

ALABAMA

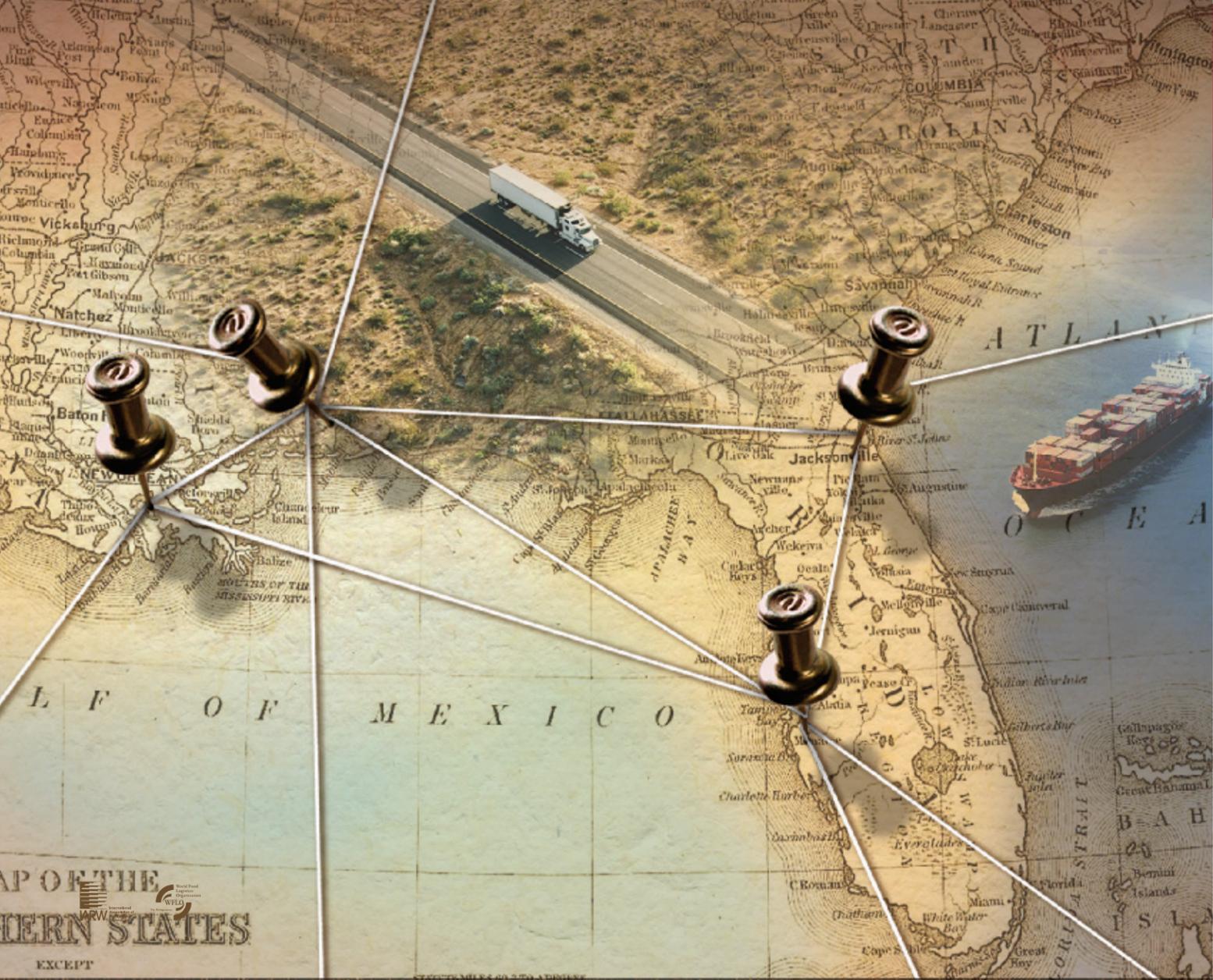
THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

NOVEMBER 2008



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ALABAMA SEAPORT

PUBLISHED CONTINUOUSLY SINCE 1927 • NOVEMBER 2008

On The Cover:

The Mobile Container Terminal on Grand Opening Day, November 6, 2008.



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APM TERMINALS, TERMINAL LINK AND THE ALABAMA STATE PORT AUTHORITY CELEBRATE THE OPENING OF THE MOBILE CONTAINER TERMINAL

November 6 went down as a historic day for the Port of Mobile when the Mobile Container Terminal LLC officially opened as the new gateway for containerized cargo to U.S. markets to a crowd of more than 400 dignitaries and guests.

Mobile Container Terminal LLC (MCT), a joint venture between APM Terminals, Terminal Link, a division of CMA CGM, and the Alabama State Port Authority, will provide terminal customers with access to global networks covering all possible trade routes to and from the Port of Mobile.

"This world-class facility is poised to meet current and future shipping demand in the U.S. Gulf Coast and is a testament to the combined strength of APM Terminals, Terminal Link and the Alabama State Port Authority," said Eric Sisco, president of APM Terminals Americas. "It is a win for the partners, the city, the state, the Gulf Coast region and the industry as a whole."

At the intersection of five Class 1 Railroads, immediate access to Interstates 10 and 65, and located 30 miles from open ocean, MCT offers an enhanced option in the U.S. Gulf for reaching Midwest markets, as well as Alabama and neighboring states. MCT, operated and managed by APM Terminals, has a startup capacity of more than 350,000 twenty-foot equivalent units (TEU) and will be developed in phases at a full build-out capacity of 800,000 (TEUs) annually.



Alabama State Port Authority CEO Jimmy Lyons addresses a crowd of more than 400 at the Mobile Container Terminal's grand opening event on November 6.



Bob Riley, Governor of Alabama

ALABAMA STATE PORT AUTHORITY

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Alabama Gov. Bob Riley told the crowd at the Mobile Container Terminal event that state officials have already started going into other countries telling them about the opportunities they have to reach the Midwest through the Port of Mobile.

"We are excited about the opening of the state-of-the-art Mobile Container Terminal as it provides a cost-effective alternative for our customers to reach new market opportunities through the Gulf Coast gateway," said Frank J. Baragona, president of CMA CGM (America) LLC. "The experience of our partners, Alabama State Port Authority, APM Terminals, and CMA CGM's operating subsidiary,



U.S. Rep. Jo Bonner (R-Ala.) attended the event and said the new container terminal will be a huge boost for Alabama's industries, helping compete and win in today's global economy.

Terminal Link, will deliver a world-class operation to support the continued growth and expansion in this region."

The overall project includes a separate intermodal rail transfer facility and modern distribution complex and represents a total investment of approximately \$300 million. Currently, MCT employs more than 300 people and is poised to create in excess of 1,300 jobs at final build out. During this time, MCT will generate \$2.6 million in annual tax revenue for the area.

"This new transportation asset will help both existing and new business, and state officials who are recruiting companies," said Jimmy Lyons, director and chief executive officer of the Alabama State Port Authority. "This is going to have a huge impact, not just for the Mobile area, but for the entire state of Alabama."

Alabama Gov. Bob Riley was on hand for the historic opening. "We have already started going into other countries telling them about the opportunities they have to reach the Midwest through the Port of Mobile," Riley said. "When you compare what we have here with what our sister Southern states have, I'll take this terminal over any I have visited anywhere in the country."



Frank J. Baragona, president of CMA CGM (America) LLC, shares his excitement about the opening of the Mobile Container Terminal as a cost-effective alternative for customers.

U.S. Rep. Jo Bonner (R-Ala.), who also attended the event, said, "The new container terminal will be a huge boost for Alabama's industries – helping compete and win in today's global economy. It will also help Alabama, as we continue in our efforts to recruit new industries to our state."

"Local, state and Mobile Container Terminal officials are leaders who are committed to this area and are going to make this one of the finest container terminals in the entire world," said U.S. Sen. Jeff Sessions (R-Ala.) in his address at the event.

U.S. Senator Richard Shelby (R-Ala), who was unable to attend the event, said in a statement, "Mobile is one of our nation's top 10 general cargo ports. I am pleased that the Alabama State Port Authority will expand our port's capabilities to meet the needs of container vessels, which will position the Port of Mobile as a viable competitor in this quickly growing industry."

A surprise announcement came during the event from CMA CGM, a stakeholder in the \$300 million terminal venture, who announced it would be adding Mobile to its PEX3 service. The service provides shippers weekly connections to the Far East. The new service is expected to move up to 52,000 containers a year through the terminal.

"It's not a bad Christmas gift for the city of Mobile and the state of Alabama," Baragona said.



Eric Sisco, APM Terminals Americas, shares plans for the Mobile Container Terminal at the event while Tim Parker, ASPA Board member, looks on.



During the press conference at the Mobile Container Terminal, Jimmy Lyons, CEO of the Alabama State Port Authority, talks with Brian Clark, director of the Mobile Container Terminal.

Until the CMA CGM announcement, ZIM Line has been the first and only steamship line to call on the terminal since it opened in early October. ZIM had previously been a customer of the state docks before shifting to the terminal and is now bringing in vessels on a weekly basis. The ZIM vessel links Mobile with Jamaica, China, Korea and Japan and brings containers holding items such as Hyundai auto parts through the new facility.

APM Terminals, with corporate headquarters in The Hague, Netherlands, is one of the world's leading global container terminal owners and operators, with a Global Terminal Network of more than 50 terminals in 31 countries and five continents, serving more than 60 container shipping lines around the world. APM Terminals Americas is the largest terminal operating company in North America and has more than 30 years experience in providing shipping lines with

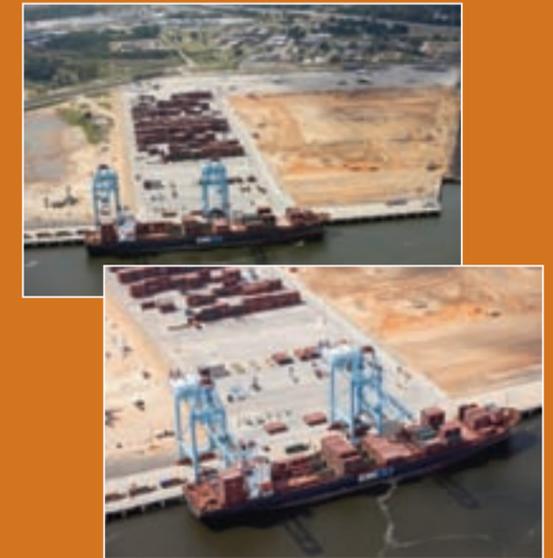


Alabama Gov. Bob Riley and Mobile County Commission President Steve Nodine gaze up at the two \$7.5 million ZPMC container cranes at Mobile Container Terminal.

effective, efficient operation and management of container terminals, as well as stevedoring service and terminal design and development.

Led by its founder Jacques R. Saadé, CMA CGM is currently the world's third largest container shipping group and is ranked number one in France. Operating a fleet of 377 vessels, including 101 company-owned, the group serves 400 ports around the world. In 2007, it carried more than seven million TEUs (twenty-foot equivalent units). With a presence on all continents and in 150 countries through its network of 600 agencies, the group employs 16,000 people worldwide, including 4,200 in France.

The Alabama State Port Authority, headquartered in Mobile, owns and operates the state of Alabama's deepwater port facilities at the Port of Mobile. The Port Authority directly employs 700 workers and its public facilities handled more than 28 million tons of cargo in fiscal year 2008. The Port Authority's container, general cargo and bulk facilities have immediate access to two interstate systems, five Class 1 railroads, a four day rail ferry service to Mexico, and nearly 15,000 miles of inland waterway connections.



Mobile Container Terminal recently welcomed its first ship. ZIM American Integrated Shipping Services Company, Inc. officially began its carrier service at the new container terminal service on October 2. According to John Edel, vice president – Gulf District for the company, "The Alabama area represents the mainstay of our Gulf-bound traffic. We looked to the new terminal for improved production levels and saw it well situated to accommodate both ours and the market expansion."

ZIM chose to move from Alabama State Docks to the modern, state-of-the-art container terminal for a number of amenities that meet the company's needs for future expansion. First, the terminal's ability to handle the company's upgraded AGX service. In addition, the new terminal offers capabilities to accommodate larger vessels and provide faster turnaround time in ports, which contributes to overall schedule reliability. A congestion-free port will also benefit the ever-growing customer base in the area. Easy dispatch of import and export cargoes will not only benefit ZIM but also allow us to better serve our customers.

"We appreciate the integration effort taken by Mobile Container Terminal and the Port Authority," added Edel. Their thorough approach has made this a smooth transition for ZIM."



THE CHRISTENING OF THE INDEPENDENCE

The INDEPENDENCE LCS 2 is the first ship built by Austal USA for the U.S. Navy and the Navy's first trimaran littoral combat ship. It is the first naval warship constructed in Mobile, Ala., since World War II.

Over the past decade, threats in littoral or "green" waters have become a major focus for the U.S. Navy and a local company is helping address the issue. Littoral refers to the world's extensive coastal waters or shorelines. Some of those threats include terrorist activity, weapons and drug smuggling, use of mines, piracy, inshore prowling by hostile submarines and a range of airborne threats in the radar clutter close to land.

The Navy's answer to these threats was a fast and lethal warship known as the Littoral Combat Ship (LCS). The LCS allows the Navy to operate well in shallow water to combat these multiple threats.

INDEPENDENCE FACTS

Builder: General Dynamics LCS Team

Homeport: San Diego, California

Displacement: 2,800 Tons

Length: 127.1m

Beam: 30.4m (max.)

Armament: 57mm gun, SAM Launcher

Aircraft: 2 SH-60 Helicopters,
Multiple UAVs/VTUAVs

Flight Deck: 1,030 m²

Speed: 45 knots

Range: 4,500 NM

Crew: 40

On October 4, the city of Mobile said hello to the first ever trimaran littoral combat ship (LCS). More than 1,000 guests and dignitaries gathered to witness the christening of the INDEPENDENCE (LCS 2) by the General Dynamics Littoral Combat Ship Team (GD LCS team) at the Austal USA shipyard on the waters of Mobile Bay.

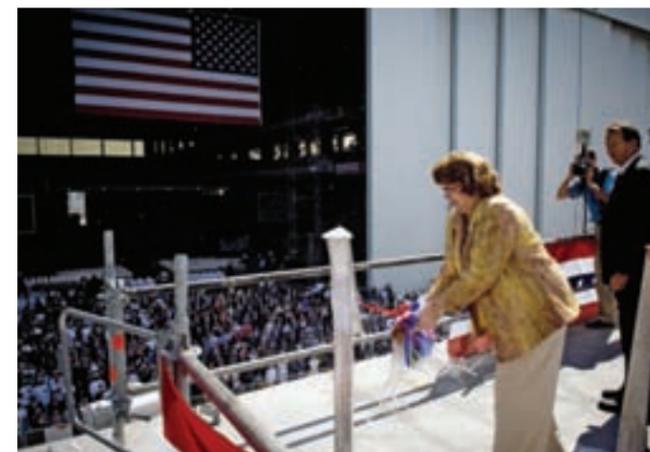
"The fact is that we as a Navy do have a gap in what I call the green water. We're really good in the blue. We've started to emerge again in the brown water with our riverine force," said Chief of U.S. Naval Operations Admiral Gary Roughhead at a Pentagon media roundtable held on February 12. "But in 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."

With capabilities to travel up to 45 knots at sprint speed, the INDEPENDENCE is powered by GE gas turbines, switches to diesels when idling and uses water jets instead of the conventional propellers and rudders. It also has a huge flight deck capable of supporting two MH-60 helicopters at a time, along with unmanned airborne vehicles and can land a CH-53 if needed.

The ship's distinguishing factor is its hull (body) design – a trimaran. A trimaran refers to a three-hulled ship known for being highly stable but still providing a smooth ride. Its long,



PCO Michael Riley, Ship Sponsor Doreen Scott and PCO Curt Renshaw cutting the christening cake.



Ship Sponsor Doreen Scott is hitting the bottle on the ship while Austal USA President & Chief Operation Officer Joseph J. Rella watches from behind.

slender center hull and shallower draft outer hulls make the ship more conducive to improvements in sea keeping. This results in less wear and tear on crew members and allows them to perform their tasks more efficiently with less fatigue from the ship movements in the sea.

According to the Hon. Donald Winter, secretary of the Navy, "USS INDEPENDENCE will play a pioneering role in our nation's effort to protect our interests and to ensure the stability of the global economy."

The LCS 2 is the first ship built by Austal USA for the U.S. Navy and the Navy's first trimaran littoral combat ship. It is the first naval warship constructed in Mobile, Ala., since World War II.

"I'm proud of Austal and its work force. In a few years it has grown from zero to over 1,000 employees," said Sen. Jeff Sessions who was the principal speaker at the christening.



The Hon. Donald Winter, secretary of the Navy, standing with Bob Browning, managing director and CEO of Austal Ltd., at the INDEPENDENCE christening.

LEADERSHIP ALABAMA CELEBRATES 20 YEARS

There is a reason Leadership Alabama is fast approaching its 20th anniversary. The program had relevance then and continues to have relevance today. Since 1989 the statewide nonprofit organization has graduated more than 800 citizens reflecting a cross-section of the state. The members of Leadership Alabama are dedicated not only to their local communities, but also to their statewide community as well. These participants are selected based on their leadership abilities, career accomplishments, volunteer activities, contributions to the community and commitment to help shape a better Alabama.

“Each year, the Leadership Alabama board of directors strives for a balance of participants from every corner of the state as well as those from all walks of life – including different occupations, gender, culture and race,” explained Barbara Larson, executive director for Leadership Alabama. “The philosophy behind this diversity goal is that each Leadership Alabama class brings together a group of people with varying perspectives on Alabama’s challenges and opportunities. The vast knowledge that our class members bring to the discussion is our greatest resource, and members can learn so much from each other.”

Beginning each October, Leadership Alabama brings together a class of 50 to 60 participants for four, two and a half day retreats in a nine-month period. These educational retreats present the many social, economic and governmental complexities associated with a particular issue. The goal of addressing the issues is to stimulate inquiry, analysis and avenues for involvement.

“From our first weekend together at our orientation retreat to our graduation ceremony, our members are informed and encouraged to consider their own leadership goals,” said Larson. “As we visit the four corners of the state, we challenge the class to look at the broader picture and consider the paths that can move our state forward.”

Just this past October, Leadership Alabama’s Class XIX met for a discussion on national election issues with Earl and Merle Black, nationally recognized political scientists from Rice and Emory University. The next retreat is scheduled for late January in Mobile and will focus on education.



Sheila Nash Stevenson, Huntsville, and Velma Tribue, Dothan, on a tour of Vulcan Park in Birmingham.



Leadership Alabama visit Gees Bend during a bus trip through West Alabama.



Christening
INDEPENDENCE (LCS 2)
October 4, 2008
Austal | GD-Advanced Information Systems | Bath Iron Works

Bob Browning gives welcome speech to nearly 1,000 guests at INDEPENDENCE Christening.

“With the new facility (referring to Austal’s new modular manufacturing facility which has begun construction) seven times the size of these two bays, thousands more will be employed providing an efficient rate of production because 25 percent of our Navy ships will be Littoral Combat Ships.”

Since its keel laying in January 2006, the INDEPENDENCE has steadily progressed within Austal USA’s purpose-built construction facility in Mobile toward becoming a fearsome warship. The christening ceremony offered the shipbuilder the opportunity to display the progress made thus far.

The 127-meter Austal trimaran sea frame serves as the platform for the LCS’s mission and weapon systems. This sea frame provides superior sea keeping and aviation as a result of its long, slender central hull and smaller side hulls known as “amahs.” The trimaran hull form provides a huge internal mission deck with a large payload carrying capacity and superior sea keeping capability. Located above the mission bay is the largest flight deck on a surface combatant capable of conducting dual H-60 helicopter operations and accommodating the U.S. 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.

The Ship Sponsor was Doreen A. Scott, wife of the 10th Master Chief Petty Officer of the Navy Terry D. Scott.

Speakers at the ceremony included Robert Browning, managing director and CEO of Austal Ltd.; Dugan Shipway, president of Bath Iron Works; the Hon. Sean Stackley, assistant secretary of the Navy (Research, Development and Acquisition); the Hon. Donald Winter, secretary of the Navy; the Hon. Jo Bonner, U.S. Representative, Alabama’s First District; and the principal speaker, Sen. Jeff Sessions from Alabama.



Leadership Alabama class members hold a commitment to better Alabama and her communities.

The Leadership Alabama experience has been the catalyst for many important initiatives here in Alabama. One that stands out is the A+ Education Foundation. A+'s genesis resulted from discussions among participants in the 1990-91 class of Leadership Alabama about improving education quality to address unequal educational opportunities for Alabama students. The demand for better schools became increasingly urgent because of economic shifts, with knowledge-based businesses and industries requiring a more highly trained and educated work force. During these Leadership Alabama seminars, participants learned of positive strides made in education policy in the 1970s and 1980s in Kentucky, North Carolina, South Carolina, and Texas. A number of attendees became committed to fostering similar educational progress in Alabama, including Ruth Ash, Bradley Byrne, Mary Jane Caylor, Joseph Morton, Caroline Novak and Bill Smith.

"Moving Leadership Alabama across our beautiful state and highlighting the many areas where our citizens have made a difference in their communities engages not only the current class participants, but also gives the business and community leaders an opportunity to share their successes in a variety of areas. Relationships developed during the program year build a foundation of trust that encourages cooperation across ideological divides," said Larson. "The trust leads to formation of new partnerships that can truly work together for Alabama's future."

To ensure that Leadership Alabama has broad community involvement, the programs use a combination of tuition and scholarships, underwritten by corporations and foundations, to make sure deserving applicants can participate.



Leadership Alabama members are shown at Graduation in downtown Montgomery.

MCCANTS RETIRES AS PORT POLICE CHIEF

From a one-man force to leading the third largest police department in Mobile County, Port Police Chief Herbert McCants bid farewell on November 30, 2008, to the Alabama State Port Authority Police Department after a storied career in law enforcement.

McCants joined the Alabama State Port Authority in September 2000 to oversee the agency's transition from a civilian manned protection department to that of a full fledged police department staffed by academy trained law enforcement officers. McCants said his primary responsibilities were to protect employees and customers of the Port, as well as their cargo. For one year, McCants was a one-person department, but by the spring of 2001, the Authority hired an additional law enforcement officer to assist McCants.

In remembering the Port Police Department's early years, McCants said it wasn't easy starting out.

"We were competing with law enforcement departments all over Mobile to hire the most qualified officers for the job," McCants said. "We initially had issues with officer turnover and had to work with the state personnel board for authorization of officers, which was very time intensive. But looking back, we managed to recruit until we got a good, professional group of officers with very low turn-over."

McCants' law enforcement career spans more than 30 years. He first began with the Mobile County Sheriff's Department in September 1977, where he worked at the jail. During his service with the Sheriff's department he attended Troy State University at night for more than six years earning both bachelor's and master's degrees.

He continued working as a deputy at the jail until August 1980 when he was assigned to the department's juvenile division until 1986. From 1986-1990, he was named to the patrol division during which time he was promoted to Sergeant.

Following his patrol duties, McCants was assigned to the criminal investigation division where he was trained as a polygraph examiner, where he worked until 1998.

"My whole career has been very enjoyable, but I guess what I felt was one of the greatest accomplishments in my law enforcement career was when I worked as a polygraph examiner and was able to get confessions when others couldn't," McCants explained. "That was really one of the highlights of my career."

Following his work in the criminal investigation division, McCants took a brief leave of absence to run for Sheriff. Following his unsuccessful bid for Sheriff, he returned to the department where he was re-assigned to the patrol division until his retirement in 2000. That same year, McCants

accepted the position with the Alabama State Port Authority to organize the Port Police Department.

"Herb's years of law enforcement experience helped meet the needs of our growing seaport. A strong and empowered police department was essential to serving our customers and protecting the public assets," said Jimmy Lyons, Director & CEO for the Alabama State Port Authority.

McCants' hire was fortuitous in part due to the substantial changes the port industry would experience in the aftermath of 9/11. "We were building a police department when 9/11 occurred, and Herb's leadership helped us quickly meet the federal requirements imposed by the Maritime Transportation Security Act," said Lyons. "That leadership helped us not only to comply with rapidly changing federal security initiatives, but it helped transform quickly our old civilian protection program into a full fledged police force of 70 employees."

In recalling his years with the Port, McCants remembered starting out with one police officer, namely himself, and the state merit protection staff. He noted the drastic changes following the terrorist attacks in 2001.

"We became responsible for tightening security inside the terminals, stepping up our efforts to secure our gates, and improving communications between state, local and federal law enforcement entities," McCants said, explaining that before that time anyone could come in and out of the Port without authorization. The result was access in and out of the port became more restricted, with his new department having to limit entry to those people who had business at the Port. "We also had to implement a credentialing program, step up background checks for credential applicants and adapt quickly to rapidly changing information, communications and surveillance technology."

Over the eight-year period when McCants began and directed Port Police operations, the department grew from that one lone officer – McCants – to the third largest police department in Mobile County with 50 police officers, 14 dispatchers, seven merit system security guards and 41 contract officers.

In his retirement, McCants said he'll probably "sit back and take care of a few honey-dos," and when he can, play a little golf.



Chief Herbert McCants retired on November 30, 2008, as Alabama State Port Authority Port Police Chief.

FAREWELL TO ALABAMA PORT AUTHORITY'S HARBOR MASTER DAVE CAREY



In his 17 years of service, outgoing Harbor Master Dave Carey has seen some of the Alabama State Port Authority's biggest events.

After 17 years of service to the Alabama State Docks, Harbor Master Dave Carey looks forward to spending more time with his family and enjoying all the benefits that living on the Gulf Coast has to offer. Carey will officially leave his post as harbor master on January 31, 2009. He has served through some of the port's biggest events such as the 1993 crash of Amtrak's Sunset Limited, Mobile's Tricentennial, Hurricane Katrina, the first and second launch of Austal's Superferries and the LCS INDEPENDENCE, and the recent creation of the Mobile Container Terminal to name a few. With his hard work and level-headedness, Carey has earned the respect and admiration of many not only at the port, but also in the maritime industry here on the Gulf Coast.

"My most memorable moments have been in both the good and bad events," noted Carey. "Through it all, I've had so much fun."

As harbor master, Carey has been responsible for Port safety, tracking the arrival and departure of ships, coordinating with the shipping agencies, maritime officials and many times making tough decisions on the queuing of vessels through the port.

"Taking into account how much goes on at the port, he does an excellent job managing and listening to all sides," said Jeff

Mynatt, port manager at Seacliff Agencies. "He understands working with agencies and always kept us informed of delays, costs or any other issues that can come up in a day."

"In a position like his, I was always amazed at his willingness to listen, his availability and his cool-headedness under pressure," added Mark Fenton, president of Aztec Maritime. "He is going to be so missed."

"Even during Hurricane Katrina, Carey was on duty keeping everyone informed," remembers Fenton. "You could not have had a more dedicated person during that time. No one was really prepared for everything that happened during Hurricane Katrina. Even when his car was surrounded by water, it was like it was just another day on the job for him. He was there for everyone – the ships, administration, agents and anyone else involved with the port."

Carey also recalled another of the port's most tragic moments. During the Amtrak accident, he was involved in efforts to support the operations at Bayou Canot, the site of the derailment of a passenger train.

In addition, he assisted in one of the port's finest moments to date: Mobile's Tricentennial in the summer of 2002. Carey served on the harbor committee for the event with Bill Vogtner with Waterways Towing and Jeff Mynatt with Seacliff Agencies.

"We spent two years planning the arrival of 13 tall ships into the port of Mobile," said Mynatt. "As part of the committee, we organized setting up berths, services and the docking and placements of all the ships that came in that day."

Through it all, Carey has always been known as a gentleman and a professional. "No matter what you need, he is always there to lend a hand, provide guidance and information you need," said Fenton.

"What I appreciated most about the job were the people I worked with. I just enjoy maritime people," said Carey.

Carey will continue to live in Mobile with his wife, Jo Anne. His oldest son, Kevin, and oldest daughter, Cynthia Feirman, also reside in Mobile.

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6. Bob Harris, ASPA; Joseph Threadcraft, ASPA; Mohsen Elbaz, APM Terminal North America 7. Rep. James Buskey, Alabama House of Representatives; Will Gavan, Hand Arendall 8. Don Jameson, MCT; Capt. Janak Lotey, Zim Lines; Stewart Ruttan, Zim Lines; Capt. Doron Grudo, Zim Lines 9. Sen. Jeff Sessions, U.S. Senate; Bill Bru, ASPA Board Member; Tim Parker, ASPA Board Member; Mike Fields, ASPA Board Member 10. Brian Clark, MCT; Joel Haka, CMA-CGM; Eric Sisco, APM Terminals Americas 11. James Lyons, ASPA; Frank Baragona, CMA-CGM; Kim Fjefer, APM Terminals International; David Cooper, ASPA Board Member

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ThysenKrupp Port Tour members aboard THE DELIVERANCE. Shown from left to right are Christian Koenig with ThyssenKrupp USA, Werner Sturbeck with Frankfurter Allgemeine Zeitung, Dr. Jurgen Claassen with ThyssenKrupp AG and Erwin Schneider with ThyssenKrupp Steel AG.



Aboard THE DELIVERANCE. Shown from left to right are Hans-Willy with Sueddeutsche Zeitung, Scott Posey with ThyssenKrupp Steel USA and Martin Schmuch with Zweites Deursches Fernsehen.



Aboard THE DELIVERANCE. Shown from left to right are Scott Posey with ThyssenKrupp Steel USA, James Lyons with Alabama State Port Authority, Mary Mullins with ThyssenKrupp Stainless USA and Karl-Heinz Steinkuhler with FOCUS.

AUSTAL USA LAUNCHES ADVANCED CATAMARAN



Austal USA rolls out the second of two superferries to be used in Hawaii.

Austal USA recently launched the second of two high-speed ferries to be used in Hawaii. The catamaran-style ferry is capable of speeds up to 40 knots and can hold 866 passengers and 282 cars.

"This launch is ahead of schedule and on budget, illustrating the advantages of follow-on hulls for ship construction," said Austal USA's President and Chief Operating Officer Joe Rella. "Austal USA continues to grow and improve and we are very proud of our work force who made this significant event a complete success."

This ferry is different than the first in that it has a ramp for use in austere ports without shore-side facilities to load cars and people. Sea trials for the new ferry are scheduled for November and December with a delivery date in March 2009. The first ferry built by Austal, the "ALAKAI" is already in service.

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ALABAMA SEAPORT MAGAZINE

RECEIVES ACCOLADES FROM THE PUBLIC RELATIONS COUNCIL OF ALABAMA

Alabama Seaport, the official magazine of the Alabama State Port Authority, received an Award of Merit at the Public Relations Council of Alabama (PRCA) Medallion Awards program held October 3, 2008, in Montgomery, Ala.

The PRCA Medallion Awards program recognizes the best work as demonstrated by public relations practitioners in Alabama. *Alabama Seaport* magazine was one of 126 entries in the competition. Each entry was judged in the areas of planning, research, implementation and results.

Alabama Seaport magazine is published monthly and covers material on port services, cargo movements, customers and other noteworthy events at the Port of Mobile as well as feature stories on businesses and business leaders who ship through and trade with the Port. In addition, the publication demonstrates the Port Authority's economic contribution to the state of Alabama.

The publication's readership consists of 8,000 people in all 50 states and more than 60 other nations.

The magazine has been published continually since 1927.

RYE RETURNS TO RED SQUARE AFTER TOUR IN IRAQ



Cmdr. Scott Rye enjoys the 120 degree heat while serving in Iraq.

Scott Rye recently returned to Red Square Agency after a 12-month tour of duty in Iraq.

Red Square Agency is the agency-of-record for the Alabama State Port Authority. Rye, who holds a

reserve commission as a Navy commander, has worked on the Port Authority account and has written this magazine's "Of Men & Ships" feature for 25 years.

Rye ran the media operations center for Multi-National Force – Iraq in Baghdad, leading a team of 25 public affairs specialists. The media operations center provided

media monitoring and operated a 24-hour press desk operation, routinely working with media outlets such as the Associated Press, Agence France Presse, CNN, Reuters, *The Times of London*, the *New York Times* and the *Los Angeles Times*, among others.

A principal in the firm, Rye joined the agency in September 1999 and has served as associate creative director; vice president of public relations and governmental affairs; and, most recently, as executive vice president. Rye is a Phi Beta Kappa graduate of Rhodes College and the author of two non-fiction books.

Upon returning from Iraq, Rye was promoted to chief operating officer of Red Square Agency and also oversees the account service department.

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ALABAMA STATE PORT AUTHORITY RECEIVES PRESTIGIOUS EAGLE AWARD



Alabama State Port Authority was presented the Minority Business Advocate Award at the Mobile Area Chamber of Commerce 11th Annual Eagle Awards. Pictured (L to R) are Cicone Prince, 3D Solution Provider; Joseph Threadcraft, ASPA, and Robert Chapelle, Jr., Mobile Area Chamber of Commerce.

The Alabama State Port Authority (ASPA) received an Eagle Award as the Small Business Advocate of the year from the Mobile Chamber of Commerce at a banquet on October 9, 2008. The award recognizes the efforts of ASPA to utilize disadvantaged business enterprises (DBEs) in its professional services and construction contracts.

According to Joseph Threadcraft, ASPA is a federal grant recipient and as such is required to have an approved disadvantaged business enterprise program. This program is race and gender neutral and has FY 2009 goal of 16 percent. It encourages its service providers, consultants and contractors to utilize qualified DBEs on all federally funded projects. The primary focus of the design and construction contracts has been for the new container terminal at Choctaw Point. Mobile Container Terminal, as it is now named, is a world-class deep-water container facility with an estimated construction cost of \$300 million. Mobile Container Terminal's phase I construction is complete and opened for business in September.

"I consider this award as representative of a team effort, which includes some of the Port Authority's key consultants, contractors, and engineers that embraced our program to ensure we were successful in engaging smaller businesses on these large and complex public projects. Also attending the ceremony that night was Clarence Ball, who as a former member of the Port Authority's board of directors, was a strong proponent of disadvantaged and small business outreach program. Today, these programs still carry both board and management support," said Threadcraft. "The award really is recognition to all of our efforts."

The Mobile Chamber of Commerce presented the 11th Annual Eagle Awards to recognize the accomplishments of minority-owned businesses in the Mobile and Baldwin county areas. The ceremony took place at the Bishop State Community College Baker Gaines Central Campus. The keynote speaker for this event was former hip-hop artist and motivational speaker, MC Hammer.



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Located off Hwy 59, the museum showcases spear-taken trophies, spears and other items Morris has collected during his decades of spear hunting across the world.

WORLD-FAMOUS SPEAR HUNTING MUSEUM BRINGS EXCITEMENT TO SUMMERDALE

The Spear Hunting Museum is dedicated to past, present and future spear hunters and is the only venue in the world dedicated to this craft. The museum was established by Gene Morris, an expert with 493 big game animals on his spear tally. Morris has created what he calls his legacy of education and promotion of his all-time passion.

The museum occupies more than 7,600 square feet of wall space and showcases Morris' spear-taken trophies, memorabilia and spear collection. In addition, items for hunters to perfect their techniques and skills available at the museum include several choices of spears, one of which is Morris' number one, four-bladed steel killer spears, videos, and Morris' book, *Hunting With Spears*.



Spear hunting is one of the world's oldest forms of hunting. Pictured here are some of the spears Morris has taken on his many hunting expeditions.

Morris, a retired 75-year-old U.S. Air Force Colonel with 23 years of service to his country, realized his passion for hunting at the age of 8. He began hunting with guns and eventually converted to using only bows in 1968. After decades of bow hunting, he began only hunting with spears. He experienced his first spear-killed deer on September 19, 1973, his 40th birthday. Even with spear hunting only, he continued to better his skills and was able to master throwing two spears at the same time.

“Now, the only way I hunt is with two spears, one in the right hand and one in the left,” said Morris. “I've killed two animals at the same time, 32 different times using a spear thrown with each hand.”

Of Men & Ships

Battling a Hurricane

Though powerful, Hurricanes Katrina and Ivan were not the worst tropical cyclone ever to strike Mobile. Hurricane Frederic caused more death and destruction when it roared up Mobile Bay on September 12, 1979, killing seven and causing \$2.5 billion in damage. Perhaps the worst hurricane to make a direct hit on Alabama's seaport was the storm known as the "West India Hurricane" that struck on September 27, 1906. That storm killed more than 200 people and left scores of vessels wrecked and property severely damaged in its wake.

It is one thing to ride out a hurricane on land; it is quite another to battle one at sea, and no sailor can ever forget the harrowing experience of surviving a hurricane at sea. Mobile's Captain Raphael Semmes, commanding officer of the CSS ALABAMA, found his ship in the midst of a hurricane on October 16, 1862, and later detailed the event in his *Memoirs of Service Afloat*.

The ALABAMA had been enjoying a successful cruise, capturing numerous valuable prizes in the North Atlantic,

Captain Raphael Semmes of Mobile commanded the CSS ALABAMA.

including the WAVE CREST and the DUNKIRK, both out of New York and laden with grain; the TONAWANDA, of Philadelphia; the MANCHESTER; and the LAMPLIGHTER. By the time the ALABAMA had captured this last vessel the morning of October 15, the weather was showing unmistakable signs of deteriorating. The winds freshened to gale force, and the seas grew increasingly rough. The LAMPLIGHTER was fired as the winds increased. Semmes's executive officer, First Lieutenant John McIntosh Kell, would later recall, "A wilder scene I have never witnessed. The flames ran up the tarred rigging like demons to the mastheads, with burning lanyards flying to the gale!"



On the morning of October 16, the barometer began to drop, a sure indication of worsening weather. Semmes began to make preparations for the approaching storm. "We had been under short sail before," he wrote, "but we now took the close reefs in the topsails, which tied them down to about one-third of their original size, got up, and bent the main storm-staysail, which was made of the stoutest No. 1 canvas, and scarcely larger than a pocket-handkerchief, swung in the quarter-boats, and passed additional lashings around them; and, in short, made all the requisite preparations for the battle with the elements which awaited us."

Semmes put the ALABAMA on an easterly heading with her yards braced up on the starboard tack, taking the wind from the south to southeast. The storm was fast approaching on a northeasterly track, and, by Semmes's reckoning, had probably traveled 2,000 miles by the time it struck the



Hurricane Frederic snapped street signs and downed ancient oaks when it struck Mobile in September 1979.



Morris' impressive spear tally includes a variety of animals such as cape buffalo, lion, ostrich, zebra, wildebeest, American bison, alligators, warthogs, mountain lion, and many more.

The spearhunter and his museum have received worldwide recognition. His impressive hunting record includes not only the 494 big-game animals on his bow tally, but also 494 big-game animals on his spear tally. His spear tally includes animals such as cape buffalo, lion, kudu, zebra, wildebeest, American bison, alligator, warthog, mountain lion and many more.

"We just expressed our interest in hunting with spears and that we'd like to see it written into the regulations that spear hunting is legal," said Morris.

Aside from hunting, Morris is a published author and holds a Master's degree in business administration. His first book offers more than 300 pages with 110 color photos and covers everything in the sport from A to Z. He has completed and is awaiting the publication of his second book, *The Greatest Living Spear Hunter in the World*.

In between hunting in exotic locations, such as Africa and Hawaii, and writing books, Morris oversees the museum with Heather Jean, museum curator and accomplished spear hunter herself. Both are available for tours and to answer any questions about spear hunting.

The museum is located at 20216 State Highway 59 near Summerdale, Ala. Operating hours are from 1 p.m. until 5 p.m. Tuesday through Saturday. Admission for active and retired military personnel is free; general public admission is \$3; children are admitted free.

For additional information, please visit the museum's Web site, www.huntingwithspears.com.



Gene Morris, "The Spear Chunker," has traveled the world hunting with spears for a total of 493 big-game animals on his spear tally.

"The Spear Chunker," as he calls himself, has also gained the attention of celebrity hunters such as renowned rocker Ted "Motor City Madman" Nugent. The two have hunted together and the guitarist has endorsed Morris' book.

Morris has also worked to better establish the sport of spear hunting. In the late '90s, Morris' passion led him and a friend to urge Alabama lawmakers to make spear hunting a part of its annual deer season. Due to their hard work and persistence, lawmakers approved an experimental spear hunting season and gave Morris and 63 other interested spear hunters special experimental licenses. Surprisingly, there were two kills, one deer taken by Morris and a wild boar taken by one of the other spear hunters. The following year, the state made the sport an official part of their big game season.

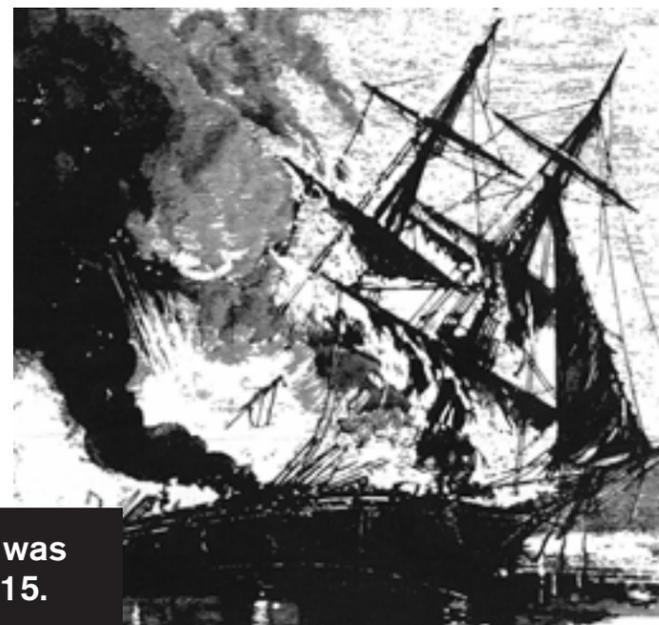


The ALABAMA, foreground, had already cut a path of destruction across the Atlantic by October 1862.

Despite the intensity of the storm, the ALABAMA behaved well, and after enduring the first half-hour of the hurricane, Captain Semmes began to feel better about his ship's chances of surviving the storm. "All hands were... on deck, with the hatches battened down, and there was but little left for us to do, but to watch the course of the storm, and to ease the ship... with the helm. Life-lines had been rove, fore and aft the decks, by my careful first lieutenant, to prevent the crew from being washed overboard, and it was almost as much as each man could do, to look out for his own personal safety."

Conrad could have been describing the frightful scene upon the deck of the ALABAMA when he wrote, "Men were slipping down while trying to dig their fingers into the planks; others, jammed in comers, rolled enormous eyes... They gripped rails, they had wound ropes' ends under their arms; they clutched ringbolts, they crawled in heaps where there was foothold; they held on with both arms, hooked themselves to anything to windward with elbows, with chins, almost with their teeth..."

Sinclair recalled, "The officers and men were cowering under the weather bulwarks, or lashed at important stations. The wheel doubly manned, and in spite of this precaution it at one time, during the violent laboring of the vessel, got away from control, and, with a whirl, threw a man completely over it to leeward. For two hours this mad play of the ocean devils continued. The dark-green clouds nearly met the water,



ALABAMA. It seemed that the winds "howled, and whistled, and screeched around [the ship] like a thousand demons. [The ALABAMA] was thrown over, several streaks, and the waves began to assault her with sledge-hammer blows, and occasionally to leap on board of her, flooding her decks, and compelling us to stand knee-deep in water."

The winds tore fiercely at the ALABAMA. Fourth Lieutenant Arthur Sinclair's account of the storm puts the reader in the middle of the action: "Away goes the mainyard parted in the slings, and in a twinkling the main- and maintop-sails fly to leeward, torn from the gaskets and into shreds. In the meantime, the fore-staysail has been blown to ribbons, and the ship lies to under only the main-storm-trysail, close-reefed, and not much larger than a lady's shawl. It soon went, and we were under bare poles."

In Semmes' recollection, "The ship was pressed over and over, until I feared she would be thrown upon her beam-ends, or her masts swept by the board. The lee-quarter-boat was wrenched from its davits, and dashed in pieces; and, as the sea would strike the ship, forward or aft, she would tremble in every fibre, as if she had been a living thing, in fear of momentary dissolution." Adding to the fury of the wind was the lashing rain that fell in torrents.

The sailor turned philosophical novelist Joseph Conrad wrote that during a storm like this, "Nothing seems left of the whole universe but darkness, clamour, fury—and the ship. And like the last vestige of a shattered creation she drifts, bearing an anguished remnant of sinful mankind, through the distress, tumult, and pain of an avenging terror."

The Yankee merchantman LAMPLIGHTER was put to the torch on the morning of October 15.

The hurricane battered the ALABAMA for a total of more than four hours.

twisting and squirming between each other like snakes or loathsome reptiles as the whirlwinds direct them in their play.

The glass had continued to tumble for two hours, until reaching a low of 28.64. "It then fell suddenly calm," Semmes wrote. "Landsmen have heard of an 'ominous' calm, but this calm seemed to us almost like the fiat of death. We knew... that we were in the terrible vortex of a cyclone, from which so few mariners have ever escaped to tell the tale!... We knew that when the vortex should pass, the gale would be renewed, as suddenly as it had ceased, and with increased fury, and that the frail little ALABAMA – for indeed she looked frail and small, now, amid the giant seas that were rising in a confused mass around her, and threatening, every moment, to topple on board of her, with an avalanche of water that would bury her a hundred fathoms deep – might be dashed in a thousand pieces in an instant."



The ALABAMA had come up gradually to the wind, her nose now pointing to the southeast. Where the seas had been flat while the winds howled, in the eye of the hurricane they began to grow mountainous, and the ship rolled heavily. Semmes described the scene as "the most remarkable" he had ever witnessed. The seas took on a conical shape and seemed to jut into the sky, towering over the ship. The waves looked as if they were "dancing an infernal reel, played by some necromancer. They were not running in any given direction, there being no longer any wind to drive them, but were jostling each other, like drunken men in a crowd, and threatening, every moment, to topple, one upon another."

The ALABAMA lay in the eye of the hurricane for 30 minutes.



The ship remained in the eye of the storm for a full 30 minutes. During that time, Sinclair wrote, "The roll of our ship threatens to jerk the masts out of her; but they are of good Georgia pine, and bend to the strain like willow-branches." When the hurricane had first hit, the winds had been out of the southwest, and when the storm struck anew, the winds blew from the northwest. "The disorderly seas were now no longer jostling one another; the infernal reel had ended; the cones had lowered their late rebellious heads, as they felt the renewed pressure of the atmosphere, and were being driven, like so many obedient slaves, before the raging blast. The tops of the waves were literally cut off by the force of the wind, and dashed hundreds of yards, in blinding spray. The wind now struck us 'butt and foremost,' throwing the ship over in an instant, as before, and threatening to jerk the little storm-sail from its bolt-ropes. It was impossible to raise one's head above the rail, and difficult to breathe for a few seconds," wrote Semmes.

To Sinclair, the wind sounded like "shot and shell" passing over the ship. "The gallant boat again bows to [the wind's] command, and with lee guns under water seems to fairly struggle for breath and life, her timbers groaning and creaking as though suffering dying agonies. The clouds are lower than



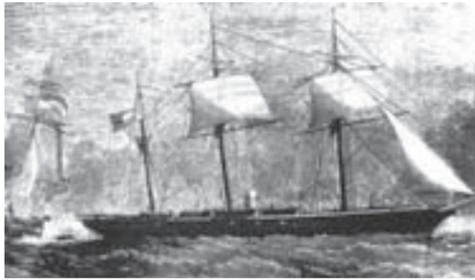
The winds struck with renewed vigor after the eye passed over the ship.

the mastheads, and drawn into ribbons of dark-green color, whose writhing again makes the spectacle appalling... Two hours more we hang between life and 'Davy Jones' locker,' when the storm breaks, though not so suddenly as when we entered the vortex, and once again our ship is staggering among the seas, jolting and butting against each other like sheep driven along a strange road."

The storm had passed, leaving the ALABAMA battered and bashed, but still afloat.

"In four hours and a half," Semmes wrote, "from the commencement of the gale, the ALABAMA was left rolling, and tumbling about in the confused sea, which the gale had left behind it, with scarcely wind enough to fill the sails, which, by this time, we had gotten upon her, to keep her steady... The ALABAMA lay still during the whole gale, not changing her position, perhaps, half a mile." The little ship had survived a terrifying ordeal, the wrath of an unnamed hurricane in the North Atlantic. All that remained for Semmes was to give thanks to Providence for delivering his men and ship from the hurricane, make repairs to the ALABAMA and get on with the business of hunting down enemy vessels. This Raphael Semmes did with a vengeance, going on to become the most successful American raider captain of all time.

At the end of the second two hours, the ALABAMA, still on the starboard tack, now found herself headed west. Captain Semmes sent an officer below to check the barometer. The mercury had risen a little over an inch in two hours to 29.70.



The ALABAMA survived the hurricane and went on to become the most successful American raider of all time.

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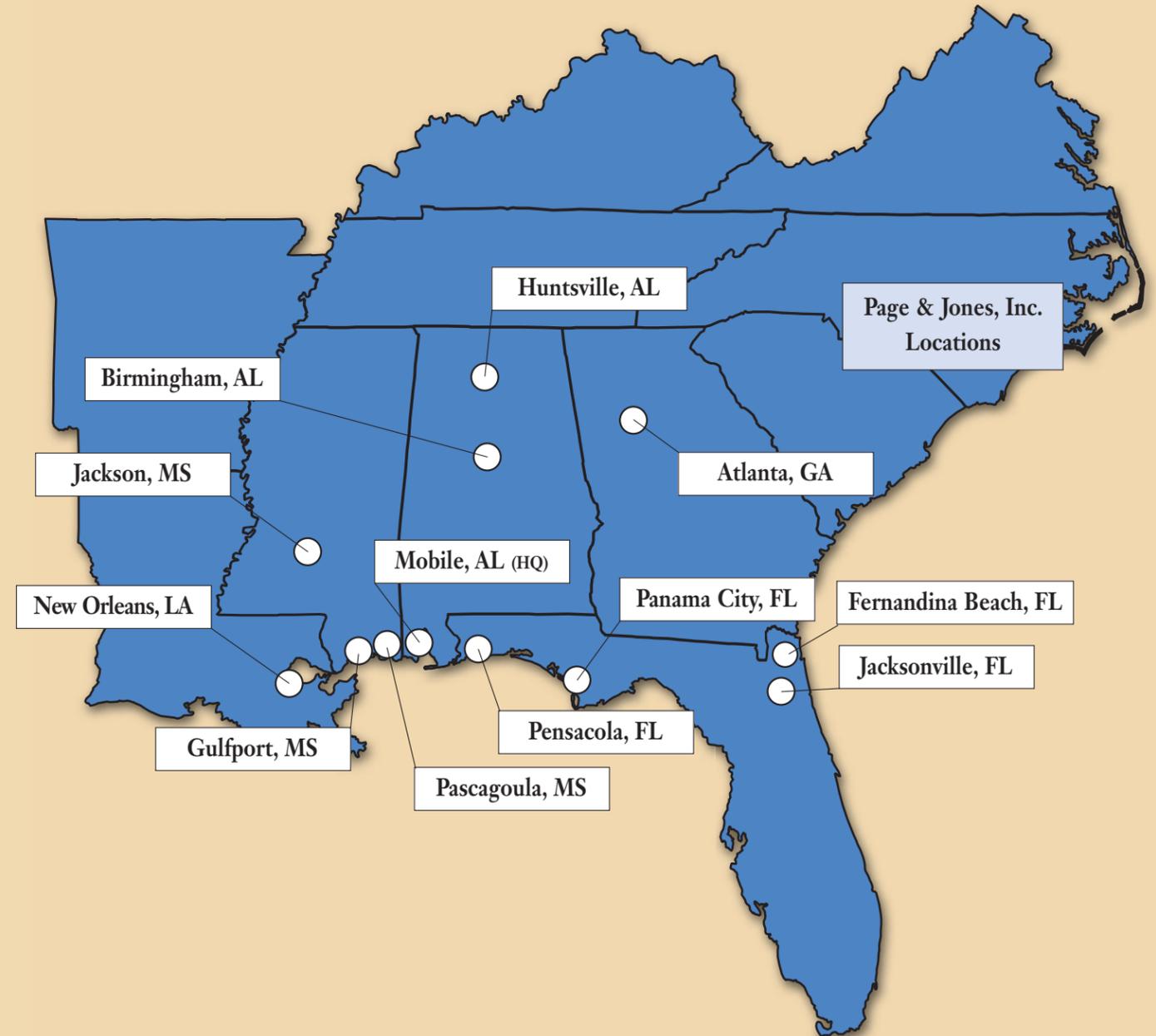
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BULGARIA	VARNA		
	ZIM	Weekly	Glovis USA
CAMEROON	DOUALA		
	ZIM	Weekly	Glovis USA
CANARY ISLANDS	LAS PALMAS		
	Spliethoff	Monthly	Page & Jones Inc.
	ZIM	Weekly	Glovis USA
	TENERIFE		
	Spliethoff	Monthly	Page & Jones Inc.
ZIM	Weekly	Glovis USA	
CAYMAN ISLANDS	GEORGETOWN		
	MCW Shipping	Bi-weekly	Bulk Shipping

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

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

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

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

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

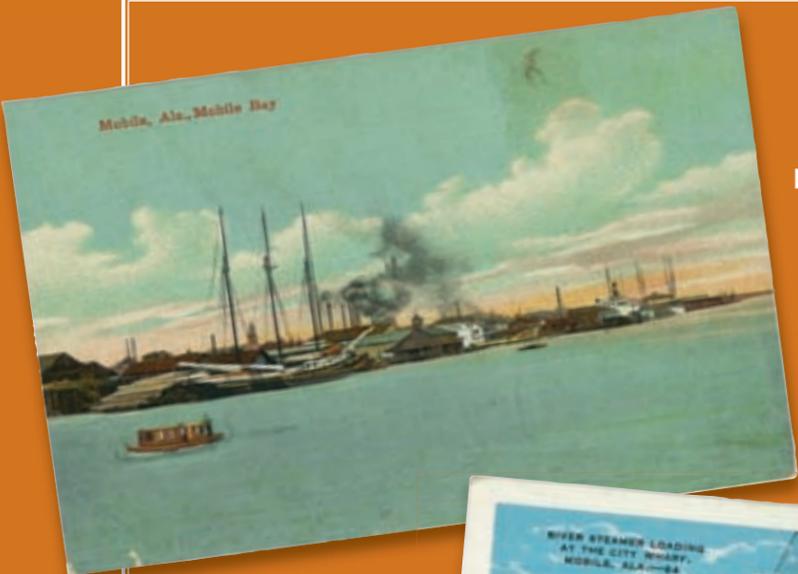
STEAMSHIP AGENCIES

With listed sailings.

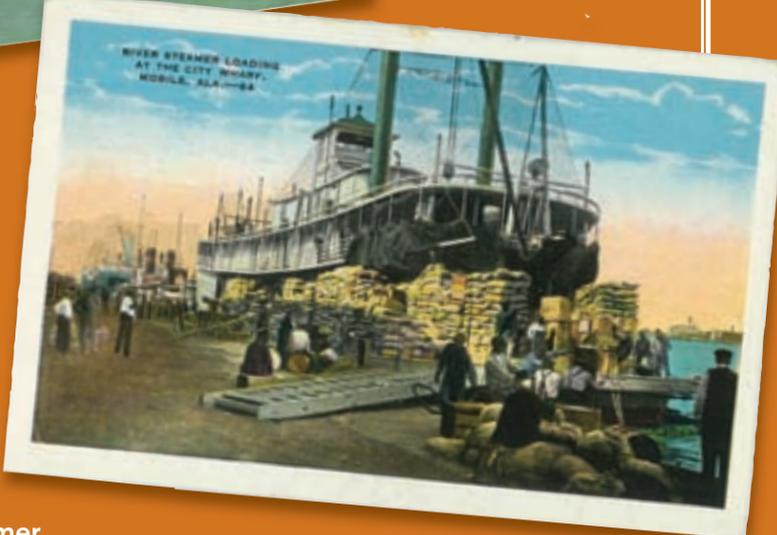
- ◆ Biehl & Company
- ◆ Bulk Shipping
- ◆ CG Railway, Inc.
- ◆ Glovis USA
- ◆ Inchcape Shipping Services
- ◆ Norton Lilly International Agency
- ◆ Lott Ship Agency
- ◆ Page & Jones
- ◆ Seacliff Agencies
- ◆ Star Shipping

– A Look Back –

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



Mobile Bay



River Steamer

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BOSARGE DIVING–Pascagoula, MS.....(888) 762-6364
BURKHALTER SPECIALIZED TRANSPORT.....(877) 815-8334
LEA DIVING & SALVAGE–Alabama State Docks.....(251) 432-4480
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COMMERCIAL DIVING SERVICES INC.–P. O. Box 850637, Mobile, AL 36685.....(251) 665-0017
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