

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

JULY 2009



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ALABAMA SEAPORT

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On The Cover:

Federal money is bringing improvements to Alabama waterways. Inland and coastal projects get funding from the stimulus package. The Tennessee-Tombigbee Waterway provides access to 17 states, 14 river systems, half of the U.S. population, 34 million acres of commercial forests and two-thirds of the nation's recoverable coal reserves.



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Taking a Turn FOR THE BETTER

The Port of Mobile is about to offer some of its biggest customers the chance to do the same job in half the time. The Alabama State Port Authority (ASPA) and the U.S. Army Corps of Engineers announced in late April that funding for a new turning basin through the American Recovery and Reinvestment Act (ARRA) is headed for Mobile. The project is expected to cost a total of \$23,893,850. Almost \$13 million will come from the federal government, ASPA will contribute \$9 million and the balance is coming from the Corps construction general budget.

Every person connected to the project described it as critical to the Port. ASPA Director and CEO Jimmy Lyons discussed how perfect the timing turned out, "We have outgrown our current situation. The Port has grown, our facilities have improved and we have plans to continue growing. This turning basin is all part of our continuing effort to stay ahead of the curve."

Lyons added, "The landscape has changed out there. We are now seeing massive container ships come through our facilities. We must be able to accommodate them in a timely manner. We are just thrilled that Congress sees the need for investing in the infrastructure here."

Great Lakes Dredge and Dock Company out of Oakbrook, Ill., won the bid. The notice to proceed was issued in early July and the work should be completed by the end of the first quarter 2010. Traffic will continue as usual while the work is done. Three disposal sites already have been designated for the dredged material, including a deep ocean site and a site on Pinto Island.

Currently, larger ships calling at McDuffie Island Coal Terminal must adjust their ballast to go past McDuffie to turn in the basin near the Cochrane Bridge before they are loaded. The process adds hours to each call and can tie up traffic in the Port. The channel below the current turning basin goes over both the Wallace and Bankhead tunnels so it is not as deep and obviously cannot be made deeper.

Brian Clark, Director of the Mobile Container Terminal (MCT), explained that his operation is designed for ships to turn after they are loaded. "It is best to work port-side in our setup," he said. The new basin will allow for just that.

Clark also says the new basin means new business potential for MCT. "This is absolutely critical to our operations at the Mobile Container Terminal. Obviously we are very excited the funding finally showed up." Clark says the new basin will cut transit times for ships literally in half, from six to three hours. It will also allow larger ships to call at the Port of Mobile.

"The time savings is an obvious benefit," said Patrick Robbins, chief of legislative and public affairs for the Mobile District of the U.S. Army Corps of Engineers. The Corps lets the contract and will oversee the work.



Bob Riley, Governor of Alabama

ALABAMA STATE PORT AUTHORITY

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An illustration of where the new turning basin will be located.

"This will make operations at the Port much more efficient, moving goods in and out quickly. This will be an economic boost for the entire region and will have great impact on the city as well," he added.

Ships calling on the soon-to-be finished Pinto Island steel terminal will also use the new basin. Most of these ships will be bringing unfinished plates of steel from a ThyssenKrupp (TK) mill in Brazil. The plates will be loaded onto barges to go upriver to the TK facility in Calvert, Ala., for finishing. The ships are much too large to be able to make the 45-mile trip upriver to Calvert, so the Port Authority came up with an innovative solution. The Pinto Island terminal will have a set of huge magnets to transfer the steel from ships to barges for the trip upriver. About 13,000 tons of steel, about 10 barges worth, will head upriver every day when the mill is operational. Streamlining the transfer process with a more efficiently placed turning basin will save time and money, both for TK and other customers using the Port.

Part of a larger project meant to make the Port more user friendly, the new turning basin will be in the lower harbor by Little Sand Island and will be 1,550 feet by 870 feet. Other aspects of the project include deepening the entire Mobile Ship Channel to 45-foot draft and extending parts of the channel to make it easier for ships to get into and out of

the McDuffie Terminal, the new Mobile Container Terminal and the Pinto Steel Terminal. The turning basin has been in the works since 1986 when it was included in the Water Resources Development Act.

Although ships calling at MCT, the McDuffie Island Terminal and at the Pinto Island Steel Terminal will turn in the lower basin, ships calling on the north end of the State Docks facility will still use the Cochrane basin. Having both running at the same time will help more ships move in and out of the port on a regular basis.

"We are extremely grateful for everyone's hard work, especially the Port Authority and the members of the Alabama delegation, in securing this funding," said Clark. He explained that representatives from ASPA, MCT and the state traveled to Washington to explain how vital this project is.

"I think this is a really good thing," said Robbins, adding, "it's critical to operations here and it's critical to Mobile moving forward in the shipping industry."

Federal Funds Improve Alabama's Waterways



Funds from the AARA will repair spillways at the Holt Lock and Dam on the Black Warrior River, as well as provide for engineering and design for valves, spillway gates and mitre gates at the facility.

The waterways of Alabama are benefiting from stimulus funds thanks to the American Recovery and Reinvestment Act (ARRA). Working with the U.S. Army Corps of Engineers, the three major waterways agencies—the Tennessee-Tombigbee Waterway Development Authority, the Warrior Tombigbee Waterway Association and the Tennessee River Valley Association—have developed plans for construction, maintenance, dredging and upgrading facilities. “The waterways are an aging infrastructure in this country,” said Larry Merrihew, president of the Warrior Tombigbee Waterway Association. “The money has not been put into improving that resource. This is sure to help in that regard, addressing some major issues.”

Cline Jones, executive director of the Tennessee River Valley Association, said that the AARA is providing the Tennessee River system with \$20.297 million for operations and maintenance, mainly for locks and dams that are rapidly showing signs of age. “It will provide critical materials needed to get current,” explained Jones. In addition, the AARA is funding two other TRVA projects, one at the Kentucky Lock near Gilbertsville, Ky., at the mouth of the Tennessee River

and the other at the Chickamauga Lock, located seven miles upstream from Chattanooga, Tenn. The ARRA is providing \$29.4 million to the Kentucky Lock for lock design, construction, and mitre gate and culvert valves fabrication. The deteriorating Chickamauga Lock Replacement Project is receiving \$57.5 million to fund completion of the cofferdam contract, fabrication of mitre gate and culvert valves, as well as bridges for use during lock construction, and construction of lock approach beams.

However, \$12.16 million of the Tennessee River funding is earmarked for work in North Alabama. The Wilson, Wheeler and Guntersville locks were all built during the 1930s and 1940s. Funding for all three will go to construction and deferred maintenance. “The Wilson Dam is 4,500 feet long, the home to the largest single-stage lift east of the Rockies,” said Jones. “It’s a valuable component. The main lock was built in 1959, the auxiliary lock was built in 1927 and both structures are under stress.” The Wilson lock will receive a large portion of the \$12.16 million and will be closed from mid-July to mid-August for renovation.

Even though the Wilson and Wheeler locks are only 14 miles apart, 11 million tons of materials travel through these systems annually. The City of Decatur’s 17 mile long waterfront makes up eight percent of the materials moving on the Tennessee River system. “It’s an economic powerhouse not just to North Alabama, but to the entire region,” said Jones. The Guntersville lock handles grains and feeds that Jones said are integral to the success of area companies. According to the U.S. Army Corps of Engineers, 49.5 million tons of material traveled on the Tennessee River in 2007.

“One thing the TRVA doesn’t have to deal with is dredging,” said Jones. “The Tennessee is a well-developed system, 652 miles long, a 300-foot wide channel that is maintained at nine feet, with over 200 miles of the system having a 25-foot draft mostly in North Alabama.”

For the last 10 years, the Warrior Tombigbee Waterway Association has received level funding through the U.S. Army Corps of Engineers to maintain the six locks on the system, the last of which was constructed in 1991. That constant funding covered emergency repairs and routine maintenance, but not major projects, explained Merrihew.

The Black Warrior Tombigbee River will receive \$33.03 million from the stimulus bill: \$21.98 million or 66 percent is for navigation, \$10.55 million or 32 percent is for recreation, and \$500,000 or two percent goes to control invasive aquatic and Cogon grasses. Of the money earmarked for navigation, \$980,000 is for improving channel dimensions, while the remainder of the funds will be to repair spillways at Coffeenville, Bankhead and Holt, repairs to mitre gates at all six locks, updating navigation surveys for forecasting, and engineering and design for valves, spillway gates and mitre gates on the Holt, Coffeenville and Selden locks.

“Just a lot of maintenance things that are band-aided every year,” Merrihew said. “Now we can get in and make repairs to help sustain it for the future. It puts money in there to do some major repairs that have been needed. Putting money into maintenance and repairs for the locks and dams to get the system modernized doesn’t mean we’re taking care of all of the problems, but taking care of the major ones.”

Approximately 20 to 25 million tons of material travel on the Black Warrior Tombigbee River annually, including bulk products, coal, petroleum, oil, iron ore, steel and wood products. “It’s a significant waterway,” he said. “It’s one of the major waterways in the country.” Not only will the system be maintained and upgraded, making the shippers happy, but the activity is also generating work for local companies to build, then install parts. “It’s a win-win situation, no question,” said Merrihew.



Approximately 20 to 25 million tons of material travel on the Black Warrior Tombigbee River annually, including bulk products, coal, petroleum, oil, iron ore, steel and wood products.



The Tennessee-Tombigbee Waterway provides access to 17 states, 14 river systems, half of the U.S. population, 34 million acres of commercial forests and two-thirds of the nation’s recoverable coal reserves.



Recreational boaters enjoy the deepwater lakes and numerous marinas on the Tennessee River. The waterway hosts millions of visitors each year, generating a tremendous economic impact.



Some of the funding the Tennessee-Tombigbee Waterway receives is dedicated to building repairs to improve energy efficiency in U.S. Army Corps of Engineers as well as the locks and dams.

With the drought conditions of the past few years, there has been no major dredging needed on the Black Warrior Tombigbee. That changes this year and Merrihew said the funds for dredging are essential. A major concern associated with dredging the Black Warrior Tombigbee is the disposal of the dredged material. There is one area on the river that requires constant dredging and that site is at maximum capacity, he explained. Now some of the stimulus funds will be used to purchase a new dredge disposal site that can be used for many years to come. "We needed that badly," said Merrihew.

More than \$33 million is flowing down to the Tennessee-Tombigbee Waterway. Administrator Mike Tagert said a large portion of that, 25 percent or \$8 million, will be used for maintenance dredging on the waterway. Several areas need attention, especially the area around Monroe County, Miss. "It's gravely overdue and much needed," he explained.

The funding will also be used for improvements on the dredging disposal areas, including raising dykes, repairing dykes and drainage improvements, all in an environmentally sound way, Tagert said. Stimulus funding is also helping the waterways become greener. Tagert said a fair amount of the funding is dedicated to building repairs to improve energy efficiency, not only for corps facilities, but also the locks and dams.

Approximately \$1.5 million will be used to address aquatic weed problems along the Tennessee-Tombigbee River.

"It's very invasive," Tagert said. "The act does provide much needed funding to make applications needed to prevent future spread of these weeds."

As the waterways are a major factor in economic development, a small investment can make for a long-term return for the waterways and the opportunities it brings for economic growth, explained Tagert. "The success of the waterway depends on the reliability of the waterway," he said. "Most all the projects are involved in improvement of the waterway which is essential for prospective industries and waterway users."

From the Port of Mobile to the confluence of the Mississippi, Ohio and Tennessee rivers in Kentucky, the Tennessee-Tombigbee Waterway provides access to 17 states, 14 river systems, half of the U.S. population, 34 million acres of commercial forests and two-thirds of the nation's recoverable coal reserves. Without the Tennessee-Tombigbee Waterway, an additional 284,000 trucks would be needed annually to move that material. With the expansion of the Panama Canal, clients using the waterway can increase trade with Latin America and other new international markets. Tagert also noted that without the reliability of its waterways, the Mid-South would not have the steel industry that is currently relocating to the region, or alternate energy resources such as Dixie Pellets, which recycles scrap harvest timber into a pelletized wood product that is exported via the waterways to Europe for fuel.



The Wilson Dam on the Tennessee River is 4,500 feet long and has the largest single-stage lift east of the Rockies. While it is only 14 miles from the Wheeler Lock and Dam, 11 million tons of materials travel through these systems annually.

Recreational boating plays a strong role on all three waterways. Some of the stimulus money will be spent on the 52 recreation sites on the Black Warrior Tombigbee River, visited by four million people annually. "This is an estimated \$62 million economic impact for our system," said Merrihew. The stimulus funding will be used to enhance and repair those facilities, making the sites enjoyable for visitors.

On the Tennessee-Tombigbee River, additional funding will upgrade current electrical systems in the recreational campgrounds. "We do have a significant recreational/tourism industry that has developed along the waterway," Tagert said. "It's difficult to find funding during a regular budget cycle when you're fighting for regular operation and maintenance funds."

Jones points to recreation as one of the Tennessee River Valley Association's important contributions. Thanks to its deepwater lakes and numerous marinas, it plays host to millions of visitors each year, generating millions of dollars. "Recreational use has a tremendous economic impact in northern Alabama," he said.

Like many industries, shipping goods via waterways comes down to dollars and cents. In the short distance from Wilson to Wheeler, the land area is crisscrossed by local highways. If the 10.3 million tons of material that travel through those locks was put into trucks and onto the roads, it would take

413,000 truckloads annually burning an additional 750,000 gallons of fuel, resulting in 55,000 pounds of carbon dioxide and 25,000 pounds of nitrous oxide pollution just in that short distance. "Rivers are underutilized," Jones said.

Overall, moving products on the waterways is cheaper than by truck, he explained. The drawback is the delay in negotiating the locks. What a truck can transport in eight hours from Mobile to North Alabama can take three to four days on a waterway. Clients using the waterways for transportation have to build that time into their supply chain.

Troy University and the University of Tennessee recently produced "An Analysis of the Economic Impact of the Tennessee-Tombigbee Waterway: 1996-2008." The report revealed that the economic impact of the waterway for that time period was \$42,523.7 billion for the United States; Alabama saw \$16,486.2 billion of that. The employment impact for the same time period was 137,663 jobs (direct, indirect and induced) for the nation, 19,830 for Alabama. The labor income impact from 1996 to 2008 was \$7,000.0 billion for the country and \$871.0 million for Alabama. Of the \$2,867.5 billion of tax revenue generated for the United States from 1996 to 2008, Alabama benefited from \$278.5 million.

Alabama Seaport Magazine "At the Helm"

Bill Beyer, Amerex Corporation

Amerex Corporation, located in Trussville, Alabama, was founded in 1971. During the past 38 years, Amerex has become the world's largest and most innovative manufacturer of hand portable and wheeled fire extinguishers for commercial and industrial applications. In 1999, McWane Inc., a corporation based in Birmingham, Alabama, purchased Amerex from founder Ned Paine. Amerex Corporation became a part of McWane's fire safety product manufacturing division. Amerex is recognized as a worldwide leader in the industry through their manufacture of quality, innovative portable fire extinguishers and new pre-engineered automatic restaurant systems, vehicle fire suppression systems, gas detection systems, and fire detection devices. Amerex Corporation is led by its president, Mr. Bill Beyer.



The front lawn of Amerex Corporation in Trussville, Alabama.



Name/Age: Bill Beyer, 61

Title: President

Company: Amerex Corporation

Address: 7595 Gadsden Highway, Trussville, AL 35173

Web: www.amerex-fire.com

Revenue: \$146,000

No. of employees: 525

Education: BS in Finance from Rider University in Lawrenceville, N.J.

Most recently read book: *The Drunkard's Walk: How Randomness Rules Our Lives* by Leonard Mlodinow

Favorite music/musical artist: Everything that's Bruce Springsteen

What is the most out-of-the-box idea you have ever done in your professional career?

I left a successful banking career after 25 years to join a manufacturing company.

What was the result?

The result is great! I now have the pleasure of working for an awesome company with great supportive ownership.

What single thing makes your organization stand out?

Wonderful people that really care about their fellow workers, customers, and vendors; just like it was in the old days.

How did you wind up in your current position?

I left banking after 25 years to help a friend in a manufacturing business and that eventually led me to Amerex Corporation.

What word best describes your leadership style?

I am as nice and as reasonable as can be, but when it's "wrong," I can deliver bad news with no problem.

Professional pet peeve?

I really, really don't like complainers. If you are not happy with something try to fix it. If you can't, move on.

What do you do to relieve stress?

I like simple stuff to relieve stress, like long walks, bike rides and working around the yard.

Favorite hobbies?

My favorite thing to do is spending time at the Jersey Shore. My dream is to spend an entire summer at the beach, everyday. It has never happened, but maybe in the future it will.

Pets? Yes. One family dog named Lunar.

If you were stuck on a desert island who else, outside of your family, would you like with you?

My lifetime friend, Irv Zander, "The Swamp Fox."

If you had a \$1 million windfall, you would: Give it to my four kids.

It is 11 on Saturday morning. Where are you?

You could find me outside somewhere, at the beach or walking in the great swamp wildlife refuge.

What line of work would you pursue if you couldn't work in your present one?

I would probably be a teacher and a baseball coach. That would be fun and I would be off during the summer!

President of another company who you admire?

Ruffner Page of McWane Inc. I'm not looking for brownie points but he is a very skilled, bright, steady and consistently smooth leader.

Biggest professional mistake and how you overcame it?

I have made lots of mistakes, but I just kept going to work everyday and fixed them.

They're making a movie of your life. Is it a drama or comedy and who plays you?

It would be a comedy and I would be played by Billy Crystal.



Alabama Tourism Department

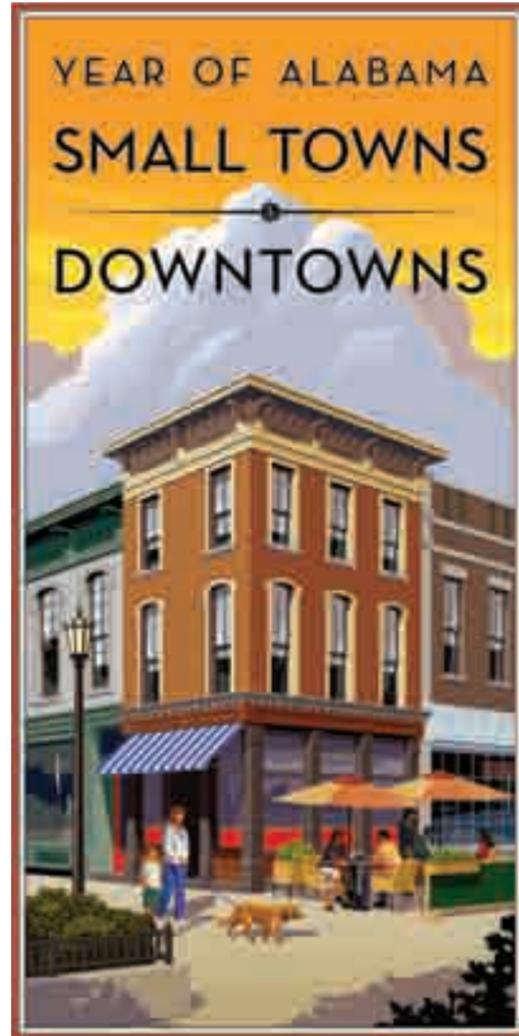
The Alabama Tourism Department has a new name, focus and direction. The Alabama legislature voted to allow the change in May 2009 at the request of the department director, Lee Sentell. According to Sentell, the old name, the Alabama Bureau of Tourism and Travel, said nothing about what the agency actually does. "I saw a list of the United States tourism agencies and none were listed as a bureau. A bureau suggests that it is a subset of a larger organization. We wanted a name that reflected the status of the state tourism as its own entity," Sentell said.

The Alabama Tourism Department formed out of the State Highway Department in the 1950s as the Bureau of Publicity and Information. "The bureau basically mailed out maps of the state highways," said Sentell. "We were looking to create a fresh image that is more fitting for the department," said Edith Parten, the Alabama Tourism Department's communications manager.

Alabama is one of the few states that funds its tourism agency through lodgings taxes, most include the tourism office as part of commerce or economic development. "Ours is considered a perfect model for funding that other states try to emulate," explained Sentell. Alabama's tourism department has been lauded as the best in the South by the Southeast Tourism Society for the past three out of four years. "The Southeast Tourism Society, in Atlanta, is a membership organization and recently they changed the rules so that no recipient could receive the award two years in a row," said Sentell.

Sentell had been the Huntsville tourism director for 12 years before joining the Alabama Tourism Department in 2003. "I thought it would be a good idea to have an annual theme and use it to spotlight different attractions and destinations around the state," Sentell explained. The first "Year of" tourism campaign was Alabama Gardens in 2004, which spotlighted the Bellingrath Gardens along with other state gardens. In a recent interview on WSFA 12, in Montgomery, Ala., Sentell said tourism increased by three percent last year. More than 22 million people visited Alabama and they spent \$9.6 billion, raising \$702 million in taxes and revenues. Since Sentell has joined the tourism department, Alabama tourism has grown by 45 percent, producing \$93 billion in expenditures each year.

The Alabama Tourism Department plans to unveil its sixth campaign, the 2010 Year of Alabama Small Towns and Downtowns this fall. "The 2010 campaign is our most ambitious campaign so far," said Sentell. The new campaign is designed to highlight Alabama's small towns and downtowns

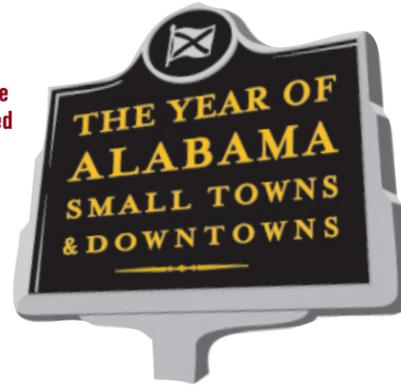


The Year of Alabama Small Towns and Downtowns kicks off in November 2009. This logo depicts one of Alabama's picturesque downtown street corners.



The original mission of the Tourism department was to distribute highway maps.

This is a graphic representation of the historical markers that will be donated by the Tourism Department to the towns participating in the campaign.



Lee Sentell Director of the Alabama Tourism Department.

and their historical elements. So far, 210 small towns and downtowns are participating. "Each town is hosting a reunion or homecoming event, inviting everyone who has ever lived there to come home for a weekend of festivities. Our office is donating a historic marker to each town and will be presented at the reunion, and each town has written its own marker about its local history," Sentell explained. The Year of Alabama Small Towns and Downtowns campaign will officially kick-off in November 2009.

The department has completed five previous themed campaigns. The response to the 2008 Year of Alabama History, "has been phenomenal so far," said Marilyn Stamps, the Alabama Tourism Department's publications manager. The Year of Alabama Arts won three national awards.

"We were very excited to win all three awards for our Alabama Arts campaign," said Sentell.

The Year of Alabama campaigns have proven to not only attract outside visitors, but have also promoted Alabama residents to travel in state. "About 40 percent of the tourists staying overnight are actually from Alabama," said Sentell during the interview with WSFA, "Birmingham residents are the number one source of tourists to Alabama beaches." Some of Alabama's "hot spots" include the beaches, Shakespeare Festival, U.S. Space and Rocket Center, Helen Keller's birthplace and state-wide June walking tours. Alabama has been getting higher percentages of tourists from Atlanta, Nashville and Houston.

PROPELLER CLUB

12TH ANNUAL GUMBO COOK-OFF
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12

1. SMITTY THORNE, ASPA; BOBBY SATTER, PAGE & JONES 2. AMBRECHT JACKSON GUMBO COOKING TEAM - WILLIAM DEMOUY, GAYLE GREEN, GARY ROWE, KATHY MILLER, BRAXTON STONE, LACEY SMITH 3. HILLER SYSTEMS COOK TEAM MARVIN SIGLER - RANDY UTSEY, TERRY MANNION, JASON BEDSOLE, VICKIE SPINKS, ANGIE ROOKS, BOB RICHARDSON, DANNY BROWN, PAUL WINGATE 4. MICHAEL CANDELLA, CG RAIL; WENDY BOUTWELL, CG RAIL; PATRICIA IRAHETA SHERMAN; KEVIN WILD, CG RAIL, CG RAIL; MARTY CLAXTON, CG RAIL; AMY KRUCHER, CG RAIL; KRystal MCPHERSON, CG RAIL; DONNA FRANZ, CG RAIL 5. GARY TUCKER, CRESCENT TOWING; GEORGE YURCISIN, COOPER/T. SMITH; CHRIS WALTER, CRESCENT TOWING; MIKE YARBOROUGH, CRESCENT TOWING; BROOKS PATE, CRESCENT TOWING; TOM LAMBARD, CRESCENT TOWING; GLENN REIBE, ASPA 6. PATRICK WARE, HAND ARENDALL; WILLIE BOULTON, ASPA

7. RONNIE LOLLAR, NORTON LILLY INTERNATIONAL; RACHEL ALLEN, NORTON LILLY INTERNATIONAL; DANA RATLIFF, NORTON LILLY INTERNATIONAL; LESLEY HELMICH, NORTON LILLY INTERNATIONAL; MIKE GEORGE, NORTON LILLY INTERNATIONAL 8. ROY KUYKENDALL, GULF COAST INTERMODAL; MAC PHILLIPS, RICHARD MURRAY & CO.; J.T. SMITH, GLOVIS AMERICA 9. USI ENVIRONMENTAL COOK TEAM - BILL BALTZ, MIKE MCKINLEY, MARINA MCKINLEY 10. GAIL MARKOW, PAGE & JONES; BOBBY SATTER, PAGE & JONES; LAURIE MARSET, PAGE & JONES; NED MATTINGLY, PAGE & JONES; TOM GEARY, PAGE & JONES 11. E.B. PEEBLES, AMBRECHT JACKSON; DAVE TRENT, AIRBUS 12. OLIVER WADE, BENDER SHIPBUILDING & REPAIR; WADE WALLACE, PRESS REGISTER; RAY HARRIS, BENDER SHIPBUILDING & REPAIR

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1. GARY NOLEN, MOBILE GAS; KENNY MASSEY, MOBILE GAS; BILL GARDNER, MOBILE GAS; BUDDY FLOYD, MOBILE GAS; KEVIN SAUCIER, MOBILE GAS 2. AUDREY BARR; MARX NICHOLSON, ASPA 3. PATRICK WEBB, OFFSHORE INLAND; VIRGIL MIXON, OFFSHORE INLAND; RAY BUTLER, OFFSHORE INLAND; SARAH SMITH, OFFSHORE INLAND; VICTORIA WEBB, OFFSHORE INLAND 4. DAVID TRENT, AIRBUS; CONNIE HUDSON, MOBILE CITY COUNCIL; JAIME BETBEEZE, HAND ARENDALL 5. MEG MCGOVERN, ALABAMA POWER; GEOFF MCGOVERN, MOBILE SHIP CHANDLERY 6. LUCIAN LOTT, COOPER/T. SMITH; TRICIA HOOKS; TONY ZODROW, GULFQUEST; SLADE HOOKS, WATERWAYS TOWING

7. MIKE MERCIER, ATLAS SHIP SERVICE; TRACEY MOCK, ATLAS SHIP SERVICE; JOSIE MOCK, INCHCAPE SHIP SERVICE; SANDRA SWINDLE, SILVARIS CORP. 8. **BENDER SHIPBUILDING & REPAIR COOK TEAM** - JOHN SEIGNIOUS, OLIVER WADE, DON JACKSON, REUBEN BYRD, RAY HARRIS, BILLY WIIK, RICK SWANSON 9. CHUCK CAMP, ASPA; NANCY FREDRIKSEN, H.G. FREDRIKSEN CO.; TREY FREDRIKSEN, OEC 10. JOE DUDEWITZ, ASPA; DEANNA WATKINS, ASPA; CHARLOTTE SYKES, ASPA; KELLY ORUM-SIMS, ASPA; MEGAN CLARK, ASPA; JIMMIE FLANAGAN, ASPA; ALAN HILL, ASPA; PETE O'NEAL, ASPA; DAVID BARR, ASPA; SUZANNE ROBINSON, ASPA 11. MIKE LEE, PAGE & JONES; BILL VOGTNER, WATERWAYS TOWING; **REUBEN BYRD, BENDER SHIP BUILDING - ACCEPTING FIRST PLACE AWARD FOR BEST DECORATED BOOTH** 12. BILL VOGTNER, WATERWAYS TOWING; MIKE LEE, PAGE & JONES; **GARY NOLEN, MOBILE GAS - ACCEPTING FIRST PLACE AWARD FOR BEST GUMBO**; TONY ZODROW, GULFQUEST

Austal to Build More JHSV Vessels

In June 2009, the U.S. Navy exercised contract options funding Austal's acquisition of long lead-time material associated with the construction of two additional 103-meter Joint High Speed Vessels (JHSV). This additional contract follows an initial contract won by Austal to design and build the first 103-meter JHSV to be started in November 2008 and includes options for further vessels to be awarded between fiscal year 2009 and fiscal year 2013 with total values of up to \$1.6 million.

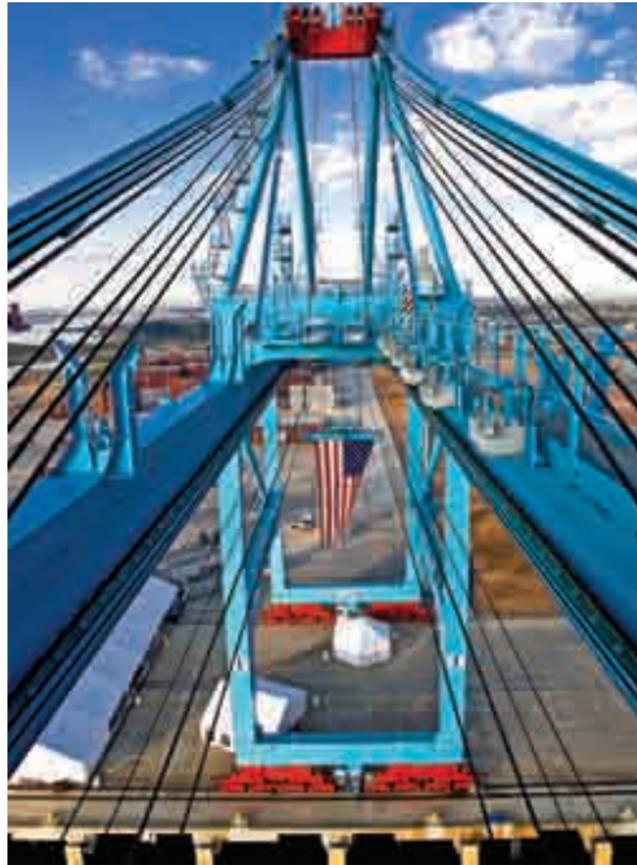
The JHSV is similar to the Austal-built "WestPac Express" operated by the U.S. Marines for the past seven years. The new vessel will be capable of transporting troops and their equipment, supporting humanitarian relief efforts, operating in shallow waters, and reaching speeds in excess of 35 knots fully loaded.

MCT Gets New Customers

The Mobile Container Terminal announces two new booking opportunities for the facility, Hyundai Merchant Marine and American President Lines. Both will operate through the Maersk TA2 service. The two companies have a vessel sharing agreement which allows them to sell Mobile to their customers.

Brian Clark, Terminal Director told WALA, Fox 10 TV in Mobile, "It should benefit, obviously, local shippers. There is additional opportunity for shipping. Right now this is a European service which will offer some competition in the marketplace, which always helps everybody."

The Mobile Container Terminal is a joint venture between APM Terminals and the Port Authority. Phase I opened in October of 2008.



Bender Wins \$2.5 Million Government Contract

Bender Shipbuilding & Repair Company was awarded a \$2.5 million contract from the Department of Transportation Maritime Administration to work on a pair of 632-foot cargo vessels. The Cape Victory and the Cape Vincent are both Roll-On/Roll-Off vessels designed to carry wheeled and tracked vessels. About 65 employees will be impacted through the summer by this 70-day contract. Both vessels are currently berthed at Beaumont, Texas, but will be moved to Singing River Island in Pascagoula, Mississippi, after work is completed at Bender.

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Syngas Cooler Moves Through Port



On May 17-18, 2009, a radiant syngas cooler came through the Port of Mobile. Crews started discharging parts of the radiant syngas cooler for a Duke Energy Project based in Indiana. The BBC Peru berthed at Pier South B #1 on May 17. There were several parts that had to be removed by crews. The stevedore was provided by Premier Bulk and the barge operator was Stevens Towing.

Radiant syngas coolers are used to contain and cool the synthesis gas produced by coal gasification processes. These machines are typically used at power plants.

MADE IN ALABAMA:

McWane Cast Iron Pipe Company



MCIP ductile iron pipes entering the annealing oven.

McWane, Inc.'s incredible size and scope probably never crossed the mind of its founder, James Ransom "J.R." McWane while growing up in the Blue Ridge Mountains of Virginia. His father, James McWane, entered the foundry business in 1871 and J.R. and his brother, Henry McWane, managed various parts of the family business. In 1903, J.R. settled in Birmingham, Alabama, and began a modest foundry enterprise of his own.

J.R. spent the next 18 years working in the cast iron pipe business. He became president of a large manufacturer and was noted for establishing innovations in the industry along with worker welfare initiatives. In 1921, J.R. started a new foundry in Birmingham known as McWane Cast Iron Pipe Company (MCIP). McWane is now led by J.R. McWane's great-grandson, Chairman Phillip McWane.

McWane, a privately owned company, still believes in contributing to and preserving the communities in which its facilities operate. McWane employs approximately 5,600 team members nationwide, with 300 employees located at MCIP in

Birmingham. MCIP manufactures 3" through 36" ductile iron pipe which is used to maintain the country's water infrastructure and bring safe drinking water to homes and businesses nationwide. Ductile iron is made from 100 percent recycled scrap iron and steel, and the final product is recyclable after its long, useful life. Outside of the foundry, MCIP gives back to the community, while inside the team members work safely and diligently to produce world-class products.

The manufacturing process at MCIP includes environmentally sound practices. In fact, MCIP received the Blue-Green Design Innovation Award from the Cahaba River Society in recognition of the success of their water management system which was installed to collect storm water that falls as rain on the MCIP property and then clean and reuse that water in the manufacturing processes.

Tom Crawford, vice president and general manager at MCIP stated, "Our mission statement says it all: Able, trained, and motivated employees are our greatest asset." The atmosphere at McWane translates into programs aimed at protecting the

Seabulk Towing: Providing Service Excellence Through Safety



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An MCIP employee skims iron at a manufacturing plant in Birmingham, Alabama.



Ductile iron pipes produced at MCIP stacked outside of foundry in Birmingham, Alabama.

health and safety of their employees, giving back to the neighborhoods in which they live and work, and taking care of the environment.

In 2008, every MCIP team member participated in the Neighbors Helping Neighbors day. Team members went out into the Norwood community near the plant and completed 14 projects in one day. These projects ranged from cleaning out gutters and painting, to replacing the drop ceiling at the senior citizens center and spreading fresh pea gravel on the playground at Norwood Elementary School.

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Molten iron pours from a transfer ladle to a back-up ladle.

McWane achieves their goals through a number of initiatives including Community Advisory Panels and public service projects which offer employees opportunities to volunteer.

Through the Community Advisory Panels, company officials are able to talk with local leaders and citizens about matters of importance to them. Mickie Coggin, corporate communications director, says, "We have always interacted closely with our neighbors, but the Community Advisory Panels allow us to seek the community's advice and input on our operations and how we can improve lives in the communities surrounding our facilities."

McWane was proud to be a part of the Vulcan Reborn Project that was established in order to restore the iron giant to his former glory. In 1904, the McWane family brought Vulcan to the Iron City. He is considered one of the most memorable works of civic art in the United States. Vulcan was built to advertise the city of Birmingham and the area's growing industrial abilities. One hundred years later, the beloved symbol of Birmingham and the nation's iron and steel industry was in need of a face lift. The McWane family of companies helped bring back the world's largest cast iron statue. Vulcan was repaired, recast and restored, and stands proudly atop Birmingham's Red Mountain.

The products manufactured by McWane are recycled and recyclable, and the McWane team continually strives to improve energy efficiency and reduce their environmental footprint. The McWane group of companies is made up of 24 manufacturing plants, including 13 iron foundries and 27 ad-



MCIP pipe being installed at the new New York Giants' stadium.

ditional sales/distribution centers across the United States, Canada, Australia and China.

McWane is a global leader in the water distribution and infrastructure that are integral to the function and development of plumbing and clean water works systems throughout the world. Their five business groups include ductile iron pipe; waterworks valves and fire hydrants; waterworks fittings; soil pipe, soil fittings and couplings; and fire extinguishers and propane and compressed air tanks.

MCIP and McWane have made a name for themselves through four generations of success. The path that they have chosen has taken them to the highest level of corporate responsibility.

For more information on MCIP and the McWane family of companies, please visit www.mcwane.com.

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PORT CALLS:

Red Mountain Theatre Company



Smokey Joe's Cafe, the musical that celebrates first kisses and last dances, soulful songs and red-hot rock and roll!

The curtain first rose on what was then called Summerfest Musical Theatre in 1979, when James Hatcher of the University of Alabama in Birmingham Theatre Department and Birmingham's Mayor David Vann realized the need for a summer "stock" company. Summerfest was originally created to provide productions as part of the UAB Town and Gown Theatre's academic year, but over its 30-year history has grown to become one of the only year-round, non-profit professional musical theatre organizations in Alabama. With its own unique Cabaret Theatre located right in the heart of Birmingham's Theatre District and summer Mainstage productions performed at the Virginia Samford Theatre (formerly Town and Gown), the theatre brings both well-known national performers and incredible local talent to the Birmingham stage.

In 2007, Summerfest Musical Theatre officially became Red Mountain Theatre Company (RMTc) and continues the organization's original mission to offer professional quality productions, Youth Programs and Education and Outreach opportunities to our local and national arts communities.

Educational and outreach programming has been integral to RMTc's mission throughout its 30-year history. Each June,

the RMTc offers more than 350 children the opportunity to participate in workshops that enhance creativity and an overall musical learning experience. Students attending these workshops are given the opportunity to audition for RMTc's year-round Youth Programs. Once chosen, these young professionals rehearse weekly, learning music and choreography from nationally recognized teachers and professionals. New to the summer workshops is a one-week session opportunity for exceptional students with special needs. These students participate in areas of musical theatre, including singing, acting and movement games and techniques. Workshop participants will also perform in the annual Workshop Showcase. Increasing awareness through outreach programs like Partners in Education with the Birmingham City Schools, where RMTc cast members provide workshops and performances to local school groups as well as join the Alabama School of Fine Arts (ASFA) to provide school credit to students participating in both programs, is very important to the theatre. "Theatre is such a passion of mine, as is working with children," said the RMTc's Executive Director Keith Cromwell. "Performing and teaching children about theatre gives them a rich educational experience and opens up many new avenues of thought and self-expression."



Roxie Hart sings the spotlight, in the musical known as Chicago.

Despite the economic woes that have made waves throughout our country over the past year, RMTc continues to thrive. RMTc's annual budget is \$1.7 million, 40 percent of that comes from what is referred to as earned income (the box office) and 60 percent comes from contributed income (donations, grants and bequests). "In the arts, especially in theatre, you only know how well you're doing or have done in retrospect. Knowing what the next batch of shows will be like and how the audience will respond is unpredictable. Then you have to factor in what the media judgments will be; a bad or even mixed review can hurt. It also can affect contributions, which still comprise the major portion of most nonprofit arts groups' budgets," said Cromwell. "We have been fortunate enough to have unbelievable supporters who value the arts and understand their importance to our city's quality of life." The driving force that financially supports the theatre is the Dress Circle Society. The mission of the Dress Circle Society is to promote RMTc through support of education and outreach, fundraising and musical productions. Each year, they host events to give theatre patrons a chance to get actively involved in the RMTc community, including fall and spring membership parties and the annual Gala. "Choosing to donate, in whatever amount, just like the cast and crew, is essential to bringing the curtain up," said Cromwell.



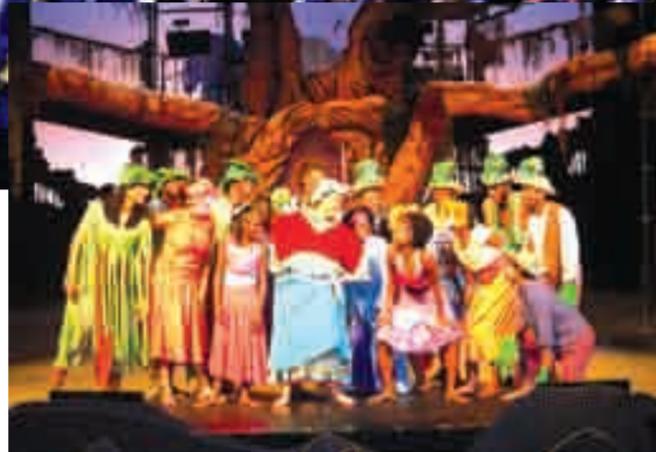
Doo-Wop was performed in 2006 at RMTc.

RMTC cast of Cats



Alabama theater-goers who enjoy stage actors breaking out in song should be pleased with the RMTC's upcoming season. It features eight musicals, starting with "RENT", the inspirational show that measures love in five hundred twenty-five thousand six hundred minutes and ending with a family classic, "The Sound of Music."

For more information regarding Red Mountain Theatre Company, please visit www.redmountaintheatre.org.



RMTC's performance of *Once on This Island*, the musical is a retelling of Hans Christian Andersen's *The Little Mermaid* set in the French Antilles in the Caribbean Sea.

RMTC 2009-2010 Season:

RENT, October 1-11, 2009

School House Rock Live, Jr., November 13-15, 2009

Merry Memories, December 10-20, 2009

Barnstormer, January 28-31, 2010

Youth Programs Showcase 2010, February 13-14, 2010

13, April 1-11, 2010

SHOUT!, May 6-16, 2010

The Sound of Music, July 15-August 1, 2010

Of Men & Ships

The Battle of Saipan

One of the key islands in the Pacific, Saipan would present U.S. forces with challenges they had not met previously in the theater, including a rugged, diverse terrain and the first dense population of civilians. Casualties would be heavy, but the conclusion of the battle 65 years ago this month marked the beginning of the end of the war in the Pacific.

Plans to launch the offensive against enemy-occupied islands in the Pacific first were unveiled in August 1943 at the Quebec Conference, held among the United States, the United Kingdom and Canada. These plans were further refined at the Washington Planning Conference held in February and March 1944. Allied strategy for the Pacific was based on the assumption that Japan would never surrender. In order to defeat the enemy, Japanese lines of communication in the Pacific would have to be cut and airfields capable of accommodating America's new long-range B-29 "Superfortress" bomber—capable of reaching the home islands—would have to be secured. The islands of Saipan, Tinian and Guam were within the flying range of the B-29.

Code-named "Forager," the operational plan for Saipan detailed an assault on the island's west side by the Second Marine Division on the left and the Fourth Marine Division on the right, with the Army's 27th Infantry Division held in reserve.

Under the direction of Fifth Fleet Commander Admiral Raymond Spruance, Task Force 58 dispatched 225 naval aircraft against the southern Mariana Islands on June 11, 1944, their mission to destroy Japanese aircraft and airfields. Estimates ranged from 150 to 215 enemy aircraft destroyed during the strike. The Navy then turned its attention to Saipan for the next three days, bombing coastal defensive sites and scorching cane fields to facilitate amphibious landings. Another 50 planes were destroyed and 68 damaged in the attacks.

Meanwhile, as a force of 535 ships carrying 127,570 troops was steaming toward Saipan, seven U.S. battleships and 11 destroyers opened up a naval bombardment against the island, firing more than 180,000 16-inch and 5-inch shells over a two-day period. Eight more pre-Pearl Harbor battleships and 11 additional cruisers under the command of Admiral Jesse

B. Oldendorf joined in the bombardment on the second day. In order not to give away the location of the planned landing site, the Navy pounded both coasts of the island.

Occupied by the Japanese since World War I, Saipan had a population of approximately 30,000 civilians, as well as some 26,000 Japanese soldiers and another 6,000 Japanese sailors. The assault against Saipan would be led by the Second Marine Division, including veterans from the Battle of Guadalcanal, and the Fourth Marine Division, which included veterans of the campaign against the Marshall Islands.

Vice Admiral Richmond Kelly Turner, commanding Task Force 58, gave the order for the landing force to go ashore at 5:42 on the morning of June 15. At 7 a.m., the LSTs moved to within 1,250 yards of the line of departure. Marines were ordered into their Amphibious Tractors or AmTracs. The men had practiced their movements at sea, and every Marine knew exactly where he was to stand and in which AmTrac. The doors of the LSTs opened, the ramps lowered and the AmTracs rumbled into the water to make their way to the rendezvous point. Men became seasick as the AmTracs bobbed in the water, and then at 8 a.m., the AmTracs and amphibious tanks began their runs for the beach. Supporting fire came from the



June 1944, sailing for Saipan; the gun crew of LST-119 conducts a drill on one of the ship's 3-inch guns.



Seen here advancing on an enemy machine gun position, U.S. forces faced rugged terrain and a large civilian population on Saipan.



A Marine encounters a family hiding in a cave; the fear is evident on the woman's face.



Marines fire a captured Japanese artillery piece during their attack on Garapan.

assembled U.S. warships. Waves of aircraft passed overhead on bombing runs of the beaches. Geysers erupted around the AmTracs as Japanese artillery opened up in response.

The main invasion force landed along a four-mile stretch of beach near the village of Chalan Kanoa on the southwest point of the island. Resistance was fierce. And while one Marine of the Fourth Marine Division later recalled that his platoon was never directly attacked during the landing or that first night, the Second Marine Division had sustained 2,000 casualties and lost 28 tanks by the end of the first day on Saipan as the Japanese hurled 150 mm, 105 mm and 75 mm shells at the Marines at the rate of one every 15 seconds during the landing.

At 8 p.m., Japanese infantry and armored troops mounted a counterattack against the Sixth Marines of the Second Marine Division and again at 3 a.m. on June 16, but the Marines held their position.

With intelligence of the Japanese fleet approaching the Marianas, Admiral Spruance gave the word to land the Army troops as quickly as possible so that the U.S. warships could break off from Saipan and prepare to meet the enemy fleet. The resultant Battle of the Philippine Sea, fought June 19 and 20, would be the largest naval battle ever fought between aircraft carriers and would prove to be a decisive victory for the United States.

The 27th Infantry Division began disembarking at dusk on June 16, going ashore on Blue Beach and linking up with the Fourth Marine Division. Early the next morning, the 105th Regiment of the 27th Infantry Division landed near Agingan Point with the objective of capturing Aslito airfield.

The Army secured the airfield by 10 a.m. June 18 as the Marines continued to fight along the beaches, which the Japanese ceded after six days before retiring inland.

The second phase of the battle began June 21, when Marine Corps Major General Holland M. "Howlin' Mad" Smith ordered the soldiers of the 27th Infantry Division into position between the two Marine divisions for an attack on Mount Tapotchau. The Army had the more difficult task of fighting over grueling terrain—dense forest, swamps, sheer cliffs—while the Second Marines pushed northeast and the Fourth Marines moved eastward across the relatively flat Kagman Peninsula.

The Army made little headway against the Japanese. With the 27th Infantry Division bogged down in what came to be known as "Death Valley," Marine Gen. Holland Smith relieved its commander, Army Major General Ralph C. Smith, with Major General Sanderford Jarman on June 24, causing hard feelings toward the Marines by the Army.

U.S. forces continued to meet with heavy resistance. The Japanese held the high ground and continued to pummel the advancing American troops, but the tide was beginning to turn. After days of heavy fighting, on June 30 the Japanese were observed retreating north toward Marpi Point. July 1 saw the Fourth Marine Division moving north and east toward Marpi Point, while the Second Marine Division advanced up the west coast toward Tanapag, and the 27th Infantry Division continued slogging up the middle of the island.

The Second Marines captured Garapan on the west coast on July 3. The Fourth Marines and the 27th Infantry succeeded in capturing Mount Tapotchau on July 5, and the Second Marines were put into a reserve status. But the Battle of Saipan wasn't over yet.



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An artillery crew from the 10th Marines displays several captured battle flags. The crew was overrun by Japanese soldiers during the banzai charge of July 7, 1944.

At 4:45 on the morning of July 7, more than 4,000 Japanese mounted a banzai charge—a suicide attack—against elements of the 27th Infantry Division and the 10th Marine Artillery battery. After killing their wounded soldiers who were unable to fight, Japanese officers led the charge, waving their swords over their heads and shouting, “Banzai!” Behind them came a wave of soldiers armed with everything at their disposal, from rifles and bayonets to sticks and stones in some cases. Wounded Japanese soldiers, some on crutches, hobbled among their able-bodied comrades in this final all-out assault.

U.S. forces fired their automatic weapons and launched mortars until the machine gun barrels and mortar tubes were too hot to function, and still the Japanese came. Fighting descended into hand-to-hand combat as enemy soldiers overran two battalions of U.S. soldiers and the Marine artillery men. The attack lasted 15 hours, during which the 1st and 2nd Battalions of the 105th Infantry Regiment of the 27th Infantry Division were decimated. During the action, the two units suffered 406 killed and 512 wounded, but the Japanese casualties were much higher.

The next day, the remnants of the 27th Infantry were pulled into reserve and the Second Marine Division moved back into the line of battle. The two Marine Divisions now mopped up

the remaining resistance, pushing north toward the end of the island. They reached the northern tip of the island on July 9, but not before hundreds of Japanese families committed suicide rather than be taken prisoner, despite Japanese-language appeals for surrender broadcast over loudspeakers by the Americans.

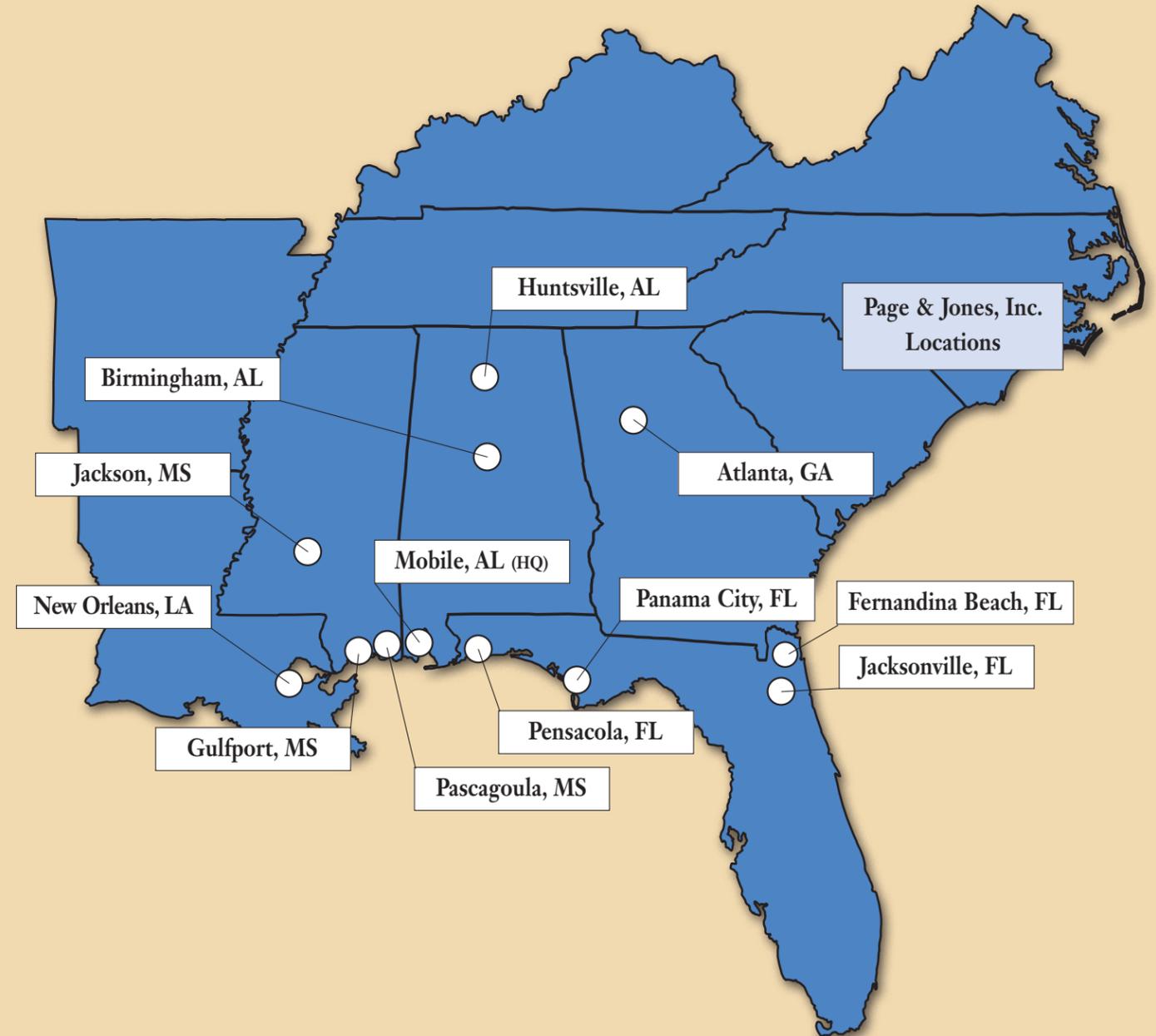
The casualties had been staggering. Of the 71,034 U.S. service personnel who landed on Saipan, 2,949 were killed with another 10,364 wounded. Of the 31,629 Japanese on Saipan, approximately 29,500 were killed in action, with another 22,000 Japanese civilians dead (including those who committed suicide rather than surrender). Three U.S. soldiers and four U.S. Marines received the Medal of Honor posthumously for their actions during the battle.

Following the fall of Saipan, Japanese Premier Hideko Tojo announced that Japan faced an unprecedented national crisis. He and the entire war cabinet resigned on July 18. Saipan became a strategic Allied base for subsequent operations, including bombing runs on the Philippines and the Japanese home islands.

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	C.I.C.	Bi-weekly	Seacliff Agency
	FORTALEZA		
	ZIM	Weekly	Glovis USA
	ITAJAI		
	ZIM	Weekly	Glovis USA
	RIO DE JANEIRO		
	ZIM	Weekly	Glovis USA
	RIO GRANDE		
	ZIM	Weekly	Glovis USA
	SANTOS		
ZIM	Weekly	Glovis USA	
VITORIA			
ZIM	Weekly	Glovis USA	
BULGARIA	VARNA		
	ZIM	Weekly	Glovis USA
CAMEROON	DOUALA		
	ZIM	Weekly	Glovis USA
CANARY ISLANDS	LAS PALMAS		
	Spliethoff	Monthly	Page & Jones Inc.
ZIM	Weekly	Glovis USA	
TENERIFE			
Spliethoff	Monthly	Page & Jones Inc.	
ZIM	Weekly	Glovis USA	
CAYMAN ISLANDS	GEORGETOWN		
	MCW Shipping	Bi-weekly	Bulk Shipping

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

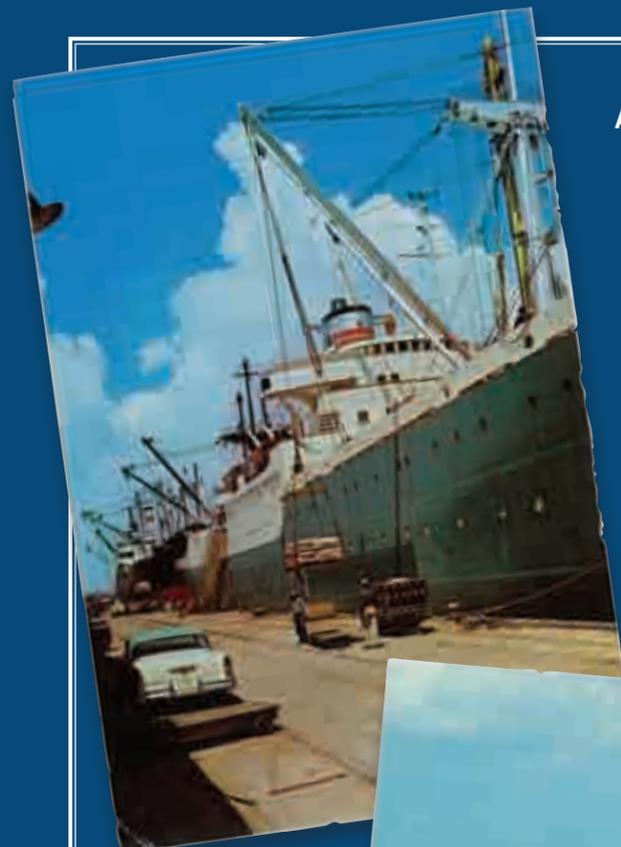
DESTINATION	LINE	FREQUENCY	AGENT
GEORGIA	Star	Every 10 Days	Star Shipping
	HAMBURG		
	Atlanticargo	Every 10 Days	Norton Lilly International
GHANA	POTI		
	ZIM	Weekly	Glovis USA
GRECE	TAKO RADI		
	ZIM	Weekly	Glovis USA
	PIRAEUS		
Nordana	Inducement	Biehl & Co.	
ZIM	Weekly	Glovis USA	
THESSALONIKI			
ZIM	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
	BOMBAY		
ZIM	Weekly	Glovis USA	
INDIA	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
JAMAICA	PALERMO		
	ZIM	Weekly	Glovis USA
	SAVONA		
	Star	Monthly	Star Shipping
	TRIESTE		
ZIM	Weekly	Glovis USA	
VENICE			
ZIM	Weekly	Glovis USA	
JAPAN	KINGSTON		
	Caribbean Forest Carriers	Inducement	Transmarine Alabama LLC
	C.I.C.	Bi-weekly	Seacliff Agencies
ZIM (AGX)	Weekly	Glovis USA	
JORDAN	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	
KENYA	MOBASA		
	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

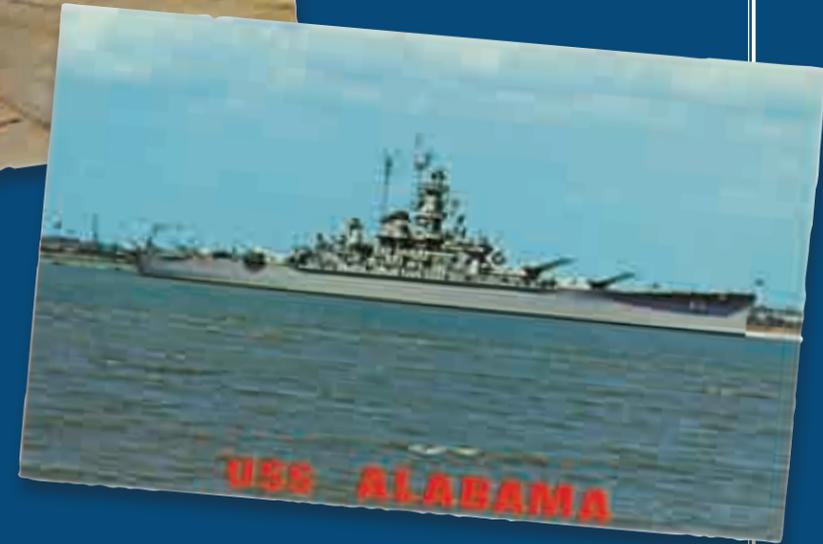
DESTINATION	LINE	FREQUENCY	AGENT
NIGERIA	LAGOS		
	ZIM.....	Weekly.....	Glovis USA
NORWAY	OSLO		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
PANAMA	COLON		
	ZIM (AGX).....	Weekly.....	Glovis USA
	CRISTOBAL		
	ZIM.....	Weekly.....	Glovis USA
PARAGUAY	PANAMA CITY		
	ZIM.....	Weekly.....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

DESTINATION	LINE	FREQUENCY	AGENT
	Spliethoff.....	Monthly.....	Page & Jones Inc.
	ZIM.....	Weekly.....	Glovis USA
	VALENCIA		
	Nordana.....	Inducement.....	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
	STOCKHOLM		
SWEDEN	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
	STOCKHOLM		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
SURINAME	Polish Ocean Line.....	Weekly.....	Biehl & Company
	PARAMARIBO		
TAIWAN	ZIM.....	Weekly.....	Glovis USA
	KAOSIUNG		
	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
	LOME		
TOGO	ZIM.....	Weekly.....	Glovis USA
	POINT LISAS		
TRINIDAD	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.
UKRAINE	ZIM.....	Weekly.....	Glovis USA
	ILICHEVSK		
	ZIM.....	Weekly.....	Glovis USA
	ODESSA		
UNITED ARAB EMIRATES	ZIM.....	Weekly.....	Glovis USA
	DUBAI		
URUGUAY	ZIM.....	Weekly.....	Glovis USA
	MONTEVIDEO		
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

Postcards from the Past



Alabama State Docks



USS Alabama

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

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UNIVERSITY OF ALABAMA–Tuscaloosa–P. O. Box 870396.....(205) 348-7621

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INTERNATIONAL SEAMAN'S CENTER–605 Texas Street.....(251) 433-7953
Rev. Aias DeSouza.....(251) 344-3712

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PLAINS MARKETING.....(251) 456-4688
GULF COAST ASPHALT.....(251) 432-7666
RADCLIFF ECONOMY MARINE/TRANSMONTAIGNE.....(251) 433-0066

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TRANSMONTAIGNE–P. O. Box 3064.....(251) 433-0066
S.T. SERVICES, INC.–6531 Evergreen Ave., Jacksonville, FL.....(904) 355-9675

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

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

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BUCHANAN LUMBER–104 Industrial Canal Rd. East.....(251) 433-9567
CASSIDY LUMBER–P. O. Box 391, Mobile 36601.....(251) 456-0099
McGINNIS LUMBER COMPANY, INC.–P.O. Box 2049 Meridian, MS 39302.....(601) 483-3991
MIDWAY FOREST PRODUCTS–P. O. Box 7667, Spanish Ft., 36527.....(251) 626-8010
SMITH COMPANIES–100 Pardue Rd. Pelham 35124.....(800) 322-0540

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CUSTOM MARKETING SERVICES INC.....(205) 668-4042
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

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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

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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
★ EXPEDITORS INTERNATIONAL.....(251) 431-4992
JENSEN SHIPPING CO.–244 W. Valley Ave., Birmingham, AL.....(205) 328-2343
★ CAROLE C. LELAND–244 W. Valley Ave., Birmingham, AL.....(205) 328-2343
★ M. G. MAHER & CO., INC.–80 St. Michael's St., Ste. 315.....(251) 433-8474
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★ RICHARD MURRAY & CO.–109 No. Conception St.....(251) 432-8549
★ 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

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(★ FTZ PUBLIC WAREHOUSES)

BALDWIN TRANSFER CO., INC.....(251) 433-3391
MOBILE, AL–Brookley Complex & Airport.....(251) 438-7338
AZALEA BOX COMPANY–1401 St. Stephens Road, Prichard.....(251) 452-3451
EQUITY TECHNOLOGIES CORP.....(251) 432-7784
★ MOBILE MOVING & STORAGE.....(251) 438-3658
★ EUROMEX WAREHOUSE–30427 County Rd. 49 N, Loxley, AL.....(251) 964-4607
★ HUNTSVILLE, AL–P. O. Box 6241.....(256) 772-3105
★ BIRMINGHAM, AL–Shaw Warehouses.....(205) 251-7188
S/M WAREHOUSE.....(251) 679-3344

GRAIN MERCHANTS

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

GUARD SERVICE, SHIP WATCHING

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

HEAVY LIFT/SALVAGE/TRANSPORTATION

ACME TRUCK LINE.....(251) 653-6028
AMERICAN MARINE SERVICES.....(251) 443-7771
ATLANTIC SPECIALIZED TRANSPORT.....(251) 433-4545
BARNHART CRANE & RIGGING–P.O. Box 2809, Daphne, AL 36526.....(251) 654-0541
BOSARGE DIVING–Pascagoula, MS.....(888) 782-6384
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
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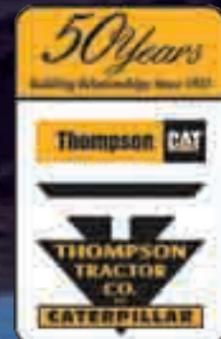
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