

ALABAMA

THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

# SEAPORT

AUGUST 2008



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# ALABAMA SEAPORT

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## On The Cover:

Upon completion in September, Mobile Container Terminal will encompass 95 acres and offer 350,000 TEU throughput capacity. Shown on the cover is one of two ZPMC Container Cranes that will handle containers at the new terminal. *Photo courtesy of Mobile Container Terminal.*



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# NEW BERG PLANT INKS MAJOR CONTRACT BEFORE ITS DOORS EVEN OPEN

Even before Berg Spiral Pipe opens the doors to its new mill in north Mobile County this fall, the company is already fully booked for production. The plant, located on the Mobile River, will manufacture large diameter steel pipe for use in the oil and gas industry.

After receiving approval from the American Petroleum Institute, Berg will begin work on a substantial contract with El Paso Corp. for 175,000 tons of 42-inch OD pipe. Upon delivery, the pipe becomes part of the Ruby Pipeline, a 670-mile, \$3 billion interstate natural gas transmission pipeline to be constructed by El Paso. It is anticipated that the pipeline will transport 1.3 billion cubic feet per day of natural gas from Opal, Wyoming, to Malin, Oregon. The contract will keep the Mobile mill busy from early 2009 through the second quarter of 2010.

But before any of that, the plant has to be completed. In early 2007, the Alabama State Port Authority sold 86 acres of the former International Paper site, plus approximately \$200,000 in infrastructure improvements to Berg for \$2.9 million. The company broke ground in late June 2007 on the \$90 million plant, consisting of a 200,000-square-foot pipe building, an 80,000-square-foot coating facility and offices. Berg President Dave Delie said the buildings are complete and the majority of the equipment has been delivered and is being installed.

Delie expects the mill to employ between 100 and 120 people. Berg is working with Alabama Industrial Development Training in the hiring process.



Spiral forming section.



**Bob Riley**, Governor of Alabama

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**Berg employees observe pipe at the spiral forming machine.**

“They give us candidates they feel would be successful once they start to work at our plant,” he said. “AIDT develops training and programs to make sure people can come on board, learn the equipment and get up to speed.”

Overall, the process yields a higher level, more qualified applicant, Delie said. This is essential in an industry that is a moving playing field. Each mill is specially and specifically designed and once it starts up, it may be redesigned.

“It takes a lot of changes to get up to speed to do what it needs to do,” said Delie, who explained that the process may progress and change several times. In light of that, employees must be team players who learn their new jobs quickly, are flexible and do whatever it takes to get the job accomplished.

The mill will produce test pipe in October 2008, said Delie. Prior to its audit with the American Petroleum Institute (API), any pipe the mill makes can only be used for non-critical applications outside of the oil and gas industry.

“To make pipe for oil and gas transmission lines, you have to have the API monogram on the pipe,” said Delie. This trial period is also a chance for the plant personnel to test the equipment and make any necessary changes.

The audit by API is mainly a quality audit, said Delie, ensuring that the mill has a quality system in place and has proper equipment to make quality pipe for critical applications.

“This equipment is capable of doing that,” he said. Then, 60 to 90 days after the audit, in approximately March or April 2009, Delie said Berg will begin producing steel pipe for the oil and gas industry.

The first order on a new mill is generally difficult, said Delie, due to tough quality requirements, large projects and firm deadlines.

“Generally for a first order, people want a known mill that can meet the dates and the quality level. The first order is critical. It shows what we can do. The equipment we’ve bought is the best available. The technology is the best available for pipe making.”

He said El Paso is comfortable working with the new mill because of the company’s past history, as well as its reputation in the industry. Berg has worked with other major oil and gas transmission companies such as BP PLC, Spectra, Williams and TransCanada Pipelines Ltd.

Location is everything in this industry.



**Berg Pipe mill.**



**The company's pipe and coating mill.**

“Transportation is key in pipe making,” stressed Delie. “It’s the most important thing we were looking at (in choosing a site for the new mill). We build steel pipe—large diameter steel pipe. We ship a lot of air. And we ship a large volume. It takes a lot of transportation coordination to move that much pipe. It’s 42 inches in diameter, 80 feet in length. It’s a hard commodity to move. You won’t get a lot on a rail car. With that kind of volume, you need a good transportation infrastructure. And Mobile had the best transportation infrastructure.”

The deal between Berg and the City of Mobile included \$6.6 million in incentives and tax breaks, which were approved by the Mobile Industrial Development Board.

To bring in the steel used to create the pipes, Berg has its own barge dock. Much of the commodity is shipped out by rail. Delie pointed to the five Class I railroads in Mobile, noting that most locations the company looked at as potential sites had only one or two.

“With five, we can go anywhere in North America,” he said. “I-10 and I-65 are major transportation hubs. That doesn’t hurt. The main thing is water and rail.”

Delie is also pleased with the Port of Mobile and Terminal Railway. “It’s good to work with a short line railroad. That really makes it work for us.”



**A leveler before installation.**

One of Berg’s key suppliers, specialist steel company SSAB (previously IPSCO Steel), is located in Mobile as well, another plus for the plant.

“They will be supplying steel coils for the project,” Delie explained. “It’s really going to be a great project for Mobile. Having key suppliers close by is very nice. ThyssenKrupp is another potential supplier. Having two possible suppliers located very near the plant eliminates a lot of transportation costs associated with it. It’s going to help.”

In its first year and a half, Delie expects the mill to work up to its full potential. He anticipates production starting out at about a half mile of pipe per day. At the end of the project, he hopes to be producing two miles of pipe per day. The Mobile plant is a wholly owned subsidiary of Berg Steel Pipe, based in Panama City, Florida. Both companies are part of the German Europipe family of pipe mills. In addition to the Panama City plant, which opened in 1980 and employs 230 people, there is a sales office in Houston, Texas.

**Berg Pipe’s spiral forming machine.**



# MOBILE CONTAINER TERMINAL: COUNTDOWN TO OPENING



**A view of the Mobile Container Terminal yard from MCT's container crane shows significant progress toward the terminal's opening this fall. Upon completion, Mobile Container Terminal will encompass 135 acres and offer 800,000 TEU throughput capacity.**

As the official opening of Mobile Container Terminal draws closer, things aren't slowing down; in fact, things at Mobile Container Terminal are busier than ever with employees crossing things off a long 'to do' list before opening its doors. Plans are to open by the week of September 22, contingent on the IT systems testing after the civil works are completed.

MCT employees moved into the administration building on June 20, and possession was recently handed over on the maintenance and repair building. "We're no longer in the Trade Center. We're on site full-time now," said Brian Clark, project director for Mobile Container Terminal. The final building at the Mobile Container Terminal complex is a small longshore

break area, bathroom and storage facility in an area of the yard that is not yet complete. The network setup continues with a technical infrastructure that includes the buildings and yard, along with Mobile Container Terminal's wireless network; all contracts for the work have been awarded and installation will follow closely behind the civil works. The yard construction is under one contract but in different stages. For the final part of the container yard, the south half will be delivered by the end of August. Construction in the north sector will continue after the opening in September.

The gate area, part of the civil construction, was completed at the end of July. "Two IT contractors are working with the



**An exterior view of Mobile Container Terminal's shop.**



**An interior view of Mobile Container Terminal's shop.**



**Mobile Container Terminal will provide container services with two ZPMC Container Cranes, five Linde Reach Stackers, two empty Handlers, and forklifts and other support equipment.**

prime yard contractor, pulling fiber, cable and setting up the communication kiosks,” explained Clark, who compared a kiosk in size to a small ATM. “It’s the communication link between the drivers and our system. They swipe their ID, communicate over the phone with the clerk if necessary and receive a print out of routing instructions.” There is one kiosk in each traffic lane, in addition to customer service locations in the yard. The kiosks are being installed now along with OCR portals, or Optical Character Recognition, where cameras shoot photos of containers and chassis as the trucks drive through, capturing the numbers and beginning the gate process. The camera bridge’s housing, directional signs and cameras are being installed.

Once the gate and the IT infrastructure are complete, the next step is to test the individual components, culminating in an integrated hardware and software test of the full gate process. Individual testing begins as each area is installed, then again when everything is complete. Through August, Mobile Container Terminal’s staff continues to test and fine-tune the process, said Clark.

By mid-August, all 14 full-time members of the management staff will be hired and in Mobile. “We’re moving forward on that,” said Clark. Additionally, all labor contracts are ratified with the three ILA (International Longshoremen’s Association) organizations. Overall, Mobile Container Terminal plans to hire approximately 25 full-time company employees, with the addition of approximately 50 casual or as needed workers to support vessel operations. Training takes place beginning in early August, focusing first on regulatory and safety training in the classroom. “In that month to month and a half, we’ll be training as many as possible, based on availability,” said Clark. Following that, employees will be separated by position for training on specific job functions, such as clerks, crane and equipment operators, yard hustler drivers, and mechanics. The training continues through the September opening.

Communication with the trucking community has been essential. A truckers’ meeting was held in May, with another scheduled for August. “It’s a dialogue with the trucking community—anyone who might interact with us,” explained Clark. “We continue to introduce the system, how we work, and the physical process to the drivers themselves so they know what to expect.”



**Mobile Container Terminal's new administration building is scheduled for completion in the next month.**



**An interior view of Mobile Container Terminal's administration building shows the reception area, meeting space and office areas.**

While the process at Mobile Container Terminal is very simple and automated, Clark explained that the truckers still need to understand each step as well as the overall process. If necessary, there may be another truckers' meeting scheduled for early September just prior to opening.

Mobile Container Terminal plans to issue its own identification credentials to supplement the TWIC, the Transportation Worker Identification Credential program developed by the Transportation Security Administration. "We will not be using the TWIC until it is mandated by the U.S. Coast Guard," said Clark. "We will issue our own ID initially to drivers, labor, full-time management staff and vendors. Individual areas are completing the training and registration process. We're working with the truckers to get them pre-registered. The trucking company advises us who drives for them; we use that master list and match it up to a photo ID and then issue the ID card."

Upon completion, Mobile Container Terminal will encompass 135 acres and offer 800,000 TEU throughput capacity. Its wharf length is 2,000 feet with a 45-foot draft. It is approximately three hours transit time from the sea buoy. The facility offers two ZPMC Container Cranes, five Linde Reach Stackers, two empty Handlers, forklifts and other support equipment. Mobile Container Terminal offers access to five Class I railroads and is less than five minutes from Interstates 10 and 65, offering quick and easy access throughout the South and into the Midwest.

# FBI

## CELEBRATES 50 YEARS

Every time a ship pulls into the Port of Mobile, the Federal Bureau of Investigation (FBI) is watching. Helping analyze each ship is just one of the many resources the federal agency offers to the port every day. This July the port and agencies and businesses across the nation offered their thanks and appreciation to the FBI as the agency celebrated 100 years of service.

The Alabama State Port Authority Board of Directors passed a formal Resolution of earnest appreciation of the Mobile field office's service to the Port of Mobile. The Resolution offered during the Board's June 24th meeting recognized the Bureau for its contributions to the maritime industry, especially in the areas of maritime security. Special Agent Angela Tobon, representing her fellow field agents in Mobile, was on hand for the Port Authority's formal action. Port Director and CEO Jimmy Lyons presented a formal commemorative Resolution to Special Agent-in-Charge Debra Mack during the Bureau's July 10th celebration. Lyons noted, "The Bureau's good work on the Mobile Division Joint Terrorism Task Force and the Area Maritime Security Committee ensures important dialogue and support within our port community to safeguard against threats to our nation. Special Agent-in-Charge Mack and her team are invaluable partners in what is a 24-7 fight against terrorism and foreign intelligence threats."

In July 1908 Theodore Roosevelt formed a group of 34 special investigative agents within the Department of Justice. Today the agency is 30,000 strong including dozens of agents assigned to Mobile's district.

The original mission of the FBI was to investigate crime. Today, the mandate is very different.

"Significant resources have shifted to counter-terrorism prevention and investigation," said Special Agent Angie Tobon in Mobile. It does this by sharing national resources and training with the port.



**In the Alabama State Port Authority (ASPA) Board meeting held on June 24, 2008, the board passed a resolution recognizing the Federal Bureau of Investigation (FBI) on its 100th anniversary of service to the United States. The bureau was founded by President Theodore Roosevelt in 1908. On hand for the recognition was Special Agent Angela Tobon, Public Affairs, FBI, Mobile District. Shown from left are Tim Parker, ASPA Board Chair; Tobon; and David Cooper, ASPA Board Vice-Chair.**



**Alabama State Port Authority CEO Jimmy Lyons presents Special Agent-in-Charge Debra Mack with the FBI resolution certificate.**

The training is probably the most well-known service the FBI offers. Agents team up with local law enforcement, emergency response and private industry personnel to anticipate and prepare for any kind of disaster which might strike here.

Locally it conducts two kinds of multiple-agency training exercises, field training exercises (FTX) and table top exercises (TTX).

“In an FTX we go through the motions of a disaster,” said Special Agent John Frank, based in Mobile. “We conducted a dirty bomb exercise at the port this winter. Port police, Mobile Fire-Rescue, Haz-Mat teams and agents responded as if a real bomb had gone off.”

Drills like this one help each agency identify strengths and weaknesses in disaster response plans. In an attack, said Frank, “The FBI would be the lead investigative agency. We can bring national level assets to bear. We are not first responders, but investigators. We want to present a unified command (with first responders).”

These drills are not always about attacks, they can be used to anticipate response to a natural disaster or industrial accident. Private companies are also often invited.

Agents in Mobile don’t just lead the training. They also attend training offered by other local agencies. Training resources helps keep everyone in the best condition, according to local agents.

Training is not all the FBI does, but its other services are a little more behind the scenes. The FBI heads up a local anti-terrorist task force which meets every two weeks to share information and keep lines of communication open between just about every law enforcement agency imaginable. This task force is specifically mentioned in the Port Authority resolution.

Industries all along Mobile’s waterways are invited to join in the protection effort through the Infraguard and Domain programs. Frank explained, “These are industry outreach programs. We can team up with industry in this area to build relationships and communicate clearly. We want them to feel comfortable calling us. We can often straighten out misunderstandings.” These programs also grant companies access to unclassified threat information.

Any company working as a defense contractor, such as Austal USA, can get classified information as needed. “We are here to help them protect their facility and their technology,” said Frank.

Another example of FBI work at the port: agents take the crew information from every ship coming to the port and run it through several analytical tools to identify everything from potential terrorists to illegal immigrants. The FBI has access to classified information which could help avert an attack or nab a wanted person. It offers a declassified version of the report weekly to the port and to companies involved with the port.

Officers at the port can also call on the FBI if they have any concerns about a ship or crew member. In one recent case, according to local agents, a worker onboard a ship applied for a TWIC (Transportation Worker Identification Credential) card and his name showed up on a terror watch list so the port called the local FBI office. The FBI was able to determine the worker was not the same person as the one named on the list.

Of course, the FBI is still involved in crime investigations. The agency does regular drug interdiction in and around the port and is in charge of investigating any crime committed at sea involving a U.S. citizen. For example, if a crime should happen on a cruise ship and a U.S. citizen is involved, the case would belong to the FBI.

Expansions at the port have already led to expansions in the FBI office. Agent Frank says he has already been in communication with officials at ThyssenKrupp about what the steel manufacturer will be bringing through the port as it prepares to open a new facility in Calvert, Alabama. The new container terminal will also bring more business to these waters. As a result, Mobile’s FBI field office is getting two new intelligence analysts who will be dedicated only to the port.

“Every area has to be looked at as it expands. We try to project ahead and we hope to get more people to address concerns out there,” said Frank. “The port is the crown jewel of this city. We understand that and we take it very seriously,” he added.

Agents in Mobile’s office are accepting congratulations from leaders in the cities it serves, basically the lower half of Alabama and forwarding them on to Washington to be gathered in a book about the anniversary.

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# THE LAUNCH OF BBC GULF LINE



A yacht is loaded onto the BBC BRAZIL, the first BBC vessel in this service to arrive in Mobile.

BBC Chartering & Logistics, a recognized global shipping leader offering tailor-made flexible shipping solutions, recently launched BBC Gulf Line. This new liner service offers break bulk and project cargo service from the U.S. Gulf to the Arabian Gulf.

The expansion of the successful liner program offers two monthly sailings from the U.S. Gulf ports. The port rotation includes the following ports of call: Veracruz; Houston; Mobile; Damman; Doha; Dubai; Jebel Ali; Muscat; Shuwaikh.

According to BBC Chartering USA Director of Sales and Marketing Ed Bastian, "We are pleased to announce the launch of a service that will provide a direct connection for our customers, linking Arabian Gulf ports to the major commercial and trading hubs in the U.S. Gulf ports."

The first BBC vessel in this service, the BBC BRAZIL, arrived in the Port City in late June to load poles and two 65-foot yachts. Bastian noted that the first ship call "was an exciting step for all of us at BBC."

Bastian indicated that the service will begin calling at Mobile with increased regularity in the future if their predictions are accurate and clients continue to purchase new equipment.

The sailings meet booking demands from 5,000 to 20,000 DWAT and lifting capacity up to 500 tons. The line focuses principally on carrying project cargo, construction equipment, and oil and gas. BBC has a diverse fleet including more than 140 multi-purpose vessels giving BBC the flexibility to meet the special needs and additional requests of their customers.

Bookings and port operations are handled by BBC offices and partners who are close to the local markets and customers. This allows for efficient, reliable and flexible innovative handling to the most complex delivery needs.

According to company officials, BBC is committed to setting the highest performance standard in the industry. Customers range from global Fortune 500 companies to small privately owned businesses. No matter who they are, or where they are, BBC explained it strives for the highest professionalism, dependability, efficiency and performance.



BBC Gulf Line offers two monthly sailings from the U.S. Gulf ports to the Arabian Gulf ports.

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# INDUSTRY DAY

## B R I E F I N G

INDUSTRY DAY 2008 was held June 19 at the Mobile Convention Center. The annual half day session, which is hosted by the U.S. Army Corps of Engineers and the U.S. Coast Guard, kicks off the Gulf's storm season by providing updates to maritime interests on important initiatives and key communications tools within the jurisdictional service area. Along with the Corps and the Coast Guard, the National Oceanic & Atmospheric Administration, the Gulf States Maritime Association, Southern Company, the Alabama State Port Authority and the Port of Pascagoula all provided presentations on the northern Gulf's infrastructure expansion and needs. Southern Company officials noted the strategic importance of the Port of Mobile to the power generation

market serving the U.S. Southeast. Rickey Barton, Fuels Manager at Alabama Power's Barry Steam Plant, noted, "the work the federal agencies perform to restore navigation in the aftermath of an incident or natural disaster ensure the movement of steam coal to fuel power plants in Mississippi, Alabama and the Florida panhandle. The sooner we get fuel coal moving, the sooner power services are restored to the entire region." The port authorities echoed the need for expedited inspection of channels and aids to navigation to reopen critical waterways, but also noted climbing volumes and expanding facilities required more federal resources and personnel to support the region's trade growth.

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MADE IN ALABAMA:

## SEGERS FINDS NEW HOME IN FAIRHOPE



The new Fairhope building is located near the city's airport. It will make the large turboprop engines that power C-130 military transports. The C-130 Hercules is a four-engine turboprop military transport aircraft. It is the main tactical air lifter for many military forces worldwide. This versatile plane has found uses in a variety of other roles including search and rescue, airborne assault, aerial refueling, scientific research support, and weather exploration conducted to gain information.

Many folks have chosen to reside in Fairhope, Alabama, for its charm and prime location. But its newest resident will add aviation services to the list of the city's assets in addition to its unique downtown shops and abundance of artistic talent.

Segers Aero Corporation (SAC) has chosen Fairhope as the new home for its North American headquarters and engine repair facility, moving from their present location in Crestview and Opa-locka, Florida.

Established in 1976, SAC is an internationally recognized provider of aviation services to fixed wing and rotary wing, military, and commercial customers worldwide. With locations in Europe, the Middle East and Southeast Asia, the company specializes in parts management and logistics as well as engine maintenance repair and overhaul.

The company purchased a 130,000-square-foot facility that formerly housed Crestview Aerospace and L3 Communications near the Sonny Callahan Municipal Airport in Fairhope for about \$3.6 million. SAC is bringing approximately 40 people from its existing workforce in Florida. They initially plan to add 75 to 80 jobs to the local market and hire approximately 35 to 40 people in late 2008.

"Between the location and timing, the existing facility was perfect for Segers to move into," said Lee Lawson, director of economic development for the Baldwin County Economic Development Alliance. "We are thrilled that Segers has chosen Fairhope as their home."

Howard Hadley, president and CEO of Segers Aero Corporation, liked that the locations were somewhat similar.

According to Hadley, "Fairhope relates to the Florida locations in that it's near the water and just as warm." He hopes that this will persuade current workers to transfer.

One of the main goals of the move is to merge the repair facility and the American headquarters into the same city. Over 600 miles separate the current facilities, which can sometimes make business more difficult than necessary.

"We had planned on building a new facility in Florida," said Hadley. "When the facility in Fairhope came available, we decided to consolidate there instead of constructing a new one."

Last year, Segers moved part of its facility to the current Crestview location with a plan to also move the headquarters from Opa-locka. The change in plans was influenced by the tax incentives offered by the Fairhope Economic and Industrial Board and the eligibility for state incentives.

This building will house the Rolls Royce T-56/501 Turbine Engine Repair and Overhaul facility formerly located in Opa-locka, Florida, and the North American headquarters formerly located in Crestview, Florida. The large turboprop engines that are made here power C-130 military transports, E-2 Hawkeye airborne early warning planes, Lockheed L-188 Electra planes, P-3 Orion anti-submarine warfare planes and Convair 580 planes.

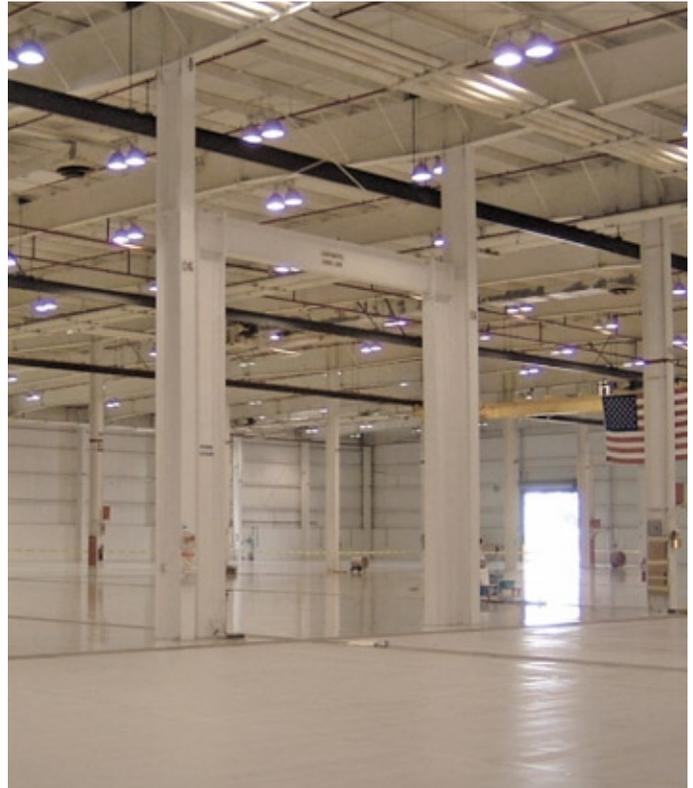
"One of the benefits of the move is that Segers will have the opportunity to collaborate with other aerospace engineering places in the area," said Lawson. "This will make it easier for us and the other companies to do business together."

A company that has successfully made its home in Baldwin County recently is Goodrich in Foley. They have expanded up to 100 employees a year for the past three years and are quickly approaching the title of the largest industrial employer in Baldwin County with over 800 total employees.

Also in the area are Stork Fokker, another maintenance, repair and overhaul facility, and an engineering company that manufactures the interior of jet planes. These companies have both expanded and increased their employment numbers, which is “not a bad problem to have,” according to Lawson.

It seems the aerospace engineering business along the Gulf Coast, and particularly in Fairhope, is flying along smoothly without turbulence and constantly increasing its elevation.

**Pictured here is the new facility's workshop. The facility will also house engines that power the P-3 Orion anti-submarine warfare planes. The P-3 Orion is a maritime patrol aircraft used by numerous militaries around the world. Developed during the Cold War, the plane's primary mission was to track and eliminate ballistic and fast attack submarines in the event of war. Today, it primarily is used as anti-submarine warfare and for maritime patrol.**










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# AUSTAL U.S.A. BEGINS EXPANSION PROJECT WITH STATE-OF-THE-ART FACILITY



**Pictured L-R: Reggie Copeland, president of the Mobile City Council; Joe Rella, COO of Austal USA; Bob Browning, president & CEO of Austal U.S.A.; Governor Bob Riley; Stephen Nodine, president of the Mobile County Commission; LCDR Danielle George, USN; and Stephen Gray, COO, Gray Construction attended the groundbreaking for Austal's modular manufacturing facility.**

Austal U.S.A. held a groundbreaking ceremony of its Modular Manufacturing Facility (MMF) located on Dunlap Drive on July 31. Comprised of 700,000 square feet of manufacturing space, 80,000 square feet of warehouse space, and 60,000 square feet of office space as well as the capacity to hold up to 1,200 employees, the new facility will be capable of constructing six large aluminum vessels such as the Navy's Littoral Combat Ship (LCS) and/or Joint High Speed Vessel (JHSV) per year.

"The design of this facility will be state-of-the-art and will greatly improve the efficiency and effectiveness of our production processes, thereby increasing our throughput," said Bob Browning, Austal USA CEO. "This in turn allows us to offer

a greater volume of vessels to our clients at increasingly competitive prices. We are also excited about the prospect of putting more local shipbuilders to work at Austal."

The ceremony was attended by federal, state, county and local dignitaries, including: Alabama Gov. Bob Riley; Mobile County Commission President Stephen Nodine; Mobile City Council members Reggie Copeland, John Williams, and Connie Hudson; Bob Browning (CEO, Austal USA), Joe Rella (COO, Austal USA), Stephen Gray (COO, Gray Construction, the company that is contracted for the design and build of the expansion), and representatives from Sen. Jeff Sessions', Sen. Richard Shelby's and Cong. Jo Bonner's offices.

## ASPA TERMINAL RAILWAY RECEIVES PRESTIGIOUS SAFETY AWARD

ASPA Terminal Railway recently received a Jake Award from the American Short Line Regional Railroad Association (ASLRRA) at the association's national convention in San Antonio, Texas. The award recognizes contributions to increased safety in the regional and short line rail industry. In order to qualify for this award, an ASLRRA member railroad must have a yearly Frequency/Severity Index (FSI) rate better than the industry average.

**ASPA Terminal Railway employees with their ASLRRA Jake Award plaque. From left to right at top: Eric Washington, Steven Stewart, Eric Phillips, Kevin Hamilton, DW Lynd, Billy Johns and Amir Lucas. Bottom row, left to right: Tommy Novay, Joe Edwards, Tom Bolen, Ken Lee, Chad Phillips, John Harvell, Jimmy Powell and Chuck Miller.**



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B O N D E D

## MCCANTS EARNS AWARD FOR MANAGEMENT TRAINING



Chief Herbert McCants and Chief Jimmie Flanagan are presented with their 160 hour certification in Law Enforcement at the Chief's Conference in Mobile, Alabama, on July 1, 2008.

Chief Herb McCants recently received the Advanced Police in Management Award at the Alabama Association of Chiefs of Police conference held in Mobile on June 29 to July 2. The honor was given for Chief McCants' completion of 160 hours of management training.

## THE POWER OF TEAMWORK: SUCCESSFUL TRANSFORMER DELIVERY



Transformer being transferred from barge to railcar.

Teamwork and quick thinking plus barges, rail cars, and cranes were critical elements in a recent FPL Energy transformer shipment. The 244,000-pound transformer was shipped from Fort Myers, Florida, to Mobile, Alabama, via barge to support a planned outage at the FPL Energy facility in Eastaboga, Alabama. Allyn International Services, Inc. coordinated transfer of the transformer from barge onto rail car for final delivery to Eastaboga, Alabama.

Allyn International Services, Inc., is a global 3rd Party Logistics Provider, and used CSA-Mobile for stevedoring operations at Berth North C3, Mobile, Alabama.



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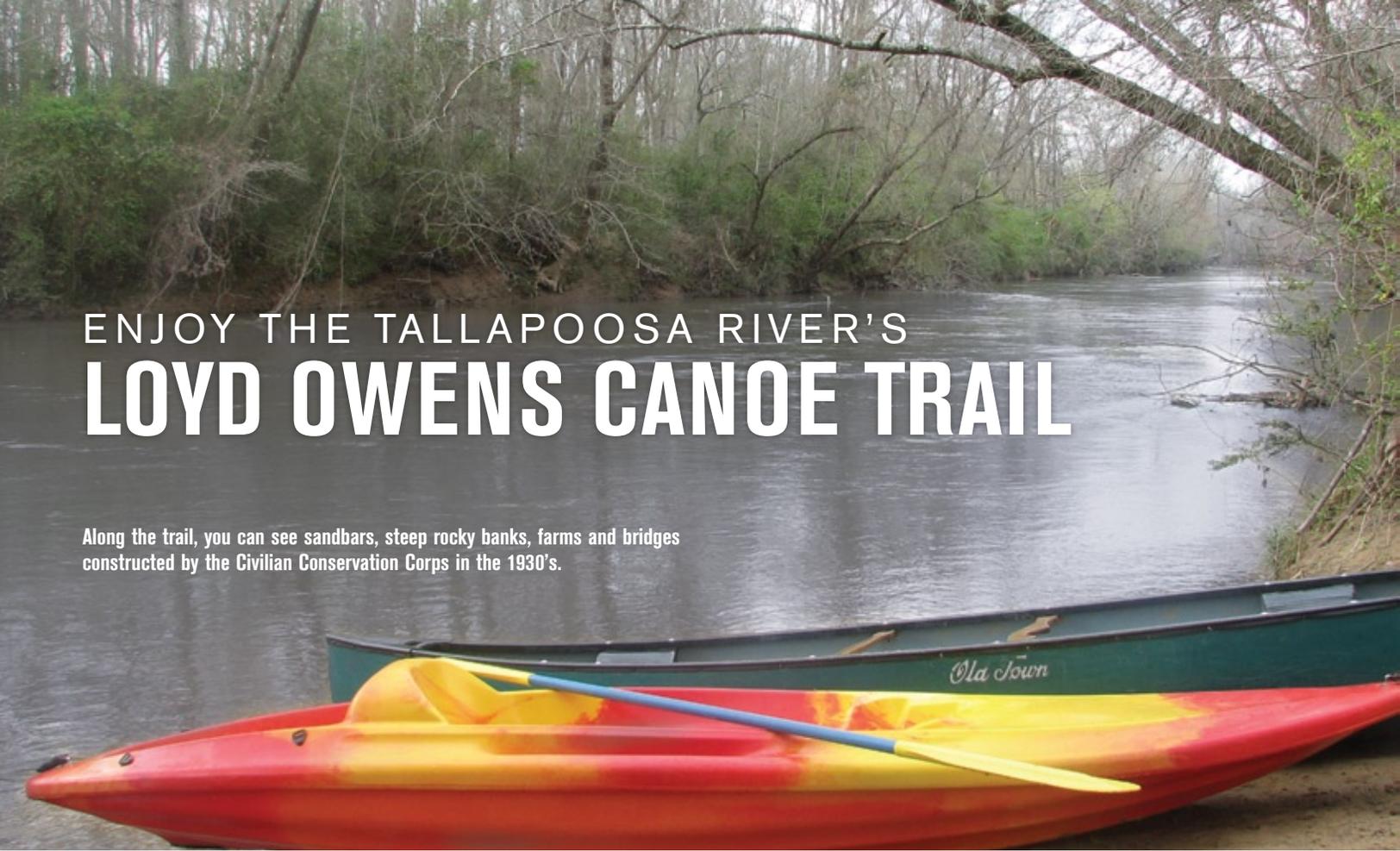
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# ENJOY THE TALLAPOOSA RIVER'S LOYD OWENS CANOE TRAIL

Along the trail, you can see sandbars, steep rocky banks, farms and bridges constructed by the Civilian Conservation Corps in the 1930's.

Along Alabama's Tallapoosa River, paddlers can enjoy the perfect relaxation trip of canoeing or kayaking while observing the serene beauty of its immaculate trail. The Loyd Owens Canoe Trail has been designated by the U.S. Department of the Interior as having the cleanest river in the eastern United States.

"The river offers access to some of the most beautiful undisturbed scenery in Alabama," said Greg Young, owner of Southern Canoe Outfitters. "It is plentiful with fish, ducks and other wildlife year round. Since it has so much appeal, we opened an outfitter business on this trail to provide others with the gear they need to enjoy the beauty that this river has to offer."

Dedicated to the former Cleburne County Commissioner, the Loyd Owens Canoe Trail was opened September 10, 1999. Since it is mostly flat water with many small shoals, paddlers of all skill levels can enjoy an unforgettable experience when visiting.

If you don't own a canoe or kayak, two private businesses, Southern Canoe Outfitters and Tallapoosa River Outfitters, offer boat rentals and pickup services along the trail. Canoe rentals are \$40 per canoe and kayaks are \$20 each at both

rental stores. Prices include boat, paddles, life jackets, shuttle service and private parking for all renters.

"Cleburne County prides itself as being the home of a very clean waterway with very good water quality," said Lex Brown, owner of Tallapoosa River Outfitters. "I grew up paddling the Tallapoosa along with other rivers. I realized that the Tallapoosa was nicer than the others that we paddled, and I wanted to provide other people with the resources needed to enjoy it too."

Tallapoosa River Outfitters also offers trips every Saturday and Sunday, as well as weekday trips for all group sizes. It is best to book your trip at least one week prior to the desired date. The trips are favorites to big groups like scout troops and church groups during the summer months.

"Most of our customers are out-of-town visitors," said Brown. "Primarily from the Birmingham area, but we have customers from all parts of Alabama and Georgia every weekend. Saturday is our busiest day, which is usually an 11-12 hour day."

The entire trail is 44 miles long. Most people just take day trips, which last approximately two to six hours. However, the



Kayak and canoe rentals and pickup services are available along the trail by privately owned outfitter companies, such as Tallapoosa River Outfitters.

Dryden's Mill campsite gives people who want to enjoy a full day of the Tallapoosa River a place to stop and rest, or set up camp for the night.

Dryden's Mill is the oldest public campground on the northern part of the trail. Amenities include rest rooms, picnic tables, grills, a boat ramp and a pavilion.

Both outfitters take several precautions to insure their paddlers' safety. Southern Canoe offers a brief lesson on correct paddling and flotation devices. The use of firearms, alcohol and drugs are strictly prohibited.

Tallapoosa River Outfitters doesn't run canoes when the water reaches a certain depth or flow rate, or when it gets cold. "Those are the two biggest dangers," said Brown. "High water and hypothermia. We try to discuss with the customers and assess their skill level and put them on the appropriate section."

For more information about the Loyd Owens Canoe Trail please contact Tallapoosa River Outfitters at (256) 239-6399 or [www.tallapoosariveroutfitters.com](http://www.tallapoosariveroutfitters.com) and Southern Canoe Outfitters at (256) 947-1508 or [www.southerncanoeoutfitters.com](http://www.southerncanoeoutfitters.com).



The Loyd Owens Canoe Trail is mostly flat water with small shoals so paddlers of all skill levels can enjoy the undisturbed scenery of the Tallapoosa River.



The 44-mile trail has been designated by the U.S. Department of the Interior as the cleanest river in the eastern United States.



Trips are available for groups of all sizes, including church groups and scout troops.

## The **Chesapeake** Affair

Vernon Locke, former master of the Confederate privateer RETRIBUTION, had made his way to Canada after selling his vessel in Nassau in March 1863. Although he had been duly commissioned as a privateers man, his authority to take ships in the name of the Confederate government had terminated with the sale of the RETRIBUTION. Locke was a man who favored expediency over the subtleties of law, and by the end of the year he was preparing once more to take up cutlass and pistol as a privateers man.

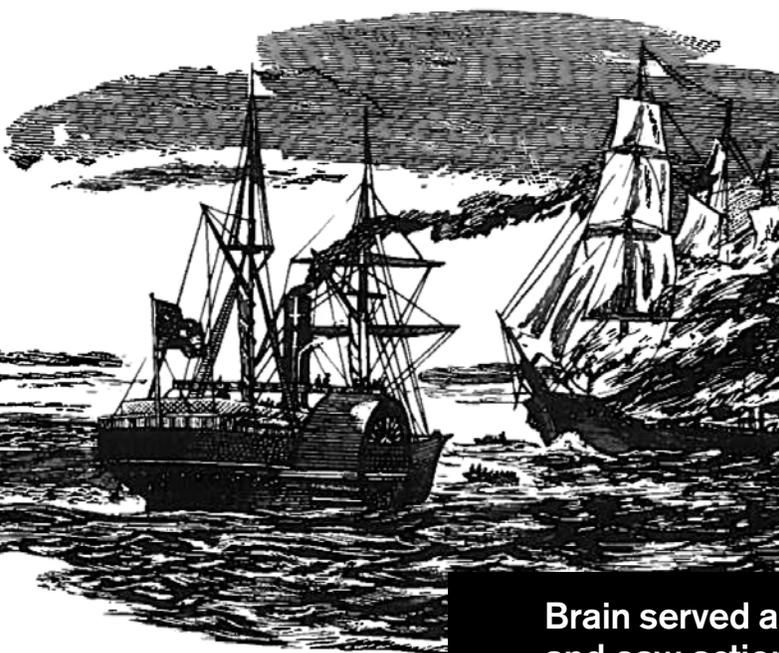
Locke, a Nova Scotian operating under the nom de guerre of John Parker, chose a fellow British subject as his lieutenant in the affair. John Clibbon Brain had immigrated as "John Parker, from England to America in the 1850s and, after a stint in the Confederate Army, had been assigned to the CSS JAMESTOWN with the rank of landsman, the equivalent of today's seaman's apprentice. Brain had seen action in Hampton Roads and later served in-shore duty at Drewry's Bluff. Later, he apparently participated in clandestine Confederate operations in the Southwest where he was captured. Imprisoned at Fort Warren, Brain successfully had appealed to Her Majesty's Government for help, and he, too made his way to Canada, where he fell in with Vernon Locke.



**Captain John Clibbon Brain.**

On December 2, 1863, Captain Locke presented written instructions to his "lieutenants," John C. Brain, Dr. Henry A. Parr and David Collins. Brain, who was designated "lieutenant commanding," was to book passage on a steamer out of New York and capture it at his discretion. Locke signed his orders as "John Parker, Captain, C. S. Privateer Retribution."

The party made its way to New York, where it boarded the stearn packet CHESAPEAKE, bound for Portland, Maine. Brain's men lay low during Saturday and Sunday, and in the wee hours of Monday, December 7, as the vessel steamed 20 miles off Cape Cod, the Confederates struck. A little after 1 a.m, the men produced their pistols and made their way to the pilot house, where they announced their intention of seizing the steamer in the name of the Confederate States of America. Owen Schaffer, the CHESAPEAKE's second



**Brain served as an apprentice on the CSS JAMESTOWN and saw action at Hampton Roads.**

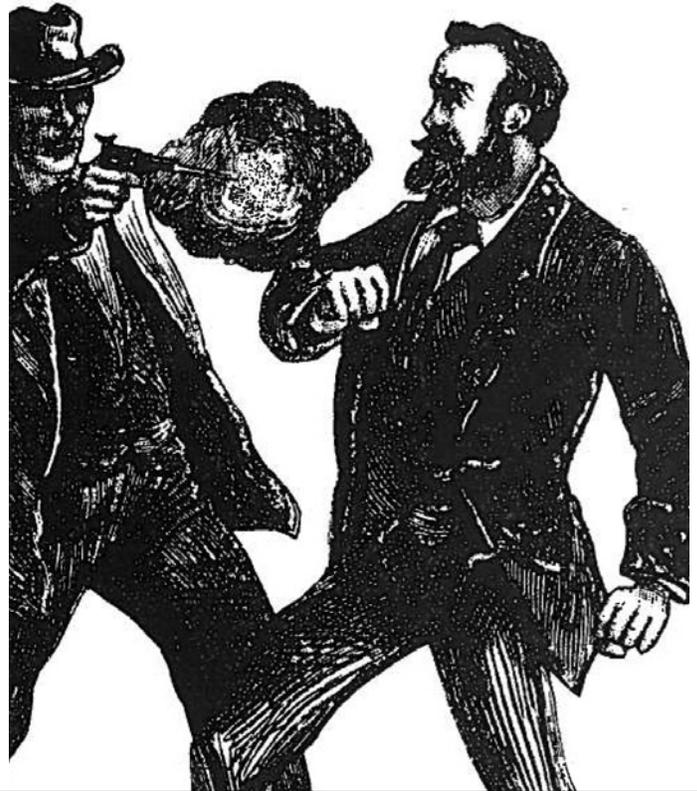
engineer, pulled a pistol and squeezed off three shots in the direction of the Confederates, hitting one of the men in the hand. The Southerners returned fire, and Schaffer stumbled away, mortally wounded.

In the meanwhile, Chief Mate Charles Johnson had hurried to warn the captain, Isaac Willett. Captain Willett hurried on deck, saw Schaffer's lifeless body lying in a pool of blood and knelt to examine the body. Two shots rang out from a few feet away. Willett stood and strode toward the gunman. Another pistol shot sounded, this one, too, going wide of its mark. Captain Willett made his way to the pilot house, only to have a pistol pressed to his face. His assailant identified himself as First Lieutenant H. A. Parr, and informed Willett that he was a prisoner of the Confederacy. Parr handcuffed the merchant captain and took him back to his cabin.

Two other officers had been injured in the takeover. Chief Mate Charles Johnson had been shot in the arm and knee, and Chief Engineer James Johnson had sustained a gunshot wound to the chin. The passengers were unmolested, and once the excitement had died down and the Confederates had control of the CHESAPEAKE, the officers, including Captain Willett, were transferred to the after cabin. Dr. Parr put his medical training to use, tending the wounded and extracting the pistol ball from Charles Johnson's arm.

The Confederates seized eight guns from Captain Willett and laid in a course for Canadian waters where they were to rendezvous with Vernon Locke at Grand Manan Island's Seal Cove Harbor. On Tuesday afternoon, Brain demanded the ship's papers from Captain Willett. The captain complied, turning over the ship's papers, her coasting license and the money that Brain's party had paid for their tickets. The officers and crew were allowed to keep their personal property. Again, the passengers were not molested.

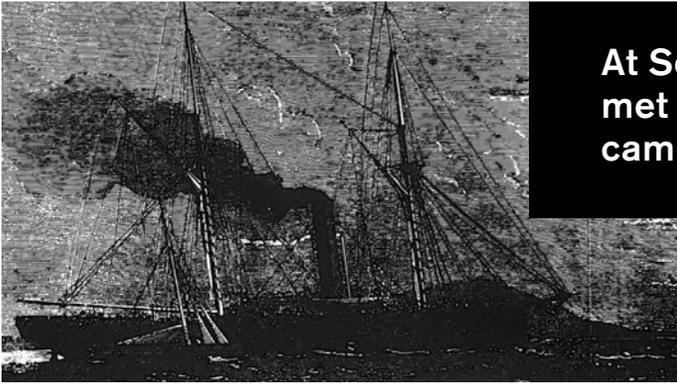
At Seal Cove Harbor, the CHESAPEAKE was met by a pilot boat and Captain Vernon Locke came aboard and took command of the hijacked steamer. At Dipper Harbor, Captain Willett, two officers, three boys, four deckhands, the stewardess and five passengers were released at 5 p.m. The Confederates continued to hold the two engineers, James Johnson and Auguste Striebeck, and three firemen. As soon as Captain Willett reached St John, New Brunswick, he notified authorities, triggering a massive manhunt.



**Chief engineer Johnson was wounded in the chin during the takeover.**



**The Confederates seized the ship about 20 miles off Cape Cod.**



**At Seal Cove Harbor, the CHESAPEAKE was met by a pilot boat and Captain Vernon Locke came aboard and took command.**

The USS ACACIA sailed from Charlestown, Massachusetts, on December 9, followed by the ex-blockade runner ELLA AND ANNIE. Other Navy ships soon joined the hunt including the DACOTAH, NIAGARA, VICKSBURG, SEBAGO, GRAND GULF, AGAWAM and TICONDEROGA.

It had been Locke's intention to make a run for Wilmington, but the CHESAPEAKE's boilers needed additional coal before she could make such an extended run.

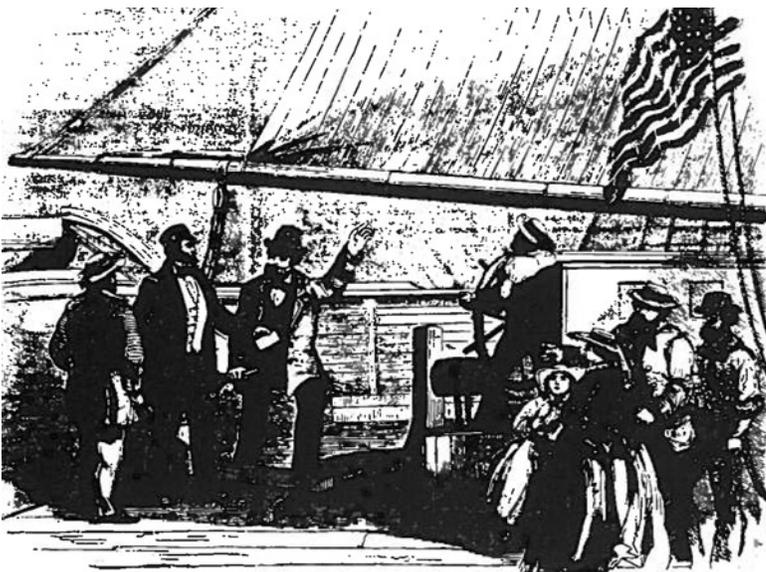
Additionally, Mother Nature intervened, and a gale forced the steamer to hole up at Shelburne, Nova Scotia. The U.S. consular agent at Shelburne was suspicious of the vessel, and correctly identified her captain as Vernon Locke. The U.S. Consulate at Halifax was notified, which, in turn, sent a telegram to Portland.

On board the ELLA AND ANNIE, soon to be commissioned officially as USS MALVERN, Acting Volunteer Lieutenant 1. Frederick Nickels encountered heavy weather on the evening of December 13. The ship rode out the storm for a day and a half before putting in at Halifax to take on coal. In port Nickels

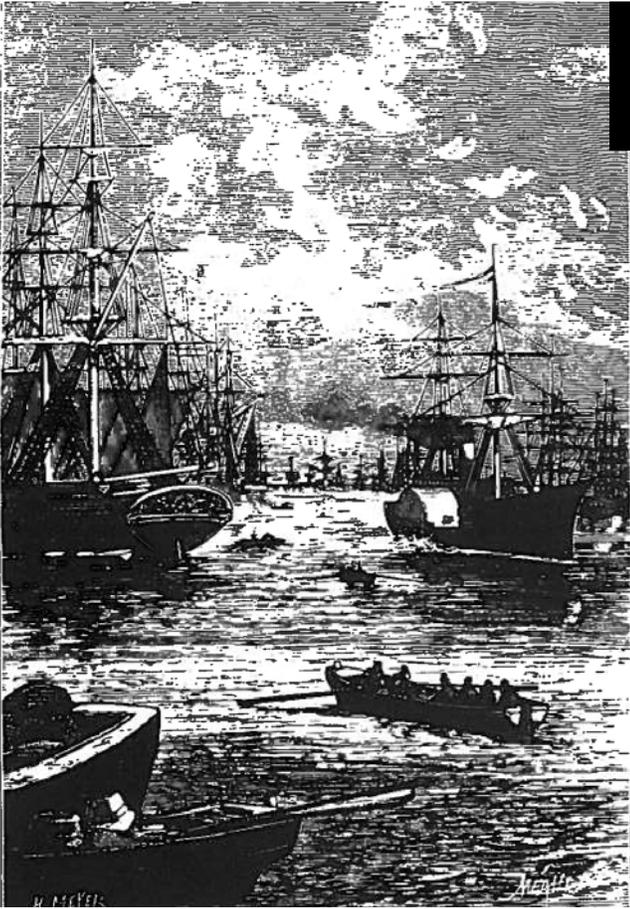
learned that the suspected CHESAPEAKE was supposed to be in Le Have, and the gunboat weighed anchor at 11 p.m. The ELLA AND ANNIE called at Le Have and then at Lunenburg, close on the heels of the CHESAPEAKE. A telegram from Halifax informed Nickels that the CHESAPEAKE lay at Sambro Harbor, and the ELLA AND ANNIE got up steam immediately, anchoring at the mouth of the harbor on the evening of December 16.

At 7:20 the next morning, the ELLA AND ANNIE steamed into port crashed into the CHESAPEAKE and boarded the captured steamer. Only three men were found on board, the rest having fled at the sight of the approaching gunboat. Acting Lieutenant Nickels placed a prize crew on board, helped himself to some of the coal the CHESAPEAKE had been taking on, and congratulated his men on a job well done. Unfortunately, Nickels' actions had been illegal. Capturing a belligerent in a neutral port constituted a violation of international law.

Brain must have realized that his own legal standing was tenuous at best. The brash young adventurer had fled to New Brunswick, where he contacted Confederate agents. Claiming to have been a former Confederate Army officer and the son of a Confederate colonel, Brain had a sympathizer request an official commission and a Confederate agent well versed in law.



**None of the passengers were harmed during the takeover.**



**The CHEESAPEAKE was illegally re-captured at Sambro Harbor where she was taking on coal.**



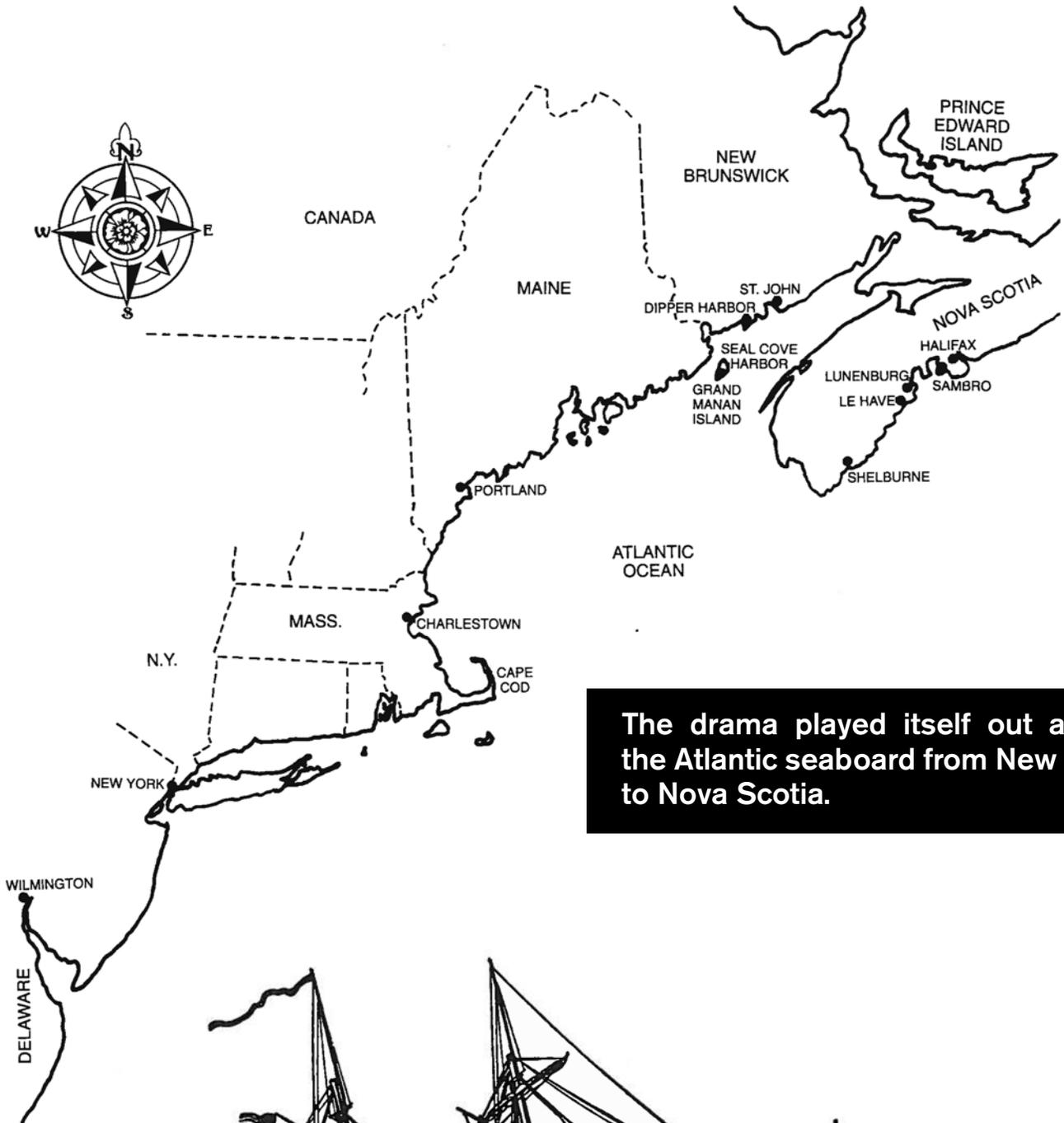
**U.S. Secretary of the Navy Gideon Welles ordered Nickels to turn over the captured vessel to the British.**

The ELLA AND ANNIE had attempted to tow the CHESAPEAKE to sea but had been stopped by the USS DACOTAH at the mouth of Sambro Harbor. Commander Albert Clary, captain of the DACOTAH, realized the legal gaffe the zealous volunteer Nickels had made, and he ordered Nickels to take the CHESAPEAKE to Halifax for adjudication. Nickels had no choice but to comply. On December 19, acting on the orders of Secretary of the Navy Gideon Welles, Nickels had turned over his prize and three prisoners to British authorities, who promised a thorough investigation.

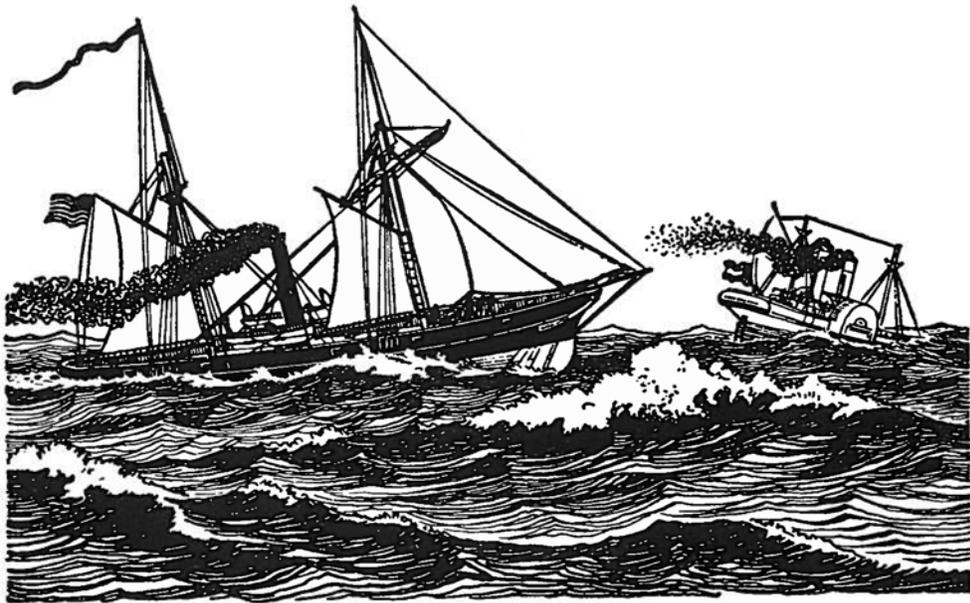
The CHESAPEAKE had the makings of an international incident. Major Norman Walker, the Confederate agent at Bermuda, noted that the incident had created a strong sense of sympathy toward the Confederates among the Bermudians. As much as he disapproved of the manner in which Brain and his men had captured the CHESAPEAKE, Major Walker stated that the Confederate authorities should either quit their claim to the CHESAPEAKE or declare it an act of war and come to the aid of the three men captured aboard her in Sambro Harbor.



**Confederate Secretary of State Judah P. Benjamin asserted that Brain had acted under authority of the Confederate government.**



The drama played itself out along the Atlantic seaboard from New York to Nova Scotia.



**Confederate President Jefferson Davis had commissioned Benjamin to investigate the matter.**

Confederate agents in Nova Scotia hired pro-Southern Halifax attorney J. W. Ritchie to look into the matter on behalf of the Confederate government. Ritchie stated that if the men had acted on governmental authority, the CHESAPEAKE could be claimed as a legitimate prize, despite the lack of commissions from the Confederate government. If, however, the men had acted on their own authority, Ritchie believed that it would be a case of piracy.

On February 15, 1864, Confederate Secretary of State Judah P. Benjamin notified James P. Holcombe that he was to proceed to Halifax under a special commission from Confederate President Jefferson Davis, present himself to the local authorities and make a full investigation of the matter.



**Brain was commissioned an “acting master” in the Confederate Navy and later captured more assets including the ST. MARY’S.**

Secretary Benjamin instructed Holcombe to assert that Brain and his party had acted under the authority of the Confederate government and to press the government's claim to the CHESAPEAKE. If the authorities turned over the ship, Holcombe was to provide officers and crew for her, giving preference to her original captors. Benjamin's instructions were based on several assumptions, the first of which was that both Brain and Dr. Parr were citizens of the Confederacy. Holcombe would have to prove that the officers other than Locke, known to be a British citizen, were bona fide Confederates. Citizens engaged in the capture of enemy ships could not be charged with piracy or murder, Benjamin wrote.

Upon his arrival in Halifax, Holcombe discovered that the CHESAPEAKE had been turned over to its original owners, making the point of pressing the Confederacy's claim moot. The special commissioner also determined that of the 14 men who had been party to the original seizure of the CHESAPEAKE, only one, Henry Parr, would claim to be a Confederate citizen. Although a native of Canada, Parr had lived for some years in Tennessee. The fact that Brain earlier had invoked his British citizenship in securing his release from

Fort Warren now made his claim to Confederate citizenship untenable. Of the CHESAPEAKE incident Holcombe wrote, "... it appears to have been a capture made for the benefit of the Confederacy by a body of men without any public authority, and who, with the single exception of a subordinate officer [Parr], were British subjects." Locke, a British subject; had assumed to issue commissions on British soil without the authority to do so, Holcombe said. Although he had been a duly commissioned privateers man, Locke had "no right such as he assumed, to enlist men or appoint officers in its service..." Holcombe opined.

Secretary of State Benjamin agreed with Holcombe's assessment of the CHESAPEAKE affair. While he believed that Her Majesty's Government had acted wrongly in turning over the CHESAPEAKE to her owners, Benjamin declined to pursue the case. As for Brain and his men, they had disappeared into the Canadian countryside. Brain would later receive a commission as an "acting master" in the Confederate Navy and would go on to capture two more vessels in the name of the Confederacy, the steamer ROANOKE in September 1864, and the ST. MARY'S in March 1865.

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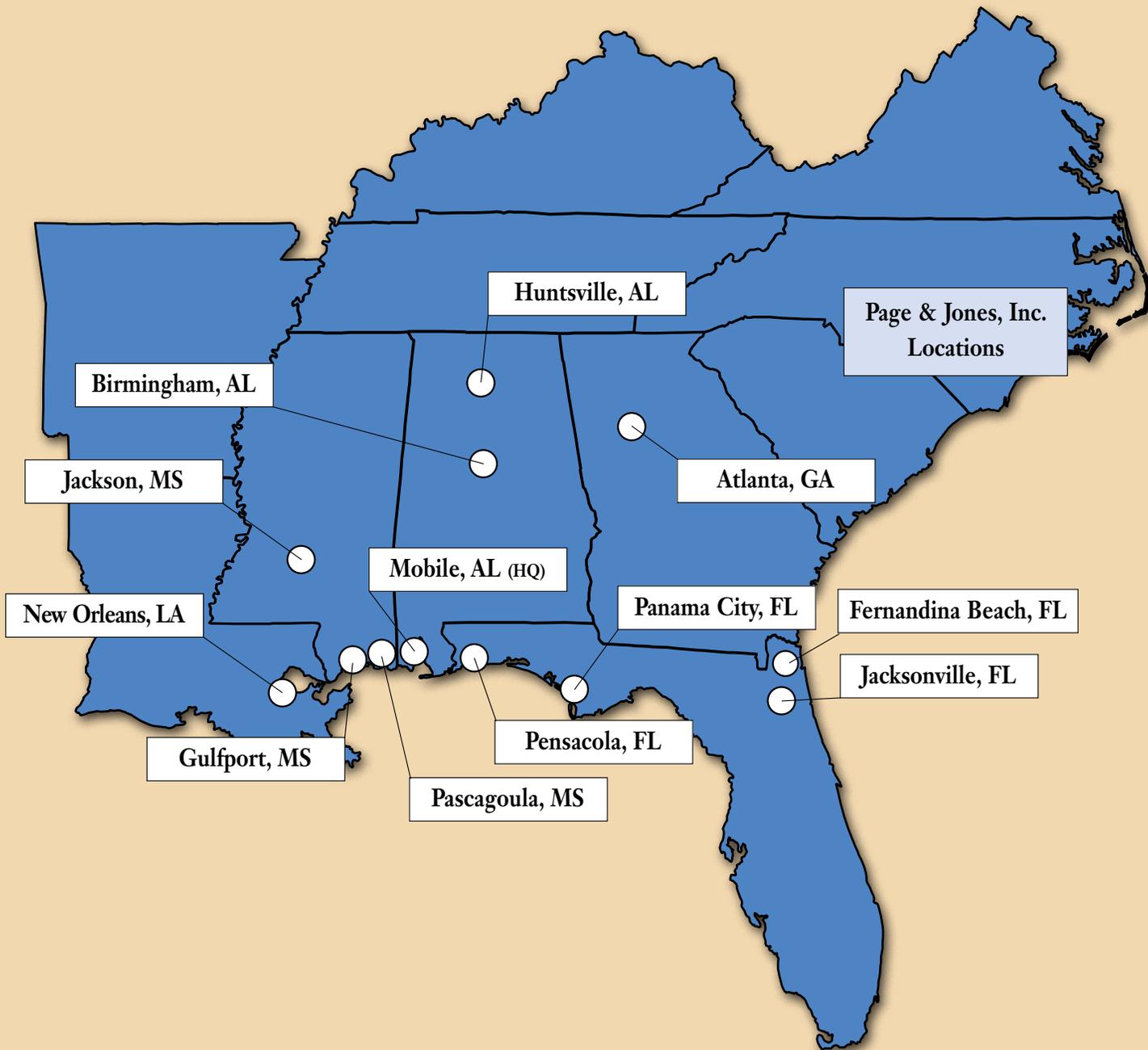


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	Star	Monthly	Star Shipping
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	ZIM	Weekly	Glovis USA
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	ZIM	Weekly	Glovis USA
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	ZIM	Weekly	Glovis USA
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	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
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	ZIM	Weekly	Glovis USA
	WILLENSTAD		
<b>CURACAO</b>	ZIM	Weekly	Glovis USA
	C.I.C.	Monthly	Seacliff Agencies
<b>CYPRUS</b>	LIMASSOL		
	ZIM	Weekly	Glovis USA
<b>DENMARK</b>	AARHUS		
	Atlanticargo	Every 10 Days	Norton Lilly International
	COPENHAGEN		
<b>DJIBOUTI</b>	Atlanticargo	Every 10 Days	Norton Lilly International
	DJIBOUTI		
<b>DOMINICA</b>	ZIM	Weekly	Glovis USA
	ROSEAU		
<b>DOMINICAN REPUBLIC</b>	C.I.C.	Monthly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
<b>EGYPT</b>	RIO HAINA		
	Caribbean Forest Carriers	Inducement	Transmarine Alabama LLC
	C.I.C.	Bi-weekly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
<b>ENGLAND</b>	ALEXANDRIA		
	Nordana	Inducement	Biehl & Co.
	ZIM	Weekly	Glovis USA
<b>EL SALVADOR</b>	PORT SAID		
	ZIM	Weekly	Glovis USA
<b>FRANCE</b>	SAN SALVADOR		
	ZIM	Weekly	Glovis USA
<b>GERMANY</b>	TILBURY		
	Atlanticargo	Every 10 Days	Norton Lilly International
	Star	Monthly	Star Shipping
	BOULOGNE		
	Star	Monthly	Star Shipping
<b>ITALY</b>	FOS		
	ZIM	Weekly	Glovis USA
	MARSEILLE		
	ZIM	Weekly	Glovis USA
<b>JAPAN</b>	BREMEN		
	Atlanticargo	Every 10 Days	Norton Lilly International

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

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

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

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

## STEAMSHIP AGENCIES

With listed sailings.

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

# – A Look Back –

From the Pages of *Alabama Seaport*  
The Nation's Oldest Port Publication



Big Bee Bridge –  
Jackson, Alabama.



The “Josie W” with tow leaving Tuscaloosa  
for Mobile, Alabama.

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

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DOMINICAN REPUBLIC—Luis Frías—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

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★ MOBILE MOVING & STORAGE.....(251) 438-3658  
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★ HUNTSVILLE, AL—P. O. Box 6241.....(256) 772-3105  
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INDUSTRIAL WATER SVCS, INC.—P. O. Box 50236.....(800) 447-3592  
OIL RECOVERY CO., INC.—P. O. Box 1803.....(251) 690-9010  
PROTECT ENVIRONMENTAL—3537 Desirrah Drive S., Mobile, AL 36618.....(251) 470-0955  
THOMPSON ENGINEERING—P. O. Box 9637.....(251) 653-4525  
UNITED STATES ENVIRONMENTAL SERVICES LLC—4230 Halls Mill Road, Mobile, AL 36693.....(251) 662-3500  
USI OIL—1900-A Broad St.....(251) 432-0775

## LINE HANDLING

ALABAMA LINE SERVICES—P. O. Box 9308.....(251) 661-2105  
BERT'S LINE HANDLING—P. O. Box 2213.....(251) 432-1611  
DOCKSIDE SERVICES, INC.—P. O. Box 122.....(251) 438-2362  
MO-BAY SHIPPING SVCS, INC.—P. O. Box 1842.....(251) 433-1621  
PEDERSEN MARINE SERVICE & SUPPLY—662 St. Louis St.....(251) 432-6045  
TRI-STATE MARITIME SVCS.—P. O. Box 2725.....(251) 432-1054

## MARINE BUSINESS BROKERAGE

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

## MARINE FUMIGATION SERVICES

A & P PEST CONTROL, INC.....(251) 634-9511  
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

## MARINE RADIO AND ELECTRONICS

### (★ ELECTRICAL CONTROL AND AUTOMATION)

ICS—908 Lakeside Drive.....(251) 666-1785  
ITT MACKAY MARINE—P. O. Box 180392.....(251) 344-8007  
GULF COAST AIR & HYDRAULICS INC.—3415 Halls Mill Rd.....(251) 666-6883  
MOBILE MARINE RADIO—7700 Rlna Ave.....(251) 666-5110  
Marine Operator.....(251) 666-3487  
Radioteletype.....(251) 666-9042  
Radio Telegram.....(251) 666-9041  
RADIO-HOLLAND USA, INC.—701 S. Conception St.....(251) 432-3109  
★ PRISM—200 Virginia St.....(251) 341-1140  
SPERRY MARINE SYSTEMS—2756 Dauphin Island Pkwy.....(251) 471-5008  
TEAM ONE COMMUNICATIONS—3550 Pleasant Valley.....343-2560 (888) 343-TEAM

## MARINE SURVEYORS

ALPHA MARINE SURVEYORS—180 Country Club Dr., Daphne.....(251) 626-7299  
W. T. AMES & ASSOCIATES—149 Fairway Dr., Daphne.....(251) 626-1172  
GEORGE BROOKFIELD—186 Ridgewood Dr., Daphne.....(251) 626-1758  
MICHAEL H. BARRIE—263 N. Jackson St.....(251) 433-8122  
C. BAXTER, JR. & ASSOCIATES INTL, INC.....(251) 476-1998  
RICHARD BESSELAAR—2809 Cottage Hill Rd.....(251) 476-9909  
C. E. COLLIER & ASSOCIATES, INC.—5050 Lossing Rd., Coden, AL.....(251) 873-4382  
CAPT. JOHN D. SMITH—P. O. Box 2585, Daphne.....(251) 626-8394  
CARMACK MARINE IND. SVC. INC.—1609 B Rochelle Street.....(251) 662-5765  
COOK CLAIMS SERVICE—P. O. Box 160461.....(251) 470-0774  
GENERAL MARINE SERVICE—P. O. Box 2533.....(251) 928-6728  
C. L. HAMILTON—P.O. Box 302.....(251) 433-9997  
DC MARITIME TECHNOLOGIES INC.—2210 Main St., Daphne, AL 36526.....(251) 625-0503  
JOINER MARINE SERVICES—9305 Johnson Rd. S.....(251) 633-6118  
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  
WOODRUFF INDUSTRIES INC.—4021 Shana Drive.....(251) 473-3277

## MARITIME WASTE DISPOSAL

AARON OIL CO., INC.—P. O. Box 2304.....(251) 666-8143  
BFI—P.O. Box 16504, Mobile, AL 36616.....(251) 666-5724  
BROWNING-FERRIS INDUSTRIES—P. O. Box 16504.....(251) 666-5724  
R. CARTER & ASSOC., INC.—1406 Telegraph Rd.....(251) 452-0154  
DOCKSIDE SERVICES, INC.—P. O. Box 122.....(251) 438-2362  
FERGUSON HARBOUR, INC.—31153 Stagecoach Rd., Spanish Ft., AL.....(251) 626-3295  
INDUSTRIAL WATER SERVICES, INC.—1980 Ave. A.....(251) 694-7500  
OIL RECOVERY CO., INC.—P. O. Box 1803.....(251) 690-9010  
PSC—4531 Hamilton Blvd., Theodore, AL 36582.....(251) 443-7701  
WASTE MANAGEMENT INC.—17045 Highway 43, Mt. Vernon, AL.....(251) 829-4006

## MOTOR TRANSPORT (★ CONTAINER SERVICES)

AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
ALABAMA CARRIERS, INC.....	(800) 721-7107
AMEREX.....	(866) 676-6665
AVERRIT EXPRESS.....	(251) 443-7703
AVONDALE CONTAINERS.....	(251) 438-2248
★ BALDWIN TRANSFER CO.....	(251) 433-3391
BENNETT MOTOR EXPRESS.....	(251) 635-0048
BOYD BROTHERS TRANSPORTATION, INC.....	(205) 716-2014
BRIDGE TERMINAL TRANSPORT.....	(251) 438-6984
BUFFALO WOOD, INC.....	(601) 495-5865
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
CHOCTAW TRANSPORT COMPANY.....	(251) 457-9231
CONSOLIDATED FREIGHT WAYS.....	(251) 443-9100
COVAN WORLDWIDE MOVING INC.....	(251) 653-3008
DEATON CARRIERS (Flatbeds).....	(800) 437-3548
DEEP SOUTH FREIGHT.....	(800) 824-3515
★ DIXIE DRAVAGE.....	(800) 321-0801
DOLPHIN LINE INC.....	(251) 666-2057
DUFFY FREIGHT CARRIERS.....	(334) 284-2656
E & F TRANSPORTATION, INC.....	(251) 632-0121
★ EASTMAN LOGISTICS.....	(334) 792-5661
FEDEX.....	(800) 762-3787
FIKES TRUCK LINE, INC.....	(800) 643-6611
FINCH DISTRIBUTION.....	(800) 844-5381
FRIESE HAULING INC.....	(800) 654-4811
GLOBAL MARITIME LOGISTICS LLC.....	(251) 432-2000
★ GULF COAST INTERMODAL.....	(251) 653-1880
HANNA TRUCK LINES.....	(205) 783-8200
HORIZON FREIGHT SYSTEMS.....	(800) 242-9212
HORNADY TRANSPORTATION LLC.....	(800) 633-1313
★ 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
MACROTRANSPORT SERVICES—Ormond Beach, FL.....	(203) 926-8911
MEADOR WAREHOUSING DIST, INC.....	(251) 447-4376
MILAN EXPRESS CO., INC.....	(251) 456-8571
★ MILLER TRANSER.....	(800) 669-6877
★ MILLER TRANSPORT & RIGGING CO.....	(251) 457-0471
MMS TRANSPORTATION CO.....	(251) 438-3658
ED MORRIS MOVING & HAULING.....	(251) 457-7734
JIM NEWSON TRUCKING (Salvage Buyer).....	(800) 748-8831
★ OLD DOMINION FREIGHT LINES, INC.....	(251) 452-2904
★ OVERTNIE TRANSPORTATION CO.....	(251) 456-6545
★ POINT LOGISTICS.....	(251) 452-2128
★ QUICK DELIVERY SERVICE, INC.....	(251) 471-5369
RICHWAY TRANSPORTATION SERVICES.....	(251) 441-7499
ROADWAY EXPRESS.....	(251) 457-9274
ROSS NEELY SYSTEMS, INC.....	(800) 366-3359
SAIA MOTOR LINES.....	(251) 452-5700
SCHNEIDER NATIONAL.....	(800) 558-6767
SOUTHERN CARTAGE.....	(334) 284-3033
SOUTHERN HAULERS, INC. (Dump Trucks).....	(800) 537-4621
★ SOUTHERN INTERMODAL XPRESS INC. (SIX).....	(251) 438-2249
★ S/M TRANSPORTATION.....	(888) 546-2013
SPECIALTY TRANSPORTATION CO. (Bulk).....	(888) 467-5737
★ TRANS-STATE LINE.....	(800) 643-2140
TRISM SPECIALIZED CARRIERS.....	(800) 292-3829
U. S. F. DUGAN.....	(251) 457-5328
WATKINS MOTOR LINES, INC.....	(251) 621-0260
WILLIS SHAW FROZEN EXPRESS.....	(251) 661-9420
★ WILSON TRUCKING CORP.....	(251) 452-0668
WOERNER TRANSPORTATION.....	(800) 547-6828
WONDERLAND EXPRESS (Heavy Haul).....	(251) 653-7348
WRIGHT TRANSPORTATION, INC.....	(800) 342-4598
YELLOW FREIGHT SYSTEM INC.....	(251) 438-2432

## PILOTAGE

MOBILE BAR PILOTS ASSOC.—P. O. Box 831.....	(251) 432-2639
MOBILE INNER HARBOR PILOTS—Alabama State Docks.....	(251) 441-7250

## RAIL TRANSPORT

ALABAMA & GULF COAST RR.....	(251) 694-2883
BURLINGTON NORTHERN / SANTA FE.....	(205) 320-3637
CANADIAN NATIONAL / ILLINOIS CENTRAL RAILROAD.....	(800) 342-5424
CSX RAIL TRANSPORT.....	(251) 434-1300
KANSAS CITY SOUTHERN.....	(409) 886-2270
NORFOLK SOUTHERN CORP.....	(205) 951-4761
TERMINAL RAILWAY ALABAMA STATE DOCKS.....	(251) 441-7301

## SAFETY SPECIALISTS AND CONSULTANTS

BESSELAAR & ASSOCIATES—P. O. Box 16542.....	(251) 476-9909
JOINER MARINE SERVICES—9305 Johnson Rd. S.....	(251) 633-6118
MARITIME SAFETY & SECURITY COUNSEL, LLC.....	(251) 767-9430

## SHIP CHANDLERS/SERVICES

AIR GAS GULF STATES—5480 Hamilton Blvd, Theodore, 36582.....	(251) 653-8743
ALABAMA LINE SERVICES—P. O. Box 9308.....	(251) 661-2105
ATLAS MARITIME SERVICES CO.—P. O. Box 2901.....	(251) 432-4533
AUTRY GREER & SONS—2850 W. Main St.....	(251) 457-8665
CTW LAUNDRY LINES—2755 Maevilla Dr.....	(251) 476-2229
CHINA SHIPPER SUPPLY—456 Dauphin Island Pky.....	(251) 479-7443
CORTNEY COMPANY, INC.....	(888) 267-8639
DIVERSIFIED LIFTING SYSTEMS—Elgg Bertens.....	(800) 752-1214
ENVIRONMENTAL SAFE MARINE & IND. COATINGS—Corrosion Control.....	(251) 341-9189
GENERAL MACHINERY, INC.—P. O. Box 5174.....	(251) 473-1588
GLASGOW MOTORS—808 Executive Park Dr.....	(900) 659-7000
GLOBAL SUPPLY CO.—5570 Rangeline Rd., Suite B.....	(251) 443-6456
GULF COAST AIR & HYDRAULICS INC.—3415 Halls Mill Rd.....	(251) 666-6683
GULF COAST MARINE SUPPLY CO.—P. O. Box 2088.....	(251) 452-8066
HILLER SYSTEMS, INC. (Marine Decking / Repair)—3751 Joy Springs Drive.....	(251) 661-1275
CHINA SHIPPER SUPPLIES—456 Dauphin Island Parkway.....	(251) 479-5746
KAMIL SHIP SUPPLY—500-504 St. Louis St.....	(251) 432-0762
KENNEDY INDUSTRIAL SUPPLY, INC.—P. O. Box 9839.....	(251) 666-8615
KLOMAR SHIP SUPPLY—P. O. Box 1118.....	(251) 471-1153
L & M WELDING SUPPLY INC.—51 S. Hallett St.....	(251) 432-3615
MARINE & INDUSTRIAL SUPPLY CO.—150 Virginia St.....	(251) 438-4617
MARINE SPECIALTY CO.—111 Short Texas St.....	(251) 432-0581
MIDSTREAM FUEL SUPPLY CO.—P. O. Box 2826.....	(251) 433-4972
MOBILE SHIP CHANDLERY CO.—210 St. Louis St.....	(251) 432-3501
PEDERSEN MARINE SERVICE & SUPPLY—662 St. Louis St.....	(251) 432-8045
PORT CITY CLEANERS/K&K ENTERPRISES (Laundry/Repairs).....	(251) 452-0813
SHANGHAI TRADING CO.—2000 Airport Blvd.....	(251) 473-6446
SMITH SERVICES OF ALABAMA—701 Bill Myers Dr.....	(251) 675-0855
SOUTHERN MARINE SUPPLY CO.—1920 Avenue A.....	(251) 432-9657
STANDARD EQUIPMENT CO.—75 Beauregard St.....	(251) 432-1706
WESCO GAS & WELDING SUPPLY—940 Martin Luther King Dr., Prichard.....	(251) 457-8681
WILSON DISMUKES (pumps/room AC/generators)—2646 Government Blvd.....	(251) 476-9871
WORLD SHIP SUPPLY (MOBILE), INC.—5880 I-10 Industrial Pkwy, Theodore.....	(251) 662-7474

## SHIPBUILDING AND REPAIRING

ADVANCED INDUSTRIAL MACHINE WORKS, INC.....	(251) 433-1974
ATLANTIC MARINE, INC.—P. O. Box 3202.....	(251) 690-7100
AUSTAL USA—P. O. Box 1049.....	(251) 434-8000
BENDER SHIPBUILDING & REPAIR CO., INC.—265 S. Water St.....	(251) 431-8000
COOPER MARINE & TIMBERLANDS—P. O. Box 280, Mt. Vernon.....	(251) 829-5063
GENERAL & MARINE SHEETMETAL—3016 Anton St.....	(251) 452-9500
GULF COAST AIR & HYDRAULICS INC.—3415 Halls Mill Rd.....	(251) 666-6683
HARRISON BROS. DRY DOCK AND REPAIR—P. O. Box 1843.....	(251) 432-4608
HENRY MARINE SERVICE INC.—310 Dunlap Dr.....	(251) 438-9442
IDEAL MARINE SERVICE—401 St. Emanuel St.....	(251) 432-8962

MARINE SPECIALTY SERVICES (Plumbing & Piping)—111 Short Texas St.....	(251) 432-0581
MARINE SYSTEMS INC.—840 Dumaire Rd.....	(251) 456-4507
MASTER MARINE, INC.—P. O. Box 665, Bayou La Batre.....	(251) 824-4151
MOBILE SHIPBUILDING & REPAIR CO.—P. O. Box 2964.....	(251) 456-1880
OFFSHORE-INLAND MARINE & OILFIELD SERVICES.....	(251) 443-5550
UNIVERSAL MARINE SERVICES, INC.—958 S. Conception St.....	(251) 432-7708
WORLDWIDE MARINE SVCS., INC.—801 Cawthon St.....	(251) 456-6947

## SHIPPING REGISTRY

ABS AMERICAS—Regions Bank Bldg.....	(251) 433-8416
BUREAU VERITAS—Richard D. Carmack—1609 B Rochelle Street.....	(251) 662-5765

## STEVEDORING COMPANIES

CORE INDUSTRIES—P.O. Box 190339.....	(251) 665-2411
CSA—1100 Commerce Bldg.....	(251) 431-6100
GLOBAL STEVEDORING.....	(251) 433-4198
GOLDEN STEVEDORING CO., INC.—P.O. Box 2683.....	(251) 433-3726
PREMIER BULK STEVEDORING—162 South Lawrence St.....	(251) 432-3283
RICHARDSON STEVEDORING & LOGISTICS SVCS. INC.....	(251) 432-0081
SISCO—P. O. Box 2413.....	(251) 433-6750
TRI-STATE MARITIME SVCS.—P. O. Box 2725.....	(251) 432-1054

## TESTING, SAMPLING, WEIGHING, CARGO CERTIFICATION AND CRANE INSPECTION

AL DEPT. OF AGRICULTURE & INDUSTRIES—P. O. Box 244.....	(251) 415-2531
AMERICAN AERO CRANES—9500 Bellingrath Road, Theodore.....	(251) 973-0450
C. BAXTER, JR. & ASSOCIATES INTL. INC.....	(251) 476-1998
RICHARD BESSELAAR—P. O. Box 16542.....	(251) 476-9909
CALEB BRETT USA, INC.—505 N. Craft Hwy., Chickasaw, AL.....	(251) 457-8751
BSI INSPECTORATE.....	(504) 392-7660
CHALLENGE ENGINEERING & TESTING INC.—4234 Halls Mill Rd., Mobile, AL 36691.....	(251) 666-1435
CRANE INSPECTION SVC., INC.—P. O. Box 461, Fairhope.....	(251) 928-6262
DEVAN INSPECTION CO.—Ala State Docks, P. O. Box 40005.....	(251) 342-6108
DIXIE LABORATORIES, INC.—1011 S. Bellline Hwy.....	(251) 602-5502
GUARDIAN SYSTEMS—P. O. Box 190, Leeds, AL.....	(251) 879-1850
INDUSTRIAL N.D.T. CO.—1901 Brookdale Dr. W.....	(251) 479-7650
INSPECTORATE AMERICA, INC.—P. O. Box 190755.....	(251) 666-4000
INTERNATIONAL CARGO GEAR BUREAU INC.—500 Spanish Fort Blvd.....	(251) 626-4452
JOINER MARINE SERVICES—9305 Johnson Rd. S.....	(251) 633-6118
ROYAL ST. JUNK CO.—P. O. Box 2185.....	(251) 432-6392
SAYBOLT, LP—P. O. Box 432, Saraland, AL.....	(251) 679-1113
SGS CONTROL SERVICES, INC.—P. O. Box 617.....	(251) 679-1500
SGS MINERALS—P.O. BOX 1962.....	(251) 432-2781
THOMPSON ENGINEERING—3707 Cottage Hill Rd.....	(251) 666-2443
A. W. WILLIAMS INSPECTION CO.—P. O. Box 2107.....	(251) 438-3691

## TOWING COMPANIES

ABLE MARINE SERVICE INC.—606 Western America Drive.....	(251) 479-2060
ACE MARINE TRANSPORTATION INC.—606 Western America Drive.....	(251) 473-0310
BROWN MARINE SERVICES—P. O. Box 1415, Pensacola, FL.....	(800) 234-3471
COOPER MARINE & TIMBERLANDS—P. O. Box 1484.....	(251) 434-5000
CRESCENT TOWING & SALVAGE—118 N. Royal St., 12th Floor.....	(251) 433-2580
DANA MARINE SERVICE—210 St. Louis St.....	(251) 432-2775
NELSON MARINE SERVICE INC.—Yeend St.....	(251) 433-2079
PARKER TOWING CO.—P. O. Box 20908, Tuscaloosa, AL 35402.....	(205) 349-1677
RADCLIFF/ECONOMY MARINE SERVICES—P. O. Box 3064.....	(251) 433-0066
SEABULK TOWING—P. O. Box 1644.....	(251) 432-2611
SELF TOWING CO.—P. O. Box 161545.....	(251) 342-1482
TENN-TOM TOWING, INC.—P. O. Box 2826.....	(251) 433-7800
WARRIOR & GULF NAVIGATION CO.—P. O. Box 11397, Chickasaw.....	(251) 452-6000
WATERWAYS TOWING & OFFSHORE SERVICES, INC.—P. O. Box 1821.....	(251) 438-5240

## TRANSLATORS/INTERPRETERS

NATHALIE S. GARRIZ—nthsilva@juno.com.....	(251) 634-3280
JOSIANE LANDMAN—Cultural Connections.....	(251) 767-2747
DR. SOPHIA LASZLO.....	(251) 342-6707
MARIA PAPP.....	(251) 929-1889
LUIS SEBASTIANI.....	(251) 344-5207

## TRAFFIC AND TRANSPORTATION

AVERRIT EXPRESS.....	(800) 283-7488
CHOCTAW TRANSPORT INC.....	(251) 457-9231
MACROTRANSPORT SERVICES—Ormond Beach, FL.....	(203) 926-8911
SUMMA TRANSPORTATION SERVICES, Consultant—P. O. Box 160447.....	(251) 666-6287
C.H. ROBINSON COMPANY—110 Beauregard Street, Suite 107.....	(251) 441-7012
HTP LOGISTIC MANAGEMENT.....	(251) 666-4766
WRIGHT TRANSPORTATION, INC.....	(800) 342-4598

## TRUCK TANK LINES

INTRANSIT—Hwy. 43, Malcolm, AL.....	(888) 299-0069
MATLACK, INC.....	(251) 675-5686
MCKENZIE TANK LINES, INC.....	(251) 457-2331
REDWING CARRIERS, INC.....	(251) 675-5640

## U.S. COAST GUARD

MARINE SAFETY OFFICE—Bldg. 102 Brookley Complex, S. Broad St.....	(251) 441-5201
PORT OPERATIONS.....	(251) 441-5286
VESSEL ARRIVAL DESK.....	(251) 441-5279
SR. INVESTIGATING OFFICER—Bldg. 102 Brookley Complex, S. Broad St.....	(251) 441-5207
VESSEL INSPECTION.....	(251) 441-5203

## USDA PLANT PROTECTION AND QUARANTINE

RICHARD F. WALCK 3737 Government Blvd., Suite 517.....	(251) 661-2742
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## WAREHOUSES (★ U.S. Customs Bonded Warehouse) (★ ★ U.S. Customs Bonded Carrier)

★ ATLAS SHIP SERVICES.....	(251) 432-4533
AVERRIT EXPRESS.....	(251) 443-7703
AZALEA BOX COMPANY.....	(251) 457-6940
★ ★ BALDWIN TRANSFER.....	(251) 433-3391
★ ★ DOCKSIDE SERVICES INC.....	(251) 432-6592
★ EQUITY TECHNOLOGIES CORP.....	(251) 432-7784
EUROMEX.....	(251) 964-4607
★ FAYARD MOVING & WAREHOUSING.....	(251) 443-9125
FINCH COMPANIES.....	(251) 457-6671
★ GULF COAST INTERMODAL.....	(251) 653-1880
★ MEADOR WAREHOUSE.....	(251) 457-4376
MERCHANTS TRANSFER COMPANY.....	(251) 457-8691
★ MOBILE MOVING & STORAGE CO.....	(251) 438-3658
★ ★ QUICK DELIVERY SERVICE, INC.....	(251) 471-5369
RELOAD ALABAMA.....	(251) 432-2568
★ S/M WAREHOUSE.....	(251) 679-3344

# 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

Suite 2112, AmSouth Bank Bldg., 36602  
P. O. Box 1246, Mobile, 36633 • (251) 432-1605  
Larry McInnis, Local Manager  
biehlmob@biehlco.com

Columbus Line - Aust/N.Z.  
Columbus Line - South America  
Concorde Line  
Gulf Africa Line  
Hinode Line  
National Shipping Co., of Saudi Arabia  
Navinter Line  
Nordana  
Nordana Worldwide  
Pan Ocean Line  
U. S. Africa Navigation Line

## BULK SHIPPING INC.

107 St. Francis St., Ste. 2112, Mobile, 36602  
P. O. Box 88, Mobile, 36601 • (251) 433-1585  
Thomas Murray • mursteve@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

## CELTIC INTERNATIONAL SHIPPING AGENCY, L.L.C.

ASD Blvd., Suite 107, P.O. Box 1083  
Mobile, 36633 • (251) 694-7001  
ops@celtic-international.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.

mob@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.

107 St. Francis St., Suite 1203, Mobile, 36605  
(251) 438-5071 • office@mob.gensteam.com  
John Kirkpatrick Jr, District Manager

## GLOVIS USA

1110 Montlilar Dr., Suite 630, Mobile, AL 36609  
Stan Winter, Manager; swinter@glovisusa.com  
(251) 342-8292; Fax: (251) 342-8291  
ZIM

## GULF HARBOR SHIPPING

2000 Old Spanish Trail, Suite 100, Slidell, LA 70458  
(985) 661-8005 • Fax: (414) 921-5013  
neworleans@gulpharbor.com

## INCHCAPE SHIPPING SERVICES

118 N. Royal St.  
Suite 400 • Mobile, 36602  
Elaine E. Dearmon, Vice President  
Josie Mock, Manager  
Phone: (251) 461 2747 • Fax: (251) 461 2748

## KIRKPATRICK SHIPPING

603 Commerce Bldg., 36602 • (251) 438-9741  
P. O. Box 50, Mobile, 36601  
John F. Kirkpatrick, President • JFKPTRK@cs.com  
American Shipping & Chartering  
Deep Sea Agents, Inc.  
Mobil Exploration & Producing Services, Inc.  
Odfjell Westfal-Larsen Tankers  
Southport Agencies Inc.  
Tri Con Steamship Agency

## LOTT SHIP AGENCY INC.

259 N. Conception, Mobile, 36603 • (251) 433-1621  
P. O. Box 1802, Mobile, 36601

William B. Lott, President  
Stephen G. Havranek, Vice President  
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ALLSEAS Engineering  
Ariane Shipping Corp.  
Antares Shipping Co.  
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