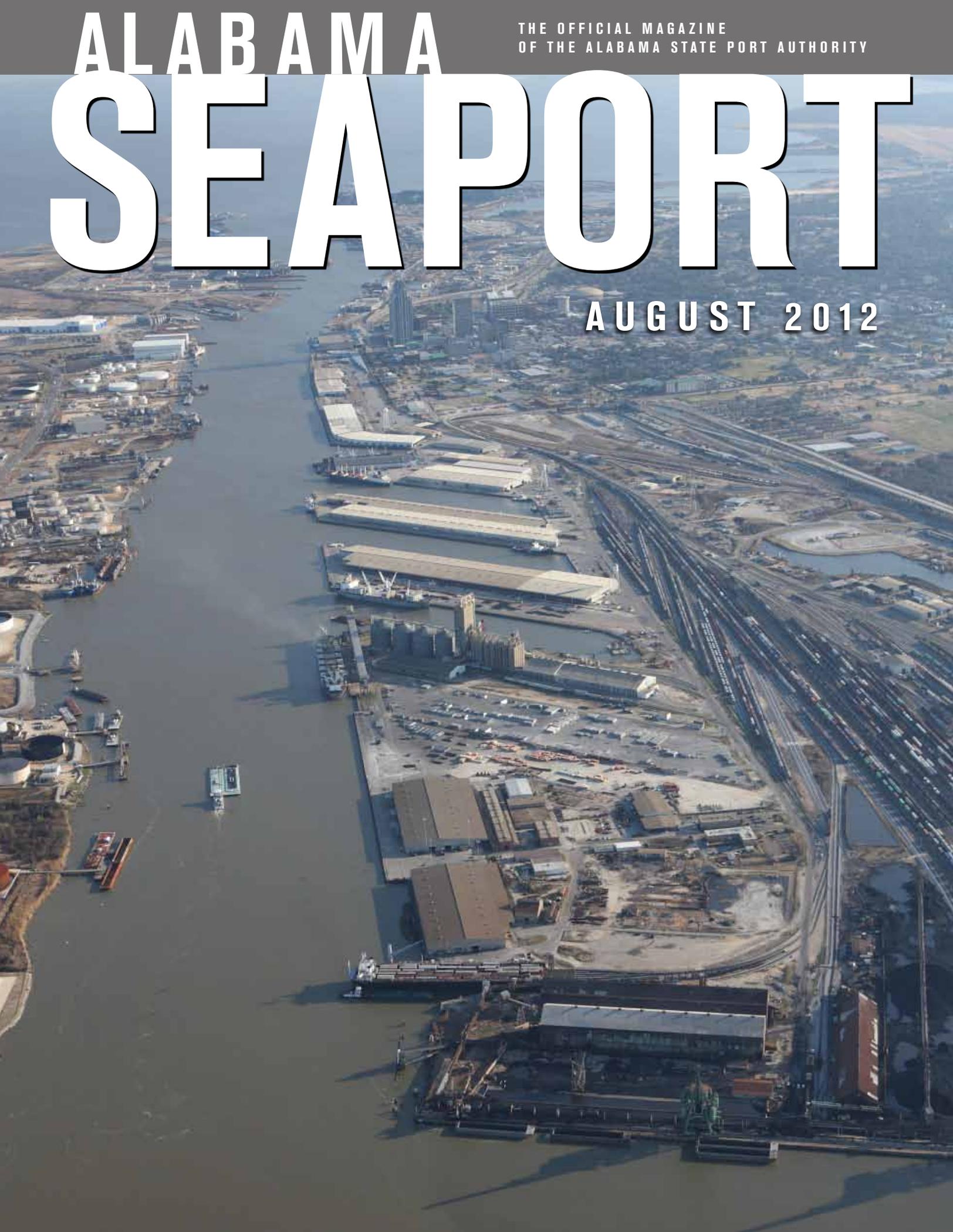


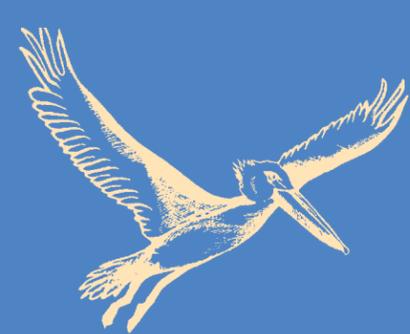
ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

AUGUST 2012





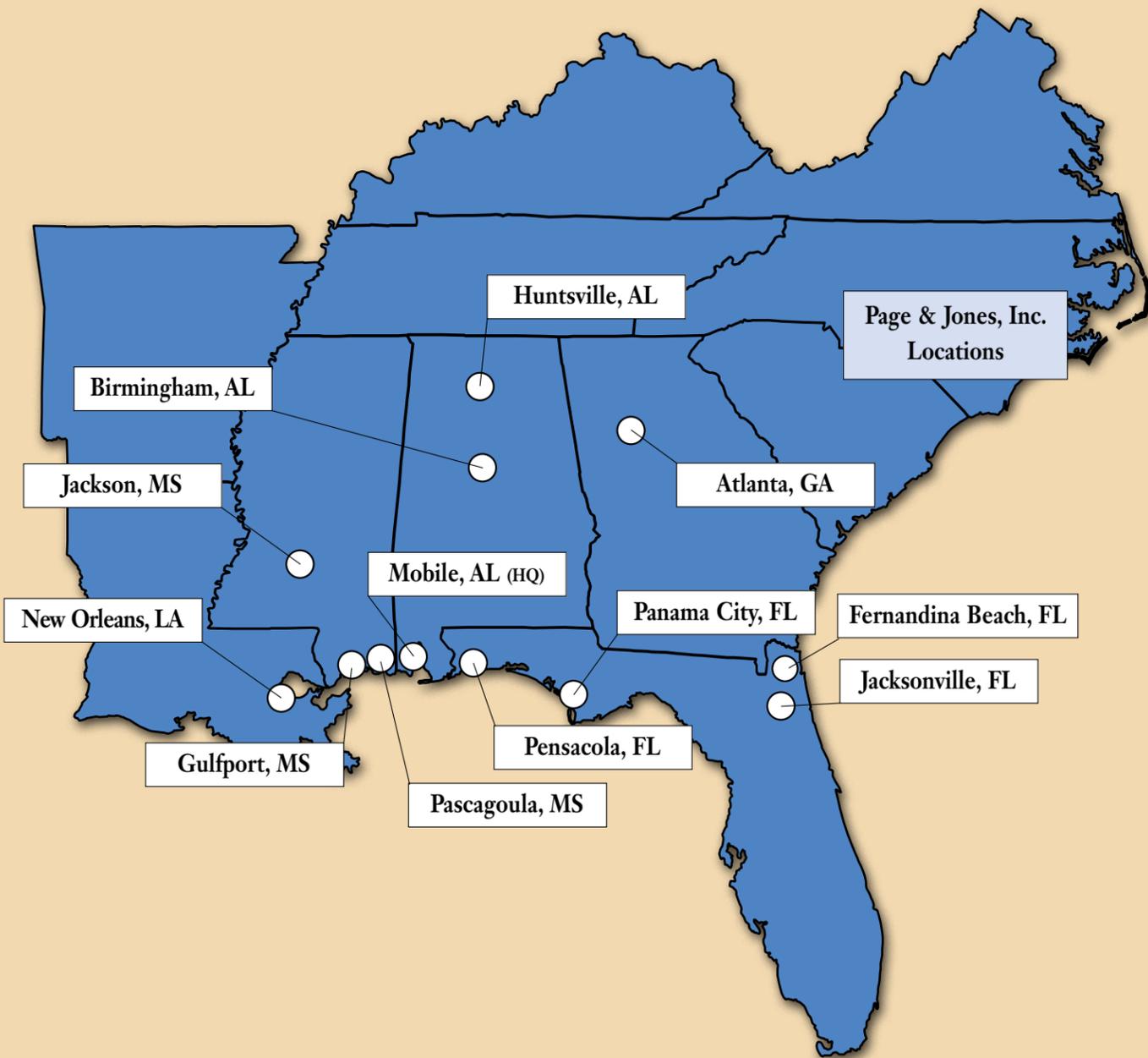
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ALABAMA SEAPORT

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On The Cover:

The Port of Mobile continues to thrive and expand under the guidance of the Alabama State Port Authority. This aerial shows the Port looking south towards the mouth of the Mobile River.



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Port Project Accommodates Steel Market Growth

Thanks to strong growth in the iron and steel markets, the Alabama State Port Authority (ASPA) is in the middle of a multi-million dollar renovation project to enable the facility to accommodate heavier cargo, including steel coils, sheet piles, beams and plates. The first phase of the rehabilitation of Pier C North finished significantly under budget. The second phase will begin in the fall of 2012 with completion expected in the fall of 2013.

Pier C North, located on the north end of the Port of Mobile's Mobile River properties, has traditionally been the main steel terminal. Much of the growth of steel imports and exports at the Port of Mobile is related to ThyssenKrupp AG; the steelmaker processes steel slabs shipped through the Port of Mobile at the Pinto Island Terminal. It also exports steel to foreign clients through the Port, as do other regional steelmakers. From Oct. 1, 2011, to Feb. 1, 2012, the Port handled approximately 1.5 million tons of iron and steel, nearly doubling the past year's amount. For the same time period in the previous fiscal year, it handled 780,000 tons.

Phase 1 of the renovations included demolition of the concrete slabs and foundations in the storage yard to create one large, level laydown yard. "Before, it was not completely usable," explained ASPA Facilities Engineer Aimee Williams. "It lends itself to more cargo space now." In fact, approximately 70,000 square feet of the 244,840-square-foot yard was inefficient or unable to be used before the renovations. The project, which ran from March 1, 2012, to Aug. 31, 2012, provides



Phase 1 of the renovations included demolition of the concrete slabs and foundations in the storage yard to create one large, level laydown yard. "Before, it was not completely usable," explained ASPA Facilities Engineer Aimee Williams. "It lends itself to more cargo space now." In fact, approximately 70,000 square feet of the 244,840-square-foot yard was inefficient or unable to be used before the renovations.



Robert Bentley, Governor of Alabama

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A finished surface of concrete pavers brings a number of benefits to the yard. The pavers themselves are approximately three inches tall, formed in an "L" shape to interlock with each other. Locked into place, they cover an area of 28,000 square yards.

15 to 20 percent more outside storage space for steel beams, hot-rolled coils and plates.

A finished surface of concrete pavers brings a number of benefits to the yard. The pavers themselves are approximately three inches tall, formed in an "L" shape to interlock with each other. Locked into place, they cover an area of 28,000 square yards. The new material allows for more proactive maintenance. "Concrete slabs are strong enough to bridge a void beneath for years, but once they fail, the failure may be catastrophic," said Williams. "With the pavers, any problems with the subbase are immediately noticeable, and the pavers or sections of pavers can be removed to remedy the problem. The new surface also provides better drainage and is more environmentally friendly since it is a permeable surface with sand and rock underneath."

In addition, a rail car conveyor pit was demolished and removed, as were 8,200 square yards of concrete paving. Two rail track lines were removed, each being

approximately 1,000 feet long. In addition, 1,150 linear feet of bunker fuel oil lines, no longer in use, were removed and disposed of in the project. New auger cast piles within a newly constructed transition slab were installed to allow the heavier loads from the pier to be placed in the laydown yard. To allow for night operations, six high-mast light poles were installed along the center of the yard. Williams said a renovation project of this type allowed for consistency of maintenance with the Port of Mobile's other facilities.

While making improvements to the Port of Mobile's largest laydown yard required some coordinated efforts, Williams noted there was still one berth open for use during the project. With work occurring in the two neighboring berths, contractors and stevedores monitored safety concerns and communicated regularly.

Hurricane Isaac in late August brought only minor delays to the project. The six high-mast light poles were delivered and laid out to be fastened to their bases the day before



The Port of Mobile continues to thrive and expand from the McDuffie Coal Terminal to the south, to AUSTAL USA across from downtown Mobile, north to the Cochrane-Africatown Bridge.

the Port's hurricane preparedness plan went into action, five days before the hurricane was due to hit along the central Gulf Coast. For safety reasons, Port officials coordinated with the contractor to place the poles in a nearby storage warehouse until after the storm passed, then had them brought out and erected. "It's better to be safe than sorry," said Williams.

More than 70 individuals, including representatives from 42 construction firms, attended the pre-bid meeting for phase 1 of the renovations. The bid notification was advertised in the *Press-Register* and on the Port's website. Additionally, Williams emailed all eligible contractors. While the consultant's estimate of the project was close to \$6 million, it came in at \$3 million with the contract going to Ben M. Radcliff Contractor Inc. (BMR) of Mobile. "BMR is a good contractor and Thompson Engineering is a good consulting firm," said Williams. "It's been a smooth project, and I believe it is due to good communication between them and the Port's General Cargo Intermodal and Maintenance departments."

The next step in the renovation has already begun. "Phase 2 is reinforcing the deck to accommodate heavier cargo,"

said Williams. The Port is installing intermittent bents and pilings between the existing bents and adding 10 inches to the top of the pier. This will help to strengthen the deck in preparation for handling heavier cargo. The new rail tracks will transition up to the raised deck. Another aspect of the project is the installation of a new fender system. The time frame is 350 days, with an anticipated finish next fall, at an estimated cost of \$7 million.

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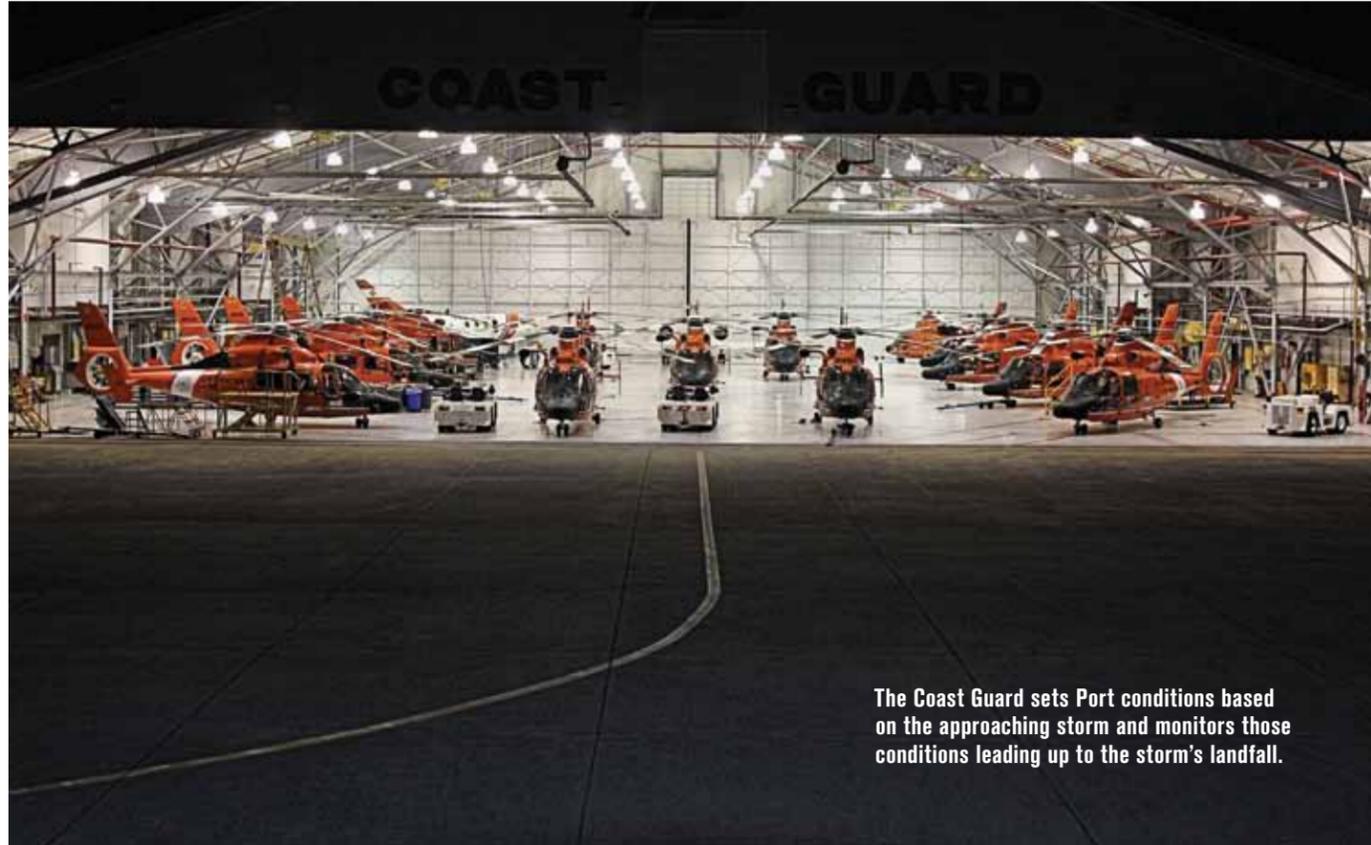
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Team Effort Speeds Hurricane Recovery



The Coast Guard sets Port conditions based on the approaching storm and monitors those conditions leading up to the storm's landfall.

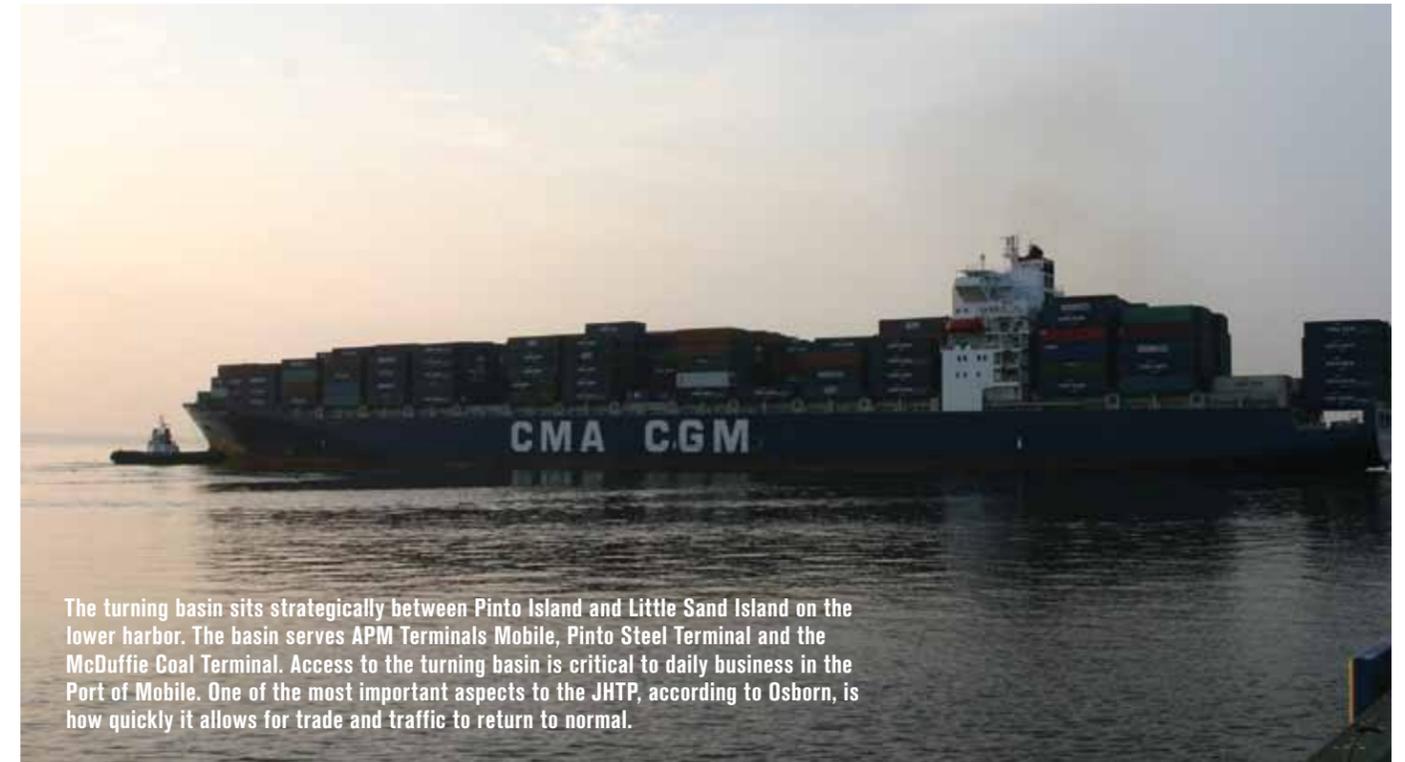
As Hurricane Ivan churned in the Gulf of Mexico in September 2004, dozens of agencies, companies and maritime interests had critical decisions to make. They all needed access to the same information at the same time, and they needed to keep lines of communication open. "The plan came together on the fly as we all got on the phone with the National Weather Service," explained Tim Osborn, a regional navigation manager for the National Oceanic and Atmospheric Administration's (NOAA) Office of Coast Survey.

The plan they put together in the heat of the moment evolved into the Gulf Coast Inland Waterways Joint Hurricane Team Protocol (JHTP), which is a plan still in use today. The JHTP was enacted during Hurricane Isaac this past summer. The basic idea is simple. Get needed parties on the phone together to share accurate information, make informed decisions and solicit help from others when needed.

The Coast Guard sets Port conditions based on the approaching storm and monitors those conditions leading up to the storm's landfall. The Coast Guard Captain of the Port, working closely with industry and other agencies,



After the storm, the U.S. Army Corps of Engineers (USACE) and Coast Guard must survey the waterways to make sure they are safe for traffic. If representatives from all these agencies can get on the phone simultaneously, they all save critical time.



The turning basin sits strategically between Pinto Island and Little Sand Island on the lower harbor. The basin serves APM Terminals Mobile, Pinto Steel Terminal and the McDuffie Coal Terminal. Access to the turning basin is critical to daily business in the Port of Mobile. One of the most important aspects to the JHTP, according to Osborn, is how quickly it allows for trade and traffic to return to normal.

will make the final call as to when the Port is shut down and reopened. Barge operators, shipping companies and their customers need to know how long their cargo will be delayed and where those ships can go to ride out the storm. After the storm, the U.S. Army Corps of Engineers (USACE) and Coast Guard must survey the waterways to make sure they are safe for traffic. If representatives from all these agencies can get on the phone simultaneously, they all save critical time.

Port of Mobile Harbor Master Capt. Terry Gilbreath said industry representatives quickly realized they could be a resource after the storm. "Industries will bring in small boats to do some surveys," he explained. A representative from the Coast Guard can go on these surveys in inland waterways, allowing Coast Guard vessels to concentrate on the ship channel and other major thoroughfares. "Industry is helping itself," Gilbreath added. "It helps us get the Port up and running faster."

"The Port of Mobile cannot stay closed," said Osborn. "It's a top 10 Port in the country and a critical Port for the Gulf," he added. One of the most important aspects to the JHTP, according to Osborn, is how quickly it allows for trade and traffic to return to normal.

Patrick Fink, a navigation manager for NOAA's Office of Coast Survey, said the JHTP was a big help in that regard. "The weather effects stayed around for days.

Coast Guard helicopters could not get into the air right away. The water had to calm down so (the USACE and NOAA) could do surveys (of the channels)." Fink said keeping everyone informed helps get operations moving just as soon as conditions are right.

The U.S. Coast Guard, USACE and NOAA help supply information on storm conditions, expected landfall and the state of the waterways after the storm. The Gulf Intracoastal Canal Association (GICA) maintains the protocol. Industry representatives from shipping, energy and logistics interests also join the call. Each has a different concern.

Bar pilots need to get ships moving as soon as possible but must wait for the surveys to be completed and for the weather conditions to improve before they can begin moving ships into and out of the Port. Inland waterway operators need to know about storm surge. "For production platforms, the issue is wind. When the wind reaches 45 mph, they have to evacuate, so they look to the National Weather Service information on the calls to identify platforms in the path and get personnel off," explained Osborn. Having information on when conditions will improve helps minimize downtime, Osborn added.

Once the storm passes and ports and waterways reopen, shipping companies have to reorganize their logistical operations and let customers know when to expect



Bar pilots need to get ships moving as soon as possible but must wait for the surveys to be completed and for the weather conditions to improve before they can begin moving ships into and out of the Port. From the weather to changing schedules to channel traffic, the Mobile Bar Pilots keep commerce flowing through the narrow Mobile Ship Channel in Mobile Bay. Pictured (L to R) are Mobile Bar Pilots Association President Patrick Wilson with fellow Bar Pilot Marty Stapleton.

deliveries. If they have notice of when a port will reopen, they can be ready faster.

The calls also help shipping companies and the Port communicate what ships are waiting and whose cargo needs to move. Industry representatives and Port officials can work together on the call to prioritize which cargo is critical. Delays in coal, oil and gas shipments can have national impacts, so knowing what barges and tankers are waiting helps Gilbreath and the bar pilots make a plan before the channel is reopened.

Duane Poiroux, USACE coastal management branch chief for the Mobile Division, agrees. "Energy is one of the critical things we look for to get reopened and lessen the impact post-storm. You have to get coal to the power plants and get that fuel moving," he said.

Poiroux believes the protocol has another benefit year-round. "It helps industries, waterway users and ports understand the federal process (of closing and reopening waterways). They understand what we are doing and we listen to their concerns. Everyone can provide their input," he explained.

In Memoriam: J. Lloyd "Doc" Abbot Jr.

Retired U.S. Navy Rear Adm. J. Lloyd "Doc" Abbot Jr., a native Mobilian and civic leader, died Aug. 10, following a brief illness. Abbot was 94.

Abbot's career in the Navy spanned nearly four decades and included such highlights as serving as commanding officer of the carrier USS INTREPID (CVA-11) when it pulled astronaut Scott Carpenter – the second American to orbit the Earth – from the Atlantic, and commanding the naval base in the Antarctic, where he personally flew famed mountaineer Sir Edmund Hillary to his base camp, which proved to be the beginning of a life-long friendship between the two men.

U.S. Sen. John McCain, who served under Abbot as a junior officer assigned to the USS INTREPID, described Abbot as "an outstanding patriot who...dedicated his life to the service of this great nation of ours." McCain added that Abbot had been "a strong advocate for the military and especially the Navy, not only during his long and faithful career in uniform, but also in retirement."

Mobile Mayor Sam Jones, a former Navy man himself, called Abbot "a hero and inspiration to all who knew him," noting that Abbot "served his country, his Navy and his community for more than seven decades; his distinguished dedication to all these and his family will live on in Alabama and the United States." Jones said, "Perhaps his greatest achievement was living a life so great that it inspired so many to carry on his legacy of bravery, intelligence and honesty."

Abbot graduated from Mobile's Murphy High School and attended one year at Spring Hill College before being accepted into the U.S. Naval Academy, where he graduated in 1939. He picked up the nickname "Doc" while serving as manager of the Academy's football team, and the name stuck.

Abbot earned his Wings of Gold in 1941 and was assigned to the Advanced Carrier Training Group in the Pacific for nearly a year before transferring to Scouting Squadron 1-D14 as operations officer. In March 1943, he assumed command of Scouting Squadron 66 as a lieutenant, earning the Air Medal.

The medal's citation read, in part, "For meritorious achievement...in action against enemy Japanese forces in



Retired U.S. Navy Rear Adm. J. Lloyd "Doc" Abbot, a native Mobilian and civic leader, died on Aug. 10, at the age of 94.

the vicinity of the Gilbert and Marshall Islands from November 1943 through January 1944. Engaged in numerous search, convoy, reconnaissance and patrol missions over enemy waters during this period, [he] contributed materially to the accomplishment of his squadron..."

Additional command tours included Fighter Squadron 42, Utility Squadron 4, USS VALCOUR (AVP-55) and the aircraft carrier USS INTREPID (CVA-11). He also held two command billets as a flag officer, serving as Commander, U.S. Naval Support Force, Antarctica; and as Commander, Carrier Division 16. Other flag assignments included serving as Director of Naval Warfare Analysis; as Inspector General, U.S. Atlantic Fleet; and as Director of Naval Educational Development.

Abbot came from a strong Navy family. The son of Captain J. Lloyd Abbot Sr. (USNA Class of 1912), Abbot's siblings also served in the Navy – his brother Taylor retired as a reserve commander, and his sister Helen retired as a reserve lieutenant commander. Both of his sons followed in their father's wake as Naval



Doc Abbot commanded Scouting Squadron 66 during World War II, while still a lieutenant.

Aviators: J. Lloyd Abbot III (USNA Class of 1965) retired as a captain, while Charles "Steve" Abbot (USNA Class of 1966) retired as a four-star admiral. Two of Abbot's grandsons are Naval Aviators: Cmdr. Charles "Spencer" Abbot (USNA Class of 1995) and Lt. Cmdr. Matthew Lloyd Abbot (USNA Class of 2000). Abbot's nephew, John Abbot, graduated from the Academy in 1984 and served in the Navy.

In addition to the Air Medal, Abbot's decorations included two Legions of Merit, the Navy Commendation Medal, and various service, area, campaign and victory medals. Antarctica's Abbot Ice Shelf is named in his honor. In August 1997, the Mobile City Council named Rear Adm. Abbot as Mobile's "First Sea Lord" in recognition of his efforts on behalf of the Navy in his hometown. Abbot was most recently honored by the Mobile Bay Area Veterans Day Commission as "Patriot of the Year" in November 2011.

A perennially cheerful man, Abbot loved his family, the Navy and his hometown, and he gave generously of his time to all three. Abbot's naval career spanned 39 years, taking him from his plebe year in 1935 as a midshipman at the Naval Academy to his retirement as a two-star admiral in 1974. He continued to serve naval, military and veterans' causes as a volunteer over the next four decades. The Secretary of the Navy appointed Abbot to the Committee on Retired Personnel, in which capacity he served as deputy and executive

assistant. Abbot was first vice chair of The Retired Officers Association (now the Military Officers Association of America), where he oversaw the association's scholarship program. He also served on the board of directors of the U.S. Naval Institute and was published in the institute's journal, *Proceedings*. Additionally, Abbot penned the article, "Flight into Antarctic Darkness," which was published in the November 1967 issue of *National Geographic* magazine, and he also was published in the popular magazine, *The Saturday Evening Post*.

At the time of his death, Abbot was serving as a regional director of the National Naval Aviation Museum, where he helped to raise millions of dollars to fund a variety of projects.

He was a past member of the board of trustees of the Naval Academy Alumni Association and served as his class president from 2008 until his death. He also chaired his class' 65th and 70th reunions.

Abbot was a regular keynote speaker at national Tailhook Association conventions and, as recently as this past spring, met with first class midshipmen at the Naval Academy to share his experiences as a Naval Aviator and commanding officer.

Locally, he was a member (and past president) of the Mobile Council of the Navy League of the U.S. and member (and past president) of the Mobile Bay Area

Veterans Day Commission. He served as chairman of both the USS ALABAMA Commission and the USS ALABAMA Foundation. Abbot also served as chairman of the Commissioning Committee for USS MOBILE BAY (CG-53), leading the first commissioning ceremony for a naval vessel held in Mobile since World War II.

Abbot established the position of Vice Chairman of the Board for Military Affairs at the Mobile Area Chamber of Commerce and served as the first board member to occupy the position.

He served one term on the board of the Gulfquest National Maritime Museum of the Gulf of Mexico Foundation, helping to raise critical funds to establish the first maritime museum to celebrate the historical, economic and cultural significance of the Gulf of Mexico.

Abbot served on a number of other local civic and charitable boards, including the Mobile chapter of the American Red Cross, the Mobile chapter of the Freedoms Foundation, the Mobile Kiwanis Club and the Friends of the Library. He was a founding member of the Mobile Community Foundation (now the Community Foundation of South Alabama).

He also held memberships in The Golden Eagles, Tailhook Association, the Association of Naval Aviation, National Defense University Foundation, National War College Alumni Association, U.S. Naval Institute, Ends of the Earth Club, Explorer's Club and the Naval Academy Athletic Association.

Designated as Naval Aviator No. 8529, Abbot remained an avid pilot. At 94, he was still flying his Cirrus SR20 aircraft; although, because of his age, he had to submit to having, in his words, "a babysitter" accompany him on all flights.

Tailhook Association Chairman Retired U.S. Navy Rear Adm. Jay Campbell noted that Abbot was "truly one of our early and pioneer naval aviators...whose personal commitment to educating the current generation of naval aviators is without peer..."

Abbot attended both the Armed Forces Staff College and the National War College. He held an MBA from George Washington University.

Rear Adm. Abbot is survived by two sons and five grandchildren. A memorial service was held at All Saints Episcopal Church in Mobile, with interment at the U.S. Naval Academy in Annapolis, Md.



While serving as Commander, U.S. Naval Support Force, Antarctica, Rear Adm. Abbot (right) befriended New Zealand mountaineer Sir Edmund Hillary, the first man to conquer Mt. Everest.

Update from the Riverfront: Austal Completes Two Milestones



Construction of JHSV SPEARHEAD began in July 2010.

Sen. Jeff Sessions recently joined Austal USA, General Dynamics Advanced Information Systems (GDAIS) and General Dynamics Bath Iron Works personnel in completing the CORONADO's (LCS 4) Combat Systems Light-Off milestone. CORONADO, christened in January 2012, is the second INDEPENDENCE-variant littoral combat ship. Sen. Sessions operated the 57 mm gun from the bridge of LCS 4, and he was able to demonstrate the gun's ability to target another ship and track its progress. This milestone signified that CORONADO'S advanced computer, weapon and sensor systems are operational and ready for commencement of formal combat systems testing and the certification process cycle.

Upon completion of this significant milestone, Austal USA Interim President and Chief Financial Officer Brian Leathers commented, "I am encouraged to see how smoothly things are moving along on the path to sea trials for this vessel. Austal is proud to be a member of the General Dynamics LCS team, and we look forward to celebrating the future successes of this shipbuilding program."

"I am excited for Senator Sessions to have had the opportunity to witness this occasion on a program he has proven to be such a champion of on the 'Hill,'" continued Leathers. Additionally, Austal recently announced that first-in-class Joint High Speed Vessel USNS SPEARHEAD (JHSV 1), a



USNS SPEARHEAD (JHSV 1) exited the Port of Mobile on its way to the Gulf of Mexico for builder's sea trials. Recently, the vessel successfully completed acceptance trials in the Gulf of Mexico.



Austal was authorized by the Navy to hang a broom from the mast of USNS SPEARHEAD, a Navy tradition representing a "clean sweep" of trial events, after completing their first acceptance trials as prime contractor.



The littoral combat ship, USS CORONADO, being rolled out of one of two Mobile riverside bays at the Austal USA facility in preparation for christening in January 2012.

high-speed catamaran transport ship under construction on Mobile's riverfront, successfully completed acceptance trials in the Gulf of Mexico in mid-August. To achieve this milestone, the Navy conducted comprehensive tests which demonstrated the successful performance of the ship's major systems and equipment, including the propulsion plant, ship handling and auxiliary systems.

Austal USA Senior Vice President of Operations Craig Perciavalle offered his thoughts the day after acceptance trials were completed. "I consider it a major accomplishment to be authorized by the Navy to hang a broom from the mast, a Navy tradition representing a 'clean sweep' of trial events, after completing our first acceptance trials as prime contractor. Congratulations to all of the Austal employees who played a role in reaching this major milestone. The JHSV team represented Austal extremely well."

These trials are the last significant milestone before delivery of the ship to the Navy, which is expected over the coming months. According to the Navy, the ship was presented to the Navy's Board of Inspection and Survey (INSURV) with high levels of completion.

Leathers added, "First-in-class ships are always a challenge, but we are honored to have been able to present a complete, functional vessel to INSURV and are looking forward to the delivery of this first-in-class ship to the Navy soon. Austal is proud to have played such an integral role in U.S. Naval history by being selected to produce this new class of vessels to support America's national security needs."

USNS SPEARHEAD (JHSV 1) is being followed by USNS CHOCTAW COUNTY (JHSV 2). Two more JHSVs are under construction at Austal's Mobile, Ala., shipyard. "Austal is eager to get these vessels out into the fleet doing the job they were built to do," said Leathers. "They will be a great addition to the mobility of the Navy Marine Corps team as we pivot to the Pacific Basin."

Austal USA is a full-service shipyard offering design, construction, and high-speed vessel service and repair. As Austal USA continues to expand its service and repair capabilities, the company is well-positioned for new business with engineering, test and trial capabilities, as well as a new waterfront facility all colocated on the Mobile Bay waterfront.

The USS CORONADO was flagged and ready as it awaited christening on the Mobile River in January 2012.



The ship builder is currently under contract with the U.S. Navy to build nine 103-meter JHSVs under a 10-ship, \$1.6 billion contract, as well as five 127-meter INDEPENDENCE-variant LCSs, four of which are a part of a 10-ship, \$3.5 billion contract.

As prime contractor of the JHSV program and the INDEPENDENCE-variant program for LCS 6 and beyond, Austal is teamed with GDAIS, a business unit of General Dynamics. As the ship systems integrator, GDAIS is responsible for the design, integration and testing of the

ship's electronic systems, including the combat system, networks and seaframe control. General Dynamics' proven open architecture approach allows for affordable and efficient capability growth as technologies develop.

One of southern Alabama's largest employers, Austal has grown to include more than 3,000 employees on its staff, hailing from the Mobile area, Mississippi, Florida and beyond. Under the current workload, Austal expects to employ more than 4,000 Americans by the end of 2013.

Gov. Bentley Announces New Project Agreement, Additional Job Creation with Austal USA

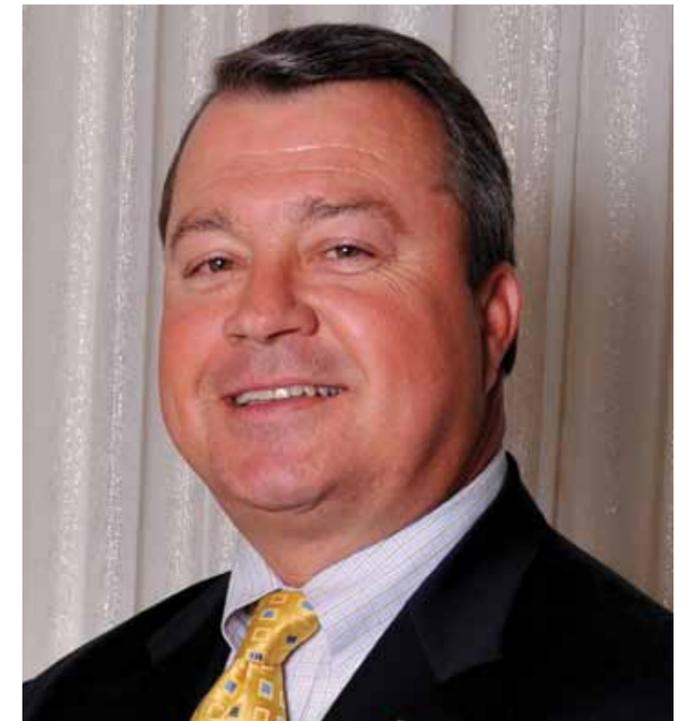


An aerial photo shows the sheer size of the Austal USA complex. The company is Mobile's largest industrial employer.

Gov. Robert Bentley recently announced a new project agreement with Austal USA that will see the shipbuilder add up to 1,000 new full-time jobs in Mobile.

The Phase V Agreement is a five-year, \$5 million agreement that will help Austal continue its workforce expansion efforts. As part of the agreement, the company will also receive employee training services from the Alabama Industrial Development Training program (AIDT). AIDT is renowned for providing quality workforce development for Alabama's new and existing businesses. Once the overall expansion is completed at Austal, total employment at the Mobile complex is expected to reach approximately 4,600 people.

"With this new project agreement, we are creating new jobs and new opportunities for the people of Alabama," Gov. Bentley said. "We are moving forward with our Accelerate Alabama plan for long-term economic development. We are committed to creating a broad range of new jobs while also supporting existing companies. Austal USA's plans for expansion fit perfectly in the Accelerate Alabama plan. The company is a leader in building defense and commercial vessels, and we



Gov. Robert Bentley appointed Greg Canfield as Secretary of Commerce in July 2011.



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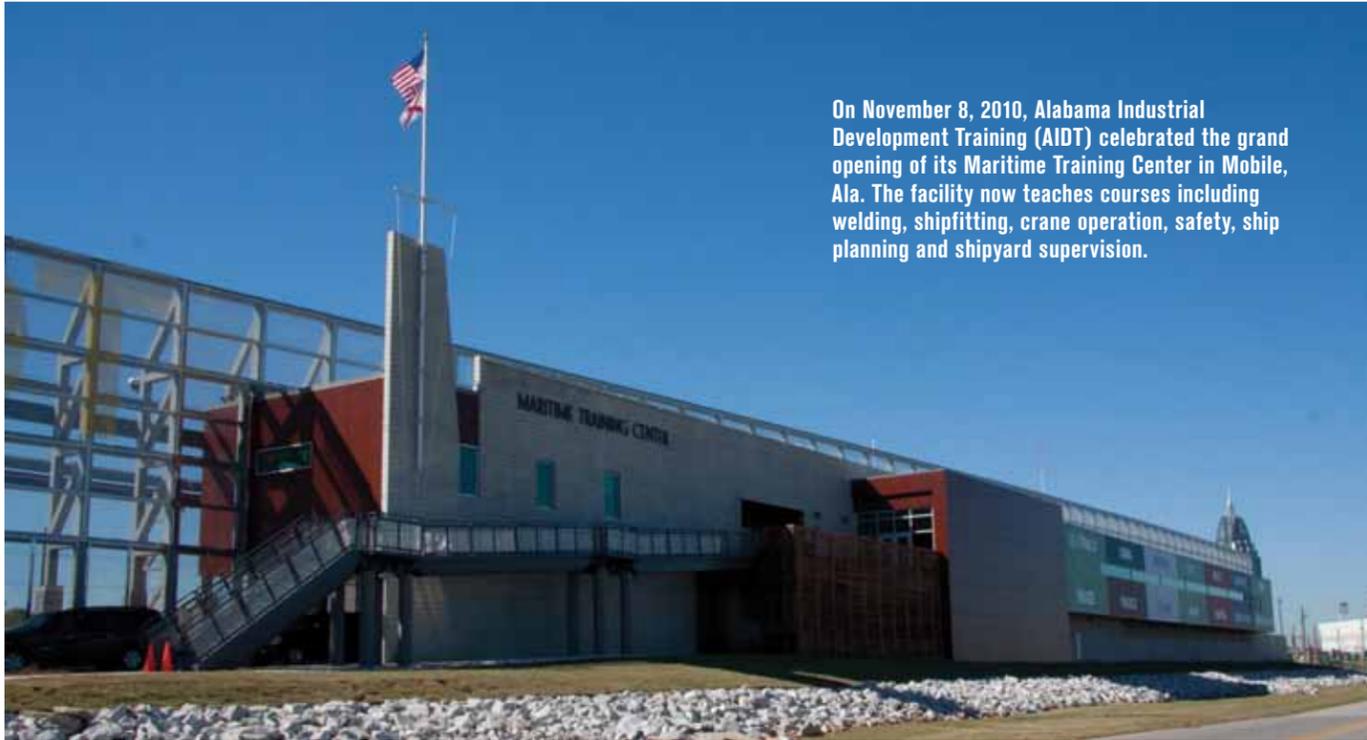
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On November 8, 2010, Alabama Industrial Development Training (AIDT) celebrated the grand opening of its Maritime Training Center in Mobile, Ala. The facility now teaches courses including welding, shipfitting, crane operation, safety, ship planning and shipyard supervision.

appreciate the leaders at Austal for strengthening their commitment to Alabama.”

“Since forming an official public/private partnership with the state of Alabama, Mobile County and the City of Mobile, Austal’s employment numbers have increased from just over 100 to nearly 3,000, and we are working to grow our operation to more than 4,000,” said Austal USA’s Interim President and Chief Financial Officer Brian Leathers. “The success of this partnership represents the American dream of hope and opportunity along the Alabama Gulf Coast. Austal is very appreciative of the support of Gov. Bentley, the Alabama Department of Commerce, AIDT and those within the Governor’s Administration who are responsible for the success of the Phase V Agreement.”

The new jobs from the Phase V Agreement are expected to be created over the next few years. Austal will advertise upcoming opportunities on austaljobs.com as the jobs become available.

An Australian-based shipbuilder, Austal designs and builds defense and commercial vessels. The company maintains shipyards in Western Australia; Mobile, Ala.; and the Philippines. Austal also provides vessel maintenance and management services along with other support services for customers worldwide.

Austal USA established a presence in Mobile in 1999 and currently employs nearly 3,000 people building warships for the U.S. Navy. Under a current project agreement, the employment total is expected to reach approximately 3,600 people. The Phase V Agreement is expected to take the employment total to 4,600 people. Austal USA has already made major investments in its Mobile shipyard, with more than \$100 million in expansion and improvements from 2008 to 2012.

Earlier this year, Austal opened three new facilities at its Mobile River complex, greatly enhancing the size and scope of the company’s operations and helping make the complex the most modern and innovative shipyard on the continent. The facilities include a 700,000-square-foot Module Manufacturing Facility (MMF), a 59,000-square-foot assembly bay and a 108,000-square-foot office complex.

“Alabama has been a proud partner to Austal’s growth in this state for many years,” Alabama Secretary of Commerce Greg Canfield said. “This partnership has helped the company expand and bring thousands of new jobs to the people of Alabama. We appreciate the fact that Austal has been a good corporate citizen to both Alabama and Mobile and look forward to working with them on many more expansions in the future. Thank you for your continued contributions to our state.”



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National Shrimp Festival Brings Food and Fun to the Gulf Coast

Fall along the Gulf Coast means many things: the first real reprieve from scorching temps, football season in full-swing, and, of course, a celebration of the region's favorite crustacean. The National Shrimp Festival is held each year at the beginning of Alabama's autumn amongst the powdery white sand and salty breeze of Gulf Shores, Ala. Presented by Zatarain's and produced by the Alabama Gulf Coast Area Chamber of Commerce, this annual festival commemorates shrimp and family fun along one of the state's most stunning beaches. The four-day-long Festival boasts a plethora of regional food vendors, local and national musical acts, fine arts booths, crafts stands, and a Children's Activity Village.

Aptly named, the Festival's biggest draw is the fresh seafood offered by multiple vendors along the boardwalk. From alligator on a stick and fried conch fritters to po'boys to pistolettes, a veritable seafood smorgasbord awaits guests. Clayton Wallace, communications and media relations chairman of the National Shrimp Festival, notes the evolution of the fair's food since its inception in the 1970s. "At the early Festivals, food booths were manned primarily by some of the restaurants in the area, churning out boiled shrimp, fried shrimp and a few other dishes. These days, vendors come from all across the Southeast selling everything from Cajun Pistols to funnel cakes," Wallace said. Naturally, shrimp tends to be the largest seller, and the Festival committee works to guarantee that a local flavor is provided when it comes to these crustaceans. To this point, Wallace stressed, "In keeping with the Festival's roots, shrimp, unsurprisingly, is the most popular food served at the Festival. However, there are regulations in place to ensure that any shrimp sold are 'Alabama Wild' shrimp caught in area waters."

According to longtime Festival Chairman Ron Kutter, the National Shrimp Festival is the ideal place to "get fat" for the weekend. "What started as a shrimp boil all those years ago has now evolved into something phenomenal. The food is really amazing," Kutter said. One of the fan-favorites, suggested by Kutter, is the Cajun Pistol. This fresh-baked breadly snack is stuffed with a hot, cheesy mix of spices and seafood – just another of the delights permeating the Festival air as it cooks, tempting all those who pass by.

In addition to the fried, baked, sautéed and steamed seafood offerings, the arts and crafts booths as well



A favorite snack among festival-goers, the Cajun Pistol is a breadly roll filled with seafood and melted cheese, served hot.



Coconut shrimp is one way Alabama's most celebrated crustacean is served up fresh at the National Shrimp Festival.

as the fine arts stands provide would-be shoppers with unique purchasing opportunities, in preparation for the holiday season. "We always have high-quality vendors because of the jurying process in place for participating in the Shrimp Festival," said Kutter. Before vendors can sell their wares at the event, they must submit photos of the items they sell to a committee in an effort to ensure that each booth fits the Festival's overall standard. The results of this meticulous practice are evident as each of the nearly 200 shopping vendors present interesting, diverse products perfect for a little self-indulgence or ideal

for gift-giving. "You are able to buy an expensive work of art or something as simple as a birdhouse made from an Alabama license plate. There's something for everyone, and it's a great place for folks to do their Christmas shopping right there on the beach," said Kutter.

Over the four-day seafood celebration, music by local and national artists serves as a soundtrack working in tandem with the harmonies of the splashing ocean and bustling boardwalk. At this year's festival, some of the biggest stars included country music legend Phil Vassar, rocker Eddie Money, and the Pensacola-based costumed tribute band Jukebox Superhero. Wallace noted that the musical entertainment aspect has been one of the most striking evolutions during the Festival's 41-year run. "The first Shrimp Festivals featured a 'street dance' on Saturday night with a local band, the Alabama Dirt Band. Through the years, more and more bands were added to the Festival lineup as the Festival increased in popularity. Now the Festival features two stages with bands on each stage combining for more than 80 hours of musical entertainment throughout the weekend.

In recent years, the Festival has attracted such musical luminaries as Miranda Lambert, Eddie Money, Lee Ann Womack and former Foreigner lead singer Lou Graham," said Wallace. For Kutter, the music roster for this year's Festival is a testament to where the Shrimp Festival is going



Shown here is just one of the 120 arts and crafts stands. According to Festival Chairman Ron Kutter, the event is an ideal opportunity to get an early start on holiday shopping.

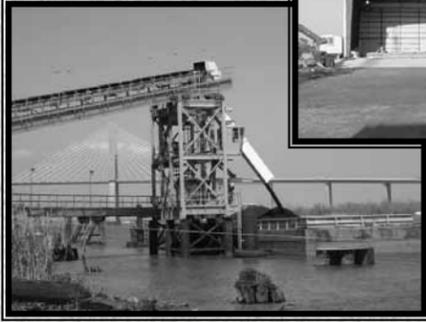
in terms of entertainment value and quality. He said, "The whole demographic just changes at sundown when the national acts take the stage. You've got Phil Vassar with this baby grand piano, who is just so high-energy and great. And there's Eddie Money, who has four decades of hits under his belt. And I would definitely see Jukebox Superhero – they do all these great cover songs in superhero costumes. And it's at the beach. You're grabbing a bottle of Coke, watching a concert, and you have views of the beach from all around. It's really a win-win."

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This year's National Shrimp Festival literally took to the streets as part of an expansion to allow for a more comfortable experience and the presence of additional vendors. Concessions Chairman Steve Jones said, "The overall footprint of the Festival has opened up to accommodate more people. We've moved arts and crafts vendors northbound into the street, so now we're able to have even more shopping. In addition, there's a much larger concert-viewing area with the recent expansion." These modifications were the result of heeding the feedback of former festival-goers, according to Kutter. The expanded site promises to accommodate the anticipated 300,000 visitors of this year's Festival.

From a tourism standpoint, the National Shrimp Festival highlights both the local seafood industry and Gulf Shores' sparkling cerulean waters and sugar sands during a time of year when people might not normally visit the beach. Wallace notes that the Festival provides a final influx of tourism dollars for local merchants before the winter season sets in. The Alabama Gulf Coast Chamber of Commerce conducted an economic impact study based on the 2011 National Shrimp Festival. The study found that during the four days of the Shrimp Festival, an excess of \$44 million in economic impact occurred.

Wallace surmises that the family-friendly nature of the Festival allows for such an impressive economic impact, stating, "Most of the visitors bring their children with them. While the majority of these visitors come from Alabama, large percentages also come from other Southeastern states including Texas, Louisiana, Mississippi, Georgia and Tennessee. For many area businesses, those visitors and the money they pump into the economy could mean difference between running in the red or in the black for the year." With emphasis on the high quality of area-caught shrimp and entertainment for various ages, the National Shrimp Festival serves as a vital asset to the Gulf Coast community and tourism industry.

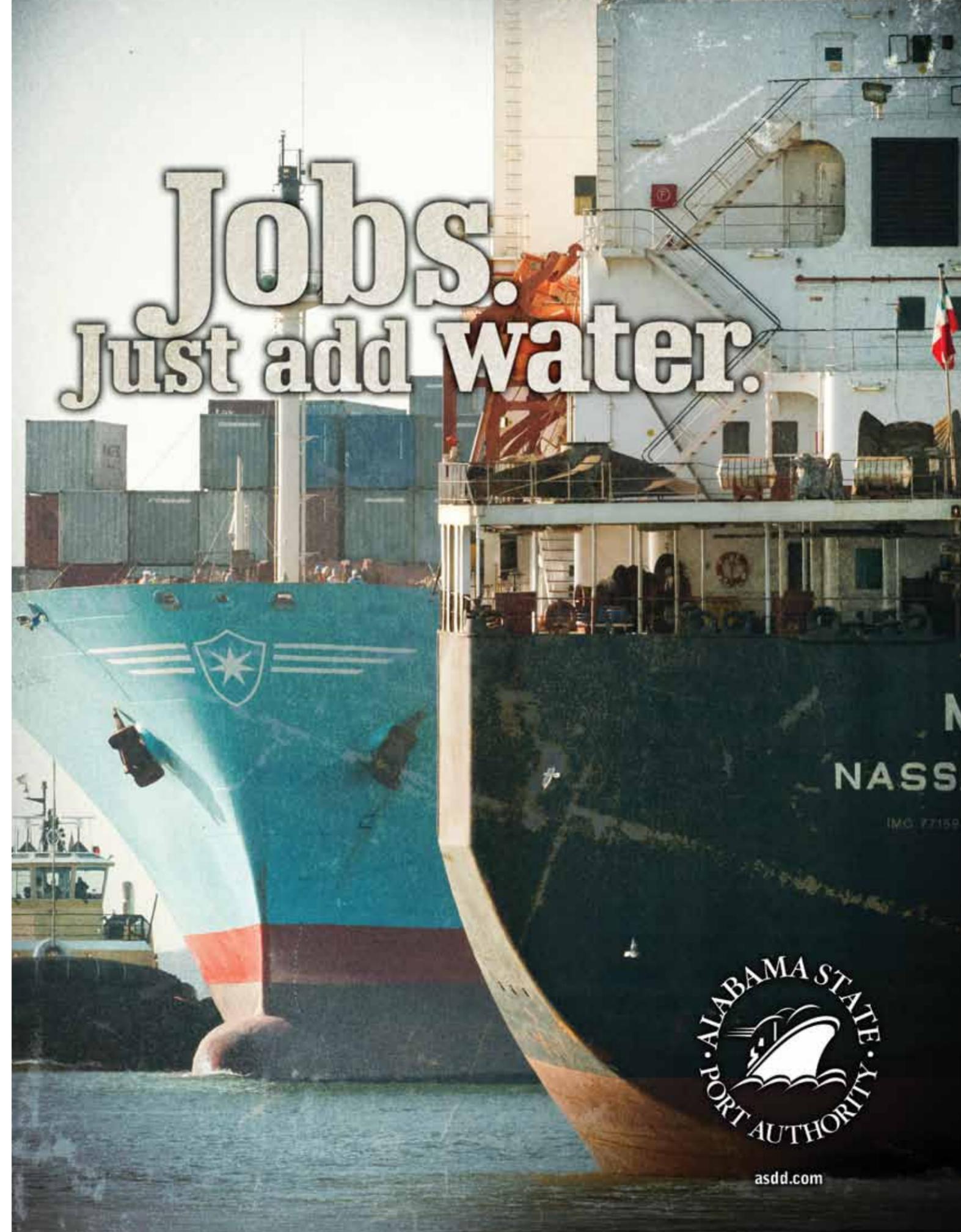
With a unique location and Alabama weather at its most comfortable, the National Shrimp Festival creates an atmosphere of activity fueled by lip-smacking local cuisine. For Kutter, this is the premier event to kick off fall. Wallace adds, "Pack up the family and head down to Gulf Shores for Alabama's Original Beach Party! There are four full days of fresh seafood prepared in ways that would make Bubba Gump proud. There are more than 80 hours of musical entertainment covering virtually all musical genres. There are artists' booths featuring something for every taste and a Children's Activity Village that will keep the kids occupied for hours. It's one last chance to enjoy warm days at the beach before Old Man Winter

rears his head." The beach access from all sides beckons visitors to dig their toes in the sand or take a quick dip in salty water in between perusing the arts and crafts tents, sampling various seafood dishes, and taking in the sweet sounds of the musical performers. This annual gathering to celebrate shrimp is sure to be a delicious experience.

The National Shrimp Festival is held each October where Alabama Highway 59 meets the beach in Gulf Shores. For more information about the Festival, visit nationalshrimpfestival.com.



With beach access from all sides and a plethora of dining and shopping opportunities, the Festival promises something for everyone.



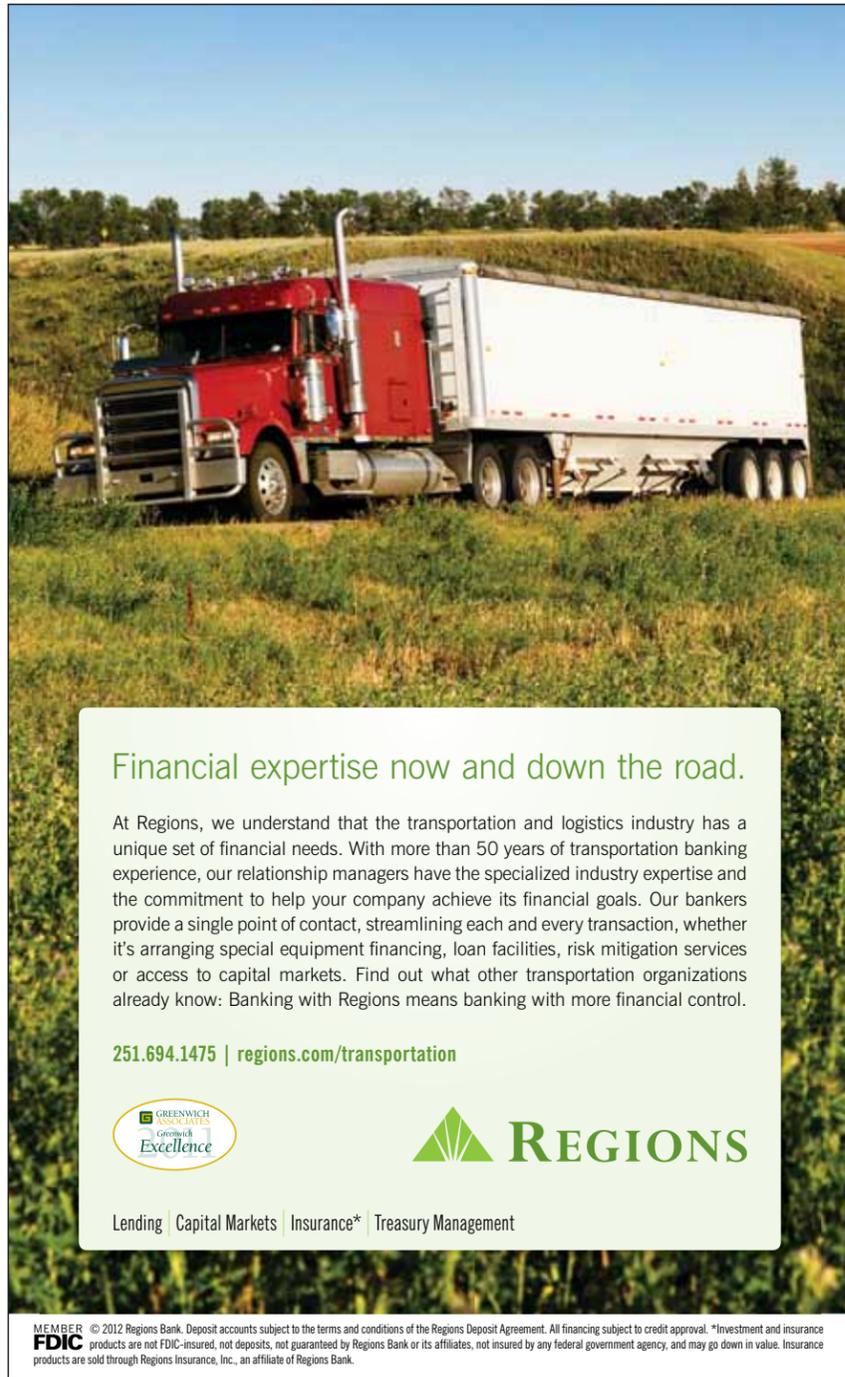
International Shipholding Corporation Purchases Railcar Yard in Mobile, Ala.

CG Railway, Inc. (CGR) recently announced that their parent company, International Shipholding Corp. (ISH), has completed the purchase of a Mobile, Ala.-based railcar repair facility in an effort to diversify their portfolio and complement CGR's rail ferry operations.

In August, ISH acquired Frascati Shops, Inc. (FSI), which is a certified railcar repair shop. FSI has been operating for 19 years and is capable of carrying out both "heavy" and "light" railcar repairs. The FSI facility is situated on 11 acres with capacity to hold 85 railcars and 18 work stations under cover. FSI has been a mainstay in the Mobile area and is well known and respected within the rail industry.

ISH is pleased to further invest in the Mobile area in a venture expected to yield immediate successful results. The FSI facility joins a group with solid infrastructure, knowledgeable staff and the ability to receive and service railcars from the five (5) Class 1 railroads and short lines that interchange in Mobile.

CGR views the purchase of FSI as a value-added advantage for their customers that lease and operate their own rail equipment as well as customers requiring ancillary services to streamline their operations through Mobile, Ala., via CGR. The addition of FSI allows CGR to coordinate routine car maintenance, car cleaning and major car repairs as required for those customers that own or lease their equipment. FSI is rail-served by Terminal Railroad Alabama State Docks, thus allowing a quick switch between CGR's interchanged yard and the FSI repair yard.



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Austal Graduates Four-Year Apprentices

Austal USA recently honored 15 graduates of Austal's cutting-edge four-year apprenticeship program at a ceremony held in the new Office Complex Multi-Use Room. This was recently the same backdrop for a ribbon-cutting ceremony which celebrated the official opening of three new buildings at Austal's state-of-the-art shipbuilding operation in Mobile, Ala. The graduates received their certificates of completion and designation as Department of Labor Class A Journeymen. The graduating class consisted of six electrical journeymen, four pipe-fitting journeymen and five fabrication journeymen.

Special recognition went to Bill Ray Stroup, Jr., as the class valedictorian, as he was presented with the "Ross Latapie Award of Excellence." This award was named in memory of Mr. Ross Latapie, a former apprentice who worked tirelessly to increase his knowledge of the electrician trade by completing extra classroom and laboratory assignments from his instructors. He currently holds the record for the highest Austal USA apprenticeship academic GPA of 4.0.

Commenting on the continuing success of Austal's apprenticeship program, Austal USA Interim President

and Chief Financial Officer Brian Leathers said, "This is a shining moment for these 15 graduates and their families. Austal USA is pleased with our ability to continually improve our workforce annually with the introduction of a new group of highly-trained production workers as a result of the success of this program."

Austal's apprenticeship program is certified by the U.S. Department of Labor, Alabama Department of Postsecondary Education and the Veterans Administration. It is governed by the Department of Labor Standards of Apprenticeship for the respective trades of Pipefitter, Marine Electrician, Fabricator and Fitout.

The Alabama Department of Postsecondary Education has approved Austal's four trade programs for the Veterans Administration, which means that all eligible veterans may now apply for and receive GI Bill benefits that were earned through military service. The Department of Labor requires that each candidate complete a minimum of 576 hours of classroom time and an additional 8,000 hours of on-the-job learning over the four-year period. For more information about Austal's recruiting efforts, visit austaljobs.com.

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2011 Winners of Maritime Safety Awards Announced

The American Equity Underwriters, Inc. (AEU) 2011 Safety Awards were recently presented at the annual American Longshore Mutual Association (ALMA) Conference in Grand Cayman. The awards are given each year to the best performing ALMA members nationwide and are based on the number and severity of accidents for each calendar year.

The award is an acknowledgement that these companies are leaders in the most important aspect of business operation – protecting employees from injury or death. This is the one effort that should lead all others as businesses strive for improved results and better performance.

Three safety award winners are presented in both the marine cargo handling and shipyard industries. Signal International, LLC, with operations in Mobile, Ala. (Signal Ship Repair), was presented with one of the three safety awards.

Marine Cargo Handling
International Transportation Service, Inc.

Marine Cargo Handling
Levin Enterprises, Inc.

Marine Cargo Handling
Schaefer Stevedoring, Inc.

Shipyard Safety Award
Signal International, LLC

Shipyard Safety Award
Candies Shipbuilders, LLC

Shipyard Safety Award
Signet Maritime Corporation

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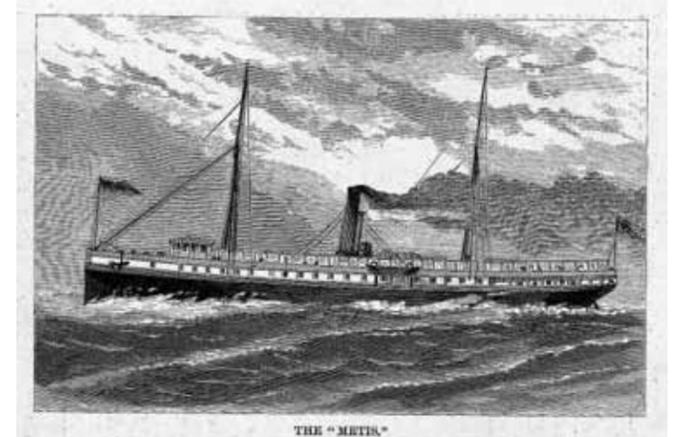
The Wreck of the METIS

It was 140 years ago that the steamship METIS sank in heavy seas five miles offshore of Watch Hill, R.I., in the early morning hours. That anyone was saved in an era before wireless radio or modern communications is a testament to the efforts of the men of the Revenue Cutter Service, the Life-Saving Service and the Lighthouse Service – and it pointed to the increasing interaction of the three services that ultimately would be combined to form the modern U.S. Coast Guard.

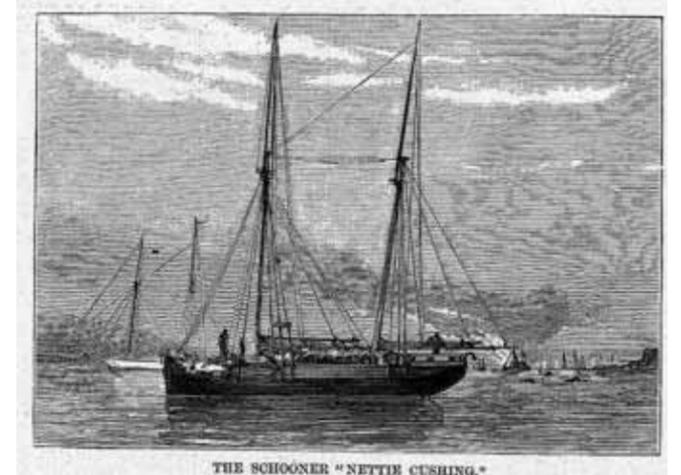
Running up Long Island Sound in heavy seas, the METIS, a 200-foot, 1,960-ton, single-screw steamship belonging to the Providence and New York Steamship Company, had departed New York and was headed toward Newport, R.I., in the early morning hours of Aug. 31, 1872. A total of 104 passenger tickets had been purchased, but there were a number of unticketed children and babies on board. The ship's purser estimated that a total of 110 passengers embarked in the METIS, along with 45 crew members.

The ship's captain, Charles L. Burton, was a native of Bristol, R.I., and knew the area well. Many a ship had been wrecked in the waters off Watch Hill, which had prompted Congress to authorize construction of the Watch Hill Lighthouse in 1808. Despite the heavy weather, Capt. Burton navigated his ship with confidence. Although visibility had deteriorated as rain lashed the ship, it was still good enough to give the skipper a view of the Watch Hill Light, and he had a full 22 fathoms under his keel. His was a sound ship, too. A relatively new vessel originally built as a merchantman in 1864, the METIS had been converted to a passenger liner just the previous year, with an upper “hurricane deck” added. In addition to her complement of passengers, the steamship was carrying a cargo of Southern cotton bound for the textile mills of New England.

Making her way down the coast at the same time was the schooner NETTIE CUSHING, laden with a cargo of lime. At 3 a.m., Capt. Emery D. Jameson had passed the Beaver Tail Light in Jamestown, R.I., and now had the Watch Hill Light in sight. The events of the next few minutes remain in dispute. Capt. Jameson later testified that he sighted



Built in 1864, the 200-foot vessel METIS was steaming from New York to Providence, R.I., with an estimated 155 people on board in the wee hours of Aug. 31, 1872.



The schooner NETTIE CUSHING, carrying a load of lime, was sailing down the coast when she struck the METIS in heavy weather six miles off Watch Hill Lighthouse.

the approaching METIS and steered to avoid it, but the steamer suddenly changed course, cutting in front of him. Testimony from those on board the METIS claimed that it was the schooner that changed course unexpectedly, striking the larger vessel as she steamed about six miles off the coast of Watch Hill.

Regardless of who was at fault, one fact was inarguable: The *NETTIE CUSHING* struck the *METIS* about 40 feet abaft the bow, even with the pilothouse. Jameson recounted that he hailed the *METIS* to ask for assistance, but his cries went unanswered. Burton claimed that after striking his ship, the *NETTIE CUSHING* continued on her way.

On board the schooner, although she had sustained heavy damage to her bow, Jameson determined that the *NETTIE CUSHING* remained seaworthy, and he set a course for New London, Conn., where he could put in for repairs.

The collision had not seemed that bad to those in the *METIS*. There was no great shock or loud noise associated with the crash. Most of the passengers were sleeping in their cabins and were unaware that there had been an incident. A number of passengers did know that something had happened, however, and went up on deck, where they were informed that the ship had sustained only slight damage and that they should go back to bed. Upon going below to check for damage, however, the engineer and his men quickly discovered a deep gash below the waterline, with water pouring into the ship. The damage was catastrophic.

Capt. Burton immediately ordered his helmsman to make for the shore in an effort to beach the ship before she sank. The ship heeled to port and began a desperate run for safety. She had only covered a mile when the flooding waters reached the engine room and extinguished the boiler fires. The pistons and gears ground to a halt, the propeller slowed to a stop, and the lights flickered and died, as the ship lost all power. She was now at the mercy of the elements. Taking water, listing badly and buffeted by wind and waves, the *METIS* was in imminent danger of sinking. Capt. Burton gave the order to abandon ship.

The passengers had been told to dress and leave their cabins, and they were now told to don life vests. This remains a point of contention, as some passengers would later claim that the crew failed to keep the passengers informed and, in some instances, offered no assistance to passengers. The *METIS* carried only one lifeboat and one life raft, which were quickly filled. Burton refused to leave his command, electing to remain with the majority of the passengers and doing what he could to keep them calm. As the *METIS* began to settle in the water, those on board climbed higher, until all were on the hurricane deck. The ship slipped beneath the churning waves, and, miraculously, the hurricane deck, which had been added only a year earlier, broke free and floated. Nevertheless,



The Watch Hill Lighthouse was authorized by Congress in 1808 following a series of wrecks off the coast.

some opted to jump into the water in an attempt to swim to shore. Others grabbed for bits of flotsam in hopes of remaining afloat long enough for help to arrive.

As the day dawned, the people of Watch Hill learned of the tragedy. Crowds gathered on the beach to watch and to help survivors ashore, if possible.

Capt. Jared Crandall, the keeper of the lighthouse; and Capt. Daniel Larkin, a retired lighthouse keeper who now served as captain of the Life-Saving Station at Watch Hill, launched a boat from the station. Joining them were Life-Saving Servicemen Albert Crandall, Frank Larkin and Byron Green. Capt. John Harvey and crewmen Courtland Gavitt, Edwin Nash, Eugene Nash and William Nash put to sea in a fishing smack. Word of the accident was sent to the Revenue Cutter Service Station at Stonington, Conn.

At 7 a.m., what remained of the hurricane deck could be seen drifting about a mile offshore, crowded with survivors. The lifeboat and life raft were just off the beach, and about two dozen citizens along the shore formed two



The “dreadful scene” at Watch Hill as local residents flocked to the beach in an effort to assist survivors. Watch Hill Lighthouse can be seen in the distance in this contemporary illustration from *Harper’s Weekly*.

human chains to help bring survivors to safety. Despite their heroic efforts, several of the victims fell into the surf and drowned, and others were carried away by the undertow. The hurricane deck reached shore at about 8:15; most of the men on board were rescued, but some of the women were too exhausted to hold on and drowned at the last moment. It was, according to *The New York Times*, “a dreadful scene.”

The boat from the Life-Saving Station and the fishing smack were able to rescue more than 30 passengers. The U.S. Revenue Cutter *MOCCASIN* arrived on scene at about 10 a.m. and took on board the survivors from the two boats, picking up several more survivors from the sea, including a passenger found clinging to a cork mattress, a young boy from Providence, R.I., and a number of the ship’s crew, including her first officer, chief engineer, two quartermasters, the freight clerk and the ship’s purser. The *MOCCASIN* also took on board the bodies of 18 victims.

As word of the wreck spread, more vessels arrived on scene to assist, but most inherited the grim task of pulling bodies from the water. The yacht *JOSIE* and the schooner *A.B. BELDEN* fished a number of bodies from the sea, but the dead continued to wash ashore up and down the coast of New England for the next few days.

The survivors, including Capt. Burton and steamship agent Albert Gallup, were taken to the Ocean House Hotel, where they were provided medical care, food and drink. Hotel guests also donated clothing to the survivors,



A Life-Saving Service crew from Watch Hill rescued survivors.

many of whom had left their cabins in various states of undress. The wreck generated a number of tragic stories. Perhaps the most tragic was that of George Howard. Married in Sharon Springs, N.Y., on Aug. 29, Howard and his new bride had embarked in the *METIS* in New York City to begin their honeymoon trip. They were traveling to Pawtucket, R.I., via Providence, when the accident occurred. The couple had put on their life preservers and gone on deck as instructed. The two were struck by a large wave and swept into the ocean. They soon became separated in the high seas.

One of the bodies recovered by the *A.B. BELDEN* was that of a woman wearing a life preserver. She carried

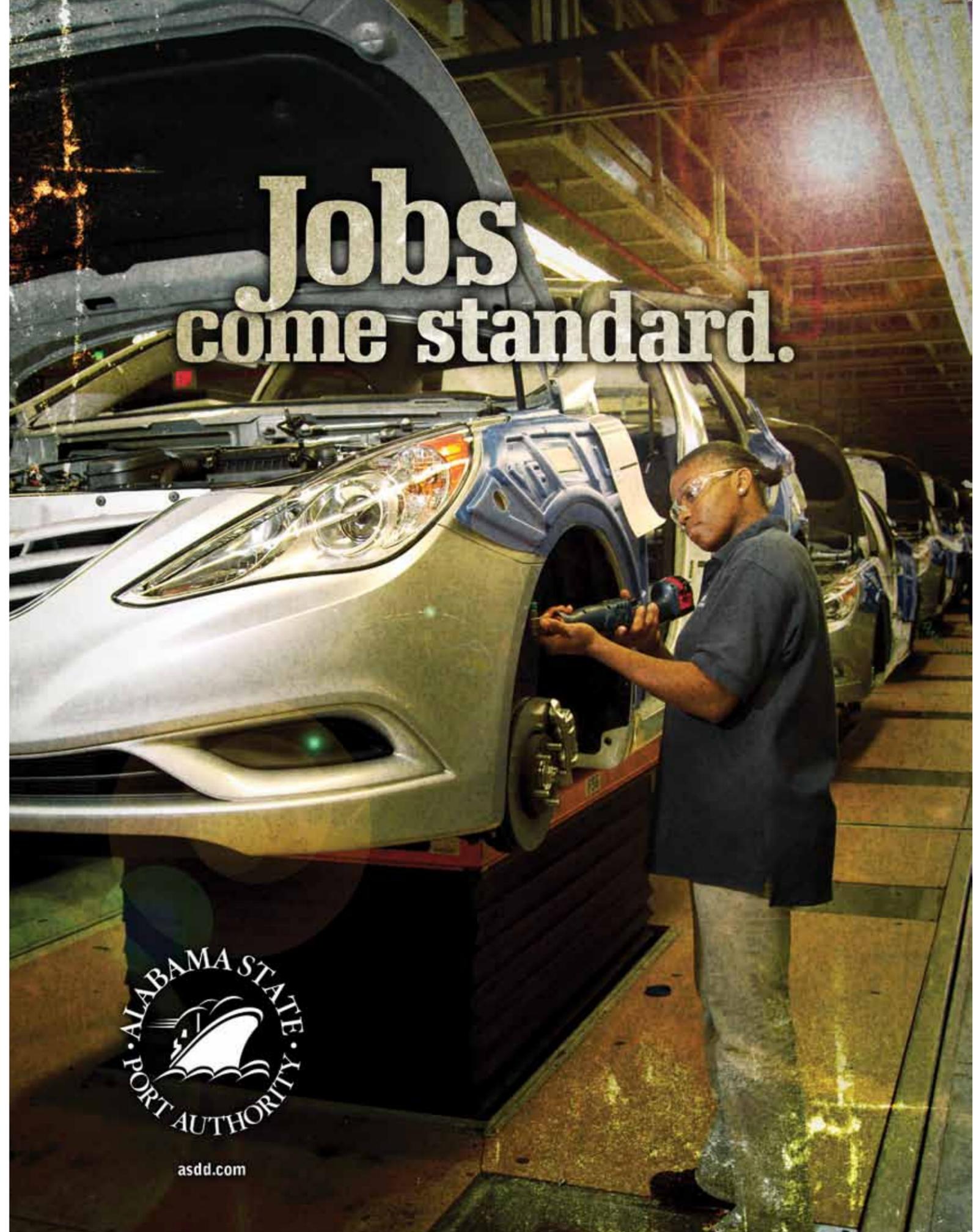
no identification but wore a ring that bore the initials "N.A." – the initials of Howard's bride – engraved inside. According to *The Times*, the woman was "beautiful looking...and richly dressed." In a state of shock, Howard identified the woman as his late wife and sent word to the Methodist Episcopal church in Providence to make funeral arrangements for the following Sunday. The corpse was placed on a train, accompanied by Howard. It was not until the body was viewed by the woman's parents that it was discovered that she was not the missing bride, simply a woman who bore a strong resemblance to her and who happened to have had the same initials. A subsequent search located the real Mrs. Howard: Her body had been placed in a temporary morgue in Stonington. The exact number of dead was never clearly determined, but it is estimated that 65 people died in the incident, meaning that 90 were saved.

Congress ordered gold medals to be struck and presented to the Life-Saving Service crew from Watch Hill. The obverse of the medal depicts an open boat crewed by five men with the Watch Hill Lighthouse in the background. One of the men is lifting a woman from the water into the boat. The reverse of the medal reads, "For Courage and Humanity in the Saving of Life from the Wreck of the Steamer METIS on Long Island Sound August 31, 1872."

The coordinated rescue efforts of the lighthouse keepers, the Life-Saving Service and the Revenue Cutter Service in the METIS incident have been cited as a factor in the merger of the services. The Revenue Cutter Service was founded by Alexander Hamilton on Aug. 4, 1790; the first Life-Saving Stations dated from 1848. On Jan. 28, 1915, President Woodrow Wilson signed into law the "Act to Create the Coast Guard," merging the Revenue Cutter Service and the Life-Saving Service. In 1939, the U.S. Lighthouse Service, whose predecessors dated from the late 18th century, was added to the Coast Guard.



The front and back of the Congressional gold medal issued to those men of the Life-Saving Service, Lighthouse Service and Revenue Cutter Service who participated in the rescue efforts.



ARRIVALS / SAILINGS

APM TERMINALS MOBILE SERVICE LINES

APL ATS Eastbound	HMM ATS	MSC Gulf Feeder Service
APL ATS Westbound	MAERSK Espresso	MSC South Atlantic
China Shipping AAE2	MAERSK TransAtlantic TA2 Eastbound	ZIM LINES MXX Mexico Express
CMA CGM PEX 3 Service	MAERSK TransAtlantic TA2 Westbound	ZIM LINES SAX South America

For more details visit asdd.com/arrivalsailings.html

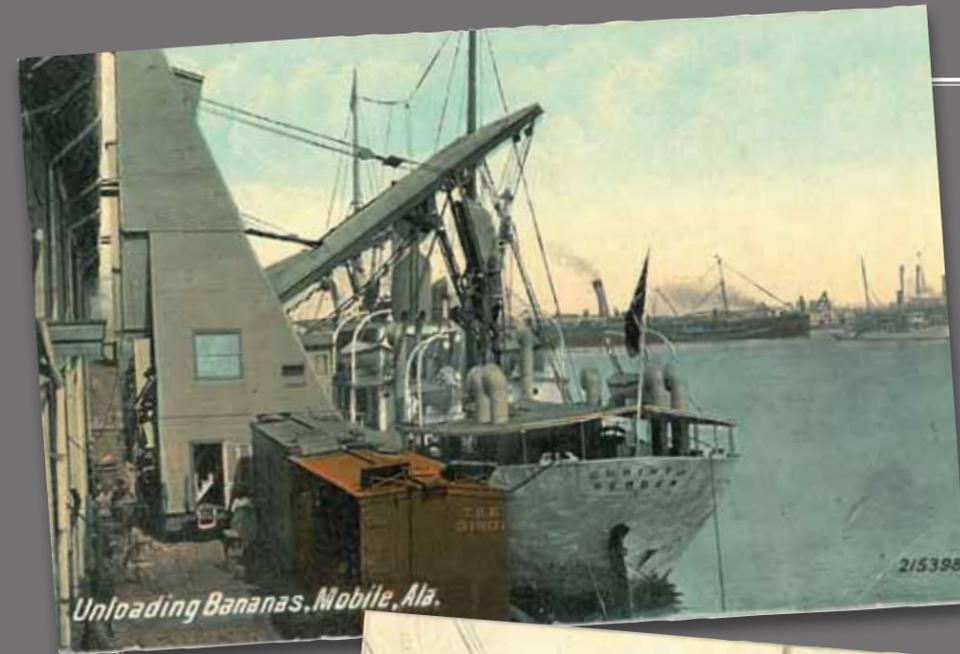
Trade Lanes

DESTINATION	LINE	FREQUENCY	AGENT
ALGERIA			
ALGIERS	Nordana	Inducement	Biehl & Company
MOSTAGANEM	Nordana Oran	Inducement Inducement	Biehl & Company ISS RioMar
ARGENTINA			
PUERTO MADRYN	Gearbulk	Bi-Monthly	Inchcape
CAMPANA	Gearbulk	Bi-Monthly	Inchcape
ARUBA			
ORANJESTAD	C.I.C.	Monthly	Seacliff Agencies
BARBADOS			
BRIDGETOWN	C.I.C.	Monthly	Seacliff Agencies
BELGIUM			
ANTWERP	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
BELIZE			
BIG CREEK	MCW Shipping	Bi-Weekly	Bulk Shipping
BRAZIL			
BARRA DO RIACHO	Gearbulk	Monthly	Inchcape
BELEM	C.I.C.	Bi-weekly	Seacliff Agencies
BREVOS	C.I.C.	Monthly	Seacliff Agencies
MONTEVIDEO	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
PARANAGUA	Gearbulk	Bi-Monthly	Inchcape
PORTOCEL	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
	Gearbulk	Bi-Monthly	Inchcape
PRAIA-MOLE	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
SANTOS	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
	Gearbulk	Bi-Monthly	Inchcape
CANARY ISLANDS			
LAS PALMAS	Spliethoff	Monthly	Page & Jones Inc.
TENERIFE	Spliethoff	Monthly	Page & Jones Inc.
CAYMAN ISLANDS			
GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
CHILE			
ARICA	Grieg Star Shipping	Monthly	Grieg Star
SAN ANTONIO	Grieg Star Shipping	Monthly	Grieg Star
CHINA			
DAGANG	Grieg Star Shipping	Monthly	Grieg Star
QINGDAO	Grieg Star Shipping	Monthly	Grieg Star
SHANGHAI	Grieg Star Shipping	Monthly	Grieg Star
COLOMBIA			
BARRANQUILLA	TBS Shipping	Monthly	Seacliff Agency
CARTAGENA	TBS Shipping	Monthly	Seacliff Agency
SANTA MARTA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency

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

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

Postcards from the Past



Unloading bananas.



Unloading oysters.

Postcard reproduction courtesy of John Hunter, owner and president of Dockside Services, Inc.

PORT OF MOBILE DIRECTORY

AIR TRANSPORT

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

ALABAMA INTERNATIONAL TRADE CENTER

ALABAMA WORLD BUSINESS CTR.-1500 Resource Dr., Birmingham, AL 35242.....	(205) 250-4747
UNIVERSITY OF ALABAMA-Tuscaloosa-P. O. Box 870396.....	(205) 348-7821

AUXILIARY SERVICES

CATHOLIC MARITIME CLUB-352 Government St., Mobile, AL.....	(251) 432-7339
Joe Connick, Director; Father Tivo, Chaplain	
FISHERS OF MEN MINISTRIES INTERNATIONAL.....	(251) 504-0069
INTERNATIONAL SEAMAN'S CENTER-605 Texas Street.....	(251) 433-7953
Rev. Asas DeSouza.....	(251) 344-3712
PERFORMANCE PERSONNEL SERVICES, LLC.....	(251) 662-2888

BANKS WITH INTERNATIONAL DEPARTMENTS

FIRST COMMERCIAL BANK-BIRMINGHAM.....	(205) 868-6171
HANCOCK/WHITNEY BANK-MOBILE.....	(251) 662-1025
REGIONS BANK-MOBILE.....	(251) 690-1187

BARGE FLEETING SERVICE

DELTA MARINE SERVICE.....	(251) 937-4060
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BLAST FREEZE/COLD STORAGE

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

ALABAMA BULK TERMINALS.....	(251) 438-9891
ARC TERMINALS.....	(251) 421-1651
GULF COAST ASPHALT.....	(251) 432-7666
NUSTAR.....	(251) 456-8491
PLAINS MARKETING.....	(251) 456-4688; (251) 377-8864
RADCLIFF/ECONOMY MARINE SERVICES.....	(251) 433-0066

BUNKERING SERVICE

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

CONSULATES

CONSULAR CORPS OF MOBILE-8204 Brandy Run North 36608.....	(251) 455-8182
BOLIVIA-Thomas J. Purvis-3413 Canacee Dr.....	(251) 666-6969
DENMARK-Martin H. Cunningham-205 St. Louis St.....	(251) 432-4633
DOMINICAN REPUBLIC-Luis Frias-951 Government St., Suite 520.....	(251) 432-2332
GEORGIA-Matt Metcalfe-P.O. Box 2903.....	(251) 432-2600
NORWAY-L. H. Stuart, Jr.-8204 Brandy Run Road.....	(251) 342-2151

CONTAINER REPAIR & LEASING

CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
DOCKSIDE SERVICES.....	(251) 432-9930
JOHN FAYARD MOVING & WAREHOUSING.....	(866) 862-0867
EXSIF WORLDWIDE, INC.....	(800) 231-7781
TANK SOLUTIONS, INC.....	(888) 551-8265

U.S. CUSTOMS

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

ALL STAR FOREST PRODUCTS, INC.-7096 Stone Dr., Daphne 36526.....	(251) 626-8777
BIG RIVER CYPRESS & HARDWOOD.....	(850) 674-5991
BUCHANAN LUMBER-104 Industrial Canal Rd. East.....	(251) 433-9567
CASSIDY LUMBER-P. O. Box 391, Mobile 36601.....	(251) 456-0099
McGINNIS LUMBER COMPANY, INC.-P.O. Box 2049 Meridian, MS 39302.....	(601) 483-3991
MIDWAY FOREST PRODUCTS-P. O. Box 7687, Spanish Ft., 36527.....	(251) 628-8010
SMITH COMPANIES-100 Pardue Rd. Pelham 35124.....	(800) 322-0540

EXPORT BAGGING, PACKING AND DRUMMING

CUSTOM MARKETING SERVICES INC.....	(205) 668-4042
HORIZON FREIGHT.....	(800) 242-9212
MEADOR WAREHOUSING & DIST., INC.-1750 N. Craft Hwy.....	(251) 457-4376
MITCHELL CONTAINER SERVICES--226 Saraland Blvd. S.....	(251) 675-3786
MMS PACKAGING COMPANY-P. O. Box 2066.....	(251) 438-3658
PORT CITY MOVERS & DELIVERY-5235 Kooiman Rd., Bldg. 4, Theodore, AL.....	(251) 342-7079
STEM PRODUCTS-P. O. Box 66531.....	(251) 457-5557
L. H. STUART CO., INC.-2084 Ave. C, Brookley.....	(251) 441-0770
TEAGUE BROS. TRANSPORT & STG. CO.-519 Bayshore Ave.....	(251) 476-6122
WONDERLAND EXPRESS.....	(251) 653-7348

FIRE SAFETY EQUIPMENT AND SERVICE

R. CARTER & ASSOC., INC.-1406 Telegraph Rd.....	(251) 452-0154
HILLER SYSTEMS, INC.-3710 Lakeside Ct.....	(251) 661-1275
SAFETY SOURCE INC.-6161 Rangeline Road.....	(251) 443-7445
UNITOR SHIP SERVICES-500 St. Louis St.....	(251) 432-0782
WORLD SHIP SUPPLY (MOBILE), INC.-4600-B Cypress Business Park Drive.....	(251) 662-7474

FOREIGN FREIGHT FORWARDERS

(★ CUSTOM HOUSE BROKERS)	
★ AIR/SEA FORWARDING-3812 Springhill Ave.....	(251) 460-0551
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
PAUL A. BOULO, INC.-255 N. Joachim St.....	(251) 433-5445
★ JOHN M. BERNING CO.-P. O. Box 403.....	(251) 432-9741
★ N. D. CUNNINGHAM-205 St. Louis St.....	(251) 432-4633
EMERY FORWARDING-2215 Ave. *O* Brookley Complex.....	(251) 433-0885
EMO TRANS.....	(251) 342-3313
★ EXPEDITORS INTERNATIONAL.....	(251) 431-4992
FEDEX TRADE NETWORKS.....	(404) 831-8237
JENSEN SHIPPING CO.-244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CAROLE C. LELAND-244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CTB USA OF FLORIDA.....	(866) 621-0091 ext. 224
LILLIEROOSE CORP.-1709 Thistlewaite Dr., Mobile 36618.....	(251) 259-5382
★ M. G. MAHER & CO., INC.-80 St. Michael's St., Ste. 315.....	(251) 433-8474
MACROTRANSPORT SERVICES-Ormond Beach, FL.....	(203) 926-8911
★ RICHARD MURRAY & CO.-109 No. Conception St.....	(251) 432-5549
★ PAGE & JONES, INC.-52 N. Jackson St.....	(251) 432-1846
Birmingham, P. O. Box 320126.....	(205) 595-8439
Huntsville, P. O. Box 6025.....	(256) 772-0231
T. A. PROVENCE & CO.-P. O. Box 942.....	(251) 433-5424
★ GEO. RUEFF, INC.-P. O. Box 2962.....	(251) 433-8851
SOUTHEASTERN FREIGHT FORWARDERS-6448 Hillcrest Crossing.....	(251) 661-7284
STIEGLER SHIPPING CO., INC.-1151 Hillcrest Rd., Suite F.....	(251) 639-7300
TEAM WORLDWIDE-3357-6 Cooper Rd., Pensacola, FL 32514.....	(850) 698-1465
TRADELANES-61 St. Joseph St., Suite 1000.....	(251) 343-8031
TRANSGROUP WORLDWIDE LOGISTICS-162 State St. 36602.....	(251) 433-7668
★ DANIEL F. YOUNG-1215 Seminole Dr. NW, Hartselle, AL.....	(206) 773-6202
★ W.R. ZANES & CO. OF LA, INC.-P. O. Box 1006.....	(251) 438-1597

FOREIGN TRADE ZONES

(★FTZ PUBLIC WAREHOUSES)	
BALDWIN TRANSFER CO., INC.....	(251) 433-3391
MOBILE, AL-Brookley Complex & Airport.....	(251) 438-7338
AZALEA BOX COMPANY-1401 St. Stephens Road, Prichard.....	(251) 432-3451
EQUITY TECHNOLOGIES CORP.....	(251) 432-7784
★ KEYPORT WAREHOUSING-30427 County Rd. 49 N. Loxley, AL.....	(251) 954-4607
★ MOBILE MOVING & STORAGE.....	(251) 438-3658
★ HUNTSVILLE, AL-P. O. Box 6241.....	(256) 772-3105
★ BIRMINGHAM, AL-Shaw Warehouses.....	(205) 251-7188
S/M WAREHOUSE.....	(251) 679-3344

GRAIN MERCHANTS

FGDI, LLC.....	(419) 373-6311
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ADMIRAL SECURITY SERVICES OF ALABAMA, INC.....	(251) 725-6018
ALABAMA LINE SERVICES.....	(251) 661-2105
ALBERTS TRANSPORTATION SERVICE.....	(251) 432-1611
BAY SECURITY COMPANY, LLC.....	(251) 330-0776
CPS/EAGLE MARITIME SECURITY.....	(251) 433-7850
CREVY CHANGE, INC.....	(251) 433-1821
DOCKSIDE TRANSPORTATION, INC.....	(251) 438-2382
GLOBAL MARITIME SECURITY, INC.....	(504) 392-2300
SEAPORT SECURITY SERVICES.....	(251) 443-7390
U.S. MARITIME SECURITY, LLC.....	(251) 459-1578

HEAVY LIFT/SALVAGE/TRANSPORTATION

ACME TRUCK LINE.....	(251) 653-6028
AMERICAN MARINE SERVICES.....	(251) 436-9930
ATLANTIC SPECIALIZED TRANSPORT.....	(251) 433-4545
BARNHART CRANE & RIGGING-P.O. Box 2809, Daphne, AL 36526.....	(251) 654-0541
BOSARGE DIVING-Pascagoula, MS.....	(888) 762-6364
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
HORIZON FREIGHT.....	(800) 242-9212
HYDRAULIC CRANE SPECIALISTS.....	(251) 675-000X
LEA DIVING & SALVAGE-Alabama State Docks.....	(251) 432-4480
MAMMOET.....	(404) 836-4982
WONDERLAND EXPRESS.....	(251) 653-7348

INDUSTRIAL DIVING

AMERICAN MARINE SERVICES.....	(251) 443-7771
BOSARGE DIVING-Pascagoula, MS.....	(888) 762-6364
BROWN SALVAGE & DIVING CO.-P. O. Box 1415, Pensacola, FL.....	(800) 234-3471
COMMERCIAL DIVING SERVICE, INC.-P. O. Box 850637, Mobile, AL 36685.....	(251) 665-0017
FATHOM INDUSTRIES-5385 Battleship Parkway, Spanish Fort, AL.....	(251) 626-7900
LEA DIVING & SALVAGE-Alabama State Docks.....	(251) 432-4480

LIGHTERING, GAS FREEING AND SPILL CLEANUP

AARON OIL CO., INC.-P. O. Box 2304.....	(251) 666-8143
R. CARTER & ASSOC., INC.-507 Diaz St., Prichard, AL.....	(251) 452-0154
ESAH-5400-A Willis Rd., Mobile, Ala.....	(251) 382-0199
FERGUSON HARBOUR, INC.-31153 Stagecoach Rd., Spanish Ft., AL.....	(251) 626-3295
INDUSTRIAL WASTE SERVICES, INC.-1980 Ave. A.....	(251) 694-7500
INDUSTRIAL WATER SVCS, INC.-P. O. Box 50236.....	(800) 447-3592
LIQUID ENVIRONMENTAL SOLUTIONS MARINE FIELD SERVICES-1890 3rd St., Mobile.....	(251) 243-4128
OIL RECOVERY CO., INC.-P. O. Box 1803.....	(251) 690-9010
OIL RECOVERY MARINE TERMINAL Blakey Island.....	(800) 350-0443
PROTECT ENVIRONMENTAL-3537 Desirrah Drive S., Mobile, AL 36618.....	(251) 470-0955
THOMPSON ENGINEERING-P. O. Box 9637.....	(251) 653-4525
UNITED STATES ENVIRONMENTAL SERVICES LLC-4230 Halls Mill Road, Mobile, AL 36693.....	(251) 682-3500
USI OIL-1800-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) 438-2382
FEDEX SHIPPING SVCS, INC.-P. O. Box 1842.....	(251) 433-4921
PEDERSEN MARINE SERVICE & SUPPLY-682 St. Louis St.....	(251) 432-6045
TRI-STATE MARITIME SVCS-P. O. Box 2725.....	(251) 432-1054

MARINE FUMIGATION SERVICES

A & P PEST CONTROL (EXPORT).....	(251) 463-4867
ALLIANCE PEST SOLUTIONS (IMPORT/EXPORT).....	CRAIG JAKOB (817) 648-6201
CENTRAL STATES FUMIGATION (IMPORT/EXPORT).....	PAT MACK (800) 527-9215
DA MARINE FUMIGATION (IMPORT/EXPORT).....	JERRY MATHERNE (604) 888-4941
RESEARCH FUMIGATION (IMPORT/EXPORT).....	(985) 536-4932

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(★ ELECTRICAL CONTROL AND AUTOMATION)	
ICS-578 Azalea Rd., Mobile, AL.....	(251) 661-6061
GULF COAST AIR & HYDRAULICS INC.-3415 Halls Mill Rd.....	(251) 666-6683
MOBILE MARINE RADIO-7700 Rinla Ave.....	(251) 666-5110
Marine Operator.....	(251) 666-3487
Radio Teletype.....	(251) 866-9042
Radio Telegram.....	(251) 666-9041
RADIO-HOLLAND USA, INC.-701 S. Conception St.....	(251) 432-3109
★ PRISM-200 Virginia St.....	(251) 471-1140
SPERRY MARINE SYSTEMS-2756 Dauphin Island Pkwy.....	(251) 471-5008
TEAM ONE COMMUNICATIONS-3360 Key St., Mobile, AL.....	(888) 343-TEAM

MARINE SURVEYORS

ALPHA MARINE SURVEYORS-180 Country Club Dr., Daphne.....	(251) 626-7299
BULK MARINE RESOURCES.....	(251) 295-4838
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 INT'L, INC.....	(251) 476-1998
RICHARD BESSELAAR-2809 Cottage Hill Rd.....	(251) 476-9909
C. E. COLLIER & ASSOCIATES, INC.-5050 Lossing Rd., Coden, AL.....	(251) 873-4392
CAPT. JOHN D. SMITH-P. O. Box 2585, Daphne.....	(251) 626-8394
CARMACK MARINE IND. SVC. INC.-1609 B Rochelle Street.....	(251) 662-5765
COOK CLAIMS SERVICE-P. O. Box 160461.....	(251) 470-0774
GENERAL MARINE SERVICE-P. O. Box 2533.....	(251) 928-6728
C. L. HAMILTON-P.O. Box 302.....	(251) 433-9997
DC MARITIME TECHNOLOGIES INC.-2210 Main St., Daphne, AL 36526.....	(251) 625-0503
JOINER MARINE SERVICES-9305 Johnson Rd. S.....	(251) 633-6118
MARINE INSPECTION, LLC-83 South Royal Street, Suite 1001, Mobile, AL 36602.....	(251) 375-2020
NATIONAL CARGO BUREAU, INC.-Commerce Building, Ste. 605, 118 N. Royal St.....	(251) 432-0781
NAUTECH MARINE CONSULTANTS, INC.-7226 Bridgewood Lane, Spanish Fort, AL 36527.....	(251) 447-0422
PAGE MARINE-4153 Tamworth Dr.....	(251) 661-1520
PORT CITY MARINE SURVEYORS-D. J. Smith.....	(251) 661-5426
SABINE SURVEYORS-851 East I-65 Service Rd. South.....	(251) 433-9997
SGS MINERALS-P. O. Box 1962.....	(251) 432-2781
SHIP ARCHITECTS, INC.....	(251) 621-1813
WOODRUFF INDUSTRIES INC-4021 Shana Drive.....	(251) 473-5327

MARITIME WASTE DISPOSAL

AARON OIL CO., INC.-P. O. Box 2304.....	(251) 666-8143
BROWNING-FERRIS INDUSTRIES-P. O. Box 16504.....	(251) 666-5724
R. CARTER & ASSOC., INC.-1406 Telegraph Rd.....	(251) 452-0154
DOCKSIDE SERVICES, INC.-P. O. Box 122.....	(251) 438-2382
FOC ENVIRONMENTAL.....	(205) 492-1574
FERGUSON HARBOUR, INC.-31153 Stagecoach Rd., Spanish Ft., AL.....	(251) 626-3295
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