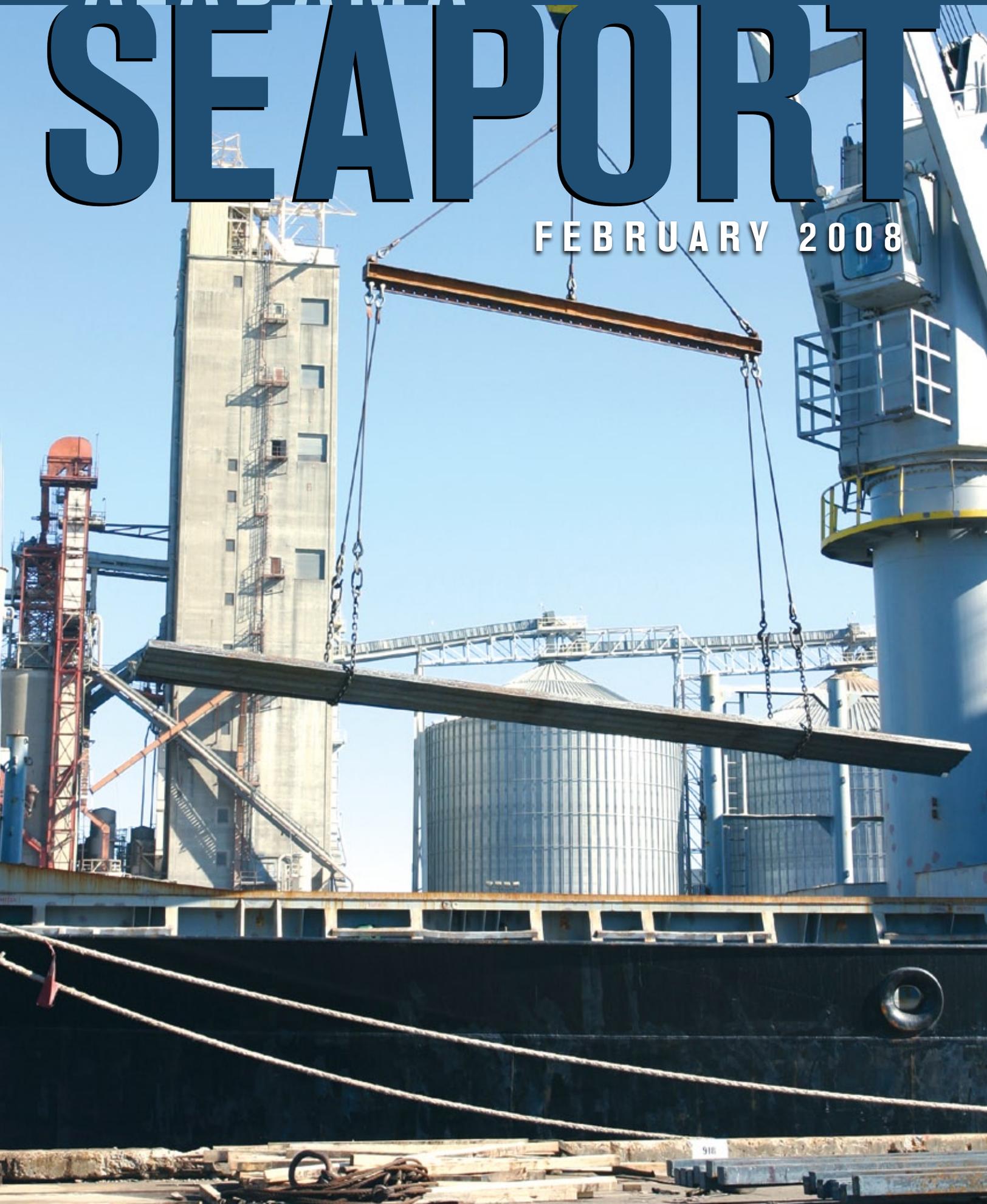


ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

FEBRUARY 2008



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On the Cover

STEEL BILLETS LOAD TO A SHIP AT THE PORT OF MOBILE.

SOUTHBOUND:



Mobile's growing economy and regional prominence has enabled FedEx great opportunities to expand their Mobile operation.

To airplane pilots, Mobile is known as the "city under the magnificent trees" or the "green city." From their perspective in the sky during take-off and approach, the pilots have a bird's eye view looking down on the massive oak trees dominating Mobile's landscape. The pilots flying the FedEx cargo airplanes in and out of the "Port City" witness this spectacular scene on a daily basis from the cockpit seat – first row in the balcony.

Of the FedEx corporate family, member FedEx Express holds the honor as its largest operating company. On a typical business day, FedEx Express handles approximately 3.2 million documents and packages.

The origins of FedEx Express can be traced back to 1965. At this time, Fred Smith was studying as an undergraduate student at Yale University in New Haven, Connecticut. While a college student, he also earned money flying out of the New Haven airport as a charter pilot. This airport served several high-tech businesses; therefore, attentive Smith heard the corporate pilots speaking frequently of the constant flights required to supply needed computer items.

This innovative and discerning young man penned a research paper for an economics class regarding the passenger route systems utilized by the shippers of airfreight then. Smith perceived such networks as being economically inadequate; therefore, he discussed the need in his paper for shippers to develop a system customized for airfreight facilitating those time-sensitive shipments of computer components, electronic equipment and medicine in a reliable fashion. This launched the idea for FedEx Express.

After graduating from Yale with an economics degree, Smith served his country as a pilot and platoon leader in the Marines. This was no surprise since he always had a fascination with flying; he attained the position of amateur pilot as a teenager. While in the military, Captain Smith closely studied its logistics system.

On the heels of his military service, Fred Smith acquired a controlling position in Arkansas Aviation Sales of Little Rock. As Smith was occupied with overseeing



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Governor of Alabama

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FedEx Express is one of the major tenants at the Brookley Airport Complex utilizing these runways, especially 18-36.

the operations of his new acquisition, he noticed the arduous task of delivering packages and other airfreight items in a one-to two-day time limit. This accelerated the implementation of the idea for FedEx Express.

In 1971, Smith founded and incorporated FedEx Express. Business operations commenced two years later with 14 small airplanes departing the Memphis (Tennessee) International Airport on the night of April 17, delivering a total of 186 packages to 25 cities in the U.S. between Miami, Florida, and Rochester, New York. Memphis was selected as the site for company headquarters for myriad reasons: the airport very infrequently closed due to weather conditions; the airport accommodated FedEx Express with hangar space and facilities improvements; and this mid-south city was centrally-located regarding the original target market cities for small package deliveries.

FedEx Express operates the largest all-cargo air fleet in the world. Its fleet of airplanes includes, but is not limited to, Airbus A-300s, Airbus A-310s and McDonnell-Douglas MD-11s and DC-10s. The lift capacity of its planes exceeds 26.5 million pounds on a daily basis. This workhorse fleet of jets logs almost 500,000 miles each 24-hour period.

In excess of 300 Boeing B-727 airplanes originally built as passenger transports have been converted to freighters through the years. This conversion process still continues today. The Boeing B-727-200F represented the last version of the 727 family built. This configuration boasted a 58,000-pound, 11 pallet capacity. FedEx Express purchased 15 of these cargo haulers.

The Brookley Airport Complex situated near the downtown Mobile area provides a perfect location for transportation services – road, water, rail and air. It is in close proximity to the intersection of the east-west corridor Interstate 10 and the north-south corridor Interstate 65. Mobile Bay and the Mobile River are also very nearby. It is adjacent to the CSX Railroad. The complex owned and operated by the Mobile Airport Authority (MAA) additionally offers two Instrument Landing System (ILS) runways: Runway 14-32, 9,600 feet in length and Runway 18-36, 7,600 feet long.

FedEx Express is one of the major tenants at the Brookley Airport Complex utilizing these runways, especially 18-36. Marc Pelham, director of Brookley, commented on the presence of FedEx Express in Mobile. “FedEx has been an important part of Brookley’s air cargo community for over ten years. Mobile’s growing economy and regional prominence has enabled FedEx great opportunities to expand their Mobile operation. Thus, we see FedEx’s future growth being fueled by this region’s continued economic expansion and further development as a major North American hub for intermodal transportation and shipping.”

Julie Adam of the MAA marketing department and Chris Fonte, FedEx ramp manager at Brookley, provided some information on the activity of FedEx Express at the Brookley Complex. To avoid the traffic congestion experienced on Airport Boulevard and to reduce the “stem time” of making deliveries to Pensacola and Fort Walton Beach in Florida, the company moved from Mobile’s Bates Field to Brookley in the mid-1990s. On an average day, there are three arrivals and three



FedEx has been an important part of Brookley's air cargo community for over ten years.

departures by B-727 planes ("screamers") serving Mobile. These planes arrive from Memphis and depart to Memphis. The 30 employees at this Mobile facility handle a volume of freight and mail amounting to about 100,000 pounds per day. Yet, it only takes approximately 45 minutes to unload and load a plane – sometimes as little as 30 minutes of turnaround.

From time to time, heavy fog in the Mobile area causes the two early morning FedEx inbound flights to divert to New Orleans. If the fog lifts to acceptable levels, then the planes can leave the "Crescent City," after sitting on the ground a while, and land in Mobile. Otherwise, the FedEx products and U.S. Postal Service products on the planes must be trucked from New Orleans. The Brookley Field Mobile (BFM) FedEx facility serves four stations: Pensacola; Fort Walton Beach; Mobile; and Biloxi, Mississippi.

Located at the Brookley Industrial Complex, Mobile Aerospace Engineering (MAE) performs heavy aircraft maintenance, repairs and overhauls. In addition to making deliveries to Mobile, the narrow-bodied FedEx B-727s visit the city for scheduled maintenance at MAE. The wide-bodied FedEx planes (A-300s, A-310s, MD-11s and DC-10s) also fly into the city tucked away on the northwest shore of Mobile Bay for required work by MAE mechanics.

FedEx is in the process of phasing out its B-727s and replacing them with B-757s. The narrow-bodied B-757s are more economical on payroll and fuel. It takes a three-person crew to fly the B-727s, but only a two-person crew to operate the B-757s. FedEx is acquiring B-757s from commercial airlines. Recently, FedEx signed a contract of nearly half a

billion dollars with MAE to convert the B-757 passenger planes to cargo planes.

In May 2007, MAE received the initial B-757-200 with the timeline of delivery in December 2007. A total of 87 jets are scheduled for conversion over the next seven years. FedEx ranks as one of the top customers of MAE.

The MAA, MAE, Brookley and FedEx are indeed major contributors to the Mobile economy. All four play pivotal roles in air transportation.

Fred Smith still serves today as the chairman, chief executive officer (CEO) and president of the first overnight express delivery company in the world as well as the largest in the U.S. Moreover, the Memphis-Mobile connection of FedEx Express is also still alive and well. □

GETTING BACK TO NATURE

WITH THE ALABAMA WILDLIFE FEDERATION

For many Alabama children, outdoor field trips may be their only exposure to the natural world around them. Thanks to several innovative programs from the Alabama Wildlife Federation (AWF), fun and exciting educational opportunities introduce children to the wonderful world outdoors. With great foresight for future generations, sportsmen began AWF in 1935 with a plan of conservation and wise use of wildlife and natural resources. It is Alabama's oldest and largest non-profit conservation organization.

AWF is located in Millbrook, just a few miles north of Montgomery at Lanark, the former estate of AWF benefactors Isabel and Wiley Hill. The Alabama Nature Center is nestled among 350 acres of forest, fields, streams, ponds and wetlands. Since its opening, the Alabama Nature Center has welcomed nearly 10,000 visitors, including 6,000 school-aged children. More than five miles of boardwalks and trails connect three distinct regions: Turkey Ridge, Hilltop Pass and Still Creek Run. Some of the most popular destinations include The Gum Pond, the Natural Spring, Tree Top Walk and the Still Creek Riparian Forest.

Programs are designed to accommodate children from pre-school through high school and meet Alabama Department of Education Course of Study Objectives. From September to May, Monday through Friday, Lanark is full of students coming to experience natural Alabama. With plenty of hands-on activities, children are exposed to the state's natural history and biodiversity. "It sparks their creativity and sense of wonderment," said AWF Conservation Education Specialist April Waltz. "They get excited about exploring their natural environment and many times they don't realize they are 'learning' because they are having fun."



Alabama Wildlife Federation's field trips provide hands-on, fun activities to spark kids' interest in the natural world around them by introducing them to Alabama's natural history and biodiversity. *Photo courtesy of Alabama Wildlife Federation.*

Most field trips include a variety of age groups, though special programs are customized for pre-school, high school and special needs students. For kindergarten through the fourth grade, the "Waters of Life" field trip introduces them to wet and wild adventures such as hiking and exploring wetlands. The day gets hands-on with netting water creatures and catching fish. In this natural classroom, topics covered include Alabama's water resources, wetlands, the water issues of pollution and aquatic 'invaders,' and the role of conservation.

"Wonderful Wildlife" is suitable for kindergarteners through seventh grade students and spends time on Lanark's many trails in search of wildlife in its natural environment. A highlight of this field trip is a live specimen that is caught, then released by AWF licensed staff members, who impart a message of conservation to the students. Other topics include the characteristics of Alabama wildlife, a discussion of who lives where and identification of Alabama Wildlife.

Each field trip is paired with a special activity to build on the message of nature education and conservation. Streams of Life includes a hike down one of Lanark's streams. Students get a chance to be hands on with the Swamp Stomp, a mix of

Each field trip is paired with a special activity to build on Alabama Wildlife Federation's message of nature education and conservation. In the Nature Scavenger Hunt, students learn about Alabama resources while searching for them at Lanark. *Photo courtesy of Alabama Wildlife Federation.*



In the process of having fun, children learn about natural Alabama and all it has to offer in a 'natural classroom' setting. *Photo courtesy of Alabama Wildlife Federation.*

mud, adventure and learning at the Alabama Nature Center's swamp. Kids are provided with poles for the Fishing for Fun adventure. In the Nature Scavenger Hunt, students learn about Alabama resources while searching for them at Lanark.

To continue and foster the students' new interest in nature, AWF provided tools for teachers to take nature back to their classrooms. The Discovering Our Heritage program provides environmental education materials and programs, along with a lesson plan, for teachers to merge in with his or her own educational plan for the year. It addresses experiential learning with direct student involvement to study issues in each community and develop problem-solving skills. The Alabama Outdoor Classroom Program assists schools in creating a sustainable outdoor classroom site for outdoor learning activities.

"Our hope is that students gain a greater appreciation for Alabama's wildlife and natural resources, and develop a passion for the outdoors," said Waltz. "We work with the school's outdoor classroom planning committees to help make these projects more sustainable and not just a project that a school gets excited about for a year or two. Also, we want the outdoor classrooms to be effective educational tools that teachers can use for hands-on activities instead of students trying to learn straight from a book."

More than 100 schools across the state are involved in the Alabama Outdoor Classroom Program. Certified schools, which provide a model for other registered schools, include Allentown Elementary in Semmes, Baldwin County High School in Bay Minette, Meadowview Elementary in Selma, West Morgan Elementary in Trinity, and Sparkman High School in Harvest.

"Many schools and teachers are implementing 'learning stations' in their outdoor classroom sites where they can focus on studying a particular wildlife species – such as using a butterfly garden to study the life cycle and metamorphosis of a butterfly – or a particular ecosystem – such as using nature trails to study a woodland habitat or using a pond to study an aquatic ecosystem," said Waltz. "We don't have specific statistics related to schools using outdoor classroom sites, but when a

teacher uses his or her outdoor classroom to teach a subject or topic outside with a hands-on activity instead of how they have traditionally taught the subject or topic indoors from a book, we feel it helps teachers and students feel more comfortable outside and more excited about teaching and learning."

Specific workshops are offered for teachers at botanical gardens and extension centers across the state allowing them to gain information on topics such as youth gardening and developing ponds, then bring it back to their schools. Other programs for school children are available, with hundreds of students participating in the William R. Ireland Sr. Youth Wildlife Art Contest where the subject matter must be a wildlife species indigenous to Alabama. The program is a partnership with AWF and the U.S. Fish and Wildlife Service's Wheeler National Wildlife Refuge and the Alabama Department of Conservation and Natural Resources. AWF encourages students to learn about the subject of their artwork, as well as wildlife species and habitats found in Alabama.

"Recent studies demonstrate that children are playing outside less, teachers and parents are taking children outside less, adults and children are fearful about going outside, and society in general are becoming disconnected from nature as we become more connected to the Internet, video games, cell phones and other electronic gadgets," said Waltz. "Our hope is that through AWF's conservation education programs like the Outdoor Classroom Program and the Alabama Nature Center's Lanark Field Days and general public weekends, we will have the opportunity to introduce more people – young and old – to the outdoors, increase their knowledge about Alabama's great biodiversity and natural history, while instilling a love for nature and wildlife." □



Field trips take place rain or shine, thanks to the Lanark Pavilion and the fact that most of the programs can be modified as rainy day activities. *Photo courtesy of Alabama Wildlife Federation.*

ALABAMA'S STATE CAPITOL: A MONUMENT TO HISTORY AND POLITICS

Alabama is a state on the move. And so, for many years, was its capitol. Since 1817, Alabama has had five capitols: Saint Stephens in the southwest part of the state; Huntsville in north Alabama; Cahaba, at the convergence of the Cahaba and Alabama rivers; Tuscaloosa, a vibrant city on the Black Warrior River; and finally after a competition of river towns, Montgomery on the Alabama River.

Andrew Dexter, one of the city's founders, thought Montgomery was the ideal location for the new Capitol. He worked with the Legislature and other influential Alabamians to move the Capitol to the city. He even purchased a piece of land on top of a large hill at the head of Dexter Avenue in the eventuality that the city was chosen – the spot for the new Capitol building. It was called "Goat Hill" for the goats that grazed there, a name which has stuck even to today as political news from "Goat Hill" is reported.

Once Montgomery was selected, bonds for \$75,000 were issued by the municipality and a Greek Revival style Capitol was designed by Stephen D. Button, a Philadelphia architect who also assisted in the design of the nation's Capitol. The contractors were B.F. Robinson and R.W.R. Wardwell. When the completed building was presented on Dec. 6, 1847, it marked the beginning of the Legislature's first biennial session.

Only two years later in 1849, the building was struck by lightning, starting a fire which burned the Capitol to the ground. The cause of the fire is unclear; at that time, a house committee appointed to lead the investigation concluded the fire originated by sparks reaching a beam above a fireplace flue. The new Capitol was built on the same site and completed in 1851, explained Senior Restoration Artisan Bob Canter. A committee led by Nimrod E. Benson and Daniel Pratt designed the new structure; Barachias Holt served as superintending architect and may have drafted part of the original design. A large, three-story east wing was added in 1885. The south wing was added in 1906; the north wing in 1912.

In 1989, the Capitol closed for a major three-year restoration. The restoration was spurred by leaks in the roof, falling plaster and failing plumbing. "The building was functionally obsolete – not safe to inhabit," Canter said.

The work included new mechanical systems, heating and air units, electrical and plumbing work, and a new security system. At the same time, an addition was built on the back of the Capitol building – five stories with columns to match the front of



This circa late 19th century photograph of the Alabama State Capitol was restored by Phil Scarsbrook of Capitol Filmworks, Inc., who later went on to win an award for his work on this image.

the structure. The added space contains additional restrooms, elevators, a gift shop and an auditorium. The Capitol restoration was paid for with \$32 million appropriated by the Legislature.

Several of the large areas in the Capitol, such as the law library, had been divided into smaller offices. Those newer internal walls had to be removed in order to regain the original design of the space, resulting in extensive demolition. The Alabama Historical Commission researched the building for approximately three years prior to the restoration.

"Once the research was complete, the original building and its several additions were restored to their appropriate periods," said Canter. "The challenge was to restore a building with different dates and additions and to equip the building with furnishings appropriate to the corresponding eras. Some areas were restored to resemble their appearance during the time of a significant historical event."

The Senate Chamber is restored to the 1861 period when Alabama seceded from the union and briefly served as the Capitol for the Confederacy – the most significant time period for that part of the Capitol. The House Chamber reflects the period from 1870 to 1890, when gas lighting was introduced and decorative trompe l'oeil painting replaced the original white walls. Trompe l'oeil (pronounced 'trump loy') is a French phrase which means "to fool the eye." This is a technique used by artists to trick the viewer into believing they are seeing something three-dimensional. What truly fools the viewer is the artist's use of shadows which, if done correctly, will have you taking a second glance to see if the object is real or just a painted illusion, explained Kathy Johnson, director of public affairs for the Department of Finance.



The number of visitors to the Capitol has tripled in the past few years. Every year, fourth grade students from Alabama's public school system visit the Capitol.

One of the building's most significant features is the three-story twin spiral staircase in the front foyer, which stands with no visible signs of support. "It was designed and built by Horace King, a slave who won his freedom as a result of building the staircase," Canter recalled.

The Capitol's dome is 98 feet tall. Its ceiling is decorated with murals and gold leaf paintings in the Greek Revival style.

Canter explained that tourism numbers have tripled in the last few years, something he attributes to a nationwide trend. One specific group of visitors is made up of retirees who travel around the country in recreational vehicles, or RVs, visiting each state capitol.

"A lot of state capitol buildings are much larger, but they say ours is one of the most beautiful they've seen," said Canter. Each year, fourth graders studying Alabama history visit the Alabama State Capitol for field trips. □

With the building closed for renovations, the Legislature moved to the State House behind the Capitol. "I have heard it said that there is a law that no legislation can be passed outside the Capitol Complex, and that was one reason for the construction of the tunnel which connects the two buildings. The tunnel provides safe entrance into the building for hundreds of school children which tour the Capitol every year and also serves as a storm shelter for the buildings' occupants," Canter said.

After the restoration, the Legislature remained across the street. The House and Senate chambers in the Capitol remain historic spaces, though the House Chamber is used by the governor for the State of the State Address. The governor and other executive branch officers still occupy offices in the Capitol today.

The Alabama State Capitol was designated a National Historic Landmark in 1962. Over the years, state history has taken place in the shadow of the building. On Feb. 18, 1861, Jefferson Davis stood on the Capitol steps and took his oath of office as the first and only president of the Confederate States of America. A commemorative brass marker in the shape of a six pointed star marks the spot today. In more recent history, the Selma to Montgomery 1965 Voting Rights March, led by Dr. Martin Luther King Jr., ended on the street in front of the Capitol.

"It's a very diverse history; from the formation of the Confederate States of America to the workings of the Civil Rights Movement," said Canter.

Today tourists come from all over the state, and all over the country, to view Alabama's monument to history and politics.



In 1989, the Capitol underwent a major three year renovation which included new mechanical systems, heating and air units, electrical and plumbing work, and a new security system, as well as restoring the original building and its additions to their appropriate periods.



Legislative Port Tour • Aboard CAPTAIN PETE • Jan. 26, 2008

1. Rep. Joe Faust, Alabama House of Representatives; Rep. Jim McClendon, Alabama House of Representatives; El McClendon; Rep. Butch Taylor, Alabama House of Representatives; Ann Taylor; Ellen Maxime 2. Debbie Olsen; Chris Olsen; Tate & Lyle; Dianna McCampbell; Rep. A.J. McCampbell, Alabama House of Representatives 3. Rep. Harry Shiver, Alabama House of Representatives; Barbara Grimes; Pat McDaniel; Rep. Frank McDaniel, Alabama House of Representatives 4. Rep. Howard Sanderford, Alabama House of Representatives; Dot Sanderford; John Schmitz; Rep. Sue Schmitz, Alabama House of Representatives 5. Virginia Griffith; Sen. Parker Griffith, Alabama State Senate; Sen. Kim Benefield, Alabama State Senate; Ray Lapierre, Strategic Business Centers 6. Nya Hilliard; Janine Hilliard; Earl Hilliard, III; Rep. Rod Scott, Alabama House of Representatives; Rep. Priscilla Dunn, Alabama House of Representatives; Grover Dunn; Rep. Earl Hilliard, Alabama House of Representatives 7. Rep. Alan Boothe, Alabama House of Representatives; Anne Boothe 8. Emma Grace Guin; Tanya Guin; Debbie McCutcheon; Avery McCutcheon 9. Sherry McClain; Mayor Sam Jones, City of Mobile; Sen. Linda Coleman, Alabama State Senate; Rep. Merika Coleman, Alabama House of Representatives 10. Rep. Mike Hill, Alabama House of Representatives; Sen. Pat Lindsey, Alabama House of Representatives; Kaki Baker



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11. Cresse Fincher; Denise Canfield; Rep. Pat Moore, Alabama House of Representatives 12. Rep. Bill Dukes, Alabama House of Representatives; Rep. Henry White, Alabama House of Representatives; Marsha White; Janice Curtis; Rep. Mike Curtis, Alabama House of Representatives; Rep. Jody Letson, Alabama House of Representatives 13. Rep. Chad Fincher, Alabama House of Representatives; Rep. Mike Ball, Alabama House of Representatives; Rep. Paul DeMarco, Alabama House of Representatives 14. Rep. Rod Scott, Alabama House of Representatives; Rep. Ken Guin, Alabama House of Representatives 15. Rep. Seth Hammett, Alabama House of Representatives; Rep. Greg Canfield, Alabama House of Representatives 16. Susan Treadaway; Ally Treadaway; Rep. Allen Treadaway, Alabama House of Representatives; Erin Treadaway; Cody Treadaway 17. John Canfield; J.K. Guin; Hayes Spicer; Patty Howell, Mobile Area Chamber of Commerce; Jonathan Ford; Cole Spicer 18. Beth Marietta Lyons, Lyons & Crane; Scott Delaney, Delaney Development 19. Rep. John Robinson, Alabama House of Representatives; Rep. Victor Gaston, Alabama House of Representatives; Chris Olsen, Tate & Lyle; Debbie Olsen 20. Tyler Grimes; John David Grimes; Barbara Grimes; Rep. David Grimes, Alabama House of Representatives; Amanda Jernigan

COMMUNITIES ON THE MOVE

THE SHOALS: CENTER OF SOUTHEAST'S GROWTH TRIANGLE

Captivating. Quaint. Convivial. Prosperous. The Shoals has everything to offer from breathtaking scenery to top manufacturing.

Located in Northwest Alabama along the banks of the beautiful Tennessee River, the Shoals area is conveniently positioned next to one of the fastest growing areas of the country – the Memphis, Nashville and Birmingham triangle.

The Shoals area is made up of Florence, Muscle Shoals, Sheffield, Tusculumbia, Lauderdale and Colbert counties and ranks 5th among the safest metropolitan areas in the nation in which to live, according to recent FBI statistics.

Located in the core of the Shoals lies the city of Florence. The town was founded nearly 200 years ago when a young Italian surveyor laid out the town and named it after his favorite city – Florence. Today, the area has a population of more than 140,000 and offers the charm of a small Southern town with the amenities of a large metropolitan city.

With a total civilian labor force of 68,346 supporting 270 manufacturing and distribution operations, Florence recently landed the second largest project behind ThyssenKrupp in the state – a new rail car manufacturing facility called National Alabama Corporation, located in Barton Riverfront Industrial Park. This latest economic “mega project” will bring in 1,800 new jobs with a total investment estimated at \$350 million.

“This is the type of transformational economic development project that northwest Alabama has needed for some time. It means new jobs, more opportunities and a better quality of life for our citizens,” said Gov. Bob Riley in a news release on the announcement. “We welcome National Alabama Corporation and will do everything we can to make sure the company succeeds, grows and provides good jobs for the people of this area.”

National Alabama Corporation is a newly formed subsidiary of National Industries, Inc., the parent company of National Steel Car Limited located in Ontario, Canada. National Steel Car is the leading rail car manufacturer and the largest single site manufacturing facility for freight railway cars in North America, making it capable of producing 15,000 new freight railroad cars per year.

“Our area has seen tremendous business growth in the last few years and will only continue with this large addition to our economy,” said Forrest Wright, president of Shoals Economic Development Authority. “Our business and community working



National Alabama Corporation groundbreaking. Pictured from left to right: Greg Aziz, Chairman & CEO of National Steel Car, Inc.; Gov. Bob Riley.



National Alabama Corporation groundbreaking event. Pictured for left to right: Tim Leigh, Colbert County Commissioner; Gov. Bob Riley; Greg Aziz, Chairman & CEO National Steelcar, Inc.; Bobby Irons, Chairman of Shoals Industrial Development Committee and Mayor of the City of Florence, Ala.; Forrest Wright, President & CEO of Shoals Economic Development Authority



Air photograph looking west to east across the U.S. Corps of Engineers – operated Wilson Lock & Dam and Tennessee River.

together helps the city carry forward, and our momentum is moving in the right direction.”

Additional manufacturing opportunities like National Alabama Corporation have helped the Shoals housing market as well. The housing market in the Shoals grew in October 2007 despite trends to the contrary in other parts of Alabama and the country. According to the Alabama Center for Real Estate at the University of Alabama, total home sales in the state declined by 12.25 percent in October compared to the same month a year ago. During the same time period, the Shoals housing market increased by nearly five percent.

“This is a great time to be in Northwest Alabama,” said Wright. “While the rest of the country hits bumps in the housing market, our area has seen record growth.”

The city of Florence is dedicated to seeing the area, along with the Shoals, continue to grow. The adherence of the local leaders and community has shown other rural areas that with a little perseverance, big things can happen to small towns.

For more information, please visit florenceal.org. □

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IN MEMORIAM OF CAPTAIN EILIF G. KALHAGEN

The Alabama State Port Authority and many members of the Port of Mobile maritime community were saddened to learn that Capt. Eilif G. Kalhagen, who was retired from Star Shipping, lost his long battle with cancer and passed away in Gig Harbor, Washington State on December 19, 2007.

He began his career as a merchant mariner earning his Masters License from the Bergen Nautical Academy. Upon receipt of his Masters License, Capt. Kalhagen served as a ship's officer for a number Norwegian shipowners. In 1971 he decided to come ashore and joined Star Shipping in Vancouver, BC. Capt. Kalhagen quickly rose in the ranks, and by 1977, he was selected to be the Star representative in the newly created position at St. John, NB. His performance quickly garnered him a promotion in 1978 as Operations Manager for Star in New York. Never afraid to speak his mind, and never afraid to try new things, Capt. Eilif Kalhagen quickly got the attention of senior management.

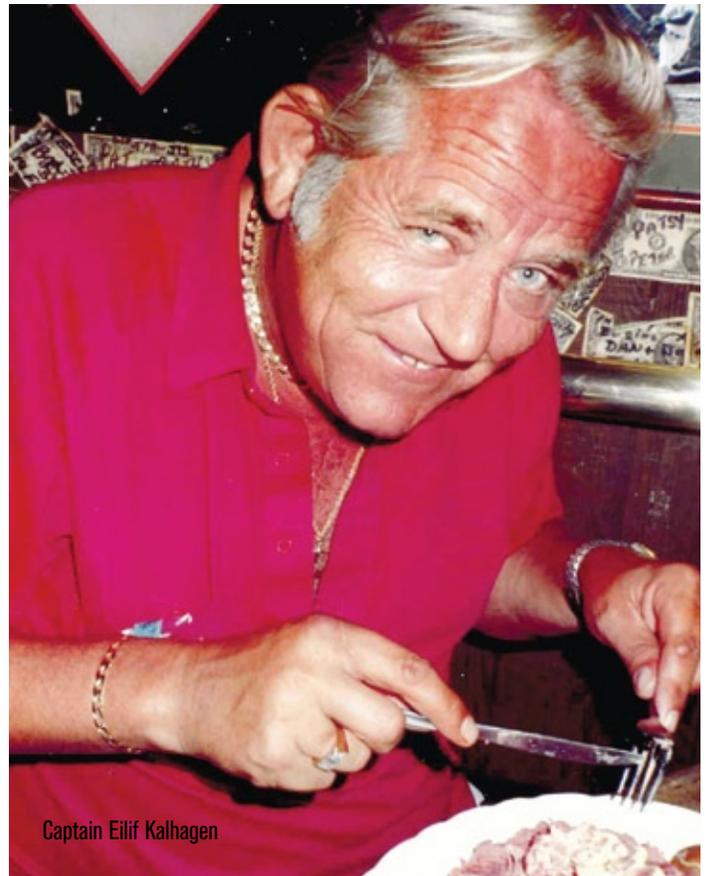
Capt. Kalhagen maintained that position and built upon his already substantial reputation as Star's East Coast business grew from almost nothing to several million tons of cargo and more than 20 ports ranging from St. John to Baton Rouge, a number of stevedores and terminals, and over 30 cargo contracts with different terms and specifications. The Port of Mobile was one of those strategic and successful ports for the company, with Kalhagen credited with making Mobile one of Star Shipping's most productive ports.

A captain of the old school, he ran his Operations department with an iron fist. The loyalty he commanded from his staff and his friends was admirable, even when great arguments were flaring. Throughout his years of service, the maritime industry's admiration grew and his friendships endured despite the nomadic career that spanned the globe.

All was going great until cancer first struck in 1995. Once he beat that, he wanted a slightly easier pace for himself, and worked as quality manager based in Savannah, Ga., a city he loved.

Retired in 1998 at the age of sixty, Capt. Kalhagen and his wife moved to Florida. They later found the moderate climate in the Pacific Northwest more to their liking and moved to Gig Harbor in December 2001. An avid fisherman and master storyteller, Capt. Eilif Kalhagen epitomized the classic mariner oft romanticized on the literary pages, yet he effortlessly bridged maritime traditions with today's modern and technologically-advanced shipping practices.

The cancer never abated, but Capt. Kalhagen never gave up. He fought the disease for 12 years and had many good times along the way. Capt. Eilif Kalhagen was survived by his wife,



Laila Kalhagen, and his two sons, Geir (Patricia) Kalhagen and Ben (Ashley) Kalhagen. Geir followed Eilif's career path with Star Shipping, where he is employed with Star's operations department in Singapore. Ben manages the Saraland, Ala., branch of Labor Finders. Captain Kalhagen is also survived by three fine grandchildren, Miller Kalhagen, Geirsen Kalhagen and Liam Kalhagen. All of his colleagues and many, many friends across the industry will fondly remember the boisterous Star Captain. Peace be with you Eilif.



RECEPTION IN MEMORIAM OF CAPTAIN EILIF G. KALHAGEN

1. Tiffany Martin, Ashley Kalhagen 2. Pat Garcia, Barbara Ann Lawson, Laila Kalhagen 3. Ben Kalhagen, Dave Garcia 4. Judy Willcut; Tadd Willcut, Crescent Towing; Hakon Fornander 5. Smitty Thorne, ASPA; Pat Downey, SSA; Carlton Melton, SSA; Rob Leatherbury, Cooper/T. Smith (retired) 6. Miles Covington, CSA Stevedoring; Mary Shain Leatherbury 7. Capt. Tor Bordevik, Star Shipping (retired) 8. Mary Dodge, Laila Kalhagen 9. Pat Downey, SSA; Laila Kalhagen; Tom Leatherbury, SSA 10. Kakan Fornander; Eddie Brister, Seabulk Towing 11. Ashley Kalhagen, Laila Kalhagen 12. Sven Mossberg, Star Shipping (retired); Laila Kalhagen 13. Pat Downey, SSA; Neil Turner, Star Shipping; Carlton Melton, SSA; Smitty Thorne, ASPA 14. Mickey Mathews, Star Shipping; Paula Ashton; Mike Ashton, Star Shipping Vancouver; Neil Turner, Star Shipping 15. Adam Hargrove; Denny Asberry, Atlanticargo Service; Mike Parker, ASPA 16. Tom Flanagan, Flanagan Stevedoring; Capt. Tor Bordevik, Star Shipping (retired); Sven Mossberg, Star Shipping (retired) 17. Jim Darnley, SSA; Rob Leatherbury, Cooper/T. Smith (retired); Barbara Darnley

AMERICAN APPAREL AND ONEONTA.

When Vanity Fair closed its Oneonta, Ala., apparel facility in 2002 and moved its textile plants overseas, with it went more than 700 jobs.

Oneonta, the county seat of picturesque Blount County, is 45 miles northeast of Birmingham and nestled among the foothills and valleys of the Appalachian Mountains. In the 1990s, Blount County was the fifth fastest growing county in Alabama. The loss of such a large employer was a profound loss for the small northeast Alabama town of around 6,000.

Charles Carr, executive director of the chamber and an enthusiastic supporter of Oneonta, was instrumental in convincing city leaders, including Mayor Danny Hicks, to purchase the facility in order to attract a new industry. The city was able to purchase the building and some of the remaining equipment from Vanity Fair at a significantly-reduced price. Working with the Blount County-Oneonta Chamber of Commerce, they obtained grants and began to renovate and update the facility.

A few years after Vanity Fair closed, Carr saw a newspaper article about American Apparel that would begin to change everything. American Apparel, based in Selma, is a private partnership that was formed in 1986 when private investors bought a similar business in Selma that had gone bankrupt. The company is now one of the top manufacturers of uniforms for the U.S. military. The news story mentioned that the company had been scouting for a new plant location in another North Alabama town.

"The way this all came about was very unscientific and unorthodox," explained Carr. Recognizing the name of chief operating officer, Jim Hodo, as the brother of a former business associate, Carr dialed information for his phone number. "I got Jim's number and called him up out of the blue. I basically said to him that he didn't know me, but if he would indulge me for only three minutes, I had an offer for his company. If he didn't like it after that, he could hang up with no offense taken."

Carr quickly told Hodo of the situation in Oneonta. He proposed that if American Apparel would bring their plant to Oneonta, the city had a great facility and equipment waiting for them. Additionally, he promised them two years, rent-free and an experienced and willing workforce. "I'm happy to say that we were still on the phone after three minutes," laughed Carr.

Hodo was intrigued and company officials soon came to



Workers cut pieces from camouflage material that will become trousers for the Air Force ABU's. Photo courtesy of Ron Gholson, *The Blount Countian*.



This former Vanity Fair factory now houses one of Blount County's fastest growing businesses, American Apparel. Photo courtesy of Ron Gholson, *The Blount Countian*.



Hanging above the sewing floor at American Apparel is the banner that reminds employees of the ultimate destination of their products. Photo courtesy of Ron Gholson, *The Blount Countian*.

Oneonta for a look. They were impressed with the facilities and the city's willingness to help them, but remained skeptical about the availability of the labor market. Having a trained and experienced labor pool is critical to the success of American Apparel.

"The number one determining factor for any of our site selections has been the presence of a skilled labor force,"



Darlene Hogeland is one of the many long-time Vanity Fair employees who are now working for American Apparel. Hogeland is sewing trousers for the U.S. Air Force's camouflage uniform known as ABU's, or Airman Battle Uniforms. Photo courtesy of Ron Gholson, The Blount Countian.

explained Hodo. "We can't afford to train labor to do everything that we need them to do." So, to help

gauge the labor pool, the Chamber of Commerce and City held a job fair for American Apparel. More than 900 people showed up during the two-day event.

"We were simply overwhelmed by the turnout," recalled Jim Hodo recently.

Company officials were convinced, and the plans for the plant were immediately fast-tracked. By December 2005, the company had opened its doors.

"Never have we felt as welcome in a community as we have in Oneonta. We can't say enough good things about the support from community and its leadership," said Hodo. "This has been as successful a startup operation as we've ever had. And it is because we've had such great support from the chamber and city since the beginning."

American Apparel operates five plants within Alabama. Others facilities are located in Opp, Centre, Fort Deposit and Selma. The Oneonta plant is the company's newest and has experienced steady growth since opening. The company continues to hire new employees at a steady pace.

"We expect to have a local workforce of around 200 by February 2008," said Hodo.

A large portion of the Oneonta workforce, both hourly employees and management, are former Vanity Fair employees. Plant general manager Tom Reeves is one of those former Vanity Fair employees. Raised in Oneonta, Reeves spent 37 years in the textiles industry before Vanity Fair closed and is happy to be working again under the same roof.

"We've had a lot of former VF employees come back," he said. "They have actually come back to much better jobs than they had before with great benefits packages as well."

The added bonus is the obvious patriotic spirit within the plant.

"Sewing uniforms that our military men and women will wear is an added bonus," explained Reeves. "In my mind, there's not anything more important than taking care of our soldiers."

In fact, hanging in two prominent locations with the plant are two 4-foot by 8-foot banners that read "Home of the Free. Because of the Brave."

"We are certainly proud to be contributing to the well-being of our armed forces," he said.

By all accounts, the local response has been terrific. The success of the American Apparel plant has had ripple effects within Oneonta and Blount County. With a weekly payroll of more than \$75,000, American Apparel has boosted the local economy.

According to Carr, local businesses lost as much as 10 percent of their sales after the Vanity Fair plant closed. In the relatively short time that American Apparel has been open, businesses have already seen 5 percent of their sales return. This has happened with a workforce that is around a quarter of what Vanity Fair previously employed.

As one of the largest employers in Blount County, American Apparel contributes more than jobs to the area. The company is an active supporter of education and also supports other local causes. The company was recently selected as Blount County's Employer of the Year.

They also are committed to improving the lives of their employees. In January, the company, working with the nearby Wallace State Community College, will host GED courses for employees wishing to obtain their high school diplomas. To make the class more accessible to all employees who are interested, the company is also paying for all of the class materials. With the increase in the Hispanic population in recent years, language barriers have become a real issue for many employers. To help address this issue, American Apparel is also hosting "English as a Second Language" classes for its employees.

"Of all our facilities statewide, the employees in Oneonta have demonstrated the most flexibility and willingness to take on new products," Hodo said. "They have had to face a lot of change and have dealt with it beautifully."

As the company continues to be awarded new government contracts, the company will need to expand its production capabilities. However, Hodo doesn't anticipate opening any new facilities in the near future to accommodate the increased workload. Instead, because of the outstanding workforce and growth capacity of the facility, Hodo expects to expand the Oneonta facility as needed.

And that is great news for Oneonta. The partnership between Oneonta and American Apparel seems to be a perfect fit. Charles Carr certainly thinks so. "We hope that they will be around for decades to come," he added. □



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Austal Names New Chief Financial Officer



Brian Leathers was recently appointed chief financial officer for Austal's Mobile, Ala., shipyard.

Austal recently announced the appointment of Brian Leathers as Chief Financial Officer for Austal's Mobile, Ala., shipyard. Leathers most recently served as sr. vice president and chief financial officer for a division of United Security Bancshares, Inc. In this position his accomplishments included creating the company's strategic plan, creating reporting and controls for all levels of management, and implementing a full compliance program.

Leathers has more than 12 years of experience in the banking industry and almost 15 years of experience in the manufacturing industry. His manufacturing experience includes working as the director of estimating and pricing at Teledyne Brown Engineering and manager of accounting and systems at Kaiser Aluminum. He holds a bachelor's degree in accounting from the University of West Florida, and a master's degree in business administration from Troy University, as well as attended the Graduate School of Banking at Louisiana State University.

Current construction activity at Austal's Mobile shipyard includes the second of two, 353-foot (107-meter) high-speed cargo/passenger ferries for Hawaii Superferry and a 127-meter Littoral Combat Ship under construction for the U.S. Navy. Austal's operation in the U.S. currently employs more than 1,000 shipyard workers. The yard began operation in 2001 and has successfully produced and delivered nine aluminum vessels, including two fast crew supply vessels, two dinner cruise yachts, two high-speed passenger ferries, two high-speed vehicle/passenger ferries, and one surface-effect vessel for the Office of Naval Research. □

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USS GETTYSBURG visits Mobile



The USS GETTYSBURG docked at the Alabama State Port Authority's Pier 8 terminal on Friday, February 1. The men and women serving aboard the USS GETTYSBURG were guests in the Mobile community to experience the rich tradition of Mobile's Mardi Gras.

The USS GETTYSBURG docked at the Alabama State Port Authority's Pier 8 terminal on Friday, February 1. The men and women serving aboard the USS GETTYSBURG were guests in the Mobile community to experience the rich tradition of Mobile's Mardi Gras. The Navy League spearheaded a welcoming ceremony on Friday morning. Hon. Sam Jones, mayor of the City of Mobile, welcomed the Navy to the Port City.

USS GETTYSBURG (CG 64), along with the embarked crew from Helicopter Anti-Submarine Squadron Light (HSL) Four Two, Detachment Nine, returned from her 5½-month Arabian Gulf deployment on Dec. 19, 2007. GETTYSBURG was deployed with the USS ENTERPRISE Carrier Strike Group as the Air Defense Commander.

During her deployment, GETTYSBURG supported Operations Iraqi Freedom and Enduring Freedom and conducted Maritime Security Operations in the region. Additionally, GETTYSBURG sailors enjoyed duty ashore in European and Middle Eastern countries, including Spain, Malta, the United Arab Emirates and Bahrain.

During many of the port visits, GETTYSBURG also conducted community relations and outreach projects in the local neighborhoods. Finally, throughout the deployment, many GETTYSBURG sailors achieved important goals and milestones in their careers; many junior Sailors earned their Enlisted Surface Warfare Specialist qualification.

GETTYSBURG had numerous different missions and conducted various operations throughout her deployment. However, her primary responsibilities were as Air Defense Commander for the strike group and the "shotgun" cruiser for the USS ENTERPRISE aircraft carrier, which frequently launched aircraft in support of ongoing operations in Iraq.

Between July and October 2007, GETTYSBURG conducted these operations for 71 consecutive days at sea. In her role as Air Defense Commander, GETTYSBURG was responsible for protecting all Strike Group and coalition assets from all types of airborne threats. Additionally, as the "shotgun" cruiser, GETTYSBURG always remained in close proximity to ENTERPRISE, facilitating uninterrupted air operations and providing protection against the full spectrum of threats to the carrier.

According to Operations Specialist First Class (SW) Ronnie Stevens, "As Air Defense Commander, we basically served as ENTERPRISE'S protector. Where she went we went, and we were monitoring all aircraft in the sky, making sure that she could carry out her missions in both Operation Iraqi Freedom and Operation Enduring Freedom."

While GETTYSBURG was in the Arabian Gulf, she also conducted approach operations with regional fishermen and merchants. During these interactions, GETTYSBURG aimed to deter illegal acts of piracy, to foster constructive relationships with the locals, and to communicate the shared goals of stability and security throughout the region.

GETTYSBURG'S Senior Visit, Board, Search, and Seizure (VBSS) Boarding Officer, Lieutenant Todd Lunsford said, "Our purpose during the approach operations was basically to build a Neighborhood Watch organization and to let the local fishermen know what our purpose was over there – to ensure maritime security and prosperity in the Gulf."

GETTYSBURG conducted multiple choke point transits, including the Strait of Gibraltar, the Suez Canal, the Bab El Mandeb Strait and the Strait of Hormuz. These complex operations required intense navigational planning and seemingly endless maintenance and upkeep of the combat and engineering systems. Despite the arduous nature of her deployment, GETTYSBURG'S engineers and combat technicians managed to keep the ship free of casualties and combat ready.

During their deployment, GETTYSBURG sailors were privileged to pull into five different ports in the Mediterranean Sea and the Arabian Gulf. However, during these port visits, the



The Navy League spearheaded a welcoming ceremony for USS GETTYSBURG. Hon. Sam Jones, mayor of the City of Mobile, welcomed the Navy to the Port City.

time spent off-ship was considered "duty ashore" in an effort to highlight the strategic imperative of building cooperative relationships throughout the world. During many of these port calls, GETTYSBURG sailors participated in community relations and outreach projects.

In July, GETTYSBURG pulled into Malaga, Spain, for a five-day port visit. While in Malaga, many sailors volunteered at the Cudeca cancer hospice center, visiting with the patients, and conducting general lawn and building maintenance. Also, GETTYSBURG held an official luncheon for many local military and civil officials in the ship's Wardroom. After getting underway from Malaga, Spain, GETTYSBURG spent 71 consecutive days at sea before pulling into port again.

GETTYSBURG sailors' next opportunity for duty ashore came when they arrived at Port Rashid in Dubai, United Arab Emirates on the Oct. 4. GETTYSBURG held two more port visits in the Arabian Gulf after Dubai, visiting Manama, Bahrain in mid-October for four days and Jebel Ali, United Arab Emirates in mid-November for four days. Throughout their time in the Gulf, GETTYSBURG'S Religious Ministry Department organized multiple outreach projects, serving the Smith Gate Clinic, a pediatric burn clinic located outside of Baghdad, Iraq and the Sulzbacher Center, a homeless shelter in Jacksonville, Florida. GETTYSBURG sailors served these organizations by gathering and sending them various products that they desperately needed.

From Dec. 4-6, during her return to homeport transit, GETTYSBURG was inport Valletta, Malta. During their stay, sailors volunteered at the Sacred Heart Home, a shelter for battered women, and the Park of Friendship, a leisure park for people with disabilities. Sailors cleaned, painted, and did general maintenance and beautification during both community outreach events.

Lieutenant Rita Love, GETTYSBURG's Command Chaplain, commented that the sailors were more than just great volunteers, they were great ambassadors for their Navy and

their country. She said, "It is humbling to witness these sailors help a charity in a foreign country, especially considering the demands of their job while deployed. Sometimes, they just don't realize the impact that community relations projects have on the international relations with the United States. They reinforce the ideal of American goodwill and build trust throughout the region."

Throughout GETTYSBURG'S deployment, many sailors reached major milestones in their Naval careers. Forty sailors advanced to the next higher pay grade during the fall advancement cycle; six sailors were selected to be Chief Petty Officers; 41 sailors reenlisted (including two from the HSL embarked detachment); 42 sailors earned their Enlisted Surface Warfare Specialist pin, including 25 E-4 or below; and 85 sailors earned college credit during one of the many PACE courses offered. Additionally, on Nov. 7, GETTYSBURG'S Commanding Officer, Captain Bill McQuilkin was relieved by Captain Rich Brown in a regularly-scheduled change of command ceremony held at sea.

GETTYSBURG'S Command Master Chief (SW/AW) Loretta Glenn remarked on the impressive accomplishments of the entire crew, "The crew performed an outstanding job everyday with honor to preserve our cherished freedom and charged through a highly-demanding Gulf deployment while attaining all projected goals, inspections and achievements. I am proud to have served and sailed with this crew." She also reflected on the fact that these achievements could not be possible without the outstanding support from GETTYSBURG'S families and friends on the homefront, saying, "I would like to thank all GETTYSBURG families for their continued support during our deployment and especially Melissa Jackson (President of the Family Readiness Group), Kristina Gonzales, Dawn Detje, and Jody Minar, our Ombudsmen."

Shortly after GETTYSBURG arrived pierside, her sailors commenced a well-deserved leave and standdown period. □

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THE GRAND OLD SOUTH

One doesn't have to be in Eufaula, Ala., for very long before beginning to hear stories from days long past. The town, built when "cotton was king," evokes a sense of history that many towns seem to have lost in these modern times. Founding fathers, war heroes and Southern belles have all left their mark on this charming town. That rich history is celebrated every year during Alabama's oldest tour of homes – the Eufaula Pilgrimage.

First held in 1965, the Pilgrimage attracts thousands of visitors to this quaint East Alabama town each year. The Eufaula Heritage Association will host the 43rd annual Eufaula Pilgrimage April 4-6, 2008.

Built on the bluffs of the Chattahoochee River in the early 19th century, Eufaula was the site of the first steamship wharf on the river as well as the first post office, setting the foundation for the town's rise to prominence as a center of trade. During the 1840s, thousands of bales of cotton, alongside numerous other items of trade, were shipped down the Chattahoochee from Eufaula to ports as far away as New York and Liverpool. When the steamboats returned, they carried with them exquisite furniture as well as fine marble and building materials for the growing population in Eufaula.

Many Eufaula families chose to construct magnificent homes on the tree-lined boulevards of the growing town. Because Eufaula was fortunate enough to avoid the demolition by Union troops during the Civil War, many of these homes can still be seen today and are celebrated during the annual pilgrimage. Eufaula is home to the second largest historic district in Alabama and has more than 700 structures listed on the National Register of Historic Places. A picturesque and thriving town, Eufaula is noted for its Southern hospitality and beautiful mansions that bear witness to its settlers' early prosperity.

Ten of these homes will be open to visitors during this nostalgic return to the Old South. Many of the grand Greek Revival, Italianate and Victorian mansions built by 19th century planters and merchants still house family heirlooms, the precious symbols of a bygone era. Lovely Queen Anne cottages and

Victorian homes beckon visitors to savor the delights of small town Southern life. Most of the homes are private residences and are only open during the annual Pilgrimage.

Probably the most well-known home in all of Eufaula is the Shorter Mansion. This Greek Revival beauty is listed on the National Trust for Historic Preservation and is the headquarters for the Eufaula Heritage Association. The home was built by attorney and cotton magnate Eli Sims Shorter II and his wife, Wylena, the Triple S Tonic heiress. Originally completed in 1884, an expansion was finished in 1906. In 1965 the Eufaula Heritage Association purchased the building for its headquarters at a cost of \$33,000.

The purchase of the Shorter Mansion sparked the formation of the Eufaula Heritage Association and helped launch the preservation movement in Eufaula. The Mansion now serves as the headquarters of the Association. Beautifully furnished with antiques, it houses the Eufaula Historical Museum, containing artifacts and displays that focus on Eufaula's storied past. In addition, the museum has a section honoring the six Alabama governors from Barbour County, as well as Admiral Thomas Moorer, who was Chairman of the Joint Chiefs of Staff.

Another favorite is Fendall Hall whose first owner was a successful businessman. Edward Brown Young and his wife, Ann Fendall Beall Young, bought the land in 1856 and built an Italianate mansion in 1860. Imposing Waterford chandeliers grace its elegant rooms and hand-stenciled walls and murals set this home apart as a unique piece of Eufaula's early history. This home now belongs to the Alabama Historical Commission.

Churches played a major role in the early lives of Eufaula's settlers. Three of these early buildings are included in this year's Pilgrimage tour. The Presbyterian Church features the original sanctuary, including pews and stained glass windows. This structure dates back to 1869.

St. James Episcopal Church is a newer facility, dating to 1905. The bell tower and carved altar are two of the most impressive



FOY-BEASLEY-HAMILTON HOUSE



SHORTER MANSION



DENT-SLADE-GARRISON HOUSE

LIVES ON IN EUFAULA

features of this early edifice. St. Luke AME Church was built by Eufaula's Baptist congregation in the 1840s, but ownership of the building was taken over by the AME Church in 1877.

During the Pilgrimage, visitors may choose among seven day-time home tours and four candlelight home tours. In addition, two gardens are open for tours.

But the Pilgrimage is more than just home tours. Something for everyone can be found in Eufaula during the three-day event. Visitors can stroll through antique and art shows, listen to ghost stories of the town and hear great old time music. In Eufaula's revitalized downtown, quaint shops and buildings dating from the 1800s await. Many of these are also open to the public during the annual tour.

As executive director of the Eufaula Heritage Association, Glenn Kasper is one of the key players behind the pilgrimage. A self-described transplanted Yankee, Kasper and his wife fell in love with the town after visiting relatives there in 2003. They returned for the 2004 Pilgrimage and before they left Eufaula that April, Kasper and his wife had already decided to move. They returned to New Jersey, put their house on the market and moved to Eufaula by August of that same year.

In 2004, Kasper took his present job with the Heritage Association. He exudes an enthusiasm and love for his adopted city that would rival any native-born son.

"I have a sign in my office that says I wasn't born in the South, but I got down here as soon as I could," Kasper said.

During the Pilgrimage, Kasper explained some of Eufaula's residents even dress in period pieces to make sure everyone feels like they have truly stepped back in time. Kasper, who in proper costume would resemble a Southern Civil war general himself, takes part in the traditional skits performed on the Pilgrimage's opening night.

"We dress up as former residents of Eufaula and perform skits at the Pugh-Wilkenson house, one of the homes on the tour," he said. The popular skits are presented several times an hour during the candlelight tours and are always a crowd pleaser.

The Pilgrimage Art Show is a favorite event for locals and visitors alike. This juried art show will be held on Saturday and Sunday on North Randolph Avenue and will include the works of artists from across the Southeast. Another highlight of the Pilgrimage is the Antique Show. Touted as one of the most prestigious in the Southeast, the show will bring together the finest in antiques and collectibles from a number of notable dealers.

Tales from the Tomb is a tour of historic Fairview Cemetery during which many famous and infamous former residents of Eufaula, with a little help from local amateur actors, tell their stories of life in early Eufaula. The Ghost Walk is a 45-minute, evening walking tour exploring some of the ghostly legends and lore that often accompany such historical dwellings.

All of this activity would make anyone hungry and organizers make sure food for the Pilgrimage is also true to the history of the community. Charming afternoon tea parties are very popular and usually sell out, Kasper said. In addition, a buffet lunch is available on Friday and Saturday and a wine and cheese tasting is scheduled for Friday night. The popular Twilight Picnic on the Porch is also a weekend favorite as visitors dine on a picnic dinner served on the cavernous porches of the historic Foy-Beasley-Hamilton Home.

Home tour hours are 9 a.m. to 5 p.m. and 6:30 p.m. to 9 p.m. on Friday and Saturday. Sunday hours are 1 p.m. to 5 p.m. Group rates are available for groups of 15 or more. For more information about Eufaula's Pilgrimage, call the Heritage Association at 1-888-383-2852 or visit www.eufaulapilgrimage.com. □

M/V PROVIDANA Takes Maiden Voyage



M/V PROVIDANA took its maiden voyage on Jan. 10, 2008. From left to right, John Mickler, Alabama State Port Authority; Captain Efen Evangelista, Captain of M/V PROVIDANA; and Paul Pugh, Star Shipping, celebrate the vessel's voyage. □

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A Greek Stargazer Sails into the Unknown

The story of Pytheas was nearly lost to antiquity. Largely dismissed as a liar by Greek historians who came after him, Pytheas has found a more sympathetic reception by modern man as one of the greatest explorers of the ancient world.

Pytheas described his travels and discoveries in a book, variously translated as *The Ocean*, *On the Ocean* or *About the Ocean*. Unfortunately, no copy of this work is known to exist, and modern historians have only snatches of Pytheas's book as quoted by classical writers, many of whom wrote in open scorn of Pytheas's claims. Nevertheless, what emerges from those quick glimpses is nothing short of amazing.

Pytheas hailed from the Greek colony of Massalia, present day Marseilles, a major trade center in the western Mediterranean. Two of Massalia's more important trade goods were tin and amber, which arrived overland, brought by Celtic traders from distant lands. By the fourth century B.C., demand for these items had outstripped the supply, and no doubt the merchants of Massalia were hungry for more. If they could discover the source of tin and amber for themselves, they would no longer be at the mercy of foreign traders. Instead of a trickle of these items reaching Massalia by a land route, it might be possible for the Greeks to bring in shiploads at a time.

This idea seems quite reasonable today, but at the time it was nothing short of revolutionary. The Greek's known world didn't extend to the northwest much beyond Portugal, and before Pytheas, no Greek had intentionally sailed into the Atlantic. Instead, the sea lanes beyond the Mediterranean belonged to the Phoenicians, especially to the Phoenician colony of Carthage. The Carthaginians fiercely protected their established trade routes and guarded the Straits of Gibraltar, then known as the Pillars of Hercules. Besides posting pickets at the entrance to the Atlantic, the Carthaginians spread tales of

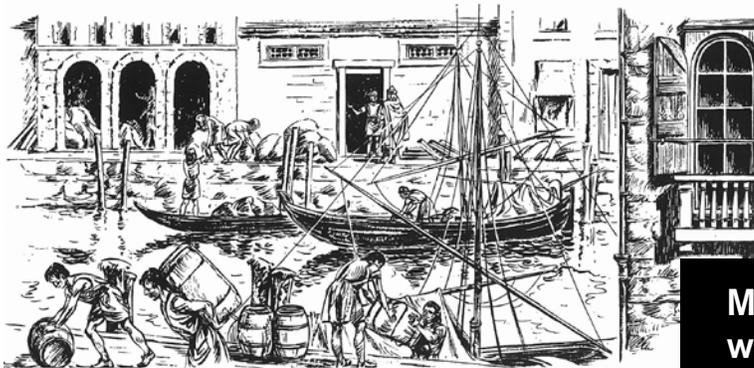
sea monsters and impassable seas to frighten away potential competition. Nevertheless, the promise of greater profits generated the idea of a Greek expedition in search of the source of tin and amber.

To lead such an expedition would require a great navigator, and there was one such man living in Massalia. Pytheas seems not to have been a merchant, nor was he necessarily a sailor, although he knew the stars as well or better than any seagoing man in Massalia. Instead, evidence suggests that Pytheas was an astronomer with an insatiable thirst for knowledge.

Pytheas had studied mathematics and astronomy, and he had put those fields of study to practical use, determining the latitude of Massalia by setting up a large sundial in the market square during the summer solstice and the winter solstice and measuring the length of the shadows cast on those days. Based on his observations, Pytheas set the latitude of the city at 43° 13' North. Actual latitude of Marseilles is 43° 17' 4" North; given Pytheas's crude instruments, his calculations are amazingly accurate. Pytheas disproved the common belief of the day that the North Star was the center of the heavens around which all other stars revolved. The astronomer also discovered that the North Star does not lie due north as had previously been thought.

As a scientist and stargazer, Pytheas was not a wealthy man. The historian Strabo, one of Pytheas's detractors, described him as "possessing no means whatever," so it is unlikely that Pytheas organized the expedition himself. More likely is the suggestion that a group of merchants, or perhaps the city of Massalia itself, underwrote the expedition and picked Pytheas to lead it, or at the least serve as the expedition's pilot, based on his knowledge of the stars.

Pytheas would have been excited at the prospect of exploring new lands and furthering his scientific knowledge. The fact that the expedition might open up new trade routes for the Greeks was likely incidental to Pytheas, but that is not to say that he took his charge in these matters lightly. Even those who doubted his claims upon his return faithfully record his efforts to locate the sources of tin and amber.



Massalia, the site of present day Marseilles, was a major Greek trading center.

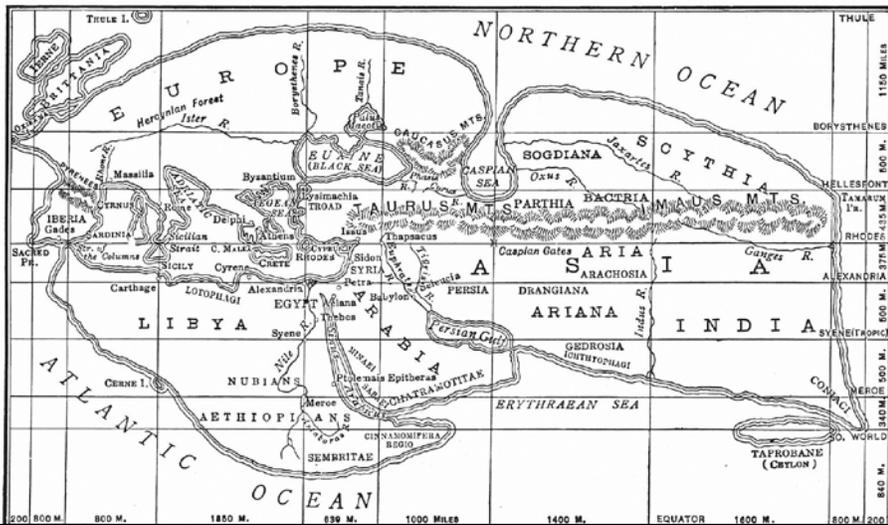
Greek astronomer Pytheas was selected to lead a journey in search of sources of tin and amber.



The exact date of Pytheas's travels is unknown. Historians argue as to whether Pytheas set sail in the fourth or third century B.C., but most agree that the date of his departure was sometime around 325 B.C. Historians further disagree as to how many vessels accompanied Pytheas and whether he even sailed through the closely-guarded Pillars of Hercules. Based on Phoenician customs of taking a virtual armada of ships on merchant cruises, some writers have suggested that Pytheas's expedition also must have included a number of vessels. Others suggest that Pytheas may have taken only one ship on

his voyage of discovery, and that it was probably a sturdy trading vessel, possibly a trireme or galley powered by three tiers of oars and one or two auxiliary sails. If so, the vessel would have measured some 155 feet overall with a beam of about 20 feet. Between 170 and 200 oarsmen would have been employed in rowing the ship in addition to the true sailors on board.

Writers have suggested two methods by which Pytheas may have gained the open ocean. One school believes that Pytheas and the expedition traveled overland from Massalia through Gaul to Corbilo (present day St. Nazaire) at the mouth of the Loire River in France. Here, it is suggested, Pytheas embarked in one or more vessels and set sail for Britain. Most discount the overland passage theory and believe that Pytheas sailed along the Mediterranean coast until he neared the Pillars of Hercules.



The known world was small – and the Phoenicians were the acknowledged masters of the seas beyond the Mediterranean.



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Pytheas likely sailed from Massalia in a trireme or galley.

Breaking with Mediterranean tradition, Pytheas then would have sailed through the strait at night, when most sailors normally put ashore and when the Carthaginians guarding the passage would not have been expecting anyone to be at sea. Using celestial navigation, Pytheas might have felt equally comfortable sailing by night as by day. Once through the Straits of Gibraltar, Pytheas rounded present day Cape St. Vincent and hugged the Iberian coast, following it northward. Pytheas stopped often to make celestial readings, and at least one of these that is mentioned by ancient historians suggests that Pytheas passed the site of modern day Oporto, Portugal, giving credence to the belief that he indeed sailed through the Pillars of Hercules instead of making an overland trek to Corbilo.

While at sea, Pytheas discovered a phenomenon unknown to Mediterranean sailors: powerful tides. Throughout his journey he would observe coastal tides, with differences between high and low tides as much as 53 feet in the Bristol Channel. Pytheas supplied a scientific explanation for the tides, declaring that flood tide is caused by the waxing of the moon and ebb tide is caused by the waning of the moon. He was the first man to link tidal action with the moon.

Pytheas apparently landed at the island of Ushant, where he again took celestial readings and noted that the day was 16 hours long. Perhaps the fishermen at Ushant directed Pytheas



The ships would have to sail past Gibraltar – one of the Pillars of Hercules – at night to avoid Carthaginian pickets.

to the British Isles, a great source of tin, or perhaps Pytheas engaged one of the men as a pilot, but he appears to have sailed from Ushant directly to Britain, possibly stopping in Kent before making his way to the tin mining areas of Cornwall in southwest Britain.

Going ashore in Cornwall, where hundreds of mines were visible on the hillsides, Pytheas noted with interest the method of extracting tin from the mines and smelting it. The Greek historian Diodorus, among others, recounts Pytheas's description, "They have a clever process for extracting tin from its bed, which is of rock with earthy veins. Along these veins they dig galleries...After they have smelted and refined the tin, they hammer it into the shape of knucklebones and transport it to an adjoining island named Iktis believed to be St. Michael's Mount in Penzance Bay. Having waited until the ebb-tide lays bare the intervening channel, they bring entire loads of tin across on wagons."

Pytheas had discovered the source of tin for Massalia, but his observations did not stop there. He carefully took note of the people's dress, their manners and customs. The Britons were "simple in their habits, and far removed from the cunning and knavishness of modern man. Their diet is inexpensive and quite different from the luxury that is born of wealth. The island is thickly populated, and has an extremely chilly climate." The friendly Britons, Pytheas reported, lived in houses of logs and reeds, and they stored and threshed their grain in covered buildings. They did not drink wine, "but a fermented liquor made from barley, which they call curmi."

The expedition circumnavigated Great Britain, with Pytheas setting its corners at Lands's End in Cornwall, North Foreland in Kent and Duncansby Head in Scotland. Pushing northward,

Bronze weapons were made of an alloy of tin and copper.

Pytheas reached the “Orkan” islands, no doubt the Orkneys off the northeast coast of Scotland. Here, the navigator heard tales of an island called “Thule,” that lay six days’ sailing from Britain. Thule, it was said, was the “outermost of all countries.”



Despite their savage appearance, the Britons proved to be friendly to Pytheas.

“showed us the place where the sun goes to rest. for it was the case that in these parts the nights were very short; in some places two, in others three hours long, so that the sun rose again a short time after it had set.” Pytheas wished to sail beyond Thule, but was prevented from so doing by the frozen sea, – which the navigator described as a “sea lung,” a mixture of air, water and earth. This “congealed sea” was too thick to sail through and yet too thin to walk upon, Pytheas reported.

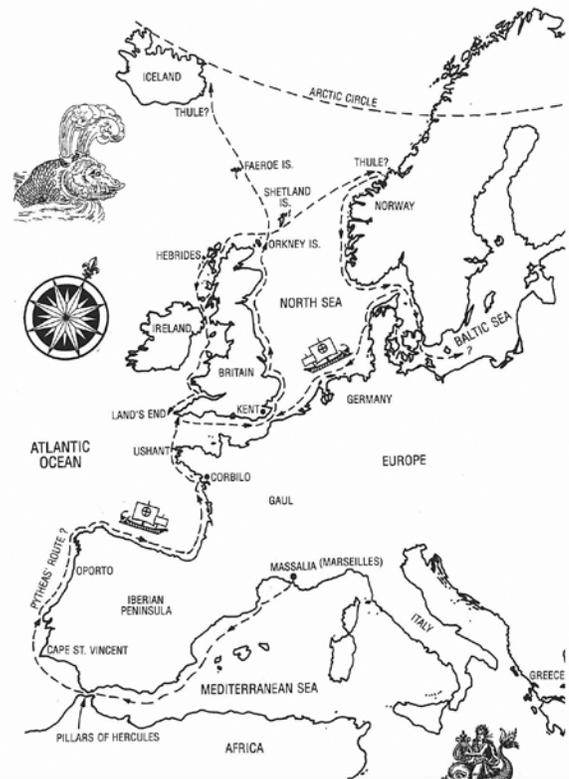
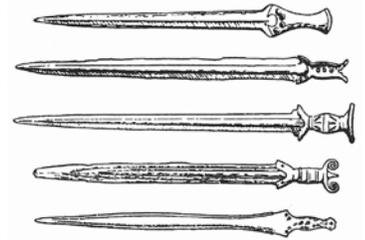
Where was Thule? Again, there is little consensus, although historians generally agree that it was most likely one of two places, either Norway or Iceland. That Thule was Iceland seems likely in that Pytheas claimed to have encountered ice within a day of the island, which would not be true of western Norway. That Thule was in Norway, however, seems to be supported by Pytheas’s claim that the residents of Thule survived on wild berries and made mead from the honey of their bees; bees are not found as far north as Iceland.

Having pushed the expedition farther north than any previous explorer, Pytheas now turned back, continuing his circumnavigation of Britain before heading east in search of a source of amber. This he most likely found in Denmark or Germany, and it has been argued that Pytheas was the first Greek to reach Germany by sea.

Pytheas now returned to Massalia to report his findings and write his now lost account of his expedition. While his story no doubt created great excitement and stirred the imagination of

both the merchant class and the scientific community, Pytheas’s journey had little immediate impact. The Phoenicians continued to rule the seas for at least another century, and the merchants of Massalia were unable to take advantage of the wealth of knowledge that Pytheas brought to them. Several of Greece’s leading men of science believed Pytheas and hailed him as a great philosopher, but within a generation of two, Greek historians routinely dismissed his claims as too fantastic.

In a time when the Phoenicians ruled the seas and most sailors hugged the coast by day and went ashore for the night, Pytheas became the first Greek to venture into the Atlantic, the first Greek to visit the British Isles and the first explorer to reach the forbidding seas of the Arctic. His accomplishments take on additional significance given the fact that Pytheas did all of this without the aid of charts or even a simple compass. He was the first man to make the connection between tides and phases of the moon, and he made accurate celestial observations without the benefit of a chronometer or sextant. Pytheas’s voyage took him 7,000 miles and made him one of the greatest explorers of antiquity.



Pytheas’s likely route of exploration.



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SAILINGS

DESTINATION	LINE	FREQUENCY	AGENT
ALGERIA	ALGIERS		
	Nordana Inducement	Biehl & Co.	
	ZIM..... Weekly.....	Glovis USA	
ANTIGUA	MOSTAGANEM		
	ORAN..... Inducement.....	ISS RioMar	
	Nordana Inducement	Biehl & Co.	
	C.I.C..... Monthly.....	Seacliff Agencies	
	ZIM..... Weekly.....	Glovis USA	
ARGENTINA	BUENOS AIRES		
	ZIM..... Weekly.....	Glovis USA	
ARUBA	ORANJESTAD		
	C.I.C..... Monthly.....	Seacliff Agencies	
	ZIM..... Weekly.....	Glovis USA	
AUSTRALIA	ADELAIDE		
	ZIM..... Weekly.....	Glovis USA	
	BRISBANE		
	ZIM..... Weekly.....	Glovis USA	
	FREMANTLE		
	ZIM..... Weekly.....	Glovis USA	
	MELBOURNE		
	ZIM..... Weekly.....	Glovis USA	
	SYDNEY		
	ZIM..... Weekly.....	Glovis USA	
BARBADOS	BRIDGETOWN		
	C.I.C..... Monthly.....	Seacliff Agencies	
	ZIM..... Weekly.....	Glovis USA	
BELGIUM	ANTWERP		
	Star..... Monthly.....	Star Shipping	
BELIZE	BELIZE CITY		
	ZIM..... Weekly.....	Glovis USA	
	BIG CREEK		
	MCW Shipping.....	Bi-weekly.....	Bulk Shipping
BRAZIL	BELEM		
	C.I.C..... Bi-weekly.....	Seacliff Agencies	
	BREVOS		
	C.I.C..... Bi-weekly.....	Seacliff Agencies	
	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	
BULGARIA	VARNA		
	ZIM..... Weekly.....	Glovis USA	
CAMEROON	DOUALA		
	ZIM..... Weekly.....	Glovis USA	
CANARY ISLANDS	LAS PALMAS		
	Spliethoff Monthly.....	Page & Jones Inc.	
	ZIM..... Weekly.....	Glovis USA	
	TENERIFE		
	Spliethoff Monthly.....	Page & Jones Inc.	
	ZIM..... Weekly.....	Glovis USA	
CAYMAN ISLANDS	GEORGETOWN		
	MCW Shipping.....	Bi-weekly.....	Bulk Shipping

DESTINATION	LINE	FREQUENCY	AGENT
CHINA	DAGANG		
	Star..... Monthly.....	Star Shipping	
	DALIAN		
	ZIM..... Weekly.....	Glovis USA	
	FUZHOU		
	ZIM..... Weekly.....	Glovis USA	
	GUANGZHOU		
	ZIM..... Weekly.....	Glovis USA	
	HONG KONG		
	ZIM..... Weekly.....	Glovis USA	
	HUANGPU		
	ZIM..... Weekly.....	Glovis USA	
	NINGBO		
	ZIM..... Weekly.....	Glovis USA	
	ORIGIN		
	ZIM..... Weekly.....	Glovis USA	
	QINGDAO		
	ZIM..... Weekly.....	Glovis USA	
	SHEKOU		
	ZIM..... Weekly.....	Glovis USA	
	SHANGHAI		
	Emirates Shipping Line (AGX).....	Weekly.....	Norton Lilly International
	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	
COLOMBIA	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
COSTA RICA	PUERTO LIMON		
	ZIM..... Weekly.....	Glovis USA	
	SAN JOSE		
	ZIM..... Weekly.....	Glovis USA	
CROATIA	RIJEKA		
	ZIM..... Weekly.....	Glovis USA	
CURACAO	WILLENSTAD		
	ZIM..... Weekly.....	Glovis USA	
	C.I.C..... Monthly.....	Seacliff Agencies	
CYPRUS	LIMASSOL		
	ZIM..... Weekly.....	Glovis USA	
DENMARK	AARHUS		
	Atlantcargo.....	Every 10 Days.....	Norton Lilly International
	COPENHAGEN		
	Atlantcargo.....	Every 10 Days.....	Norton Lilly International
DJIBOUTI	DJIBOUTI		
	ZIM..... Weekly.....	Glovis USA	
DOMINICA	ROSEAU		
	C.I.C..... Monthly.....	Seacliff Agencies	
	ZIM..... Weekly.....	Glovis USA	
DOMINICAN REPUBLIC	RIO HAINA		
	Caribbean Forest Carriers.....	Inducement.....	Transmarine Alabama LLC
	C.I.C.....	Bi-weekly.....	Seacliff Agencies
	ZIM.....	Weekly.....	Glovis USA
EGYPT	ALEXANDRIA		
	Nordana Inducement	Biehl & Co.	
	ZIM..... Weekly.....	Glovis USA	
	PORT SAID		
	ZIM..... Weekly.....	Glovis USA	
EL SALVADOR	SAN SALVADOR		
	ZIM..... Weekly.....	Glovis USA	
ENGLAND	TILBURY		
	Atlantcargo.....	Every 10 Days.....	Norton Lilly International
	Star..... Monthly.....	Star Shipping	
FRANCE	BOULOGNE		
	Star..... Monthly.....	Star Shipping	
	FOS		
	ZIM..... Weekly.....	Glovis USA	
	MARSEILLE		
	ZIM..... Weekly.....	Glovis USA	
GERMANY	BREMEN		

DESTINATION	LINE	FREQUENCY	AGENT
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	Star.....	Every 10 Days	Star Shipping
	HAMBURG		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
GEORGIA	POTI		
	ZIM.....	Weekly.....	Glovis USA
GHANA	TAKO RADI		
	ZIM.....	Weekly.....	Glovis USA
GREECE	PIRAEUS		
	Nordana	Inducement	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	THESSALONIKI		
	ZIM.....	Weekly.....	Glovis USA
GRENADA	SAINT GEORGES		
	C.I.C.....	Monthly.....	Seacliff Agencies
	ZIM.....	Weekly.....	Glovis USA
GUADELOUPE	BASSE-TERRE		
	C.I.C.....	Monthly.....	Seacliff Agencies
GUATEMALA	GUATEMALA CITY		
	ZIM.....	Weekly.....	Glovis USA
	SANTO TOMAS		
	ZIM.....	Weekly.....	Glovis USA
GUYANA	GEORGETOWN		
	ZIM.....	Weekly.....	Glovis USA
HAITI	PORT AU PRINCE		
	Caribbean Forest Carriers.....	Inducement	Transmarine Alabama LLC.
	ZIM.....	Weekly.....	Glovis USA
HONDURAS	PUERTO CORTES		
	ZIM.....	Weekly.....	Glovis USA
	SAN PEDRO SULA		
	ZIM.....	Weekly.....	Glovis USA
	TEGUCIGALPA		
	ZIM.....	Weekly.....	Glovis USA
HONG KONG	HONG KONG		
	ZIM.....	Weekly.....	Glovis USA
INDIA	BOMBAY		
	ZIM.....	Weekly.....	Glovis USA
	CALCUTTA		
	ZIM.....	Weekly.....	Glovis USA
	NAVA SHIVA		
	ZIM.....	Weekly.....	Glovis USA
INDONESIA	JAKARTA		
	ZIM.....	Weekly.....	Glovis USA
	SURABAYA		
	ZIM.....	Weekly.....	Glovis USA
ISRAEL	ASHDOD		
	ZIM.....	Weekly.....	Glovis USA
	HAIFA		
	ZIM.....	Weekly.....	Glovis USA
ITALY	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
JAMAICA	KINGSTON		
	Caribbean Forest Carriers.....	Inducement	Transmarine Alabama LLC
	C.I.C.....	Bi-weekly.....	Seacliff Agencies
	ZIM (AGX).....	Weekly.....	Glovis USA
JAPAN	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
JORDAN	AQABA		
	ZIM.....	Weekly.....	Glovis USA
KENYA	MOMBASA		
	ZIM.....	Weekly.....	Glovis USA
KOREA	INCHON		
	Saga Forest Carriers.....	Inducement	Biehl & Co.
	Star.....	Monthly.....	Star Shipping
	ZIM.....	Weekly.....	Glovis USA
	KUNSAN		
	Star.....	Monthly.....	Star Shipping
	PUSAN		
	Emirates Shipping Line (AGX).....	Weekly.....	Norton Lilly International
	ZIM (AGX).....	Weekly.....	Glovis USA
LEBANON	BEIRUT		
	Nordana	Inducement	Biehl & Co.
MARTINIQUE	FORT-DE-FRANCE		
	C.I.C.....	Monthly.....	Seacliff Agencies
MEXICO	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
MOROCCO	CASABLANCA		
	Spliethoff	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	TANGIERS		
	ZIM.....	Weekly.....	Glovis USA
NETHERLANDS	AMSTERDAM		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	ROTTERDAM		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	Star.....	Every 10 Days.....	Star Shipping
NICARAGUA	MANAGUA		
	ZIM.....	Weekly.....	Glovis USA

DESTINATION	LINE	FREQUENCY	AGENT
NIGERIA	LAGOS		
	ZIM.....	Weekly.....	Glovis USA
NORWAY	OSLO		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
PANAMA	COLON		
	ZIM (AGX).....	Weekly.....	Glovis USA
	CRISTOBAL		
	ZIM.....	Weekly.....	Glovis USA
PARAGUAY	PANAMA CITY		
	ZIM.....	Weekly.....	Glovis USA
PARAGUAY	ASUNCION		
	ZIM.....	Weekly.....	Glovis USA
PHILIPPINES	CEBU		
	ZIM.....	Weekly.....	Glovis USA
	MANILA		
POLAND	ZIM.....	Weekly.....	Glovis USA
	GYDNIA		
POLAND	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	PORTUGAL		
PORTUGAL	LEXIOS		
	ZIM.....	Weekly.....	Glovis USA
	LISBON		
REPUBLIC OF BENIN	ZIM.....	Weekly.....	Glovis USA
	COTONOU		
ROMANIA	CONSTANTA		
	ZIM.....	Weekly.....	Glovis USA
RUSSIA	NOVOROSSIYSK		
	ZIM.....	Weekly.....	Glovis USA
SINGAPORE	ZIM.....	Weekly.....	Glovis USA
ST. CROIX	C.I.C.....	Monthly.....	Seacliff Agencies
ST. JOHN'S	ZIM.....	Weekly.....	Glovis USA
ST. LUCIA	CASTRIES		
	C.I.C.....	Monthly.....	Seacliff Agencies
	VIEUX FORT		
	C.I.C.....	Monthly.....	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
SAINT KITTS	BASSETERRE		
	C.I.C.....	Monthly.....	Seacliff Agencies
SCOTLAND	MONTROSE		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	GRANGEMOUTH		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
SOUTH AFRICA	CAPETOWN		
	Gulf Africa Line	Monthly.....	Biehl & Company
	DURBAN		
	Gulf Africa Line	Monthly.....	Biehl & Company
	ZIM.....	Weekly.....	Glovis USA
	PORT ELIZABETH		
SOUTH AFRICA	Gulf Africa Line	Monthly.....	Biehl & Company
	RICHARDS BAY		
	Gulf Africa Line	Monthly.....	Biehl & Company
SLOVENIA	KOPER		
	ZIM.....	Weekly.....	Glovis USA
SPAIN	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
	SWEDEN	GOTHENBURG	
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	STOCKHOLM		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	Polish Ocean Line.....	Weekly	Biehl & Company
	SURINAME	PARAMARIBO	
	ZIM.....	Weekly.....	Glovis USA
TAIWAN	KAOHSIUNG		
	ZIM.....	Weekly.....	Glovis USA
	KEELUNG		
	ZIM.....	Weekly.....	Glovis USA
	TAICHUNG		
	ZIM.....	Weekly.....	Glovis USA
	TAOYUAN		
	ZIM.....	Weekly.....	Glovis USA
TANZANIA	DAR ES SALAAM		
	ZIM.....	Weekly.....	Glovis USA
THAILAND	BANGKOK		
	ZIM.....	Weekly.....	Glovis USA
	LAEM CHABA		
	ZIM.....	Weekly.....	Glovis USA
TOBAGO	C.I.C.....	Monthly.....	Seacliff Agencies
	TOGO	LOME	
	ZIM.....	Weekly.....	Glovis USA
TRINIDAD	POINT LISAS		
	ZIM.....	Weekly.....	Glovis USA
	PORT OF SPAIN		
	C.I.C.....	Bi-weekly.....	Seacliff Agencies
	ZIM.....	Weekly.....	Glovis USA
TUNISIA	TUNIS		
	ZIM.....	Weekly.....	Glovis USA
TURKEY	ISTANBUL		
	Nordana	Inducement	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	IZMIR		
	Nordana	Inducement	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	KOPER		
	ZIM.....	Weekly.....	Glovis USA
	MERSIN		
	Nordana	Inducement	Biehl & Co.
ZIM.....	Weekly.....	Glovis USA	
UKRAINE	ILICHEVSK		
	ZIM.....	Weekly.....	Glovis USA
	ODESSA		
	ZIM.....	Weekly.....	Glovis USA
UNITED ARAB EMIRATES	DUBAI		
	ZIM.....	Weekly.....	Glovis USA
URUGUAY	MONTEVIDEO		
	ZIM.....	Weekly.....	Glovis USA
VENEZUELA	EL GUAMACHE		
	ZIM.....	Weekly.....	Glovis USA
	GUANTA		
	ZIM.....	Weekly.....	Glovis USA
	LAGUARIA		
	ZIM.....	Weekly.....	Glovis USA
	PUERTO CABELLO		
	ZIM.....	Weekly.....	Glovis USA
VIETNAM	HO CHI MINH CITY		
	ZIM.....	Weekly.....	Glovis USA
YUGOSLAVIA	BAR		
	ZIM.....	Weekly.....	Glovis USA

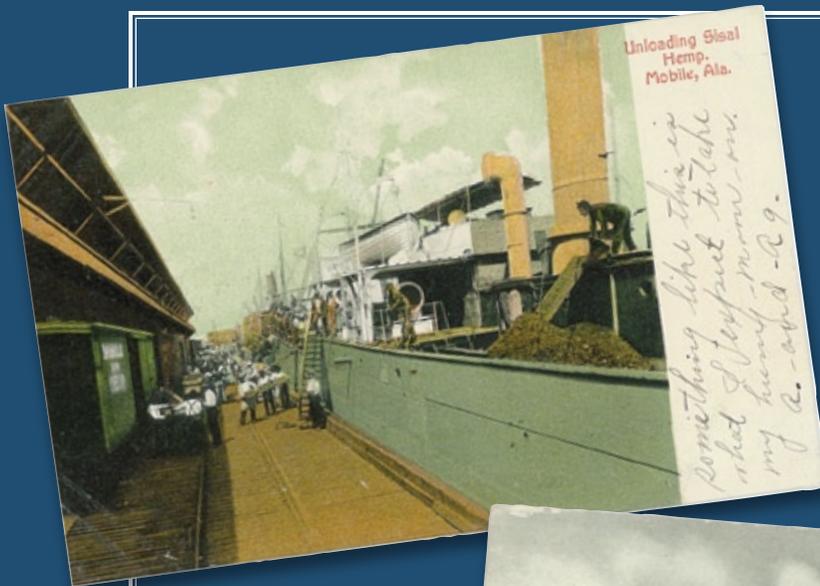
STEAMSHIP AGENCIES

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



Unloading Sisal Hemp;
Mobile, Alabama



Wreckage at the foot of St. Francis Street after
the storm; Sept. 27, 1906, Mobile, Alabama.

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

PORT OF MOBILE DIRECTORY

ALABAMA STATE DOCKS CUSTOMER SERVICE

SERVICE REPRESENTATIVE.....(251) 441-7047

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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) 348-7621

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

BANKS WITH INTERNATIONAL DEPARTMENTS

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

BARGE FLEETING SERVICE

DELTA MARINE SERVICE.....(251) 937-4060
MOBILE-CHICKASAW PORT FACILITIES, INC.....(251) 456-7648

BLAST FREEZE/COLD STORAGE

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

BULK LIQUIDS

ALABAMA BULK TERMINALS.....(251) 438-9891
GULF ATLANTIC.....(251) 456-8491 Ext. 109
PLAINS MARKETING.....(251) 456-4688
GULF COAST ASPHALT.....(251) 432-7666
RADCLIFF ECONOMY MARINE/TRANSMONTAIGNE.....(251) 433-0066

BUNKERING SERVICE

CHEMOIL-777 Walker, Houston, TX 77002.....(713) 336-1100
MIDSTREAM FUEL SERVICES, INC.-P. O. Box 2826.....(251) 433-4972
TRANSMONTAIGNE-P. O. Box 3064.....(251) 433-0066
S.T. SERVICES, INC.-6531 Evergreen Ave., Jacksonville, FL.....(904) 355-9675

CONSULATES

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

CONTAINER REPAIR & LEASING

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

U. S. CUSTOMS

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

DUNNAGE - PLYWOOD

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

EXPORT BAGGING, PACKING & DRUMMING

MEADOR WAREHOUSING & DIST, INC.-1750 N. Craft Hwy.....(251) 457-4376
MITCHELL CONTAINER SERVICES-226 Saraland Blvd. S.....(800) 729-3786
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

EXPORT MANAGEMENT/TRADING

TRI CORP, INC.-208 So. Warren.....(251) 432-4800

FIRE SAFETY EQUIPMENT & 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) 432-0762
WORLD SHIP SUPPLY (MOBILE), INC.-4600-B Cypress Business Park Drive.....(251) 662-7474

FOREIGN FREIGHT FORWARDERS

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★ AIR/SEA FORWARDING-3812 Springhill Ave.....(251) 460-0551
C.H. ROBINSON WORLDWIDE.....(251) 441-7012
PAUL A. BOULO, INC.-255 N. Joachim St.....(251) 433-5445
★ JOHN M. BRINING CO.-P. O. Box 403.....(251) 432-9741
★ 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
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) 433-8474
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) 432-1646
Birmingham, P. O. Box 320126.....(205) 595-8429
Huntsville, P. O. Box 6025.....(256) 772-0231
T. A. PROVENCE & CO.-P. O. Box 942.....(251) 433-5424
★ GEO. RUEFF, INC.-P. O. Box 2962.....(251) 433-8851
SOUTHEASTERN FREIGHT FORWARDERS-6448 Hillcrest Crossing.....(251) 661-7284
STIEGLER SHIPPING CO, INC.-1151 Hillcrest Rd., Suite F.....(251) 639-7300
TEAM WORLDWIDE - 3357-6 Copter Rd., Pensacola, FL 32514.....(850) 698-1465
TRADELANES - 61 St. Joseph St., Suite 1000.....(251) 343-8031
★ DANIEL F. YOUNG-1215 Seminole Dr. NW, Hartselle, AL.....(256) 773-6202
★ W. R. ZANES & CO. OF LA, INC.-P. O. Box 1006.....(251) 438-1597

FOREIGN TRADE ZONES

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AZALEA BOX COMPANY-1401 St. Stephens Road, Prichard.....(251) 452-3451
EQUITY TECHNOLOGIES CORP.....(251) 432-7784
★ 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

GRAIN MERCHANTS

FGDI, LLC.....(419) 373-6311

GUARD SERVICE, SHIP WATCHING

ALLIED SECRET SERVICE.....(251) 471-4461
CPS/EAGLE MARITIME SECURITY SERVICES.....(251) 433-7850
PINKERTON'S SECURITY SERVICE.....(251) 666-1091
SUPREME SECURITY SERVICE.....(251) 661-0000
T-2-F SECURITY.....(251) 432-4911

HEAVY LIFT/SALVAGE/TRANSPORTATION

AMERICAN MARINE SERVICES.....(251) 443-7771
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
LEA DIVING & SALVAGE-Alabama State Docks.....(251) 432-4480
MAMMOET.....(404) 696-4982

INDUSTRIAL DIVING

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
LEA DIVING & SALVAGE-Alabama State Docks.....(251) 432-4480

LIGHTERING, GAS FREEING & SPILL CLEANUP

AARON OIL CO, INC.-P. O. Box 2304.....(251) 666-8143
R. CARTER & ASSOC, INC.-507 Diaz St., Prichard, AL.....(251) 452-0154
FERGUSON 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) 432-4223
PROTECT ENVIRONMENTAL-3537 Desirrah Drive S., Mobile, AL 36618.....(251) 470-0955
THOMPSON ENGINEERING-P. O. Box 9637.....(251) 653-4525
UNITED STATES ENVIRONMENTAL SERVICES LLC-4230 Halls Mill Road, Mobile, AL 36693.....(251) 662-3500
USI OIL -1900-A Broad St.....(251) 432-0775

LINE HANDLING

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

MARINE BUSINESS BROKERAGE

MARTIMEAD.....(251) 626-0713

MARINE FUMIGATION SERVICES

A & P PEST CONTROL, INC.....(251) 634-9511
ATLAS PEST CONTROL.....(251) 341-1410
BUGMASTER EXTERMINATORS, INC.....(251) 666-4402
ORKIN EXTERMINATING CO., INC.....(251) 666-7506
REDD PEST CONTROL.....(251) 660-1550
TERMINIX SERVICE.....(251) 447-0858

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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 Rinta 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) 343-7299

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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) 626-1758
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) 873-4382
CAPT. JOHN D. SMITH-P. O. Box 2585, Daphne.....(251) 626-8394
CARMACK MARINE IND. SVC. INC.-1609 B Rochelle Street.....(251) 662-5765
COOK CLAIMS SERVICE-P. O. Box 160461.....(251) 470-0774
GENERAL MARINE SERVICE-P. O. Box 2533.....(251) 928-6728
C. L. HAMILTON-P.O. Box 302.....(251) 433-9997
DC MARITIME TECHNOLOGIES INC.-2210 Main St., Daphne, AL 36526.....(251) 625-0503
JOINER MARINE SERVICES-9305 Johnson Rd. S.....(251) 633-6118
NATIONAL CARGO BUREAU, INC.-Commerce Building, Ste. 605, 118 N. Royal St.....(251) 432-0781
NAUTECH MARINE CONSULTANTS, INC.-7226 Bridgewood Lane, Spanish Fort, AL 36527.....(251) 447-0422
PAGE MARINE-4153 Tamworth Dr.....(251) 661-1520
PORT CITY MARINE SURVEYORS-D. J. Smith.....(251) 661-5426
SABINE SURVEYORS-McDuffie Island.....(251) 432-4333
SGS MINERALS-P. O. Box 1962.....(251) 432-2781
WOODRUFF INDUSTRIES INC-4021 Shana Drive.....(251) 473-5327

MARITIME WASTE DISPOSAL

AARON OIL CO, INC.-P. O. Box 2304.....(251) 666-8143
BFI-P.O. Box 16504, Mobile, AL 36616.....(251) 666-5724
BROWNING-FERRIS INDUSTRIES-P. O. Box 16504.....(251) 666-5724
R. CARTER & ASSOC, INC.-1406 Telegraph Rd.....(251) 452-0154
DOCKSIDE SERVICES, INC.-P. O. Box 122.....(251) 438-2362
FERGUSON HARBOUR, INC.-31153 Stagecoach Rd., Spanish Ft., AL.....(251) 626-3295
INDUSTRIAL WATER SERVICES, INC.-1980 Ave. A.....(251) 694-7500
OIL RECOVERY CO, INC.-P. O. Box 1803.....(251) 432-4223
PSC-4531 Hamilton Blvd., Theodore, AL 36582.....(251) 443-7701
WASTE MANAGEMENT INC.-17045 Highway 43, Mt. Vernon, AL.....(251) 829-4006

MOTOR TRANSPORT (★ CONTAINER SERVICES)

AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
ACME TRUCK LINE.....	(251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 869-4577
ALABAMA CARRIERS, INC.....	(800) 721-7107
AMEREX.....	(866) 676-6465
AMEREX.....	(251) 443-7703
AVERRITT EXPRESS.....	(251) 438-2248
★ AVONDALE CONTAINERS.....	(251) 433-3391
★ BALDWIN TRANSFER CO.....	(251) 635-0048
BENNETT MOTOR EXPRESS.....	(205) 716-2014
BOYD BROTHERS TRANSPORTATION, INC.....	(251) 438-6994
BRIDGE TERMINAL TRANSPORT.....	(601) 698-5865
BUFFALO WOOD, INC.....	(877) 815-8334
BURKHALTER SPECIALIZED TRANSPORT.....	(251) 441-7012
C.H. ROBINSON WORLDWIDE.....	(251) 457-7300
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-9231
CHOCTAW TRANSPORT COMPANY.....	(251) 443-9100
CONSOLIDATED FREIGHT WAYS.....	(251) 653-3008
COVAN WORLD-WIDE MOVING INC.....	(800) 437-3548
DEATON CARRIERS (Flatbeds).....	(800) 824-3515
DEEP SOUTH FREIGHT.....	(800) 321-0801
★ DIXIE DRAYAGE.....	(251) 666-2057
DOLPHIN LINE INC.....	(334) 284-2656
DUFFY FREIGHT CARRIERS.....	(251) 621-0121
E & F TRANSPORTATION, INC.....	(334) 792-5661
★ EASTMAN LOGISTICS.....	(800) 762-3787
FEDEX.....	(800) 643-6611
FIKES TRUCK LINE, INC.....	(800) 844-5381
FINCH DISTRIBUTION.....	(800) 654-4811
FRIESE HAULING INC.....	(251) 442-2000
GLOBAL MARITIME LOGISTICS LLC.....	(251) 653-1880
★ GULF COAST INTERMODAL.....	(205) 783-8200
HANNA TRUCK LINES.....	(800) 242-9212
HORIZON FREIGHT SYSTEMS.....	(800) 633-1313
HORNADY TRANSPORTATION LLC.....	(800) 626-5882
★ INDUSTRIAL TRANSPORTATION.....	(251) 479-7600
IHS.....	(354) 354-3339
INTEGRATED TRANSPORT LLC.....	(251) 457-1534
JAMES CARTAGE CO.....	(866) 862-0867
JOHN FAYARD MOVING & WAREHOUSING.....	(251) 690-9050
LANDSTAR RANGER.....	(800) 949-8501
★ LARSEN INTERMODAL SERVICES, INC.....	(203) 926-8911
MACROTRANSPORT SERVICES—Ormond Beach, FL.....	(251) 447-4376
MEADOR WAREHOUSING DIST, INC.....	(251) 456-8571
MILAN EXPRESS CO., INC.....	(800) 669-6877
★ MILLER TRANSER.....	(251) 457-0471
★ MILLER TRANSPORT & RIGGING CO.....	(251) 438-3658
MMS TRANSPORTATION CO.....	(251) 457-7734
ED MORRIS MOVING & HAULING.....	(800) 748-8931
JIM NEWSON TRUCKING (Salvage Buyer).....	(251) 452-2904
OLD DOMINION FREIGHT LINES, INC.....	(251) 456-6545
★ OVERTITE TRANSPORTATION CO.....	(251) 452-2128
★ POINT LOGISTICS.....	(251) 457-9274
ROADWAY EXPRESS.....	(800) 366-3359
ROSS NEELY SYSTEMS, INC.....	(251) 434-5700
SAMA MOTOR LINES.....	(800) 558-6767
SCHNEIDER NATIONAL.....	(334) 284-3033
SOUTHERN CARTAGE.....	(800) 537-4621
SOUTHERN HAULERS, INC. (Dump Trucks).....	(251) 438-2749
★ SOUTHERN INTERMODAL XPRESS INC. (SIX).....	(251) 679-8200, (888) 546-2013
★ S/M TRANSPORTATION.....	(888) 467-5737
SPECIALTY TRANSPORTATION CO. (BULK).....	(800) 643-2140
★ TRANS-STATE LINE.....	(800) 292-3829
TRISM SPECIALIZED CARRIERS.....	(251) 457-5326
U. S. F. DUGAN.....	(251) 621-0280
WATKINS MOTOR LINES, INC.....	(251) 461-2920
WILLIS SHAW FREG SYSTEMS.....	(800) 547-6828
WOERNER TRANSPORTATION.....	(251) 653-7348
WONDERLAND EXPRESS (Heavy Haul).....	(251) 438-2432
YELLOW FREIGHT SYSTEM INC.....	(251) 432-2639
MOBILE BAR PILOTS ASSOC.—P. O. Box 831.....	(251) 441-7250
MOBILE INNER HARBOR PILOTS—Alabama State Docks.....	

PILOTAGE

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

RAIL TRANSPORT

ALABAMA & GULF COAST RR.....	(251) 694-2883
BURLINGTON NORTHERN / SANTA FE.....	(205) 320-3637
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