

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

OCTOBER 2010



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ALABAMA SEAPORT

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On The Cover:

Congressman Jo Bonner and Governor Bob Riley walked down the pier at the Pinto Island Steel Terminal to observe slabs being loaded onto a barge for transport to the TK mill in Calvert, Ala.



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Governor Riley Praises Port Improvements, Urges Continued Investment

Alabama Governor Bob Riley stopped at the newly completed \$110 million Pinto Island Steel Terminal to thank Alabama State Port Authority leaders for their work during his administration and to urge leaders elected this fall to continue to invest in the Port Authority as a way to continue to grow Alabama's economy.

"Our investments in Alabama's port have paid off in jobs and opportunities for families throughout the state," Governor Riley said. "Even though it is located in Mobile and supports a thriving maritime industry here, our port's impact reaches literally into every corner of Alabama." He added that these investments pay off for generations to come.

Alabama State Port Authority Director and CEO James K. Lyons, Alabama Congressman Jo Bonner, and ThyssenKrupp Steel USA President and CEO Christoph Lackinger joined Riley for the news conference. Steel slabs bound for the ThyssenKrupp (TK) mill in Calvert, Ala., were being loaded onto a barge as the governor spoke.

Riley said the Port of Mobile and its amenities helped bring projects such as TK and Hyundai's Heavy Industries plant to Alabama. Riley praised the leadership of Lyons and the Port Authority board, saying their vision and teamwork are what made so many projects possible. "Such tremendous success doesn't happen all by itself," Riley said. "It takes a real understanding of what a catalyst the port is for economic development along with a commitment to making strategic investments that enhance the port and keep it competitive."

Riley called upon elected officials and private companies to join together to come up with solutions and partnerships such as the one with TK and the joint venture that led to the development of the Mobile Container Terminal.



Bob Riley, Governor of Alabama

ALABAMA STATE PORT AUTHORITY

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Term Expires July 31, 2010

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Governor Bob Riley spoke about the effects of infrastructure improvements at the Port of Mobile.

These types of enterprises make Alabama more competitive, he said. Riley also thanked Bonner for supporting improvements such as the new turning basin, which has opened the Port of Mobile to larger container ships.

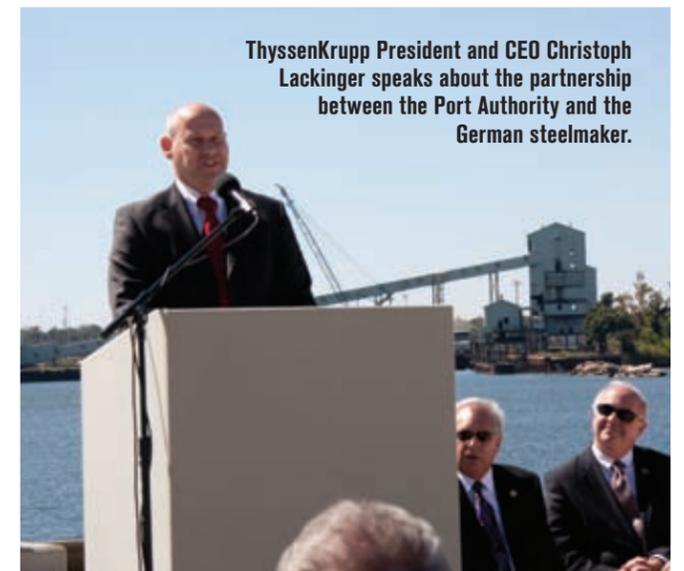
Bonner agreed. "Alabama's continued leading role in industrial recruitment and economic transformation is due to Governor Riley's strategic vision to enhance our state's infrastructure," said Bonner. "The expansion of the Port of Mobile, in particular, has reverberations that impact practically every corner of Alabama and a number of surrounding states. Alabama possesses all the ingredients to grow our economy—an abundance of natural resources, a great climate, a highly motivated workforce and a top-ten U.S. deepwater seaport. I wish to thank Governor Riley for his leadership and support of the modernization of the Port of Mobile, one of Alabama's greatest economic assets."

ThyssenKrupp's CEO says the creativity and problem solving exhibited by the Port Authority and the state are what helped his company pick Alabama for its mill. The Pinto Island Terminal was designed and built with TK in mind. Lackinger says the port also helped build the facility itself. "Forty-three thousand crates of equipment and material were used to build our plant. The majority of it was handled through the Port of Mobile," explained Lackinger. "Alabama is fortunate to have had a governor who understands the impact smart industrial development will have on a state," he added.

Some other accomplishments Riley cited include a \$300 million investment to expand the port and develop the Mobile Container Terminal, a \$110 million investment at the McDuffie Coal Terminal, and a \$28 million rail ferry terminal used by International Shipholding. The Port of Mobile has moved from 14th to ninth largest in the nation by tonnage. Riley said these investments fueled that growth.



Governor Bob Riley and ThyssenKrupp Steel President and CEO Christoph Lackinger talk to Port Director and CEO Jimmy Lyons before the news conference.



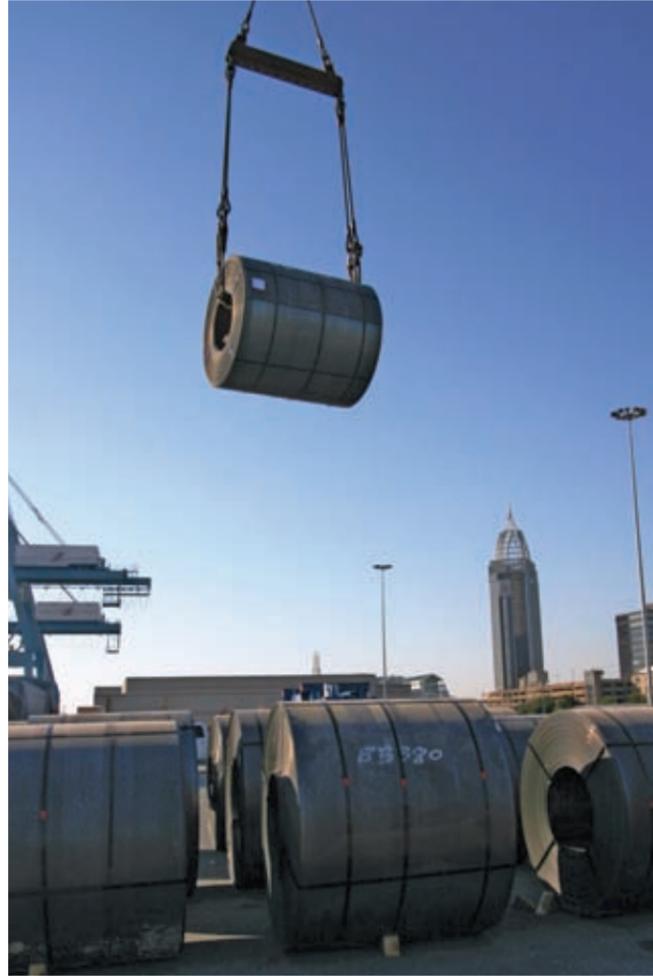
ThyssenKrupp President and CEO Christoph Lackinger speaks about the partnership between the Port Authority and the German steelmaker.

First ThyssenKrupp Coils Exported

Nineteen carbon steel coils were transported to the docks from the ThyssenKrupp facility in Calvert, Ala., on October 11, 2010. The 30-ton coils were discharged from the barge at Pier 2 using the Gottwald crane. Tri-State Maritime Services provided stevedoring services. These are the first ThyssenKrupp coils to be exported from Mobile. The coils will be transported out to Altamira, Mexico, via American Shipping and Chartering.

The carbon steel facility will serve the automotive, construction, and pipe and tube industries, as well as service centers and the manufacturers of appliances, precision machinery and engineered products.

ThyssenKrupp's new stainless steel mill has recently gone into operation. Production has begun with one cold rolling mill. Both the carbon and stainless facilities will share the optimized logistics of river, rail and road to deliver products on time to demanding customers throughout the NAFTA region.



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TURNING BASIN LUNCH • SEPTEMBER 9, 2010

On September 9, 2010, almost 100 people gathered aboard the LADY ANDERSON tour boat to dedicate the Port of Mobile's new turning basin. With the new basin, the port is suitable for larger post-panamax cargo ships. The basin saves time and fuel while increasing the port's capability. The reception included an onboard luncheon.



1. Sandy Myers, ASFL Logistics; Congressman Jo Bonner; Judith Adams, Alabama State Port Authority (ASPA) 2. Brian Clark, Mobile Container Terminal; Mark Sheppard, ASPA; Scot Sinton, CMA CGM; Denson White, Standard Furniture 3. Mike Saxon, Alabama Power; Tera Johnson, U.S. Senator Richard Shelby's office; Mike Lee, Page & Jones; LaBarron McClendon, Mobile Gas 4. Tim Parker, ASPA Board Member; Owen Bailey, Infirmary Health System 5. J.T. Smith, Glovis Alabama; Mark Moran, Drummond Coal; Jeff Mynatt, Seacliff Agency; Charlie Carroll, John Brining Co.; Lamar Finch, John Brining Co. 6. Terry Gilbreath, ASPA; Wynne Fuller, U.S. Army Corps of Engineers (USACE); Doug Otto, USACE; Doug Turny, USACE; Capt. Don Rose, U.S. Coast Guard (USCG); Joe Givhan, USACE; Col. Steve Roemhildt, USACE 7. Patrick Fink, National Oceanic and Atmospheric Administration (NOAA); Jerald Kichler, ASPA; Steve Reid, USACE; Carl Dyess, USACE; George Rush, USACE 8. Mike Field, ASPA Board Member; David Cooper, ASPA Board Member; James K. Lyons, ASPA Director and CEO; Geoff Motlow, Pacific Basin Shipping; Marx Nicholson, ASPA; Chuck Camp, ASPA 9. Brad Ojard, ASPA; Leon Robertson, Jim Walter Resources; Terry Howell, Southern Company 10. Ty Crowder, Baldwin Transfer; Al Fordham, GP Cellulose

Deepwater Port Application Approved for Bienville Terminal

Last month, Alabama Governor Bob Riley approved the deepwater port application submitted by TORP Terminal LP for a license to own, construct and operate the Bienville Offshore Energy Terminal.

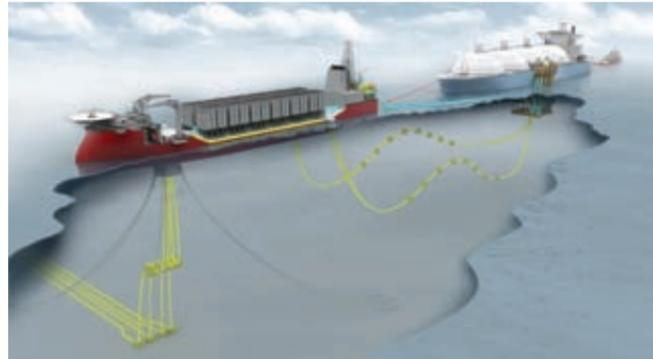
A liquefied natural gas (LNG) regasification facility, Bienville Terminal will be located approximately 63 miles south of Dauphin Island, Ala., in 425 feet of water.

According to Governor Riley, "With this agreement we're able to protect and enhance our environment, improve our economy with 250 new jobs, and provide an important alternative source of natural gas for Alabama. I commend TORP for its proposal. Instead of using technology that would harm our valuable marine resources, now they will use an environmentally safe system. At the same time, the project will generate new jobs and help the state establish a fund that will enhance our environment. I believe this agreement is a model of cooperation between government and business and for the responsible development of future energy projects."

The governor's decision culminated more than five years of work by TORP to gain approval for the offshore project. While previous efforts to locate an LNG facility in Alabama, either onshore or offshore, by other companies had failed, TORP displayed a commitment to working with the Governor's Office, scientists, conservation groups and others to find a workable solution.

The project, as initially envisioned, was to have been a highly modified open-loop facility, utilizing what the company called an ECO Loop, or Environmentally Conscientious Open Loop, system. While environmentalists acknowledged that the ECO Loop offered substantial improvements over previous open-loop systems, they and the Governor's Office called upon TORP to consider a closed-loop system. After significant investment in engineering redesign, TORP unveiled a closed-loop system that made use of the company's proprietary and award-winning HiLoad technology to offload LNG carriers. Bienville Terminal will utilize a floating regas vessel (with no permanent offshore structures) and closed-loop ambient air vaporization to regasify the LNG. Ambient air vaporization is the preferred solution of the Environmental Protection Agency and the National Oceanic and Atmospheric Agency.

Joe Berno, CEO of TORP Terminal, said, "The application process resulted in a win-win situation for everyone involved.



The Bienville Terminal will use TORP's HiLoad technology to offload LNG carriers (rear) and ambient air vaporization on a regas vessel (foreground) to regasify the LNG.

"We at TORP take our environmental stewardship very seriously. We feel very positive about the support the project now enjoys and look forward to moving ahead with the process. With the Bienville Terminal, we plan to offer innovative commercial, as well as technical, solutions to the industry."

TORP will pay the state \$25 million to establish a fund that will go toward protection, restoration and improvement of Alabama's marine and coastal resources. That fund will be maintained by the Alabama Department of Conservation and Natural Resources.

Lars Odeskaug, CEO of TORP Terminal's parent company, TORP LNG AS, said, "TORP is currently pursuing several LNG regasification projects worldwide, and the approval of the Bienville Terminal is an important milestone in our efforts to establish TORP as a worldwide LNG terminal developer."

TORP Terminal LP has offices in Houston, Tex., and Mobile, Ala. The company is a limited partnership owned by TORP Technology Inc., TORP LNG AS and Siemens Financial Services, Inc. TORP LNG AS is a privately owned Norwegian company specializing in LNG terminal development and LNG loading technology. For more information, see the company's website at www.TorPLNG.com.

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AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) RECEPTION

The American Association of State Highway and Transportation Officials (AASHTO) hosted a convention in Mobile, Ala., in August. Alabama State Port Authority (ASPA) Director and CEO James K. Lyons spoke at the gathering, and ASPA hosted a reception for attendees.



1. Mike Walker, Corporate Environmental Risk Management (CERM); Mark Locker, Ohio Department of Transportation (ODOT) 2. Patrick Donovan, West Virginia Port Authority; Jennifer Christman, CERM; Chris Smith, AASHTO 3. Robby Burt, Mississippi Department of Transportation (MDOT); Ron Coles, W.R. Coles & Associates 4. ASPA CEO and Director James K. Lyons; Mike Tagert, Tennessee-Tombigbee Waterway Association 5. Ted Barron, Alabama Power Company; Arno Hart, RNO Group 6. Harry Price, Post, Buckley, Schuh & Jernigan (PBS&J); Victor Jordan, Alabama Department of Transportation (ALDOT); Scott Rumble, PBS&J; Robert Jilia, ALDOT; Joe Means, Sain Associates 7. LaRosa Collier, Tennessee Department of Transportation (TDOT); Donald Lovelace Jr., ALDOT 8. Jeff Wood, Burk-Kleinpeter; Kevin Harrison, South Alabama Regional Planning Commission (SARPC) 9. Phil Jones, Louisiana Department of Transportation & Development (LaDOTD); Sharon Balfour, LaDOTD; Douglas Grubbs, Crescent River Port Pilots 10. Mark Locker, ODOT; Cline Jones, Tennessee River Valley Association



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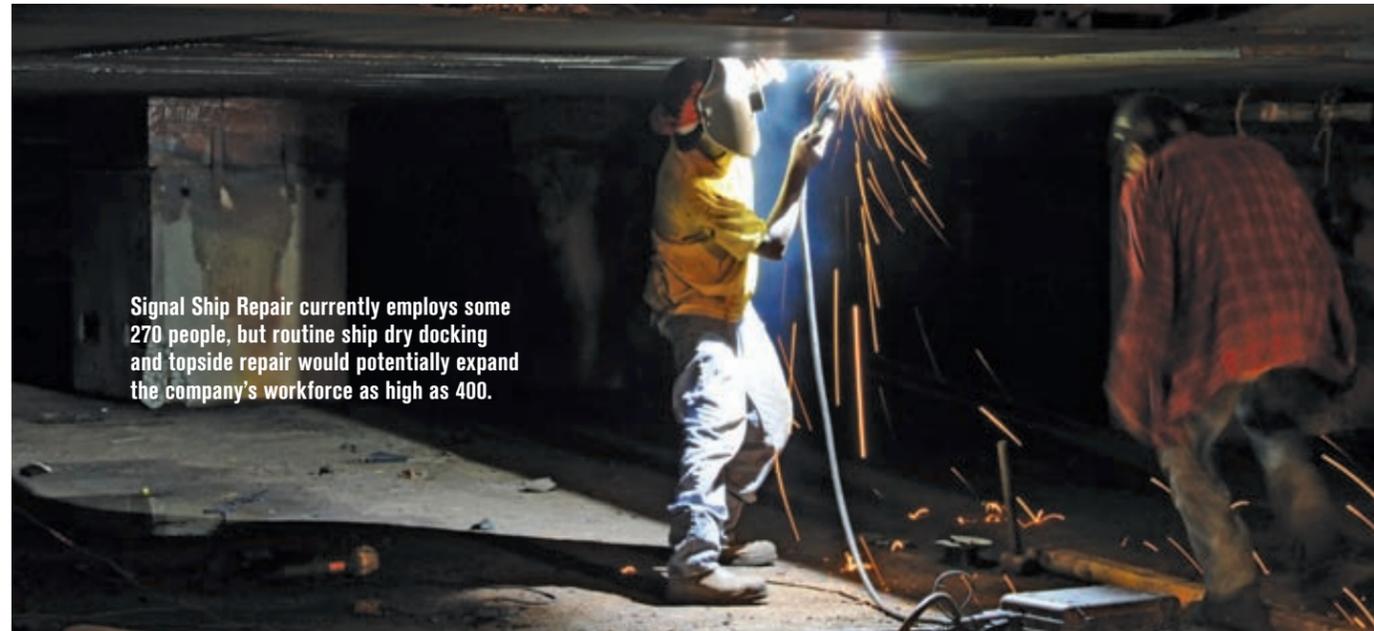
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MADE IN ALABAMA:

Mobile Welcomes **Signal Ship Repair**



Signal Ship Repair currently employs some 270 people, but routine ship dry docking and topside repair would potentially expand the company's workforce as high as 400.

When Signal International purchased the assets of the former Bender Shipbuilding in Mobile, Ala., it added a new dimension to its operations in the offshore and heavy fabrication markets. Renamed Signal Ship Repair (SSR), the Mobile shipyard adds the capability to overhaul and repair ships to Signal's focus on overhauling and building offshore drill rigs, barges and similar vessels. Signal purchased the company in January 2010 for a reported \$31.25 million and has since invested \$9 million in the company.

Signal Ship Repair now affords new opportunities for its parent company. Signal CEO Dick Marler said the company's business focus has been floating rig construction, conversion and repair. "We now can use the facilities and talents of the SSR group to broaden our repair market for drill ships and to add more diversity to the marketplaces we service, deep sea shipping, (and the) oil service industry," he explained. The latter includes docking supply boats and tugs. And, as ship repair is more of a "level loaded business," Marler said the addition of Signal Ship Repair will balance the more cyclical rig repair market Signal works with in Mississippi and Texas.

Currently, Signal Ship Repair is in what Marler calls "house-keeping" mode, cleaning up the shipyard and bringing in new equipment. "A clean workplace makes for a safe workplace," he said. The shipyard operates two dry docks on approximately 4,000 feet of waterfront. With this setup, Signal Ship Repair is able to work on two vessels in dry dock

with an additional two quayside. For major conversions, it has the capacity to move ships out of the water and onto land for any necessary work, then relaunch the vessels. "This is a great tool that makes best use of the real estate," explained Marler. Signal Ship Repair is also bringing in a 100-ton floating crane from Signal's Orange, Texas, shipyard. Upon its arrival in November, it will be available to the dry docks and quayside shifts.

"At Signal, we are constantly striving to improve the facility with modern equipment and technology," said Marler. Capital improvements are included in budgets into 2012. This includes the recent \$6 million refurbishment to the Panamax Dry Dock 1 that included dredging under the dry dock slip to accommodate vessels drawing up to 30 feet.

With the addition of the new company, Signal can now use Signal Ship Repair for dry dock and repair. In early November, Signal Ship Repair will dry dock Transocean's drillship DEEPWATER NAVIGATOR. Work on the vessel, anticipated to run until January 2011, includes underwater steel repair, blasting and coating the hull. The vessel will then travel to Signal's Pascagoula shipyard for more upgrades. "Without both shipyards, we would have been at a great disadvantage when bidding the work," said Marler.

Other work at Signal Ship Repair includes replating a barge for end use by the U.S. Air Force, as well as a major

repair on the cargo vessel MASCOT due to an engine room fire. The company recently completed conversions on two SEACOR Marine vessels bound for Africa. "Suffice it to say, we have been and will continue to be busy," said Marler regarding future contracts. "The industry has welcomed us with open arms. We are receiving business from clients that have not been here in years. This is true of foreign and domestic customers. The repeat business has been the ultimate compliment."

Marler's plan is to keep at least one major conversion in the shipyard, stabilizing its workforce. The addition of routine ship dry docking and topside repair would add to its current workforce of approximately 270 people, potentially expanding it as high as 400 workers. Many of these come from the local talent pool, with other employees driving from Mississippi and Florida.

Signal Ship Repair plans to continue its safety record improvements. "(We're) working toward zero recordable incidents while providing quality repairs and services to our customers at a fair price," Marler explained. "This will attract repeat customers upon which we can grow the business by increasing throughput via more people eventually working split shifts that will allow us to provide true 24/7 repair opportunities for our customers."

As Signal's largest investor is the Retirement Systems of Alabama, the purchase of an Alabama company was especially attractive to Marler. In January 2008, RSA purchased \$100 million worth of the company's shares. In 2010, Signal moved its headquarters from Pascagoula to the RSA Battle House Tower in downtown Mobile.



In 2010, Signal moved its headquarters from Pascagoula to the RSA Tower in downtown Mobile after purchasing the assets of the former Bender Shipbuilding for a reported \$31.25 million. It has since invested \$9 million in Signal Ship Repair.

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Alabama Seaport Magazine “At the Helm”

Horizon Shipbuilding in Bayou La Batre, Ala., specializes in government, commercial and foreign government vessels constructed from steel, aluminum and fiberglass, as well as several styles of boats used in the oil fields. It was the focus of *Made in Alabama* in August 2010.



Name/Age: Travis R. Short/46

Title: President

Company: Horizon Shipbuilding, Inc.

Address: 13980 Shell Belt Road, Bayou La Batre, AL 36509

Web: horizonshipbuilding.com

Revenue: \$25,000,000

No. of employees: 131

Education: BS in Business, University of South Alabama

Most recently read book: *Trickle Up Poverty* by Michael Savage

Favorite music/musical artist: I like all kinds of music.

What is your relationship with the Alabama State Port Authority? I have had the pleasure of meeting Mr. Lyons, and we were co-recipients this year of the Governor’s Trade Excellence Award.

What is the largest/most unusual cargo you’ve shipped through the port? In August of 2005, we shipped a pilot boat destined for the Port Authority in Umm Qasr, Iraq.

What experiences in your past best prepared you for the job you have today? Working under and alongside my father from the time I was 15 years old.

What single thing makes your organization stand out? Our unyielding desire to provide satisfaction to our customers.

Tell us a little about what’s in store for your organization in 2010–2011? We will continue to build on our reputation for quality vessels with our current customers and new customers, domestic as well as foreign. We will continue to invest in our infrastructure and improve on our building capacities. We are excited about a new customer from Mexico that we will be building for in 2011.

If you could give other business people advice about how to survive the down economy, what would it be? Take care of your customers in a good economy. Excellent customer relations in a good economy can help you survive in a down economy.

What word best describes your leadership style? Straightforwardness

Goal yet to be achieved? To take the shipyard business to the highest level I personally can.

Professional pet peeve? Deception

What do you do to relieve stress? Work in my yard and swim.

Favorite hobbies? Gardening

Pets? Skinner, a dog my stepson rescued and my wife and I are raising, and our Rottweiler, Abbey.

If you had a \$1 million windfall, you would ... Pay down company debt.

It is 11 on Saturday morning. Where are you? Either in my yard or at the shipyard.

What do you love the most about living in your community? Rural atmosphere, but not too far from the necessities.

What line of work would you pursue if you couldn’t work in your present one? One of the Gulf Coast’s premier custom home builders.

Organization or company other than your own that you most admire? The reorganization of Chrysler Corporation.

CEO of another company who you admire? Lee Iacocca

Biggest professional mistake and how you overcame it? Misplaced trust in a business relationship was my biggest mistake. Overcame it by not quitting, taking advice from trusted others, and having the intestinal fortitude to work through all the obstacles.



Heart of Dixie Railroad Offers Holiday Rides

Flag Coal Locomotive #75 is pulling into the Calera Station. Flag Coal #75 was built by Vulcan Iron Works in 1930.

“All aboard!” the conductor calls as the Polar Express prepares to leave the station, “Next stop – the North Pole!” This holiday season, families and children of all ages can enjoy a magical train ride to the North Pole on the Heart of Dixie Railroad Museum’s Polar Express.

The Heart of Dixie Railroad Museum is the official state railroad museum of Alabama and boasts one of the South’s premier collections of railroad memorabilia. It is dedicated to the preservation, restoration and operation of historically significant railway equipment. It also offers families special-themed rides, including the Polar Express.

The Polar Express will leave the Calera Depot in Calera, Ala., on Friday, Saturday and Sunday at 5 p.m., 6:30 p.m.

and 8:00 p.m., November 26 through December 19, for the North Pole. While on the holiday-decorated train, riders will be entertained with a reading of *The Polar Express*, a popular children’s book written by Chris Van Allsburg. The book is the inspiration for the train ride. In the book, a child who claims he does not believe in Santa Claus anymore wakes to find a magic train in his yard. He takes a ride to the North Pole, meets Santa and receives the coveted first gift of Christmas. The classic tale was made into an animated movie in 2004.

Rolling through the hills of Shelby County, passengers will be transported to the North Pole in one of the museum’s six antique railcars: the Dome car, the Frisco, the Silver Maple, the Kayenta, the Long Island and the Metra.



When the train arrives at the brightly decorated North Pole, Santa and Mrs. Claus board the Polar Express and visit with all on board. Each child will receive the first gift of Christmas. On the return trip from the North Pole to the Calera Depot, passengers enjoy chocolate milk and cookies, and sing Christmas carols.

Polar Express tickets are \$25 per person two years and older. Pajama wearing is encouraged but organizers urge riders to dress warmly since the train runs at night.

“The Polar Express has been our biggest event for several years now,” said Jim Garnett, president of the Heart of Dixie Railroad Museum. “With a capacity of 12,000 passengers, it has sold out every year.”

The museum also hosts a daytime train during the holiday season: the Santa Special, which leaves Calera Depot on Saturday and Sunday at 11 a.m. and 2 p.m., November 26 through December 19, for a trip on the Calera and Shelby Railroad. Passengers on these daytime trains will be treated to a train ride with Santa Claus. Children on this train also receive a Christmas gift. Tickets for the Santa Special are \$15.

The Polar Express and Santa Special are just two of the many train excursion events that the Heart of Dixie Railroad Museum hosts for visitors and train buffs throughout the year. The museum offers many different themed train events on Saturdays from March through December. Some of the themed excursion train events include the Day out with Thomas, the Cottontail Express, Steam Days and the Father’s Day Limited.

During the month of October, the museum runs the Pumpkin Patch Express. It allows riders to visit a pumpkin patch for a hayride, temporary tattoos and family fun. Riders can pick a pumpkin for an extra charge.



Passengers enjoying a ride on the Calera and Shelby Railroad with Thomas the Tank.



Santa visits with passengers aboard the Heart of Dixie’s Polar Express.



An antique steam locomotive sits in the Clark yard.

Garnett says the rides are fun, but the museum also has a serious side. "The museum reflects the railroading history in the state of Alabama over the last 150 years," said Garnett. "We are also lucky to have an extensive collection of railroad reference books and materials in our library."

Across the street from the Calera Depot, visitors can enter the Clark yard and see steam and diesel-electric locomotives, rolling stock, passenger cars, crane cars, box cars, and cars that were once used by the U.S. Air Force Strategic Command as part of the rail-based Peacekeeper missile program.

"The museum features a large selection of locomotives, cars, cabooses, and other railroad equipment and memorabilia dating from the 1800s through the 1950s," said Garnett.

The museum and excursion train operates along what was once part of the L&N Mineral Loop, whose tracks were origi-

nally laid in 1891 for the transportation of iron ore, coal and limestone to the large mills in Birmingham. The track fell into disuse after the Coosa River Bridge was removed for a hydroelectric project. CSX removed the existing rail line but left the rail bed. The museum purchased 11 miles of the former right of way and has laid more than two miles of track. The museum currently has more than five miles of usable track.

The museum is located at 1919 Ninth Street in Calera, Ala., just south of Birmingham. The museum is open to the public Tuesday through Saturday, from March to December, and offers excursion train rides most Saturdays. Admission to the museum is free but pricing varies for the train excursions.

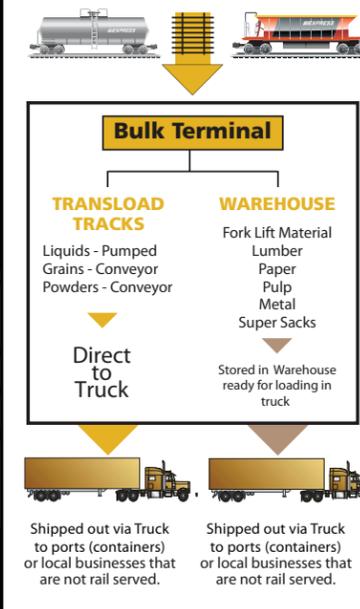
For more info regarding the Heart of Dixie Railroad Museum, visit hodrrm.org or call the museum at (205) 280-0820.

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Global Operations Come Together to Complete 2,500 Meter Installation

Technip USA and Jumbo Offshore have finished a collaborative project that originated in Finland and ended in the Gulf of Mexico. The installation of five free-standing hybrid risers (FSHRs) was accomplished in water up to 2,740 meters deep. One of Jumbo's DP2 offshore Heavy Lift Vessels, the FAIRPLAYER, was assisted in installation by Technip's DEEP BLUE and DEEP PIONEER.

The FAIRPLAYER received the buoyancy cans from Technip's location in Pori, Finland. The vessel carried the cans to the Cascade and Chinook offshore location in the Gulf of Mexico where the boat and crew met up with Technip's two ships. Upon arrival, the installing of the FSHRs commenced.

The process began with the DEEP BLUE distributing the riser, accompanied by the FAIRPLAYER elevating the 2,300-meter riser with the fore crane and depositing it in a hang-off apparatus for connection to the buoyancy can. The entire entity was then cast over the ship and lowered safely into the water. The five FSHRs are the deepest risers of this variety installed to-date.

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B O N D E D

Southern Lumber Exporters Association Hit the Links

The Southern Lumber Exporters Association's (SLEA) annual meeting was held at the Steelwood Golf Club in Loxley, Ala. The annual golf outing was held on August 20 and included several attendees from the company.



(From left to right) David Usher, Robert Deneefe, Joel Osterloh, Travis Hall, Lane Merchant, Johnny Hudson, Don Altman, Michelle Lynn, Stewart O'Neil, Len Barker, Mark Rodgers, Wayne Lancaster and Kurt Surmall all take a break from playing a round of golf during SLEA's annual golf outing.



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Mobile Bridge Reconstruction Continues to Make Progress

Construction on the Michigan Avenue Bridge in Mobile, Ala., has been making steady progress since the project began in late August. The bridge arches over the CSX train tracks and leads into the Brookley Industrial Complex. This site is the future location for the anticipated European Aeronautic Defense and Space Company's (EADS) Air Force tanker assembly factory. The contract will generate 1,500 jobs.

The original bridge was built 69 years ago and has had a load limit of 16 tons for the past two years, depriving large trucks of admittance into the facility.

Approximately 20 percent of the old structure has been torn down. Once the old bridge has been demolished, construction will begin on the new bridge. The replacement process is expected to be completed by October 2011.



BIG AL Lifts Power Plant Components

On Sept. 20, BIG AL, the port's heavy-lift crane, transferred Heat Recovery Steam Generator Modules and high pressure/low pressure steam drums from a ship directly onto rail cars in the Port of Mobile. The equipment then headed to Moselle, Miss., to be used in power generation. They came from Masan, Korea, aboard the NORDANA MONIKA. Lott Shipping acted as the local agent, and Tri-State Maritime Services, served as stevedores. Vogt Power International built the components.

Alabama State Port Authority Operations Manager John Mickler said BIG AL was a big help on this project. "Normally you see a geared vessel discharging these, and because of the heavy-lift crane in Mobile, it gave the shipper an option of hiring a less costly vessel for transit to the U.S.," he explained. The heaviest piece of equipment weighed in at 161.8 short tons, or 323,734 pounds.



The Port Hosts NOAA Day

On Sept. 15, the National Oceanic and Atmospheric Administration (NOAA) and the Alabama State Port Authority (ASPA) hosted NOAA Day at the International Trade Center in Mobile, Ala. The event showcased various NOAA activities and products in the region. Presentations included a Physical Oceanographic Real-Time System® refresher from Darren Wright; a visibility measurement in Mobile Bay lecture from Kathy Egan; a storm surge monitoring network and Mobile Bay collaborative survey by Tom Landon and Jim Harrington; a Disaster Response Center speech by Michele Finn; and a nautical chart update from Patrick Fink.

New Website Offers Information About the Health of the Nation's Coasts

The National Oceanic and Atmospheric Administration (NOAA) has constructed a new website called the "State of the Coast" (SOTC), which offers visitors the opportunity to discover a wealth of information about the nation's coasts. NOAA believes coastal ecosystems are vital to the quality of life and therefore must remain healthy. The SOTC website covers every aspect of how to maintain a flourishing and prosperous coastline.

Other information provided includes case studies and management success stories that showcase the connections between the four SOTC themes: coastal communities, coastal ecosystems, coastal economy and the climate. The website also provides quick facts and precise statistics to help emphasize the importance of the four themes. The site is updated regularly to help ensure the information provided is accurate.

For more information about NOAA's "State of the Coast" website, please visit stateofthecoast.noaa.gov.



NOAA Day was successful in passing information to the maritime attendees, which included members from the United States Coast Guard (USCG), shipping companies, towing companies, U.S. Customs, congressional staffers and the ASPA.



(From left to right) Tom Landon, Center for Operational Oceanographic Products and Services (CO-OPS); Darren Wright, CO-OPS; Michele Finn, Office of Response and Restoration (OR&R); Eddie Roggenstein, CO-OPS; Kathy Egan, CO-OPS; Patrick Fink, Office of Coast Survey; and Jim Harrington, National Geodetic Survey, were the speakers during the NOAA Day event.



Destroyer Docks in Port to Visit BayFest

A Navy guided missile destroyer traveled to Mobile, Ala., for a port call during the three-day BayFest music festival this October. The USS MCFAUL (DDG-74) arrived on Friday, Oct. 1, carrying 356 officers and men ready to experience Mobile's 16th annual music festival. The MCFAUL is 505 feet in length and has a beam of 59 feet, with the capacity to hold two helicopters and a variety of guns and missiles. The vessel is commanded by Cmdr. Ronald Toland, who is a frequent visitor of the Port City.

Before sailing to Mobile, the MCFAUL recently returned from a deployment in the Middle East. While overseas, the crew participated in numerous operations, including rescuing the cargo vessel RISING SUN from pirates in the Gulf of Oman. The MCFAUL crew captured 10 pirates and saved several people who were overboard.

The MCFAUL berthed at the state docks while in Mobile.



Lucky Fluckey

As a 10-year-old, Eugene Fluckey found an unlikely hero in President Calvin "Silent Cal" Coolidge, whose radio broadcast extolling the merits of persistence inspired the boy to name his dog after the President. More importantly, Fluckey took the message to heart; in order to succeed, one had to be persistent.

Born in Washington, D.C., on October 5, 1913, Fluckey attended Western High School and Mercersburg Academy, graduating at age 15. Following two years at Columbian Preparatory School, Fluckey was appointed a midshipman at the U.S. Naval Academy in 1931.

Fluckey's persistence – and his perpetual optimism – showed itself when he became severely nearsighted while at the Academy. Knowing that poor eyesight could result in his dismissal, Fluckey began researching optics. Based on his research, and with a doctor's assistance, he designed a pair of eyeglasses for himself and conducted nightly eye exercises, successfully restoring his vision to 20/20.

Fluckey graduated from the Naval Academy in 1935 and, after serving in the battleship USS NEVADA and the destroyer McCORMICK, reported to Submarine School in 1938. He began his career as a submarine officer in the S-42, followed by five wartime patrols in the submarine BONITA during 1941 and 1942. Then-Lieutenant Fluckey reported to Annapolis to begin Naval Engineering instruction in August 1942, and in

November 1943, he reported to Prospective Commanding Officers' School in New London, Conn. Upon graduation, Lt. Commander Fluckey received orders as the prospective commanding officer of the submarine USS BARB and reported to Pearl Harbor to join the boat's wardroom.

The BARB was a Gato-class submarine, laid down in June 1941 and launched in April 1942. Initially assigned to European waters, the BARB had conducted reconnaissance patrols in conjunction with the invasion of North Africa and afterward had conducted patrols hunting for German blockade runners. Following her fifth combat patrol, the BARB returned to Submarine Base New London for a refit, arriving July 24, 1943. She reported to Pearl Harbor to begin her Pacific Theater service in September of that year.

Fluckey conducted one patrol in the BARB (her seventh wartime patrol) as her prospective commanding officer. He was then promoted to the rank of commander in March 1944 and assumed command of the BARB the following month. Commander Fluckey quickly earned the respect of his crewmen. Freckle-faced, redheaded and quick to grin, he would make frequent rounds throughout the day to get to know his men, and the crew soon realized that their skipper understood their jobs as well as they did. Perhaps adding to his popularity, Fluckey showed a willingness to flaunt Navy rules by stocking beer onboard the BARB. A cold beer was the reward for a job well done or for getting through trying circumstances.



Commander Eugene B. Fluckey commanded the submarine USS BARB (SS-220) on five patrols during World War II, becoming one of the top sub commanders of the war.



Photographed onboard the BARB, Commander Fluckey had just been awarded his first Navy Cross for the boat's eighth wartime patrol (Fluckey's first as commanding officer).

Commander Fluckey proved not only to be persistent but to be an innovative submarine commander. At one point, his fellow commanding officers voted him "least likely to succeed" because the BARB's skipper challenged the status quo with so many new ideas. To the contrary, Fluckey accomplished nothing less than revolutionizing submarine warfare, perfecting night attacks on convoys from astern, becoming the first skipper to install and launch rockets at an enemy target, and even becoming the first to land men behind enemy lines on the Japanese home islands to carry out raids. His success as skipper of the BARB soon earned him a couple of good-natured nicknames: "Lucky Fluckey" and "The Galloping Ghost of the China Coast." He may have been lucky, but, as in most instances, Fluckey made his own luck. His men would later describe him in terms such as "extraordinary," "fearless and good-humored," and "imaginative." His superiors recognized his skill in combat, writing in one fitness report, "The BARB is one of the finest fighting submarines this war has ever known."

Fluckey would go on to command the sub on five war patrols between April 1944 and August 1945. His exploits would earn him the nation's highest honors, as well as the Presidential Unit Citation and the Navy Unit Commendation for the BARB.

Through initiative, aggressiveness and innovative tactics, Commander Fluckey began getting results immediately, and

his record only improved. His hit-and-run raids would soon become legendary. So successful were his patrols in terms of enemy tonnage sunk, Fluckey received the Navy Cross, the service's second highest award for valor, for each of his first three patrols as the BARB's commander. Fluckey soon came to be known as "Lucky Fluckey" to his men and throughout the rest of the submarine fleet. In September 1944, the BARB cemented her reputation as a fighting sub when she sank the 20,000-ton Japanese aircraft carrier UNYO and an 11,000-ton tanker with the same torpedo salvo.

It was Fluckey's fourth patrol as commanding officer – the BARB's 11th wartime patrol – that would earn both the skipper and the boat lasting fame. Departing Pearl Harbor on December 19, 1944, the BARB pointed her nose toward the Straits of Formosa and the East China Sea, where Fluckey would lead a series of devastating night-time raids against enemy shipping. It was during this time that Fluckey introduced the tactic of attacking an enemy convoy from the rear. In a running two-hour night-time battle on January 8, 1945, the BARB sank a large enemy ammunition ship and caused significant additional damage to other ships in the convoy. During the patrol, the BARB sank four Japanese merchant ships as well as numerous other small craft.

When the BARB failed to intercept an expected enemy convoy off the coast of China, Fluckey decided to take the hunt elsewhere, remarking to his executive officer, "Let's gallop." The XO of the boat responded, "Captain, where is the Galloping Ghost of the China Coast going to gallop tonight?" branding Fluckey with another colorful moniker. In what the Navy later described as "an exceptional feat of brilliant deduction and bold tracking," Fluckey theorized that the missing convoy must have holed up in a "secret harbor" where they felt safe.

It was a moonless and cloudy night as the BARB began her search, and, following his hunch, Fluckey threaded his boat through a shallow entrance to an inland sea and Mamkwan Harbor in the pre-dawn hours of January 25, 1945. The concealed harbor lay some 250 miles south of Shanghai. Expecting to find six or seven ships at anchor, the BARB instead found a nest of more than 30 enemy vessels. Fluckey had only 30 feet of water beneath his keel – too shallow to dive. The only possible escape would entail making an hour's run on the surface "through the uncharted, mined and rock-obstructed waters" at full speed. It had every appearance of being a suicide mission, but Lucky Fluckey saw only one course of action. He ordered his men to battle stations and prepared to attack the enemy.

Quickly plotting a firing solution, Fluckey fired his last four forward torpedoes into the midst of the anchored ships and then came about and fired four more stern torpedoes from

a distance of 3,000 yards, scoring eight direct hits on six of the vessels. As *The Washington Post* would report later that year, as Commander Fluckey watched from the bridge of his sub, "Japanese ships were erupting in the night like a nest of volcanoes." The primary pyrotechnics were courtesy of a large ammunition ship that blew up, causing "inestimable damage" to the ships around it.

As the early morning sky lit up all around him, Fluckey gave the order to head for open water at flank speed. Avoiding armed escort boats, mines, rocky shoals, fishing junks and other obstructions, the BARB sped toward the ocean. With two frigates in pursuit, Fluckey redlined the sub's engines, setting a world speed record for a submarine – 23.5 knots. The Japanese warships chased the BARB for a full hour, keeping up a steady rate of fire, but the commander and his crew escaped unscathed. Further, the sub went on to sink a large enemy freighter four days later. The Navy officially credited the BARB with sinking the ammunition ship and damaging others at Mamkwan Harbor, but, in a visit to the area many years after the war, Fluckey spoke with two eyewitnesses to the attack who confirmed that the BARB had sunk four ships and damaged an additional three. More significantly, the attack disrupted the shipping system the Japanese were employing at that stage of the war.



Fluckey accomplished a number of firsts as the BARB's skipper, including the first use of rockets fired by a submarine and the first landing of an assault force on the Japanese home islands during the war. He received the Medal of Honor and a total of four Navy Crosses during his tour.



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The BARB's battle flag, including Fluckey's Medal of Honor and Navy Crosses.

The BARB completed her 11th patrol on February 15, 1945, after which the boat was sent stateside for a refit. At the skipper's request, that summer she became the first submarine to be fitted out with 5-inch rocket launchers. Fresh from the yard, the BARB began her 12th wartime patrol on June 8, 1945, her fifth under Eugene Fluckey. The commander now chose the Sea of Okhotsk as his hunting grounds, and neither he nor his crew would be disappointed with their results.

Fluckey became the first skipper in the history of submarine warfare to employ rockets against an enemy, and he put them to effective use in attacking a series of Japanese towns, targeting an air station and several factories. The innovative skipper recorded another first on the night of July 23 when he elected to undertake an onshore sabotage mission. Fluckey hand-picked a landing party of eight sailors – as many former Boy Scouts among them as possible to ensure he had an

assault force who had experience in hiking over rough terrain, orienteering and navigation. For a moment, he thought about dispatching his men with a Hollywood-style sendoff, but, as he later recalled to *The New York Times*, he merely wished them luck and told them, should they run into trouble, to follow the mountain ranges and head for Siberia, some 130 miles to the north.

From a range of 950 yards offshore, the sailors shoved off from the BARB in two rubber boats and paddled for the beach. They landed on the southern shore of Sakhalin Island and proceeded 400 yards inland to place a 55-lb. explosive charge on a coastal railway line. Crewman William Hatfield wired the bomb, making use of a pressure-sensitive micro switch to trigger the explosion. The insertion team returned to the beach, and, while rowing back to the submarine, was rewarded with the sound of an explosion that sent a 16-car

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troop train off the rails. The raid comprised the only landing of U.S. military personnel on the Japanese home islands during the war.

The patrol, which ended in August 1945, was the BARB's 12th and final patrol, and it earned Commander Fluckey his fourth Navy Cross. For the highly successful 11th patrol, he was nominated for and received the Medal of Honor, the nation's highest military award. Fluckey was assigned as the prospective commanding officer of the submarine DOGFISH, but the war ended before he could take command.

The Navy officially credited Fluckey with sinking 16 ships and assisting two other subs with sinking another ship, for a total tonnage sunk of 95,360. His record made Fluckey the fourth highest submarine commander during the war in number of ships sunk and number one in terms of actual tonnage.

Fluckey went on to work for Secretary of the Navy James Forrestal and then as personal aide to Fleet Admiral Chester Nimitz, the Chief of Naval Operations. Later assignments included commanding officer of the submarine USS HALF-BEAK, U.S. Naval Attaché to Portugal, commander of Submarine Division 52 and commanding officer of the submarine tender SPERRY and Submarine Squadron Five. After being promoted to the rank of rear admiral in 1960, Fluckey served as commander of Submarine Force Pacific and later as Director of Naval Intelligence. He retired from active duty in August 1972. Of all of his accomplishments, the one of which he was most proud was that, despite being attacked with more than 400 shells, bombs and depth charges during his tour as skipper of the BARB, no one who served under his command was wounded or killed.

Fluckey and his second wife, Margaret, retired to Portugal where they ran an orphanage for a number of years. He published *Thunder Below!*, an award-winning account of his command of the BARB, in 1992. Rear Admiral Eugene B. "Lucky" Fluckey, USN, died June 28, 2007, at the age of 93. At the time of his death, he was one of the nation's most highly decorated veterans.



Seen here as a rear admiral, Fluckey later commanded Submarine Force Pacific and served as Director of Naval Intelligence.



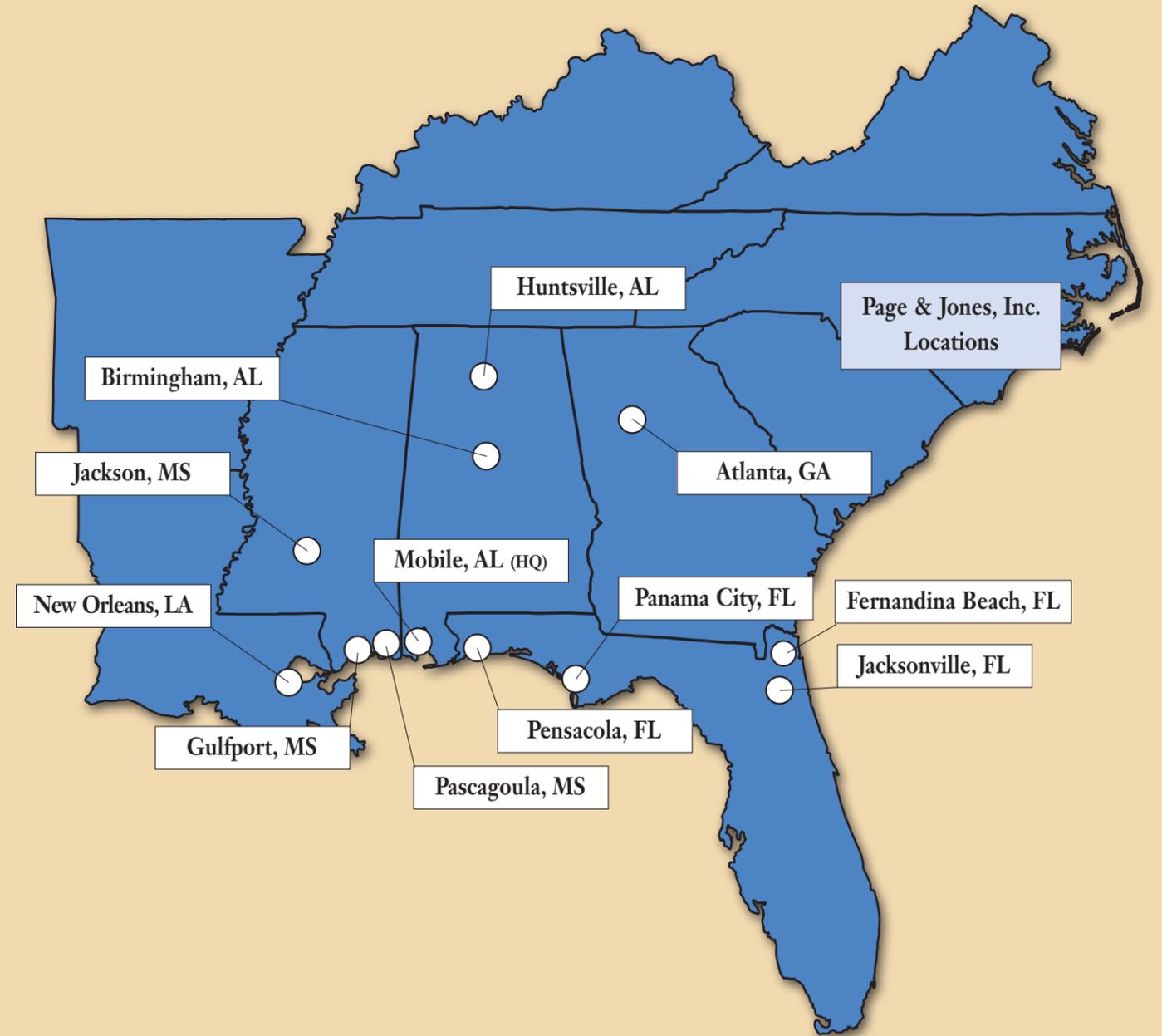
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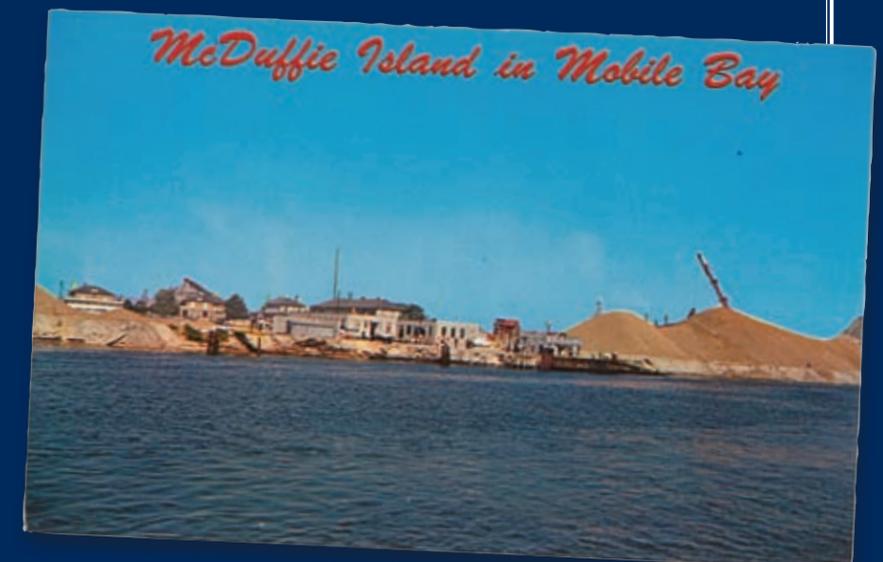
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BEIRUT	Nordana	Inducement	Biehl & Company
MARTINIQUE			
FORT-DE-FRANCE	C.I.C.	Monthly	Seacliff Agencies

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

Postcards *from the Past*



Mobile, Ala. waterfront



McDuffie Island

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

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ALABAMA INTERNATIONAL TRADE CENTER

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

AUXILIARY SERVICES

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

BANKS WITH INTERNATIONAL DEPARTMENTS

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

BARGE FLEETING SERVICE

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

BLAST FREEZE/COLD STORAGE

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

ALABAMA BULK TERMINALS.....	(251) 438-9991
GULF ATLANTIC.....	(251) 456-8491 Ext. 109
PLAINS MARKETING.....	(251) 456-4688
GULF COAST ASPHALT.....	(251) 432-7666
TRANSMONTAIGNE PRODUCT SERVICES.....	(251) 434-4203

BUNKERING SERVICE

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

CONSULATES

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

CONTAINER REPAIR & LEASING

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

U.S. CUSTOMS

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

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

EXPORT BAGGING, PACKING AND DRUMMING

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

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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

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(★ CUSTOM HOUSE BROKERS)

★ AIR/SEA FORWARDING–3812 Springhill Ave.....	(251) 460-0551
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
PAUL A. BOULO, INC.–255 N. Joachim St.....	(251) 433-5445
★ JOHN M. BRINING CO.–P. O. Box 403.....	(251) 432-6741
★ N. D. CUNNINGHAM–205 St. Louis St.....	(251) 432-4633
EMERY FORWARDING–2215 Ave. "O" Brookley Complex.....	(251) 433-0885
EMO TRANS.....	(251) 342-3313
★ EXPEDITORS INTERNATIONAL.....	(251) 431-4992
JENSEN SHIPPING CO.–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CAROLE C. LELAND–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CTB USA OF FLORIDA.....	(866) 621-0091 ext. 224
LILLIEROSE CORP.–1709 Thistlewaite Dr., Mobile 36618.....	(251) 259-5362
★ M. G. MAHER & CO., INC.–80 St. Michael's St., Ste. 315.....	(251) 433-8474
MACROTRANSPORT SERVICES–Ormond Beach, FL.....	(203) 926-9911
★ RICHARD MURRAY & CO.–109 No. Conception St.....	(251) 432-5549
★ PAGE & JONES, INC.–52 N. Jackson St.....	(251) 432-1646
Birmingham, P. O. Box 320126.....	(205) 595-8429
Huntsville, P. O. Box 6025.....	(256) 772-0231
T. A. PROVENCE & CO.–P. O. Box 942.....	(251) 433-5424
★ GEO. RUEFF, INC.–P. O. Box 2962.....	(251) 433-8851
SOUTHEASTERN FREIGHT FORWARDERS–6448 Hillcrest Crossing.....	(251) 661-7284
STIEGLER SHIPPING CO., INC.–1151 Hillcrest Rd., Suite F.....	(251) 639-7300
TEAM WORLDWIDE – 3357-B Copter Rd., Pensacola, FL 32514.....	(850) 698-1465
TRADELANES – 61 St. Joseph St., Suite 1000.....	(251) 343-8031
TRANSGROUP WORLDWIDE LOGISTICS – 162 State St. 36602.....	(251) 433-7668
★ DANIEL F. YOUNG–1215 Seminole Dr. NW, Hartselle, AL.....	(256) 773-6202
★ W.R. ZANES & CO. OF LA, INC.–P. O. Box 1006.....	(251) 438-1597

FOREIGN TRADE ZONES

(★FTZ PUBLIC WAREHOUSES)

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

GRAIN MERCHANTS

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

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

HEAVY LIFT/SALVAGE/TRANSPORTATION

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

INDUSTRIAL DIVING

AMERICAN MARINE SERVICES.....	(251) 443-7771
BOSARGE DIVING–Pascagoula, MS.....	(888) 762-6364
BROWN SALVAGE & DIVING CO.–P. O. Box 1415, Pensacola, FL.....	(800) 234-3471
COMMERCIAL DIVING SERVICES INC.–P. O. Box 850637, Mobile, AL 36685.....	(251) 665-0017
FATHOM INDUSTRIES–5585 Battleship Parkway, Spanish Fort, AL.....	(251) 626-7800
LEA DIVING & SALVAGE–Alabama State Docks.....	(251) 432-4480

LIGHTERING, GAS FREING AND SPILL CLEANUP

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

LINE HANDLING

ALABAMA LINE SERVICES–P. O. Box 9308.....	(251) 661-2105
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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ATLAS PEST CONTROL.....	(251) 341-1410
BUGMASTER EXTERMINATORS, INC.....	(251) 666-4402
ORKIN EXTERMINATING CO., INC.....	(251) 666-7506
REDD PEST CONTROL.....	(251) 660-1550
TERMINIX SERVICE.....	(251) 447-0858

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

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BULK MARINE RESOURCES.....	(251) 295-4838
W. T. AMES & ASSOCIATES–149 Fairway Dr., Daphne.....	(251) 626-1172
GEORGE BROOKFIELD–186 Ridgewood Dr., Daphne.....	(251) 662-1758
MICHAEL H. BARRIE–263 N. Jackson St.....	(251) 433-8122
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RICHARD BESSLAAR–2809 Cottage Hill Rd.....	(251) 476-9909
C. E. COLLIER & ASSOCIATES, INC.–5050 Lossing Rd., Coden, AL.....	(251) 873-4382
CAPT. JOHN D. SMITH–P. O. Box 2585, Daphne.....	(251) 626-8394
CARMACK MARINE IND. SVC. INC.–1609 B Rochelle Street.....	(251) 662-5765
COOK CLAIMS SERVICE–P. O. Box 160461.....	(251) 470-0774
GENERAL MARINE SERVICE–P. O. Box 2533.....	(251) 928-6728
C. L. HAMILTON–P.O. Box 302.....	(251) 433-9997
DC MARITIME TECHNOLOGIES INC.–2210 Main St., Daphne, AL 36526.....	(251) 625-0503
JOINER MARINE SERVICES–9305 Johnson Rd. S.....	(251) 633-6118
MARINE INSPECTION, LLC–63 South Royal Street, Suite 1001, Mobile, AL 36602.....	(251) 375-2020
NATIONAL CARGO BUREAU, INC.–Commerce Building, Ste. 605, 118 N. Royal St.....	(251) 432-0781
NAUTECH MARINE CONSULTANTS, INC.–7226 Bridgewood Lane, Spanish Fort, AL 36527.....	(251) 447-0422
PAGE MARINE–4153 Tamworth Dr.....	(251) 661-1520
PORT CITY MARINE SURVEYORS–D. J. Smith.....	(251) 661-5426
SABINE SURVEYORS–851 East I-65 Service Rd. South.....	(251) 433-9997
SGS MINERALS–P. O. Box 1962.....	(251) 432-2781
SHIP ARCHTECTS, INC.....	(251) 821-1813
WOODRUFF INDUSTRIES INC–4021 Shana Drive.....	(251) 473-5327

MARITIME WASTE DISPOSAL

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

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ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
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AMEREX.....	(866) 675-6495
AVERITT EXPRESS.....	(251) 443-7703
RYONDALE CONTAINERS.....	(251) 438-2248
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BENNETT MOTOR EXPRESS.....	(251) 635-0048
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CHOCTAWW TRANSPORT COMPANY.....	(251) 457-9231
CONSOLIDATED FREIGHT WAYS.....	(251) 443-9100
COVAN WORLD-WIDE MOVING INC.....	(251) 653-3008
DEATON CARRIERS (Flatbeds).....	(800) 437-3548
DEEP SOUTH FREIGHT.....	(800) 824-3515
★ DIXIE DRAVAGE.....	(800) 321-0801
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DOLPHIN LINE INC.....	(251) 666-2057
E & F TRANSPORTATION, INC.....	(251) 621-0121
★ EASTMAN LOGISTICS.....	(334) 792-5661
★ ESTES-EXPRESS.....	(251) 254-4801
★ FEDEX.....	(800) 782-3787
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FINCH DISTRIBUTION.....	(800) 844-5381
FRIESE HAULING INC.....	(800) 654-4811
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HORIZON FREIGHT SYSTEMS.....	(800) 242-9212
HORNADY TRANSPORTATION LLC.....	(800) 833-2943
ICE LINE LOGISTICS, LLC–1321 Foster Avenue, Nashville, TN 37210.....	(615) 783-7200
★ INDUSTRIAL TRANSPORTATION.....	(800) 626-5682
IHS.....	(251) 479-7600
INTEGRATED TRANSPORT LLC.....	(334) 354-3339
JAMES CARTAGE CO.....	(251) 457-1534
★ JOHN FAYARD MOVING & WAREHOUSING.....	(866) 862-0867
LANDSTAR RANGER.....	(251) 690-9050
★ LARSEN INTERMODAL SERVICES, INC.....	(800) 949-8501
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MEADOR WAREHOUSING DIST, INC.....	(251) 457-4376
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★ MILLER TRANSPORT & RIGGING CO.....	(251) 457-0471
MMS TRANSPORTATION CO.....	(251) 438-3658
ED MORRIS MOVING & HAULING.....	(251) 457-7734
IIM NEWSON TRUCKING (Salvage Buyer).....	(800) 748-9284
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★ OVERTNIE TRANSPORTATION CO.....	(251) 456-6545
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★ POINT LOGISTICS.....	(251) 452-2128
★ QUICK DELIVERY SERVICE, INC.....	(251) 471-5369
★ RICHWAY TRANSPORTATION SERVICES.....	(251) 441-7499
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ROSS NEELY SYSTEMS, INC.....	(800) 366-3359
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SHELTON TRUCKING.....	(251) 690-9284
SOUTHEASTERN FREIGHT LINES, INC.....	(251) 443-1557 (866) 888-7335
SOUTHERN CARTAGE.....	(334) 284-3033
SOUTHERN HAULERS, INC. (Dump Trucks).....	(800) 537-4621
★ SOUTHERN INTERMODAL XPRESS INC. (SIIX).....	(251) 438-

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

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Larry McInnis, Local Manager
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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
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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

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

LBH USA (CISA)

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

CMA CGM

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

CRIMSON SHIPPING CO., INC.

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

FILLETTE, GREEN SHIPPING SVC. (USA) CORP.

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

GAC SHIPPING (USA) INC.

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

GENERAL STEAMSHIP CORP.

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

GLOVIS AMERICA, INC.

1110 Montlamar Dr., Suite 630, Mobile, AL 36609
Stan Winter, Manager; swinter@glovisusa.com
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ZIM

GRIEG STAR SHIPPING

Atlanta, Georgia
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Far East - Gulf (Med) Trade
Julie Springer - 770-226-5931
Emily Kiley - 770-226-5941
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