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THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

JULY 2008



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ALABAMA SEAPORT

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On The Cover:

Three of the tugs from the Seabulk Fleet in Mobile: the *Hawk* tractor tug (not pictured), *Escambia* SDM tug and *Independent* tractor tug. Seabulk Towing celebrates its 50th year. (See related story page 4.)



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SEABULK TOWING CELEBRATES GOLDEN ANNIVERSARY



Seabulk Towing, Inc., an established leader in harbor ship assist operations and offshore towing services, and one of only two tug operations in the Port of Mobile, is celebrating its 50th Anniversary in 2008.

The company has been a part of port history in Mobile as it helped deliver the cranes for the new container terminal. One company vice president, Eddie Brister, who oversees operations for Seabulk Towing, Mobile Bay, says new industry such as the container terminal and ThyssenKrupp's new steel mill offer the potential for an increase in his business. Brister believes cargo being moved into the port to build the new mill will be the start of a busy time for Seabulk in Mobile Bay.

Coal and forestry products are the most common cargo on ships moved by Seabulk tugs. Brister called them the "backbone of the port," and he expects to continue seeing these loads in addition to the new cargo brought by new industry.



Vixen was one of Seabulk's original tugs in Port Everglades.

Seabulk Towing, Inc., was established in Port Everglades in 1958 in response to the need for a modern and flexible harbor towing operation during a rapid growth period as the seaport was becoming a popular port of call for cruise ships and the military.

During the same year, tanker vessels departed Cape Canaveral bound for New York with a much sought-after Florida commodity – orange juice. At the same time, the U.S. Army's successful launch of Juno 1 from the Cape placed it front and center stage in the space race. Port Canaveral Towing was established to provide general marine support for the Army, Navy, Air Force and NASA to assist the vessels delivering materials required for the

space program at Cape Canaveral. The company also provided docking and undocking services to merchant ships and to U.S. Naval vessels, principally missile tracking ships and nuclear submarines.



The Seabulk Tug Challenger pre-1958.



Bob Riley, Governor of Alabama

ALABAMA STATE PORT AUTHORITY

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The Tug *Bainbridge* in Port Everglades.



New River



Energy Hercules

In 1965, company engineers developed the tug Paragon specifically for push towing. The Paragon was the first tug to employ a two-speed reduction gear, an integral part of many tugs today.

Between 1988 and 1997, Seabulk Towing added several new high-tech tractor tugs to its growing fleet. The highlight of this period was the introduction of the Broward, a powerful 5,100-horsepower, omnidirectional tractor tug, designed for tanker escort service in confined and environmentally sensitive areas like Port Everglades, where it is currently stationed.

Furthering its investment in innovative technology, in 1997 the company introduced tug New River, the first of four revolutionary Ship Docking Modules (SDMs™). With assistance from the Elliot Bay Design Group, each SDM™ is powered by twin Z-drives mounted fore and aft and together generating 4,200 horsepower. The unique design of this 90-foot tug can produce 100 percent of its ABS-certified bollard pull of 120,000 lbs. – in any direction. Port pilots enjoy working with the SDMs™ because of their powerful performance and ability to safely maneuver ultra-large commercial ships within narrow channels and environmentally sensitive waterways.

SDM™ tugs are flat-bottomed and can push a ship in any direction. “The SDMs™ are saucer-shaped, designed specifically for harbor work and do well in close quarters,” according to Eddie Brister, a company vice president based in Mobile. They only require a two-person crew. The third SDM™ delivered, the Escambia, is based in the Port of Mobile.

In the past few years, Seabulk Towing has been marketing its patent-license on the SDM™ technology with much success. A Spanish company initially built two SDMs™ under this license agreement and are now in the process of building two additional tugs for service in the Port of Barcelona, Spain.



Seabulk Tugs assisted in the recovery of the Mercury capsule in 1962 near Port Canaveral.

“Advancements in technology have always been a cornerstone for Seabulk Towing and that still holds true today. It’s what sets us apart,” said Brister.

In 2005, Seabulk International, Inc. merged with SEACOR Holdings Inc., an operator of offshore service vessels, aviation services, inland river services and environmental services. A culture of safety throughout each port it operates has been part of the long-term success of Seabulk Towing and will continue into its future.

“This is a high priority directly from our parent company’s Chairman and CEO, Charles Fabrikant. He personally follows up on messages from the safety representatives in each of our operating groups. He believes strongly in training crews to be safe operators,” explained Brister.

In January 2008, Seabulk Towing celebrated a double christening of sister tugs Buccaneer and Gasparilla at the Port of Tampa, Florida. The two tugs are state-of-the-art Z-drive tractor tugs that will serve the ports of Tampa and Manatee.

From its humble beginnings, Seabulk Towing now operates tugs in a total of six ports: Port Arthur, Texas; Lake Charles, Louisiana; Mobile, Alabama; Tampa/Manatee; Port Everglades and Port Canaveral, Florida. It also runs an offshore tug operation in the Gulf of Mexico. Seabulk Towing’s primary business is assisting petroleum and chemical product tankers, barges, container ships, and other cargo vessels in docking and undocking, as well as providing LNG terminal support services, according to the company Web site.

What has changed about the tugboat industry in the last 50 years?

“Very simply, you see fewer ships, but larger ones. There has been a lot of automation so you have smaller crews,” said Brister.



A 1958 picture of the *Margaret Matton*, one of the original tugs in Port Everglades.

One other side effect, the tugs have to have more maintenance work done at the shipyard as opposed to on the water between jobs. When crews were larger someone could be performing maintenance, but smaller crews mean each person is working more on the task at hand and the boat has to be taken out of service for maintenance.

Another difference is in how tugs move the ships and barges in the port. Tugs used to all pull ships and barges, but about 30 years ago engineers had the idea to push the cargo using powerful engines under the boats. These 'tractor' type tugs are the norm today.

Throughout the year, Seabulk Towing plans to celebrate its anniversary with customer appreciation events. Mobile Bay Towing recently hosted a 50th Anniversary Crawfish Boil. Other ports will have similar gatherings and the company will host more formal receptions in Houston and in the Northeast later in the year to thank some of the industry partners who keep their tugs busy. The christenings of its new tugs in the fleet will highlight the milestone as well.



The SDM tug *Escambia*, based in Mobile, demonstrates the shape and action of an SDM tug.

SEABULK TOWING CRAWFISH BOIL



Dan Guthrie, Celtic; Eddie Brister, Seabulk Towing; Paul Jones, Oil Recovery



Lucian Lott, Cooper/T. Smith; Tom Adger, Tri-State; Johnny Murray, Cooper/T. Smith



Matt Million, Sisco; Hamp Uzzelle, Hand Arendall



John L. McCarron; Linda Littlepage; Tom Littlepage, Gulf Marine Chemist



Charlie Boswell, Tri-State; Pete O'Neal, Alabama State Port Authority; Tom Adger, Tri-State; Bill Inge, Anne Inge



Tami Bell; Delroy Scott; Juanita Kersey; Denise McDonald, Premier Bulk Stevedoring; Bob Collins, Bay Steel



Bartley Wilkins, Seabulk Towing; Captain Davad Karasz, Gearbulk Inc.; Tom Leatherbury, SSA; Mickey Mathews, Star Shipping



John L. McCarron; Jim Darnley, SSA; Harvey Young, CSA



Walter Meigs, Atlantic Marine; Carol Hunter, Downtown Mobile Alliance; Ann Bedsole, Bedsole Foundation



Jan Wood, ETNS; Barry Gaston, ETNS; Hamp Uzzelle, Hand Arendall



George Manders, Seabulk Towing; Pam Manders; Jan Wood, ETNS; Barry Gaston, ETNS



Judith Adams, Alabama State Port Authority; John Adams, University of South Alabama



Eddie Brister, Seabulk Towing; Ellen Brister



Marvin Madden, Seabulk Towing; Denise McDonald, Premier Bulk Stevedoring; Polly Wilkins, Alabama State Port Authority



Don Robinson; Suzanne Robinson, Alabama State Port Authority; Erline Thorne; Smitty Thorne, Alabama State Port Authority



Suzanne Robinson, Alabama State Port Authority; Don Robinson; Linda Littlepage; Tom Littlepage; Smitty Thorne, Alabama State Port Authority; Erline Thorne



Bob Collins, Bay Steel; Ann Collins

NEW MONITORS CHECK CONTAINER AND BREAK-BULK CARGO FOR RADIATION

Continued and enhanced security is a priority for the Alabama State Port Authority. Part of that expanded security program is the installation of three Radiation Portal Monitors by U.S. Customs and Border Protection which will scan vehicles and cargo exiting the port's facilities.

"It's certainly a security matter," explained Smitty Thorne, ASPA's executive vice president and chief operating officer.

Monitors are also being installed at the new Mobile Container Terminal. "It will prevent any radioactive materials from leaving the port without us first vetting it to make sure it's what it's supposed to be," said U.S. Customs and Border Protection's (CBP) Area Port Director Shawn Polley, who is responsible for CBP's operations at the ports of entry in Alabama and Mississippi. "The monitors will literally scan any container before it hits the road."

A Radiation Portal Monitor, or RPM, is a passive, non-intrusive detection device that scans for the presence of radiological and nuclear materials. RPMs are capable of detecting the types of radiation that emit from nuclear devices and special nuclear materials, dirty bombs, natural sources and isotopes used in medicine and industry.

As it is CBP's primary mission to prevent terrorists and terrorist weapons from entering the country, the agency has deployed the monitors to detect and intercept any such materials. The goal is to screen all containerized and break-bulk cargo while not interrupting or delaying operations at the port. Every truck, whether loaded or empty, will be scanned before it departs the port.

But it's not only seaports that are being equipped with this safety measure, RPMs are being installed at more than 300 points of entry across the country, such as railroad crossings, international airports, land border crossings, and international mail and express consignment courier facilities. CBP's goal is to screen 100 percent of all incoming conveyances, goods and people for the presence of radiological material.

In Mobile, CBP is installing RPMs for import containers as well as break-bulk cargo at the Port of Mobile.

"For a year and a half, we've worked with CBP to put these in the best locations to minimize the impact on our operations," explained Thorne. "We're somewhat starved for land so we had to work to find the right places that worked for them and us."



Radiation Portal Monitors at the Port of Mobile will enhance security by scanning vehicles and cargo leaving the port in order to detect any radioactive or nuclear materials. The passive, non-invasive scanners will scan import containers as well as break-bulk cargo.

Once the portals are in place and on-line, an e-mail will be disseminated to port users and customers detailing the new exit process. Polley expects the RPM systems to be on-line at the end of 2008 or early 2009.

At the Port of Mobile, one monitor will be at the outbound lane of the internal container gate where all containers leaving the south end of the docks will be scanned. A second portal is slated for First Street just west of the Berth 8 Warehouse. This RPM will scan break-bulk from the south end of the docks. A third will be just off Alabama State Docks Boulevard in front of the police annex. A traffic light is scheduled to be installed at this location to alleviate traffic in the case of positive alarms. CBP will monitor the three portal locations from a small field location near the third RPM on ASD Boulevard.

After a successful scan, the driver will proceed to the port's outbound gate and will be allowed to exit with the proper ASPA paperwork.

"Trucks normally exiting that would drive out at 20 miles per hour will now go through (the monitor) at five miles per hour," said Thorne. "It shouldn't cause any real delays or problems."

If an alarm is sounded, the truck will be diverted for a secondary manual screening and review of its cargo manifest by a CBP Officer. Once the alarm is resolved, the truck exits the port.

The monitors are passive systems and are designed to detect sources of radiation. They pose no danger to children or pregnant women and similar systems are often used in hospitals to ensure that radioactive materials are not removed from the facility. RPMs work by detecting gamma ray and neutron radiation emanating from natural sources, in this case absorbing radiation from containers passing through the devices at the slow speed of approximately five miles an hour. From the radiation reading, a graphic profile is determined. If the profile determines radioactive materials are present, an alarm is activated. This does not always mean that harmful radiation or nuclear materials have been detected.

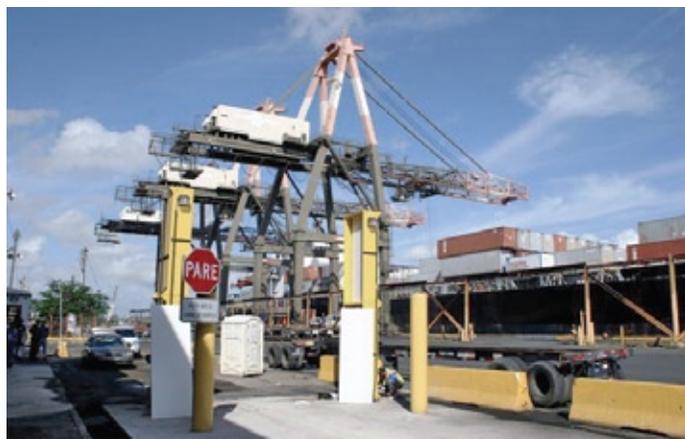
Legitimate sources of radiation include some naturally occurring sources and some medical and industrial isotopes. RPMs also detect natural sources of radiation found in smoke detectors, specific agricultural commodities and earthenware products. However, even in these cases, CBP will determine the source of the radiation, then take appropriate action.

Certain commodities are known to have high levels of naturally occurring background radiation, such as stone, marble, porcelain or certain kinds of earthenware.

“These have higher levels of radiation than the wood products, paper, aluminum and other major commodities coming into Mobile,” said Polley. “Most of the commodities coming into the Port of Mobile tend to be at the low end of the alert spectrum. We do not anticipate a high number of alerts here in Mobile.”

Furthermore, Polley doesn’t anticipate any slowdowns or delays to the normal flow of business at Mobile Container Terminal or the State Docks, based on how the systems are working at other ports throughout the country.

Pacific Northwest National Laboratory, a U.S. Department of Energy national laboratory, is the contractor for CBP for



The location of this radiation portal monitors is not disclosed for security reasons.



At the Port of Newark, NJ, a truck passes through a radiation portal monitor. Similar monitors at the Port of Mobile and Mobile Container Terminal will scan trucks and cargo leaving the facility, looking for radiation. These passive, non-intrusive devices are designed to enhance security at both locations. Photo courtesy of U.S. Customs and Border Protection.

installing the RPMs around the country. Mobile is at the tail end of Phase I for the deployment RPMs to scan container freight, said Polley.

In the big picture nationally for container freight, Mobile plays a fairly small role right now, but the opening of the new Mobile Container Terminal will certainly change how people view the Port of Mobile, said Polley. Mobile is at the front end of Phase II of the project to place RPMs in locations to scan break-bulk freight, of which the Port of Mobile is one of the nation’s largest movers.

CBP’s National Enforcement Equipment Maintenance and Repair, as well as its Laboratories and Scientific Services and PNNL are working together to provide technical oversight and onsite training for local CBP staff and operational support once the systems are equipped.

“Having cooperation and support of our local stakeholders is critical to the success of this effort,” said Chris Milowic, CBP’s director of the Technology Solutions Program Office which manages the Radiation Portal Monitor Project. “The schedules for accomplishing this work are extremely challenging and having onsite support is what allows us to achieve this enhanced security in a timely manner and with minimal disruption to ongoing operations at the ports.”

AKER SOLUTIONS: GLOBAL REBRANDING LAUNCHES FUTURE VISION

Between sunrise and sunset on April 3, Aker Kvaerner changed its name globally to Aker Solutions to capture – in two words – nearly two centuries of experience and expertise. Since its inception in Oslo, Norway in the nineteenth century, Aker Solutions has delivered innovative responses to complex engineering and manufacturing challenges both on- and offshore. In 36 hours, Aker Solutions mastered every logistical challenge involved in a change of name and logo over 70 work locations and numerous project sites worldwide. This global rebranding included Aker Solutions' world-class umbilical manufacturing facility in Mobile, Alabama.

Aker Solutions' new name and logo simplifies and strengthens its corporate identity. The new logo mark symbolizes the company's portfolio of comprehensive solutions. Enterprise-wide, Aker Solutions provides engineering and construction services, technology products, and integrated solutions to industries that include oil and gas, refining and chemicals, mining, metals, and power generation. Its global multi-ethnic workforce of 28,000 full-time employees labors in 30 countries on five continents. Within Aker Solutions, its Subsea Business Area (BA) employs 2,700 employees in 14 countries in six geographic regions (Australia, Asia, North Sea, Gulf of Mexico, Latin America, and West Africa). The Subsea BA designs and manufactures umbilicals, risers, controls, trees, processing and boosting, and subsea systems.

"The change of our brand identity has been well-received locally," Don Craig, vice president of umbilicals & risers – U.S. for Aker Solutions, said. "Frankly, it's easy to say and easier to recognize."



Don Craig, vice president, umbilicals & risers, U.S. (left) and James Altieri, manufacturing manager, umbilicals & risers (right) show a cross-section of the umbilicals manufactured at Aker Solutions

Aker Solutions' logotype conveys clarity, depth and focus. The company's Aker heritage is reflected in bold logo treatment that acknowledges its legacy and its stable foundation. Solutions exemplifies energy, forward thinking and agile movement, all suggestive of new directions for a company with its vision fixed firmly on the future. Overall, the new logo indicates innovation and drive. The blue and grey evoke a professional attitude, while the bright orange accents a fresh, dynamic palette.

"The launch of our new name and logo was well-orchestrated," Craig said. "Lots of planning by our corporate office in Norway is to credit. Their signs were changed the same day they made the announcement. Ours in Mobile soon will follow."

Aker Solutions in Mobile emphasizes design and manufacture of subsea umbilicals. These flexible stainless steel tubes of varying diameter enclose, protect, and serve as a subsea conduit for cables. Umbilicals enable the remote control, power supply and operation of subsea oilfield developments. According to Quest Offshore Resources, Inc., Aker Solutions holds a 64.7 percent share of the Global Steel Tube Umbilical market.



Aker's newest piece of equipment at Middle Bay Port in Mobile is the portable carousel. This \$35 million addition allows ready-to-go umbilicals to be placed directly on ships to be brought to their host facility without having to be unwound.



The umbilicals provide power, data, hydraulic functions and chemical injects to underwater drilling sites.

In the last six months alone, Aker Solutions' Mobile facility has received new projects that collectively total 119 kilometers of umbilicals that represent \$66 million. Aker Solutions' worldwide client base includes major oil companies Chevron and ExxonMobil, along with independent and national oil companies.

Craig attributes their success to the dedication and skill of his workforce.

"Ninety percent of our workforce is from Mobile and the surrounding area," Craig explained, adding that a local workforce has helped develop a very successful culture here. "We all look out for each other, and everyone's focus is on our health, safety and environment."

Aker Solutions' safety record in Mobile is perfect – an amazing accomplishment for the oil and gas industry overall, and for such a labor- and equipment-intensive environment.

Along with the unveiling of its new name and logo, Aker Solutions chose a nontraditional approach to reinforce the importance of safety to its employees. Filmed in Norway, the new "Just Rules" safety program launched this year, contains six short videos filmed in black and white. Each depicts industrial manufacturing scenarios common to Aker Solutions facilities globally. Each video shows how one or more lapses by employees in adherence to safety rules create danger for themselves and for their coworkers.

Since opening day in April 2005, the Mobile facility has set and then broken world records for service and technology, while never missing a deadline. Such dedication to client service has helped Aker Solutions attract large projects from companies all over the U.S. for execution by its Mobile personnel.

Aker Solutions recently won the new Drosky project from Marathon Oil Company. The project will be located in water 2,900 feet deep in the Gulf of Mexico within Green Canyon Block 244. The Drosky subsea umbilical and distribution equipment will allow subsea wells to be controlled by Shell Oil Company's Bullwinkle platform located 17 miles from the wells.

"We chose Aker Solutions for this project because we trust their service," said Martin Kennedy of Marathon Oil Company. "They gave us the best overall package. We know they will deliver a high-quality product on time."



Aker Solutions manufactures umbilicals on-site. Every wheel provides a different element of the umbilical including power and remote control.

FOLEY: It's Not Called "The Forward City" For Nothing



The Annual Gulf Coast Hot Air Balloon Festival is held on Father's Day Weekend each year at the Foley Soccer Complex. The festival features approximately 50 hot air balloons that fly at dusk and dawn each day of the event.

Located in south Baldwin County, Foley is a central destination for family fun and a model for economic growth. Minutes away from white sandy beaches, Tanger Outlet stores, a newly renovated library and interstate highways, the vacation spot is easy to reach and easy to enjoy.

Approximately 40,000 cars drive through the main intersection of the city, Highways 59 and 98, per day. Foley, along with Gulf Shores and Orange Beach, is part of the fastest growing micropolitan area in the U.S. for the last seven years. Micropolitan areas, as defined by the U.S. Census Bureau and created in 2003, are urban areas in the U.S. around a core city or town with a population of 10,000 to 49,999. While maintaining traditional roots and many historic buildings, the city is also moving forward with a new Civic Center, Sportsplex and highway expansion planned for the near future.

The City of Foley is also scheduled to begin a major downtown redevelopment project that will carry a price tag of approximately \$6.5 million. The renovations will include new sidewalk pavers, lighting and landscaping in the 10-block

Historic Commercial District of Foley. Drainage issues will also be addressed in the downtown area during the redevelopment, expected to begin in spring of 2009.

The city of Foley and the South Baldwin Chamber of Commerce collaborated with Buxton, the industry leader in



The 10-block Historic Commercial District of Foley will soon undergo extensive renovation including new sidewalk pavers, lighting and landscaping.

customer analytics, to produce a retail assessment of the community. Buxton has profiled the customers of every retail store that has three or more locations to develop incredibly thorough profiles of individual customers.

Whenever someone uses a credit card, subscribes to a magazine, writes a check, fills out a survey, registers to vote, or changes the channel on cable TV, the information is collected, stored, and sold. By analyzing the data, it's possible to know an individual's specific buying habits and lifestyle preference. With enough data, it's possible to develop detailed customer profiles on virtually everyone in the U.S.

Communities can apply that information to the population within their drive time radius to fully understand their residents buying patterns. They can see which products and services people buy locally and which ones they travel to other places to buy. With that data, Foley will be able to recruit businesses to fill places where customers leave to get products.



Foley boasts many businesses including agriculture which supports a wide variety of local crops. Here a sorghum field prospers from the rich soil, abundant sunlight and adequate rainfall in the area.



Antique roses are planted along the Historic Rose Trail in downtown Foley.



Peanuts are harvested after drying in a field near Foley. Approximately half the peanuts grown in the United States are grown in Alabama.

“It is a partnership to help retail recruitment,” said Donna Watts, president of the South Baldwin Chamber of Commerce. “It is nice to have the ability to say ‘here are the hard facts in graph form that show you can make money.’”

The expected growth of industries in Mobile will also play an important role in Foley’s future economic existence.

“Mobile has been very successful in recruiting major industries,” said Watts. “So many companies will bring with them spin off companies or suppliers, and Baldwin County is poised to take advantage of that.”

Foley has already been very successful in hosting major industrial plants like the Goodrich facility, employing more than 800 people.

“Because they work in aerospace, they are at a place and time where they have potential to grow considerably,” said Watts. “South Alabama has been successful because we know how to work together and problem-solve together and that’s critical for the success of major investments like these.”

For more information on the downtown redevelopment, please contact the City of Foley at (251) 943-1545 or visit www.cityoffoley.org.

To learn more about the economic growth of Foley, visit www.southbaldwinchamber.com or contact the South Baldwin Chamber of Commerce at (251) 943-3291.

Gov. Riley Pushes Mobile Container Terminal During South American Trip



Colombian President Alvaro Uribe (left) greets Alabama Gov. Bob Riley (right) as the Governor arrives for their meeting in Medellin, Colombia, to discuss the prospects for the U.S.-Colombia Free Trade Agreement. Gov. Riley is in South America this week on a trade and business development mission.

Hoping to foster business for the new Mobile Container Terminal, set to begin operations in September, Gov. Bob Riley and members of the Alabama State Port Authority's trade and development team recently traveled on a 10-day trade mission to South America.

The trip took place as part of Governor Riley's economic and business development initiatives for the state of Alabama. Riley met with Fernando Valenzuela, senior vice president for terminals and logistics for CSAV, a worldwide shipping company based in Chile. CSAV, who owns 109 container vessels and more than 270,000 containers, did \$4.1 billion in sales in 2007 and ranks as the 17th largest carrier worldwide.

During the company's presentation to Gov. Riley, Valenzuela anticipated that container activity at U.S. Gulf Coast ports will increase from 2.3 million to 3.6 million containers a year by 2020, above average growth compared to U.S. ports nationally.

After addressing the company's growth forecasts and needs to the Alabama delegation, Gov. Riley presented the pitch for the company to make the Mobile Container Terminal the new destination for CSAV shipments, saying the Port of Mobile is an ideal point of entry for products to enter the country because shipments can be transported on Interstate 65 to the Midwest and Canada. Gov. Riley pointed to Alabama's tremendous growth in the automotive, steel and aerospace industries as examples of new opportunities in the South and Midwest.

"Our port is a great economic resource that opens up tremendous opportunities when it comes to commerce with South America," said Gov. Riley. "One of the reasons we're here is to promote that advantage."



Gov. Riley gives a presentation about advantages of the Port of Mobile to Chilean shipping company executives.

On top of its ongoing expansion and growth, Mobile's terminal will also have an advantage because of its short transit time to open water. Mobile, Houston and Tampa are the three largest ports in the U.S. Gulf that provide rapid loading and discharge options for container carriers. A 45-foot channel and 2000 feet of deepwater berth guarantees the Mobile Container Terminal is able to handle most modern day container ships. Trade in and out of the region is fairly balanced which is unusual in today's market environment.

"We've been aggressively marketing our port throughout Latin America building on existing trade relations and fostering new business," said Mark Sheppard, vice president of Trade & Development for the Authority. "The Governor's participation shows the level of support Alabama has for not only its Port, but for Alabama's expanding portfolio of international business interests."

In addition to meeting with Valenzuela, Gov. Riley met with business leaders of the American Chamber of Commerce in Chile. Discussions included expanding trade and investment in both countries. However, workforce expansion and education dominated the talks. The Chilean economy has seen its poverty rate drop from 40 percent to 14 percent in the past thirty years, and its unemployment rate decline from 30 percent to seven percent.

Chilean Chamber members voiced their concerns that the limiting factor to continued growth and success is educational reform, a topic Gov. Riley feels strongly about in relation to economic development in Alabama. He emphasized the importance of the Alabama Reading Initiative as a model for the Chilean government to adopt. The shared interest in education reform generated discussion of a possible education exchange between Chile and Alabama. Gov. Riley stressed the importance of distance learning and suggested using ACCESS to link a classroom of Chilean children with a Spanish class being taught in an Alabama high school.

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For nearly fifty years, Seabulk Towing has been an established leader in harbor ship assist operations and offshore towing services. Seabulk Towing's high standards of customer service are founded on the basic principles of safety and service excellence. Headquartered in Port Everglades, Florida, Seabulk Towing assists petroleum and chemical product tankers, barges, container ships, and other cargo vessels in docking and undocking and provides a variety of offshore towing services along the Gulf Coast and the Southeastern Seaboard.



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MADE IN ALABAMA:

BARNETT MILLWORKS: FRAMED FOR SUCCESS



The showroom at Barnett Millworks displays some of the many beautiful designs the company has to offer.

When Charlie Barnett and his father-in-law, Alexander Cooper, began building door and window frames in the garage of Cooper's home in 1945, they had no idea it would become the 18-acre site located in Theodore, Alabama. It is today. Currently, Barnett Millworks employs approximately 200 people and has streamlined its processes to build and distribute a selection of high-quality mill work products including interior and exterior doors, windows, mouldings, stair parts, columns and more.

"We have 12 trailers go out daily to distribute our products throughout the north and southeast," said Paul Barnett, CEO and president of the company. "Our products can be found up and down the coast in residential and commercial construction sites."

With the capacity to ship up to 18 trailers a day, Barnett Millworks is prepared to continue its growth. In addition, the company utilizes the Port of Mobile to import wood products from South America straight into Mobile.

"The Port of Mobile has been a great fit for our company," said Barnett. "We know that as our company grows the Port will be able to handle our needs."

When transforming raw lumber and finger joint blocks into the many products Barnett Millworks creates, each step and piece of machinery works together toward a common goal. Start to finish, producing high quality goods with minimal waste is a key ingredient to success in the lumber industry.



Named “The Destroyer,” the wood grinder facilitates the production of approximately 17 tons of wood waste a day.

WHAT TO DO WITH WOOD WASTE?

“In the past, the company would spend nearly \$75,000 to get rid of its wood waste,” said Barnett. “Now, we grind up all our wood waste and even the pallets into wood chips for particle board, fiberboard, paper pulp and other similar products.”

According to Richard Sorrell, vice president of production for Barnett Millworks, the facility develops approximately 17 tons of wood waste a day. In addition, the company utilizes three large fans that serve as vacuums to collect the sawdust accumulated in the factory. Both of which the company sells and ships to be used for various products.

STAYING AHEAD OF THE GAME: NEW TECHNOLOGY & DEMAND

Keeping up with new technology as well as new product demand keeps Barnett Millworks ahead of the game.

“We have salesmen who live in the areas we service because it is important to stay in touch with our customers needs from northern Alabama to the Florida Panhandle and into Louisiana,” said Barnett.

State-of-the-art technology ensures that Barnett Millworks consistently produces quality goods. Each raw piece of



The company transforms raw lumber and finger joint blocks into a selection of high-quality millwork products including interior and exterior doors, windows, mouldings, stair parts, columns and more.

lumber is scanned for defects and imperfections by laser reflecting imaging (LRI). A computer then translates that information to another machine, which makes the precision cut. The wood continues down the streamlined process to be made into various products, while the waste wood is separated and sent to the grinder.

Hurricane Katrina has increased government requirements for residential buildings as well as awareness of non-rot products that may be more expensive but long-term investments for builders.



State-of-the-art laser technology ensures the highest quality in Barnett Millworks products.

The facility houses an oven that heats to 300 degrees Fahrenheit to work with polyvinyl chloride (PVC) materials to offer custom non-rot products like window frames and more.

“At this temperature PVC loses its memory,” explained Sorrell. “Forms produced by our computer numeric controlled (CNC) routers are used to reshape the PVC as it cools, so we can create a product to fit our customers’ specifications.”

Concern regarding extreme weather has also been a growing part of the industry. “All along the coast, high impact glass and high wind zone requirements have really impacted our production of hurricane doors,” stated Barnett. “We sell specific products that meet hurricane and coastal application standards.”

A TRADITION OF EXCELLENCE

In each stage of production, a worker has his or her own set of checks to ensure the highest quality of product as the end result. Even at the end of the production line, a worker simulates a door’s installation to ensure everything lines up as needed.

In each stage of production, a worker has his or her own set of checks to ensure the excellence of the end product.

“We recognize the strength of our company is due to the fine men and women we employ,” said Barnett. “In over 60 years of business, we have seen some excellent machines that have revolutionized the way we work, but we still rely on our people to ensure the best quality products and service to our customers.”

Though the company does not sell directly to the public, there are a number of retailers throughout the Southeast that can be located by calling their office in Theodore, Alabama. For more information about the many products the company offers or to find a nearby retailer, visit www.barnettmillworks.com.



Non-rot products may be more expensive but are long-term investments for builders.

ALABAMA STATE PORT AUTHORITY SPONSORS JASA FISHING TRIP

The Alabama State Port Authority sponsored the Japan-America Society of Alabama (JASA) Family Fishing Trip on June 21 in Fort Morgan. Twenty-two JASA participants fished aboard the 53-foot Resmondo M/V AMBER GENE.

According to Todd Jones with ASPA, "JASA members who attended the fishing trip had a great time, especially the children. For many, it was their first trip to see the beautiful coastal waters."

Participants included from JASA included Mitsubishi Polysilicon, Alabama State Port Authority, Hargrove and Associates, JASA members and children, Thompson Engineering and Huntsville Chamber of Commerce.

"Japan is one of Alabama's largest trading partners, and the Port Authority handles a significant amount of cargo for Japanese customers. JASA is an excellent organization to expand not only our business relationships, but more importantly, our cultural ties between the two countries," Jones added.

Prizes were awarded to the JASA children for fish caught. Mitsubishi Polysilicon in Theodore, Alabama, sponsored the awards and dinner at the conclusion of the fishing trip. Drew Thompson, son of Mitsubishi Polysilicon employee Brian Thompson, won the Master Angler Award.

JASA is a private, not-for-profit association working toward encouraging and developing friendship and understanding between individuals within the communities of Japan and the United States. Through programs responsive to social, economic and political needs, Alabamians are afforded the opportunity to examine and learn from experiences and achievements of both nations.

JASA is one of thirty eight regional members of the National Association of Japan-America Societies. The National Association maintains links to a variety of Japan-related Web sites on business, public affairs, culture and education. JASA welcomes members from all business organizations and individuals that have an interest in expanding U.S. business ventures in Japan or wish to promote a congenial climate for Japanese business in Alabama.



JASA Group departs Gulf Shores Marina at Fort Morgan for fishing trip.



JASA Young Anglers catch.



Mitsubishi Polysilicon hosted a reception at Tacky Jacks Restaurant at Ft. Morgan Marina.

EVONIK-DEGUSSA VISITS PORT



On June 10, visitors from Evonik Degussa's worldwide operations toured the Port of Mobile as part of a visit to the Mobile plant to attend meetings to discuss production and logistics. Shown from left to right are Maria Mendez, Alabama State Port Authority; Terry Stevick, Evonik-Degussa; Jose Longo, Evonik-Guatemala; Lorena Tenorio, Evonik-Argentina; Barbara Schuster, Evonik-Germany; Fernanda Vasconcelos, Evonik-Brazil; Mark Sheppard, Alabama State Port Authority; Sandra Chunn, Evonik-Degussa; Marnie Phillips, Evonik-Nebraska; Marisa Martinez, Evonik-Brazil; Diana Pestka, Evonik-Ecuador; and Todd Jones, Alabama State Port Authority.

APTV SERIES "ON THE JOB" VISITS MCDUFFIE COAL TERMINAL



In June, Alabama Industrial Development Training (AIDT) visited McDuffie Coal Terminal for a series of interviews for their Alabama Public Television series "On The Job."

"On The Job" is a new television series showcasing unique and often overlooked companies and educational opportunities in Alabama. "On The Job" provides an educational and informative outlet designed to give Alabama citizens a look at jobs available to them and the education and skills required to get these jobs and improve their lives.

"On The Job" is hosted by Bobby Jon Drinkard, an Alabama native who appeared on "Survivor." The show is produced by AIDT, Alabama's Workforce Training Institute in cooperation with Alabama Public Television, America's oldest public television network. The feature airs August 22nd.

AIDT recently visited the Port of Mobile's McDuffie Coal Terminal for the series "On the Job," a production of Alabama Public Television. Bobby Jon Drinkard, the show's host (front) participated in interviews with Port employees and gave the show's host insight into how to perform various jobs at McDuffie. Alabama State Port Authority employees Jeremy Williams, Larry Beane and Rick Wyatt, (first row) demonstrated their jobs at McDuffie to AIDT employees Clyde Hancock and Shawn Touissignaut. Other Alabama State Port Authority employees at McDuffie participating in interviews and on-the-job demonstrations were (back row) Joe Cooke, Scott Tew, Walter Corley, Sanford James, Allen Waldo and Melvin Reynolds.

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SSAB SELLS IPSCO TUBULAR

On June 12, SSAB completed the sale of IPSCO Tubular, and has retained the steel mills in Montpelier, Iowa, and Mobile, Alabama, and the cut-to-length facilities in Houston, Texas; St. Paul, Minnesota; and Scarborough, Ontario. The company is doing business at these five retained locations as SSAB North America. The company said day-to-day contacts at its locations remain the same, and all key business processes will remain the same. For more information, contact SSAB Transportation at (251) 662- 4489.

MANDO AMERICA CORP. VISITS PORT



Todd Jones with the Alabama State Port Authority recently toured visitors from Mando America Corp. around the Port of Mobile. Shown from left to right are T.W. Kim, Glovis; Jaemin Cha, Mando; Seung Oh, Mando; Chulyong Jung, Mando; Yoon Do Kim, Mando; and Todd Jones, ASPA.



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ALABAMA STATE PORT AUTHORITY WINS AWARDS FOR CUSTOMER SATISFACTION



Anna Ward, Alabama State Port Authority Traffic/Sales Manager, is shown with awards presented during the 40th Annual RICA conference.
Photo courtesy of Alabama State Port Authority.

Alabama State Port Authority recently received the 'Outstanding Port for Customer Satisfaction' and 'Most Improved Port for Customer Satisfaction' award from the Railway Industrial Clearance Association (RICA) at their 40th Annual meeting in San Francisco, California.

"RICA members chose the Port of Mobile because of its efforts and commitment to this industry," said Bob Felix,

president of the railway organization. "On behalf of RICA, I congratulate the Port of Mobile and look forward to their continued involvement with [our organization]."

Founded in 1969 and headquartered in Houston, Texas, RICA is a non-profit organization dedicated to serving the heavy and dimensional transportation industry. The organization has approximately 400 members made up of Major Class 1 railroads, shippers, and regional and short line railroads, riggers, port authorities, barge and steamship lines, and the like.

"I am extremely pleased to see the people involved in the handling of oversized cargo in our Port receive this recognition," said Jimmy Lyons, CEO of the Alabama State Port Authority. "Mobile is a leader in the handling of this type cargo. Our inland connections by road, rail and river and the excellent equipment positioned here are two very important reasons. However, the service-minded people here make the difference."

The Alabama State Port Authority, headquartered in Mobile, Alabama, owns and operates the state of Alabama's deepwater port facilities in Mobile. The Authority directly employs 670 workers and its public facilities handled 27 million tons of cargo last year. The Authority's container, general cargo and bulk facilities have immediate access to two interstate systems, five Class 1 railroads, and nearly 15,000 miles of inland waterway connections. Learn more at www.asdd.com.

INTERNATIONAL BOAT AND MARINE AUCTION SERVICES RELOCATES TO ALABAMA

International Boat and Marine Auction Services (IB&M) of Phoenix, Arizona, has relocated its corporate office to Daphne, Alabama.

Established in 1985 by President C.R. "Kip" Kane, IB&M is a full-service brokerage company dedicated to buyers and sellers in all phases of the marine industry. IB&M's professional staff is well versed in conducting auctions internationally with an extensive client base including governmental agencies, banking institutions, trustees and the private sector.

Kane has decided to jointly continue IB&M's auction services with Captain Johan Schild, owner of Maritime M.A.D, Inc., from the M.A.D. headquarters located at 9786 A Timber Circle in

Daphne, Alabama. IB&M had intended to relocate to the Gulf Coast prior to Hurricane Katrina in 2005, and now the timing is particularly appropriate with today's energy crisis.

IB&M's held its first area auction in July in Destin. For more information on IB&M, its auctions and affiliates, visit www.marineauctionservices.com or www.maritimemad.com, or call IB&M's offices at (251) 626-0713.



LITTLE RIVER, BIG CANYON

From Wolf Creek Overlook, you can see the fork where Little River and Wolf Creek join together as well as the canyon.

Located in the Southern Appalachians in Fort Payne, Alabama, the Little River Canyon National Preserve holds more within the canyon walls than what already meets the eye. Little River flows throughout the national park mostly across the top of Lookout Mountain – one of the longest rivers in the nation to do so. Little River Canyon is not only the deepest gorge in the state; it's the deepest canyon in the Southeast.

"Most people just can't believe this big canyon can be found in northeast Alabama," said John Bundy, superintendent of the Little River Canyon National Preserve.

Waterfalls, canyon rims and bluffs, pools, forested uplands, boulders and sandstone cliffs can also be found in this area chock full of history.

"The area has been used for over 10,000 years," said interpretive ranger Larry Beane. "We know of fossils here and there; not to mention liquor stills from the 1840s. We even have a photograph of people picnicking in the 1890s."

The naturally abundant wildlife is evident in the 145 species of birds that can be seen at the Preserve. About 100 plant and animal species that can be found within there are rare, endangered or threatened. Also, over 1,000 vascular plant species have been identified in the Preserve.

Adventures at the Preserve can be as easy as enjoying the scenery at the various lookouts or walking down a nature trail. They can also be as challenging as kayaking white water rapids and climbing up 400 foot sandstone cliffs. Hiking trails abound at the Preserve, but all are certainly not created equal.

Beaver Pond Trail is an easy 1.8-mile hike with a semi-flat path and is known to be the best place to bird watch. The Eberhart Trail, which leads you from the top to the bottom of the canyon, is only three-quarters of a mile long, but is the most challenging hike at the Preserve. Due to fallen trees and huge rocks, going down the canyon trail is moderate to hard, but hiking back up is especially strenuous. This trail is not recommended for children or pets.



As you look down the 300-foot cliffs at Crow Point Overlook, you can see Bear Creek and Little River join together.

The Preserve is divided into four areas, with each area having its own highlights. The Backcountry area has 23 miles of primitive roads for ATV's, four-wheel-drive vehicles and horseback riders to explore. Berries and nuts are plentiful and visitors are encouraged to help themselves. The Backcountry is the only area where camping is allowed, as well as hunting at specific times.

The Canyon Mouth Day Use Area is one of the more visited areas due to its close swimming access and numerous



Looking down from Canyon View Overlook, you can see kayakers braving the rough waters during the winter and spring.

picnic tables and barbeque grills. There is a \$3 per vehicle charge, or season passes are available for \$10.

The Little River Falls area is precisely where the formation of Little River Canyon begins with a 45-foot waterfall. There is a paved semi-steep trail that leads to an overlook of the falls. The force of the waterfall is dependant on the amount of rainfall and the season, so plan a visit in winter or spring to see it at full force.

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The Scenic Drive follows the western side of the Canyon along Highway 176 near Fort Payne, Alabama.

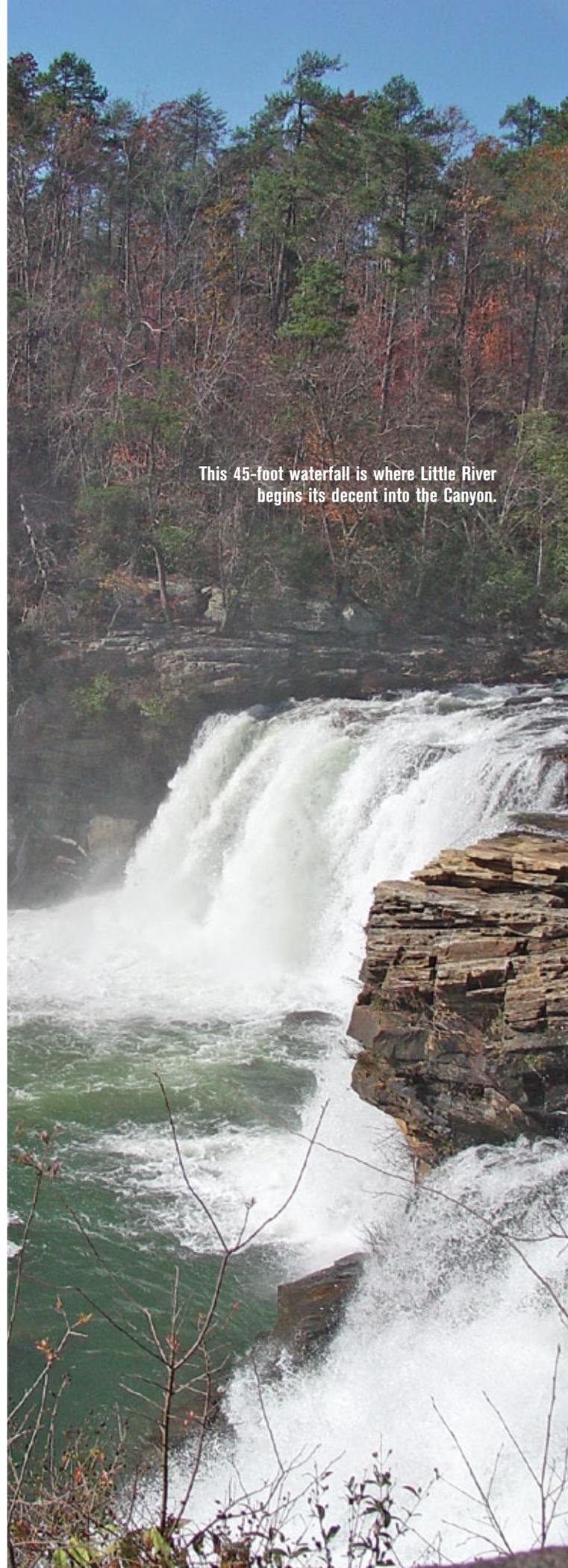
The Scenic Drive area has 11 miles of developed roads that take visitors along a series of breath-taking overlooks. It starts at the Little River Falls Boardwalk Overlook and ends at Eberhart Point Overlook. Each overlook has a different point of interest. Lynn Overlook is home to a sandstone rock glade and eight rare plants. Hawks Glide is one of the best foliage views on the drive. Canyon View not only has spectacular sights of the Canyon and Little River, but also of experienced rock climbers scaling the sandstone cliffs. Grace's High Falls has a seasonal 133-foot waterfall that flows all year except the summer.

The climate plays a huge role in the Preserve's tourism. Kayaking and canoeing are best in the winter and spring when water levels are high, although summer is the busiest season. Wildflowers are most colorful from late February to early November.

Different types of visitors are attracted to the different areas. "The Preserve is full of special places," said Bundy. "I like that you have the ability to be on your own, to have part of it all to yourself while you're here."

During the year, the Preserve has various educational events for people of all ages. The events range from campfire talks that focus on the ecology of the area to wildflower hikes to safety talks.

For more information about the Little River Canyon National Preserve and upcoming events, visit www.nps.gov/liri or call the park headquarters at (256) 845-9605.



This 45-foot waterfall is where Little River begins its decent into the Canyon.

Mailman of the Mississippi

Since the earliest days of steam, mail had been carried by riverboats navigating the “western waters.” Mail delivery had been rather haphazard in those early days: someone could hail a riverboat by waving a handkerchief and then give the clerk a handful of mail to be delivered at the appropriate community.

In 1838, Captain Frank Carter of the steamboat DIANA claimed the prize of \$500 in gold offered by the U.S. Post Office Department to the first man to steam between New Orleans and Louisville in six days. From that point steamboats began carrying mail under contract, although mail service remained a chancey proposition at best. Contracts were made “by the trip” until 1854, when the Post Office Department contracted with Captain Thomas P. Leathers and Captain Truman C. Holmes to carry mail from New Orleans to Vicksburg, and return three times a week for \$40,000 a year.

The next year, the Postal service awarded a contract for mail to be transported between New Orleans and Cairo, Illinois,

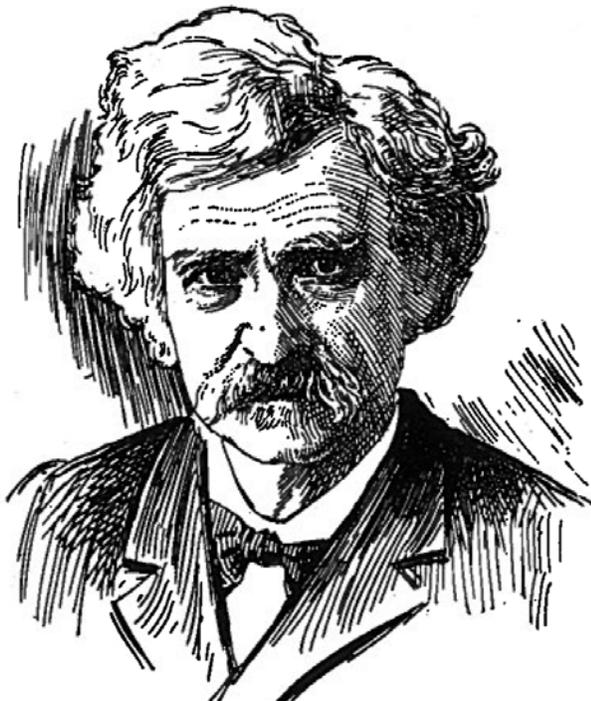
where it could be picked up by the Illinois Central Railroad for delivery to Chicago. Mail delivery was still at the mercy of the river: ice, flooding and low water combined at various times of the year to impede the flow of mail, but it took the acts of war to bring mail delivery to a halt between the North and South. One brave man took it upon himself to see that the mail got through, whatever the risks.

Absalom Carlisle Grimes, “Ab” to his friends, had already proven that he could escape the clutches of the Union Army. A Mississippi River riverboat pilot, Grimes and friend Samuel Clemens had been ordered in 1861 to report to the Army in St. Louis for pilot duty on the Missouri River, but both men seized the chance to walk away when the officer in charge was distracted by some visiting ladies.

Grimes and Clemens enlisted in the Missouri Confederate Militia, with the latter being elected second lieutenant. Clemens soon had his fill of Army life and made his way west, eventually becoming recognized as one of the world’s great men of letters, writing under the name of Mark Twain. Ab Grimes remained in the militia, which was absorbed into the First Missouri Cavalry. Grimes helped to capture a steamer carrying Federal soldiers and later participated in the capture of Lexington. Captured near Springfield, Missouri, Grimes soon established an escape route and got 60 men to freedom before deciding it was time to make his own getaway, wearing a stolen U.S. Army uniform and riding a Union officer’s mount.

A few days later, Grimes was wounded and recaptured during the Battle of Pea Ridge, Arkansas. Before he could escape again, Grimes was transferred with other prisoners to the Myrtle Street Jail in St. Louis. In March of 1862, he and other prisoners were marched aboard the steamer CITY OF ALTON for transport to the Federal penitentiary at Alton, Illinois. Being an old river man, Grimes knew several of the CITY OF ALTON’s crew, including the pilot and engineer. When the steamboat reached Alton, Grimes busied himself oiling the engine while the guards marched the rest of the prisoners ashore. The next morning, Grimes joined the crew of another riverboat headed for St. Louis.

Grimes now turned his attention to the mail, and his service to the Confederacy took a decidedly



Samuel Clemens and Ab Grimes were called for pilot duty with the Union Army.

Ab Grimes in the uniform of a Confederate Army major.

less martial role, though no less dangerous. The officer began carrying mail between Federal-occupied Missouri and Confederate troops. Grimes organized a network of secret mail carriers to gather as much southern-bound post as possible. Both men and women were employed, with the women hiding letters in their hoop skirts. His female agents were said to be able to carry as many as 1,000 letters at a time in their voluminous skirts.

On April 6, 1862, Grimes left St. Louis and traveled to Memphis by train, boat and horseback. From Memphis, he made his way to Rienzi, Mississippi, where he delivered mail to Missourians fighting for the Confederacy. Grimes took on return mail and made it safely back to St. Louis, where he began planning for his next trip south.

Grimes steamed from St. Louis on May 1, in the FAR WEST, but departed the steamboat about 60 miles below the city. Lodging his mail bag in a skiff, Grimes camouflaged the boat with willow branches and pushed off into the swift current of the Mississippi River, floating unnoticed past Union gunboats. Grimes soon found himself on the front and he put ashore at Osceola, Arkansas, to reconnoiter the Federal fleet. Grimes hid his mail in a hollow stump and proceeded with his intelligence work. Alerted to his presence, a contingent of U.S. Marines captured Grimes. A notebook written in code was found in his possession, and the Confederate officer was charged with spying.

The Union soldiers confined Grimes at Cairo, Illinois, but the river came to Ab Grimes' aid again. After he had been in jail for about three weeks, the river rose and flooded Grimes' cell. The Confederate officer used a switchblade knife he had smuggled into the jail to hew a hole in the sodden plank floor. When the river receded, Grimes dropped through the hole in



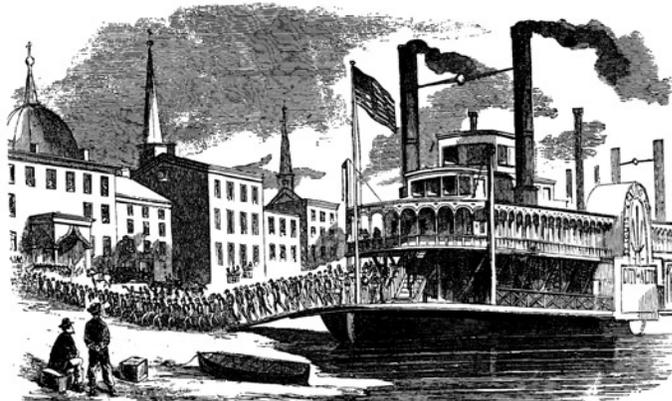
the floor and effected yet another escape, making his way on board the steamboat PLANET. The PLANET's engineer was an old friend of his father's, and Grimes no doubt enjoyed the irony of traveling in comfort on the riverboat as she transported a load of Union soldiers to Tennessee.

Grimes made his way to Corinth, Mississippi, where he collected soldier's mail. He once more made use of his network of riverboat friends for the journey north. Grimes booked passage on the steamboat SKYLARK, the captain being an old friend. Mindful that he was a wanted man in Cairo, Grimes hid underneath a lifeboat while the SKYLARK called at that city. After departing Cairo, Grimes came out of hiding and enjoyed the rest of the trip to St. Louis.

Grimes continued his work, traveling back and forth across enemy lines, carrying mail, military correspondence and much needed medicines. At times, he helped women get across enemy lines to see their husbands, and he also guided



Grimes and Clemens served together in the Missouri Confederate Militia.



Grimes stayed aboard the CITY OF ALTON as soldiers marched prisoners ashore.

escaped prisoners of war. Captain Grimes used his knowledge of riverboats and the men who operated them to pass virtually unnoticed up and down the river, but there was a bounty on his head.

To confuse the Union agents looking for him, Grimes and another mail carrier, Robert Loudon, traveled to Indianapolis. There, the two men attended a meeting of draft substitutes – men who accepted money to serve in the stead of wealthy draftees. Loudon accepted \$800 to serve for a Northern man. Grimes held out and received \$875. They signed false names and were marched to a nearby stockade, where they stayed until midnight when they escaped with their money.

Back in St. Louis, a clerk at the Virginia Hotel identified Grimes and alerted Federal authorities. Grimes was captured aboard the ferryboat CHRISTY in possession of 3,000 letters and was jailed once again. After the warden at the Gratiot Street Prison witnessed Grimes extricate himself from a set of handcuffs, he ordered the prisoner to be shackled to a 32-pound cannon ball. Grimes was court-martialed on September 10, 1862. Convicted of espionage, the mail carrier was sentenced to be shot on the second Friday of October, 1862.

Ever resourceful, Grimes picked the lock on his handcuffs and began cutting a hole in the floor of his cell. Two of Grimes' female letter carriers were being held in the next cell, and from them Grimes had received a knife. Another prisoner managed to provide a crow bar and a large butcher knife that he had acquired in the kitchen. Grimes crawled underneath the prison flooring and began digging through the prison wall. Above him, the women danced and moved furniture about to cover the noise. It took Grimes two nights of work to cut through the wall, which consisted of a foot and a half of brick and two feet of stone.

On the night of October 2, Grimes and another prisoner escaped into the prison yard. A wooden fence was the only thing that now separated them from freedom, and Grimes was able to cut through the fence in 20 minutes. They waited for the changing of the guard at midnight and then walked away from the prison, wearing Union uniforms that Grimes had made. Grimes gathered a fresh batch of letters and departed for Holly Springs, Mississippi.



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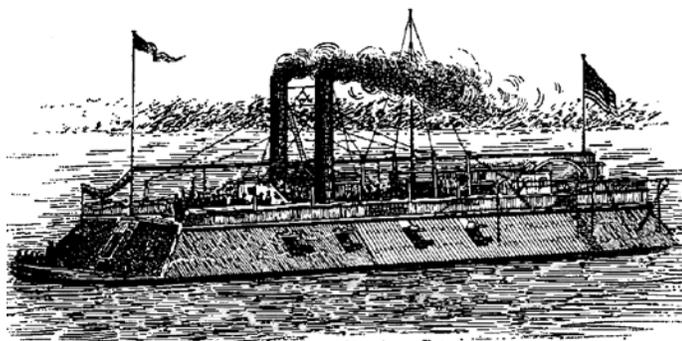
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After the war, Ab Grimes returned to his work as a riverboat pilot.

Reaching Memphis on October 20, 1862, Grimes learned that his old partner, Robert Loudon, had been captured and charged with burning the steamer RUTH, carrying a Union paymaster and several hundred thousand dollars in Army pay. Loudon was being held in a third story prison cell in Columbus, Kentucky. Grimes made his way there and got word to Loudon. Grimes used four balloons to float a hacksaw and length of rope to Loudon. The latter sawed his way through the bars on the window and let himself down to freedom. Grimes made another mail run south, accompanied by two female accomplices. The officer stole a Federal ambulance and team of horses in Memphis, and, wearing a Union Army uniform, drove through enemy lines.

The mail carrier returned to St. Louis and began preparing for his most dangerous mission yet. Grimes and Loudon had accepted the assignment of getting mail into Vicksburg, Mississippi, which was being closely blockaded by the Union fleet. The two officers oversaw the construction of four watertight metal boxes into which some 2,000 letters were placed. These were soldered to the floor of a skiff, which was then flooded to the point of nearly sinking. Grimes and Loudon climbed into the boat and paddled past the U. S. gunboats on a dark night in May 1863. Once safely past the guns of the Union fleet, the two men bailed out their skiff to give it greater buoyancy and paddled safely into Vicksburg.

The mail was delivered, but Grimes was beginning to feel the pressure of his dangerous occupation. The war was going badly for the Confederacy, and the undeliverable letters to the dead began weighing heavily on Grimes. Ready to quit, it took no fewer than three Confederate generals to



The daring officer targeted the Federal gunboat ESSEX, but his plan failed.

talk Grimes into continuing his morale-boosting work. Before departing Vicksburg, Grimes and Loudon dressed as Union soldiers, wired their watertight boxes to the bottom of their skiff, and rowed past the gunboats in broad daylight.

Back in St. Louis, Grimes hatched a desperate scheme to attack the gunboat USS ESSEX that lay tied up at the waterfront. The officer placed a home-made bomb in a carpet bag and went aboard the gunboat. He explained to the guard that he had some luggage for the captain of the gunboat and was told to wait. Grimes began looking about for some place to stash the bag but was unable to find an adequate hiding place. Rather than leave the bag, Grimes turned and walked off the boat. Once out of view of those on board the ESSEX, he opened the carpetbag and snuffed out the fuse, which had ascant four inches more to burn before it would have detonated the bomb.

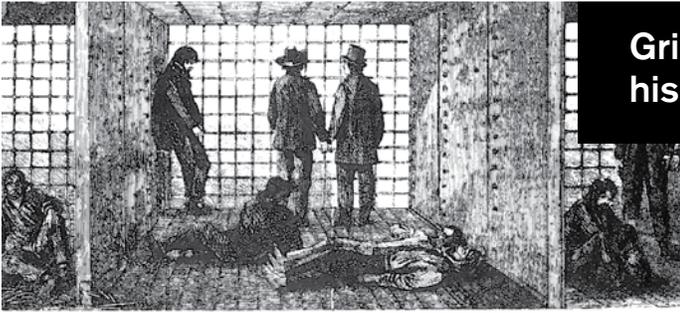
Another plot involved the hijacking of a Federal supply steamer at Memphis. Grimes meant to run the steamboat down river and get the supplies to the besieged men and women at Vicksburg. Just before he could act news came that Vicksburg had fallen, and Grimes shelved the plan.

Grimes was eventually captured again and was held in a succession of prisons. On Christmas night 1863, Grimes attempted to escape by cutting a hole in the floor of his cell.

To his surprise, he saw the faces of four guards looking up at him. For two days, Grimes and the other six prisoners from his cell were handcuffed to a post in the prison yard from 11 a.m. until midnight. Five of the prisoners promised not to attempt escape again, but Grimes and another officer refused. They were kept out in the sub-zero weather until New Year's Day, 1864, when civilian protests forced their captors to end the brutal punishment.

On March 31, 1864, Absalom Grimes was once more tried and convicted and sentenced to death.





Grimes was held in a number of prisons prior to his second conviction on espionage charges.

He was ordered to be hanged in June. Undaunted, Grimes began planning a bold escape, but this time his luck did not hold. As he and several others attempted escape, one of the prisoners fell and raised the alarm. Grimes was shot twice, and two of the other prisoners were killed in the melee.

Powerful friends now intervened on Ab Grimes' behalf, and President Lincoln signed a pardon to become effective December 1, 1864. Transferred to the Jefferson City Penitentiary, Grimes was able to smuggle a file to Robert Loudon, who managed to escape during a subsequent transfer. Grimes was caught trying to pass a note to two female prisoners and was ordered to be whipped. Still recovering from his gunshot wounds, Grimes was dragged to a whipping post in the prison

yard and given 100 lashes. The warden demanded an apology. Grimes refused and was condemned to another 100 lashes. The warden relented after another 61 had been meted out and Grimes refused to apologize. When word of his harsh treatment reached the President, Lincoln ordered Grimes released at once. Despite the executive order, Grimes remained in jail until December 10, 1864.

The following March, Major Absalom Grimes, daring mail carrier of the Confederacy, married Lucy Glascock and took a honeymoon trip from St. Louis to New Orleans aboard the steamboat VAN PHUL. After the war, Grimes returned to work as a riverboat pilot and in later years managed hunting reserves in Missouri. A romantic figure to the end, Grimes remarried at age 70, after Lucy's death. Shortly after his second marriage, Grimes shot a man he accused of insulting his 20-year-old bride. Grimes died in St. Louis in 1911 at the age of 76.



President Abraham Lincoln commuted Grimes's death sentence.

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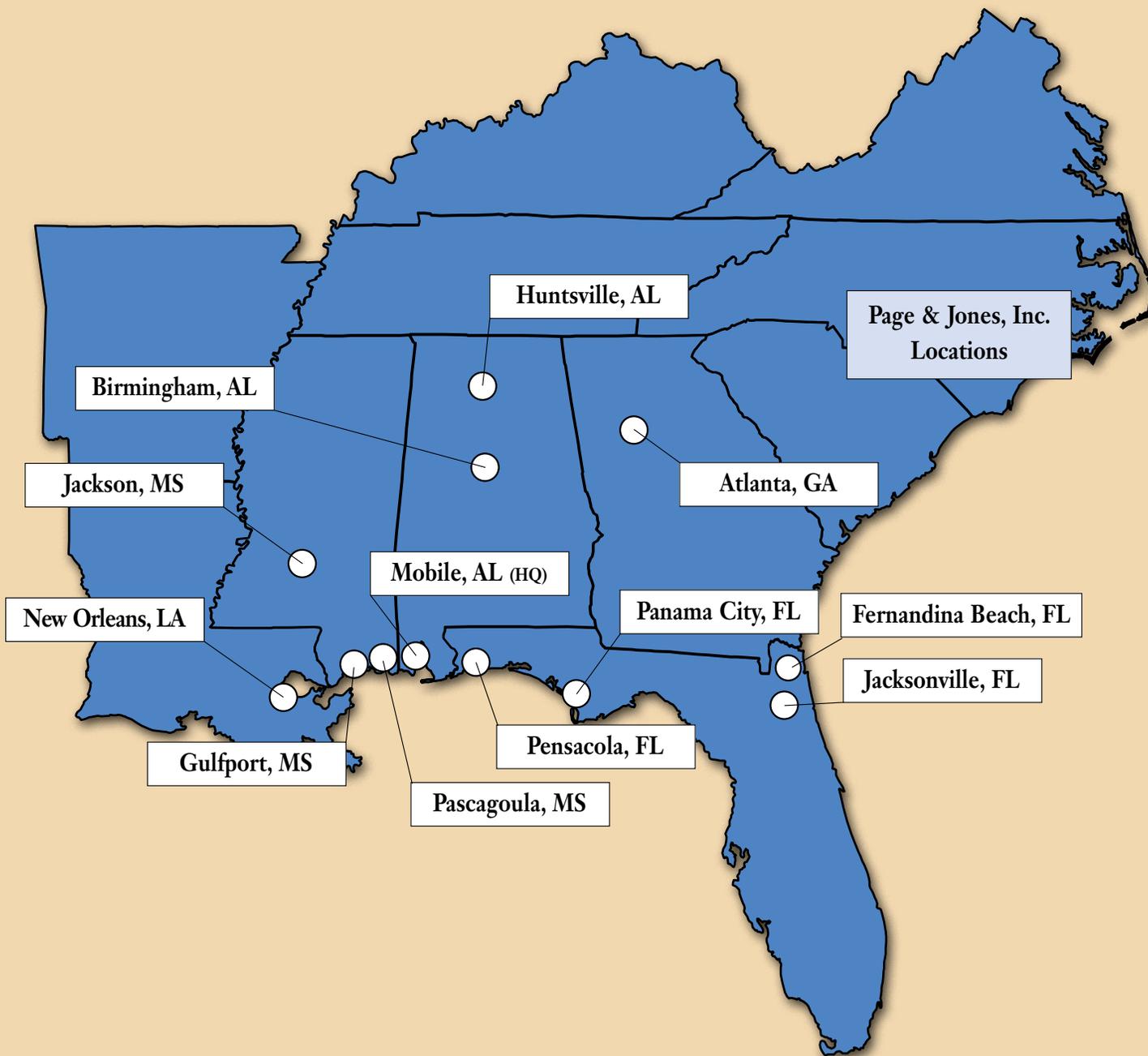


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SAILINGS

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ALGERIA	ALGIERS			
	Nordana	Inducement	Biehl & Co.	
	ZIM	Weekly	Glovis USA	
	MOSTAGANEM			
	ORAN	Inducement	ISS RioMar	
ANTIGUA	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	
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 Agency	
	BREVOS			
	C.I.C.	Bi-weekly	Seacliff Agency	
	FORTALEZA			
	ZIM	Weekly	Glovis USA	
	ITAJAI			
	ZIM	Weekly	Glovis USA	
	RIO DE JANEIRO			
	ZIM	Weekly	Glovis USA	
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.	
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			
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
COSTA RICA	PUERTO CABELLO		
	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
	SANTA MARTA		
	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
CROATIA	RIJEKA		
	ZIM	Weekly	Glovis USA
	WILLENSTAD		
CURACAO	ZIM	Weekly	Glovis USA
	C.I.C.	Monthly	Seacliff Agencies
CYPRUS	LIMASSOL		
	ZIM	Weekly	Glovis USA
DENMARK	AARHUS		
	Atlanticargo	Every 10 Days	Norton Lilly International
	COPENHAGEN		
DJIBOUTI	Atlanticargo	Every 10 Days	Norton Lilly International
	DJIBOUTI		
DOMINICA	ZIM	Weekly	Glovis USA
	ROSEAU		
DOMINICAN REPUBLIC	C.I.C.	Monthly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
EGYPT	RIO HAINA		
	Caribbean Forest Carriers	Inducement	Transmarine Alabama LLC
	C.I.C.	Bi-weekly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
ENGLAND	ALEXANDRIA		
	Nordana	Inducement	Biehl & Co.
	ZIM	Weekly	Glovis USA
EL SALVADOR	PORT SAID		
	ZIM	Weekly	Glovis USA
FRANCE	SAN SALVADOR		
	ZIM	Weekly	Glovis USA
GERMANY	TILBURY		
	Atlanticargo	Every 10 Days	Norton Lilly International
	Star	Monthly	Star Shipping
	BOULOGNE		
	Star	Monthly	Star Shipping
ITALY	FOS		
	ZIM	Weekly	Glovis USA
	MARSEILLE		
	ZIM	Weekly	Glovis USA
JAPAN	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
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		
	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
	PANAMA CITY		
PARAGUAY	ASUNCION		
	ZIM.....	Weekly.....	Glovis USA
PHILLIPPINES	CEBU		
	ZIM.....	Weekly.....	Glovis USA
	MANILA		
POLAND	GYDNIA		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
PORTUGAL	LEXIOS		
	ZIM.....	Weekly.....	Glovis USA
	LISBON		
	ZIM.....	Weekly.....	Glovis USA
REPUBLIC OF BENIN	COTONOU		
	ZIM.....	Weekly.....	Glovis USA
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		
	Gulf Africa Line	Monthly.....	Biehl & Company
	RICHARDS BAY		
	Gulf Africa Line	Monthly.....	Biehl & Company
	ZIM.....	Weekly.....	Glovis USA
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.
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		
TRINIDAD	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

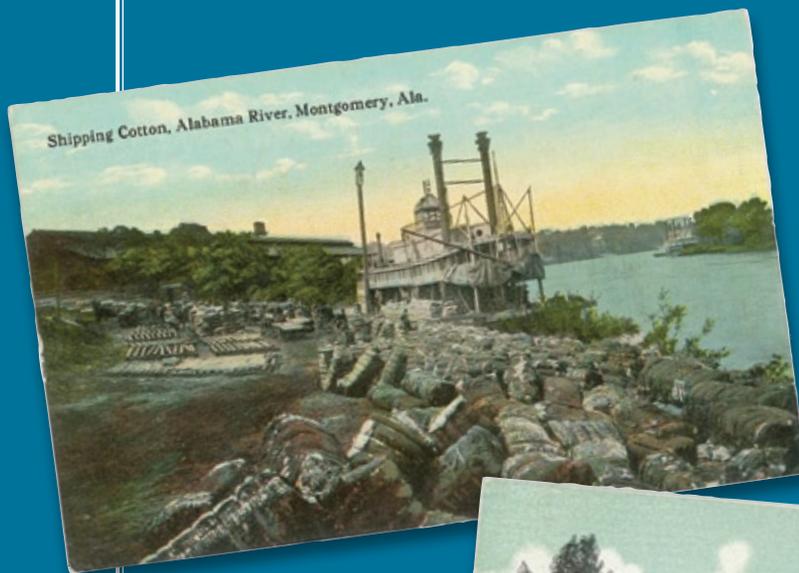
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– A Look Back –

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



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the Alabama River.



Loading logs on the train in Mobile, Alabama.

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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
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

(★ 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
★ 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

(★ 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) 964-4807
★ 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
T2-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-PO. 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

AMERICAN MARINE SERVICES.....(251) 443-7771
BOSARGE DIVING-Pascagoula, MS.....(888) 762-6364
BROWN SALVAGE & DIVING CO.-P. O. Box 1415, Pensacola, FL.....(800) 234-3471
COMMERCIAL DIVING 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 AND SPILL CLEANUP

AARON OIL CO., INC.-P. O. Box 2304.....(251) 666-8143
R. CARTER & ASSOC., INC.-507 Diaz St., Prichard, AL.....(251) 452-0154
FERGUSON HARBOUR, INC.-31153 Stagecoach Rd., Spanish Ft., AL.....(251) 626-3295
INDUSTRIAL WASTE SERVICES, INC.-1980 Ave. A.....(251) 694-7500
INDUSTRIAL WATER SVCS, INC.-P. O. Box 50236.....(800) 447-3592
OIL RECOVERY CO., INC.-P. O. Box 1803.....(251) 690-9010
PROTECT ENVIRONMENTAL-3537 Desirrah Drive S., Mobile, AL 36618.....(251) 470-0955
THOMPSON ENGINEERING-P. O. Box 9637.....(251) 653-4525
UNITED STATES ENVIRONMENTAL SERVICES LLC-4230 Halls Mill Road, Mobile, AL 36693.....(251) 662-3500
USI OIL -1900-A Broad St.....(251) 432-0775

LINE HANDLING

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

MARINE BUSINESS BROKERAGE

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

MARINE FUMIGATION SERVICES

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

MARINE RADIO AND ELECTRONICS

(★ ELECTRICAL CONTROL AND AUTOMATION)

ICS-908 Lakeside Drive.....(251) 666-1785
ITT MACKAY MARINE-P. O. Box 180392.....(251) 344-8007
GULF COAST AIR & HYDRAULICS INC.-3415 Halls Mill Rd.....(251) 666-6683
MOBILE MARINE RADIO-7700 Rlna Ave.....(251) 666-5110
Marine Operator.....(251) 666-3487
Radioteletype.....(251) 666-9042
Radio Telegram.....(251) 666-9041
RADIO-HOLLAND USA, INC.-701 S. Conception St.....(251) 432-3109
★ PRISM-200 Virginia St.....(251) 341-1140
SPERRY MARINE SYSTEMS-2756 Dauphin Island Pkwy.....(251) 471-5008
TEAM ONE COMMUNICATIONS-3550 Pleasant Valley.....343-2560 (888) 343-TEAM

MARINE SURVEYORS

ALPHA MARINE SURVEYORS-180 Country Club Dr., Daphne.....(251) 626-7299
W. T. AMES & ASSOCIATES-149 Fairway Dr., Daphne.....(251) 626-1172
GEORGE BROOKFIELD-186 Ridgewood Dr., Daphne.....(251) 626-1758
MICHAEL H. BARRIE-263 N. Jackson St.....(251) 433-8122
C. BAXTER, JR. & ASSOCIATES INTL, INC.....(251) 476-1998
RICHARD BESSELAAR-2809 Cottage Hill Rd.....(251) 476-9909
C. E. COLLIER & ASSOCIATES, INC.-5050 Lossing Rd., Coden, AL.....(251) 873-4382
CAPT. JOHN D. SMITH-P. O. Box 2585, Daphne.....(251) 626-8394
CARMACK MARINE IND. SVC. INC.-1609 B Rochelle Street.....(251) 662-5765
COOK CLAIMS SERVICE-P. O. Box 160461.....(251) 470-0774
GENERAL MARINE SERVICE-P. O. Box 2533.....(251) 928-6728
C. L. HAMILTON-P.O. Box 302.....(251) 433-9997
DC MARITIME TECHNOLOGIES INC.-2210 Main St., Daphne, AL 36526.....(251) 625-0503
JOINER MARINE SERVICES-9305 Johnson Rd. S.....(251) 633-6118
NATIONAL CARGO BUREAU, INC.-Commerce Building, Ste. 605, 118 N. Royal St.....(251) 432-0781
NAUTECH MARINE CONSULTANTS, INC.-7226 Bridgewood Lane, Spanish Fort, AL 36527.....(251) 447-0422
PAGE MARINE-4153 Tamworth Dr.....(251) 661-1520
PORT CITY MARINE SURVEYORS-D. J. Smith.....(251) 661-5426
SABINE SURVEYORS-851 East I-65 Service Rd. South.....(251) 433-9997
SGS MINERALS-P. O. Box 1962.....(251) 432-2781
WOODRUFF INDUSTRIES INC.-4021 Shana Drive.....(251) 473-3277

MARITIME WASTE DISPOSAL

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

MOTOR TRANSPORT (★ CONTAINER SERVICES)

AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
ALABAMA CARRIERS, INC.....	(800) 721-7107
AMEREX.....	(866) 676-6565
AVERRIT EXPRESS.....	(251) 443-7703
AVONDALE CONTAINERS.....	(251) 438-2248
★ BALDWIN TRANSFER CO.....	(251) 433-3391
BENNETT MOTOR EXPRESS.....	(251) 635-0048
BOYD BROTHERS TRANSPORTATION, INC.....	(205) 716-2014
BRIDGE TERMINAL TRANSPORT.....	(251) 438-6984
BUFFALO WOOD, INC.....	(601) 495-5865
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
CHOCTAW TRANSPORT COMPANY.....	(251) 457-9231
CONSOLIDATED FREIGHT WAYS.....	(251) 443-9100
COVAN WORLDWIDE MOVING INC.....	(251) 653-3008
DEATON CARRIERS (Flatbeds).....	(800) 437-3548
DEEP SOUTH FREIGHT.....	(800) 824-3515
★ DIXIE DRAVAGE.....	(800) 321-0801
DOLPHIN LINE INC.....	(251) 666-2057
DUFFY FREIGHT CARRIERS.....	(334) 284-2656
E & F TRANSPORTATION, INC.....	(251) 632-0121
★ EASTMAN LOGISTICS.....	(334) 792-5661
FEDEX.....	(800) 762-3787
FIKES TRUCK LINE, INC.....	(800) 643-6611
FINCH DISTRIBUTION.....	(800) 844-5381
FRIESE HAULING INC.....	(800) 654-4811
GLOBAL MARITIME LOGISTICS LLC.....	(251) 432-2000
★ GULF COAST INTERMODAL.....	(251) 653-1880
HANNA TRUCK LINES.....	(205) 783-8200
HORIZON FREIGHT SYSTEMS.....	(800) 242-9212
HORNADY TRANSPORTATION LLC.....	(800) 633-1313
★ INDUSTRIAL TRANSPORTATION.....	(800) 626-5682
IHS.....	(251) 479-7600
INTEGRATED TRANSPORT LLC.....	(334) 354-3339
JAMES CARTAGE CO.....	(251) 457-1534
JOHN FAYARD MOVING & WAREHOUSING.....	(866) 862-0867
LANDSTAR RANGER.....	(251) 690-9050
★ LARSEN INTERMODAL SERVICES, INC.....	(800) 949-8501
MACROTRANSPORT SERVICES—Ormond Beach, FL.....	(203) 926-8911
MEADOR WAREHOUSING DIST, INC.....	(251) 447-4376
MILAN EXPRESS CO., INC.....	(251) 456-8571
★ MILLER TRANSER.....	(800) 669-6877
★ MILLER TRANSPORT & RIGGING CO.....	(251) 457-0471
MMS TRANSPORTATION CO.....	(251) 438-3658
ED MORRIS MOVING & HAULING.....	(251) 457-7734
JIM NEWSON TRUCKING (Salvage Buyer).....	(800) 748-8831
★ OLD DOMINION FREIGHT LINES, INC.....	(251) 452-2904
★ OVERTIME TRANSPORTATION CO.....	(251) 456-6545
★ POINT LOGISTICS.....	(251) 452-2128
★ QUICK DELIVERY SERVICE, INC.....	(251) 471-5369
RICHWAY TRANSPORTATION SERVICES.....	(251) 441-7499
ROADWAY EXPRESS.....	(251) 457-9274
ROSS NEELY SYSTEMS, INC.....	(800) 366-3359
SAIA MOTOR LINES.....	(251) 452-5700
SCHNEIDER NATIONAL.....	(800) 558-6767
SOUTHERN CARTAGE.....	(334) 284-3033
SOUTHERN HAULERS, INC. (Dump Trucks).....	(800) 537-4621
★ SOUTHERN INTERMODAL XPRESS INC. (SIX).....	(251) 438-2149
★ S/M TRANSPORTATION.....	(888) 546-2013
SPECIALTY TRANSPORTATION CO. (Bulk).....	(888) 467-5737
★ TRANS-STATE LINE.....	(800) 643-2140
TRISM SPECIALIZED CARRIERS.....	(800) 292-3829
U. S. F. DUGAN.....	(251) 457-5328
WATKINS MOTOR LINES, INC.....	(251) 621-0260
WILLIS SHAW FROZEN EXPRESS.....	(251) 661-9420
★ WILSON TRUCKING CORP.....	(251) 452-0668
WOERNER TRANSPORTATION.....	(800) 547-6828
WONDERLAND EXPRESS (Heavy Haul).....	(251) 653-7348
WRIGHT TRANSPORTATION, INC.....	(800) 342-4598
YELLOW FREIGHT SYSTEM INC.....	(251) 438-2432

PILOTAGE

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

RAIL TRANSPORT

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

SAFETY SPECIALISTS AND CONSULTANTS

BESSELAAR & ASSOCIATES—P. O. Box 16542.....	(251) 476-9909
JOINER MARINE SERVICES—9305 Johnson Rd. S.....	(251) 633-6118
MARITIME SAFETY & SECURITY COUNSEL, LLC.....	(251) 824-1410

SHIP CHANDLERS/SERVICES

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

SHIPBUILDING AND REPAIRING

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

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

SHIPPING REGISTRY

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

STEVEDORING COMPANIES

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

TESTING, SAMPLING, WEIGHING, CARGO CERTIFICATION AND CRANE INSPECTION

AL DEPT. OF AGRICULTURE & INDUSTRIES—P. O. Box 244.....	(251) 415-2531
AMERICAN AERO CRANES—9500 Bellingrath Road, Theodore.....	(251) 973-0450
C. BAXTER, JR. & ASSOCIATES INTL, INC.....	(251) 476-1998
RICHARD BESSELARR—P. O. Box 16542.....	(251) 476-9909
CALEB BRETT USA, INC.—505 N. Craft Hwy., Chickasaw, AL.....	(251) 457-8751
BSI INSPECTORATE.....	(504) 392-7660
CHALLENGE ENGINEERING & TESTING INC—4234 Halls Mill Rd., Mobile, AL 36691.....	(251) 666-1435
CRANE INSPECTION SVC., INC.—P. O. Box 461, Fairhope.....	(251) 928-6262
DEVAN INSPECTION CO.—Ala State Docks, P. O. Box 40005.....	(251) 342-6108
DIXIE LABORATORIES, INC.—1011 S. Bellline Hwy.....	(251) 602-5502
GUARDIAN SYSTEMS—P. O. Box 190, Leeds, AL.....	(251) 879-1850
INDUSTRIAL N.D.T. CO.—1901 Brookdale Dr. W.....	(251) 479-7650
INSPECTORATE AMERICA, INC.—P. O. Box 190755.....	(251) 666-4000
INTERNATIONAL CARGO GEAR BUREAU INC.—500 Spanish Fort Blvd.....	(251) 626-4452
JOINER MARINE SERVICES—9305 Johnson Rd. S.....	(251) 633-6118
ROYAL ST. JUNK CO.—P. O. Box 2185.....	(251) 432-6392
SAYBOLT, LP—P. O. Box 432, Saraland, AL.....	(251) 679-1113
SGS CONTROL SERVICES, INC.—P. O. Box 617.....	(251) 679-1500
SGS MINERALS—P.O. BOX 1962.....	(251) 432-2781
THOMPSON ENGINEERING—3707 Cottage Hill Rd.....	(251) 666-2443
A. W. WILLIAMS INSPECTION CO.—P. O. Box 2107.....	(251) 438-3969

TOWING COMPANIES

ABLE MARINE SERVICE INC.—606 Western America Drive.....	(251) 479-2060
ACE MARINE TRANSPORTATION INC.—606 Western America Drive.....	(251) 473-0310
BROWN MARINE SERVICES—P. O. Box 1415, Pensacola, FL.....	(800) 234-3471
COOPER MARINE & TIMBERLANDS—P. O. Box 1484.....	(251) 434-5000
CRESCENT TOWING & SALVAGE—118 N. Royal St., 12th Floor.....	(251) 433-2580
DANA MARINE SERVICE—210 St. Louis St.....	(251) 432-2775
NELSON MARINE SERVICE INC.—Yeend St.....	(251) 433-2079
PARKER TOWING CO.—P. O. Box 20908, Tuscaloosa, AL 35402.....	(205) 349-1677
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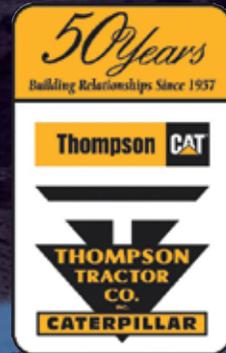
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