

ALABAMA

THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

# SEAPORT

JANUARY 2009



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# ALABAMA SEAPORT

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## On The Cover:

CMA CGM brings a weekly PEX 3 service from Asia to the Mobile Container Terminal.



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# CMA CGM'S BLUE WHALE CALLS AT MOBILE CONTAINER TERMINAL

It seems only fitting that one of the first vessels calling at the Mobile Container Terminal (MCT) in 2009 is owned and operated by one of MCT's operating partners. CMA CGM's BLUE WHALE arrived in Mobile on Friday, Jan. 2, marking the start of a new service at the container terminal.

"We are excited for our new customer to begin their service at Mobile Container Terminal," said Mobile Container Terminal Director Brian Clark. On hand to welcome Captain Aurel Bostina and his crew was Marius Scintee of CMA CGM's marine operations team.

Mobile Container Terminal is a partnership between the Alabama State Port Authority and Mobile Container Terminal LLC, comprised of CMA CGM subsidiary Terminal Link (with a 20 percent share), and A.P. Moller-Maersk subsidiary APM Terminals of North America (with an 80 percent share). The Port Authority provided half of the \$300 million investment for the new facility.

The BLUE WHALE is one of eight "sister" CMA CGM vessels that comprise the weekly PEX 3 service from Asia to the southern United States. This allows the service to offer a fixed-day weekly schedule. The ships call in Shanghai, Xiamen, Chiwan, Hong Kong, Houston, Mobile, Norfolk, Savannah, Charleston and Kingston.



Brian Clark of Mobile Container Terminal, left, and Todd Jones of the Alabama State Port Authority, second from left, presented a plaque to Capt. Aurel Bostina, captain of the BLUE WHALE, second from right, and Capt. Marius Scintee, right, of CMA CGM's marine operations team to commemorate the first CMA CGM ship to call in Mobile in early January.



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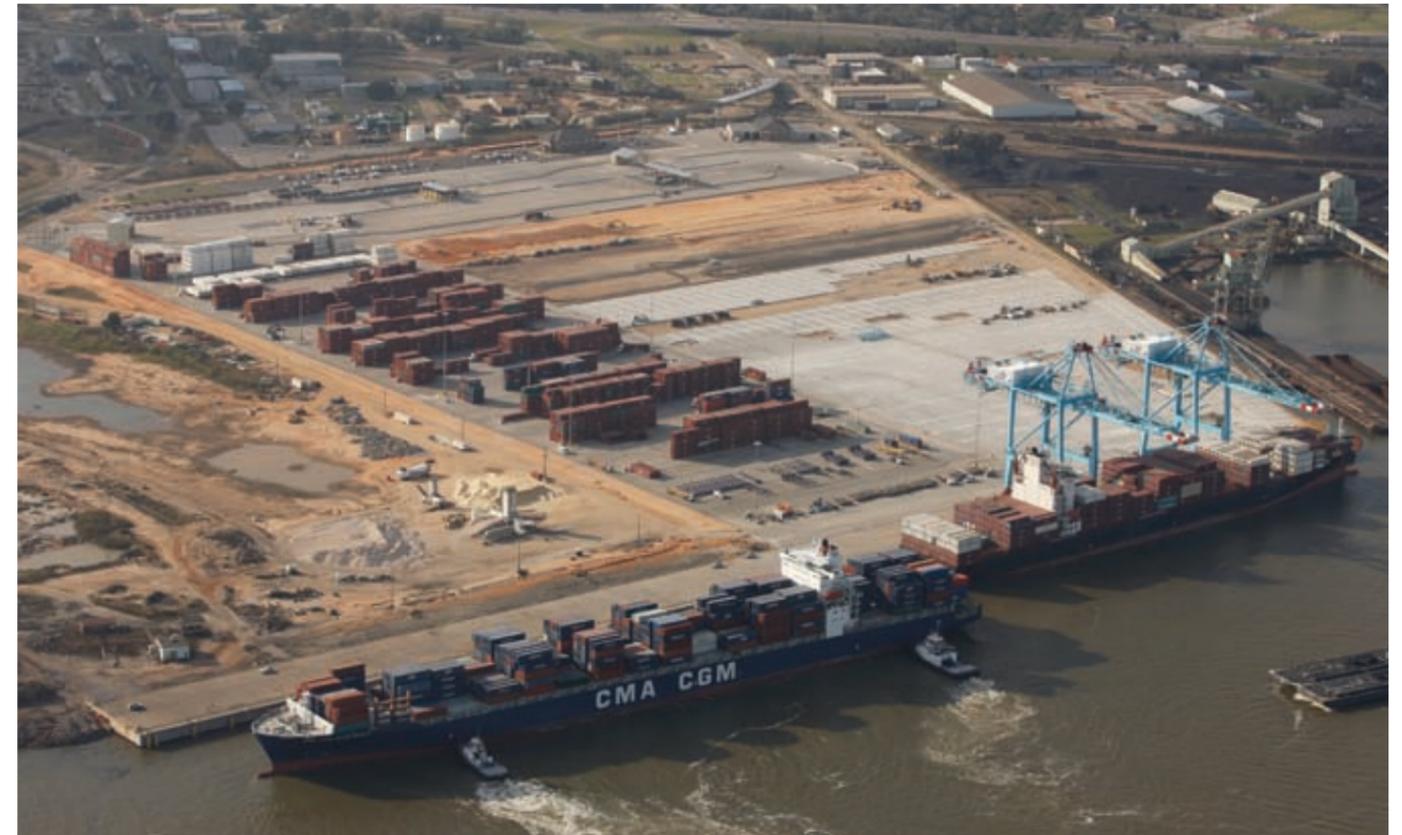
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CMA CGM marks the third service calling at Mobile Container Terminal. The BLUE WHALE is one of eight "sister" CMA CGM vessels that comprise the weekly PEX 3 service from Asia to the southern United States.

"We are pleased to bring our experience and our volumes as part of this long-term project. It will open new opportunities for our services," said Farid T. Salem, CMA CGM Group Chief Executive Vice President. "CMA CGM is already a strong player on the trade from Asia to the Gulf with regular weekly calls at Houston, Miami and Savannah. The Mobile project will offer us additional possibilities of services for our customers."

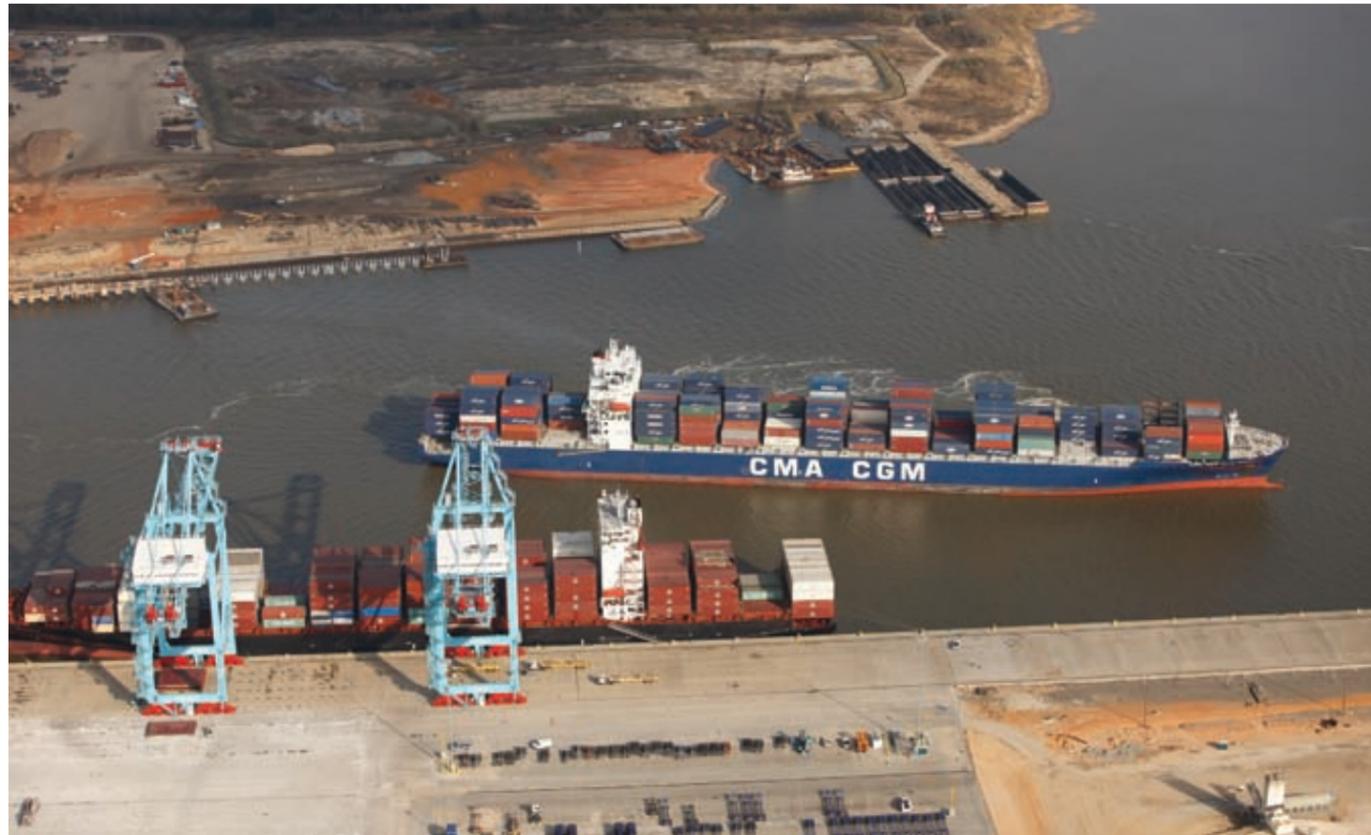
Built in 2007 as a "panama" ship at more than 965 feet long, the BLUE WHALE carries the maximum number of containers able to navigate the Panama Canal - approximately 5,100 TEUs. It sails under a British flag. Conscious of environmental concerns, CMA CGM fitted the BLUE WHALE with a low exhaust emission incinerator, a domestic waste compactor, an enhanced water and oil residue treatment plant, an additional settling tank and an oily water separator. The ship also features a pump-fitted retention tank for cargo hold bilge water.

CMA CGM is the world's third largest container shipping group. It has a fleet of 400 vessels serving 403 ports around the world. In 2008, CMA CGM vessels carried 9 million TEUs. The company, led by founder Jacques R. Saadé, employs 17,000 people worldwide.

"We are certainly pleased with the recent addition of the CMA CGM vessels at the Mobile Container Terminal facility. This rotation of vessels joins the ZIM vessels currently calling the facility. Mobile Container Terminal is a state-of-the-art facility and a great asset to the state of Alabama and the region," said James K. Lyons, director and CEO of the Alabama State Port Authority.

The Mobile Container Terminal, which opened in the fall of 2008, will have an annual capacity of approximately 800,000 TEUs at full build-out. Its start-up capacity is more than 350,000 TEUs. "We are very pleased with the opening of the Mobile Container Terminal which will allow us to expand our product line offerings to our customers," said CMA CGM's Alain M. Schmid, deputy vice president North American Lines.

CMA CGM marks the third service calling at Mobile Container Terminal, but will not be the only carrier with a connection to the terminal. Beginning in January 2009, Denmark-based shipper A.P. Moller-Maersk Group's weekly vessel calls are expected to bring up to 18,000 containers through the facility each year. The Maersk service, called Expreso, travels between the U.S. and Central America carrying products such as chemicals, coffee and textiles. In addition to calling at New



CMA CGM's BLUE WHALE arrived in Mobile on Friday, January 2, marking the start of a new service at the container terminal. At more than 965 feet long, the BLUE WHALE carries the maximum number of containers able to navigate the Panama Canal.

Orleans and Houston, the Espresso service calls at ports in Panama, Colombia, Costa Rica, Honduras and Guatemala.

Even before opening, Mobile Container Terminal planned to serve ZIM Integrated Shipping Services' Asia-Gulf Express (AGX), linking the Port City with Jamaica and the Far East. Until the new facility opened, ZIM used an older area of the state docks. The AGX service calls at Mobile, Tampa, Houston, Kingston, Panama, Qingdao, Shanghai, Pusan, Osaka, Yokohama, Panama, Cristobal and Kingston. ZIM plans to bring 52,000 containers through the facility annually. Together, CMA CGM, Maersk and ZIM are expected to bring more than 120,000 units a year to Mobile, making up approximately half of Mobile Container Terminal's phase one capacity.

While Mobile Container Terminal offers close proximity to the intersection of five Class 1 railroads and two major interstates, the Port Authority is breaking ground on phase one of a \$50 million intermodal rail terminal adjacent to the container terminal. It will connect four major railroads: CSX, Canadian National, Norfolk Southern and BNSF Railway. According to Lyons, the rail terminal project will span the next three years as business grows at the container terminal.

Recently, the Port of Mobile has experienced an increase in container volumes. The fiscal year ending September 30, 2008, saw a 12 percent growth to nearly 130,000 TEUs from fiscal year 2007's 108,000 TEUs. While the Port Authority anticipates 2009 to have mostly flat container and general cargo volumes, expansion investments are expected to pay off in 2010 when officials hope the economy will rebound. Additionally, the Port of Mobile has not been as hard hit by the economic downturn as other areas, thanks to stable exports and fewer home foreclosures, making up for the decline in imports.

Another project in the works, which will benefit Mobile Container Terminal and its clients, is the expansion of the Port of Mobile's turning basin, located in the Mobile Ship Channel between the container terminal and the Port's new steel terminal at Pinto Island. Currently the basin is large enough for 4,000 TEU vessels, leaving larger ones to require special tug assistance. The turning basin expansion project was originally estimated at \$27 million, but Port officials recently announced that an additional \$16 million is needed for completion. The Alabama State Port Authority is seeking federal assistance to finish the project.

# TANKER BID UPDATE



A view of the KC-30, a forerunner of the KC-45 tanker, refueling an F-18 fighter jet and an F-22 fighter jet.

Northrop Grumman and its KC-45 Tanker Team remains committed to bringing the Air Force tanker contract to Mobile. That was the message company President and Chief Operating Officer Wes Bush brought when he visited the Port City in early December.

Northrop Grumman and its bidding partner European Aeronautic Defence and Space Company EADS N.V. (EADS) won the contract to replace the nation's aging fleet of aerial refueling tankers in 2008, but a protest and lobbying efforts put forth by losing competitor Boeing forced the Department of Defense to put the whole program on hold until the new presidential administration could get in office. Boeing contends the Air Force did not follow the specifications in the bid when it made the decision.

"There is an urgent need to replace the Eisenhower-era KC-135 tankers now. Tankers are the backbone of our forward projection of power and our air superiority. Tankers are vital to

our defense as well as humanitarian relief efforts," said Bush when he spoke at Mobile's Battle House Hotel.

Aerial refueling tankers carry fuel to planes and helicopters in the air. Refueling in-flight allows soldiers to fly longer missions and eliminates the need for the planes to land, refuel and take off again. These huge aircraft can also bring supplies and troops into the field and provide aero-medical evacuation relief activities.

If Northrop Grumman-EADS is awarded the contract it would bring more than 1,500 jobs to Mobile and an additional 48,000 jobs across the country. Northrop Grumman would employ people in all 50 states on this project through more than 230 U.S. suppliers. The initial contract could be worth \$35 to \$45 billion with the total value of the effort estimated to be close to \$100 million. Bush spoke about how getting started on this project could also be one of the engines the nation needs to get the economy moving again.



The KC-30, a forerunner of the KC-45, shows how these tankers use a boom to refuel aircraft while in flight.

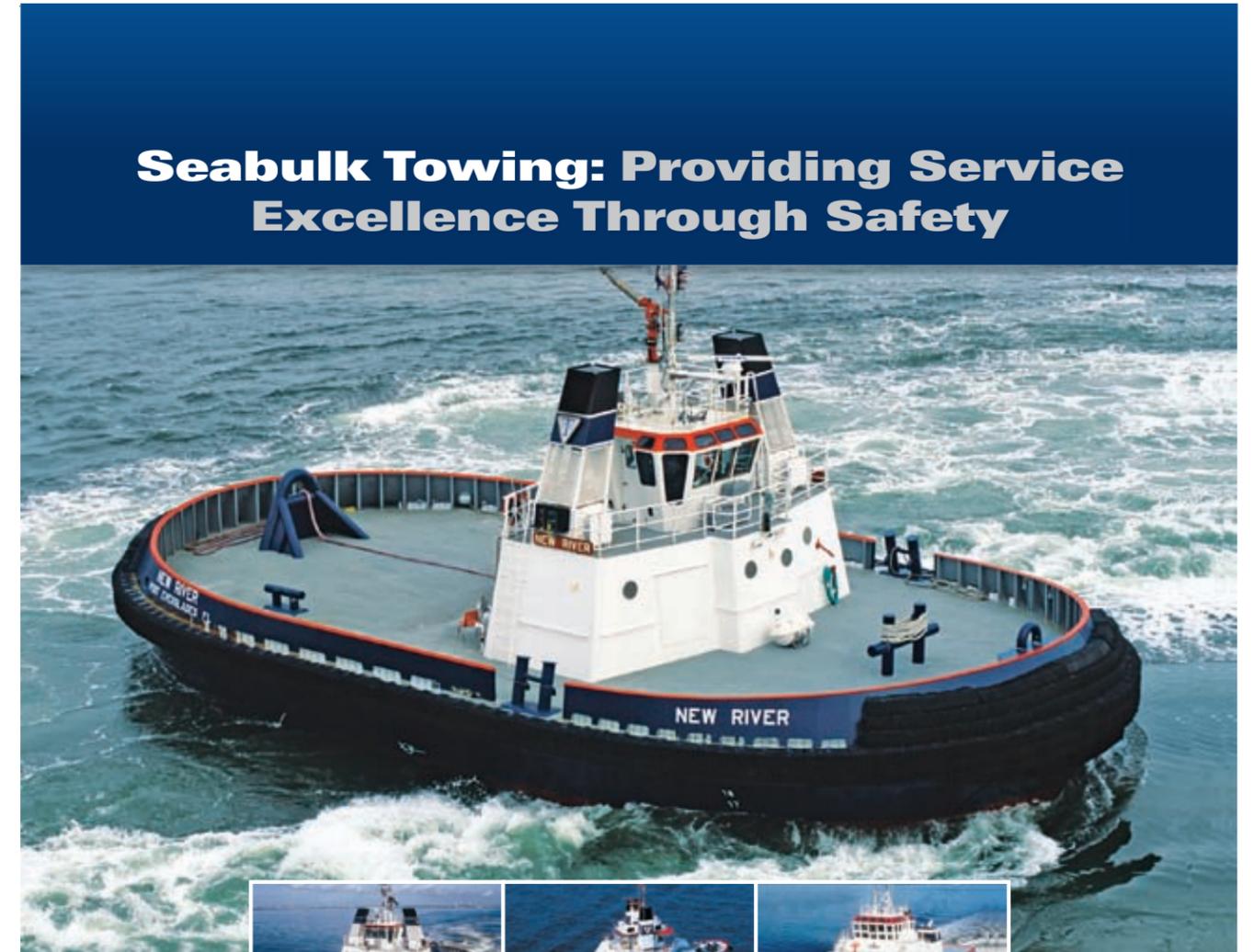
Many industry analysts point to the urgent need for new refueling tankers. The fleet in the air right now is close to 50 years old and plagued with operating problems caused by age and constant use. Bush asked community leaders and citizens to speak to their lawmakers about the need to get the bid process started again quickly. "We believe the Defense Department and Air Force can restart the tanker competition by quickly releasing an amended Request for Proposal. While some have suggested that the new request for proposals should be delayed well into 2010, it is clear to us that the Department can quickly remedy the seven minor procedural errors identified in the previous acquisition process, and issue an amended request for proposal early in 2009."

The process of trying to find new tankers started in 2004 when the Air Force issued a request for bids. Boeing proposed a KC 767 aircraft. Northrop Grumman, along with partner EADS, proposed a KC-45, a modified Airbus A 330 aircraft. The tanker is based on a multi-use tanker already selected for use by the United Kingdom, Australia, United Arab Emirates and Saudi Arabia.

Mobile County Commission President Mike Dean says Northrop Grumman and Mobile are ready for a rematch. "Facts are stubborn elements of this competition for the aerial refueling tanker. As much as Boeing would like them to go away, we've won the competition twice now and we can win it again because the KC-45 is the superior aircraft. It's what our fighting men and women need," Dean said when asked about the project.

He added, "The facts are that we have the best product for the best price with the best work force. We've witnessed attempts by Boeing to get its plane operational. The KC-45, by contrast, has been built, tested and proven to be the better and more versatile aircraft and it will cost taxpayers \$3 billion less than the Boeing plane. Plus it puts to work 48,000 Americans who will fill jobs created by the project."

In fact, in media interviews in September 2008, John Young, undersecretary of Defense for acquisition, technology and logistics, said that under the tanker proposal from Northrop Grumman and its teammate EADS, developing the first 68 aircraft would have cost \$3 billion less than Boeing's offer.



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**Northrop Grumman President and CEO Wes Bush speaks about his team's commitment to the Aerial Refueling Tanker Replacement Program.**

Young said that Northrop Grumman promised earlier delivery than Boeing and that its aircraft "provided more tanker capability and offload rate and was substantially cheaper to develop."

According to Bush, Mobile and the Gulf Coast would not be the only winner. "Resuming the Air Force tanker replacement program enhances national security and brings badly needed economic benefit to the nation," he said. He referenced Gen. Arthur Lichte, the four-star general who is Commander of Air Mobility Command who told reporters last fall, "It is unconscionable that we're asking people to fly in combat in 50-year-old airframes."

He also said, "For every year or two that we delay (the tanker replacement program) up front that means we fly these things past 2040 and that means the 135 (the KC-135 tanker being replaced) is over 80 years old by then."

Mobile Mayor Sam Jones said he is also ready to champion the KC-45 and the Port City. "A Northrop Grumman victory would mean a great deal in further establishing Mobile as a hub in the global aerospace industry. We still have the better plane in this competition. The Northrop Grumman tanker is tested and ready right now. Our support for the KC45 project has never been greater."

# VIRTUAL ALABAMA

## PUTS ALL THINGS AT FINGERTIPS FOR FIRST-RESPONDERS

Imagine being able to look at photos of Alabama's coastline as it looked before and after a hurricane, quickly determining the extent of damage. Or having the capability to pinpoint every gas station in the state for Alabamians as they leave on an evacuation route. Or even locating every hotel in the state that allows pets to accompany their owners.

The Virtual Alabama program can do all these things and much more, putting valuable state infrastructure data and imagery at the fingertips of community and state leaders who need it most. Virtual Alabama is the nation's first comprehensive database of satellite imagery and aerial photography that assembles, displays, evaluates and shares critical data for emergency responders.

An initiative of the Alabama Department of Homeland Security (DHS), Virtual Alabama was designed to make data sharing easier among first responders. The program works

on a common operating platform – Google Earth technology – that can layer all imagery from across the state and allow users to view a wide variety of information, including infrastructure, evacuation routes, flood zones, school districts and watersheds through a secure, Web-based application.

Currently available in all 67 Alabama counties, Virtual Alabama extends beyond homeland security and is being used for economic development, environmental management, conservation and natural resources, emergency management and agriculture segments to provide necessary information. County and municipal governments now supply more than 90 percent of the state's geospatial data to Virtual Alabama.

The program was first initiated in October 2005 when the Alabama DHS and Director Jim Walker began a project to access new technologies with 3-D visualization. Alabama Gov. Bob Riley tasked the agency with leveraging existing



**This image from the Virtual Alabama program shows a college campus in Alabama – all of the fire hydrants on the campus are identified by the red dots.**



In this image from Virtual Alabama, the Montgomery Fire Department's building is modeled in 3-D, showing all exits and entrances in the building as well as where hazardous chemicals are kept.

state asset imagery and infrastructure data into a visualization tool that was affordable, scalable, maintainable and capable of using evolving Internet-based tools.

According to Alabama DHS Director Jim Walker, "Virtual Alabama is a collaboration on a broad scale. We have so many agencies of different types that, in the past, didn't talk to each other unless there was a dire need. Now we have a pre-populated platform through Virtual Alabama where the potential is really only limited by the imagination of the people using the system."



After Incident Imagery is flown soon after an incident and is made available to the responding community through Virtual Alabama.

Virtual Alabama was funded by the Alabama DHS for \$150,000 with the purchase of a Google Earth Enterprise license which includes unlimited updates to the program. The software required to view the program is available at no cost to users in counties and municipalities throughout Alabama. The program is simple to use, and many homeland security and other local applications can and are being developed with ease using Virtual Alabama.

"We're excited about the way Google Earth is allowing Alabama's Department of Homeland Security to assemble, display, evaluate and share critical geospatial information across state and local departments," said Mike Bradshaw, head of Google Federal Enterprise, in a news release by the Alabama DHS. "This is a case study that offers an incredible example of how we hope government agencies can use Google Earth technologies to truly benefit citizens."

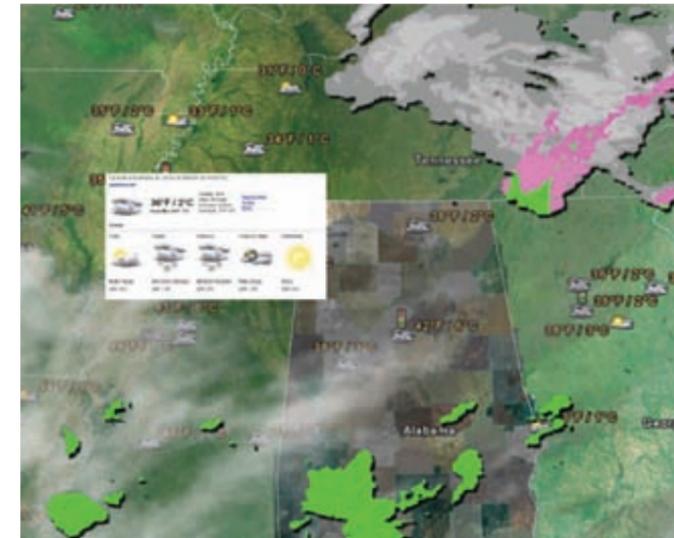
Maintained by a team based in Huntsville at a lab at the U.S. Space and Rocket Center, Virtual Alabama has five people who work on staff and who are routinely on the road instructing county personnel throughout Alabama on how to use the program and load their data. Google also works directly with Virtual Alabama staff, making upgrades to the software as needed.

Virtual Alabama reached operational capacity and went online in August 2006. By November 2007, all 67 counties had loaded imagery into the system, and a large-scale roll-out was done. Since 2007 user numbers for Virtual Alabama have grown exponentially with 4,000 users and more than 1,250 agencies, encompassing agencies at the local, state and federal levels.

User access for Virtual Alabama, however, is a safeguarded process. Each individual and agency must submit an application to the Virtual Alabama team to become a user.



After Incident Imagery is used in conjunction with land ownership records and property value records from the local revenue office to speed the process of filing Disaster Declarations.



Once the application is submitted, staff members of Virtual Alabama vet titles, agency affiliations and the reasons for which they are applying as well as ways they would like to use the program. From the time of application, program users typically receive approval or denial as a Virtual Alabama user within one week.

Director Walker said they like to brag on the program a bit, but rightfully so. To date, Alabama is the only state in the union with a program of this scale, and it has received unprecedented recognition. Never before has one single program garnered five national awards for innovation in government in technology including accolades from the American Council for Technology, Google Enterprise, National Governor's Association, *Government Computer News* magazine, and *Government Technology* magazine.

"What makes Virtual Alabama so remarkable is the input and collaboration with counties and other state agencies," said Director Walker. "We are literally building this program from the ground up and it is very encouraging to see all levels of government and industry working so well together. It's really a grassroots effort that allows the people who will benefit from the program to help create it."

Virtual Alabama was put to work after Enterprise, Ala., was hit by a tornado. First responders were able to take pre- and post-geographical imagery and layer them side by side to see the extent of the damage. Walker said it was invaluable to have these images readily available and efforts with FEMA were expedited because of the program.

Other examples include Montgomery area firefighters who have used Virtual Alabama to create 3-D models of buildings throughout the city. These models help firefighters know

New functionality in Virtual Alabama 3.1 provides direct access to dynamic feed sensor data such as weather conditions, stream gauges, hurricane tracks and more.

where exits and entrances are for buildings in the city as well as where hazardous chemicals are kept.

For economic development purposes, Virtual Alabama is being used to create layers of what counties looked like before and after industries have located in the state and how infrastructure has changed, as in the case of ThyssenKrupp in north Mobile County and the Mobile Container Terminal at the Port of Mobile. In terms of the Port of Mobile, Virtual Alabama gives vital information about maritime traffic, weather, flood plain data, truck traffic, cargo deliveries and more.

Virtual Alabama has seen a number of practical uses for the Alabama Department of Agriculture, responsible for regulating everything from food safety, to weights and measurements such as in gasoline pumps and grocery store scales, to pesticide application, to protecting the health of livestock and poultry in Alabama.

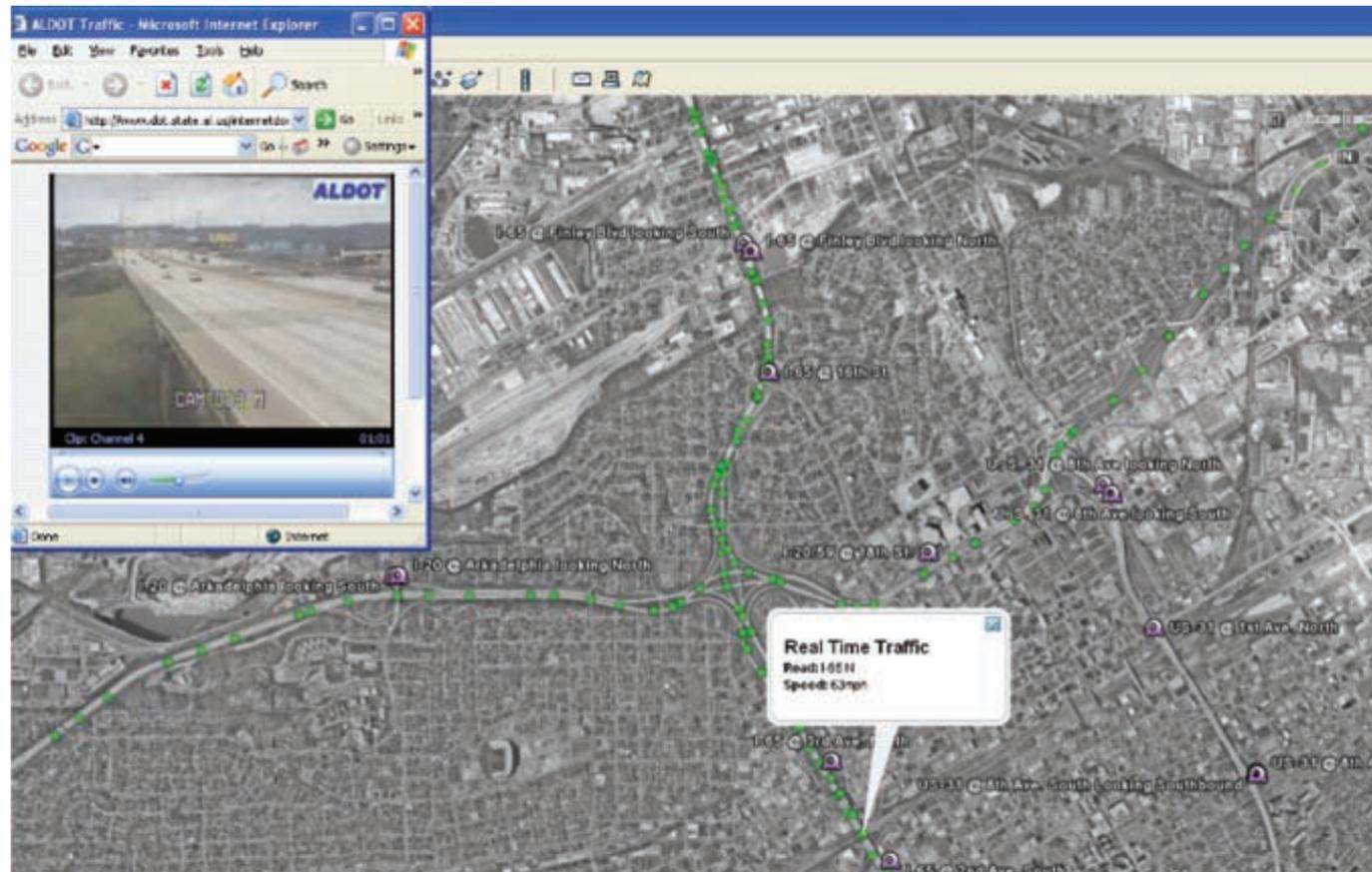
According to Dr. Brad Fields, Director of Emergency Programs for the Department of Agriculture, "Virtual Alabama has allowed us to layer all of the data we have – such as the location of poultry houses, fuel pumps, and even all of the hotels in the state that take animals – and visually see where all of those are located. We can see exactly where high volume pumps are and who owns them. This information is useful to us and our inspectors daily, but also during times of disaster to disseminate information to emergency responders."

Fields explained the Department of Agriculture can create a layer over Virtual Alabama and measure the radius for an area that might be impacted by a fuel spill or poultry house contamination, pinpointing exactly where the spill occurred and determine how far-reaching the effect is on the surrounding community.

"We can do drills using real-time data for events such as fuel spills or avian influenza and see everything in the area," Fields explained. "We can plan real-time with real-world events and real-world response such as how many people, how many stores would be affected and how many chickens we would be dealing with."

He added, "The best thing about Virtual Alabama is that we own the data we place on Virtual Alabama and no one outside of our department can change the data. They can use it read-only."

Limestone County has also put Virtual Alabama to work for its citizens. In a manhunt in 2007, officials from the Limestone County Sheriff's Office used Virtual Alabama to access



Virtual Alabama works with Alabama Department of Transportation (DOT) to provide situational awareness on Alabama roadways through live access to more than 150 AL DOT traffic cameras.

imagery and view an overhead footprint of their county in the darkness of night and see structures such as a barn or shed where someone might evade capture. Through the use of images in Virtual Alabama, the sheriff's department found where the suspect was hiding.

According to Paul Cain, Limestone County Sheriff's Office Information Technology Director and Homeland Security Liaison, "Virtual Alabama has brought a polygon and layered system to a county that couldn't otherwise afford these mapping products. The support and the supervision and training from the Virtual Alabama staff and the continuous availability that they afford to each individual user is priceless – from troubleshooting to knowledge of new layers or upgrades, they take their time in walking us through it. The use of the product and its layers is only limited by the user's imagination."

In addition, DHS officials cited several pilot programs they are launching with organizations to further extend Virtual Alabama for other applications. One of these pilot programs is being done in conjunction with the Alabama Department of Education in an effort to keep our school children even safer. The program would only be available for viewing by school

administrators or emergency responders and uses Virtual Alabama to download information from security cameras installed in the state's public schools. Through Virtual Alabama, school administrators or other law enforcement agencies would be able to view images from the cameras to see inside all of Alabama's public schools.

Additionally, the U.S. DHS is looking at doing a pilot of the Virtual Alabama program to connect the southern states of Alabama, Florida, Mississippi, Louisiana and Texas. The pilot program would allow the states to have a common operating program and provide them with the ability to access crossover data such as energy and utilities, better supporting their fellow southern states day-to-day and in times of crisis.

"As technology evolves and we are able to create a safe domain, we would love to be able to open up Virtual Alabama to volunteer firefighters and others for use and sharing of information," Director Walker added. "We want to grow the program smartly and not risk the security of the system. Virtual Alabama is a valuable tool that could revolutionize the way we collaborate with our agencies and our citizens."

# PRESERVING THREE OF ALABAMA'S GULF COAST TREASURES



The Alabama Lighthouse Association's Lantern Room, currently displayed at Mobile's Regional Airport, features one of the most important parts of a lighthouse. A lighthouse's Lantern Room is the structure's highest portion and contains the lenses from which its light is created.

With the Gulf Coast as part of Alabama's unique geography, the state is one of a few areas in the U.S. to enjoy lighthouses. More than 400 members strong, the Alabama Lighthouse Association (ALA) is dedicated to preserving three lighthouses, Middle Bay Lighthouse, Sand Island Lighthouse and Mobile Point Lighthouse, all part of the Gulf Coast's history.

"You would be amazed at how many people just love lighthouses," said Jim Horner, vice president of the ALA. "Our organization really goes back to a core group of individuals who decided to refurbish Middle Bay Lighthouse for its centennial."

Captain Hal Pierce, a founding member of the ALA and fundraiser for the group, was part of the beginning of the ALA, initially Middle Bay Lighthouse Centennial organization.

His interest in lighthouse preservation began in 1971 when he heard the U.S. Coast Guard was considering removing Middle Bay Lighthouse from Mobile Bay.

"Several people voiced their concern," said Pierce. "I worked with several organizations and individuals to preserve and restore the landmark. Once we found the lighthouse would be 100 years old in 1984, we began working diligently to have it completely restored for the birthday."

Word of the Middle Bay Lighthouse restoration reached Warren Lee, leader of a preservation group for the Sand Island Lighthouse. He approached Pierce regarding joining the two groups. Lee later became the first president of the combined group bearing the organization's current name, Alabama Lighthouse Association.



Middle Bay Lighthouse is located in Mobile Bay at 30° 26.2'N, 88°00.7'W. Many recreational boaters visit the historic lighthouse each year.



Harsh weather and age are the main contributors to the deterioration of the Middle Bay Lighthouse.



Interior of Middle Bay Lighthouse reflects repair work completed by the Alabama Lighthouse Association in the past. Difficulty getting to the building for these repairs has been a constant challenge for the group.



Cement trucks at Sand Island Lighthouse for the first stage of the Alabama Lighthouse Association's stabilization plan, which included rearranging boulders surrounding the structure, constructing cement forms and inserting extra large rebar reinforcement around the base.



Pictured at the base of Sand Island Lighthouse is Michael Davidson, masonry consultant, during the stabilization work completed this past summer.

Now the organization has hundreds of members, a board of directors and holds monthly meetings in order to plan and obtain funding for the multi-million dollar restoration projects for all three of the lighthouses.

Currently, the organization has fixed its sights on moving Middle Bay Lighthouse onshore to a designated area at Battleship Park to be named Lighthouse Point. In addition, the ALA has a two-part plan for the immediate stabilization of Sand Island Lighthouse and later a rebuild of the structure and the island to allow easy boat access to the site.

"Both structures have sustained significant damage due to the severity of our recent hurricane seasons. In fact, most lighthouses across the nation have already been moved ashore for their preservation," said Pierce. "Middle Bay Lighthouse is one of the only wooden lighthouses still out at sea, and the Battleship Commission has been very gracious and helpful to invite us to their park."

Mobile Point, the third lighthouse the ALA oversees, is a steel structure that has been safely stored in Montgomery in hopes that it, too, can be restored and exhibited within the state.

Not only does the organization work to preserve Alabama's lighthouse history, but also to educate the public about the unique structures. ALA found and restored a Lantern Room and built a display with information about lighthouses. The structure, a restored replica of the highest point of a lighthouse that holds its beacon, will be a gift to the Maritime Museum as a permanent exhibit when the museum opens. Right now it is on display at Mobile's Regional Airport.

"With our lighthouses still at sea, they can only be visited by the few people who own boats, and even then, access is difficult," stated Horner. "With projects like the Lantern Room and moving Middle Bay Lighthouse, our hope is to give everyone access to enjoy Alabama's lighthouses."

Raising the money to make these plans a reality is the largest fundraising project the organization has ever undertaken. The group continues to work diligently with organizations, local companies, area government and its individual members to create programs to ensure this part of Alabama's history is preserved and enjoyed for years to come.

For more information regarding membership, fundraising and projects, visit [www.alabamalighthouses.com](http://www.alabamalighthouses.com).

## ALABAMA LIGHTHOUSE ASSOCIATION

The Alabama Lighthouse Association (ALA) celebrated the 123rd anniversary of Mobile Middle Bay Lighthouse at the Bienville Club on Dec. 1. During the event, the association inducted four of its outstanding members, Captain Hal Pierce, Jack Granade, Warren Lee and the late-Dr. Samuel Eichold, into its Hall of Fame. The event was sponsored by The Smith Trust, Thompson Engineering, The Eichold Family, Cooper/T. Smith, and Evonik-Degussa.



Pictured from left to right, Sandy Horner and Jim Horner, vice president of the Alabama Lighthouse Association.



Pictured from left to right, Hal Pierce, founder and fundraiser for the Alabama Lighthouse Association (ALA), and Mary Thompson, member of the ALA board of directors and Dauphin Island city council, with the top of the birthday cake for Middle Bay Lighthouse.

MADE IN ALABAMA:

# WHITE OAK VINEYARDS BRINGS FRENCH HYBRIDS TO ALABAMA

Unless you are an avid wine drinker or a vineyard regular, chances are you haven't heard of a French-hybrid wine.

The definition of a hybrid in viticulture is a cross between two different species or varieties of grapes, with the purpose of creating a new grape variety with especially desirable characteristics.

Hybrid grapes typically grow where traditional grapes don't do so well like the warm climate of the South. Fortunately for the southerners, White Oak Vineyards is nestled in the beautiful rolling hills of north central Alabama producing some of the region's finest wines for over a decade including the French hybrids.

Randal Wilson, owner and winemaker for White Oak Vineyards, first fell in love with agriculture and plants at an early age. Wilson's mother was a fervent gardener who taught him how to truly have a green thumb. After graduating high school, Wilson had the opportunity to combine his love of agriculture with soil science at the California Polytechnic Institute. From there, he went on to complete an internship with the U.S. Department of Agriculture (U.S.D.A) where he worked with several local vineyards over a 12-month period learning the art and science of growing grapes and making fine wine in the California tradition.

Wilson's career with the U.S.D.A as a district conservationist involved planting grape vines and experimenting with wine-making in California, Nevada and Alabama. In 1996, he got the opportunity to move back to his home state of Alabama with the U.S.D.A and settled in Calhoun County. There he bought enough land to establish a small wine operation.

"Having the opportunity to bring my passion for wine-making to my home state is a true blessing," said Wilson. "Building a vineyard and winery has always been a dream of mine, and now people from all over the region are enjoying wine made from grapes that I have planted with my own hands."

The first vines at White Oak were planted in 1998, and Wilson has been harvesting traditional and hybrid grapes ever since.

According to Wilson, "White Oak has five and a half acres of wine grapes that begin harvesting in mid-September ending in October each year."

After the harvest is complete, the wine is fermented at the winery and stored in state-of-the-art stainless-steel tanks. The wine is then left to mature for up to six months but typically from October to February.

Come late February, Wilson bottles wine every weekend totaling around 2,000 cases per year.

White Oak's French-hybrid selection carrying the Southern Oak brand includes Blue Velvet, a semi-sweet blend of bronze muscadine and a French-hybrid blue, and Chardonel, a cross between a Chardonnay and Seyvalle Blanc among many others. Southern Oak is distributed throughout Alabama and sold at the winery.

In addition, the winery offers dry reds and whites, sparkling wines, fruit wines as well as the South's favorite muscadine wines. White Oak opened a tasting room at the vineyard in April 2004 selling jams, syrup, candles, glasses and its homemade wine.

White Oak Vineyards, located 10 miles east of Anniston, Ala., is open Friday from 1-6 p.m. and Saturday from 10 a.m. to 6 p.m. and by appointment. For more information, visit [www.whiteoakal.com](http://www.whiteoakal.com).



# C U R R E N T S

## TOUR GIVEN TO JAPANESE GUESTS

The Alabama State Port Authority (ASPA) hosted visitors from Japan on Dec. 8, 2008. The guests were performing a preliminary survey for the project of transportation of Press Equipments to Toyota Shatai's USA plant (APMM - Auto Parts Manufacturing Mississippi, Inc.). Mike Parker and John Mickler of ASPA provided the guests with a tour of the facility and allowed them the opportunity to check on their cargo.



Pictured left to right: Henry Lim, Kintetsu World Express USA Inc.; Mike Parker, ASPA; Shizuo Egashira, Toyota Tsusho America, Inc.; Nobutake Sasaki, Toyota Tsusho America, Inc.; Masato Hagiwara, Toyota Tsusho Corporation; Hiroshi Motomura, Kintetsu World Express USA Inc.; John Mickler, ASPA

## COMMUNITY COLLEGE LEADERS PARTICIPATE IN TOUR

The Alabama Community College Association held its annual meeting in Mobile, Ala., Nov. 23-25, 2008. The meeting offered seminars and speeches from community college presidents, administrators and Bradley Byrne, two-year college chancellor. While in town for the annual meeting, some of the community college presidents toured the Port of Mobile with Judith Adams, Alabama State Port Authority's vice president for marketing.



Graham Hatcher, Shelton State Community College  
Mark Heinrich, Shelton State Community College  
Bob Exley, Sneed State Community College  
Marilyn Beck, Calhoun Community College

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The U.S. Chamber of Commerce has awarded the Mobile Area Chamber of Commerce with Five-Star Accreditation for its sound policies, effective organizational procedures, and positive impact on the community. The Mobile Area Chamber is the only chamber in the state of Alabama with a five-star ranking, and one of only 43 chambers in the U.S. There are more than 6,900 Chambers of Commerce across the U.S.

"Accreditation recognizes chambers for their high standards of practice, full accountability to members, and steadfast commitment to community," said Thomas J. Donohue, president and CEO, U.S. Chamber of Commerce.

The U.S. Chamber's accreditation program is the only national program that recognizes chambers for their effective organizational procedures and community involvement. In order to receive accreditation, a chamber must meet minimum standards in their operations and programs, including areas of governance, finance, human resources, government affairs, program development, communications and technology, and facilities.

The U.S. Chamber of Commerce has accredited the Mobile Area Chamber since the program's inception more than 45 years ago. This is the second time the U.S. Chamber has awarded different categories of accreditation, and that the Mobile Area Chamber has been awarded Five-Star Accreditation.

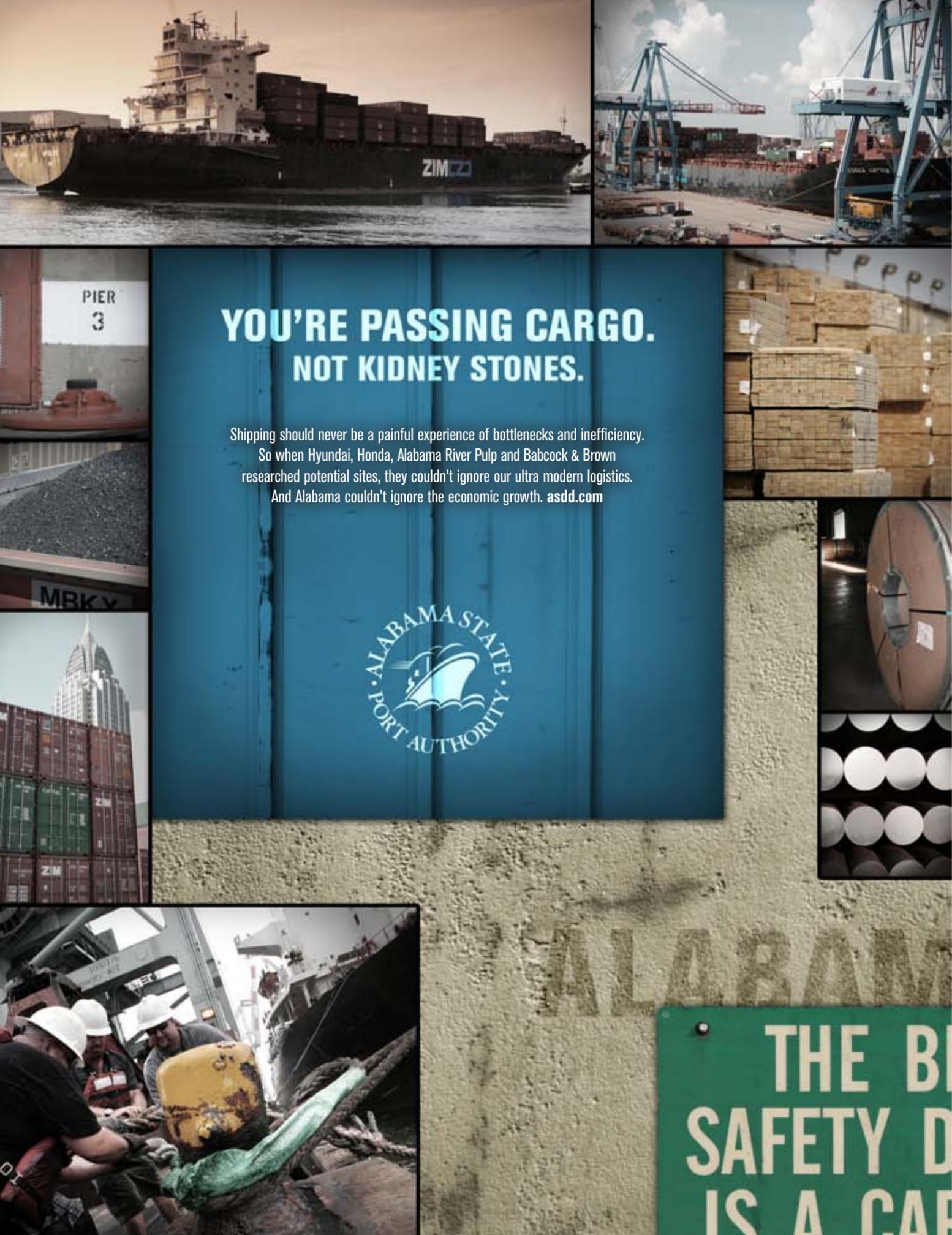
Other Alabama Chambers of Commerce earning recognition include Opelika with four-star accreditation as well as Calhoun County, Decatur-Morgan County, Dothan, and Phenix City-Russell County with three-star accreditation.

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# YEAR OF ALABAMA ARTS: ALABAMA TOURISM DEPARTMENT WINS NATIONAL AWARD



The Odyssey Awards Banquet after receiving Discover America Marketing Award, from left to right, Roger Dow, President & CEO of Travel Industry Association; Lee Sentell, Director of the Alabama Tourism Department; and Brian Jones, Regional Director of the Alabama Tourism Department.

The Alabama Tourism Department developed its Year of Alabama Arts campaign in order to entice tourists to visit the variety of arts in Alabama. Little did they know this campaign would win a national award, as well as four regional awards. In late October, the Alabama Tourism Department won the prestigious Travel Industry Association's (TIA) Discover America Marketing Award, for the 2007 Year of Alabama Arts campaign.

This 15-month campaign was designed to encourage visitors and residents to experience different forms of the arts that Alabama has to offer. It served "to put a huge spotlight on the

arts, everything from architecture to dance and in between," explained Lee Sentell, Alabama State Tourism Director.

This campaign, coordinated by Brian Jones, Regional Director of the tourism department, was composed of three forms of marketing tools including, alluring television commercials, an enticing brochure and a vivid Web site. "Alabama has always gotten a lot of attention for sports and outdoors, which is great, but we also wanted to let people know about our many art destinations," said Jones, when asked about the reasoning behind developing this campaign.



The cover of the Year of Alabama Arts 56-page brochure.



The Mobile Cathedral that was featured in the Year of Alabama Arts brochure.



Huntsville symphony- The Huntsville Symphony was featured in the campaign as a performing arts attraction to see.

The commercials featured several of Alabama's artists, including Jerry Brown and Charlie Lucas. With a light and lively feel, they truly allured the audience in and made people around the nation want to visit the state of Alabama. The brochure included must-see arts destinations as well as the calendar of events for 2007. This 56-page brochure is one of the largest and most comprehensive brochures published by the Alabama Tourism Department in its 58-year history.

The Web site, created by Luckie & Company, a Birmingham ad agency, contains locations and descriptions of art attractions, organizations and events in Alabama. Alabama artists are featured on the site through video clips and biographies.

The Year of Alabama Arts campaign integrated conferences, workshops and art exhibitions that promoted literary, folk, performing and visual arts. There were more than 600 art events set for the year. The campaign was successful through the cooperation of local Alabama media and residents. Newspapers supported the campaign by focusing on hometown artists and facilities. The tourism department also had involvement from more than 60 Alabama communities.

Governor Bob Riley announced the tourism department won the highest honor award on November 5, 2008, at a special reception honoring tourism and arts representatives. This award, which is open to private companies and public agencies, has previously been awarded to Royal Caribbean Cruise Line, Las Vegas and Florida. "We are extremely proud of winning the Discover America Marketing Award," said

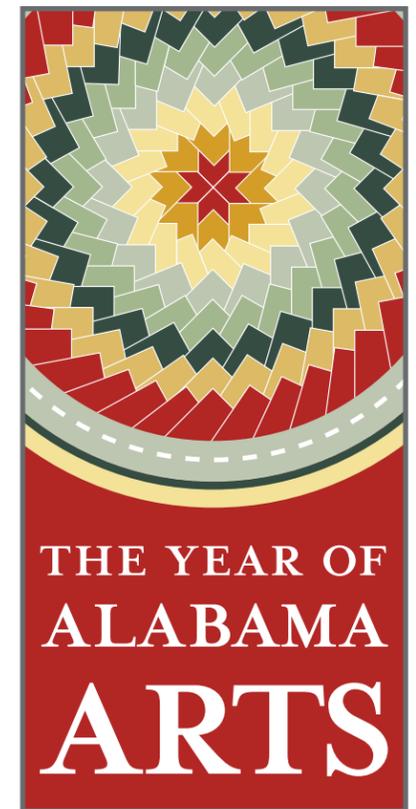
Jones. "Being able to bring this level of national recognition to the arts in Alabama is a huge honor."

When a promotion is judged by the TIA for this award, it is compared against the best promotional pieces in the nation. Alabama competed for this award not only against other state tourism departments, but also the entire nation's tourism industry.

The campaign was also awarded the National Council of State and Tourism Directors' Mercury Award for best state promotion and Travel Weekly's Magellan Award for promotion of culture and the arts in Canada and the U.S. "To win one top award is outstanding, but to win the best in three separate competitions must be unprecedented," Governor Riley told tourism and arts representatives at the ceremony.

The tourism department has also won the Shining Example Award for State Organization of the Year from the Southeast Tourism Society, as well as the well-known Lantern Award for the best long-term public relations program from the Southern Public Relations Federation for the arts promotion.

The tourism department has developed several other campaigns to promote tourism. The department has recently launched a Year of Alabama History campaign for 2009 and is certain that it will be another big hit.



The Year of Alabama Arts logo created by the Alabama Tourism Department.



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## Of Men & Ships

### Rum War Showdown

It was a humid August day as U.S. Coast Guard Cutter CG 249 ran toward Bimini, her crew scanning the horizon but relaxed. This was, after all, a milk-run, not a patrol, their mission simply to deliver a U.S. Secret Service agent to the island. No one could foresee the deadly turn the day would take.

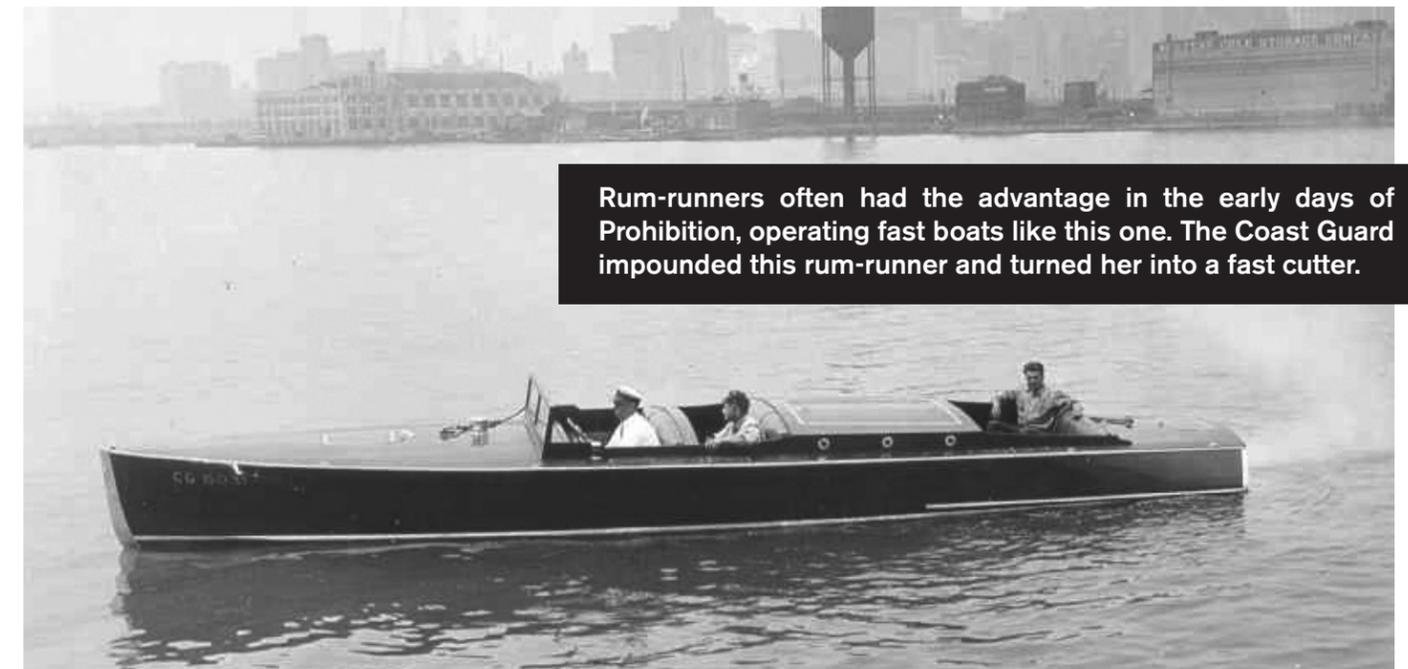
Enforcing the so-called "Noble Experiment" of Prohibition had proven to be the greatest challenge faced by the Coast Guard since World War I. The Coast Guard had been created by the merger of the U.S. Revenue Service and the U.S. Life-Saving Service in 1915, and intercepting smugglers and stopping the flow of contraband had long been the purview of the service and its forerunners. Prohibition became national law under the 18th Amendment on January 16, 1920, and the Treasury Department and the Coast Guard served as the first line of defense in the war on illegal liquor.

Initially, the Coast Guard found itself at a disadvantage. The rum-runners quickly transitioned from utilizing a rag-tag fleet of nondescript vessels to smuggle alcohol into the United States to using high-powered speedboats that could put in anywhere. Just as blockade-runners had done half a century before, the rum-runners typically would transport their illicit cargo in large cargo ships to be off-loaded into low, fast

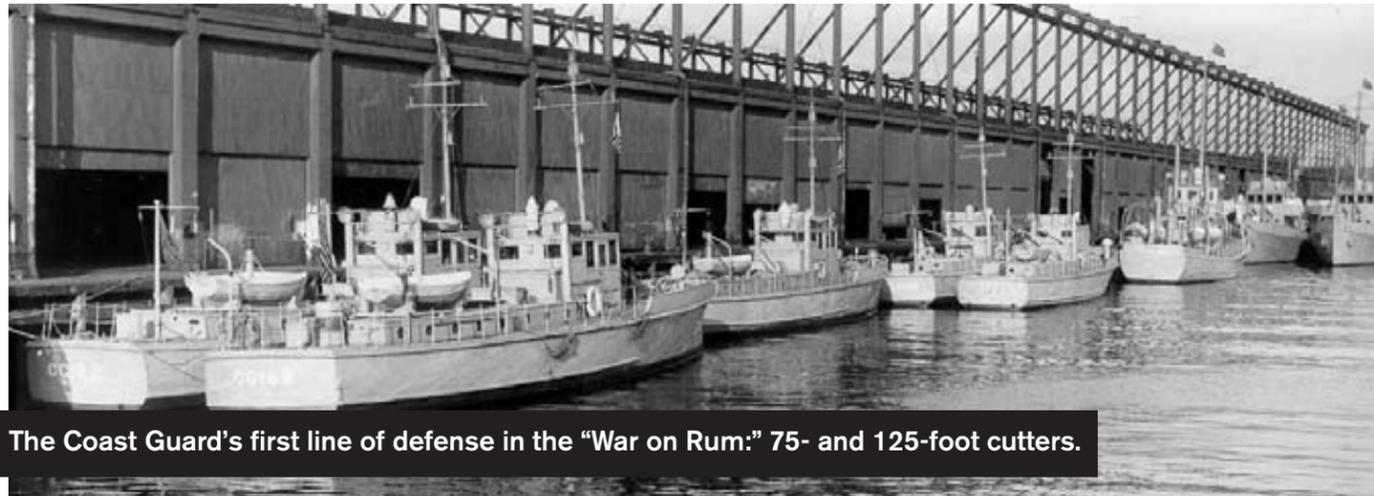
boats that could then deliver the goods to the East Coast or Gulf Coast. Unlike the blockade-runners of old, who took on their cargoes in Bermuda or Nassau, many of the rum-runners made the transfer of cargoes at sea—at the three-mile limit, which became known as the "Rum Line."

As the rum-runners became more sophisticated—utilizing high-powered aircraft engines in their boats, arming their vessels, adding armor plating or the ability to create smoke screens—the Coast Guard began launching a fleet of cutters especially designed to intercept and catch the smugglers. The service employed 75- and 125-foot cutters for Prohibition enforcement duties. The 75-footers, called "Six-Bitters," entered service between 1924 and 1925. With a top speed of about 15 knots, they were still slower than most of the rum-runners, and in 1927, the 125-foot cutters, known as "Buck-and-a-Quarters," joined the fleet. These vessels were built for off-shore operations, especially for tracking and intercepting the larger "mother ships" that made deliveries along the Rum Line.

Seventy-eight-foot patrol boats were introduced as a follow-on to the Six-Bitters. These cutters had a top speed of 24 knots and were generally recognized as the best of the service's anti-smuggling craft. The Coast Guard also pressed into



Rum-runners often had the advantage in the early days of Prohibition, operating fast boats like this one. The Coast Guard impounded this rum-runner and turned her into a fast cutter.



The Coast Guard's first line of defense in the "War on Rum:" 75- and 125-foot cutters.

service a number of captured rum-runners, thus giving them equal footing in terms of speed with at least a few boats.

In the early days of Prohibition, both sides treated rum-running as something of a game, but the longer it went on, the more serious the game became. At the height of Prohibition, it is estimated that 10 million gallons of liquor were being smuggled from the Bahamas into the U.S. each year, and there were millions upon millions of dollars being made on the flow of contraband. Skippers of the rum-runners could earn hundreds of thousands of dollars, while hard-pressed Coasties only took home about \$30 a month. As the stakes got higher, the Coastguardsmen, like generations of revenue agents before them, found themselves portrayed as the "bad guys," while the rum-runners were hailed as daring and romantic adventurers. Writer H.L. Mencken lauded the booze smuggler as a "brave lad," heir of not only Jesse James and his ilk but of the Founding Fathers themselves, adding that "Liberty... has been given a refuge by the hardy boys of the Rum Fleet. In their bleak and lonely exile they cherish her and keep her alive." In Miami, when a rum-runner outran a pursuing Coast Guard cutter within sight of the shore, hundreds of citizens cheered the outlaws while jeering the Coast Guard.



Coast Guard Cutter 249 was a 75-footer, similar to the one pictured here. She would become the setting for a grisly encounter with a rum-runner on a humid August day in 1927.

Local law enforcement agencies, prosecutors and judges sometimes turned a blind eye toward the smugglers or gave them light sentences, especially in tourism-driven south Florida. Corruption quickly became rampant. On January 27, 1927, the AP reported that federal agents arrested the sheriff of Broward County, his deputies and six policemen in smuggling-related raids. The assistant chief of police was arrested soon afterward. After the Coast Guard killed three well-known rum-runners in Biscayne Bay, including Charlie Waite, Red Shannon and Ermon Jones, nine Coastguardsmen were indicted on charges of second-degree murder but eventually were acquitted. Little wonder tensions were running high during this period.

On August 5, 1927, the Miami Herald published these words from a Coast Guard official: "The rum-runners are organized. They have a fund to provide for the defense of any of their men who are captured. And they have placed a price on the heads of many of our most active Coastguardsmen."

Two days later found the 75-foot cutter CG 249 knifing through the emerald waters of the Atlantic, making for Bimini. In command of the cutter was Boatswain Sydney C. Sanderlin. Motor Machinist's Mate Victor A. Lamby served as engineer on the cutter, which had an additional crew of five other enlisted men. The CG 249 was ferrying Secret Service Agent Robert K. Webster to the island, where he planned to interview potential witnesses in a counterfeiting investigation. It seems the crews of rum-runners had been passing bad \$50 banknotes on Bimini. The men lounged at their stations, stripped down to their T-shirts and dungarees, generally enjoying the run—the sun on their faces, the taste of salt in the air.

At about 1:30 in the afternoon the crew of the CG 249 sighted a 30-foot motor launch coming from the direction of Bimini and headed for the mainland. The cutter sounded an alarm and fired two blanks, signaling the motorboat to heave to. Instead, the



Coastguardsmen inspect the hold of a motor launch, similar to the one skippered by James Horace Alderman

smaller boat came around and began racing in the opposite direction. From a distance of a half mile, Boatswain Sanderlin fired three rounds across the bow of the suspected rum-runner. The latter now hove to and lay bobbing on the waves as the patrol boat came alongside.

Two men were visible in the boat as a Coastguardsman named Johnny Robinson boarded her and opened a hatch. In the hold, Robinson discovered 20 cases of Scotch. Sanderlin ordered the men to board the cutter.

Captain of the motorboat was James Horace Alderman, a sometimes Everglades fishing guide and Gulf Coast pool-hall owner who had a criminal record for smuggling and grand larceny. His crewman was Robert W. Weech, who would later turn state's evidence against Alderman in exchange for a reduced sentence.

What happened next has been debated for decades but no matter which story is accurate, there is no doubt that the Coastguardsmen botched the capture of the rum-runner. According to later testimony by the Coast Guard, Boatswain Sanderlin and Alderman stepped into the pilothouse of the 249 so that Sanderlin could radio the Coast Guard base at Ft. Lauderdale for instructions. Alderman then pulled a .45 automatic that somehow had been overlooked (conflicting testimony suggested that Alderman had been allowed back aboard his boat to retrieve his jacket, beneath which he must have concealed the pistol; only one Coastguardsman testified that the suspects were even searched). Alderman shot Sanderlin, grabbed the latter's pistol, which lay on the chart table in the pilothouse, and shot Engineer Lamby, who tumbled down the ladder and into the engine room, where he lay paralyzed.

The Coastguardsmen testified that Alderman ordered that the liquor be loaded back onto his boat, announcing his plan to put the cutter to the torch and kill his prisoners. The desperado allegedly made reference to two of the three rum-runners who had been killed previously by the Coast Guard, adding that he had "taken enough off the Coast Guard."

As Weech descended into the cutter's engine room to cut the fuel lines, Alderman glanced down long enough to embolden his prisoners to attack. As they rushed him, Alderman fired again, killing the Secret Service agent and grievously wounding Seaman Second Class Jodie Hollingsworth, the cutter's acting cook. The remaining Coastguardsmen, Johnny Robinson, Frank Tuten, Frank Lehman and Hal Caudle overpowered Alderman and Weech, beating them severely in the process—even stabbing Alderman with an ice pick—handcuffing them and securing them to the cutter's deck gun.

When help arrived an hour and a half later, Commander Beckwith Jordan, commanding officer of Ft. Lauderdale's Coast Guard Base 6, encountered a grisly scene. The 249 was drifting helplessly on the Gulf Stream, a distress flag flying from her mast. On board, the surviving Coastguardsmen, later self-described as "untrained teenage adventurers," huddled in shock; Hollingsworth, who had been knocked overboard when he was shot, had lost an eye and most of the right side of his face. The coppery smell of blood permeated the cutter; gore was spattered on the bulkheads and deck of the pilothouse, where Sanderlin lay dead, along with Agent Webster. Engineer Lamby, also covered in blood, lay immobile, a bullet lodged in his spine. Alderman was semi-conscious. Weech looked like a caged animal.

The Coast Guard convened a hearing into the event only four hours later, in which Commander Jordan determined that Alderman was guilty of murder and piracy. Five months later, Alderman found himself on trial for his life in federal court, charged with the deaths of Boatswain Sanderlin and Machinist's Mate Lamby (who had died following surgical complications) but not U.S. Secret Service Agent Webster. Weech had testified against Alderman and received a one-year sentence in exchange for his testimony.

Alderman told a different tale than had the Coastguardsmen. He freely admitted carrying illegal whiskey but insisted that the cutter had failed to identify itself as such. Alderman testified that he believed that his boat was being attacked and hijacked by rival rum-runners. Even if the men weren't readily recognizable as Coastguardsmen, due to the fact that they had stripped down to their T-shirts, Alderman's claim that he didn't immediately recognize the vessel as a Coast Guard cutter is hardly credible. The Six-Bitters had a distinct profile and could hardly be taken for a rum-runner.

Nevertheless, Alderman testified that once he realized that he was under arrest, he feared for his life. His fears seemed to be justified when, according to his testimony, Boatswain Sanderlin spoke. According to Alderman, Sanderlin cursed Alderman once they were inside the pilothouse and threatened to kill him, saying, "I'm going to fix you just the same as the rest of the rum-runners, put you right with them. Red Shannon was killed with his hands in the air, with a bullet in the back of the head, and Charlie Waite, too. We're going to put you with them."

There were four pistols lying on the chart table. As he watched, Lamby made a grab for one of the pistols. Alderman did the same, shooting the engineer.

"When I shot him, I jumped back. That put me just outside the door of the pilothouse. Sanderlin whirled to grab a gun, and I shot him in the back."

Alderman testified that he then turned the gun on the rest of the crew gathered on the deck of the cutter.

"I was going to bring them to Miami, turn them over to the authorities—the sheriff or the city police department," Alderman testified. "I was going to throw the liquor overboard before I got in. I was going to give myself up."

His prisoners rushed him, however, and the man who later would be dubbed "the Gulf Stream Pirate" by the press, was made a prisoner, but not before shooting and killing Agent Webster and shooting Seaman Hollingsworth.

The jury didn't believe the ex-convict's story, and Alderman was found guilty and sentenced to death. Alderman lost an appeal, and the U.S. Supreme Court refused to hear the case. President Calvin Coolidge similarly refused to commute his sentence. On August 17, 1929, James Horace Alderman was hanged on board Coast Guard Base 6 in Ft. Lauderdale, the only person ever executed on Coast Guard property, the only person ever to be executed in Broward County, Florida, and the only person ever executed by the federal government for a crime carried out in the commission of rum-running.

Prohibition was repealed on December 5, 1933.



Convicted of killing Boatswain Sydney C. Sanderlin and Machinist's Mate Victor A. Lamby, Alderman became the first (and only) person executed for a crime committed while rum-running.

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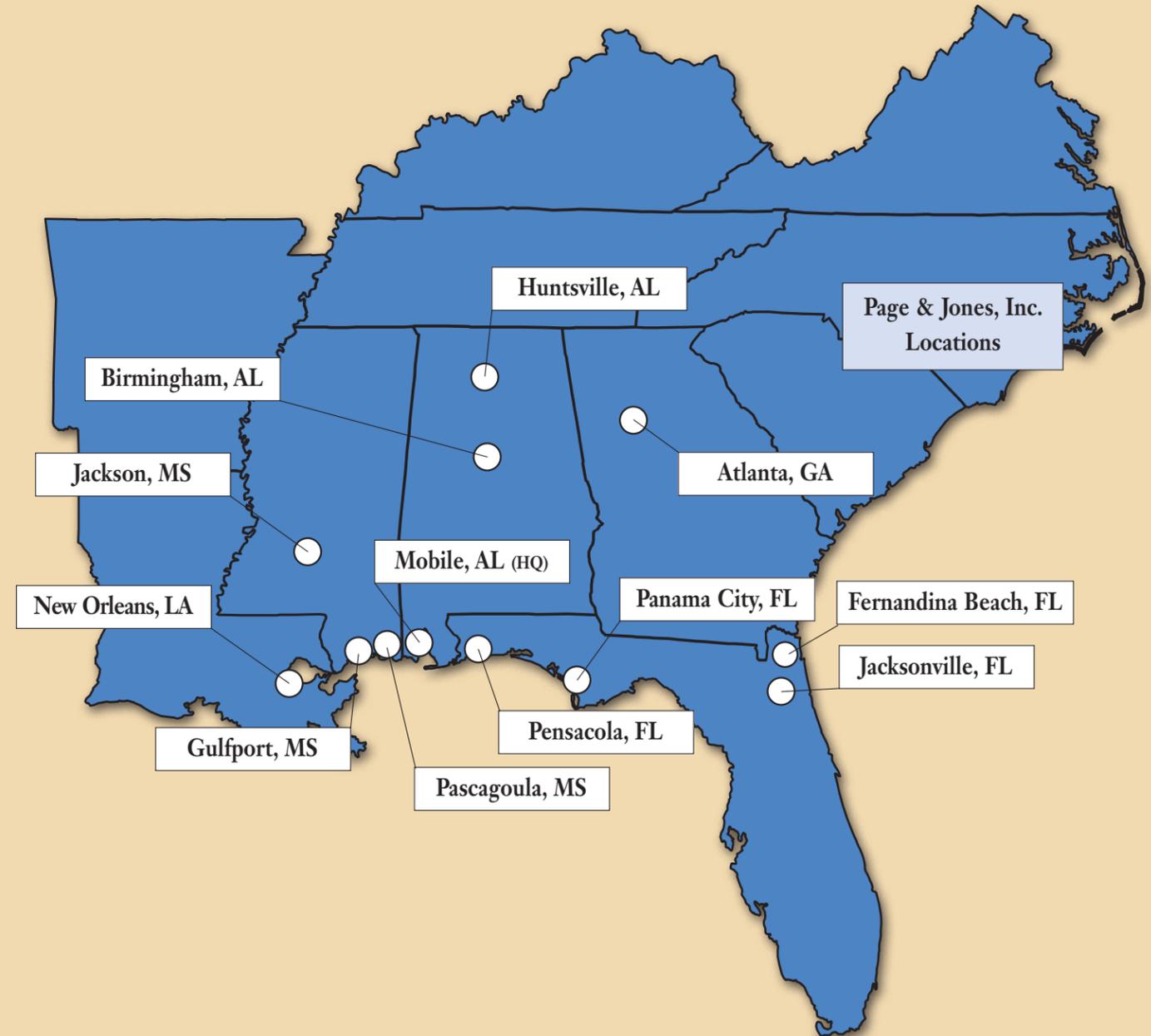
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<b>ARGENTINA</b>	BUENOS AIRES		
	ZIM	Weekly	Glovis USA
<b>ARUBA</b>	ORANJESTAD		
	C.I.C.	Monthly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
<b>AUSTRALIA</b>	ADELAIDE		
	ZIM	Weekly	Glovis USA
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	ZIM	Weekly	Glovis USA
	SYDNEY		
	ZIM	Weekly	Glovis USA
<b>BARBADOS</b>	BRIDGETOWN		
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	FORTALEZA		
	ZIM	Weekly	Glovis USA
	ITAJAI		
	ZIM	Weekly	Glovis USA
	RIO DE JANEIRO		
	ZIM	Weekly	Glovis USA
	RIO GRANDE		
ZIM	Weekly	Glovis USA	
SANTOS			
ZIM	Weekly	Glovis USA	
VITORIA			
ZIM	Weekly	Glovis USA	
<b>BULGARIA</b>	VARNA		
	ZIM	Weekly	Glovis USA
<b>CAMEROON</b>	DOUALA		
	ZIM	Weekly	Glovis USA
<b>CANARY ISLANDS</b>	LAS PALMAS		
	Spliethoff	Monthly	Page & Jones Inc.
	ZIM	Weekly	Glovis USA
	TENERIFE		
	Spliethoff	Monthly	Page & Jones Inc.
ZIM	Weekly	Glovis USA	
<b>CAYMAN ISLANDS</b>	GEORGETOWN		
	MCW Shipping	Bi-weekly	Bulk Shipping

DESTINATION	LINE	FREQUENCY	AGENT
<b>CHINA</b>	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		
	ZIM (AGX)	Weekly	Glovis USA
	SHENZHEN		
ZIM	Weekly	Glovis USA	
TIANJIN			
ZIM	Weekly	Glovis USA	
XINGANG			
ZIM	Weekly	Glovis USA	
ZHUHAI			
ZIM	Weekly	Glovis USA	
<b>COLOMBIA</b>	BARRANQUILLA		
	ZIM	Weekly	Glovis USA
	CARTAGENA		
	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
	ZIM	Weekly	Glovis USA
PUERTO CABELLO			
Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency	
SANTA MARTA			
Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency	
<b>COSTA RICA</b>	PUERTO LIMON		
	ZIM	Weekly	Glovis USA
	SAN JOSE		
ZIM	Weekly	Glovis USA	
<b>CROATIA</b>	RUEKA		
	ZIM	Weekly	Glovis USA
<b>CURACAO</b>	WILLENSTAD		
	ZIM	Weekly	Glovis USA
	C.I.C.	Monthly	Seacliff Agencies
<b>CYPRUS</b>	LIMASSOL		
	ZIM	Weekly	Glovis USA
<b>DENMARK</b>	AARHUS		
	Atlanticargo	Every 10 Days	Norton Lilly International
	COPENHAGEN		
	Atlanticargo	Every 10 Days	Norton Lilly International
<b>DJIBOUTI</b>	DJIBOUTI		
	ZIM	Weekly	Glovis USA
<b>DOMINICA</b>	ROSEAU		
	C.I.C.	Monthly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
<b>DOMINICAN REPUBLIC</b>	RIO HAINA		
	Caribbean Forest Carriers	Inducement	Transmarine Alabama LLC
	C.I.C.	Bi-weekly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
<b>EGYPT</b>	ALEXANDRIA		
	Nordana	Inducement	Biehl & Co.
	ZIM	Weekly	Glovis USA
	PORT SAID		
ZIM	Weekly	Glovis USA	
<b>EL SALVADOR</b>	SAN SALVADOR		
	ZIM	Weekly	Glovis USA
<b>ENGLAND</b>	TILBURY		
	Atlanticargo	Every 10 Days	Norton Lilly International
	Star	Monthly	Star Shipping
<b>FRANCE</b>	BOULOGNE		
	Star	Monthly	Star Shipping
	FOS		
	ZIM	Weekly	Glovis USA
	MARSEILLE		
	ZIM	Weekly	Glovis USA
<b>GERMANY</b>	BREMEN		
	Atlanticargo	Every 10 Days	Norton Lilly International

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

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

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

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

**STEAMSHIP AGENCIES**  
 With listed sailings.

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

# Postcards from the Past



United Fruit Company Ship

Wharf on the Coosa River in Gadsden, Ala.

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

## AIR TRANSPORT

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

## ALABAMA INTERNATIONAL TRADE CENTER

ALABAMA WORLD BUSINESS CTR.–1500 Resource Dr., Birmingham, AL 35242.....(205) 250-4747  
UNIVERSITY OF ALABAMA–Tuscaloosa–P. O. Box 870396.....(205) 348-7621

## AUXILIARY SERVICES

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

## BANKS WITH INTERNATIONAL DEPARTMENTS

FIRST COMMERCIAL BANK–BIRMINGHAM.....(205) 868-6171  
WHITNEY NATIONAL BANK, MOBILE.....(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) 866-6969  
DENMARK–Martin H. Cunningham– 205 St. Louis St.....(251) 432-4633  
DOMINICAN REPUBLIC–Luis Frías–951 Government St., Suite 520.....(251) 432-2332  
GEORGIA–Matt Metcalfe–P.O. Box 2903.....(251) 432-2600  
NORWAY–L. H. Stuart, Jr.–6204 Brandy Run Road N.....(251) 342-2151

## 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 AND 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 AND SERVICE

R. CARTER & ASSOC., INC.–1406 Telegraph Rd.....(251) 452-0154  
HILLER SYSTEMS, INC.–3710 Lakeside Ct.....(251) 661-1275  
SAFETY SOURCE INC.–6161 Rangeline Road.....(251) 443-7445  
UNIOR 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

### (★ CUSTOM HOUSE BROKERS)

★ AIR/SEA FORWARDING–3812 Springhill Ave.....(251) 460-0551  
C.H. ROBINSON WORLDWIDE.....(251) 441-7012  
PAUL A. BOULO, INC.–255 N. Joachim St.....(251) 433-5445  
★ JOHN M. BRINING CO.–P. O. Box 403.....(251) 432-9741  
★ H. D. CUNNINGHAM–205 St. Louis St.....(251) 432-4633  
EMERY FORWARDING–2215 Ave. "O" Brookley Complex.....(251) 433-0885  
EMO TRANS.....(251) 342-3313  
★ EXPEDITORS INTERNATIONAL.....(251) 431-4992  
JENSEN SHIPPING CO.–244 W. Valley Ave., Birmingham, AL.....(205) 328-2343  
★ CAROLE C. LELAND–244 W. Valley Ave., Birmingham, AL.....(205) 328-2343  
★ M. G. MAHER & CO., INC.–80 St. Michael's St., Ste. 315.....(251) 433-9474  
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) 956-8429  
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

### (★FTZ PUBLIC WAREHOUSES)

MOBILE, AL–Brookley Complex & Airport.....(251) 438-7338  
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

## GRAN 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

ACME TRUCK LINE.....(251) 653-6028  
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  
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COMMERCIAL DIVING SERVICES INC.–P. O. Box 850637, Mobile, AL 36685.....(251) 665-0017  
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FERGUSON HARBOUR, INC.–31153 Stagecoach Rd., Spanish Ft., AL.....(251) 626-3295  
INDUSTRIAL WASTE SERVICES, INC.–1980 Ave. A.....(251) 694-7500  
INDUSTRIAL WATER SVCS, INC.–P. O. Box 50236.....(800) 447-3592  
OIL RECOVERY CO., INC.–P. O. Box 1803.....(251) 690-9010  
PROTECT ENVIRONMENTAL–3537 Desirrah Drive S., Mobile, AL 36618.....(251) 470-0955  
THOMPSON ENGINEERING–P. O. Box 9637.....(251) 653-4525  
UNITED STATES ENVIRONMENTAL SERVICES LLC–4230 Halls Mill Road, Mobile, AL 36693.....(251) 662-3500  
USI OIL –1900-A Broad St.....(251) 432-0775

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BERT'S LINE HANDLING–P. O. Box 2213.....(251) 432-1611  
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MO-BAY SHIPPING SVCS, INC.–P. O. Box 1842.....(251) 433-1621  
PEDERSEN MARINE SERVICE & SUPPLY–662 St. Louis St.....(251) 432-6045  
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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 Rinla Ave.....(251) 666-5110  
Marine Operator.....(251) 666-3487  
Radioteletype.....(251) 666-9042  
Radio Telegram.....(251) 666-9041  
RADIO-HOLLAND USA, INC.–701 S. Conception St.....(251) 432-3109  
★ PRISM–200 Virginia St.....(251) 341-1140  
SPERRY MARINE SYSTEMS–2756 Dauphin Island Pkwy.....(251) 471-5008  
TEAM ONE COMMUNICATIONS–3550 Pleasant Valley.....343-2560 (888) 343-TEAM

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GEORGE BROOKFIELD–186 Ridgewood Dr., Daphne.....(251) 626-1766  
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RICHARD BESSELAAR–2809 Cottage Hill Rd.....(251) 476-9909  
C. E. COLLIER & ASSOCIATES, INC.–5050 Lossing Rd., Coden, AL.....(251) 873-4382  
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COOK CLAIMS SERVICE–P. O. Box 160461.....(251) 470-0774  
GENERAL MARINE SERVICE–P. O. Box 2533.....(251) 470-4732  
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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  
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SABINE SURVEYORS–851 East I-65 Service Rd. South.....(251) 433-9997  
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PSC–4531 Hamilton Blvd., Theodore, AL 36582.....(251) 443-7701  
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ACCELERATED FREIGHT GROUP.....(800) 242-0982  
★ ACME TRUCK LINE.....(251) 653-6028  
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ALABAMA CARRIERS, INC.....(800) 721-7107  
AMEREX.....(866) 675-6495  
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NOFOLK SOUTHERN CORP.....(205) 951-4771  
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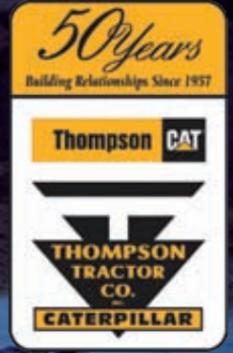
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