

ALABAMA

THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

# SEAPORT

MAY 2008



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# ALABAMA SEAPORT

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## On The Cover:

The KC-45 has approximately 60 percent U.S. content. In addition to two factories in Mobile, EADS and Sargent Fletcher, the company that produces the KC-45's refueling system, have a new production facility planned in Bridgeport, West Virginia, that is anticipated to create 100 direct new jobs. General Electric plans to build the KC-45's engines in Evendale, Ohio.



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# BUILDING AMERICA'S TANKER



When Northrop Grumman's KC-45 Tanker was selected by the U.S. Air Force as the aircraft to replace the aging KC-135, it was because the new plane distinguished itself from the competition in numerous ways. Specifically, the Air Force selected Northrop Grumman's KC-45 because of its fuel efficiency, its speed at performing refueling operations, the fact that it can provide more fuel at a greater range and it can connect with receivers over more airspace than leading competitor Boeing.

Though challenged by competitor Boeing, Northrop Grumman has detailed point-by-point its superior aircraft. In the selection process, the competitors were judged on five performance criteria. Northrop Grumman's proposal was ranked superior in four of the five elements and tied on the fifth.

One point which was left up to the discretion of the companies was size; each proposed what it thought was the best solution and aircraft to meet the Air Force's requirements. First and foremost, as a tanker, the KC-45 is able to carry more fuel than previous Air Force tankers and the competitor's proposed model.

According to the Air Force, the KC-45 is not only more fuel efficient than the aircraft competitors proposed, but it also has lower life-cycle costs. The KC-45 is capable of carrying 25 percent more fuel than its competitor, Boeing's KC-767AT.

The KC-45 also has superior fuel transfer capabilities and incorporates fly-by-wire technology in the cockpit and the flying boom. It is able to provide multi-point refueling thanks to its flying boom and hose and drogue systems.

For most of the KC-135s to refuel using the drogue system, a boom drogue attachment must be attached to the boom before the plane takes off. However, with this boom drogue attachment in place, the tanker is unable to refuel receptacle-equipped aircraft during the same flight.



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**Northrop Grumman is no stranger to Alabama. It currently employs more than 1,300 Alabama workers with a combined salary of nearly \$107 million.**

The KC-45 can also receive fuel as well as deliver it. It can transport more bulk materials than the C-17 and can also serve as an aeromedical facility, transporting 120 medical litters. In a passenger configuration, the KC-45 can safely move 226 troops or evacuees into and out of hostile environments. In the Air Force's request for proposals, it specifically stated that "The government seeks to award to the offeror who gives the Air Force the greatest confidence that it will best meet or exceed the requirements."

Throughout the selection process, military officials met with company representatives in an effort to further understand the proposals and to provide feedback. The selection committee members ranged from experts in acquisition to operations and came from both Air Force and other government agencies. Throughout the process, both competitors lauded the rigorous, yet 'open and transparent' manner.

"The tanker is the number one procurement priority for us right now," Vice Chief of Staff of the Air Force Gen. Duncan J. McNabb said in an Air Force press release. "Buying the new KC-45A is a major step forward and another demonstration of our commitment to recapitalizing our Eisenhower-era inventory of these critical national assets. Today is not just important for the Air Force, however. It's important for the entire joint military team, and important for our coalition partners as well. The KC-45A will revolutionize our ability to employ tankers and will ensure the Air Force's future ability to provide our nation with truly global vigilance, reach, and power."

Though April found Northrop Grumman in a holding pattern due to Boeing's appeals to the government, the company expects those efforts to have little effect, and that work will continue soon.

"First off, I am confident we will move forward with this program and build the KC-45s in Mobile as planned," said Northrop

Grumman's KC-45 Tanker representative Tim Paynter. "I say that because the Air Force has run the most fair and open acquisition in what some say is the history of the Department of Defense. This has been scrutinized and watched closely because of the previous attempt to lease tankers and the outcome of that failed deal."

And in a strong grassroots movement, citizens from across the country have sent tens of thousands of letters to their congressmen, senators and governors, voicing support of the Air Force's initial selection of Northrop Grumman, encouraging them to support "America's new tanker."

Paynter pointed to the lengthy process before the bidding even began. The two-year course included multiple requests for information, draft proposals and responses from both bidders.

"All competitors interested in competing for this program had ample opportunities to address any problems, challenges or language they had concern with or questions about," he said. "The Air Force went to great lengths to fully open the lines of communication with the contractors."

Thanks to the fair and open process, Paynter believes that the U.S. Government Accountability Office (GAO) will reach the same conclusion – that the process was fair and the Air Force's decision should stand. Once the agency's decision is announced, work can continue.

"We'll be able to continue with the project, break ground at Brookley and initially bring many construction jobs to Mobile to build two enormous aerospace factories, and finally more than 1,500 direct and indirect new jobs for aircraft assembly and modification," he explained.

Mobile's Brookley Complex offers its new tenants approximately 4.5 million square feet of industrial space. It currently houses other aircraft maintenance and airfreight businesses, as well as aerospace manufacturing. Brookley also includes the Mobile Downtown Airport with a 9,600-foot long runway. With the \$35 billion, 179-plane contract, Mobile is now only the third widebody aircraft manufacturing center in the world.

"I applaud the team from Northrop Grumman, EADS North America, and Airbus for the work they have done in building the most capable tanker at the best value for the American people and our military," said Bay Haas, executive director of the Mobile Airport Authority, owner and operator of the Brookley Complex.

One concern posed by competitors is that in awarding the contract to Northrop Grumman, American jobs will be lost to foreign workers. In fact, the new tanker program does not



**The first Northrop Grumman KC-45 Tanker has already taken to the skies. It was built in July of 2007 and flown just a few months later.**

transfer any U.S. jobs to other countries. The construction of the KC-45 tankers creates and supports more than 48,000 direct and indirect American jobs. This involves 230 U.S. companies in 49 states, including California with 7,550 anticipated jobs and 4,300 in Illinois. Assisting Northrop Grumman is EADS North America, GE Aviation, Sargent Fletcher, Honeywell, Parker, Goodrich, AAR Cargo Systems, Telephonics, Knight Aerospace, Astronics and Aircraft Safety. In Mobile alone, where the assembly and militarization of the planes takes place, approximately 1,500 jobs will be created.

The KC-45 has approximately 60 percent U.S. content. While competitors have raised concerns about foreign-made planes, all modern jetliners are assembled from a global supplier base. However, no sensitive military technology will be exported.

Each tanker begins as a twin-engine A330 jetliner assembled by American workers at the factory in Mobile. When it is moved to the nearby Northrop Grumman factory, the plane is converted to a military aircraft, including installation of the military technology.

As the GAO deliberates, it's not only Northrop Grumman and Boeing waiting in anticipation. With each day, the Air Force's fleet of KC-135s grows older.

"This is a matter of national security and we can't lose sight of that as a nation. It's critically urgent that we get on with bringing a new tanker into our fleet; our global range and global reach rely on the tanker," said Gen. Arthur J. Lichte, the commander of Air Mobility Command. "Tankers give us the ability to go anywhere on the face of the planet and strike our enemies, or deliver cargo or humanitarian aid."

The first Northrop Grumman KC-45 tanker has already taken to the skies. It was built in July of 2007 and flown just a few months later.

Once the protest lodged by Boeing is settled, two factories in addition to the two Mobile facilities will be constructed.

EADS and Sargent Fletcher, the company that produces the KC-45's refueling system, have a new production facility planned for Bridgeport, West Virginia; it is anticipated that this factory will create 100 direct new jobs. General Electric will also build the KC-45's engines in Evendale, Ohio.

Northrop Grumman is no stranger to Alabama. It currently employs more than 1,300 Alabama workers with a combined salary of nearly \$107 million.

"The KC-45A win not only brings economic vitality to Alabama, it also contributes to a new aerospace corridor in the southeastern United States and will increase U.S. competitiveness in the global aerospace market," said Alabama Cong. Jo Bonner.

It is anticipated that the KC-45 tanker program will create a new aerospace manufacturing corridor in the Southeast. KC-45 suppliers in the state include EADS North America, Airbus, Engelhard Specialty Chemicals (BASF), GKN-Westland Aerospace Inc., KBR, PPG Industries and Thompson Engineering.

"This will forever change the economic landscape in Mobile. The entire Gulf Coast and Southeast will benefit from this project for decades to come," said Paynter.

He points to increasing traffic at the Port of Mobile as large aircraft sections will be shipped into the city. Northrop Grumman anticipates receiving one air frame per month from its partner company, EADS.

EADS is also building three additional commercial freighters per month, contributing even more to increased port activity. Paynter pointed to the indirect jobs created by these aircraft, specifically at the Alabama State Port Authority. While those workers may not be assembling the aircraft, they will have an increased workload and the docks will see an increased number of jobs because of this program, said Paynter.

# EQUIPMENT ARRIVING FOR NEW PIPE MILL IN MOBILE

Construction of Berg Spiral Pipe Corp.'s new \$75 million plant in Mobile is right on schedule, according to Murray Davenport, chief financial officer of parent company Berg Steel Pipe Corp., based in Panama City, Florida.

The company announced in May 2007 it would build a new plant on the 86 acres near the Mobile River that once housed International Paper. Berg Spiral Pipe will produce large diameter pipe used in the oil and gas transmission industry. Construction on the mill began last summer.

The two primary buildings on site, a 200,000-square-foot pipe fabricating plant and the adjacent 90,000-square-foot pipe coating facility, are almost complete.

"The project is coming along nicely," Davenport said.

As the buildings are nearing completion, the production equipment has begun to arrive and is being installed. The Port of Mobile recently received the first of four large vessels carrying the specialized machinery necessary for the production line at Berg Spiral Pipe Corp.

According to Davenport, the equipment is custom-made, state-of-the-art equipment from the highest-quality, experienced German manufacturer. "It represents quite a sizable investment for Berg," he said.

Berg Spiral Pipe is a subsidiary of German corporation Europipe. The new plant has been designed to be highly-automated and efficient, with the capability of producing up to 200,000 tons of large-diameter pipe per year.

George Price, general manager of transportation for Berg Steel Pipe Corp., has been overseeing the delivery of the new equipment. The first vessel, the M/V ONEGO TRADER arrived on March 10 and was discharged on March 11 with 86 crates. The second vessel, the M/V SKALVA, arrived at the Port of Mobile on May 4 carrying 106 crates and four containers.

"The third vessel will carry exceptionally large pieces of equipment for the mill," Price explained. "It will require specialized equipment in order to discharge and deliver it to the site."

Berg has contracted with CSA Stevedoring Co. to discharge and deliver the contents of all four vessels. CSA is a partnership between SSA Marine and Cooper T. Smith.



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More cargo arrived for Berg Pipe on May 5.



**Berg has contracted with CSA Stevedoring Co. to discharge and deliver the contents of all four vessels. CSA is a partnership between SSA Marine and Cooper T. Smith.**

The third vessel is expected to arrive in the Port of Mobile at the end of May. Because the cargo from the third vessel will be extremely large and heavy, Berg is also working with Barnhardt Crane and Rigging to transport the equipment from that vessel to the plant site. CSA will supply all the specialized equipment and labor necessary to discharge the cargo from the vessel to the convenience.

“With equipment this size, special trucks are needed to carry it,” explained Jim Darnley, vice president of SSA Marine. “Special permits are required to transport such large loads and special escorts will be needed to manage the traffic while in transit.”

The fourth and final vessel containing the production equipment for the mill should arrive in June.

Meanwhile, construction of the new facility and installation of the new equipment continues to proceed on schedule. Davenport expects the campus infrastructure to also be completed by June.

“The plant is on track to commence operations in the second half of 2008,” Davenport said.

Hiring for the new facility has already begun and will accelerate in the coming months. The company expects to do the majority of hiring for the Mobile plant in May and June.

“We have been very happy with the quality of personnel hired so far,” Davenport said.

The company ultimately plans to hire approximately 140 employees. Davenport cites the ease of doing business in Mobile and with the Alabama State Port Authority as added bonus to their new plant.

“We are all the more pleased that we were able to come to Mobile,” he said. “The infrastructure, the facilities and the people have all been great. It has been very easy to recruit people to move to Mobile.”



**Berg Spiral Pipe will produce large diameter pipe used in the oil and gas transmission industry. As the buildings are nearing completion, the production equipment has begun to arrive and is being installed.**

# ALABAMA GOVERNOR EMBARKS ON TRADE MISSION TO CHINA



**Hoping to encourage Chinese tourists to visit and spend their money in Alabama, Governor Bob Riley and First Lady Patsy Riley spent time in April educating Chinese travel agents and tour operators about the beauty and attractions of the state. The meeting took place as part of Governor Riley's business and trade mission to China.**

Hoping to encourage Chinese tourists to visit and spend their money in Alabama, Governor Bob Riley and First Lady Patsy Riley spent time in April educating Chinese travel agents and tour operators about the beauty and attractions of the state.

"Our golf trail, our beautiful beaches, our cultural attractions are all spectacular," Governor Riley said during a presentation in Hong Kong. "Visiting Alabama will give you a remarkable opportunity to see America at its best."

The meeting took place as part of Governor Riley's business and trade mission to China. Tourism is an important part of the state's economy, with a nearly \$10 billion impact that supports about 200,000 direct and indirect jobs.

The growing affluence of China's citizens, especially in Hong Kong, makes them a prime target for Alabama's tourism officials. The key is to make them aware of the state's many attractions, said Lee Sentell, director of the Alabama Bureau of Tourism and Travel, who also spoke during the meeting in Hong Kong.

"We are well aware that America's largest cities will be the initial destinations for many Chinese visitors. Just as you know that there are wonderful destinations beyond the major cities of China, the same is true in our country," Sentell told the gathering. "We know Alabama and the South may not be on the itinerary of their first visit to the U.S., but we hope they will come on their second or third visits."

In addition to remarks by the Governor, the First Lady and Sentell, a three-minute video in Chinese that features footage of Alabama's travel attractions was shown.

Among the attractions highlighted for the travel agents and tour operators were the Robert Trent Jones Golf Trail, the U.S. Space and Rocket Center and Space Camp, and Alabama's Civil War and Civil Rights heritage locations.

Barbara Thomas, marketing director for the Robert Trent Jones Golf Trail, and Ed Buckbee, the first director of the U.S. Space and Rocket Center in Huntsville, also gave presentations during the meeting.

One of those attending the meeting was Ronnie Ho, chairman of the Hong Kong Tourism Industry Commission. He said the golf trail and Space Camp will be of special interest to tourists from Hong Kong and China.

All the presenters noted the proximity of Alabama to Atlanta's airport, a key selling point in attracting tourists to the state because of Delta Air Lines' new nonstop flight between Shanghai and Atlanta.

After listening to the presentations and watching the video, another audience member said Alabama "is like a hidden gem you don't hear much about in Asia."

"That's exactly why we're here," said Governor Riley, "and we want to offer you the experience of coming to Alabama because it really is unique."

Sentell said the Alabama tourism bureau will be developing suggested itineraries for Chinese visitors based on what state officials learn from their discussions with tour operators.

Alabama has made a trade pact agreement with China's Jiangsu province to encourage trade, investment and research opportunities. Gov. Bob Riley signed a memorandum of understanding with Jiangsu's governor during his visit.

The agreement calls for cooperation in key areas, such as automotive manufacturing, biotechnology, higher education and financial services.

The signing took place in Nanjing, capital of Jiangsu, a fast-growing area that offers a host of economic development opportunities, said Hilda Lockhart, director of the Alabama Development Office's International Trade Division.

Officials began working on the pact during a 2006 trade mission to China.

# TRADE MISSION TO CHINA

Governor Riley and Port Authority Director/CEO Jimmy Lyons tour ZPMC's Shanghai manufacturing plant. ZPMC manufactured the new cranes for Mobile Container Terminal as well as two ship unloaders and two new stacker reclaimers for McDuffie Terminal.



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# TRADE MISSION TO CHINA



COMMUNITIES ON THE MOVE

# BALDWIN COUNTY

## OFFERS ECO-TOURISM AT ITS FINEST



Baldwin County offers more than 100 charter boat services and wildlife cruises. Photo provided by the Alabama Gulf Coast Convention & Visitors Bureau.

When you think of Alabama's Gulf Coast, do sandy-white beaches, the beautiful blue surf, and a relaxing week of lounging and drinking your favorite umbrella-decorated beverage come to mind? If so, you were probably born sometime after 1978.

That's because those in Generation X (the most frequent vacationers) think much further than that when they come to visit the Gulf Coast. They think of kayaking, hiking, swimming with the dolphins, shrimping and bird watching. Even studying the rich history of Mobile Bay and its rivers. Regardless of the preference, undisturbed natural resources and unique outdoor activities are top-of mind.

"There are so many opportunities for exploration here on the Gulf Coast and along the bay," according to Jay Hasting, director of tourism for the Eastern Shore Chamber of Commerce. "With the brand new parks and the 5 Rivers Delta Center, everyone's eyes have really opened up to what Baldwin County has to offer."

It's clear that tourism in Baldwin County, Alabama is currently in a major transition period. "Our visitors want more activities and more options when they come to the beach," said Mike Foster, vice president of marketing for the Alabama Gulf Coast Convention and Visitors Bureau (CVB). "People want

to learn about the environment more than ever, and we are hard at work developing programs to meet those needs."

The Alabama Gulf Coast CVB has worked with a private sector to develop 10 dolphin cruise experiences, educational walks on the beach and nature-based water tours involving shrimping and oystering over the last five years alone. These programs include exploring 7,000 acres of preserved coastal ecosystem at the Bon Secour National Wildlife Refuge,



The Bon Secour National Wildlife Refuge contains 7,000 acres of wildlife habitat for migratory birds, nesting sea turtles and the endangered Alabama beach mouse. The refuge was established by Congress in 1980 to preserve the coastal dune ecosystem, protect threatened and endangered species, provide compatible recreational opportunities, and serve as a living laboratory for students and scientists. Photo provided by the Alabama Gulf Coast Convention & Visitors Bureau.



**Bikeways, hiking paths, a canoe trail and plenty of wide open spaces are a nature lover's dream. Baldwin County provides its visitors with a way to get out, get some fresh air and get close-up-and-personal with the natural side of Alabama's Gulf Coast. Photo provided by the Alabama Gulf Coast Convention & Visitors Bureau.**

searching for exclusive birds on the Alabama Coastal Birding Trail or learning how to share the beach with the mother sea turtles, just to name a few.

“Once Perdido Bay had six nature guide boats in operation, and in 2007, that number had tripled to 18,” commented Joanne McDonough, a nature-based tourism specialist with the Alabama Gulf Coast CVB. “Currently, there are 30 nature businesses in Baldwin and Mobile Counties.”

Not only does eco-tourism increase the possibilities for visitors to the area, but it also doesn't hurt the economy either. According to a study from the Outdoor Industry Association, nature-based tourism has a large economic footprint: \$730 billion contributed annually to the U.S. economy, over six million industry-related jobs, \$46 million in gear retail sales, \$243 million in trip-related sales and \$87 million in federal and state taxes. In Alabama alone, 170,686 jobs in 2007 were directly or indirectly attributable to the travel and tourism industry (Baldwin County being one of the most visited), according to the economic impact study.

As the vacation experience continues to evolve from a week of basking in the summer sun to an all-inclusive outdoor rendezvous, Baldwin County will continue to stimulate the economy and grow its tourism by strengthening its nature-based tourism activities.

For all the latest information regarding tourism in Baldwin County please visit [www.gulfshores.com](http://www.gulfshores.com).



**The Alabama Coastal Birding Trail spans two counties and is enhanced by directional and interpretive signage, offering birding enthusiasts endless opportunities for avian appreciation. Photo provided by the Alabama Gulf Coast Convention & Visitors Bureau.**



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MADE IN ALABAMA:

# MOBILE'S MARDI GRAS TREASURE

A lot of the products Stephen Toomey sells everyday will eventually get tossed out. But that's just fine with him. In fact, he hopes it does.

Toomey is the owner of Toomey's Mardi Gras Store, a must-see for revelers and casual observers alike. The large show room carries a monstrous assortment of beads, hats, trinkets, candy, moon pies and anything else that might be tossed from a Mardi Gras float.

With humble beginnings back in the 1970s, Toomey's began as a small seasonal home-based business started by Toomey's parents, Jack and Ann Toomey. They would purchase and sell Mardi Gras beads, candy and other "throws," as they are called, to their family, friends and members of his father's Mardi Gras Crewe or organization.

The business gradually outgrew the family home.

"The final straw was when the left over Now and Later's candy melted in the summer heat and oozed out from under the shed door. My mother drew the line and kicked the business out of the house," laughed Toomey.

Toomey's began opening in a retail location during the Mardi Gras season, developing a reputation as the place to go to get Mardi Gras supplies.

In 1995, after a number years working in the hospitality industry, including a stint at the Asheville, N.C. Convention and Visitors Bureau, Stephen Toomey moved back to Mobile to help his parents with the store. Toomey began to expand the store's products to include other holiday items as well as party items. He also began to go directly overseas to the manufacturers to get many of the products and established a website for the store.

"The Internet is a large part of what took the company from seasonal to year-round," explained Toomey, who believes the

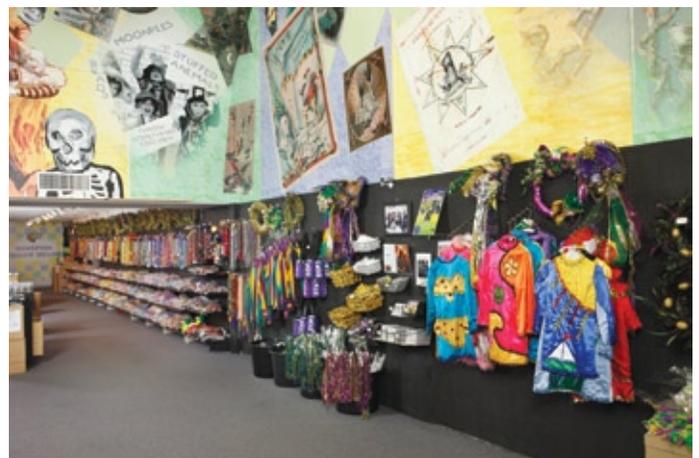


Toomey's also carries a large selection of masks and can supply custom made masks as well.

web is perfect for small businesses like his. "Through the web we have been exposed to lots of people around the world that would have never heard of us. We never would have been able to operate globally without it."

Because of the Internet business, Toomey is able to keep a larger number of employees on staff throughout the year. During the Mardi Gras season, the store has as many as 85 employees and goes down to a core group of around 12 for the remainder of the year.

In 2003, Toomey moved the business to its present location at 755 McRae Ave., right off of Government Boulevard in Mobile. The new store has more than 16,000 square-feet of retail space and a staggering 56,000 square-feet of warehouse space. Walking through room after room of the cavernous warehouses recently, Operations Manager Chuck McKay explained the need for so much space.



The walls at Toomey's Mardi Gras store are as interesting as the items they sell.



**Stephen Toomey (back row, center, in the spaceship) gathers with some of his employees in a favorite showroom attraction – a large, metal spaceship. Operations Manager Chuck McKay is front row center.**

Not only does Toomey's sell many types of beads, but also the company has the capability to produce custom beads and throws for organizations. Working with local graphic artists, the company designs and produces unique items for many Mardi Gras organizations. The company also works with national companies to create custom beads and other items for their promotions.

"One of the most challenging things we have done lately is design working pumpkin lanterns for Southern Comfort Liquors to put in bars for their Halloween promotions. It's a testimate to our supply chain in China we were able to design them and have them produced to our specifications," said Toomey. "It took several prototypes but they ended up looking great."

Toomey's has also produced custom beads for other liquor companies. They recently shipped beads for the first time to Prague and to the United Kingdom for Mardi Gras promotions in bars there.

"It was exciting to be able to share the fun we have with America's original Mardi Gras with other countries, much like we did with New Orleans in the 1800s," he added with a smile. "Mardi Gras really is Mobile's secret treasure. For years it was a pretty well kept secret, but now the word is getting out and we're happy to share it."

Toomey tries to find unique items for the store, traveling to China several times a year to personally attend trade shows.

"We are exposed to a lot of first generation products that are very exciting for us to bring to Mobile." Toomey's also exhibits at several national trade shows to give the company more exposure on a national level. "We want to get the word out about who we are and what we can do."

The retail store is open year-round and is a Mardi Gras experience in itself where hundreds of elaborate carnival beads and other unique beads for holidays and theme parties adorn the shelves. The store also sells costumes, masks, T-shirts, Moon Pies and everything else needed for the carnival season or at home.

"Many people don't realize that we carry items for most holidays and party themes. We are also expanding our costume area, focusing on more dress-up costumes than the Halloween type," Toomey added.

"During the Mardi Gras season, the cartons are stacked to the ceiling," McKay said.

Even several months after the last parade has rolled and Mardi Gras has culminated for the year, the boxes are still stacked fairly high and the warehouse is buzzing with forklifts and movement.

"We stay busy all year round, but during Mardi Gras it really gets crazy," McKay explained, adding that the company sold more than 52 million strands of beads during the Mardi Gras season alone. "That's a lot of beads and boxes to move."

But beads aren't the only thing going out the door. This year, Toomey's sold more than 3.5 million moon pies during the five-week Mardi Gras season. The marshmallow and graham cracker disks are a throw unique to Mobile's Mardi Gras. Toomey's doesn't carry just any version of the snack either.

"As far as we're concerned, there's only one moon pie and that's the Chattanooga Moon Pie. We want the real thing," said Toomey.

In recent years, Toomey has developed a great relationship with the owners of the Tennessee bakery and the bakery has created special packaging with the Toomey's logo in the corner.

"It's really fun to see our logo on all of those moon pies," Toomey said.



**Toomey's Mardi Gras Store sells thousands of Mardi Gras related items in a showroom that's rich in Mobile Mardi Gras history.**

The expansive showroom is a history lesson in Mobile's Mardi Gras and enjoyable even when not perusing for beads. Elongated walls are covered in art and photos depicting Mardi Gras' past.

"Some people come in just to see the artwork. It's really interesting and takes a while to take it all in," said McKay. Oversized replicas of the first Mardi Gras ball invitations dating back to the 1870s adorn the walls, scattered among enlarged photos of parades and Mardi Gras courts long past. Large portions of Mardi Gras floats also add to the décor.

Interspersed among the artwork are bits of Toomey family history as well – Ann and Jack Toomey's wedding picture, photos of Stephen in Mardi Gras attire with his children, giving a nod to the family that founded this Mobile company.

Suspended from the ceilings are dozens of musical instruments and Mardi Gras items. In the large bead room, floor to ceiling photos depict an early 1900 parade scene that run the length of the large room. Also displayed are large replicas of doubloons, the custom coins thrown by each Mardi Gras Crew.

Toomey's recently expanded locally when they established the Mobile Carnival Museum on Government Street in downtown Mobile. The Mobile Carnival Museum Gift Shoppe by Toomey's has been in operation for more than two years and has exposed the business to more local tourist traffic.

"We have found that between the Museum Gift Shoppe and the hotel concierges, a lot of tourists are finding our main store," said McKay. "They really seem to enjoy a close-up look at all of the float pieces and the artwork."



**Some examples of custom beads that Toomey's has designed and produced. Toomey's regularly designs and produces custom beads for nationally known brands. The company recently shipped custom beads to the U.K. and Prague.**

During the Mardi Gras season, Toomey's opens a third retail location across Mobile Bay in Baldwin County.

"There are so many organizations over there, we stay really busy," said manager Terri Ellison. "We try to make it easier for our customers by moving closer to them." The company also sells to crews from Texas to Tampa, Florida.

Dealing with such an expansive offering of products from overseas requires large container shipments on a regular basis.

"In the past, we had things shipped into the West Coast and brought by rail to us." Toomey began shipping his containers through the Port of Mobile in 2007. Chickasaw Container Services delivers the containers from the port to the company's warehouse in Mobile.

"We're all about trying to keep everything as local as much as possible," explained Toomey. "We're a Mobile family and a Mobile company. It's just the right thing to do."

While a large portion of his business originates elsewhere, Toomey estimates 60 percent of his business is still driven by local customers.

"We're not looking to be the biggest. Taking care of our customers, especially the local ones, is still the most important thing to us," said Toomey. "We want to stay excited and passionate about what we do and most importantly, to stay true to the heart of our business."

To learn more about Toomey's Mardi Gras Store, visit their retail stores or visit their website at [www. Toomeys-mardigras.com](http://www.Toomeys-mardigras.com).

**CSX TRANSPORTATION RECOGNIZES EVONIK DEGUSSA'S EXCELLENT SAFETY RECORD**  
*Evonik's Commitment To Railcar Safety, Maintenance Praised*



Evonik Degussa Corp. recently received CSX Transportation (CSXT)'s Chemical Safety Excellence Award, an honor that recognizes Evonik Degussa Corp.'s long-standing commitment to rail car maintenance and safety as well as continuous safe tank car loading.

Dean Piacente, CSX vice president-chemicals and fertilizer, said that to be eligible for the award, a company must ship 600 or more railcars per year on CSXT with zero non-accidental releases during the entire year.

"The goal of the Chemical Safety Excellence Award is to reward those shippers who keep their rail fleets well-maintained and repaired and who provide safety training for their employees," said Piacente. "At CSX, safety is a way of life. We need the support of our customers to help keep our employees, our communities, and our customer's employees as safe as possible and these customers accomplished that without fail in 2007."

"Safety has, and always will, be the number one priority for us," added Thomas Bates, president of Evonik Degussa Corporation. "We are extremely serious about our commitment to safety not only to our employees but also to our customers and neighbors as well."

A number of other chemical companies were also cited by CSX Transportation in its 14th annual Chemical Safety Excellence Awards. The award ceremony was held in Atlanta.

— Port of Mobile —

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B O N D E D

## COALITION OF ALABAMA WATERWAYS ASSOCIATION VISITS WASHINGTON, D.C.

Members of the Coalition of Alabama Waterways Association recently traveled to Washington, D.C. to discuss inland and seaport water resource issues with members of the Alabama, Mississippi, Georgia, and Florida Congressional delegations. The members also attended the National Waterways Conference Budget Summit while in the nation's Capitol. Industry discussion topics and briefings included the current state of the nation's infrastructure and challenges ahead as highways and rail networks continue to experience congestion and growth in overall usage; a look into the Congressional appropriations process and what to expect in the FY09 cycle; the Administration's FY09 Corps Civil Works budgets, and current and future issues under the Water Resources Development Act (WRDA).



Don Waldon, Tennessee-Tombigbee Waterway Development Authority; The Honorable Roger Wicker, United States Senate; Mike Tagert, Tennessee-Tombigbee Waterway Development Authority; Colonel (Ret) Nick Ardillo, Board Member, Tennessee-Tombigbee Waterway Development Authority.



Pictured L-R first row: Jerry Sailors, Coosa-Alabama River Improvement Association; Ralph Clemons, Coosa-Alabama River Improvement Association; Judith Adams, Alabama State Port Authority; L-R second row: Charlie Haun, Parker Towing, Inc.. Larry Merrihew, Warrior Tombigbee Waterway Association; Sheldon Morgan, Warrior Tombigbee Waterway Association



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## AUSTAL LAUNCHES LITTORAL COMBAT SHIP



Austal successfully launched its landmark 127-meter Littoral Combat Ship INDEPENDENCE (LCS 2) on April 29, as the company celebrates its 20th year.

Since its keel laying in January 2006, INDEPENDENCE has steadily progressed within Austal USA's purpose built construction facility in Mobile, Alabama, toward becoming a formidable warship.

The launch procedure involved coordination of all large shipping traffic in the Mobile River while INDEPENDENCE was rolled out of the construction hall on 66, 100-ton rail-trolleys onto a floating drydock.

The 127-meter Austal trimaran seaframe is the platform for the LCS's mission and weapon systems. This seaframe provides superior seakeeping and aviation as a result of its long, slender central hull and smaller side hulls ("amahs"). The trimaran hullform provides a large internal mission deck with a high payload carrying capacity.

Located above the mission bay is the enormous flight deck capable of conducting dual H-60 helicopter operations and accommodating the US Navy's largest helicopter, an H-53, a feature not available on similar size naval warships. The vertical location of the flight deck on the trimaran hull form provides the highest flight deck elevation on a combatant ship other than a major amphibious vessel or aircraft carrier. INDEPENDENCE will be moored alongside the Austal USA facility while the activation and testing of combat and other onboard systems is completed. Sea trials are expected to commence in late 2008.

In congratulating the workforce on the construction of the vessel and successful launch, Austal USA Chief Executive Officer Bob Browning said, "This is an incredible achievement not only for Austal but particularly for Austal USA which was only established in 1999. To have recruited, trained and developed a strong workforce of over 1,000 staff from scratch, whom today launched the largest and most sophisticated aluminum warship built to date, is an impressive feat."

INDEPENDENCE is one of two alternative ship designs that will be evaluated by the US Navy as part of its plan to expand the existing fleet to 313 ships. The Navy's current program of record calls ultimately for constructing 55 Littoral Combat Ships.

In a Pentagon media roundtable held on Feb. 12, Chief of US Naval Operations Admiral Gary Roughhead said, "A 313 ship fleet is the floor. You can look at the shipbuilding plan and you can see that LCS is the major driver of the number, and it's not just to drive the number higher."

He added, "The fact is that we as a Navy do have a gap in what I call the green water. We're really good in the blue. We've started to emerge again in the brown water with our riverine force. But in the littoral or green water, we have a gap. LCS fills the gap and LCS is the best ship to fill the gap. It has the speed. It has the shallow draft that expands the amount of area in which we can operate. And it's also been designed to have rapidly changeable mission modules. That's part of the design. So LCS is a very important ship for our Navy."

# CAYTRANS ADDS M/V BBC FAABORG TO SERVICE



**Cargo is loaded on the M/V MALTE B for Caytrans BBC.**

In order to meet market demands, Caytrans BBC LLC recently added M/V BBC FAABORG to their service, and currently has a total of 4 vessels engaged in the trade lane primarily from the USG to NCSA servicing the project, mining and oil industry, but also catering to the bulk and steel market as required.

The M/V BBC FAABORG is another modern diversified multipurpose tweendeck vessel similar to several other vessels employed by the line.

With the recent addition of a fourth vessel, Caytrans BBC will now be able to service their many clients and service contracts, both south and northbound, on a weekly basis from USG ports such as Houston and Mobile with fast transit times to Colombian and Venezuelan ports.

In order to better maintain sailing schedules and avoid berthing delays in Houston, the line recently moved its terminal activities in Houston to the City Docks, and vessels are now being handled by Schroder Marine Services at City Docks # 8, where there is sufficient storage space to stage the variety of cargoes being shipped by Caytrans BBC.

The line's activities are managed by Dan-Gulf Shipping, Inc. in New Orleans which is also assisted with sales by the Houston BBC office.

# SANCHEZ

**Selected as Assistant Chief of Operations Division in Mobile District, U.S. Army Corps of Engineers**

Nelson Sanchez has been permanently selected as assistant chief of operations division in the Mobile District for the U.S. Army Corps of Engineers. He previously served as chief of coastal management branch.

Carl Dyess will continue to be acting as the chief of coastal management branch, operations division until the position is filled permanently. Dyess has technical experience in the Navigation and Dredging. Sanchez and Dyess will be working together to continue to provide information as it pertains to the Coastal Navigation Projects as well as Inland Waterways.

Sanchez will continue to serve the navigation customers and be strongly involved in the PEAT and Hurricane Protocols.

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The bombs bursting in air during the Independence Day 1776 celebration.

# AMERICAN VILLAGE:

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Imagine what it was like to fight for American independence. Or what it must have been like to march as a soldier in George Washington's army. Or to wear the regal wardrobes and garments our forefathers wore. Imagination becomes reality for thousands who come to The American Village.

When the idea of The American Village was first pitched in 1993 to lawmakers, and community leaders in Montevallo, Shelby County, and the state by Tom Walker, the Village's founder and executive director, no other history and civics education center of its kind existed. The American Village would be a place where visitors could step into the scene and connect with the ideals and passions of those Americans in every generation who have stood up for the cause of liberty and self-government.

Walker's persistence was effective, and in 1998, construction of The American Village began on a 113-acre tract of land in Montevallo, Alabama. The site was chosen for its prime location in the central part of the state. The supporters were many, but the biggest debt of gratitude went to the Alabama Legislature.

According to Walker, The American Village is a one-of-a-kind educational institution aimed to educate, edify and inspire young people not only in Alabama, but also throughout the country. It is the first civic education campus in the country built to provide experience-based learning.

"The Village celebrates our national pride, our citizenship and encourages visitors to step back into time to appreciate how hard it was to secure our nation's liberty and independence," said Walker. "Visitors walk away with a better understanding of historical figures and a sense of empowerment by re-discovering the American journey for independence where the call for liberty is as strong and passionate as it was more than 225 years ago."

The American Village also features unique interactive living history experiences for all ages. The park is complete with various colonial buildings patterned after George Washington's Mt. Vernon, the Bruton Parish Chapel of Williamsburg, a colonial courthouse and the Presidential Oval Office. In addition, it has proven to be a popular stop



**American Village Deputy Board Chair and former National Regent, Vaughan I. Morrisette of Mobile, and American Village Executive Director, Tom Walker, welcome Executive Director, James C. Rees, and other leaders of George Washington's historical home, Mount Vernon.**

for casual visitors and tourists, having been featured in the September 2000 issue of *Southern Living* magazine.

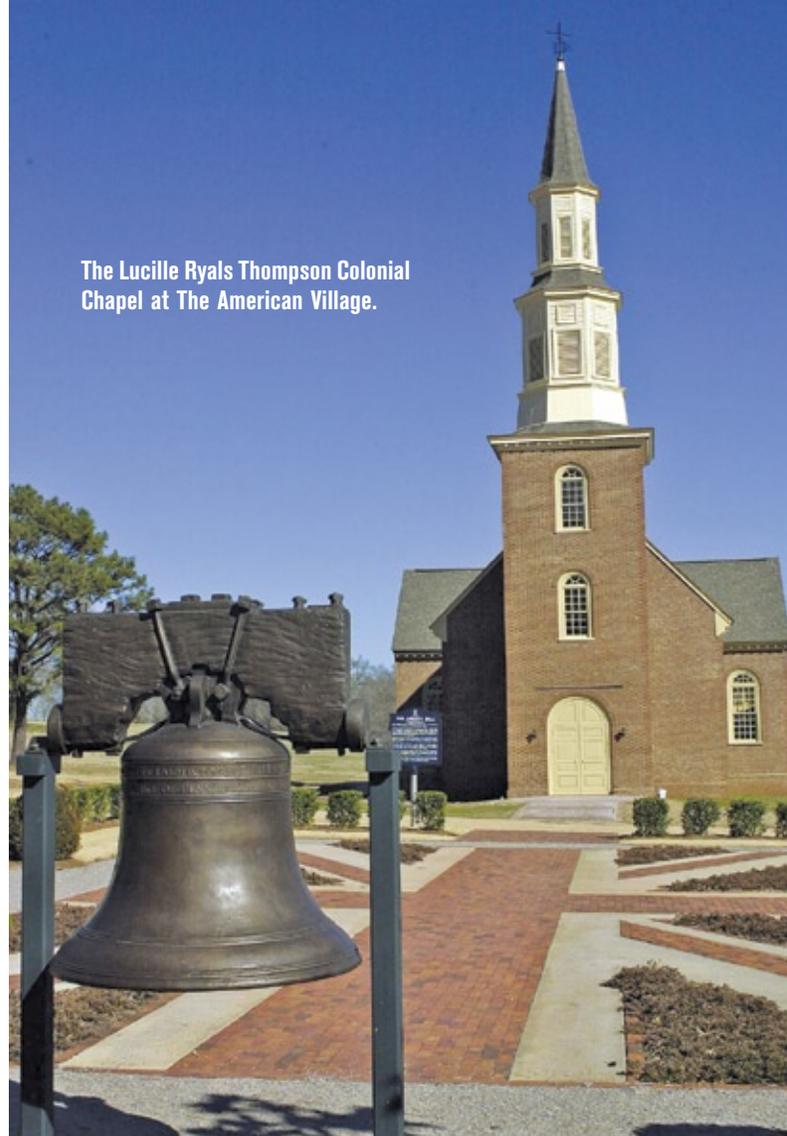
Costumed historical interpreters guide visitors on a trip back in time to rediscover the story of America's journey for liberty and independence. Programs include experiences and fun for all ages, as visitors may fly a kite with Benjamin Franklin, march with George Washington's army, attend colonial puppet shows, and much more. Some 40,000 students travel to The American Village each year for one of the most popular field trips in the southeast.

The American Village's 4th of July Independence Day 1776 celebration brings more than 10,000 visitors each year. Here, at this re-created village, visitors will encounter role players from the nation's past. They may hear Patrick Henry make his famous "give me liberty or give me death," speech or they may take part in the hourly reading of the Declaration of Independence. A salute to veterans and a big music show top the night, ending with a beautiful fireworks display over Washington Hall.

Walker said, "This is exactly how the 4th should be celebrated. The overall feeling of the day is very authentic; visitors come from all over to celebrate and participate in the day that independent America was born."

American Village hours are Mondays–Fridays from 10 a.m. to 4 p.m. and Saturdays and Sundays for privately scheduled and special events.

For more information please visit [www.americavillage.org](http://www.americavillage.org) or call 1-877-811-1776.



**The Lucille Ryals Thompson Colonial Chapel at The American Village.**



**Governor and Mrs. Patrick Henry and other persons of America's past greet visitors at The American Village.**

## The Remarkable **Dr. Bowditch**

For more than a century, ship captains and navigators wouldn't dare go to sea without a copy of "Bowditch" in their personal libraries, and the book has remained popular even in the advent of advanced electronic navigational aids. The "Bowditch," or, more properly, *The New American Practical Navigator*, was the product of one of the world's greatest mathematical minds. Its unlikely author was Nathaniel Bowditch, of Salem, Massachusetts.

Born March 26, 1773, Nathaniel was the son of Mary Bowditch and Habakkuk Bowditch, a seafarer whose time ashore seems to have been spent mostly in a haze of rum. Following his mother's death, the 13-year-old Bowditch was apprenticed to a ship's chandler, already having left public school three years earlier. Despite his lack of formal education, Bowditch had shown an aptitude for mathematics early on and continued his studies independently.

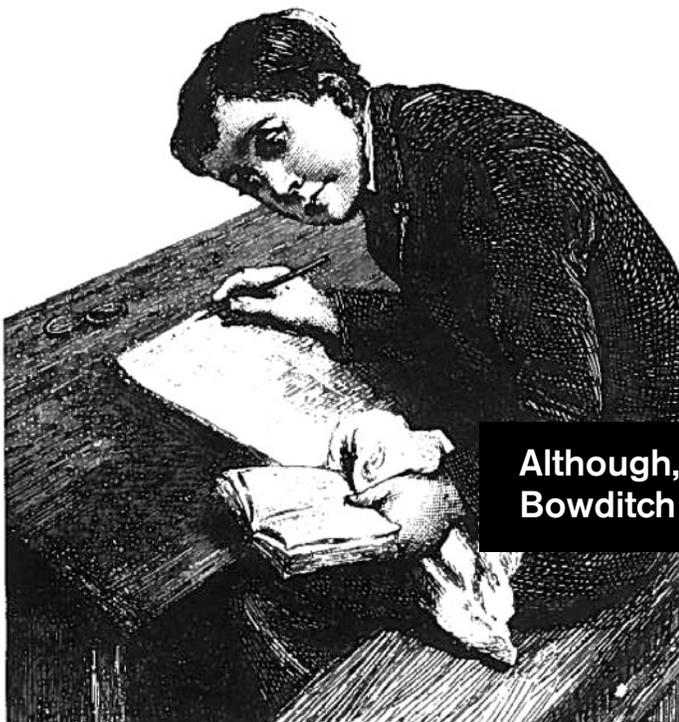
Coming into possession of an algebra book at age 14, Bowditch taught himself the subject and soon mastered it. A retired sea captain taught him the rudiments of navigation, and at age 17, Bowditch taught himself Latin so that he could read Sir Isaac Newton's *Prindpia Mathematica*. Testament to

his growing mathematical genius, Bowditch discovered an error in Newton's calculations.

Bowditch continued his studies, reading *Chambers S Cyclopedia* from cover to cover. He devoured Shakespeare and the Bible. He had a facility for languages and, in addition to Latin, taught himself Greek, Italian, Spanish, French, Portuguese and German so that he could read the literature of those nations in the original. By the time he was 22, Bowditch had become one of the best educated men in America, a remarkable enough feat in itself.

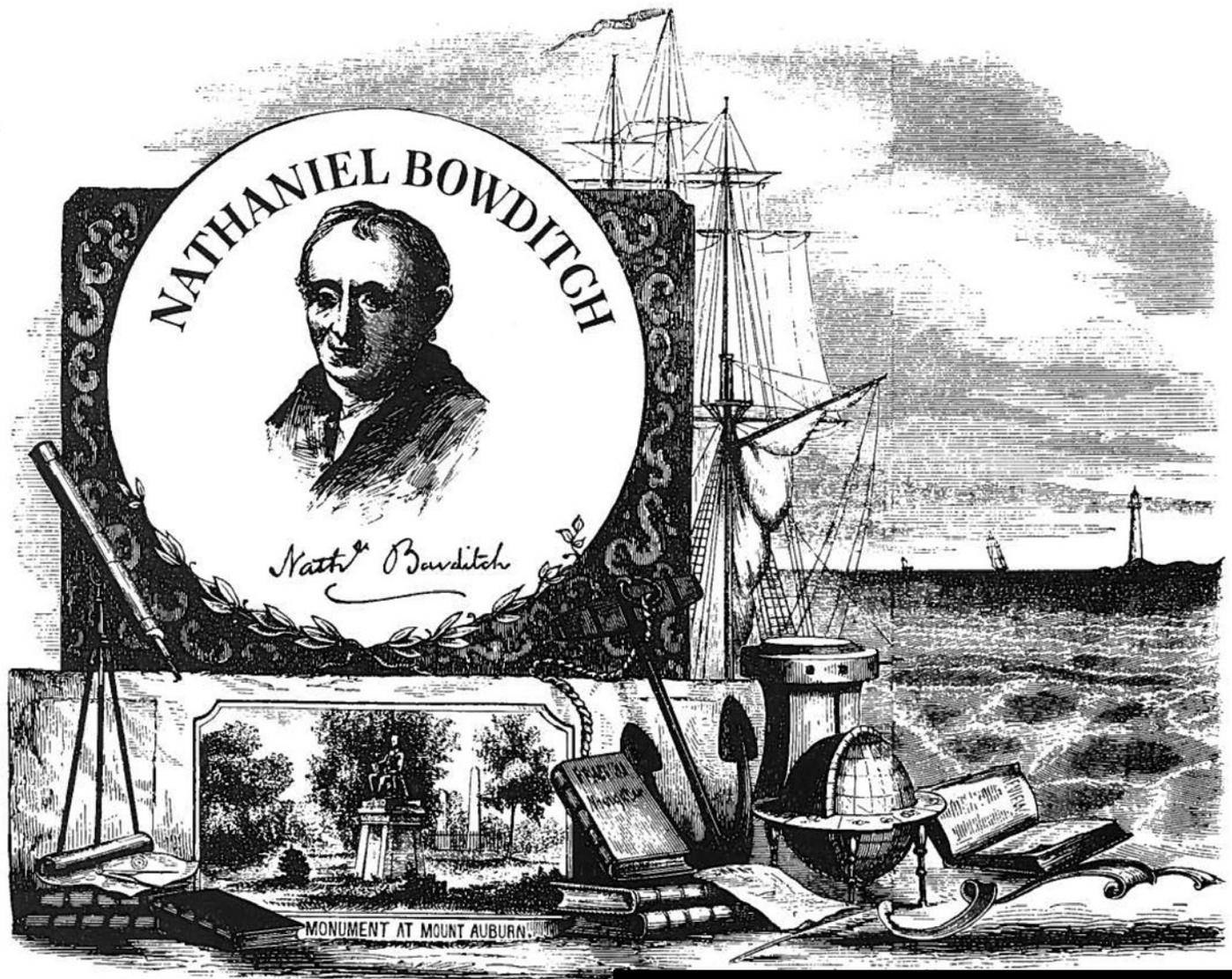
For all his innate genius and self-taught knowledge, however, Bowditch was at this time poor. He had completed his apprenticeship at age 21 and had recently been hired by the Commonwealth of Massachusetts to conduct a survey of Salem, which he had completed accurately and efficiently. Despite that he was an unlikely suitor, being physically small, underemployed and having no great prospects, Bowditch had earned the love of Elizabeth Boardman, and he now set out to earn enough money to marry and support Elizabeth. Bowditch turned to an old boyhood friend who was a few years his senior, Captain Henry Prince. Bowditch begged Prince to hire him as second mate and clerk on an impending voyage. Bowditch, although completely inexperienced as a seaman, promised that his mathematical skills would prove invaluable to navigation of the ship.

Nowhere is the maxim "time is money" more true than in the shipping industry. If Bowditch could, as he claimed, substantially reduce Prince's sailing time through super-accurate navigation, the merchant captain stood to make a larger profit. Captain Prince agreed to the proposal, and at age 22, Nathaniel Bowditch went to sea for the first time, shipping aboard the HENRY as clerk and assistant helmsman.



**Although, he dropped out of school at age 10, Nathaniel Bowditch continued his studies on his own.**

At that time, the greatest problem in navigation was establishing a vessel's longitude. Chronometers had by then been developed for that purpose but were still prohibitively expensive and not always reliable. It was during the voyage of



**Bowditch put his mathematical genius to work, providing an accessible method of navigation that would be used for more than 100 years.**

the HENRY that Bowditch hit upon a relatively simple manner of determining longitude by celestial observation. Of this earth-shattering discovery, Bowditch noted somewhat laconically in his journal, "...Thursday thought of a method of making a lunar observation." By taking three simultaneous observations of the moon and a fixed star, Bowditch could calculate the angular distance between them and then determine his position relative to the prime meridian at Greenwich by referring to the *Nautical Almanac*, published annually by the Commissioners of Longitude in London.

Utilizing his skills of observation and calculation, Bowditch navigated the HENRY by the most direct route to the Isle of Bourbon (modern day Reunion) in the Indian Ocean, where she took on a rich cargo of coffee. The HENRY dropped anchor in Salem harbor on January 11, 1796, exactly one year after sailing for the Indian Ocean, making an extremely fast and profitable passage.

Three months later, Bowditch once more shipped out with Captain Prince, this time on the merchantman ASTREA. Their

destination this time was Manila and they made the journey there and back in a record time – 14 months, returning to Salem in May 1797. While a year and two months seems like a long voyage, such a voyage could be expected to take as long as three years at that time. Shortly after his return from Manila, Bowditch was approached by Edmund Blunt, a publisher from Newburyport who had produced an (unauthorized) American edition of English mathematician John Hamilton Moore's *New Practical Navigator*, which included a series of tables for each possible reading of the altitudes of celestial bodies. The problem with Moore's *Navigator* was that it was not wholly reliable. Knowing of Bowditch's faculty for mathematics and navigation, Blunt asked Bowditch to make any corrections that he could to the book.



**Celestial navigation had long been used by sailors.**

Bowditch agreed and began plowing through the work. He immediately discovered that Moore's methodology was flawed, and Bowditch went on to discover no fewer than 8,000 mistakes in Moore's calculations. The work was time-consuming and although he had managed to earn some money from his two sea voyages and investments, the mathematical work did nothing to supplement Bowditch's income. He married Elizabeth Boardman in the spring of 1798, and, some five months later, went to sea for a third time, both in order to earn additional income and to have the time to work on the *Navigator*.

Sailing once more with Captain Prince in the *ASTREA*, Bowditch navigated the ship to Spain. While there, he received the crushing news that his beloved bride had died of consumption. Bowditch threw himself into work, and upon the *ASTREA*'s return to Salem in April 1799, he turned over his corrections to the manuscript to Edmund Blunt. The book was published the following month, and while the maritime community took little note of the publication, the scientific community did, electing Nathaniel Bowditch to the American Academy of Arts and Sciences for his work.

In July, Bowditch and Prince shipped out aboard the *ASTREA*, once more bound for Manila, but this time in the off-season. Most vessels in the East Indian trade took advantage of the prevailing winds and sailed according to the monsoon season. Prince and the *ASTREA* took the opposite tack, having faith, no doubt, in Bowditch's navigational abilities to avoid mishap during their (by necessity) zig-zag course to the Philippines. Just prior to his sailing, Bowditch had been approached by Blunt again, who this time suggested that the mathematician produce his own book on navigation, one superior to Moore's work. The idea appealed to Bowditch, and he set to work on it immediately.



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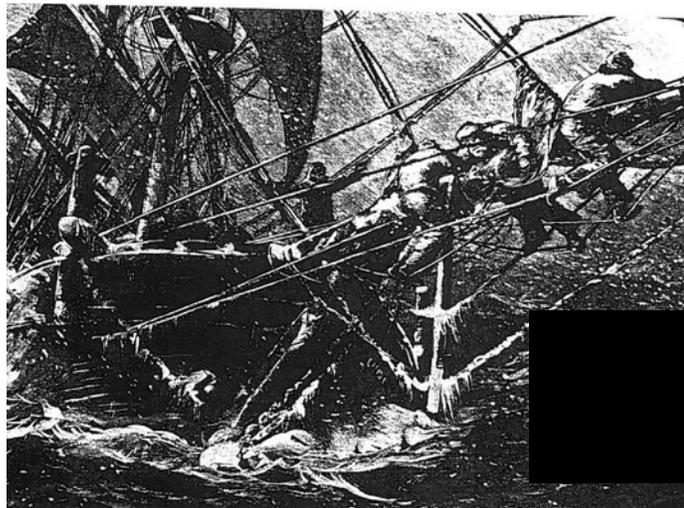
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## Harvard University granted Bowditch advanced degrees for his breakthrough work.

Bowditch's book took up where Moore's left off. Not only would it include better, more accurate tables for calculating one's position, it would also include information on calculating distance and speed and addressed everything a sailing master would need to know, from constructing and outfitting a ship to handling her, right down to the proper orders to give. Navigational charts were amended, and valuable information on winds and currents was updated and included, along with sections on piloting, marine surveying, marine insurance and bills of lading and exchange. Bowditch's *The New American Practical Navigator*, as the book was to be called, offered a complete education for the professional mariner.

Bowditch not only navigated the *ASTREA* and worked feverishly on his book, he also took it upon himself to teach every man in the ship to navigate by his methods. The sailors were instructed in using the sextant, and Bowditch had the entire crew establish the daily position. The *ASTREA* reached Manila in an astoundingly short passage six months and 23 days and when she dropped her hook in Manila Bay, every crewman from the cabin boy on up was proficient in celestial navigation.

The ship delivered her goods and took on a valuable cargo of sugar, pepper, indigo and hides, and immediately set sail for Salem—once more sailing against the wind. The *ASTREA*'s return voyage was completed in record time, and she was home 14 months after she had first sailed. Bowditch had earned enough money to concentrate on finishing his book, but he did take time out to marry his cousin, Mary Ingersoll, in October 1800.



**Captain Bowditch secured his fame by bringing the *PUTNAM* into Salem Harbor in the teeth of a blinding winter storm.**



The book came out in June 1802, published simultaneously in Boston and London. While the maritime community was slow to recognize the *Practical Navigator's* value, the book created a sensation throughout the academic world. Harvard University conferred an M. A. degree upon Bowditch, and he was made a Fellow of the Royal Societies of London and Edinburgh. Honors did not put food on the table, however, and not long after the publication of Bowditch's *Navigator*, the mathematician returned to sea.

Instead of serving in his usual role as navigator, Bowditch sailed as the captain of the *PUTNAM*, a three-masted square-rigger bound for Sumatra to fetch home a cargo of pepper. The spice trade could be dangerous – the Yankee captains traditionally dealt directly with native traders on distant shores – and highly lucrative. Pepper was one of the most valuable cargoes of the day, and pepper ships sailing in unfamiliar waters were often targeted by East Indian pirates. It is interesting that the merchants of Salem would trust such a mission to a man who had never commanded a ship before, but, after all, Bowditch had literally written the book on how to sail and navigate a square-rigger.

The *PUTNAM* weighed anchor in November 1802, bound for the East Indies. Captain Bowditch took the ship to Sumatra, loaded a rich cargo of pepper and sailed for home without incident. The voyage must have been very satisfying to the man Captain Prince had described as an “arithmetic sailor.” As master of his own vessel, Bowditch had the luxury of putting to the test all of his theories on sailing and navigation – and seeing them proved correct.

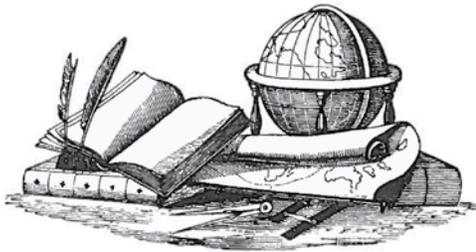
The PUTNAM approached the coast of New England in the teeth of a raging snowstorm in December 1803. Speaking another vessel, he confirmed his position and drove for Salem. Conventional wisdom held that a captain should stand off the coast in such a blinding storm, but Bowditch had great confidence in his abilities. On December 24, in a break in the weather, he shot the sun twice, and then, through the mist and rain he caught sight of Baker's Island Light. This was enough for Captain Bowditch. He guided the PUTNAM up the channel and tied up in Salem. Word of his feat spread quickly, for no other sea captain – even those with decades of experience – would have attempted to bring a ship in under those circumstances. Bowditch put it off to “simple arithmetic,” but his reputation was made. The maritime world began to take note of his book, and it has been in print ever since.

The voyage of the PUTNAM earned Bowditch a handsome share of the profits, and in 1804, he gave up the sea-going life for good, becoming president of the Essex Fire and Marine Insurance Company, which position he held until 1823. He continued to write and publish articles on a variety of topics. His greatest work was the translation of Pierre Simon Laplace's *Mecanique celeste*, with substantial annotation, published in five volumes.

Harvard offered Bowditch a professorship in 1807, which he declined, followed by similar offers from the University of Virginia and the U. S. Military Academy in 1818 and 1820, respectively. Harvard granted Bowditch and LL. D. in 1816, and the great man was made a member of the Royal Academies of Palermo and Berlin, the Royal Irish Society, the Royal Astronomical Society of London and the British Association.

In 1823, Dr. Bowditch and his family moved to Boston, where he continued his academic studies and writing. In his later years, Bowditch served as a trustee of the Boston Athenaeum and as president of the American Academy of Arts and Sciences. Bowditch has been described as having the greatest mathematical and astronomical mind ever produced in America. His intellect was second only to his vision and determination.

As word of Bowditch's death spread in 1838, ships of all nationalities lowered their flags to half mast in honor of the man who had made accurate navigation accessible to all. Perhaps the greatest tribute to this intellectual giant was paid by the professional mariners of the world, who continued to use his *Practical Navigator* until the eve of World War II.



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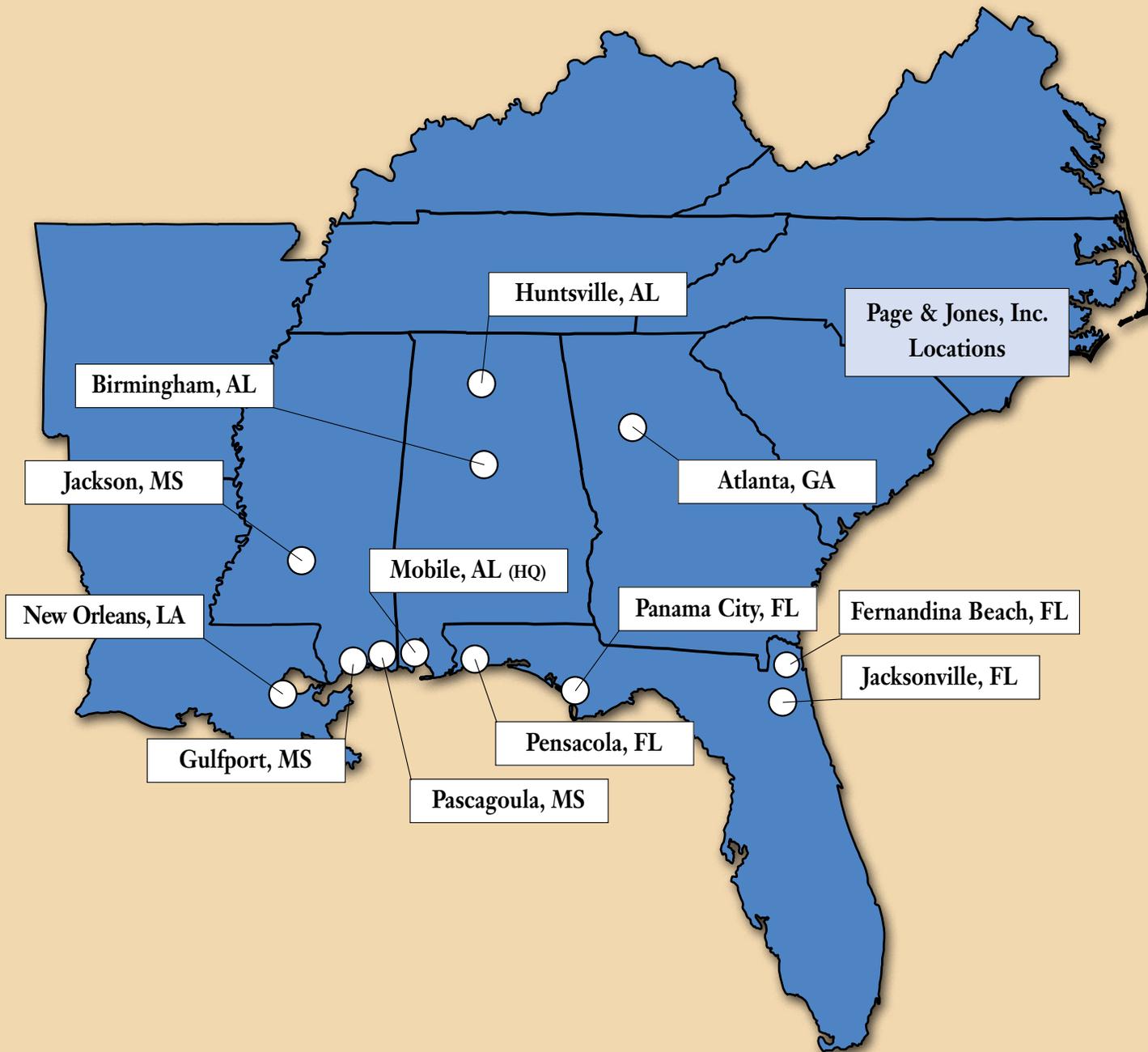


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# SAILINGS

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

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

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

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

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

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

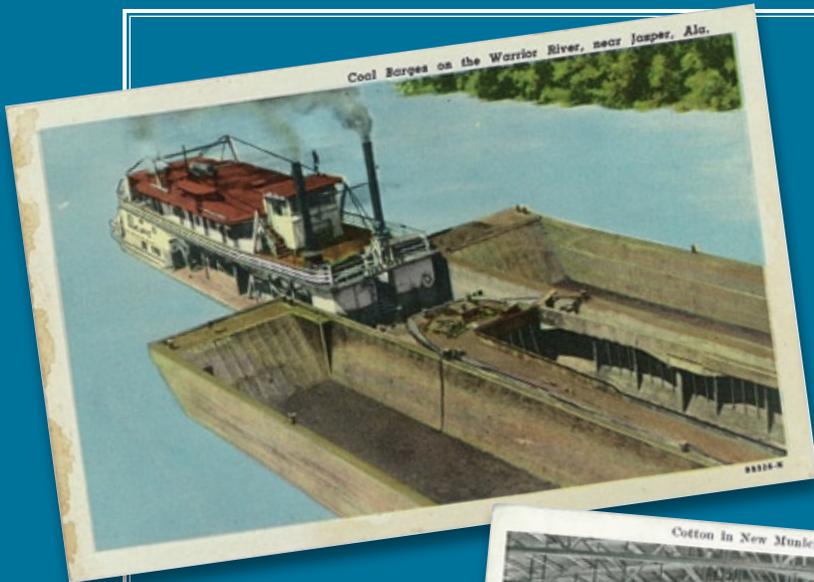
## STEAMSHIP AGENCIES

With listed sailings.

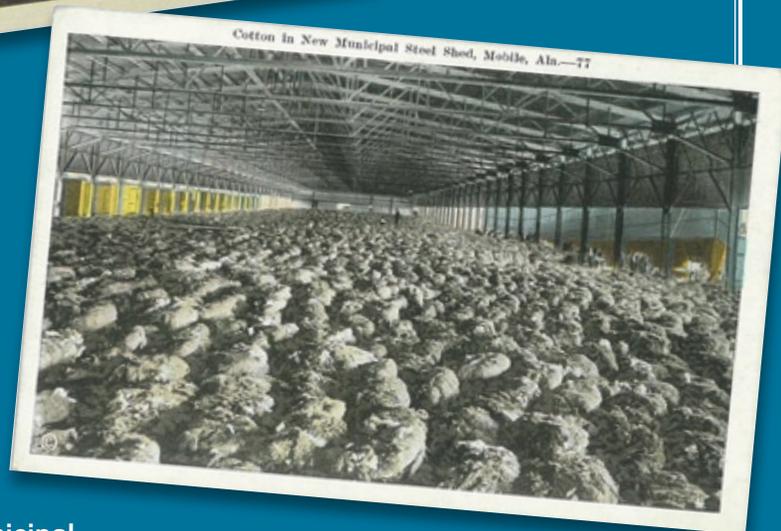
- + Biehl & Company
- + Inchcape Shipping Services
- + Seacliff Agencies
- + Bulk Shipping
- + Norton Lilly International Agency
- + Star Shipping
- + CG Railway, Inc.
- + Lott Ship Agency
- + Glovis USA
- + Page & Jones

# – A Look Back –

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



Coal barges on the  
Warrior River near  
Jasper, Alabama.



Cotton in New Municipal  
Steel Shed, Mobile, Alabama - '77

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Joe Connick, Director; Father Tivo, Chaplain  
INTERNATIONAL SEAMAN'S CENTER-605 Texas Street.....(251) 433-7953  
Rev. Aias DeSouza.....(251) 344-3712

## BANKS WITH INTERNATIONAL DEPARTMENTS

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

## BARGE FLEETING SERVICE

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

## BLAST FREEZE/COLD STORAGE

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

## BULK LIQUIDS

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

## BUNKERING SERVICE

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

## CONSULATES

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

## CONTAINER REPAIR & LEASING

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

## U.S. CUSTOMS

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

## DUNNAGE - PLYWOOD

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

## EXPORT BAGGING, PACKING 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) 432-4223  
PROTECT ENVIRONMENTAL-3537 Desirrah Drive S., Mobile, AL 36618.....(251) 470-0955  
THOMPSON ENGINEERING-P. O. Box 9637.....(251) 653-4525  
UNITED STATES ENVIRONMENTAL SERVICES LLC-4230 Halls Mill Road, Mobile, AL 36693.....(251) 662-3500  
USI OIL -1900-A Broad St.....(251) 432-0775

## LINE HANDLING

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

## MARINE BUSINESS BROKERAGE

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) 432-4223  
PSC-4531 Hamilton Blvd., Theodore, AL 36582.....(251) 443-7701  
WASTE MANAGEMENT INC.-17045 Highway 43, Mt. Vernon, AL.....(251) 829-4006

## MOTOR TRANSPORT (★ CONTAINER SERVICES)

AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
ALABAMA CARRIERS, INC.....	(800) 721-7107
AMEREX.....	(866) 675-6465
AVERITT EXPRESS.....	(251) 443-7703
AVONDALE CONTAINERS.....	(251) 438-2248
★ BALDWIN TRANSFER CO.....	(251) 433-3391
BENNETT MOTOR EXPRESS.....	(251) 635-0048
BOYD BROTHERS TRANSPORTATION, INC.....	(205) 716-2014
BRIDGE TERMINAL TRANSPORT.....	(251) 438-6984
BUFFALO WOOD, INC.....	(601) 645-5865
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 DRAYAGE.....	(800) 321-0801
DOLPHIN LINE INC.....	(251) 666-2057
DUFFY FREIGHT CARRIERS.....	(334) 284-2656
E & F TRANSPORTATION, INC.....	(251) 621-0121
★ 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
★ IHS.....	(800) 626-5882
INTEGRATED TRANSPORT LLC.....	(251) 479-7600
JAMES CARTAGE CO.....	(334) 354-3339
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) 748-8931
★ OLD DOMINION FREIGHT LINES, INC.....	(251) 452-2904
★ OVERNITE TRANSPORTATION CO.....	(251) 456-6545
★ POINT LOGISTICS.....	(251) 452-2128
ROADWAY EXPRESS.....	(251) 457-9274
ROSS NEELY SYSTEMS, INC.....	(800) 366-3359
SAMA 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) 438-2749
★ S/M TRANSPORTATION.....	(888) 546-2013
SPECIALTY TRANSPORTATION CO. (Bulk).....	(251) 679-8200
★ TRANS STATE LINE.....	(800) 643-2140
TRISM SPECIALIZED CARRIERS.....	(800) 292-3829
U. S. F. DUGAN.....	(251) 457-5326
WATKINS MOTOR LINES, INC.....	(251) 621-0280
WILLIS SHAW FROZEN EXPRESS.....	(251) 661-9420
WOERNER TRANSPORTATION.....	(800) 556-6828
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 SERVICE—P. O. Box 9309.....	(251) 432-2105
ATLAS MARITIME SERVICES CO.—P. O. Box 2901.....	(251) 432-4533
AUTRY GREER & SONS—2850 W. Main St.....	(251) 457-8655
CTW LAUNDRY/LINEN SVC.—2750 Mauvilla 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—Eggs Bertens.....	(800) 752-1214
ENVIRONMENTAL SAFE MARINE & IND. COATINGS—Corrosion Control.....	(251) 332-9189
GENERAL MACHINERY, INC.—P. O. Box 5174.....	(251) 473-1588
GLASCOW-MOODRES—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 9939.....	(251) 666-8615
KLOMAR SHIP SUPPLY—P. O. Box 1118.....	(251) 471-1153
L & M WELDING SUPPLY INC.—51 S. Hallett St.....	(251) 432-3616
MARINE & INDUSTRIAL SUPPLY CO.—150 Virginia St.....	(251) 438-4617
MARINE SPECIALTY CO.—111 Short Texas St.....	(251) 432-0581
MIDSTREAM FUEL—P. O. Box 2826.....	(251) 433-4972
MOBILE SHIP CHANDLERY CO.—210 St. Louis St.....	(251) 432-3501
PEDERSEN MARINE SERVICE & SUPPLY—662 St. Louis St.....	(251) 432-6045
PORT CITY CLEANERS/K&K ENTERPRISES (Laundry/Repairs).....	(251) 452-0813
SHANGHAI TRADING CO.—200 Airport Blvd.....	(251) 434-6448
SMITH SERVICES OF ALABAMA—701 Bill Myers Dr.....	(251) 675-0855
SOUTHERN MARINE SUPPLY CO.—1920 Avenue A.....	(251) 432-5657
STANDARD EQUIPMENT CO.—75 Beauregard St.....	(251) 432-1705
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) 432-4606
HENRY MARINE SERVICE INC.—310 Dunlap Dr.....	(251) 438-9442
IDEAL MARINE SERVICE—601 Emerald St.....	(251) 432-8926
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.—968 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) 662-8765

## 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.....	(713) 671-2038
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
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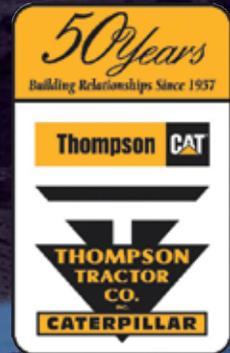


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