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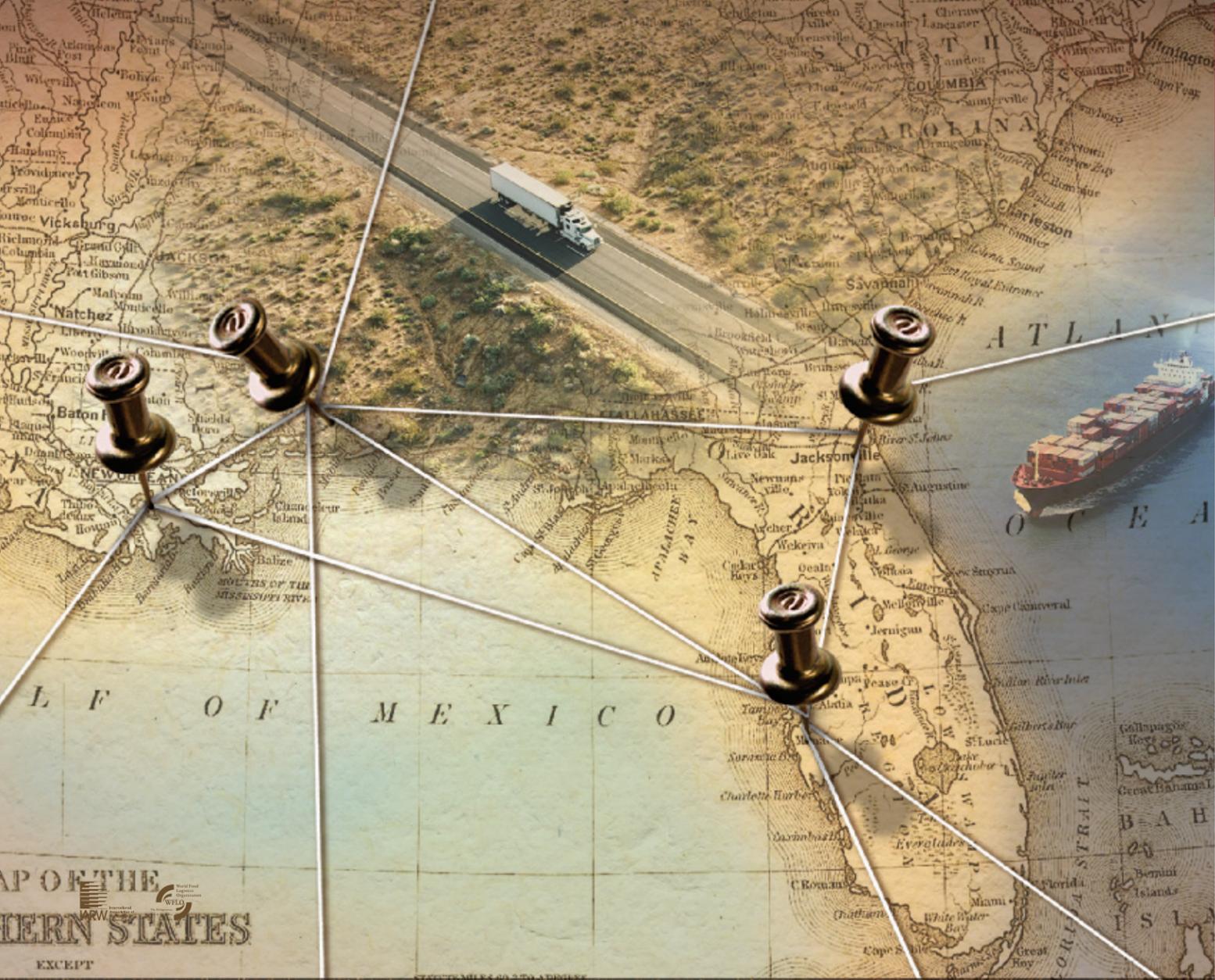
THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

# SEAPORT

DECEMBER 2008



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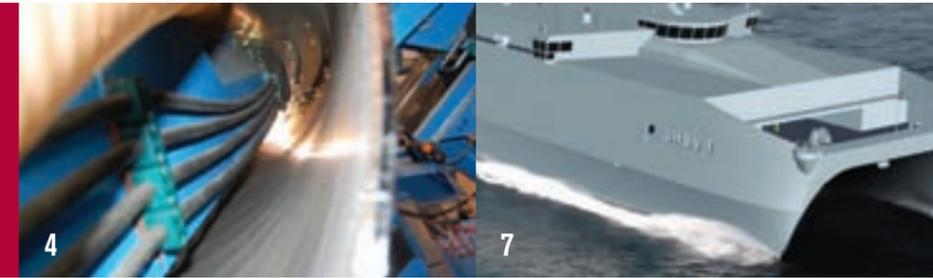
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# ALABAMA SEAPORT

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## On The Cover:

Berg Spiral Pipe's first major contract consists of 175,000 tons of 42-inch OD pipe for the El Paso Corporation that will be incorporated into the Ruby Pipeline, a 670-mile, \$3 billion interstate natural gas transmission pipeline.



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# NEW STEEL PLANT

## RAPIDLY APPROACHING OFFICIAL OPENING

Progress is rapid at the new Berg Spiral Pipe plant in north Mobile County. The \$90 million plant, consisting of a 200,000-square-foot pipe building, an 80,000-square-foot coating facility and offices, was completed earlier this year. Berg Spiral Pipe is a wholly-owned subsidiary of Berg Europipe Holding Corp. Both companies are part of the German Europipe family of pipe mills.

Equipment is now being tested and sample pipe produced as Berg Spiral Pipe readies itself to undertake its first major contract. That order consists of 175,000 tons of 42-inch Outside Diameter (OD) pipe for the El Paso Corporation. El Paso plans to incorporate the pipe into the Ruby Pipeline, a 670-mile, \$3 billion interstate natural gas transmission pipeline transporting 1.3 billion cubic feet per day of natural gas from Opal, Wyo., to Malin, Ore.

"We have a good order to take us into 2010 when we hope the market will pick back up again," said Berg President Dave Delie. "Pipeline manufacturing projects slowed down from the weakened economy, but there are still a lot of pipeline projects that need to be completed." He expects work to begin on the El Paso order in January 2009, fairly close to when company officials originally estimated.

In early November 2008, Berg Spiral Pipe held a commissioning ceremony, marking the completion of the construction phase. According to Delie, 98 percent of the equipment is installed and running. The event was attended by European members of the company's board of directors and other key individuals involved in the project. The ceremony began with a tour of the



**Berg Spiral Pipe is located just north of the port, with easy access to Mobile's rail, barge and highway systems. It is a wholly owned subsidiary of Berg Europipe Holding Corp., part of the German Europipe family of pipe mills.**



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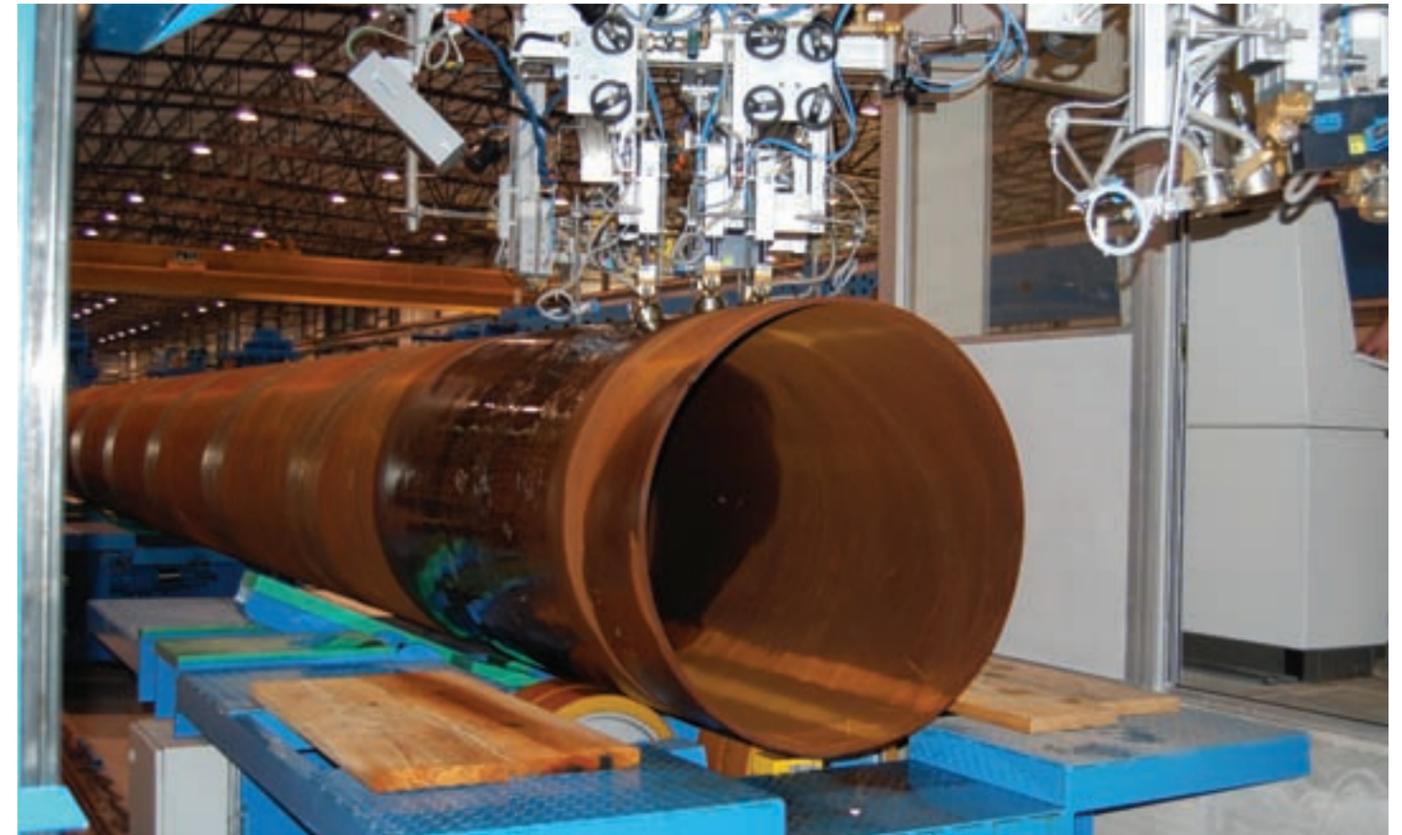
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**Berg President Dave Delie anticipates that Berg Spiral Pipe will produce 32 pipes per eight hour shift, each 80 feet in length and 42 inches in diameter.**

facility, followed by lunch, then a tour of the Port of Mobile's facilities by Judith Adams, vice president of marketing for the Alabama State Port Authority. Another open house will be held for customers and the public in March 2009 when the plant is fully operational.

Although it is not officially open and no pipe is for sale yet, Berg Spiral Pipe produced and tacked together its first piece of pipe just days before Thanksgiving. "While it didn't go through the entire process, it was a big milestone," said Delie. "It looked very good and we were very impressed with it. After the Thanksgiving holiday, the plant produced eight more pipes. That was a pretty good day."

Berg Spiral is also using this time to address any production challenges, such as correcting minor software issues to allow the equipment to run in automatic mode, welding corrections and parts replacement. "Just little things like that," explained Delie. "We've been running Berg since 1978 and we're still making modifications. We're constantly in the process of ongoing improvements. We knew we were going to have issues. How we solve those issues dictates how well the startup goes."

The mill currently employs 50 workers and Delie anticipates hiring up to a total work force of 120. Berg Spiral Pipe is bringing in new employees slowly, hiring personnel as equipment is installed and the plant moves forward. "It's a work in progress," Delie explained. "As we pick up the pace, we'll bring more people in."

Integral to the hiring process is Berg's relationship with Alabama Industrial Development Training (AIDT), which helped screen employees, held classes and assisted in the overall hiring process. "The initial employees hired are doing critical skills jobs," said Delie. "That's important to us so we get the top people in first. When hiring, it's difficult to know who's able to do what needs to be done on that specific job. AIDT helped evaluate and select top people to put through training."

Delie said that bringing in workers to train in a one-on-one situation allows them to learn at an individual pace. "But we think it's working very well," he said. "So far they're doing a really nice job and we're impressed with the work force. We can't say enough about them. We feel comfortable with the people we've hired."

Many new Berg Spiral Pipe employees, specifically those tasked with forming and welding duties, traveled to Germany



The \$90 million Berg Spiral Pipe plant in north Mobile County consists of a 200,000 square foot pipe building, an 80,000 square foot coating facility and offices. It was completed in 2008.

for four to six weeks of training on similar equipment at Europipe's Muelheim Pipe Mill. "We wanted to pick people capable of being trained and understanding," Delie said. Other employees trained on finishing equipment at Berg Steel Pipe in Panama City, Fla., which has a similar setup.

"Anybody can build a pipe mill," Delie stated. "Anybody with the money can buy a mill and make pipe. What sets us apart is not the equipment but the people. How we operate that mill is the people, how well trained they are and how well they perform."

After the learning process with the new equipment, Berg Spiral Pipe will undergo an American Petroleum Institute API audit in late January 2009. The company needs the API monogram to produce pipe for the oil and gas industry. "Everything right now is doing very well," said Delie. "The first pipe was straight. It was round. Dimensionally very good. It was much better than I expected for the first pipe." Eventually, Delie would like the plant to produce 32 pipes per eight hour shift, each at 80 feet in length and 42 inches in diameter.

Leadership at Berg Spiral Pipe, keenly aware of high transportation costs, is pleased with the plant's strategic location on the Mobile River. After the pipe is produced at

the plant, it moves next door to the coating facility, then is lifted by crane onto a rail car or barge to be shipped to the customer, explained Delie. "Mobile has excellent rail service, and barge and highway systems," he said. "It has an excellent transportation network."

For Berg Spiral Pipe's first order, local specialist steel company SSAB is supplying the steel. "We gave them the full order for the coils because again, more than 170,000 tons of anything is a lot of transportation costs," said Delie. "Having a local supplier really reduced the cost tremendously. We've had a good relationship with them all along. We do business with them in Panama City. It's good to have a supplier we know that's local."

# AUSTAL AWARDED \$1.6 BILLION DEFENSE CONTRACT

Christmas came early for Austal USA this year. In November, the Mobile-based company was selected to design and build the U.S. Department of Defense's Joint High Speed Vessel (JHSV), part of a contract potentially worth \$1.6 billion. The JHSV will be 103 meters, or nearly 338 feet, and capable of transporting troops and equipment, reaching a speed in excess of 35 knots when fully loaded. It can also be used in supporting humanitarian relief efforts and has the ability to operate in shallow waters. The catamaran-hull style vessel has berthing for 150 troops and airline-style seating for 312 troops. The JHSV is a joint-use platform for both the U.S. Navy and U.S. Army.

"This is a great day for Austal, our employees, the city of Mobile and the state of Alabama," said Joe Rella, Austal USA president and COO. "The Austal USA team, the Mobile Chamber of Commerce, the city and the state have worked collaboratively over the past nine years to establish a first rate base in Alabama, consisting of a world-class work force,

mature and efficient processes, and a modern production facility to qualify as a prime contractor for the U.S. Navy. We especially appreciate the efforts of our federal congressional delegation, comprised of Senators Shelby and Sessions and Congressman Bonner, for their support of this work, and Mobile Mayor Sam Jones for his support of our efforts to grow the company. This major shipbuilding program will provide steady-state employment for our workers for years to come. I could not be more proud of the effort put forth by the entire team."

The JHSV project begins with about a year of functional and detail design before workers cut the first plate of aluminum. Austal expects fabrication beginning in October 2009, with the first vessel complete by late 2011. After that, Austal has options for nine additional vessels in the following years. "There is a real need for this vessel in different theaters," Rella said. "We don't feel that demand is going to diminish."



The U.S. Department of Defense selected Austal to build its Joint High Speed Vessel (JHSV), part of a contract potentially worth \$1.6 billion. Fabrication is expected to begin in October 2009.



Austal chose to locate its U.S. operations in Mobile in 1999. The company currently has 1,000 employees but expects the new JHSV project to increase its work force to 1,500.

Austal partner General Dynamics Advanced Information Systems has already begun work on the design. "They're very well qualified and respected in the industry," said Rella. "They were the most qualified and the best candidate and the best for what we were looking for in this program to create a good teamwork environment. There has always existed a lot of positive synergy between the two companies."

General Dynamics will not only design, but integrate and test the ship's electronics systems, including the Open Architecture Computing Infrastructure, internal and external communications, electronic navigation, aviation and armament systems. Open Architecture Computing Infrastructure design is a specific area in which the company excels and one of the main reasons Austal selected General Dynamics for the program, explained Rella. General Dynamics is also partnering with Austal on the Littoral Combat Ship (LCS) project.

Rella cited three main reasons the Department of Defense selected Austal's bid. It met all key performance parameters the Navy was seeking, the state-of-the-art facility Austal currently has and is expanding into, and its trained work force. "This made us the lowest-risk, best-value," he explained. "I'm very confident in our ability to do the work especially with the work force we have and the skill set they have."

Part of the evaluation criteria for selection focused on prior experience, an area where Austal excelled thanks to the

WestPac Express, an Austal-built aluminum catamaran currently in use by the U.S. Marines. "WestPac Express is one of the references we used to demonstrate our capability and experience," said Rella. "And it doesn't hurt that we have the Hawaii Superferry, the largest aluminum hull catamaran built in the U.S." Rella says it's no surprise that Austal selected a catamaran hull for the JHSV, similar to the WestPac Express and the Hawaii Superferry. "We are confident in its performance," he said. "We have a high degree of confidence that it will perform equal to or better than we proposed."

The JHSV will be built in Austal's new Modular Manufacturing Facility (MMF). Phase one of the MMF is 350,000 square feet, offering a throughput capability to build three LCS-sized vessels a year. Austal anticipates its completion in mid-2009. Phase two will offer an equal amount of space. The MMF is being built in order to improve construction efficiency on the LCS project and in anticipation of the JHSV program.

Thanks to the JHSV contract, Austal plans to increase its work force from 1,000 to 1,500. "Our preference is always to look to the local community to provide jobs and find talent. Mobile is a maritime talent-rich area, in fact the entire Gulf Coast is," said Rella. Austal chose to locate its U.S. operations in Mobile in 1999.



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# NEW RAIL UNLOADER BOOSTS DOMESTIC COAL HANDLING CAPABILITY



Construction for the bulk rail unloader nears completion at the bulk terminal.

Getting coal from trains into barges bound for power plants just got a little easier through the Alabama State Port Authority. The Bulk Unloading Rail Project is bringing new business to the port and helping speed the delivery of domestic coal through the Bulk Material Handling Plant. The Bulk Plant is one of two coal handling facilities owned by the Port Authority.

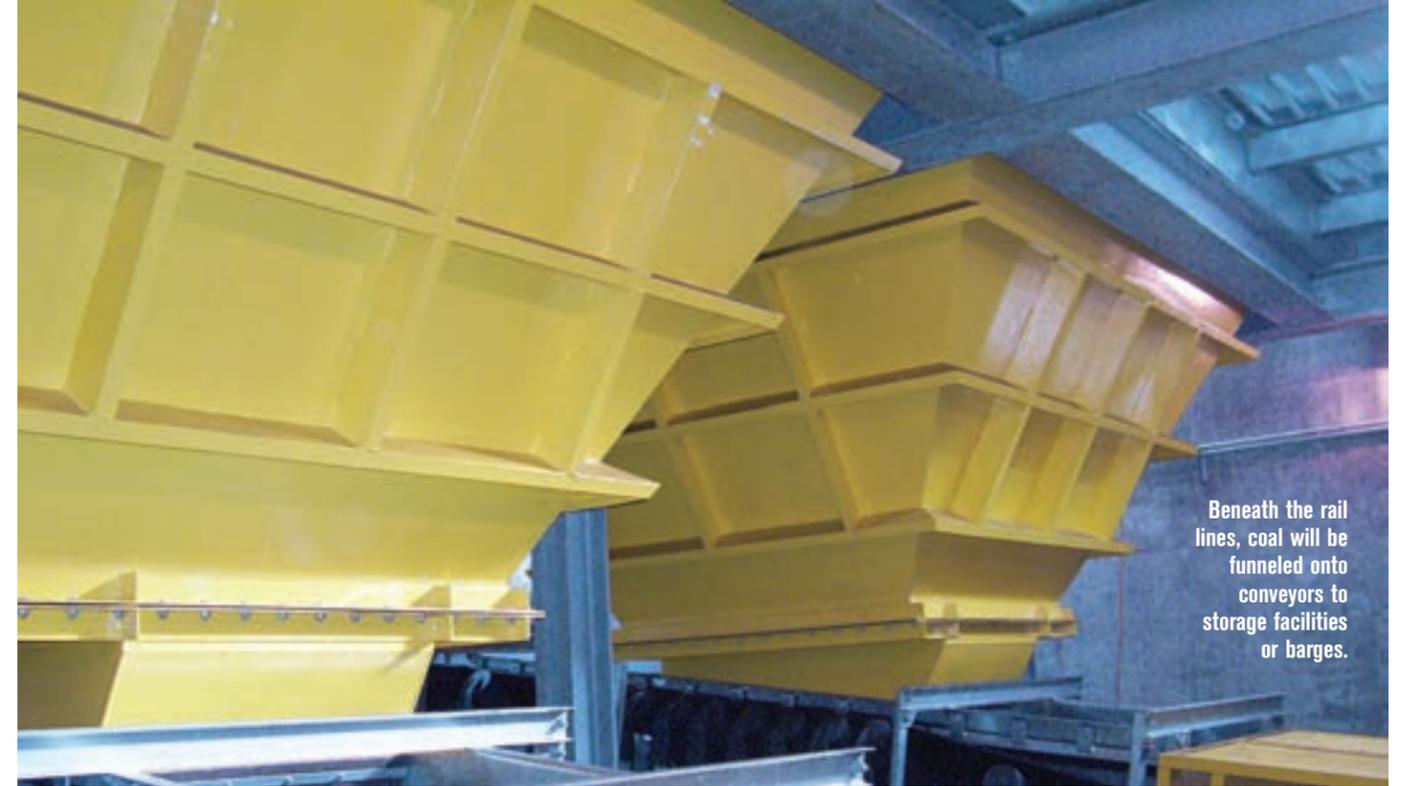
The new rail project uses a specially designed system to operate. Train cars called rapid-discharge bottom-dump coal cars pull over a custom designed pit in the bulk yard. The cars can dump their loads of coal directly onto conveyor belts. Those belts converge onto a master belt to be taken to storage or directly to the barges.

The whole system was built to facilitate coal delivery to regional power plants, but has the potential to serve other customers as well. The planned improvements will initially allow railed domestic coal to be delivered via barge to the Crist Plant in Pensacola, Fla., the Smith Plant in Panama City,

Fla., the Watson Plant in Biloxi, Miss., Barry Steam Plant and a plant in Greene County, Ala.

Terry Howell, Operations Manager with Southern Company said, "Southern Company is looking forward to completion of the railcar unloading project at Bulk Plant. The new project will enable us to solicit up to 3 million tons per year of competitively priced domestic rail origin coal. Because our Gulf Coast plants are only served by barge, the rail improvements at the Bulk Plant will allow us to purchase fuel from the wider spectrum of rail origin sources throughout the United States, and trans load into barges in Mobile. This project creates competition and alternative sourcing, and it exemplifies Southern Company's efforts to produce reliable, competitively priced energy."

In Fiscal Year 2008, the docks transloaded through McDuffie Terminal about 1.2 million tons of railed domestic coal. Completing the Bulk Material Handling Plant's rail unloading project will more than double that capacity.



Beneath the rail lines, coal will be funneled onto conveyors to storage facilities or barges.

"We started this project July 1 and expect it to be operational by the end of the year," said Brad Ojard, Vice President of Operations for the Alabama State Port Authority. "Right now we are taking coal for the Southern Company, but the project is hooked to the rail interchange at the main docks so it can take Burlington Northern, CSX, Central Northern, Norfolk Southern, basically any Class Ones which serve the Port so the potential for expansion is there," he added.

The Bulk Plant's rail unloading project opening will significantly increase the capacity to move domestic coal.



Special rail lines built over pits allow bottom-loading railcars to dump coal directly onto conveyors.



The addition of the bulk unloading rail project is expected to allow more than 3 million tons of coal to pass through the Port annually.



Conveyor belts will carry coal from the railcars into storage facilities.

MADE IN ALABAMA:

# SSAB EXPANDS IN AXIS

## ALABAMA EMERGES AS HUB FOR STEELMAKING

SSAB, one of the world's dominant producers of steel, announced in October that the company will spend \$460 million to expand its plant in Axis, Ala.

In April 2008, SSAB made public plans to increase its steel plate heat treating capacity in one of its two locations in the United States. After an extensive review, Mobile was selected over the company's plant in Montpelier, Iowa, as the site for the new heat treating facility and other improvements.

"Alabama's work force is notably strong plus our location is ideal for transportation," said Paul Wilson, vice president of operations for SSAB North American Division. "The Axis plant is easily accessible to rivers, trains and the docks for exporting, making it very attractive for industry."

Axis will be the site for the Swedish steel maker's new state-of-the-art heat treating facility. The multimillion dollar investment will increase the existing facility's quenched and tempered steel capacity from 100,000 to 400,000 metric tons and bring approximately 180 new jobs to the local and surrounding area.



Shown here are finished steel plates at the SSAB facility in Axis, Ala.

"This reaffirms SSAB's focus on our value-added quenched and tempered steel and our commitment to meet customers' growing demand for such products," said Olof Faxander, chief executive officer of SSAB. "SSAB will further develop its strong production base in the United States, both in Mobile and Montpelier, and we will continue to strengthen our strategy to be the global leader in high strength steel."

The cutting-edge heat treatment facility will produce quenched and tempered steel plate used throughout the manufacturing and construction sectors in applications where properties such as strength, hardness and toughness are required beyond those available in commercial grades.

Construction for the expansion at the SSAB facility in Axis will begin in 2009 and take around two years to complete. The new facility's capacity will increase from 100,000 to 400,000 metric tons.



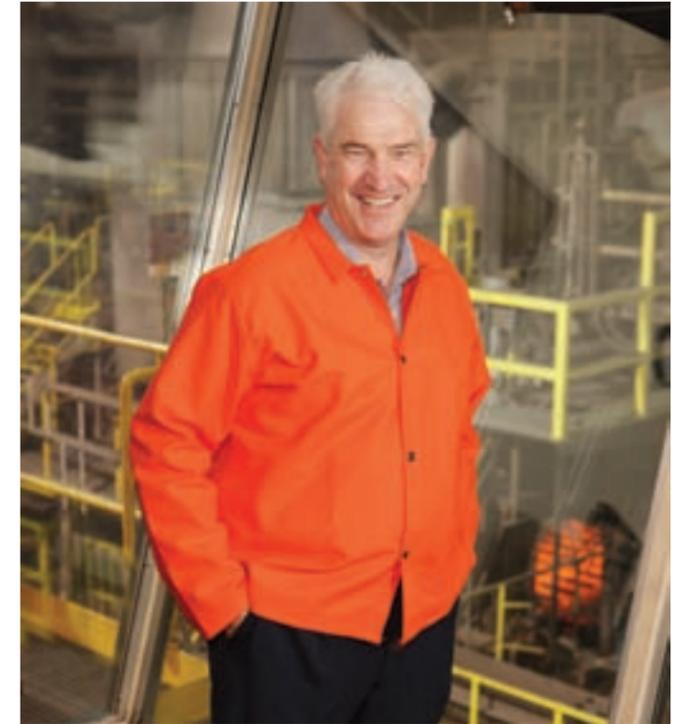
"This investment develops our market position in quenched and tempered steel," said David Britten, president of SSAB North American Division. "In addition, we would like to thank many state officials, local officials and other stakeholders, in both Iowa and Alabama, who worked to support this investment."

Construction on the expansion will begin in northern Mobile County in 2009 and conclude in 2011.

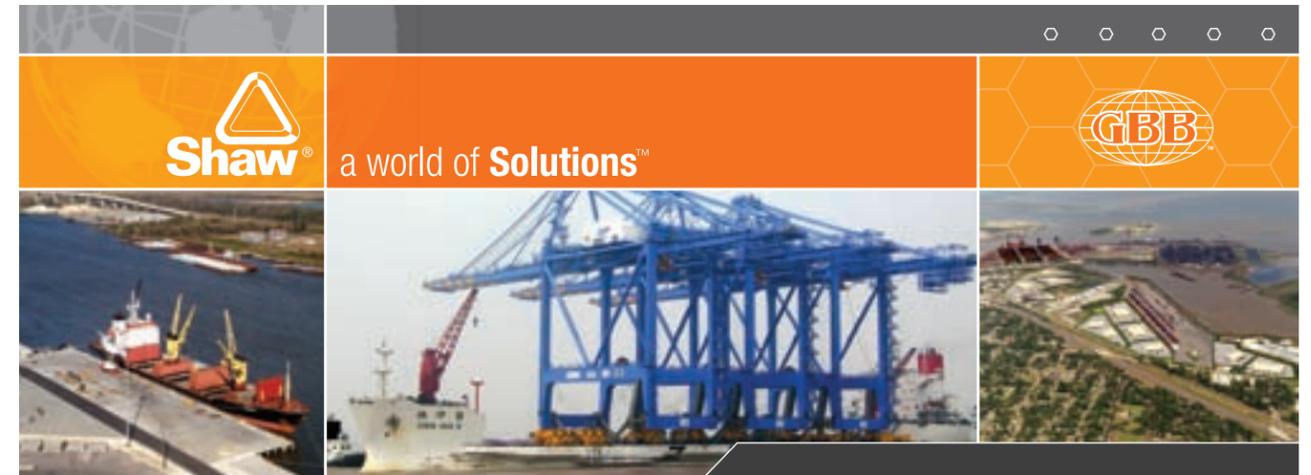
The nearly 200 jobs created by the expansion will consist of operating and maintenance positions. SSAB is recruiting locally and working with Alabama Industrial Development Training (AIDT) for additional job recruitment and training services.

Opened in 2001, the Mobile facility produces around 200 tons of liquid steel per hour and is capable of casting slabs from 96 inches to 120 inches wide for immediate in-line rolling into discrete plate and converting scrap steel to finished plate to have ready for shipment to the customer in only three hours.

SSAB's expansion was the second largest economic investment announced this year in Mobile, following the ThyssenKrupp's steel plant in Calvert.



Paul Wilson, vice president of operations for SSAB North America Division, attributes Alabama's strong work force for the state's win over Iowa for the \$460 million plant expansion.



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Federal, state and local officials take a look at a PORTS station after its installation at Alabama State Port Authority's Pier A.

# PORTS® SAVES SHIPS, MONEY IN FIRST YEAR OF OPERATION

Knowing when to hold a ship and when to send it into or out of a port is critical to keeping traffic moving smoothly. Last year the Alabama State Port Authority (ASPA) partnered with National Oceanic and Atmospheric Administration's (NOAA) National Ocean Service (NOA) to add a tool which can help make those decisions: The Physical Oceanographic Real Time System (PORTS®).

PORTS started earning praise from local companies within months of installation and has become a favorite tool not only for those in the maritime industry, but also for recreational mariners and educators.

The system is a series of observation stations positioned in and around ports feeding real-time weather, tide and current data to a Web site. The National Weather Service (NWS) has even started using the data in its forecast and hurricane storm surge models.

One example of how valuable PORTS has become came from NSA Agencies in December 2008. Ted Lee wrote a letter to Judith Adams, vice president of marketing for the Alabama

State Port Authority, detailing two situations in which his company used the system. In one case NSA decided to hold a ship for eight hours.

Lee wrote, "As a result, we are convinced that, because of the PORTS system, a potential grounding was avoided. In view of the high cost of Panamax ships, at this time, which is currently over \$80,000 per day, it was a tough decision to delay the ship by eight hours at an estimated cost of almost \$27,000. On the other hand, if the ship had grounded in the ship channel during the inbound transit, the cost and possible damage to the ship would have been considerably higher."

In the second instance, NSA decided to move a ship due to information that company employees received from the PORTS Web site. Lee added, "The Port of Mobile is indeed very fortunate to have this information available, and we are grateful to both ASPA as well as NOAA for their efforts to install the equipment and keep it running."

Tim Osborn with NOAA says PORTS helps address one of the only uncontrolled variables in shipping. "What we are



The monitors, like this one at Choctaw Point, are unassuming, but gather data valuable to the maritime industry, the National Weather Service and educators.



Tim Osborn of NOAA's National Oceanic Center (center), presents a letter from NOAA to Tim Parker, Chair, ASPA Board ALSD board member (left), and James Lyons, Port Director/CEO, at the December Port Authority board meeting.

seeing now is that ships are becoming increasingly more sophisticated, and captains are better trained but you can't control the environment. We need this real-time data to maximize the time to get ships in and out of port."

According to Osborn, the system came about after the Sunshine Skyway Bridge accident in Tampa Bay in 1980. A freighter hit a bridge support causing the bridge to collapse. The accident killed 35 people. NOAA realized the need for real-time conditions in and around shipping lanes.

NWS uses the system so much it paid to have additional meteorological sensors installed in many coastal areas. The water level or tide data collected from PORTS is used in one of the agency's storm surge models known as SLOSH, or Sea, Lake and Overland Surges from Hurricanes, which provided valuable data during the very active 2008 hurricane season.

SLOSH takes into account the shoreline, water depth and bay and river configurations, according to the NWS Web site. Darren Wright, the PORTS program manager at NOAA, explained how it was used during Hurricane Ike last year. "SLOSH uses the most recent tide data as a starting point for the model. Then, taking meteorological and shoreline data into account generates a storm surge forecast. The Gulf is tricky.

It's like a teacup. So when a large hurricane enters the Gulf, you see high water events all along the Gulf coastline. Ike filled almost the entire Gulf, even though the storm was headed for Texas and caused high water readings from Florida to Texas."

Recreational fishermen and water enthusiasts are also accessing PORTS data. Wright said in the Tampa area, windsurfers use the system constantly.

Osborn added, "As we have seen the number of PORTS systems go up, we have seen visits from non-port entities such as recreational and research interests rise. Places like the Dauphin Island Sea Lab are becoming heavy users."

Money to install and operate the Mobile system for the first year came from Congress in a post-hurricane Katrina aid package. Osborn said Sen. Richard Shelby of Alabama was key to getting the money for PORTS. There are similar systems in Gulfport and Pascagoula, Miss., and systems are currently being installed in Lake Charles and the lower Mississippi River.

NOAA presented a letter of appreciation to the Port Authority at the December board meeting. Osborn is pleased with how PORTS has performed and with what it has meant to the communities where it operates. "This is a public service way beyond that of just port and deep-draught shipping services," Osborn stated. "NOAA is one of the most publically accessed and used agencies in the U.S," he added.

He continued, "Things like this keep people safe and they keep the environment safe. In Mobile, an actively growing port with things like the steel mill becoming a big part of operations there, the need for this type of real-time data grows significantly."

A link to the PORTS data products are available on the Mobile, Ala., page of the NOAA PORTS website, <http://tidesandcurrents.noaa.gov/mbports/mbports.shtml?port=mb>. There is even an option to build a custom products page for specific PORTS stations, <http://tidesandcurrents.noaa.gov/myports>.

# C U R R E N T S

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Mitternight Boiler in Satsuma, Ala., delivered this specially-made piece of equipment to the Alabama State Port Authority in early October. Stevedores at the state docks loaded it onto the BBC JADE bound for Kuwait and identified it as a heat exchanger. A spokesperson at Mitternight said it operates in a chemical process environment and declined to identify the company. Mitternight has been in business since 1927.

**PORTS RECOGNIZED FOR EXCELLENCE IN FINANCIAL REPORTING**



Larry Downs (left) and Barry Morton (right), ASPA Board Finance Committee Chair, are recognized for excellence in financial reporting.

During the awards luncheon at the Anchorage convention, AAPA honored ports that received Certificates of Achievement from the Government Financial Officers Association for their

comprehensive annual financial reports for fiscal year 2006. Cheryl Taylor, PPM®, deputy port director, finance & administration at the Port of Stockton, spoke on behalf of Finance Committee Chair Rodney Oliver, director of finance and treasurer to the board, Virginia Port Authority.

This year marked the 10th consecutive year that the Alabama State Port Authority has received the GFOA award for excellence in financial reporting.



The Southern United States Trade Association held its Annual Meeting at the Riverview Hotel in Mobile, Ala, October 7-9, 2008. While in town, members of the organization toured the Alabama State Port Authority.

**CHAMBER HIRES WAYMAN**



The Mobile Area Chamber of Commerce has recently hired Troy L. Wayman CED (certified economic developer) as vice president of economic development. Win Hallett and chairman of the board of directors, Bill Seifert, made the official announcement. Wayman replaces Bill Sisson, who held the position for five years and was recently hired as executive director for the Mobile Airport Authority.

Wayman most recently was director of corporate development and recruitment for the Montgomery Area Chamber of Commerce. There he was responsible for industrial and commercial recruiting efforts, including project management on notable projects such as Hyundai and Mobis Alabama, the largest supplier for the Hyundai plant located in Montgomery. He has more than 13 years experience in economic development project work, including more than 10 with the Montgomery Area Chamber. In addition, Wayman worked as a manager of business development for JESCO Inc., A Yates Company, which included new client development and retention for the construction company.

"Troy comes highly recommended by economic developers and industry partners around the state, and we are fortunate to have him joining our local team," said Hallett.

"We are delighted to find someone with such a thorough knowledge of and experience in economic development to fill this position. Also, his prior chamber positions enable him to have the needed understanding of our organization's operations," added Seifert.

Wayman will begin work in Mobile in January. He will oversee and direct the Chamber's economic development functions, including New Business Development, Business Retention and Expansion, International Trade and the Center for Workforce Development. Additionally, he will oversee the day-to-day operations of the Chamber's current economic development program of work – Partners for Growth; and continue the partnership with the Washington County Economic Development Initiative.



During the Port Authority's December board meeting, Dave Carey is presented with a resolution by Board Chairman, Tim Parker in recognition of his years of service as Harbor Master. Carey is retiring.



During the board meeting, Tim Parker presented a resolution in recognition of the retirement of Port Security Chief, Herb McCants.

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These masked riders are festooned in satin and sequins, and armed with beads.



At left and right are two large jesters that adorn the front porch of the mansion.



The exquisite dress and train worn by Virginia Van Antwerp in 2003.

# MARDI GRAS UNMASKED

Mardi Gras neophytes are often shocked to learn that New Orleans, La., owes much of her carnival traditions to her smaller Gulf Coast sister city, Mobile, Ala. New Orleans and Mobile have many similarities; they are both ports founded by French Catholics on the edge of swampy deltas, their rich histories are reflected in their elegant architecture and love of pageantry, and both know how to throw a party. Still it is Mobile that can stake the claim as “Mother of the Mystics.”

The Carnival celebration has long been a major holiday in parts of Europe and South America, and its origins in Mobile date back to 1703 when the tiny French colony observed North America’s first Mardi Gras. At that time, residents of the New World settled by French pioneers celebrated Mardi Gras at Twenty-Seven Mile Bluff, the first settlement in Mobile.

Mardi Gras was transformed into a parade event in 1830 by a group known as the Cowbellion de Rakin Society. Led

by Michael Krafft, the Cowbellions took loudly to the streets armed with rakes, hoes and cowbells raided from a hardware store. Although they marched on New Year’s Eve and not Fat Tuesday, they were a true antecedent of Mardi Gras in Mobile and the first mystic societies, later formed in the 1840s. Then, in 1857, the Mobile members of the Cowbellions traveled to New Orleans and assisted with the formation of the Mystic Krewe of Comus, to this day New Orleans’ most prestigious Mardi Gras society.

After the stress of Civil War, Mobile Mardi Gras was put on hold. However, in 1866, a man by the name of Joseph Stillwell Cain felt it was time once again to bring back the merriment of Mardi Gras and decided to do his part to put life back into the town. Cain decked himself in full Chickasaw Indian regalia, proclaimed himself Chief Slacabamorinico, climbed aboard a decorated coal wagon pulled by a mule, and held a one-float parade through the streets of Mobile. Cain’s role in reviving Mardi Gras is observed each year on the Sunday before Mardi Gras Day, known as “Joe Cain Day.” On “Joe Cain Day” thousands of Mobilians in costume and

on individually designed floats parade through the streets of downtown Mobile.

Mardi Gras is determined by the date of Easter. Mardi Gras Day, or “Fat Tuesday,” is the Tuesday before Ash Wednesday which begins the 40-day Lenten season. Nighttime parades and other public festivities begin about two weeks before Mardi Gras Day. Carnival season balls, receptions and other private functions begin in the fall and continue through Mardi Gras Day.

The history of Mardi Gras is documented at the Mobile Carnival Museum, housed in the historic Bernstein-Bush mansion on Government Street in downtown Mobile.

“The museum features displays that tell the story of how the local celebration evolved from its early days to the modern tradition it has become,” said Judi Gulledege, Mobile Carnival Museum’s executive director.

Items on display include memorabilia, gowns, trains and the crowns of coronation royalty. Interactive displays put visitors

in the center of the action, allowing them to climb aboard an actual Mardi Gras float to throw beads and doubloons to a cheering crowd.

"Mardi Gras is not only a celebrated tradition but an economic industry as well," explained Gulledge. "Mardi Gras attracts thousands of tourists each year, ultimately impacting the state of Alabama's economy."

In 2004, the Mobile Bay Convention and Visitors Bureau commissioned an outside, independent economic study through Dr. Samuel Addy and Ahmad Ijaz of the University of Alabama. The impact of Carnival 2004 represented about 6.6 percent of the total \$6.7 billion Alabama tourism industry revenue for 2003. The study reported that \$33 million is spent by the various members of Mardi Gras organizations, \$194 million is spent by parade viewers, \$10.3 million in tax income is generated, \$18.4 million in sales tax is generated, and 12,811 annual jobs are created in Mobile and Baldwin counties related to Carnival.

"Mardi Gras is a celebration by the people, for the people," said Gulledge. "Seamstresses, float builders, hotels, retail stores, and the list goes on and on and, of course, everyone plays their own important role, which produces a successful Mardi Gras, year after year after year!"

For more information about the history of Mardi Gras and the Mobile Carnival Museum, visit [www.mobilecarnivalmuseum.com](http://www.mobilecarnivalmuseum.com)



The Mystics of Time emblem float features a dragon that breathes fire.



The royal robe and train worn by Bragg Van Antwerp in 2001.



The story of Carnival in Mobile is told through exquisite gowns, robes and coronation artifacts, dating from 1921.

## Of Men & Ships

### Miaoulis: From Rebel to Patriot

Originally from December 1998 Issue



Andreas Vokos was ambitious. Born in 1769 the son of a successful merchant, Andreas grew up among Hydra's pro Turkish merchant class, a fierce and independent-minded maritime society that was ruthlessly capitalistic. Andreas Vokos was to be a product of his environment, but in ways that no one would have predicted.

**A one-time pirate, Andreas Miaoulis went on to become the first Admiral of the Greek Navy.**

Andreas went to sea at the age of 10 and soon earned a reputation as a capable mariner and an excellent navigator. Not content to serve as a mere crewman in his father's merchant vessel, Andreas demanded to be given command of his father's ship when he reached the age of 16. When his father refused, Andreas and another ambitious young friend recruited a gang of willing sailors, commandeered his father's ship and sailed away to take up the life of a pirate.

Little is known of this period of young Vokos's life. He is said to have had a mercurial temperament and a fondness for alcohol. For awhile he was allied with the pirate Guillaume "The Maltese" Lorenzo before operating his own piratical syndicate along the coast of Egypt. Despite his aggressive attitude, his skills as a mariner and his strong ambitions, Andreas Vokos failed in his piratical attempts, returning to Hydra after losing his ship and ill-gotten gain.

Humiliated, Andreas was forced to accept a position once more as a crewman in one of his father's merchantmen, commanded by an older brother. Still discontent, Andreas embezzled from his father, pocketing the money for the cargo sold and using it to purchase a vessel for himself. The ship was known as the MIAOULIS, and Andreas took the name as his own. In despair over his son's actions, Dimitrios Vokos withdrew from public life and became a monk.

Andreas Miaoulis, as he now called himself, once more took advantage of his forgiving father, stealing and selling cargoes to

raise capital to expand his own business as a merchant captain. Miaoulis next engaged in running the British blockade against the French, and he began to accumulate great wealth. The Greek captain proved adept at avoiding patrolling British men of war and North African pirates as well, conducting a lucrative trade with the French, Spanish, Portuguese and Italians.

Miaoulis's luck finally ran out, and he was captured off Cadiz by a British blockader. Questioned by Nelson himself, Miaoulis was released after providing honest answers to the British commander. Later that year, the Greek acquired the finest, most heavily armed vessel in Hydra, a 500-ton, 22-gun corvette. Unfortunately, the ship was lost on one of her first outings, wrecked off Cadiz. Miaoulis took out a loan to purchase his next vessel, the smaller HERACLES.

Miaoulis's fortunes expanded, even as Hydra went through turbulent political crises. The Hydriotes split into two factions, those who were pro-Turkish and those who were pro-Russian. When the two sides eventually clashed, the pro-Russians prevailed, ousting pro-Turkish Governor George Voulgaris. Miaoulis, a friend of Voulgaris, stepped in and helped restore order, becoming, in the process, the second most powerful man on the island.

Politics held no interest for Miaoulis; instead, he continued to depend upon the sea for his livelihood, and by 1816, he had become a respected family man and businessman, the owner of three merchant vessels. When the Greek independence movement broke out in March 1821, Miaoulis took a wait-and-see attitude. Hydra had long been pro-Turkish, and its merchants had prospered from the friendly relationship. Now, however, the citizens of Hydra embraced the move for independence, virtually forcing the merchants and ruling class to follow suit in April of that year.



**Lord Nelson released Miaoulis after interrogating him about his activities as a blockade runner.**



The majority of Greek naval power came from three islands: Psara, Spetses and Hydra.

The majority of Greek vessels were owned by the citizens of three islands: Psara, Spetses, and Hydra, and the Greeks formed what came to be known as the Three Island Fleet, made up of between 60 and 80 armed merchantmen. To suggest that there was cohesion among the fleet gives the fledgling rebel navy too much credit. Each island retained command of its individual fleet, and personal jealousies and infighting often resulted in military debacles and missed opportunities on the part of the Greeks.

Miaoulis may have been content to ride out the war as a neutral, watching from the sidelines before siding with the victor, but Hydra's governor, Lazaros Kountouriotis, called upon Miaoulis and prevailed upon him to join the independence movement. When he agreed, Miaoulis threw himself into the cause wholeheartedly. He swore off alcohol, offered up his three ships to the fleet, and drew from his considerable personal fortune to help finance the revolution. Miaoulis served in turn as a local admiral, First Admiral of the Hydriote Fleet, and, eventually, as First Admiral of the Greek Fleet.

The Greek fleet of converted merchantmen seemed no match to the combined fleet of Turkish and, from 1824, Egyptian warships. The Turkish vessels routinely carried 80 to 100 heavy guns, including 64-pounder cannon, while the Greeks mustered but a few 18-pounders. What the Greeks lacked in tonnage and firepower, however, they made up for in speed, maneuverability, experience, and, ultimately leadership.

Admiral Miaoulis proved as ruthless in warfare as he had been in business, demanding discipline and earning the respect of his officers and subordinates. His tactic of choice was the employment of fireships, preferably dispatching a pair of fireships simultaneously to attack an enemy vessel. The hand-picked crewmen would make their vessels fast to the enemy ship, fire their vessels



Mohammed Ali commanded the Turkish fleet in the summer of 1822.

that had been rendered to go up like tinder, and beat a hasty retreat in small boats. Miaoulis refined the technique until his fireships became the scourge of the Aegean Sea.

In the summer of 1822, the Turks dispatched a fleet of 94 warships under the command of Mohammed Ali to attack Hydra and Spetses before relieving the besieged Turkish garrison at Nauplia. Admiral Miaoulis moved to intercept the Turks with his inferior force of 56 armed merchantmen and 16 fireships of the Hydriote Fleet. To be victorious, Miaoulis would have to utilize superior tactics. For guidance, the Greek admiral turned to history, when Themistocles had defeated the superior Persian fleet. Miaoulis planned to use a decoy fleet to lure the Turks through narrow straits, subsequently hampering the Turkish fleet's maneuverability.

The weather failed to cooperate with Miaoulis's well-laid trap: lack of favorable winds prevented the decoy ships from sailing into the straits. The two fleets traded gunfire for six hours before the Turks withdrew to regroup. Two days later, on September 10, the Turks attacked again. Suspecting a trap, the Turks withdrew again, only to renew the attack on September 13. Hydriote fireships were successfully employed to destroy a Turkish brig. It was enough to break the will of the Turks, and Ali sailed for Constantinople.



Greece was fighting for independence from the sprawling Ottoman Empire.



Though casualties often ran into the thousands, many of the engagements between the Greeks and Turks proved inconclusive.

Miaoulis returned to Hydra, where he was welcomed as a hero.

The Greeks' victory was short-lived. The Turks received reinforcements from Egypt, Algiers and Tripoli, along with a new naval commander, Hosref Pasha. Once more,

the Greek fleet found itself in disarray. The Hydriote sailors struck for higher wages, and only relented when Admiral Miaoulis, suffering from an attack of rheumatism, appeared at the waterfront on a stretcher. The men rallied around their admiral and returned to their ships. Additional actions between the Turks and Greeks proved inconclusive, however, and the Greek forces suffered from ensuing infighting.

The Turks and their allies mounted a renewed attack, capturing the forward Greek naval bases at Kasos and Psara and slaughtering 20,000 Greeks in the process. Commanding a fleet of 60 ships, Miaoulis struck back on July 15, 1824, engaging and destroying a Turkish fleet of 25 warships anchored off Psara. Some 2,000 Turkish troops were killed on shore. Afterward, Miaoulis was made First Admiral of the Greek Fleet. The first thing the admiral did in his new capacity was to dispatch 22 Greek ships commanded by Admiral George Sachtouris to protect the island of Samos from invasion. The rest of the fleet was made ready to attack the Egyptian fleet.

Under Sachtouris, the Greeks destroyed three Turkish vessels of Samos on August 5, 1824, and pursued the fleeing enemy fleet toward Halicarnassus. Admiral Miaoulis's fleet rendezvoused with that of Admiral Sachtouris off Halicarnassus. After some preliminary engagements, the enemy attacked on August 29. Hampered by light winds, Miaoulis ordered boats into the water to tow the Greek warships. When, at last, a breeze sprang up, Miaoulis unleashed his fire ships. A Turkish brig went up in flames, and the Turks retreated in the direction of the



The Turks captured Psara, but were, in turn, routed by forces commanded by Admiral Miaoulis.

Egyptians. The fleets exchanged volley after volley, and the Greeks managed to send five fireships into the midst of the Turkish line of battle. A Tunisian frigate carrying 1,300 sailors and soldiers was destroyed. The Turks and Egyptians broke off the engagement retreating to the south.

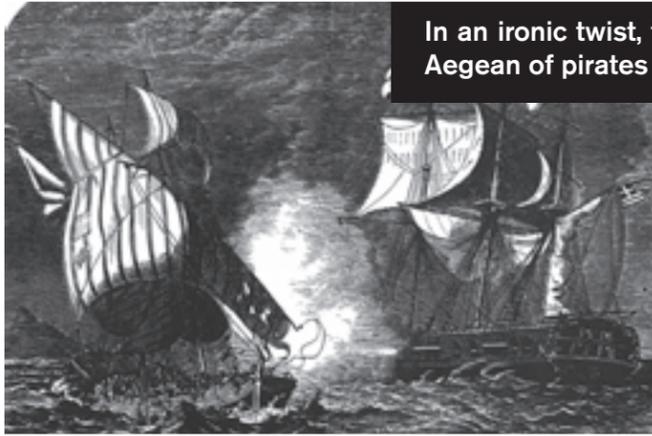
Admiral Cochrane, of the Royal Navy, took command of the Greek Navy once the international powers came to the aid of Greece.



Skirmishes continued, eventually forcing Hosref Pasha to return to Constantinople, while the Egyptian fleet made for Crete. Miaoulis moved to intercept the Egyptians, destroying 20 vessels and dispersing the rest of the fleet.

Engagement followed engagement, but Miaoulis was prevented from delivering the deathblow to the Turks and Egyptians, always hampered by uncooperative weather or the continued disunity of Greek command or both. Miaoulis turned his attention to the besieged city of Missolonghi, drawing the blockaders away long enough to get much-needed supplies to the starving citizens. The admiral's efforts were in vain, however. On April 22, 1826, the citizenry attempted to break through enemy lines and were killed en masse.

The defense of Missolonghi, and its tragic loss, brought increased international attention to the plight of the Greeks. Great Britain came to the aid of the independence movement, providing an infusion of cash. In addition to British financial assistance came a new naval commander, Admiral George Cochrane, Lord Dundonald. Cochrane became Admiral in Chief of the Greek Navy, with Admiral Miaoulis relegated to command of a single vessel, the HELLAS, a 2,200 ton frigate built in the United States. An international alliance among the British, French and Russians called for independence for Greece. The allies defeated the Turks at the Battle of Navarino on October 20, 1827, in one of the most decisive naval battles ever waged. Shortly thereafter, Cochrane resigned from command of the Greek Navy, and Count Ioannis Kapodistrias,



In an ironic twist, the one-time pirate Miaoulis concentrated on ridding the Aegean of pirates following the revolution.

the HELLAS, and the corvette HYDRA before slipping away to Hydra.

Admiral Konstantinos Kanaris, long an ally of Miaoulis during the revolution, replaced Miaoulis as commander in chief of the Greek Navy and sailed for Hydra to establish a blockade of the rebellious island.

In the meanwhile, Kapodistrias was assassinated in October 1831, and two separate Greek governments arose from the ensuing chaos. Miaoulis backed the Constitutionalists, who eventually proved successful by gaining international backing. When Prince Otto of Bavaria was crowned King of Greece, he rewarded Miaoulis by naming him Vice Admiral of the Greek Navy. Vice Admiral Miaoulis, once a pirate and prodigal son, had achieved greatness during his lifetime. Reconciled with his father, the merchant turned naval commander proved an iron-willed and principled patriot who played a major role in achieving Greek independence. He died in June 1835, and is today buried beside his hero, Themistocles, on the grounds of the Naval Cadets School in Piraeus.

the first governor of Greece, restored Miaoulis as the Greek Navy's highest ranking officer.

Miaoulis now concentrated on suppressing piracy in the Aegean. Greek politics continued to prove stormy, with the Hydriotes rebelling against Kapodistrias's government in 1831. Admiral Miaoulis came to the defense of his native island, moving to preempt an attack by other Greek naval forces and eventually engaging and inflicting heavy casualties upon a Russian squadron sent to aid Kapodistrias. When the Russians attacked again, Miaoulis burned his own flagship,

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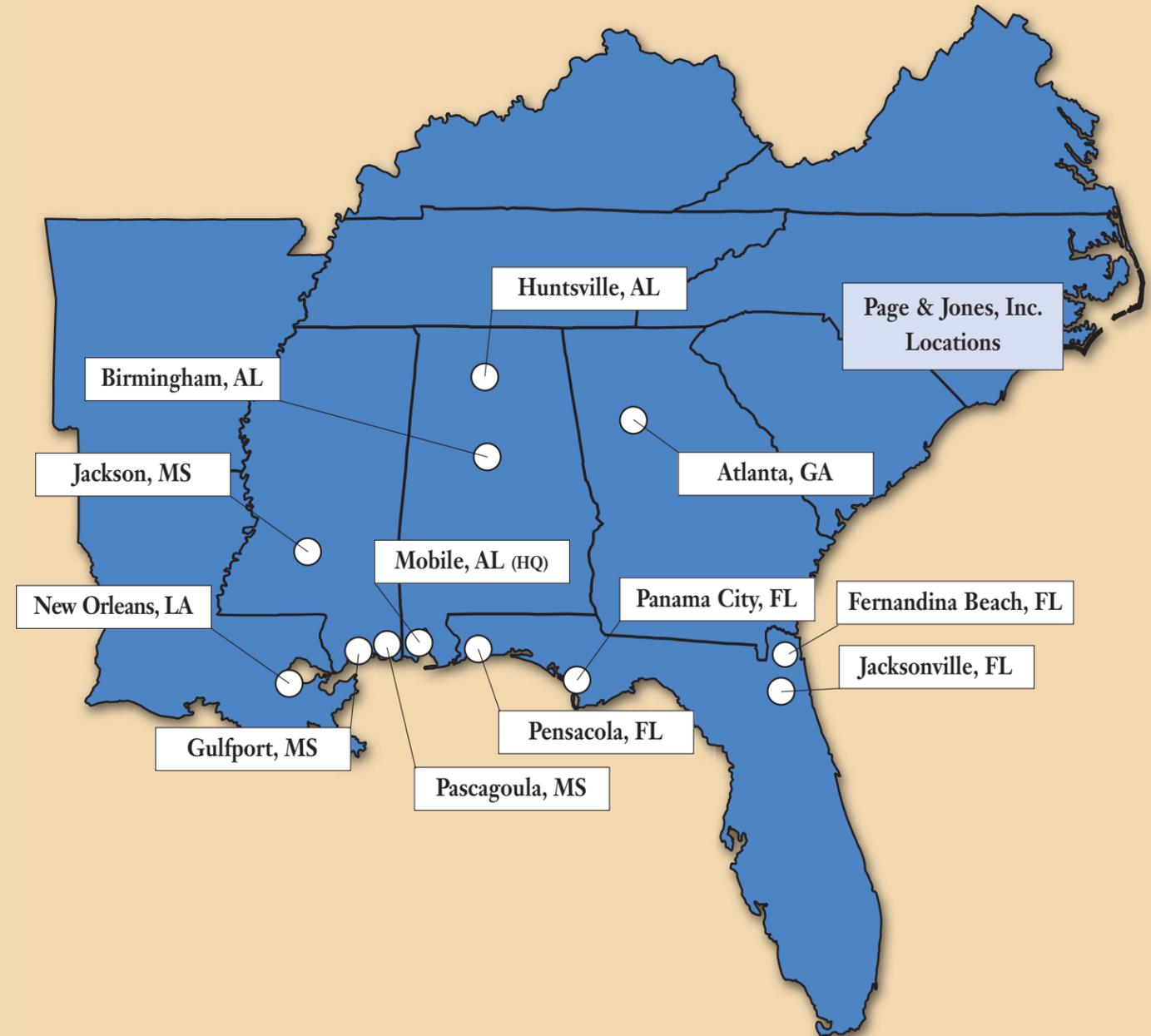
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<b>ARUBA</b>	ORANJESTAD		
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	ZIM	Weekly	Glovis USA
	SYDNEY		
	ZIM	Weekly	Glovis USA
<b>BARBADOS</b>	BRIDGETOWN		
	C.I.C.	Monthly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
<b>BELGIUM</b>	ANTWERP		
	Star	Monthly	Star Shipping
<b>BELIZE</b>	BELIZE CITY		
	ZIM	Weekly	Glovis USA
	BIG CREEK		
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	C.I.C.	Bi-weekly	Seacliff Agency
	BREVOS		
	C.I.C.	Bi-weekly	Seacliff Agency
	FORTALEZA		
	ZIM	Weekly	Glovis USA
	ITAJAI		
	ZIM	Weekly	Glovis USA
	RIO DE JANEIRO		
	ZIM	Weekly	Glovis USA
	RIO GRANDE		
ZIM	Weekly	Glovis USA	
SANTOS			
ZIM	Weekly	Glovis USA	
VITORIA			
ZIM	Weekly	Glovis USA	
<b>BULGARIA</b>	VARNA		
	ZIM	Weekly	Glovis USA
<b>CAMEROON</b>	DOUALA		
	ZIM	Weekly	Glovis USA
<b>CANARY ISLANDS</b>	LAS PALMAS		
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<b>CAYMAN ISLANDS</b>	GEORGETOWN		
	MCW Shipping	Bi-weekly	Bulk Shipping

DESTINATION	LINE	FREQUENCY	AGENT
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	Star	Monthly	Star Shipping
	DALIAN		
	ZIM	Weekly	Glovis USA
	FUZHOU		
	ZIM	Weekly	Glovis USA
	GUANGZHOU		
	ZIM	Weekly	Glovis USA
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	ZIM	Weekly	Glovis USA
	SHEKOU		
	ZIM	Weekly	Glovis USA
	SHANGHAI		
ZIM (AGX)	Weekly	Glovis USA	
SHENZHEN			
ZIM	Weekly	Glovis USA	
TIANJIN			
ZIM	Weekly	Glovis USA	
XINGANG			
ZIM	Weekly	Glovis USA	
ZHUHAI			
ZIM	Weekly	Glovis USA	
<b>COLOMBIA</b>	BARRANQUILLA		
	ZIM	Weekly	Glovis USA
	CARTAGENA		
	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
	ZIM	Weekly	Glovis USA
PUERTO CABELLO			
Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency	
SANTA MARTA			
Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency	
<b>COSTA RICA</b>	PUERTO LIMON		
	ZIM	Weekly	Glovis USA
	SAN JOSE		
ZIM	Weekly	Glovis USA	
<b>CROATIA</b>	RUEKA		
	ZIM	Weekly	Glovis USA
<b>CURACAO</b>	WILLENSTAD		
	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		
	Atlanticargo	Every 10 Days	Norton Lilly International
<b>DJIBOUTI</b>	DJIBOUTI		
	ZIM	Weekly	Glovis USA
<b>DOMINICA</b>	ROSEAU		
	C.I.C.	Monthly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
<b>DOMINICAN REPUBLIC</b>	RIO HAINA		
	Caribbean Forest Carriers	Inducement	Transmarine Alabama LLC
	C.I.C.	Bi-weekly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
<b>EGYPT</b>	ALEXANDRIA		
	Nordana	Inducement	Biehl & Co.
	ZIM	Weekly	Glovis USA
	PORT SAID		
ZIM	Weekly	Glovis USA	
<b>EL SALVADOR</b>	SAN SALVADOR		
	ZIM	Weekly	Glovis USA
<b>ENGLAND</b>	TILBURY		
	Atlanticargo	Every 10 Days	Norton Lilly International
	Star	Monthly	Star Shipping
<b>FRANCE</b>	BOULOGNE		
	Star	Monthly	Star Shipping
	FOS		
	ZIM	Weekly	Glovis USA
	MARSEILLE		
	ZIM	Weekly	Glovis USA
<b>GERMANY</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
<b>PARAGUAY</b>	PANAMA CITY		
	ZIM.....	Weekly.....	Glovis USA
<b>PARAGUAY</b>	ASUNCION		
	ZIM.....	Weekly.....	Glovis USA
<b>PHILLIPPINES</b>	CEBU		
	ZIM.....	Weekly.....	Glovis USA
	MANILA		
<b>POLAND</b>	ZIM.....	Weekly.....	Glovis USA
	GYDNIA		
<b>PORTUGAL</b>	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	LEXIOS		
<b>PORTUGAL</b>	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>	NOVOROSIYSK		
	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		
<b>SOUTH AFRICA</b>	Gulf Africa Line.....	Monthly.....	Biehl & Company
	RICHARDS BAY		
<b>SOUTH AFRICA</b>	Gulf Africa Line.....	Monthly.....	Biehl & Company
	RICHARDS BAY		
<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
	ZIM.....	Weekly.....	Glovis USA
<b>SWEDEN</b>	GOTHENBURG		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	STOCKHOLM		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
<b>SWEDEN</b>	Polish Ocean Line.....	Weekly.....	Biehl & Company
	ZIM.....	Weekly.....	Glovis USA
<b>SURINAME</b>	PARAMARIBO		
	ZIM.....	Weekly.....	Glovis USA
<b>TAIWAN</b>	KAOSIUNG		
	ZIM.....	Weekly.....	Glovis USA
	KEELUNG		
	ZIM.....	Weekly.....	Glovis USA
	TAICHUNG		
	ZIM.....	Weekly.....	Glovis USA
<b>TAIWAN</b>	TAOYUAN		
	ZIM.....	Weekly.....	Glovis USA
<b>TANZANIA</b>	DAR ES SALAAM		
	ZIM.....	Weekly.....	Glovis USA
<b>THAILAND</b>	BANGKOK		
	ZIM.....	Weekly.....	Glovis USA
	LAEM CHABA		
<b>THAILAND</b>	ZIM.....	Weekly.....	Glovis USA
	C.I.C.....	Monthly.....	Seacliff Agencies
<b>TOBAGO</b>	LOME		
<b>TOGO</b>	ZIM.....	Weekly.....	Glovis USA
	ZIM.....	Weekly.....	Glovis USA
<b>TRINIDAD</b>	POINT LISAS		
	ZIM.....	Weekly.....	Glovis USA
	PORT OF SPAIN		
	C.I.C.....	Bi-weekly.....	Seacliff Agencies
<b>TRINIDAD</b>	ZIM.....	Weekly.....	Glovis USA
	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
<b>TURKEY</b>	KOPER		
	ZIM.....	Weekly.....	Glovis USA
	MERSIN		
	Nordana.....	Inducement.....	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	ZIM.....	Weekly.....	Glovis USA
<b>UKRAINE</b>	ILICHEVSK		
	ZIM.....	Weekly.....	Glovis USA
<b>UKRAINE</b>	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



River Packet on way to Mobile, Ala. - '74



River scene near Tuscaloosa, Ala.

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

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BOLIVIA–Thomas J. Purvis–3413 Canacee Dr.....(251) 866-6969  
DENMARK–Marin H. Cunningham– 205 St. Louis St.....(251) 432-4633  
DOMINICAN REPUBLIC–Luis Frías–951 Government St., Suite 520.....(251) 432-2332  
GEORGIA–Mat 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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CHICKASAW CONTAINER SERVICES, INC.....(251) 457-7300  
DOCKSIDE SERVICES.....(251) 438-2362  
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BUCHANAN LUMBER–104 Industrial Canal Rd. East.....(251) 433-9567  
CASSIDY LUMBER–P. O. Box 391, Mobile 36601.....(251) 456-0099  
MIDWAY FOREST PRODUCTS–P. O. Box 7667, Spanish Ft., 36527.....(251) 626-8010  
SMITH COMPANIES–100 Pardue Rd. Pelham 35124.....(800) 322-0540

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MMS PACKAGING COMPANY–P. O. Box 2066.....(251) 438-3658  
PORT CITY MOVERS & DELIVERY–2618 Old Shell Road.....(251) 342-7079  
STEM PRODUCTS–P. O. Box 66531.....(251) 457-5557  
L. H. STUART CO., INC.–2064 Ave. C, Brookley.....(251) 441-0770  
TEAGUE BROS. TRANSFER & STG. CO.–519 Bayshore Ave.....(251) 476-6122

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SAFETY SOURCE INC.–6161 Rangeline Road.....(251) 443-7445  
UNITOR SHIP SERVICES–500 St. Louis St.....(251) 432-0762  
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★ JOHN M. BRINING CO.–P. O. Box 403.....(251) 432-9741  
★ N. O. CUNNINGHAM–205 St. Louis St.....(251) 432-4633  
EMERY FORWARDING–2215 Ave. "O" Brookley Complex.....(251) 433-0885  
EMO TRANS.....(251) 342-3313  
★ EXPEDITORS INTERNATIONAL.....(251) 431-4992  
JENSEN SHIPPING CO.–244 W. Valley Ave., Birmingham, AL.....(205) 328-2343  
★ CAROLE C. LELAND–244 W. Valley Ave., Birmingham, AL.....(205) 328-2343  
★ M. G. MAHER & CO., INC.–80 St. Michael's St., Ste. 315.....(251) 433-9474  
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★ RICHARD MURRAY & CO.–109 No. Conception St.....(251) 432-5549  
★ PAGE & JONES, INC.–52 N. Jackson St.....(251) 432-1646  
Birmingham, P. O. Box 320126.....(205) 956-8429  
Huntsville, P. O. Box 6025.....(256) 772-0231  
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★ DANIEL F. YOUNG–1215 Seminole Rd. NW, Hartselle, AL.....(256) 773-6202  
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★ MOBILE MOVING & STORAGE.....(251) 438-3658  
★ EUROMEX WAREHOUSE–30427 County Rd. 49 N, Loxley, AL.....(251) 964-4607  
★ HUNTSVILLE, AL–P. O. Box 6241.....(256) 772-3105  
★ BIRMINGHAM, AL–Shaw Warehouses.....(205) 251-7188  
S/M WAREHOUSE.....(251) 679-3344

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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  
LEA DIVING & SALVAGE–Alabama State Docks.....(251) 432-4480  
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BOSARGE DIVING–Pascagoula, MS.....(888) 762-6364  
BROWN SALVAGE & DIVING CO.–P. O. Box 1415, Pensacola, FL.....(800) 234-3471  
COMMERCIAL DIVING SERVICES INC.–P. O. Box 850637, Mobile, AL 36685.....(251) 665-0017  
FATHOM INDUSTRIES–5385 Battleship Parkway, Spanish Fort, AL.....(251) 626-7800  
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R. CARTER & ASSOC., INC.–507 Diaz St., Prichard, AL.....(251) 452-0154  
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  
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

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## MARINE FUMIGATION SERVICES

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ATLAS PEST CONTROL.....(251) 341-1410  
BUGMASTER EXTERMINATORS, INC.....(251) 666-4402  
ORKIN EXTERMINATING CO., INC.....(251) 666-7506  
REDD PEST CONTROL.....(251) 660-1550  
TERMINIX SERVICE.....(251) 447-0858

## 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) 666-6683  
MOBILE MARINE RADIO–7700 Rinla 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

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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) 626-1766  
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) 873-4382  
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  
NAUTICAL 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) 473-5327

## MARITIME WASTE DISPOSAL

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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  
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## MOTOR TRANSPORT (★ CONTAINER SERVICES)

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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) 675-6495  
AVERITT 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) 438-6994  
BUFFALO WOOD, INC.....(801) 645-5865  
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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 DRAYAGE.....(800) 321-0801  
DOLPHIN LINE, INC.....(251) 666-2057  
DUFFY FREIGHT CARRIERS.....(334) 284-2656  
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★ EASTMAN LOGISTICS.....(334) 792-5661  
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FIKES TRUCK LINE, INC.....(800) 643-6611  
FINCH DISTRIBUTION.....(800) 844-5391  
FRIESE HAULING INC.....(800) 654-4811  
GLOBAL MARITIME LOGISTICS LLC.....(251) 432-2000  
★ GULF COAST INTERMODAL.....(251) 653-1880  
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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) 457-1364  
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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) 457-5369  
MILAN EXPRESS CO., INC.....(251) 456-8571  
★ MILLER TRANSFER.....(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) 748-8931  
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★ OVERTNIE TRANSPORTATION CO.....(251) 456-6545  
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★ QUICK DELIVERY SERVICE, INC.....(251) 471-5369  
★ RICHWAY TRANSPORTATION SERVICES.....(251) 441-7499  
ROADWAY EXPRESS.....(251) 457-9274  
ROSS NEELY SYSTEMS, INC.....(800) 366-3369  
SAIA MOTOR LINES.....(251) 452-5700  
SCHNEIDER NATIONAL.....(800) 558-8767  
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SOUTHERN HAULERS, INC. (Dump Trucks).....(800) 537-4621  
★ SOUTHERN INTERMODAL XPRESS INC. (SI).....(251) 438-2749  
★ S/M TRANSPORTATION.....(251) 679-8200, (888) 546-2013  
SPECIALTY TRANSPORTATION CO. (Bulk).....(888) 467-1397  
★ TRANS-STATE LINE.....(800) 643-2140  
TRISM SPECIALIZED CARRIERS.....(800) 292-3829  
U. S. F. DUGAN.....(251) 457-5326  
WATKINS MOTOR LINES, INC.....(251) 621-0280  
WILLIS SHAW FROZEN EXPRESS.....(251) 661-9420  
★ WILSON TRUCKING CORP.....(251) 452-0668, (866) 645-7405  
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) 441-7280

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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

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MARITIME SAFETY & SECURITY COUNSEL LLC.....(251) 767-9430

## SHIP CHANDLERS/SERVICES

AIR GAS GULF STATES–5480 Hamilton Blvd, Theodore, 36582.....(251) 653-8743  
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ATLAS MARITIME SERVICES CO.–P. O. Box 2901.....(251) 432-4533  
ATRY GREER & SONS–2850 W. Main St.....(251) 457-8655  
CTW LAUNDRY/LINEN SVC.–2750 Mauldin St.....(251) 476-2299  
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  
GLASCOW-MOORES–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) 661-1276  
CHINA SHIPPER SUPPLIES–456 Dauphin Island Parkway.....(251) 479-5746  
KAMIL SHIP SUPPLY–500-504 St. Louis St.....(251) 432-0762  
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KLOMAR SHIP SUPPLY–P. O. Box 1118.....(251) 471-1153  
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MARINE & INDUSTRIAL SUPPLY CO.–150 Virginia St.....(251) 438-4617  
MARINE SPECIALTY CO.–111 Short Texas St.....(251) 432-0581  
MIDSTREAM FUEL–P. O. Box 2826.....(251) 433-4972  
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PEDERSEN MARINE SERVICE & SUPPLY–662 St. Louis St.....(251) 432-6045  
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SMITH SERVICES OF ALABAMA–701 Bill Myers Dr.....(251) 675-0855  
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IDEAL MARINE SERVICE–401 St. Emanuel St.....(251) 432-8962

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OFFSHORE-INLAND MARINE & OILFIELD SERVICES.....(251) 443-5550  
UNIVERSAL MARINE SERVICES, INC.–958 S. Conception St.....(251) 432-7708  
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## CG RAILWAY

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ops@celtic-international.com

## CMA CGM

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

## CRIMSON SHIPPING CO., INC.

Ken Wear, Terminal Operations Manager  
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kenneth.wear@crimsonshipping.com

## FILLETTE, GREEN SHIPPING SVC. (USA) CORP.

mob@fillettegreen.com

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## GENERAL STEAMSHIP CORP.

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John Kirkpatrick Jr, District Manager

## GLOVIS USA

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Thomas Johansen - 770-226-5936

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Don Walden - 770-226-5909  
Sara Beth Fielden - 770-226-5945  
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Operations/Mobile  
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Elaine E. Dearmon, Vice President  
Josie Mock, Manager  
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Stephen G. Havranek, Vice President  
operations@lottship.com

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P.O. Box 1064, Mobile, AL 36633  
Jason Kernion, operations Manager  
(251) 434-9600 • Fax: (251) 441-7171  
email: ops-mobile@mescltd.com

## NORD-SUD SHIPPING, INC.

Jeffrey Berthelot • (225) 869-7450  
1940 Jefferson Highway, Lutchter, LA 70071  
norsudnola@nordsudshipping.com

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Nautica

Navios Corporation  
Seamar Shipping  
Seatrap Tankers  
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Torm Bulk  
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Michael B. Lee, President  
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## SEACLIFF AGENCIES, LLC

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Ritchie Macpherson, Manager  
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## SEAGULL MARINE INC.

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Tim Dardar, Vessell Agent  
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## SHIP SUPPLY OF FLORIDA, INC.

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## TRANSMARINE ALABAMA INC.

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## WESTFAL-LARSEN SHIPPING

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