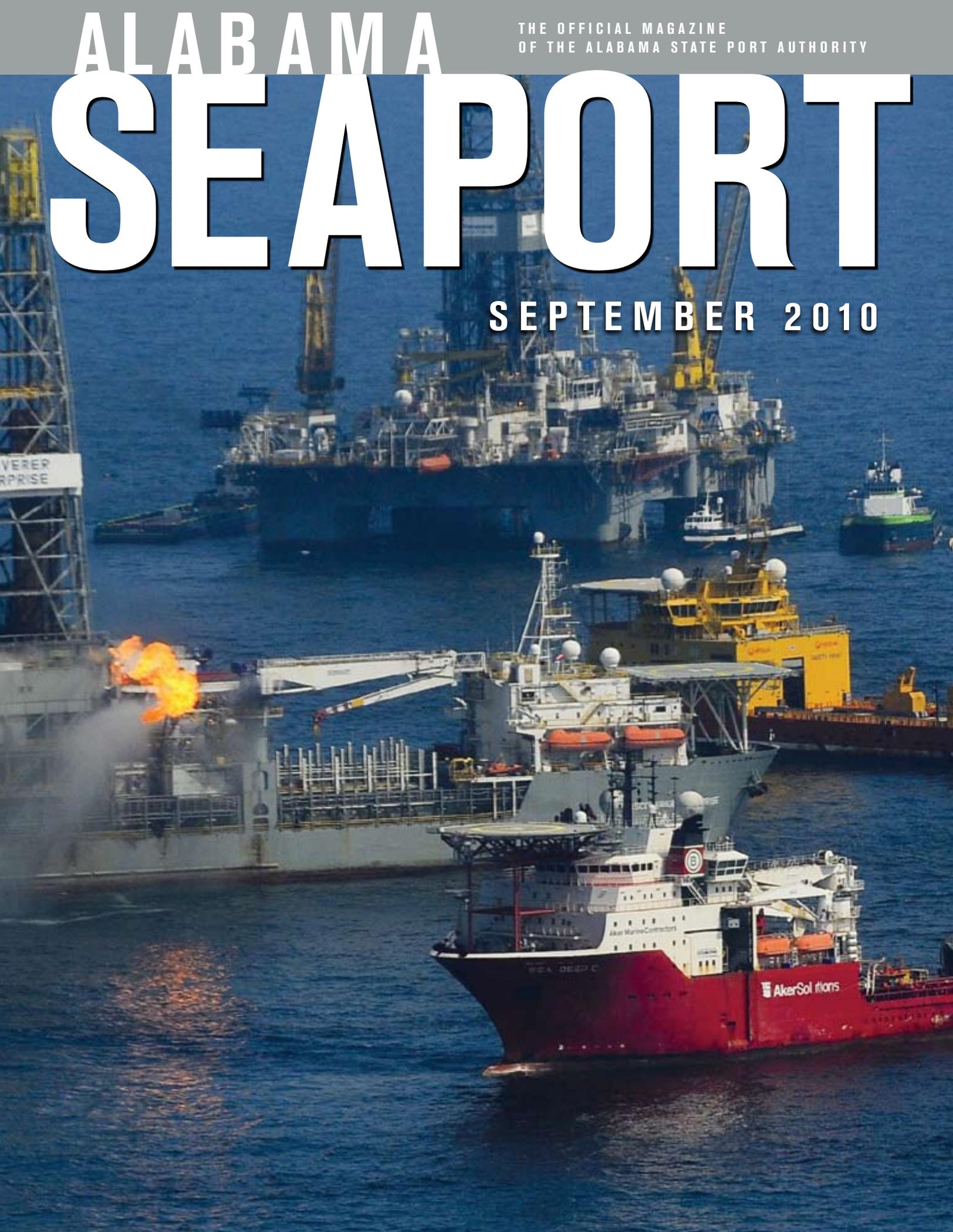


ALABAMA

THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

# SEAPORT

SEPTEMBER 2010



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# ALABAMA SEAPORT

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## On The Cover:

The BOA SUB C became the command center at the site of the DEEPWATER HORIZON oil spill, taking on BP representatives and officers from the U.S. Coast Guard. Read the role Aker Solutions played in stopping the leak in this month's cover story. Photo provided by Scanpix.



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# Aker Solutions: From Rescue to Solution at DEEPWATER HORIZON

Aker Solutions' vessel the BOA SUB C, homeported in Mobile, Ala., was on its way to begin work on a month-long campaign with BP in the Gulf of Mexico on April 20 when the unexpected happened. The vessel received a distress call from the DEEPWATER HORIZON located in the Macondo field just 35 miles away. In less than four hours at approximately 2 a.m. on April 21, BOA SUB C arrived at location to take part in search and rescue operations.

"As soon as the accident happened, we offered our full support to BP," said Erik Wilk, country manager for Aker Solutions in the U.S. "We were already on contract with BP at a nearby field and were able to assist immediately."

The BOA SUB C and its crew were quickly put under the control of the U.S. Coast Guard (USCG). After spending nearly a day recovering sections of DEEPWATER HORIZON's lifeboats to deck, as well as deck testing, fitting and deploying remotely operated vehicles (ROVs) with intervention tooling, DEEPWATER HORIZON sank on April 22 at 10:25 a.m. "The sight of DEEPWATER HORIZON slipping below the surface was surreal," explained Doug Duncan, senior superintendent onboard BOA SUB C.

The BOA SUB C became the command center on-site, taking on BP representatives and officers from the USCG. Aker Solutions' crew members onboard the vessel were tasked with activities very familiar to them, including installing a new set of flexible risers from the blow-out preventer (BOP) and hooking them to the manifold.



Aker Solutions at the center of the action in the Gulf of Mexico. Photo provided by Scanpix.



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Aker Solutions' vessel BOA SUB C was the first to arrive at approximately 2 a.m. on April 21, to take part in search and rescue operations at DEEPWATER HORIZON. Photo provided by Scanpix.

"Our core competence really came in to use in these types of operations. Our vessels are tailor-made for deepwater and subsea construction jobs, which gives us a solid working platform. However, the core skills for these jobs lie with the operations crew onboard and our engineering and project planning resources, supported by the marine crew that runs the vessel," said Hallgier Holthe, a Norwegian shift superintendent onboard.

In addition, BOA DEEP C, another one of Aker Solutions' vessels homeported in Mobile, was sent to perform a variety of critical tasks, including the important monitoring and gathering of data on the well for BP.

A live link to BP's Houston-based crisis response center was utilized for all operations. Moreover, all ROV footage was streamed to BP's crisis center as well. "Everything we could see onboard the vessel, BP could see in real time in Houston," said Holthe.

Not only did Aker Solutions provide on-site support to BP's efforts at the Macondo well, but the company also provided

planning, project management, engineering and operations management while BP was working toward a solution.

In order to explore several capping scenarios, Aker Solutions' teams worked in tandem with BP teams. "BP would often approach us with an operation that would need to be completed only a few days away, requiring the team to prepare procedures, analyze results and drafting almost immediately. The engineering and operations team onshore worked long hours including weekends, attending planning meetings in the middle of the night, to help BP shut this well. We were of course happy to help," stated Stephen Reid, project manager for Aker Solutions' Macondo response project.

The Mobile and Houston offices of Aker Solutions were not the only facilities that took part in a solution to cap the well. The company's global organization contributed towards sourcing components for BP.

Moreover, the two Aker vessels, BOA SUB C and BOA DEEP C, continued to be engaged at the spill site. Both vessels and crews continued to work together in order to execute a



Under BP's direction, several teams from Aker Solutions played important parts during the rescue operations at Deepwater Horizon and capping of the subsequent oil spill from the Macondo well. Photo provided by BP.

number of projects that would eventually lead to the capping of the well.

The crews onboard Aker Solutions' two vessels worked in tandem to close three of the four valves. "There was a great atmosphere onboard the vessels when we closed the fourth and final valve. We continued to monitor the well for a further 48 hours, and everything looked good," said Holthe.

At 2:22 p.m. on July 16, the flow of the oil from the well was officially stopped. Work to the well continued until it was cemented on Aug. 6 with the use of up to 16 ROVs.

"We are very proud of our team who have performed incredibly, both onshore and offshore, and to have played such an important role in the shut-in of the Macondo well," stated Wilk.

Onshore and off, all of the teams involved, including USCG, BP, Aker and a number of contractors and suppliers, to name a few, took part in the overall project from rescue operations to the solution to capping the well.

"It was really a team effort, where the entire Gulf Coast oil and gas community pulled together," continued Wilk. "I am pleased that our company could contribute to managing this emergency. Our specialist knowledge of subsea equipment and our experience in performing operations on the seabed in deep waters are the very core of our business."

## Around-the-World Service Offered by MCT

Cargo leaving the Port of Mobile can now travel around the world thanks to Mobile's inclusion in CMA CGM's PEX 3 service. The new all-water container service leaves out of the \$300 million, state-of-the-art Mobile Container Terminal. Pusan, Korea, was also added to the PEX 3 rotation.

"With these additional calls to Pusan and Mobile, the (CMA CGM) Group is now offering excellent port coverage for its customers in Southeast Asia, Center and North China as well as Korea," said Alain M. Schmid, deputy vice-president, North America Lines. "Moreover CMA CGM remains the single company offering direct calls between Asia and the Gulf of Mexico with the best transit times on the market."

The new PEX 3 rotation begins in Singapore, then travels to Hong Kong, Chiwan, Shanghai, Pusan, the Panama Canal and Manzanillo. It then calls in Houston, Mobile, Miami, Jacksonville, Savannah and Charleston before traveling on to Tangiers, Jebel Ali and finishing in Singapore. It offers a fixed-day weekly schedule and the only direct all-water service connecting the Gulf Coast with China and Hong Kong, as well as the fastest transit times in the trade between China, Hong Kong and Houston.

"This new service offers excellent transit times and helps us grow our business with Korea and China," explained James K. Lyons, director and CEO for the Alabama State Port Authority. "We are particularly excited at the expanded opportunities CMA CGM brings to our regional exporters that trade in the Far East."



On May 5, a CMA CGM vessel called on the Mobile Container Terminal as part of its new PEX 3 service.

On June 12, the CHATEAU D'IF called at Mobile Container Terminal, marking the start of the PEX 3 service in Mobile. With the announcement of the new service, Mobile Container Terminal Director Brian Clark has seen an increase in interest among shippers. "It's an attractive service to customers," he said. "We have global coverage now with direct vessel calls. The vessel comes from the Far East, then heads eastbound through the Mediterranean and Suez Canal. It provides us with markets that we didn't have access to before: Africa, the Middle East and Southeast Asia included."

Clark said the fact that CMA CGM called previously in Mobile may have helped in the selection of Mobile as an addition to the PEX 3 rotation. "They were familiar with us, and with our operations," he said. "They also helped develop the Mobile Container Terminal. I also believe that they had interest from shippers that wanted the service in Mobile and that helped them make a decision."

In fact, CMA CGM's Terminal Link, APM Terminals Americas, which is a subsidiary of the A.P. Moller-Maersk Group, and the Alabama State Port Authority entered into a partnership to build the Mobile Container Terminal. The facility opened in the fall of 2008 and at full build-out will have a capacity of 800,000 TEU annually. More recently, APM Terminals acquired Terminal Link's 20 percent share. Despite the downturn in the global container market, Mobile Container Terminal has maintained volumes, as well as added service calls to Northern Europe and Latin America.

"Not only does the CMA CGM PEX 3 Service offer a direct call from Asia to the Mobile Container Terminal, it also opens up new opportunities with service where there were none previously from our port," said Clark. "The fact that we have direct service in these new areas helps shippers interested in realizing this market. We're happy with our broad range of services: European, Far East and Central America." In the future, however, Clark said adding additional services, including a direct call to South America, is an objective.



# PEX 3 Service

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Rotation: SIN / HKG / CWN / SHA / PUS / BLB / MIT / HOU / MOB / MIA / JAX / SAV / CHS / TAN / JEB / SIN														
Vessel Capacity 11 x 4625 TEUs														
U.S. Imports From/To	HOU	MOB	MIA	JAX	SAV	CHS	Arrives	Departs	Terminal					
Singapore, SG	31	33	35	37	38	39	Tue	Mon	PSA					
Hong Kong, HK	26	28	30	32	33	34	Sat	Sun	HIT					
Chiwan, CN	25	27	29	31	32	33	Sun	Mon	MCT					
Shanghai, CN	23	25	27	29	30	31	Wed	Wed	YTP					
<b>New port call</b> → Pusan, KR	22	24	26	28	29	30	Thu	Fri	PNC					
<b>New port call</b> → Balboa, PA	5	7	9	11	12	13	Sat	Sun	TDB					
Manzanillo, PA	3	5	7	9	10	11	Sun	Mon	MIT					
U.S. Exports From/To	TGR	JEB	SIN	HKG	CWN	SHA	PUS	BLB	MIT	Arrives	Departs	Terminal	U.S. Cargo Cut Off	
Houston, TX	20	33	45	50	51	53	54	71	73	Thu	Fri	BAY	Sat @ 21:30	
<b>New port call</b> → Mobile, AL	18	31	43	48	49	51	52	69	71	Sat	Sat	MOB	Thu @ 12:00	
Miami, FL	16	29	41	46	47	49	50	67	69	Mon	Mon	UNI	Wed @ 21:00	
Jacksonville, FL	14	27	39	44	45	47	48	65	67	Tue	Wed	APM	Fri @ 7:00	
Savannah, GA	13	26	38	43	44	46	47	64	66	Wed	Thu	GPA	Sat @ 8:00	
Charleston, SC	12	25	37	42	43	45	46	63	65	Fri	Fri	WWT	Sun @ 13:00	

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  - Fast transit times and direct service from Korea

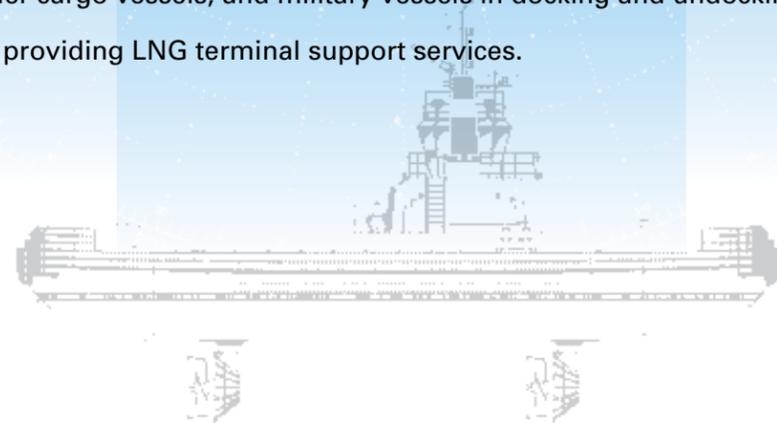
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# New Turning Basin Dedicated



**U.S. Senator Jeff Sessions, Alabama State Port Authority (ASPA) Director and CEO James K. Lyons, Congressman Jo Bonner, U.S. Army Corps of Engineers (USACE) Mobile District Commander Col. Steven J. Roemhildt, U.S. Coast Guard Captain of the Port Capt. Donald Rose and ASPA Board Chairman Tim Parker throw biodegradable wreaths off the LADY ANDERSON to dedicate the new turning basin. Photo courtesy Patrick Fink, NOAA.**

Almost 100 people, including Port officials, members of Alabama's Congressional delegation and representatives of the maritime industry, gathered September 9 to dedicate the Port of Mobile's new turning basin. The basin allows the Port to accommodate larger post-panamax cargo ships and increases the Port's overall capacity.

The LADY ANDERSON tour boat took the party out to the basin. U.S. Senator Jeff Sessions, Congressman Jo Bonner, U.S. Army Corps of Engineers (USACE) Mobile District Commander Col. Steven J. Roemhildt, U.S. Coast Guard Captain of the Port Capt. Donald Rose, Alabama State Port Authority (ASPA) Board Chairman Tim Parker, and ASPA Director and CEO James K. Lyons offered remarks and then tossed biodegradable wreaths into the water as the LADY ANDERSON turned in the basin.

Lyons thanked the Port's many partners, including state and congressional representatives, the USACE, the Coast Guard,



**The newly constructed Mobile Harbor Turning Basin accommodated her first vessel just after dawn on August 7, 2010. The CMA CGM WHITE SHARK measures just over 964 feet in length and carries over 5,000 TEUs. The French container line's PEX 3 service calls weekly on the Port of Mobile providing a vital, fast transit link between the U.S. Gulf and the Far East. The around-the-world rotation includes Singapore, Hong Kong, Chiwan, Shanghai, Busan, Panama Canal, Manzanillo, Houston, Mobile, Miami, Jacksonville, Savannah, Charleston, Tangiers, Jebel Ali and Singapore.**

the National Oceanic and Atmospheric Administration, and the contractor, Great Lakes Dredge and Dock, for all their work on this project. "Dedication and teamwork have made this vitally needed infrastructure a reality. The Port of Mobile's growth and new investments in state-of-the-art facilities could not be possible without their support."

Sessions and Bonner both commented on the economic impact the addition will have not just on Mobile or Alabama, but also on the entire country. "Our country depends on seaport infrastructure to keep us strong in the global marketplace," said Bonner.

Sessions added, "This basin will save time and fuel, which should be good news for our environmental advocates out there, our shippers and our nation. Federal investments in seaport infrastructure will make our U.S. manufacturers more competitive."

The basin, funded using a combination of money from the federal government and ASPA, took about a year to complete and cost approximately \$33 million.

The day after completion, the CMA CGM WHITE SHARK turned in it while on the way to call on the Mobile Container Terminal (MCT). The ship was loaded with automotive components, durable goods and other items.

The new basin is located just south of the Pinto Island Steel Terminal, adjacent to MCT and the McDuffie Coal Terminal. Carl Dyess, dredging project manager for the Mobile District of the U.S. Army Corps of Engineers, said everything about the new basin was thoughtfully planned, including where it should be in the harbor. Computer modeling was used to make sure it was the most efficient and cost-effective placement and design.

"The engineers did simulation studies where pilots would drive simulated ships, just like you would drive a real ship, and determine what's safe, taking into account what's in the water, what structures are surrounding the area – everything that could be put into the design," Dyess explained.

The new basin overlaps two channel extensions so it is 1,175 feet by 715 feet, allowing it to turn vessels larger than 900 feet in overall length. Keeping it near the Port's new facilities helps carriers save time, fuel and money on each call.

The old turning basin is north of the Wallace and Bankhead tunnels by the Cochrane-Africatown Bridge and could turn vessels measuring up to 850 ft. in overall length. Having to take cargo ships to that basin to turn could add up to eight hours

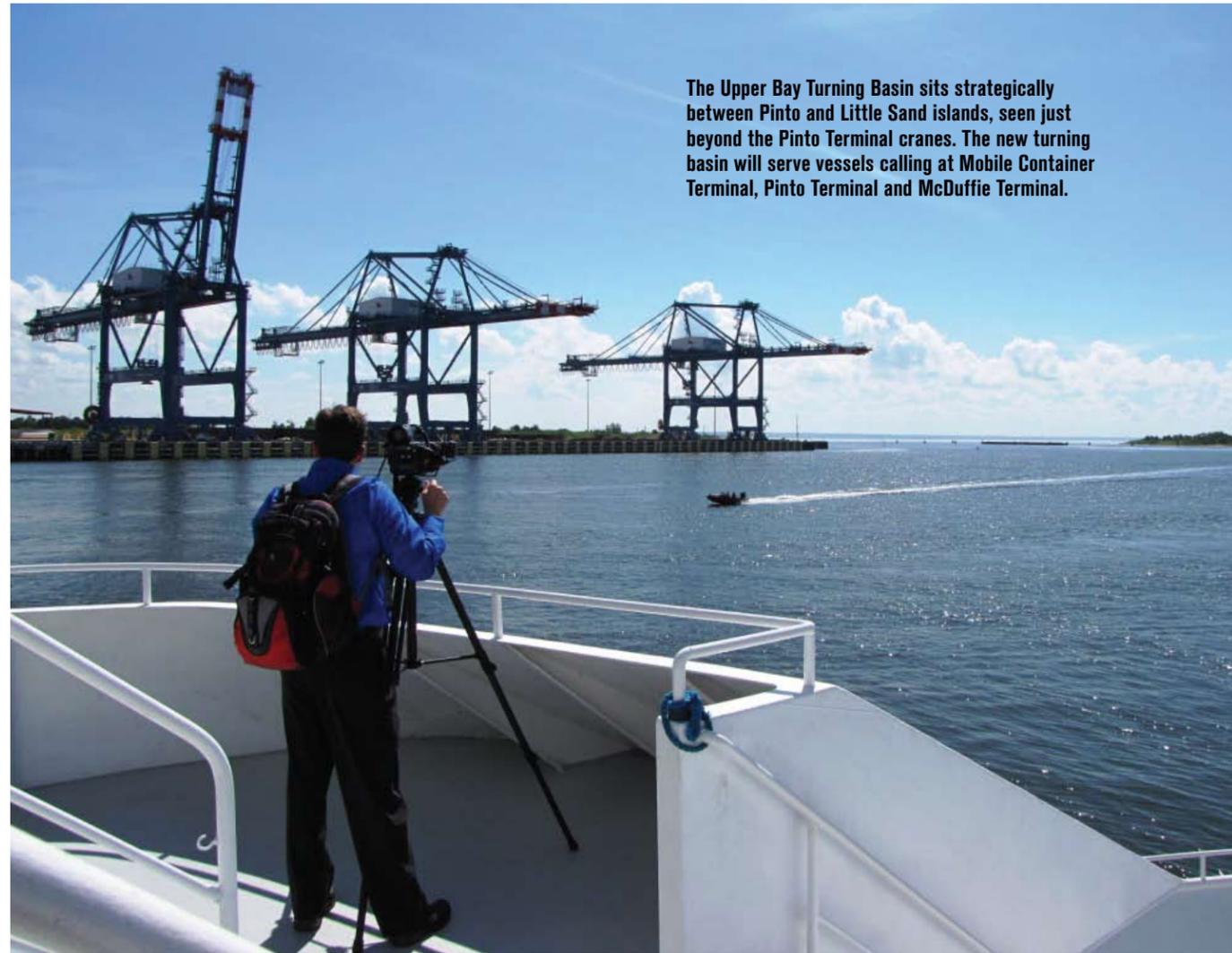


**Alabama State Port Authority Director and CEO James K. Lyons offers remarks at the dedication of the new turning basin. Photo courtesy Patrick Fink, NOAA.**



**Almost 100 people took a ride on the LADY ANDERSON to dedicate the new turning basin in the Port. Photo courtesy Patrick Fink, NOAA.**





The Upper Bay Turning Basin sits strategically between Pinto and Little Sand islands, seen just beyond the Pinto Terminal cranes. The new turning basin will serve vessels calling at Mobile Container Terminal, Pinto Terminal and McDuffie Terminal.

to a trip, increasing the cost. Plus, the channel over the tunnels is only 40 feet deep. Larger ships require deeper channels.

Sediment dredged from the basin was used in three projects. The first layer was taken to an ocean disposal site to be used as fish habitat. A second layer went to Garrows Bend to support expansions at the Port's intermodal facility. A third layer was placed off Sand Island to help rebuild the barrier island system.

Dyess said the basin was much needed. "Mobile is a much bigger player in the container traffic market since the opening of the Container Terminal. That is where shipping has been going in the past ten years," he said. He explained that the expansion of the Panama Canal is helping support the growth of the container market: "Now that the Panama Canal is being enlarged, there is a push by all ports to upgrade and be ready for the larger ships."

NOAA completed a new chart with the turning basin, MCT and the Pinto Island Terminal on it last week. The Port Authority had copies printed for each person attending the dedication as a symbol of how important all the improvements are to the Port and to the region.

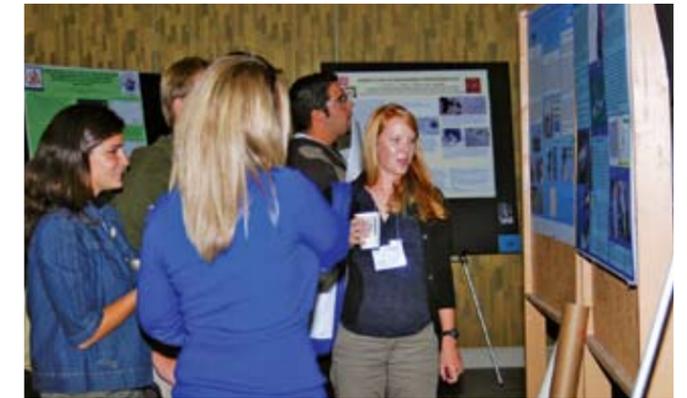
## ThyssenKrupp Head of Corporate Environmental Policies to Speak at Bays and Bayous Symposium

Andreas Theuer, coordinator of Environmental and Climate Affairs for ThyssenKrupp Group, will provide a keynote address at the Alabama Mississippi Bays and Bayous Symposium on Wednesday and Thursday, December 1 and 2, 2010, at the Arthur R. Outlaw Mobile Convention Center. The bi-annual event, held alternately in Alabama and Mississippi and hosted by the Mobile Bay National Estuary Program and the Mississippi-Alabama Sea Grant Consortium, draws a diverse crowd of industry representatives, scientists, resource managers, and policy makers who exchange information, research, and experiences relating to the state of the coastal environment.

Theuer will describe ThyssenKrupp's commitment to sustainability by creating and maintaining a balance between economy, ecology and social responsibility. ThyssenKrupp's environmental policies embrace pollution control as a key corporate goal, as evidenced by their use of processes that conserve resources in the development of "green" products. Their use of acid regeneration technology and emphasis on wastewater minimization and water recycling in production of steel products provide examples locally of their commitment to sustainability and resource conservation.

In 2001, Theuer, who was born and raised in West Germany, was appointed ThyssenKrupp group coordinator for Environmental and Climate Affairs. In 2007, he was responsible for environmental permitting in the site selection process that ended with the decision to locate the ThyssenKrupp steel mill in Calvert, Ala. He is a member of the German Society of Environmental Law, senior member of several committees of the Federation of the German Chamber of Commerce, member of the Federation of German Industry, member of the Supervisory Board of two regional water resources management associations and member of the board of a public association managing brownfield remediation activities. He has also authored and contributes to several law books, the most recent are on the European and German freedom of information law and on greenhouse gases emissions trading.

Since 2006, the Bays and Bayous Symposium has provided a forum for exchanging scientific information about the health of the Northern Gulf of Mexico. This year's symposium, themed "Science, Industry, Community: Building Bridges to Coastal Health," adds a new focus – bringing local industry into the fold to share ways that they utilize science in their business practices to sustain coastal resources. The theme, according to Mobile Bay National Estuary Program Director Roberta



The Bays and Bayous Symposium allows representatives from industry, research and environmental fields to share their work and collaborate on key issues. Photo courtesy Melissa Schneider.



Dr. Jim Franks of the Gulf Coast Research Laboratory at the University of South Mississippi gave a presentation at the 2008 Bays & Bayous Symposium. Photo courtesy Melissa Schneider.



Andreas Theuer, keynote speaker at this year's Bays and Bayous Symposium.



The wastewater treatment system at ThyssenKrupp USA in Calvert, Ala. The keynote speaker at the Bays and Bayous Symposium will discuss the steelmaker's environmental polices, which include water recycling and the minimization of wastewater.

Swann, is inspired by local industry leaders' implementation of innovative, science-driven technologies that improve environmental sustainability.

"We want to build a bridge in our community between the science occurring at the academic and resource agency level and the science occurring within the private sector," said Swann. "For us, Andreas Theuer represents how industry leaders are thinking outside the box to find business solutions that are environmentally responsible and economically feasible at the same time."

The symposium will also feature keynote presentations from the Harte Research Institute's Dr. John "Wes" Tunnell Jr., an expert on oil spills and coastal ecology. To add another perspective, the symposium, through a partnership with the Alabama Coastal Foundation, is hosting Michael deGruy, a world-renowned underwater filmmaker and explorer. Throughout both days, symposium presentation sessions

will include the following:

- **Water Quality** – Assessing and improving water in a changing coastal landscape
- **Living Resources** – Understanding the flora and fauna of coastal ecosystems
- **Habitat Management** – Conservation and restoration for sustainable ecosystems
- **Sustainable Communities** – Advancing economic viability and hazard resiliency.

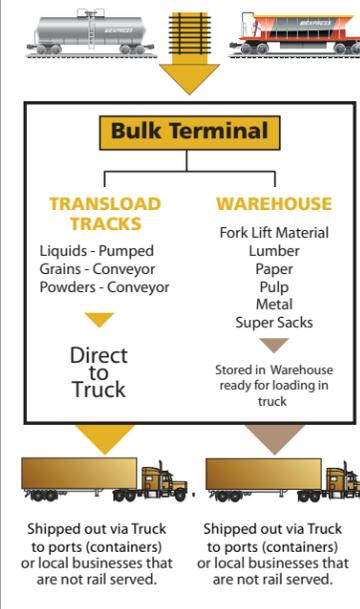
Business and industry are encouraged to give presentations that demonstrate the challenges associated with conducting sustainable business practices in a rapidly changing world. For information on giving a presentation, please contact the Mobile Bay National Estuary Program at 251-431-6409. To learn more about the symposium or to register for the event, visit the website at [mobilebaynep.com/baysandbayous](http://mobilebaynep.com/baysandbayous).

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Proximity to Major Cities:	
Pascagoula, MS (Port)	Distance (miles): 15 Miles
Mobile, AL (Port)	Distance (miles): 45 Miles
Gulfport, MS (Port)	Distance (miles): 45 Miles
Hattiesburg, MS	Distance (miles): 80 Miles
New Orleans, LA (Port)	Distance (miles): 100 Miles

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- Adjacent Wye Track
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### For More Information, Contact:

**Christopher Watkins**  
 Manager of Marketing & Business Development  
 Mississippi Export Railroad Company  
 Phone: 228-474-3355 Fax: 228-474-8643  
 Email: [christopher.watkins@mserrailroad.com](mailto:christopher.watkins@mserrailroad.com)



## Scotch Gulf Lumber Emerges with New Branding Campaign

The property of Scotch Gulf Lumber, LLC is vast and the trees are innumerable. Photo courtesy of Miller Mobley.

For 48 years, Gulf Lumber Company has been supplying the Eastern United States with Southern Yellow Pine lumber of a high grade. Add to this the 118 years of excellent service provided by Scotch Lumber Company, and it equals one experienced, quality lumber operation. The recent merger of these two companies has birthed Scotch Gulf Lumber, LLC and established the need for a brand makeover. With the help of a Mobile-based advertising agency, Red Square Agency, Scotch Gulf Lumber rebranded their image without losing sight of their core values: honesty, fairness, hard work, integrity and good stewardship.

As separate entities, Scotch Lumber and Gulf Lumber kept operations "all in the family." Now, as one company, both families have united. Scotch Lumber Company was founded

in 1892 by W.D. Harrigan and recently operated by cousins Dwight Harrigan and Tom O'Melia. Gulf Lumber Company was established in 1940 by Ben May when he converted a cooperage plant into a lumber concentration yard. In 1952, May hired brothers Billy, Ben and Gordon Stimpson to operate the mill. Upon May's death in 1972, the Stimpson brothers bought Gulf Lumber. In 1993, the third generation, including Fred Stimpson, Sandy Stimpson and Ben Stimpson Jr., along with Mitch Shackelford, took ownership and continue to operate the company today.

"By bringing together our combined experience and knowledge, we are positioning ourselves better for our employees and everyone who depends on us," said Fred Stimpson, CEO of Scotch Gulf Lumber, LLC. The merger will



In one of the first steps of the lumbering process, a tractor vigorously brings a tree to the ground. Photo courtesy of Miller Mobley.



Several wood planks make their way down a conveyor belt at the previous Scotch Lumber Company location. Photo courtesy of Miller Mobley.



The finished product of lumber is stacked and ready to be shipped. Photo courtesy of Miller Mobley.



A large saw carves through a log creating not only a precise cut, but a cluster of saw dust. Photo courtesy of Miller Mobley.

streamline the ownership and operations for each business. The new company will have the infrastructure to increase the level of productivity, providing many benefits to customers, including state-of-the-art technology at their saw mill, treating plant and remanufacturing operation.

The words innovative and technologically advanced describe the facilities at Scotch Gulf Lumber, LLC. As an established operation with more than 150 years of experience, the company is up-to-date with all the modern and latest technology. Their computer-controlled equipment ensures every piece of lumber is of the highest caliber. At the treating plant, computers assist in protecting the individual pieces of wood from rot, fungi, decay and termites. Technology helps keep Scotch Gulf modern, but the company also relies on several experienced employees to guarantee that the lumber produced is satisfactory.

With their modern innovations and years of experience, Scotch Gulf Lumber, LLC is maintaining an image of wisdom and credibility with their recent rebrand. With the help of Red Square, the recently merged company received a fresh, new look. With over a century of experience combined, a promising future lies ahead for the lumber corporation.

"We wanted the logo to make use of the equity of the company

names while representing the established and stable firm," commented Scott Rye, COO of Red Square Agency. The trick was designing a logo that emphasizes the heritage of both companies – a design that shows wisdom without looking dated.

The new logo for Scotch Gulf Lumber, LLC models an aged, aluminum sign with trees in the background and a saw blade lining the edge. Along with a new logo, a new website was produced featuring photography by Miller Mobley. The pictures capture different aspects of the wood production process. As a whole, the rebranding process was accomplished in just three months.

Scotch Gulf Lumber, LLC has locations in Mobile, Jackson and Fulton, Ala. For more information, please visit [gulflumber.com](http://gulflumber.com).

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F-16 refueling operation, Nov. 3, 2009  
See the video at [www.KC-45now.com](http://www.KC-45now.com).



## Alabama Seaport Magazine "At the Helm"

Scotch Gulf Lumber, LLC is a lumber operation with locations in Mobile, Jackson and Fulton, Ala. They create lumber of the highest quality in their saw mill, treating plant and planer mill. Scotch Gulf Lumber, LLC is featured in this month's "Made in Alabama" article.



**Name:** Fred Stimpson  
**Title:** CEO  
**Age:** 60  
**Company:** Scotch Gulf Lumber, LLC  
**Web:** gulfmlumber.com  
**No. of employees:** 425

**Education:** BS in Commerce and Business Administration, University of Alabama, 1972. BS in Forest Resources, University of Georgia, 1974.

**Most recently read book:** *The Noticer*, Andy Andrews

**Favorite music/musical artist:** Shania Twain

**What is your relationship with the Alabama State Port Authority?**

Due to our export lumber business, we have a close working relationship with the employees at the ASPA. These relationships and our close proximity to the docks enable us to get our products quickly and more economically to our overseas customers.

**What single thing makes your organization stand out?** The dedication and experience of our employees combined with the fact that our families have been in the lumber business for over 118 years separates us from many other organizations.

**What's in store for your organization this year?** We are looking forward to better times and to continuing to grow our cargo shipments through the ASPA.

**How did you wind up in your current position?** I am the slowest runner in my family and they caught me first.

**Goal yet to be achieved?** Coming up with a way to dampen the severity of the downside of the cycles on the lumber business.

**Professional pet peeve?** Government intrusion into our business!

**What do you do to relieve stress?** I relieve stress by accepting my blessings.

**Favorite hobbies?** Turkey hunting, but specifically getting prepared to turkey hunt.

**What line of work would you pursue if you couldn't work in your present one?** Songwriting

**If you could eat one food for the rest of your life, what would it be?** Peanut butter



Trucking



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## PORT CALLS:

# Mobile International Festival

Thousands will converge at the Mobile Civic Center and Expo Hall in November as the 27th Annual Mobile International Festival spotlights the "World of Languages."

The festival, which started in 1983, was established as a family-oriented event that showcases the many international cultures that surround the City of Mobile. The festival also plays a key role in education focusing on world culture and tolerance.

More than 70 countries will be represented at the three-day festival. Thursday, November 18, and Friday, November 19, are reserved for students from Alabama and nearby states. On Saturday, November 20, the festival is open to the public in what is referred to as "Family Day." The festival features a wide range of attractions, including musical and dance performances, arts and crafts, flavorful international cuisine, and much more.

The festival's members operate cultural booths that inform visitors about the traditions of the lands from which they or their ancestors originated. Members include associations, such as the German Friendship Association, various heritage societies and families. Some members just carry the flag of their nation while others have food booths, cultural exhibits and performances. Most of the festival's acts are based in the United States, but many do travel from the nations they represent. Some local acts appear, such as the Zuri Dance Company and the Celtic group Mithril. Others on the bill include the Brazil RX4 Steel Orchestra from Trinidad & Tobago; Matsuriza Japanese Drummers; Indonesia's Citra Nusantara; and dancers representing Greece, India, China, Iran and numerous other countries.

"You really can travel the world in a day as the entire Mobile Civic Center and Expo Hall is occupied by continents, food and cultural booths, a storytelling area, and an art gallery," said Estela Dorn, the executive director of the festival. "Children can even learn about pirates by meeting look-alike Captain Jack Sparrow."

This year's theme, "The World of Languages," will be projected in several ways. The cultural booths will display their native language alphabets and the University of South Alabama will be conducting classes in Arabic, Chinese, Latin and German. There will also be Ikebana demonstrations and all the food will be translated in both English and native languages.



Cindy Scott poses in front of her International doll booth.



The Mobile International Festival plays a key role in education with its focus on world culture.



The festival is also known, to some, as Mobile's International Food Festival, offering perhaps the most diverse menu in Mobile.

"We are hoping to encourage the community to sample less-familiar languages through many cultural activities and mini-lessons," said Dorn. "Language ties us together, denotes education, and promotes interaction and awareness."

Dorn, a native of the Philippines, has been with the Mobile International Festival since 1985. She felt a connection to the diversity, as she herself was an immigrant. She saw a profound grassroots effort started by people proud of their heritage and she immediately knew she wanted to get involved.

"Mobile is a seaport city and attracts people from all over the world. This festival simply reinforces what the city is already all about," said Dorn.

The festival would not be in existence without all the wonderful sponsors, including the City of Mobile, Mobile County, University of South Alabama, corporations, state arts council and foundations.

"We are expecting as many as 21,000 people this November. And I have no doubt that the festival will continue to grow because it has a life of its own," concluded Dorn.

Please visit [mobileinternationalfestival.org](http://mobileinternationalfestival.org) for more information or call 251-470-7730. Admissions: Adults \$10.00; Seniors 65 and over \$8.00; Children 7-15 years, \$5.00; Children 6 and younger, Free. Advance tickets are \$1.00 off from Mobile Civic Center Box Office at 251-208-5812.



An Aztec dancer demonstrates his skill



The Dragon Dance is an integral element of Chinese traditions and customs.



Mobile International Festival members, David Bayne from Scotland and Kaz Zaremba from Poland.

## U.S. Navy and U.S. Coast Guard Tour the Port of Mobile

Members of the U.S. Navy and their international counterparts toured the Port of Mobile on Aug. 20. The International Officers are part of a U.S. Navy-run school in Pensacola, Fla. The U.S. Coast Guard (USCG) provides instruction and coordinates the Port visit for the U.S. Navy and the International Officers. Pictured from the USCG are Marine Science Technician Second Class Kerry Bolen, Marine Science Technician Second Class Jesse Wallace and Ensign Chrisy Chantarasopak. Also pictured is Alabama State Port Authority Vice President of Marketing Judith Adams.



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**B O N D E D**

## Viper Motorcycles Moving Headquarters and Production to Alabama

Viper Motorcycle Company is moving its headquarters and production center from Minnesota to Auburn, Ala. The company will begin producing vehicles in Auburn in 2011. Viper will occupy a 63,000-square-foot space in the Auburn Technology Park West and create 100 jobs over two years.

"The Auburn facility and community support places us in a position to achieve our annual goal of 2,000 motorcycles and 2,000 after-market engines within five years," said John Silseth, CEO of Viper Powersports, the parent company of Viper Motorcycle Company.

Viper said the potential to create a relationship with Auburn University, to expand its research and development capabilities, and the diverse manufacturing base in the state made the deal attractive.

Viper produces high performance, super cruiser motorcycles.

## Maersk TA2 Transatlantic Service Change

Maersk Lines will shift its TA2 Service at Mobile Container Terminal from Thursdays to Mondays beginning October 18, 2010. The TA2 Transatlantic service provides shippers weekly fixed-day liner service between the Port of Mobile and Europe. For more information, view Maersk's vessel schedule at maerskline.com.

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## From 1 to 1,000: ThyssenKrupp Steel USA Announces Hiring Milestone



In July, ThyssenKrupp Steel USA announced that as of the end of June 2010, the company has hired more than 1,000 team members, reaching a major project milestone as it moved closer to initial operations, which began in July. When fully operational, the carbon steel segment is expected to employ approximately 1,700 people in a wide range of operations and administrative positions.

"In the last three years, we've watched our team grow from one person to just over 1,000 talented team members," said Andy Ritter, vice president of human resources for ThyssenKrupp Steel USA. "This is important to us and also important to Alabama, and particularly Mobile, because over 1,000 additional well-paying operational jobs have been added to the area with many more to follow in the coming months."

Through its partnership with Alabama Industrial Development Training (AIDT), the company has screened thousands of applications and held numerous job fairs in counties throughout south Alabama to reach its hiring goals.

Andy Ritter complimented the quality of the available workforce. "The hiring process can be challenging for any company, especially with a project as big and as complex as ours," said Ritter. "But we've been impressed with the work ethic, enthusiasm and skill level of our applicants, and are proud to be hiring so many during tough economic times that have reduced jobs in Alabama and the entire nation."

In November 2007, ThyssenKrupp Steel USA broke ground on its state-of-the-art carbon steel processing facility in Calvert, Alabama. When fully operational, the greenfield facility will provide the NAFTA market with four million metric tons of high quality value-added carbon steel products for customers in the automotive, construction, pipe and tube, service center, and appliance industries.

At the time this article was written, ThyssenKrupp Steel USA had employed approximately 1,200 team members.

## Alabama Wins Hyundai Heavy Industries, Creating More Than 500 Jobs

Korean-based Hyundai Heavy Industries (HHI) will locate its first American manufacturing facility in Montgomery, creating more than 500 jobs with a capital investment of \$90 million.

The facility will be located on 100 acres at Interstate Industrial Park, located off I-65 at U.S. 31, and will manufacture large power transformers. The HHI facility in Montgomery will be known as Hyundai Electrical Systems Alabama, Inc. A groundbreaking took place in July and construction is expected to be complete by the end of 2011 with production beginning in early 2012.

"We're seeing positive signs that our economy is rebounding, and this announcement of 500 new jobs is certainly one of those signs," said Gov. Bob Riley. "When you combine Alabama's outstanding workforce with the great economic development team we have at the state and local levels, you're able to recruit world-class companies like Hyundai Heavy Industries. This truly is a team effort, and our Alabama team is proud to welcome HHI!"

"This is great news for the River Region and the entire state of Alabama. The team effort we made nearly ten years ago to attract Hyundai Motors to Montgomery continues to pay dividends," said Congressman Bobby Bright (D) who was formerly the mayor of Montgomery. "Hyundai Heavy Industries' decision further diversifies the River Region's manufacturing economy and will provide new jobs and opportunities for the hardworking people of Alabama."

Founded in 1972, HHI is a global business network operating in six business divisions: shipbuilding, offshore and engineering, industrial plant and engineering, engine and machinery, construction equipment, and electro electric systems.

Montgomery was a finalist among several cities in four southern states. The state, county and city worked together to provide a competitive incentive package for the company, and it was that spirit of cooperation and collaboration which ultimately put Montgomery over the top.



## Alone in the Strait of Magellan

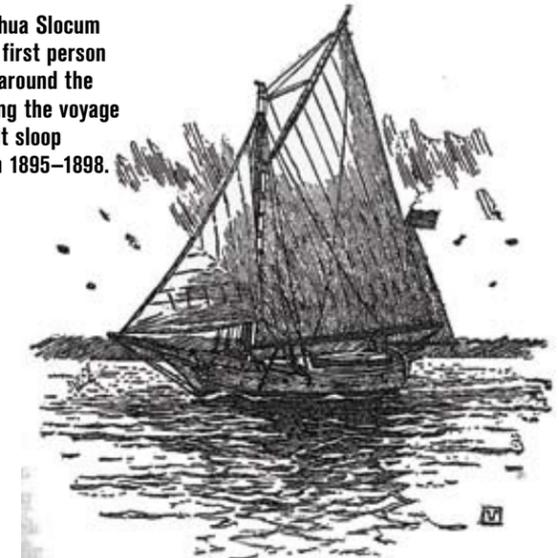
In 1895, an unassuming former merchant captain set out on a remarkable journey. He sought to do what no one had ever done before – to sail solo around the world. Captain Joshua Slocum's history-making voyage resulted in the highly readable book, *Sailing Alone Around the World*, which chronicles Slocum's adventures with a keen eye for detail and a self-deprecating tone. Slocum's effort to sail through the Strait of Magellan is one of the more harrowing passages of the book.

Slocum set out from Boston on April 24, 1895, in the rebuilt oyster sloop SPRAY. The sailor had done the refitting himself, giving the sloop new ribs, a new stem, keel, decking, mast and interior. In short, she was, for all practical purposes, a new boat. The finished SPRAY measured 36 feet, 9 inches overall, with a beam of 14 feet, 2 inches. She drew 4 feet, 2 inches. Upon launching her, Slocum wrote that "she sat on the water like a swan."

After sailing her to Gloucester for additional fitting out and taking on supplies, Slocum sailed across the Atlantic to Gibraltar, where he was lavishly entertained by officers of the British garrison and Royal Navy before shaping a course for Brazil via the west coast of Africa, the Canaries and the Cape Verde Islands.

Soon after leaving Gibraltar, Captain Slocum found himself being chased by a felucca in the midst of a gale. Fearing that it was a pirate vessel, Slocum changed course. His fears were confirmed when the felucca also changed course and began closing the distance. The yachtsman quickly realized that he could not outrun the native craft. Moreover, if he continued under his current press of sail, it was likely that the SPRAY would be dismasted, pirates or no pirates. Reluctantly, Slocum reefed his mainsail and watched as the felucca came on at top speed. As they drew nearer, the master of the SPRAY could see the exultant looks on the faces of his pursuers. Suddenly, however, the gale force winds proved even too much for the pirate craft, and the felucca broached to on the crest of a giant wave. Slocum leaped to his own jib, brought the SPRAY into the wind and hauled down the mainsail as the great wave approached. He ducked into the cabin to retrieve his Martini-Henry rifle and cartridges but, coming back on deck, saw that the squall had completely dismasted the pirates, who were now adrift and at the mercy of the elements. Slocum set the SPRAY's jib and forestaysail and made good his escape.

**Captain Joshua Slocum became the first person to sail solo around the world, making the voyage in the rebuilt sloop SPRAY, from 1895–1898.**



**Soon after leaving Gibraltar, Slocum found himself chased by a pirate felucca.**



The lone sailor made his way to Rio de Janeiro, where he gave the sloop a yawl rig to better to deal with the stormy waters off Patagonia. The vessel ran aground in Uruguay, resulting in some unexpected adventures, but soon Slocum was back afloat and slowly making his way down the coast, making frequent stops to visit with friends at familiar ports of call and to make new friends.

On January 26, 1896, the SPRAY fished her anchor and got underway from Buenos Aires and bound for the Strait of Magellan. After anchoring for the night on the River Plate, Slocum resolved not to anchor again north of the famously stormy passage. He pushed south, past Bahia Blanca, the Gulf of St. Matias and the Gulf of St. George. Off the coast of

Patagonia, the yacht was nearly submerged by a massive wave; Slocum only had time to haul down the sails and climb into the halyards before the green water crashed across the deck of the SPRAY. For a long minute, Slocum could see nothing of his boat. Then she rose from beneath the waves, as fit as ever. After that, the weather turned fine and the seas calm as the SPRAY nosed her way to the south, lulling her sole crew member into a false sense of security. It was not to last.

The SPRAY rounded Cape Virgins and her hull tasted the waters of the Strait of Magellan for the first time on February 11 in the teeth of a gale. The currents were as fierce as the stormy weather, the dangers of the strait made manifest in the nearby wreck of a steamship on the beach. Slocum hove to under the lee of Cape Virgins and, after reefing his sails, settled into an exhausted sleep. Something like a voice crying out the name of the SPRAY woke him, and when he went on deck the captain saw an approaching squall. The storm blew for more than 30 hours, during which time Slocum was often on deck, taking in or setting sail to prevent being blown out of the strait. After the storm finally blew itself out, Slocum sailed to the Chilean coaling station of Punta Arenas. He described the port as a wild place, full of Patagonian natives, Chileans, and the flotsam and jetsam of the world's seagoing community.

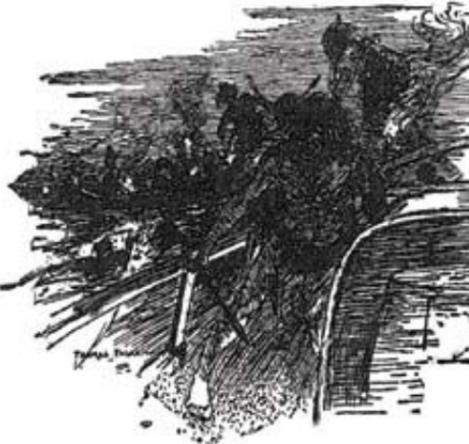
The port captain advised Captain Slocum to take on some crewmen who would be helpful in protecting the yacht from marauding Fuegians further west in the strait. Heeding the man's advice, Slocum attempted to do some recruiting but could only find one man willing to ship aboard and then only on the condition that Slocum enlist at least one more man and a dog. Instead, Slocum settled for loading his various weapons. An Austrian merchant captain named Pedro Samblich offered Slocum a bag of carpet tacks, saying they would come in handy and to be sure not to step on them himself. Samblich also provided the SPRAY with ship's biscuit, smoked venison, a new mainsail and a compass, much to Slocum's delight. Learning that the yacht's skipper would be shipping no additional crew, the port captain advised him to shoot straight, if necessary, and to avoid killing anyone if he could help it. With this advice, the SPRAY was cleared to sail from Punta Arenas and cast off on February 19.

That night, the SPRAY anchored in St. Nicholas Bay, where Slocum first encountered the squalls known locally as williwaws, strong enough to knock a ship on her beam ends. The next day the yachtsman celebrated his 52nd birthday by reaching Cape Froward, the southernmost point of the South American continent. At midnight he anchored in the lee of an island just south of Charles Island after battling heavy squalls and angry seas for hours, rewarding himself with a cup of coffee. The next day he only made two and a half miles of



Slocum fired warning shots to keep Fuegians away from the SPRAY in the Strait of Magellan.

**Carpet tacks provided by an Austrian captain in Punta Arenas proved effective in warding off bare-foot marauders, who "howled like a pack of hounds" when they stepped on the tacks.**



headway before anchoring in a cove on Charles Island to ride out the storm for the next two days.

Getting underway once more, Captain Slocum soon found himself being pursued by native craft. The yachtsman conducted some sleight of hand to make the Fuegians believe a larger crew manned the SPRAY. The captain stepped into the cabin and, changing clothes as he moved to the fore scuttle, emerged looking like a second crewman. He further dressed a spare spar in clothes and set it at the bow as a "lookout." Nevertheless, the canoes continued to come closer, and Slocum could see men attempting to hide in the bottom of some of the canoes. When they had approached to within 80 yards, Slocum fired a rifle shot across the bows of the nearest canoe. The canoes stopped for a moment before their crews resumed paddling. Slocum fired another shot, this time aiming closer to the lead craft. The canoes then veered off toward an island but not before Slocum realized that the man in the nearest canoe was a character known as "Black Pedro," not a Fuegian but a renegade wanted by the authorities for murder.

Slocum anchored at midnight in Three Island Cove and stayed through the next day, taking time to gather firewood on the island.

The following day proved too stormy to sail, forcing Slocum to wait another 24 hours before getting underway again and sailing as far as Borgia Bay. The Chilean gunboat HUEMEL arrived and provided a tow to Notch Cove, informing Slocum that he was now past the worst of the Fuegians. Slocum was invited aboard the gunboat and took advantage of their hospitality while the weather forced the HUEMEL to lie at anchor. The SPRAY finally reached Port Tamar, where he could feel "the throb of the great ocean that lay before me." Slocum had conquered the Strait of Magellan, with its treacherous currents, storms and savages, and the Pacific lay before him. Little could he anticipate what lay ahead.

On March 3, the SPRAY set sail from Port Tamar and soon reached the waters of the Pacific. The wind shifted around, however, and soon Captain Slocum found himself running before the wind, headed southeast and in the opposite direction of his intended course. The yachtsman lashed his helm and hunkered down. The man who had spent his entire life on the water now found himself seasick. For four days the SPRAY ran before the storm, while Slocum considered that he might be driven around the Horn and be forced to put in at the Falklands to refit.

A break in the weather allowed Slocum to sight land to the east. He bent on a sail and made for the shore, only to find himself approaching the mouth of the Cockburn Channel, which would lead him back into the Strait of Magellan. Nevertheless, he was "exultant" over leaving behind the "mountainous sea" that raged offshore. As he threaded his way among the breakers throughout the night and battled hail and sleet the following morning, Slocum navigated the so-called "Milky Way of the Sea" – a shallow area white with waves breaking on sunken rocks. The captain described this as "the greatest sea adventure of my life," before finally dropping anchor on March 8.

Slocum cooked a hot meal and then, having seen two canoes following him from Thieves' Bay and recalling the advice of Captain Samblich, sprinkled the deck with carpet tacks before turning in for the night. Around midnight, Slocum was awakened by howls of pain: a group of barefooted Fuegians creeping aboard the darkened SPRAY had discovered the carpet tacks. Slocum came up from the cabin and fired a couple of weapons for good measure, but the tacks had done the trick, driving the Fuegians back into the water or their canoes. Slocum had a chuckle and went back to sleep. The next morning broke fine and the captain was considering going ashore in search of game when a williwaw blew in, carrying the SPRAY out of the cove and into deep water – despite the fact that she had two anchors out at the time. The next day the same thing happened, so Slocum determined to keep going rather than return to his cove.



**A known criminal wanted by the authorities for murder, "Black Pedro," approached Slocum several times and actually boarded the SPRAY on two occasions.**

That night he very nearly sailed into an island, only seeing it at the last moment because he had gone forward to wrangle a staysail sheet that had come loose during the latest williwaw. The SPRAY had reached St. Nicholas Bay on March 10 – the same place he had anchored on February 19. Intending to anchor in the bay once more, the yachtsman had his plans foiled by yet another williwaw that pushed him through the night toward Punta Arenas. Taking advantage of a favorable wind, Slocum decided not to put in at Punta Arenas but to resume his voyage westward. He enjoyed fine sailing for several days before another series of gales beset the little SPRAY. On the morning after he had passed Cape Froward once more, two canoes manned by well-armed men appeared. Slocum fired a shot across their bows, driving the canoes off. Slocum got underway, looking nervously over his shoulder the rest of the day.

Upon approaching Charles Island for a second time, Slocum now found the island inhabited by Fuegians, who once more approached the SPRAY. He motioned that he would allow one of the canoes to approach, even as he made a show of laying his rifle close at hand. The man in the canoe proved to be the same murderous Black Pedro who had approached the yacht some three weeks before. Black Pedro leaped aboard the SPRAY and asked Slocum where the other crewmen he had seen earlier were. The captain lied, saying that he did all the work by day while the other two crewmen worked at night to watch for Indians. As he watched, one of the women in the canoe gave Slocum a warning sign. Slocum and Black Pedro exchanged a few remarks, after which the criminal asked Slocum how many times the Martini-Henry would fire. Slocum told him that it "kept right on shooting." Saying he had to leave, Black Pedro asked Slocum if he could spare a box of matches. He then thrust his spear towards Slocum as if the latter was to place the box on the end of the spear. Slocum acted in kind, placing the box on the end of his rifle's muzzle and pointing it toward Black Pedro. The matches were retrieved, and Black Pedro quit the SPRAY without further incident.

That night, Captain Slocum liberally spread carpet tacks on the deck of his boat.

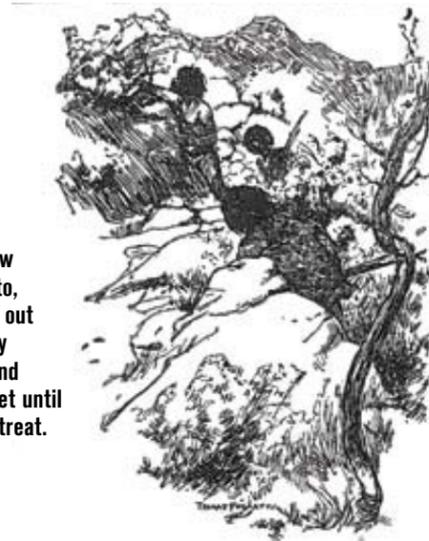
The Fuegians, led by Black Pedro, appeared again toward the end of the next day; Black Pedro asked for the loan of the rifle so he could shoot a guanaco for the captain. Instead, Slocum gave the man a draw knife and some other small tools that would be helpful in canoe making. The captain visited that evening with the officers and crew of the S.S. COLOMBIA, which was passing through the strait. The next day, Slocum found himself suddenly becalmed. Signal fires bloomed from the shore and within minutes some 20 native craft approached the SPRAY, with the Fuegians inviting the yachtsman to put in at their "good port." Instead, Slocum ran up the Stars and Stripes and fired a gun. The canoes completely encircled the yacht but kept more than 80 yards away. Six natives appeared in a ship's boat and wearing sea boots, suggesting to Slocum's mind that they had attacked and murdered some unfortunate shipwrecked sailors. The boat paddled out of sight, the men landing, as Slocum suspected, on an island by which the SPRAY would drift. As he passed the island, Slocum fired several times at moving grass or tree limbs. As the SPRAY drifted past the end of the island she caught a breeze, and the yachtsman took advantage of it to put the Fuegians behind him.

Two days later, the SPRAY encountered wreckage and cargo, including barrels of tallow and a barrel of wine, all of which her captain took on board. Slocum reached Port Angosto in a snowstorm after battling another harrowing gale in which the mainsail parted and the boom came unshipped. He remained in port several days, refitting the yacht and better storing the cargo he had salvaged and that he would later sell. On his second day in port, Slocum came under attack by Fuegians. An arrow zipped past his head, followed by another, which stuck in the mainmast. The sailor picked up his Martini-Henry and fired a shot in the direction from which the arrows had come, flushing out three natives who had been hiding behind a clump of bushes. Slocum kept firing at their feet as they ran away. Despite keeping his weapons armed and ready – and covering his decks with carpet tacks nightly – Slocum was not to be bothered by the Fuegians again.

After six attempts to enter the Pacific were hampered by unfavorable winds, Slocum decided to wait for better weather. It was not until April 13 that the SPRAY was able to get underway and claw her way free of Tierra del Fuego. It had taken him two months and two

days, but Captain Joshua Slocum had conquered the Strait of Magellan. The history-making yachtsman went on to have numerous adventures as he continued his around-the-world voyage. He completed his circumnavigation when he dropped anchor at Newport, Rhode Island, on June 27, 1898.

Over the years, Slocum continued to make solo voyages in the SPRAY, sailing from Martha's Vineyard to the West Indies several years in a row. On November 14, 1909, the old adventurer set sail on a voyage to explore the Orinoco River. Captain Joshua Slocum, age 65, was never seen again.



After a bow-and-arrow attack at Port Angosto, Capt. Slocum flushed out his three attackers by means of gunfire – and kept firing at their feet until they made a hasty retreat.

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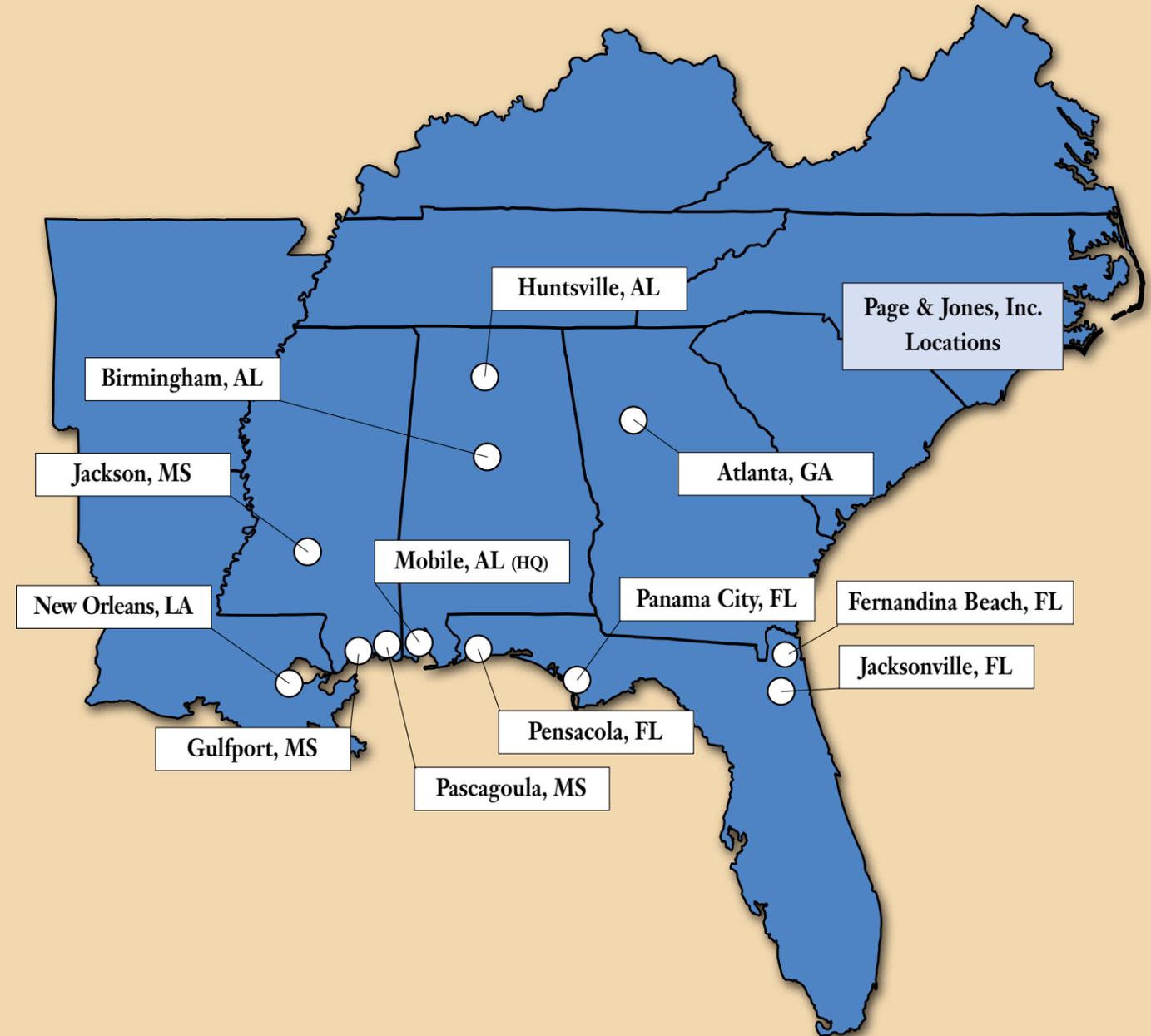
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MOSTAGANEM	Nordana Oran	Inducement Inducement	Biehl & Company ISS RioMar
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CAMPANA	Gearbulk	Bi-Monthly	Inchcape
<b>ARUBA</b>			
ORANJESTAD	C.I.C.	Monthly	Seacliff Agencies
<b>BARBADOS</b>			
BRIDGETOWN	C.I.C.	Monthly	Seacliff Agencies
<b>BELGIUM</b>			
ANTWERP	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
<b>BELIZE</b>			
BIG CREEK	MCW Shipping	Bi-Weekly	Bulk Shipping
<b>BRAZIL</b>			
BARRA DO RIACHO	Gearbulk	Monthly	Inchcape
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PARANAGUA	Gearbulk	Bi-Monthly	Inchcape
PORTOCEL	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
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SANTOS	Westfal-Larsen Shipping Westfal-Larsen Shipping Gearbulk	Monthly Monthly Bi-Monthly	Westfal Larsen/Inchcape Westfal Larsen/Inchcape Inchcape
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TENERIFE	Spliethoff	Monthly	Page & Jones Inc.
<b>CAYMAN ISLANDS</b>			
GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
<b>CHINA</b>			
DAGANG	Grieg Star Shipping	Monthly	Grieg Star
QINGDAO	Grieg Star Shipping	Monthly	Grieg Star
SHANGHAI	Grieg Star Shipping	Monthly	Grieg Star
<b>COLOMBIA</b>			
CARTAGENA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
PUERTO CABELLO	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
SANTA MARTA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency

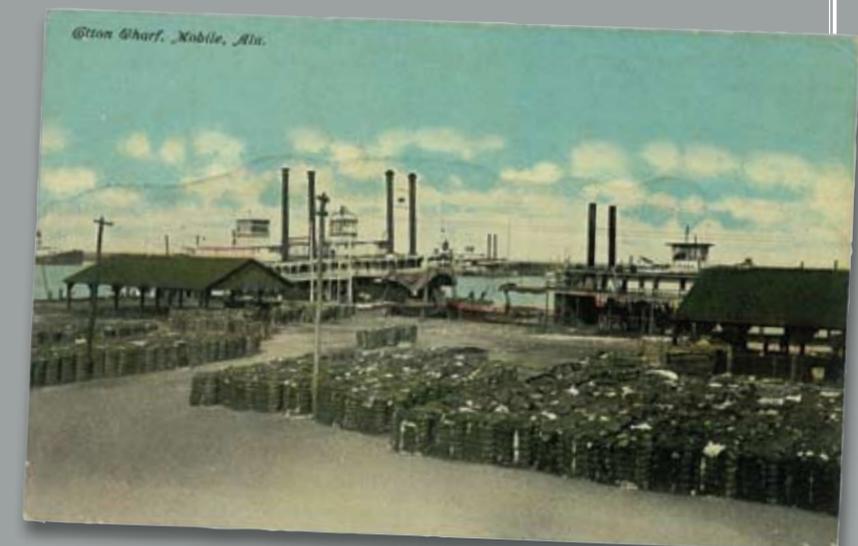
<b>CURAÇAO</b>			
WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
<b>DOMINICA</b>			
ROSEAUO	C.I.C.	Monthly	Seacliff Agencies
<b>DOMINICAN REPUBLIC</b>			
RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
<b>EGYPT</b>			
ALEXANDRIA	Nordana	Inducement	Biehl & Company
<b>ENGLAND</b>			
TILBURY	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
<b>FRANCE</b>			
BOULOGNE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SETE	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
<b>GERMANY</b>			
BREMEN	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
<b>GREECE</b>			
PIRAEUS	Nordana	Inducement	Biehl & Company
<b>GRENADA</b>			
SAINT GEORGES	C.I.C.	Monthly	Seacliff Agencies
<b>GUADELUPE</b>			
BASSE-TERRE	C.I.C.	Monthly	Seacliff Agencies
<b>ITALY</b>			
GENOA	Nordana	Inducement	Biehl & Company
LIVORNO	Nordana Grieg Star Shipping	Inducement Monthly	Biehl & Company 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
<b>JAMAICA</b>			
KINGSTON	C.I.C. Caribbean Forest Carriers	Bi-Weekly Inducement	Seacliff Agencies Transmarine Alabama LLC
<b>JAPAN</b>			
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
<b>KOREA</b>			
INCHON	Saga Forest Carriers Grieg Star Shipping	Inducement Monthly	Biehl & Company Nord-Sud Shipping
KUNSAN	Grieg Star Shipping	Monthly	Nord-Sud Shipping
MASAN	Grieg Star Shipping	Monthly	Nord-Sud Shipping
<b>LEBANON</b>			
BEIRUT	Nordana	Inducement	Biehl & Company
<b>MARTINIQUE</b>			
FORT-DE-FRANCE	C.I.C.	Monthly	Seacliff Agencies

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<b>MOROCCO</b> CASABLANCA	Spliethoff	Monthly	Page & Jones Inc.
<b>NETHERLANDS</b> ROTTERDAM VELSEN	Grieg Star Shipping Grieg Star Shipping	Every 14 Days Monthly	Nord-Sud Shipping Nord-Sud Shipping
<b>SCOTLAND</b> MONTROSE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
<b>SOUTH AFRICA</b> 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
<b>SPAIN</b> 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
<b>ST. CROIX</b>	C.I.C.	Monthly	Seacliff Agencies
<b>ST. KITTS</b> BASSETERRE	C.I.C.	Monthly	Seacliff Agencies
<b>ST. LUCIA</b> CASTRIES VIEUX FORT	C.I.C. C.I.C.	Monthly Monthly	Seacliff Agencies Seacliff Agencies
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