRUT	Nordana	Inducement	Biehl & Company
MARTINIQUE			
FORT-DE-FRANCE	C.I.C.	Monthly	Seacliff Agencies

MEXICO COATZACOALCOS TAMPICO VERACRUZ	CG Railway Spliethoff NAFTA Gulf Bridge	Every 4 Days Monthly Weekly	CG Railway Page & Jones Inc. Norton Lilly International
MOROCCO CASABLANCA	Spliethoff	Monthly	Page & Jones Inc.
NETHERLANDS ROTTERDAM VELSEN	Grieg Star Shipping Grieg Star Shipping	Every 14 Days Monthly	Nord-Sud Shipping Nord-Sud Shipping
PERU CALLAO CHIMBOTE	TBS Shipping Grieg Star Shipping TBS Shipping	Monthly Monthly Monthly	Seacliff Agency Grieg Star Seacliff Agency
SCOTLAND MONTROSE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SOUTH AFRICA CAPETOWN DURBAN PORT ELIZABETH RICHARDS BAY	Gulf Africa Line Gulf Africa Line Gulf Africa Line Gulf Africa Line	Monthly Monthly Monthly Monthly	Biehl & Company Biehl & Company Biehl & Company Biehl & Company
SPAIN ALGECIRAS/PALAMOS BARCELONA BILBOA CADIZ GANDIA MOTRIL PALMA DE MALLORCA VIGO VALENCIA	Spliethoff Nordana Spliethoff Spliethoff Spliethoff Grieg Star Shipping Spliethoff Spliethoff Nordana	Monthly Inducement Monthly Monthly Monthly Monthly Monthly Monthly Inducement	Page & Jones Inc. Biehl & Company Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Nord-Sud Shipping Page & Jones Inc. Page & Jones Inc. Biehl & Company
ST. CROIX	C.I.C.	Monthly	Seacliff Agencies
ST. KITTS BASSETERRE	C.I.C.	Monthly	Seacliff Agencies
ST. LUCIA CASTRIES VIEUX FORT	C.I.C. C.I.C.	Monthly Monthly	Seacliff Agencies Seacliff Agencies
ST. MARTIN	C.I.C.	Monthly	Seacliff Agencies
ST. THOMAS	C.I.C.	Monthly	Seacliff Agencies
ST. VINCENT KINGSTOWN	C.I.C.	Monthly	Seacliff Agencies
SWEDEN STOCKHOLM	Polish Ocean Line	Weekly	Biehl & Company
TOBAGO	C.I.C.	Monthly	Seacliff Agencies
TRINIDAD PT. LISAS	Dan-Gulf Shipping	Bi-Weekly	Lott Ship Agency
TURKEY ISTANBUL IZMIR MERSIN	Nordana Nordana Nordana	Inducement Inducement Inducement	Biehl & Company Biehl & Company Biehl & Company
VENEZUELA GUANTA MARACAIBO	Dan-Gulf Shipping Dan-Gulf Shipping	Bi-Weekly Bi-Weekly	Lott Ship Agency Lott Ship Agency

Postcards from the Past



Mobile Terminals of
Munson S.S. Line



Riverbridge

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EMERY WORLDWIDE.....	(800) 782-4605

ALABAMA INTERNATIONAL TRADE CENTER

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

AUXILIARY SERVICES

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

BANKS WITH INTERNATIONAL DEPARTMENTS

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REGIONS BANK-MOBILE.....	(251) 690-1187
WHITNEY NATIONAL BANK-MOBILE.....	(251) 662-1025

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MOBILE-CHICKASAW PORT FACILITIES, INC.....	(251) 456-7648

BLAST FREEZE/COLD STORAGE

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

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

BUNKERING SERVICE

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

CONSULATES

CONSULAR CORPS OF MOBILE-6204 Brandy Run North 36608.....	(251) 455-8182
BOLIVIA-Thomas J. Farris-3413 Canassa Dr.....	(251) 866-8969
DENMARK-Martin H. Cunningham- 205 St. Louis St.....	(251) 432-4633
DOMINICAN REPUBLIC-Luis Frias-951 Government St., Suite 520.....	(251) 432-2332
GEORGIA-Matt Metcalfe-P. O. Box 2903.....	(251) 432-2600
NORWAY-L. H. Stuart, Jr.-6204 Brandy Run Road N.....	(251) 342-2151

CONTAINER REPAIR & LEASING

CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
DOCKSIDE SERVICES.....	(251) 438-2362
JOHN FAYARD MOVING & WAREHOUSING.....	(866) 862-0667
EXSIF WORLDWIDE, INC.....	(800) 231-7781
TANK SOLUTIONS, INC.....	(888) 551-8265

U.S. CUSTOMS

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

ALL-STAR FOREST PRODUCTS, INC.-7096 Stone Dr., Daphne 36526.....	(251) 626-8777
BUCHANAN LUMBER-104 Industrial Canal Rd. East.....	(251) 433-9567
CASSIDIE 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

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CUSTOM MARKETING SERVICES INC.....	(205) 668-4042
MEADOR WAREHOUSING & DIST., INC.-1750 N. Craft Hwy.....	(251) 457-4376
MITCHELL CONTAINER SERVICES--226 Saraland Blvd. S.....	(251) 875-3786
MMS PACKAGING COMPANY-P. O. Box 2066.....	(251) 438-3658
PORT CITY MOVERS & DELIVERY-5235 Kooiman Rd., Bldg. 4, Theodore, AL.....	(251) 342-7079
STEM PRODUCTS-P. O. Box 66531.....	(251) 457-5592
L. H. STUART CO., INC.-2064 E. C. Brockley.....	(251) 441-0770
TEAGUE BROS. TRANSFER & STG. CO.-519 Bayshore Ave.....	(251) 476-6122

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

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) 342-3313
★ EXPEDITORS INTERNATIONAL.....	(251) 431-4992
JENSEN SHIPPING CO.-244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CAROLE C. LELAND-244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CTB USA OF FLORIDA.....	(866) 621-0091 ext. 224
LILLIEROOSE CORP.-1709 Thistlewaite Dr., Mobile 36618.....	(251) 259-5362
★ M. G. MAHER & CO., INC.-80 St. Michael's St., Ste. 315.....	(251) 433-8474
MACROTRANSPORT SERVICES-Ormond Beach, FL.....	(303) 926-8911
★ RICHARD MURRAY & CO.-109 N. Conception St.....	(251) 432-5549
★ PAGE & JONES, INC.-52 N. Jackson St.....	(251) 432-1646
Birmingham, P. O. Box 320126.....	(205) 595-8429
Huntsville, P. O. Box 6025.....	(256) 772-0231
T. A. PROVENCE & CO.-P. O. Box 942.....	(251) 433-5424
★ GEO. RUEFF, INC.-P. O. Box 2962.....	(251) 433-8851
SOUTHEASTERN FREIGHT FORWARDERS-6448 Hillcrest Crossing.....	(251) 661-7284
STIEGLER SHIPPING CO., INC.-1151 Hillcrest Rd., Suite F.....	(251) 639-7300
TEAM WORLDWIDE - 3357-E Copter Rd., Pensacola, FL 32514.....	(850) 698-1465
TRADELANES - 61 St. Joseph St., Suite 1000.....	(251) 343-8031
TRANSGROUP WORLDWIDE LOGISTICS - 162 State St. 36602.....	(251) 433-7668
★ DANIEL F. YOUNG-1215 Seminole Dr. NW, Hartselle, AL.....	(256) 773-8202
★ W.R. ZANES & CO. OF LA, INC.-P. O. Box 1006.....	(251) 438-1597

FOREIGN TRADE ZONES

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

GRAIN MERCHANTS

FGDI, LLC.....	(419) 373-6311
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ADMIRAL SECURITY SERVICES OF ALABAMA, INC.....	(251) 725-6018
ALABAMA LINE SERVICES.....	(251) 681-2105
ALBERTS TRANSPORTATION SERVICE.....	(251) 432-1611
BAY SECURITY COMPANY, LLC.....	(251) 330-0776
CPS/EAGLE MARITIME SECURITY.....	(251) 433-7850
CREW CHANGE, INC.....	(251) 433-1621
DOCKSIDE TRANSPORTATION, INC.....	(251) 438-2362
GLOBAL MARITIME SECURITY, INC.....	(504) 392-2300
SEAPORT SECURITY SERVICES.....	(251) 443-7390
U.S. MARITIME SECURITY, LLC.....	(251) 459-1578

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ACME TRUCK LINE.....	(251) 653-6028
AMERICAN MARINE SERVICES.....	(251) 460-9930
ATLANTIC SPECIALIZED TRANSPORT.....	(251) 433-4545
BARNHART CRANE & RIGGING-P.O. Box 2809, Daphne, AL 36526.....	(251) 654-0541
BOSARGE DIVING-Pascagoula, MS.....	(888) 762-6364
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
HYDRAULIC CRANE SPECIALISTS.....	(251) 675-000X
LEA DIVING & SALVAGE-Alabama State Docks.....	(251) 432-4480
MAMMOET.....	(404) 696-4982

INDUSTRIAL DIVING

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

LIGHTERING, GAS FREING AND SPILL CLEANUP

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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 50296.....	(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) 681-2105
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).....	(917) 648-8201
CENTRAL STATES FUMIGATION (IMPORT/EXPORT).....	PAT MACK (800) 527-9215
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 Rinta Ave.....	(251) 666-5110
Marine Operator.....	(251) 666-3487
Radioteletype.....	(251) 666-9042
Radio Telegram.....	(251) 666-9041
RADIO-HOLLAND USA, INC.-701 S. Conception St.....	(251) 432-3109
★ PRISM-200 Virginia St.....	(251) 341-1140
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BULK MARINE RESOURCES.....	(251) 295-4838
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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) 470-9774
GENERAL MARINE SERVICE-P. O. Box 2533.....	(251) 928-6728
C. L. HAMILTON-P.O. Box 302.....	(251) 433-9997
DC MARITIME TECHNOLOGIES INC.-2210 Main St., Daphne, AL 36526.....	(251) 625-0503
JOINER MARINE SERVICES-9305 Johnson Rd. S.....	(251) 633-6118
MARINE INSPECTION, LLC-63 South Royal Street, Suite 1001, Mobile, AL 36602.....	(251) 375-2020
NATIONAL CARGO BUREAU, INC.-Commerce Building, Ste. 605, 118 N. Royal St.....	(251) 432-0781
NAUTECH MARINE CONSULTANTS, INC.-7226 Bridgewood Lane, Spanish Fort, AL 36527.....	(251) 447-0422
PAGE MARINE-4153 Tamworth Dr.....	(251) 661-1520
PORT CITY MARINE SURVEYORS-D. J. Smith.....	(251) 661-5426
SABINE SURVEYORS-851 East I-65 Service Rd. South.....	(251) 433-9997
SGS MINERALS-P. O. Box 1962.....	(251) 432-2781
SHIP ARCHITECTS, INC.....	(251) 621-1813
WOODRUFF INDUSTRIES INC-4021 Shana Drive.....	(251) 473-5327

MARITIME WASTE DISPOSAL

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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) 829-4006

MOTOR TRANSPORT (★ CONTAINER SERVICES)

AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 663-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
ALABAMA CARRIERS, INC.....	(800) 721-7107
AVERITT EXPRESS.....	(251) 443-7703
AVONDALE CONTAINERS.....	(251) 438-2248
★ BALDWIN TRANSFER CO.....	(251) 433-3391
BENNETT MOTOR EXPRESS.....	(251) 438-0448
BOYD BROTHERS TRANSPORTATION, INC.....	(205) 716-2014
★ BRIDGE TERMINAL TRANSPORT.....	(251) 443-5341
BUFFALO WOOD, INC.....	(601) 645-5965
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
CHOCTAW TRANSPORT COMPANY.....	(251) 457-9231
CONSOLIDATED FREIGHT WAYS.....	(251) 443-9100
COVAN WORLD-WIDE MOVING INC.....	(251) 653-3008
DEEP SOUTH FREIGHT.....	(800) 924-3515
★ DIXIE DRAYAGE.....	(800) 321-0801
DOCKSIDE SERVICES INC.....	(251) 438-2362
DOLPHIN LINE INC.....	(251) 666-2057
E & F TRANSPORTATION, INC.....	(251) 621-0121
★ EASTMAN LOGISTICS.....	(334) 792-5661
★ ESTES-EXPRESS.....	(251) 964-4801
FEDEX.....	(800) 762-3787
FIKES TRUCK LINE, INC.....	(800) 643-6611
FINCH DISTRIBUTION.....	(800) 444-5381
FRIESE HAULING INC.....	(800) 654-4811
GLOBAL MARITIME LOGISTICS LLC.....	(251) 432-2000
★ GULF COAST INTERMODAL.....</	

STEAMSHIP AGENCIES AND LINES

AZTEC MARITIME SERVICE INC.

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

BIEHL & COMPANY

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

BLUE WATER SHIPPING COMPANY

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

BULK SHIPPING INC.

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

CG RAILWAY

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Contact persons:

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

Gulf

Emily Carra, 770-226-5941

North Europe

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

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Stephen G. Havranek, Vice President
operations@lottship.com

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email: ops-mobile@mescltd.com

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Paul Pugh
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torbjorn.skaar@wshipping.com
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P. 770-569-5821 • F. 770-569-5823
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