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THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

OCTOBER 2007



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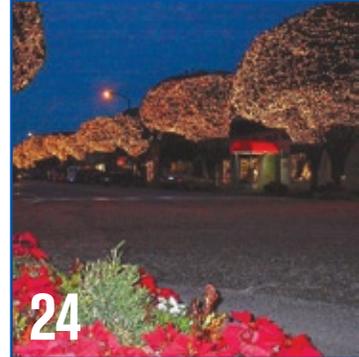
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APPROXIMATELY 10 MILES IN LENGTH, THE FOLEY LAND CUT IS EXPERIENCING RAPID DEVELOPMENT WITH 13 DEVELOPERS WORKING ON 16 DIFFERENT PROPERTIES. THE GULF INTRACOASTAL CANAL ASSOCIATION IS WORKING WITH DEVELOPERS TO ENSURE WATERWAY COMMERCE AND THE RECREATIONAL COMMUNITY SAFELY CO-EXIST SO THAT THE WATERWAY BENEFITS EVERYONE.



Alabama State Port Authority *goes green*

A strong desire to be a good neighbor and minimize its impact on the environment has directed the Alabama State Port Authority to 'go green.'

Currently the Port Authority participates in several initiatives to protect and preserve the local environment. Some projects are recent endeavors and others go back a number of years. From recycling dunnage and scrap metals to providing a wetlands management area, the port is a proactive player in local environmental issues. This year alone, the Alabama State Port Authority will spend up to \$3 million to be a good neighbor.

Muddy Creek in Theodore is a community asset provided by the Alabama State Port Authority, the result of wetlands mitigation. The area was developed between 1999 and 2002 in association with the construction of the Marine Liquid Bulk Terminal on the Theodore Channel. It was restored to its natural state in return for 22.5 acres of wetlands impacted at the site of the terminal. The 200 acres near the Theodore ship channel provides 2.3 miles of walking trail and boardwalks that wind around the property where the public can observe birds and wildlife in a natural setting.

"We felt allowing public access was something we could do for the community," said Bob Harris, environmental, health and safety manager for the Alabama State Port Authority. "There are signs to identify the various trees. We've tried to encourage schools to go, there are some regulars, mainly wanting to get outdoors and walk in nature."

In 2002, the Alabama State Port Authority was presented with first place in the American Association of Port Authorities Environmental Improvement Award in the Mitigation Category for the Muddy Creek project. As part of the project, the Port Authority removed all invasive plants, replacing them with native plants. Now there are 12,000 native trees and shrubs including Sweetbay Magnolia, Willow Oak, Red Maple, Bald Cypress and dozens of other varieties. Nesting boxes were built for native birds and



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McDuffie Coal terminal is equipped with a \$4 million dust suppression system. These 80-foot poles surround the coal yards and are equipped with potable water misters and canons that discharge when dry coal conditions occur.

recycled vegetation was left at certain locations to provide shelter for other wildlife.

“This site will benefit the community by providing opportunities for environmental education, exercise, wildlife watching and quiet solitude,” said James K. Lyons, director and CEO of the Alabama State Port Authority. “It provides a natural haven and refuge to humans and wildlife in an otherwise developed area. We offer this as a gift to the area and hope that many will enjoy its benefits. Needless to say, we also trust that those who visit will protect the area by not littering or disturbing the plant life or animals in the area.”

Working with local ornithological groups and the Alabama Ornithological Society, the Alabama State Port Authority al-

lows birdwatchers access to Blakely Island at the western end of the Mobile Causeway. The Mud Lakes on Blakely Island are known to Alabama birders as one of the top locations to view shorebirds and waterfall during annual spring and fall migrations. Access to the Mud Lakes is controlled by the Port Authority, requiring an annual permit and advance notice of a visit.

According to Harris, access to the bird sites goes back more than 12 years. “Years ago bird watchers expressed interest with some birds. This is one of the few places they can see them,” he explained. “The permit system allowed them to visit. We ask that they renew the permits each year. Sometimes we get a couple a day. That’s one of the things we’ve been doing for years.”

At the state docks facility, a new blended fuel is reducing greenhouse gas emissions and saving money. “The project stems from nearly a year of staff research, including a three-month test program that concluded in early April,” said Lyons. “All of the port’s compression ignition equipment has moved from a petroleum diesel fuel to a B-20 blend of biodiesel to



ASPA's two container gantry cranes at Pier 2 both run on B20 blend biodiesel reducing overall carbon dioxide and carbon monoxide emissions, as well as reducing the release of particulate matter often associated with regular diesel or gasoline fuels.

reduce our overall emissions within the port." The new fuel is comprised of 20 percent biodiesel, which is 100 percent soybean based, and 80 percent petroleum diesel blend.

Based on its positive performance, the new B-20 blend is now used in all diesel fuel equipment from locomotives at the port's railroad to front end loaders at the McDuffie coal terminals, explained Harris. This includes all eight of Terminal Railway's locomotive engines, three cranes and four reach stackers at the Pier 2 container yard and more than 100 compression ignition vehicles and other pieces of equipment.

During the trial program, the port's railroad and container yard operators noted the equipment emitting cleaner exhaust, an absence of diesel smell and smoke, and an increased throttle response. At the Alabama State Port Authority Central Garage, smaller to mid-sized equipment reduced the gallon per hour usage, resulting in lower fuel costs. Additionally, biodiesel can be stored in the existing fuel tanks and no modifications are necessary for the port's diesel engines.

McDuffie Island is also a little greener these days thanks to a new program of tree planting around the island. "This came about when Jimmy Lyons visited a coal terminal in South America several years ago and saw that it had trees around the terminal. When he decided he wanted something similar, the Port determined it would enhance the area aesthetically as well as serve as a windbreak to help contain ground dust," explained Harris.

The Port Authority worked with a landscape architect who suggested a combination of Leyland Cypress, Evergreen Bay Magnolia, Burford Holly and Golden Bamboo as most suitable for the area. The trees are being planted in phases, the first of which was along the road leading into the terminal. Currently, trees are being planted to enclose the northern most area of the island. It will continue until trees encircle the island. "Right now the trees are six to eight feet tall, not quite large enough to act as a windbreak, but we chose varieties that will get up to 60 feet eventually to provide an effective windbreak," said Harris.

To assist in the dust suppression at McDuffie, a water spraying system was installed several years ago to wet the piles of coals, preventing coal dust from becoming airborne. In the event that the dust does become airborne, a tower spraying mist is used to knock the coal dust down. The project is still being revised as the Alabama State Port Authority looks for additional water sources; currently it uses potable water or drinking water as it is commonly referred to by the Mobile Area Water & Sewer System. Local engineering, environmental and construction consulting firm Volkert & Associates is reviewing the dust suppression system for Area 4 at the McDuffie Coal Terminal and will recommend a solution and a design, explained Harris.

The water treatment pond at McDuffie Island is also undergoing improvements to allow for maintenance. Storm water is directed into the pond where coal particles are collected, not released directly into the environment. At the Bulk Materials handling plant, the oldest structure at the Alabama State Port Authority, the open dock structure with conveyors running over it often led to spillage from the conveyors onto the banks of the creek below. By enclosing the dock, not only are the banks protected, but cleanup costs are saved.

The Alabama State Port Authority has been active in recycling for years, salvaging products such as used batteries and tires for years prior to regulatory requirements, explained Cliff Wright, project manager with the Port Authority's Environmental, Health & Safety department. Officially, recycling began at the state docks in 1995, but in the following years, particularly in the years since Lyons took the helm, programs have been expanded. Today, the Alabama State Port Authority submits an

This goal has been successful if you take into account the volume of business for a particular year, meaning that the recycling numbers might be down in total volume for a particular year, but when compared to the volume of total business for that year, the numbers show a steady recycling effort."

Recycling takes place across all divisions of the Port Authority. "Partly because of our recycling efforts, our employees now have a more 'global' understanding of the importance of recycling and the direct impact it has on the Port Authority, our community, but most specifically on the quality of life for their families," explained Wright.



Sprinklers activate when McDuffie's rail car dumps are in operation. The water suppresses any coal dust that may escape while removing the coal from the rail car.

annual recycling report to ADEM, detailing recyclable industry items such as anti-freeze, aluminum, cardboard, glass, newspaper, office paper and computer paper, plastics, used motor oil, steel, tin and other metals, kitchen oil and grease, auto and truck batteries, and yard and other unspecified waste.

"Our goal has always been to recycle all of our waste materials that there was a market for or merchant available to handle the waste, and of course those wastes required to be recycled by law," said Wright. "While the Port Authority is completely compliant with the recycling requirements, we take further steps to ensure we recycle as much of our generated waste possible.

In 1995, the first year of the program, the Alabama State Port Authority recycled 3,000 tons of aluminum, 57 tons of steel and tin and 64 tons of scrap lumber. It also salvaged 111 used batteries and 73.5 tons of paper. By 2007, the numbers and some of the items have changed, reflecting the Port Authority's initiative to create less waste. This year, the Port Authority has recycled 1,200 pounds of newspaper, 1,140 pounds of office paper, 560

pounds of computer paper and 367,000 pounds of cardboard. It recycled 5,150 gallons of used oil, 260 gallons of anti-freeze and 145 gallons of auto grease, along with 161 used batteries, 214 used tires and 414 used oil filters. In steel and tin items, the Port salvaged 231,000 pounds and in scrap lumber, 293,000 pounds.

As the recycling program is not directed toward creating more recyclables, the Port Authority does look for products that generate less waste, or at least environmentally friendly waste. "Additionally, the Port Authority is always seeking new opportunities to utilize 'green' products that are cost effective, meaning those products that are environmentally friendly for which there is no waste generated," explained Wright. "For those waste streams that will always require recycling, our ongoing goal is to generate as little waste as possible by improving our operational efficiency." □

Cooperative Efforts Benefit Barge Industry and New Commercial Developments

Things are changing along the sleepy little stretch of the Intracoastal Waterway that runs through Orange Beach and Gulf Shores, Alabama.

Known locally as the Foley Land Cut, once the primary domain of commercial barge traffic, the waterway's future includes 13 different developers working on 16 different properties—major condominium and marina properties. To ensure the commercial waterway's future, as well as safe implementation of new properties, cooperation is necessary on all levels including the U.S. Army Corps of Engineers, federal, state and local agencies, the barge community and its operators, and development interests.

"We're trying to safely co-exist with the recreational community so that the waterway benefits everyone," explained Raymond Butler of the Gulf Intracoastal Canal Association (GICA). "It's a benefit to the local area. We're trying to be a good citizen and work with them." Part of GICA's mission is to identify and address issues that affect the waterway and its shippers and users. Developers are working with the barge industry so that their developments don't negatively impact commercial barge traffic."

Chris Jasinski of Coastal Resort Properties, one of the largest developers on the Foley Land Cut, points to GICA's open mind throughout the whole process, as well as being upfront on which points are flexible and which are not.

"There's a lot of give and take on both sides," Jasinski explained. "Lots of communication."

Demand for retirement communities, boating communities and other recreational facilities is growing in coastal Baldwin County, an area running scarce of beachfront property but where demand for condominiums is still growing.

"We're creating diversity in the tourism industry, featuring recreational and entertainment features and different housing choices. It's a destination in and of itself," said Jasinski.

As a result, the area has been dubbed 'The Waterway District: Alabama's New Coast,' focusing on year-round homes, retirement and boating communities, resorts and timeshare properties and perhaps even water taxis to ferry visitors and residents from place to place.

"This is bigger than Destin, bigger than Fort Walton. It's a pretty significant market," said Jasinski.

In the beginning, Jasinski explained, the developers came to GICA to find out what was important to the organization. "What do you need, what's important to you? We'd rather fix it on paper now than fix it after it's built, or not get approved when it could have been done another way to fit your needs. Some modifications didn't cost us anything. It's just a different way to look at things."

An example of this cooperative effort is marina lights placed adjacent to the waterway, which affects the night vision of barge pilots. Knowing that, Jasinski said, lighting can be placed or aimed elsewhere, in a manner that does not impair barge captains' visibility.

Currently there are 13 developers working on 16 different properties along the Foley Land Cut in Baldwin County, Alabama.



In addition to completing an Environmental Impact Statement required as part of the regulatory permitting process by the U.S. Army Corps of Engineers, developers are also adhering to the list of 16 proposals provided by GICA, which all parties agree will enhance safety, operating procedures, navigation and dredging, as well as introduce additional mooring locations for barges. Butler said the developers have incorporated each of the suggestions into their designs.

“Some cost a lot. Some cost a little,” Jasinski said of the changes. “A lot were design-driven modifications in the marinas. It’s easier to do up front.”

Entering and exiting marinas was an important issue for GICA, so developers redesigned marina entrances away from bridges or curves in the waterway, implemented barge-friendly bank stabilization, increased visibility and met lighting restrictions. Additionally, the group of developers designed and provided educational safety and information materials and signage, provided for mooring locations in their plans and developing maps for recreational and commercial waterway users including radio frequencies. Maps for recreational boaters would also include information on safely sharing the waterway with barges. Another concern has been for safety, limiting Jet Ski use, and working with marine police in both Orange Beach and Gulf Shores.

“Part of the agreement provides mooring facilities in the Foley Land Cut because developers are taking up some geography we use for stopping along the banks for bad weather conditions,” said Butler. “With the development, we’re losing real estate along the banks where we traditionally push in. We defined a number of locations the barge industry will need on a daily and worst case basis.”

As a result, Butler explained the developers have worked with GICA to identify locations acceptable for both parties. The barges will tie up to a bollard on the bank, installed in 17 locations by developers.

“It’s working out good for everyone. Previously the towboat would use its engine to stay up near the bank, damaging



Major boating and recreational facilities like The Wharf are being built along the Intracoastal Waterway.

the bank, or tie up to a tree on the bank. These new shore-based bollards are safe and ‘environmentally friendly’ methods to tie up. We’re not damaging the bank or trees. It’s a win-win solution.”

The EIS provides essential information to the Corps of Engineers on the development, explained Wynne Fuller, Chief of the Operations Division for Mobile District’s Corps of Engineers.

“It evaluates the impact of the developments, not just in terms of the traffic load on the waterway but the threat to endangered species, the economic impact and wetlands,” Fuller explained. “It’s an all-encompassing review of the proposal of the developments and their cumulative impact, not just a single development, but the sum of all developments.”

Working together, the U.S. Army Corps of Engineers can project the effect of development on area water quality and wetlands, as well as safety, navigation and commercial interests. Once the EIS is completed, it is vetted by the public and other resource agencies, the Corps of Engineers makes a decision and advises the developers of the conditions under which they may build as part of their Department of the Army permit.

Butler explained that, at this stage, a long term plan for the Foley Land Cut is similar to how cities use a planning commission, implementing zoning and structure guidelines. He calls this cooperative effort instrumental in developing and

Developers of the Foley Land Cut are working with the barge industry to ensure that developments along the waterway don't negatively impact commercial barge traffic.

following a master plan and points to Fuller and the Corps, which required the Environmental Impact Statement, as well as to Sheldon Morgan with the Warrior Tombigbee Waterway Association who coordinated the local barge community, as integral to the program.

Overall, Butler would like to see this plan implemented elsewhere along the waterway. "It's a model we'd like to see used in Texas where it's at its infancy at Port O'Connor," he said. "It's the model for the way the rest of the coast should be developed."

Fuller applauds this cooperative effort as well. "It's a very good approach," he said. "It makes sure both the towing industry and the developers have a means of communications and un-



derstanding each other's needs and requirements and achieving a compromise as far as the waterway is concerned."

As for a final outcome, Butler's vision includes recreational development that will have a positive economic benefit to the local community, providing a source of pleasure, and also bringing to the forefront the need of waterways maintenance and the importance of the commercial aspects of the waterway. □

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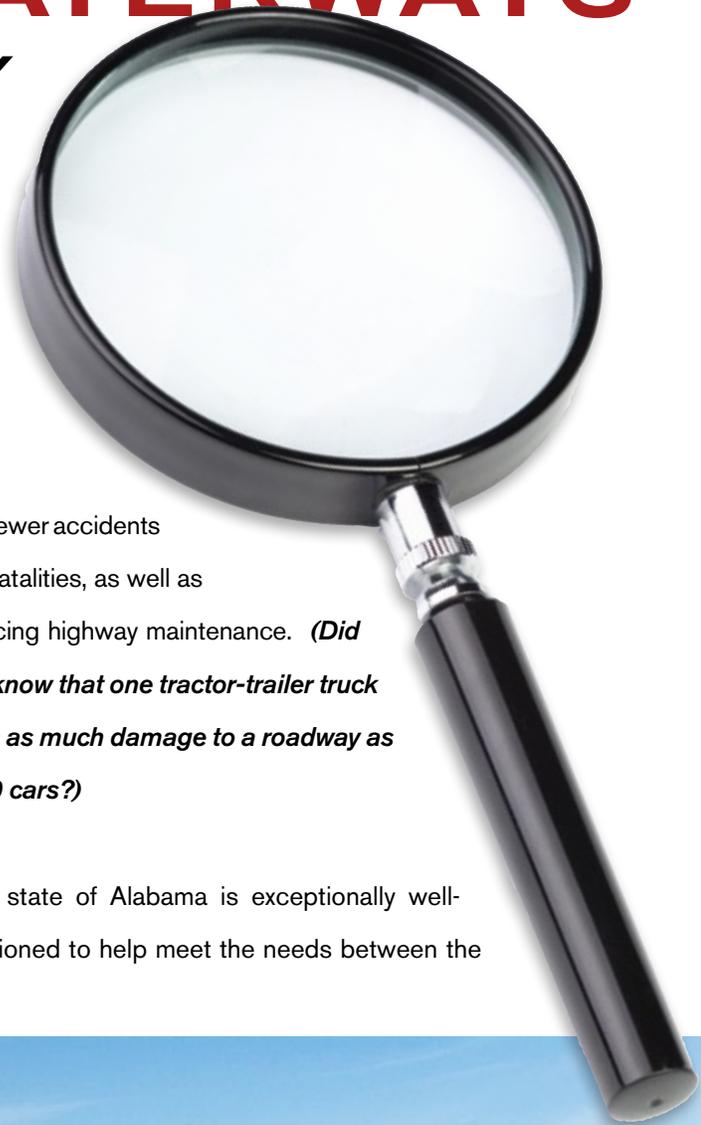
The Coosa-Alabama River Improvement Association, Inc. (CARIA) is strategically working on case studies and a means of better transportation for products. CARIA is a non-profit organization based in Montgomery that is promoting the economic value of Alabama's waterways and barges as an alternative mode of transportation to road and rail. The association believes that transporting goods on water provides significant economic and environmental advantages. One of the organization's environment-friendly objectives is to maintain a navigable waterway on the Alabama River between two important cities in Alabama, Mobile and Montgomery.

CARIA presents interesting and important facts to the public about the use of barges and their source of traveling. When compared to road and rail, towboats produce fewer pollutants and burn less fuel per ton-mile, are more energy efficient and can carry large loads of bulk material up to five times their own weight (one standard barge of 195 feet in length and 35 feet wide has the same capacity as 60 trucks or 15 rail cars). Taking those trucks off the road reduces congestion and enhances public safety, translating

A barge on Alabama River hauling oversized equipment to the Hyundai plant located in Montgomery.

into fewer accidents and fatalities, as well as reducing highway maintenance. *(Did you know that one tractor-trailer truck does as much damage to a roadway as 9600 cars?)*

"The state of Alabama is exceptionally well-positioned to help meet the needs between the



heartland of America through its inland waterway system,” said Jerry Sailors, secretary-treasurer of Coalition of Alabama Waterway Associations in Montgomery. To underscore that point, the Coalition of Alabama Waterway Associations commissioned the Alabama Freight Mobility Study, a multi-year effort to identify business model shippers. The study will be used to determine the most cost-effective way to move goods from origin to destination. Sailors, who is also the project manager of the study, writes in a previous newsletter, “The purpose of the study is to provide shippers with a safe, affordable and efficient transportation alternative while alleviating road and rail congestion, thus reducing air pollution and safety hazards accompanying increases in road and rail traffic.”

Phase 1 of the Alabama Freight Mobility Study has been completed. This finalized portion of the case study con-

cluded with information on the global shipping process, background facts of container transportation and studies of markets for shipping. Phase 1 can be viewed at caria.org.

Sailors notes, “Phase 2 is now underway, and will be completed July 2008.” This phase will assess the market for containers between the Tennessee-Tombigbee waterway and the upper end of the Tennessee River, develop the barge industry perspective for container-on-barge operations, assess the new Mobile Container Terminal from an inland waterway perspective and identify lessons learned from river systems on which containers are moving. The ultimate objective is to incorporate water transportation as a major component of the nation’s intermodal transportation system. For more information, or possible membership in the Coosa-Alabama River Improvement Association, visit caria.org or contact 334-265-5744. □



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Thomasville:

Setting the Standard for Rural Communities

With over \$400 million dollars in planned commercial, residential and industrial development, rural communities of Alabama can all take a lesson from Thomasville. Considered "Southwest Alabama's Success Story," the city, located at the top of Clarke County, has the highest daily traffic count of any city of town between Montgomery and Mobile. And, with the ThyssenKrupp Steel Mill locating less than one hour away, Thomasville has nothing but growth in mind for its rural community.

Leading the city for more than 10 years, Mayor Sheldon Day has been planning this kind of success for Thomasville for years. "Our community is very competitive," said Mayor Day. "We do not set glass ceilings for ourselves. We do not believe that just because we are a rural community we cannot do it."

Examples of this mentality can be seen in the current and planned development for all aspects of the municipality. Construction began this year on a multi-million dollar civic center that will become a multi-use facility complete with conference rooms, a gallery for traveling and permanent exhibits and a 500-seat theater that boasts the same quality sound system as can be found in Mobile's Saenger Theater.

"Thomasville is focused on changing, evolving and meeting the requirements needed to being a top rural class community,"



said Debra Fox, economic developer of Thomasville. "We have been preparing this community for this level of growth, and people are really stepping up and supporting the events that bring this city's success."

The city along with co-sponsor the Boeing Company recently held Alabama's Third "Rural" National Supplier's Conference in September. The city hosted hundreds of Alabama's finest businesses and representatives with more than 300 attendees, and an assortment of exhibitors including Boeing, NASA, Northrop-Grumman, Pratt-Whitney Rocketdyne, and Muskogee Metal Works to name a few. Additionally, U.S. Rep. Jo Bonner and U.S. Rep. Artur Davis along with other dignitaries were present to show their support and speak at the conference.

"This conference continues to be a great success," said Mayor Day. "I am already hearing about the great relationships that were built and the groups that were brought together at this year's conference."

"I have also received great feedback about multiple leads from the exhibitors at the conference," adds Fox. "The conference is a great place for the sharing of information and company profiles for everyone who attends."

The proximity to large industrial businesses like Ciba (McIntosh), Alabama River Companies (Claiborne), Georgia-Pacific (Naheola), Louisiana-Pacific (Thomasville) and Weyerhaeuser (Pine Hill) to name a few, is just the beginning to the benefits Thomasville has to offer. The city's population of 5,000 is ex-

Cutting the ribbon to the exhibition hall at the Third National 'Rural' Supplier conference photographed from left to right: Mayor Sheldon A. Day, Charles Allen, The Boeing Company, David Echols, Alabama Development Office, Debra M. Fox, Executive Director of Development and Planning, Judi Clark, Executive Assistant of Development and Planning. Photo taken by Barry Hendrix of the Clarke County Democrat.

pected to increase to as much as 7,000 or 8,000 in the next three years. With that kind of growth, the city has made great efforts to offer the very best for their community including a downtown revitalization project that includes commercial, recreational and residential spaces.

“You cannot ride down the street without seeing something being built up, torn down or reconstructed,” stated Fox. “The momentum right now is contagious!”

The downtown revitalization alone is a three-phase, multi-million dollar project that will bring lights, benches, wrought-iron railing and landscaping for the community to enjoy. Phase I and II is a \$5 million plus development with \$2.5 million of city funding and \$3 million in private investment that has already been completed. With \$1 million in city funding and \$7 to \$9 million in expected private investments, Phase III is currently in progress.

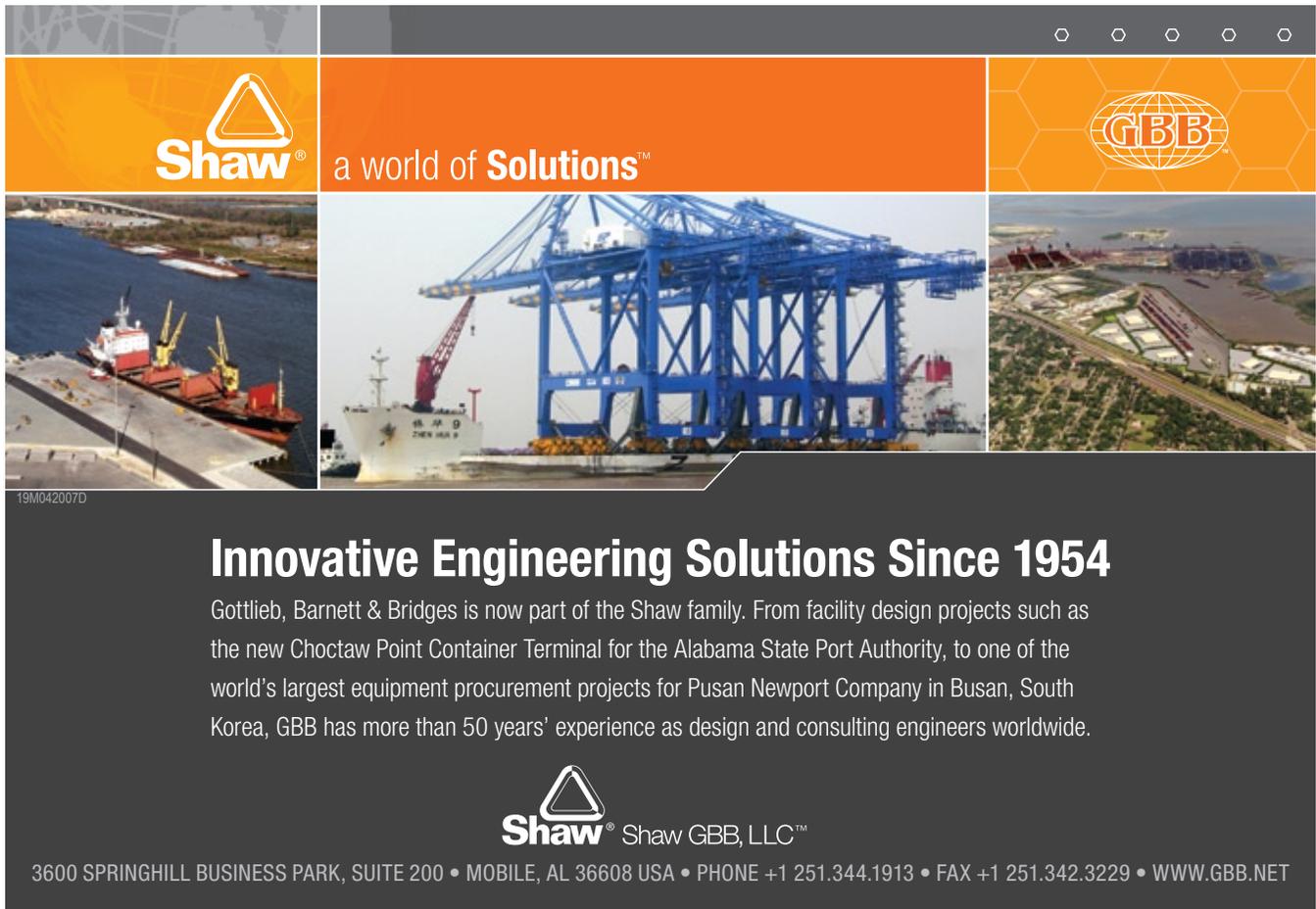
“Even now, residents downtown have tripled in the last year. We have been planning for the opportunity to have residen-

tial lofts downtown for nearly 10 years. There will be room for approximately 50 residents, where before there were almost none,” said Mayor Day.

Additionally, construction is underway for a new \$35 million dollar hospital facility, Southwest Alabama Medical Center, which will be part of a 40-to 45-acre medical park. Upon completion, the facility and park will become home to medical related facilities, a nursing school, as well as specialty services, clinics and pharmacies.

“Outpatient services are expected to triple with this new hospital,” said Fox. “We are finalizing the plans now to begin construction in spring or summer of this year.”

The momentum is set for the city of Thomasville. The city and its community’s ‘can-do’ attitude are setting the standard for rural communities across the nation. With so much development planned in all aspects of the city, Thomasville is looking forward to its continual success in the future. □



The advertisement features a header with the Shaw logo (a triangle with a circle inside) and the text "Shaw® a world of Solutions™" on an orange background. To the right is the GBB logo (a globe with "GBB" inside) on a white background with a hexagonal pattern. Below the logos are three images: a ship at a port, a large blue gantry crane at a port, and an aerial view of an industrial facility. The main text reads "Innovative Engineering Solutions Since 1954" followed by a paragraph about GBB's experience. At the bottom is the Shaw GBB, LLC logo and contact information.

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A Sweet Stop in a Long Drive

Driving the north/south stretch of Interstate 65 can make for boring travel. But thanks to Priester's Pecans in Fort Deposit, Alabama, travelers can rest, shop and even find a treat to take on the road.

"Location is one of our biggest plusses," explained Ellen Ellis Burkett, who is the manager and granddaughter of one of the original owners. "We're half way to so many destinations. We're a welcome oasis on the interstate. People come in and go, "Wow!" They don't expect what they're going to walk into. It's also a safe place with nice clean restrooms. People feel comfortable and welcome, even on busy days."

One of the first stops most visitors make is the sample table, located in the center of the candy area, which Burkett said is actually a small portion of the large 6,000-square-foot store. One of Priester's most popular items is fiddlesticks, bars of caramel topped with pecans then wrapped in chocolate.

"When we're out of samples, we hear about it," laughed Burkett.

Other hot items that quickly disappear are the divinity made from scratch, homemade pecan pies and bags of shelled pecans. Visitors can also purchase snacks such as ice cream, then sit on the front porch. There are 16 flavors to choose from, and one, of course, is butter pecan.

Need something a little more filling? The food bar serves hot and cold lunches daily, including salads, sandwiches and meat with vegetables. The food area of the shop has plenty besides pecans. Shoppers can browse through jams and jellies, pickles, syrups, salad dressings and even gourmet coffee. Upstairs guests can watch the handmade treats being made, dipped in

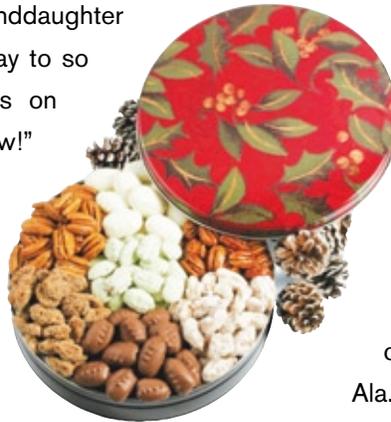
chocolate or rolled in caramel. Cakes, pies and brownies are pulled fresh out of the oven.

"Everyone can find something—relaxing, looking or eating," said Burkett.

Priester's offers a variety of its seven favorites edibles.

The gift area offers everything from toys and baby gifts to gardening items and t-shirts.

Priester's cookbook features old family recipes, each tested in Priester's kitchens. "Dining on the Victorian Verandah" was written by cookbook expert Gene Westbrook of Prattville, Ala. It features 350 recipes for appetizers, salads, soups, entrees and plenty of tasty desserts. For those who can't be without the latest Priester's news, the company offers an e-mail newsletter filled with recipes, guest comments and customer supplied recipes and news on new products.



Priester's Pecans first began in a Texaco station in 1935.

The staff at Priester's can tell what month it is without even looking at the calendar. From January through early spring, Priester's parking lot is full of tour buses filled with senior travelers. That changes during the Spring Break season and into the summer when families are headed to the beach. In the fall it's back to tour groups and senior travelers on their way to the shore. Fall also brings plenty of football fans and the store reflects that with a large selection of Alabama/Auburn items.

"We change the store with the season and holidays. We're always aware of what type of customer is coming through," said Burkett. "Christmas is our busiest sales time. There are not as many people, but the sales are bigger. In the summer there are so many families, the people count is larger."

Priester's began as a mail order business and that still makes up one-third of the business today, with retail and wholesales each making up another third. On its website (www.priesters.com), customers can order nuts by the pound, pecan pies, pecan divinity and baked goods, even pecan cakes. Corporate gifts play a large role in Priester's business, so much so that in late November Priester's opens up a satellite store in Montgomery.

"Our corporate customers really enjoy going directly to the store and picking up gifts," said Burkett. "Or we can mail them out with a message or a business card to clients."

Priester's Pecans began in 1935 with Mr. Lee C. Priester and his Texaco station. When he wanted to offer his customers a taste of the South, he looked only as far as the ubiquitous pecan trees, and the Priester Pecan Company was born. Soon he was selling bags of pecans in shells to the customers traveling between Mobile and Montgomery.

The next step came when a salesman asked him for shelled and bagged pecans to give to his clients. Soon Mr. Priester's wife and other local ladies were involved in the process and it grew

so large that it had to be moved from the Priester's porch to a separate facility. By this time, Mr. Priester needed a financial partner to share the business responsibilities and looked to friend and business associate Hense Reynolds Ellis who owned the oil distributorship that supplied Priester's Texaco station. With a handshake and \$200, Ellis joined the Priester Pecan Company.

The Ellis family involvement continued, involving Ellis' wife, Ellen Hagood Ellis, and their two sons, Ned and John, and their wives May and Rose. Both original owners stayed active in the business for years—Ellis until his death in 1965 and Priester until illness forced him to retire.

Ned Ellis eventually took over management of the company, buying out his brother when John became a banker. Ned and May Ellis brought their own children up in the southern pecan dynasty. Thomas, Marsha, Katie and Ellen were all involved in some fashion; today Thomas Ellis and Ellen Ellis Burkett manage Priester's Pecans. Since coming to "help" at age 10, they have seen many changes to the business, but the family's dedication to quality remains the same. A second location for Priester's Pecans can be found in Perry, Ga., just off I-75.

Plenty of family members are still involved in the business from in-laws to nephews to children working in everything from retail to packing to shelling. During school breaks, summers and especially Christmas time, family members and additional part-time employees help out customers wanting to bring a taste of Priester's Pecans to their homes. □



Homemade caramel is stirred at Priester's to include in numerous pecan edibles.

Priester's Pecans is located 35 miles south of Montgomery, just off I-65 at Exit 142.

Mercedes-Benz *drives big money* into Alabama

In 1997, the first Mercedes-Benz M-Class sport utility vehicle rolled off the production line in tiny Vance, Ala. The German automaker recently marked the milestone with a visit from Dieter Zetsche, DaimlerChrysler chairman and head of the Mercedes Car Group, who helped select Vance as the site of the company's first U.S. factory in 1993.

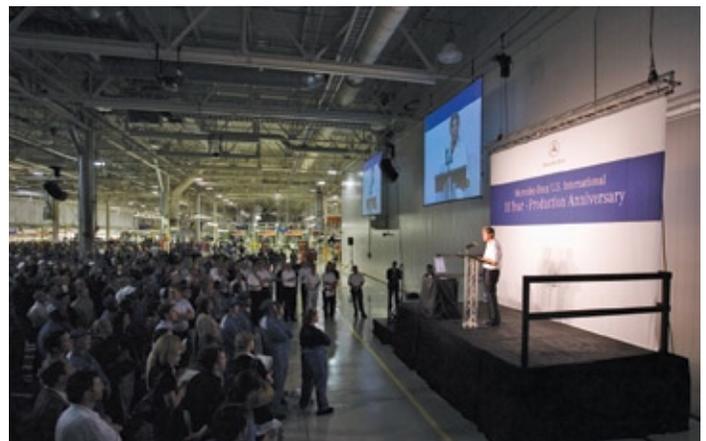
"We never have regretted this choice," Zetsche said, referring to the intensive site selection process the company went through before choosing Alabama. "It was the absolute best choice we could have made." He credited the plant's work force with shattering Mercedes production records and contributing to 14 consecutive years of sales growth in the United States.

"Right from the start, Alabama and Mercedes-Benz has been a win-win relationship. Since our decision to come here, we have invested more than \$1 billion and twice expanded our production facilities," Zetsche emphasized to an audience of past and present Mercedes-Benz U.S. International (MBUSI) team members, dignitaries and guests at an anniversary celebration celebrating the company's first decade in Alabama. "And that's not without reason, since the plant produces top quality vehicles that are popular all over the world."

A decade ago, Mercedes had 1,500 workers at the Alabama plant, turning out 65,000 M-Class sport utility vehicles each year. Since then, two additional models have been added to the original and best-selling Mercedes-Benz SUV: The R-Class, a versatile and comfortable SUV tourer positioned between an offroader and a traditional station wagon, as well as the GL-Class, the first premium full-size SUV of Mercedes-Benz. More than 960,000 units of the three models have been delivered to customers since 1997, making Mercedes-Benz the best-selling premium brand in the SUV segment. Today, the plant has grown to employ 4,000 and can produce 170,000 vehicles of three different makes annually.



Left to right Bill Taylor (President & CEO of Mercedes-Benz U.S. International), Governor Bob Riley and Dieter Zetsche (Chairman of the Board of Management for Daimler) used the Edition 10 as the backdrop for their discussion of Plant Tuscaloosa's impact on Alabama and the Mercedes Car Group.



Alabama Gov. Bob Riley addresses guests at Mercedes-Benz anniversary celebration.



Employees at Mercedes-Benz's Vance, Alabama, plant are shown assembling a Mercedes GL, the company's first premium full-size SUV.

Zetsche was joined at the anniversary celebration by Alabama Gov. Bob Riley, who proudly touted the results of a recent study detailing the automaker's economic impact on Alabama during its first decade. The Economic Development Partnership of Alabama commissioned the study, conducted by the Center for Business and Economic Research at The University of Alabama to coincide with Mercedes celebrating 10 years of building vehicles in the state.

"Mercedes-Benz changed the entire economic development model for Alabama," said Riley. "It literally improved the economy of the whole state. When you look at where we were before Mercedes came and where we are today, it is a completely different Alabama."

The study found that the plant's economic impact on Alabama totals \$6.8 billion a year - including direct and indirect jobs, taxes, other expenditures and earnings at Mercedes and its top suppliers. This translates to 4.2 percent of Alabama's gross domestic product. Just in terms of employment,

Mercedes and its suppliers get credit for more than 41,830 jobs and combined payrolls of \$420 million a year. Moreover, Mercedes' exports total \$1 billion a year, making it the state's largest exporter.

"When Mercedes came to Alabama, expectations for what the company could mean to the state were enormous," said Economic Development Partnership of Alabama President Jim Hayes. "Today, the total impact far exceeds what anyone could have envisioned 10 years ago."

Hayes said the full Mercedes impact goes beyond its contribution to the state's economy. "As impressive as the numbers are, they do not fully capture all that Mercedes has done to bring positive attention to the state as a competitive location for business and industry."

The automaker's decision to call the state home caught the world's attention. Along with the tangible benefits of jobs and investments, Mercedes has made an impression on the state

that cannot be measured with a calculator. In the years since, Honda and Hyundai, along with a host of suppliers, have built their own assembly plants in Alabama and the state's success in the automotive industry has translated to other industries as well. German steelmaker ThyssenKrupp in May chose Alabama for a \$3.7 billion steel plant, described by steel industry experts as the first large-scale project of its kind in the United States in decades.

More than 4,000 employees worked at Mercedes in 2006, accounting for a total of 22,863 direct and indirect jobs. The 18 MBUSI suppliers employed 3,630 workers in 2005, the year in which complete data were available, generating a total of nearly 19,000 jobs.

The study also reveals that in 2006 Mercedes accounted for a total payroll of \$306.6 million, or \$70,064 per employee, more than twice the average earnings for an Alabama worker. Non-payroll expenditures in the state totaled \$2.2 billion. MBUSI also paid \$49.9 million in state taxes and \$26.4 in local taxes.

In addition, Mercedes suppliers had an \$861.3 million impact on the state's economy, accounted for \$113.4 million in earnings, \$249.2 million in non-payroll expenditures and generated \$29.9 million in state and local taxes in 2005.

The study shows Mercedes has had the greatest economic impact on Tuscaloosa and Jefferson counties, home to most employees and suppliers. Mercedes counts 2,433 Tuscaloosa County residents among its employees, and another 1,430 work at supplier industries. In all, the plant's impact on Tuscaloosa County includes 17,822 jobs, \$544.7 million in earnings and \$11.5 million in local sales tax.

In Jefferson County, 848 employees work at Mercedes and 1,149 residents work at suppliers. The county's total economic impact includes 6,233 jobs, \$190.6 million in earnings and \$4 million in local sales tax.

To mark the anniversary, Mercedes-Benz announced the M-Class "Edition 10". Available this fall, the anniversary edition contains a long list of special features including 20-inch wheels, special color highlights and an Edition 10 badge marking on the fenders. Zetsche and Gov. Riley unveiled the first model at the anniversary celebration.

Gov. Riley emphasized the lasting impression Mercedes has left on the state's business image. "When companies like ThyssenKrupp consider making huge investments in Alabama, they come to Mercedes and see first hand what our people are capable of," he stressed. "It has also helped us prove that Alabama is the place to be when it comes to doing business." □

An aerial photo shows the MBUSI facility in Vance, Alabama.



Gov. Riley Going Places with the Alabama Tourism Conference



An estimated 400 tourism, attraction and hotel professionals attended the state's annual tourism conference held in September at the Perdido Beach Resort in Orange Beach, Ala. officials said.

Gov. Riley revealed the state's 2008 tourism theme "Sweet Home Alabama" at the Alabama Tourism conference. The theme's logo appears on the cover of the 2008 state vacation guide, with paper stickers of the logo distributed at the state's eight welcome centers during the summer. Some 71 percent of out-of-state residents and 65 percent of Alabamians favored the phrase among five others during a research study conducted by Luckie and Company of Birmingham.

At the conference, Gov. Bob Riley revealed the state tourism department's themes for the next three years, which follow the success of topics such as the Year of Alabama Food and the Year of Alabama Arts. The Alabama Bureau of Tourism and Travel has selected the phrase "Sweet Home Alabama" as the brand positioning line to market the state as a tourism destination for 2008.

The positioning line will be featured in the state's marketing program, using television and radio, print ads, and public relations. The campaign symbol is a colorful red, blue, yellow and white logo with the words "sweet" and "home" flanking the stylized word Alabama.

Gov. Bob Riley said, "The phrase is cheerful, happy and warm. It brings a smile to your face." He announced the new marketing theme at the annual state tourism conference in September.

The governor also announced that the tourism agency will continue its award-winning themes program which has spotlighted food, outdoors and the arts. He said 2008 will be the Year of Alabama Sports and 2009 the Year of Alabama History. In addition to 2010 being the Year of Small Towns and Downtowns, it will include an Alabama Homecoming where communities stage events to welcome back former residents, Gov. Riley said.

Breakout sessions at the conference were geared to hotel personnel and destination marketing organizations. Also, an awards banquet was held to honor professional achievements, programs and events.

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B O N D E D

Glovis & Port Authority Host Korean Media



Judith Adams, ASPA's manager of media relations & economic development, along with T.W. Kim, executive coordinator of Glovis America LLC, hosted Cho Yong Sung, a business reporter from THE FINANCIAL NEWS, the Korean daily business newspaper. THE FINANCIAL NEWS will feature Glovis America's services and how the company and Alabama State Port Authority's terminals team up to serve containerized cargo cliental. Not pictured: Hyun-Gi Bang, manager of the strategy & planning team for Glovis Co., LTD.



The W.C. Handy Music Festival was named the 2007 Event of the Year. The festival is held annually in Florance, Ala. Previous festivals have featured jazz and blues legends including Jimmy Smith, Ramsey Lewis, Dizzy Gillespie, Bobby Blue Bland, Diane Schuur, Billy Taylor, Dianne Reeves and Charlie Byrd.



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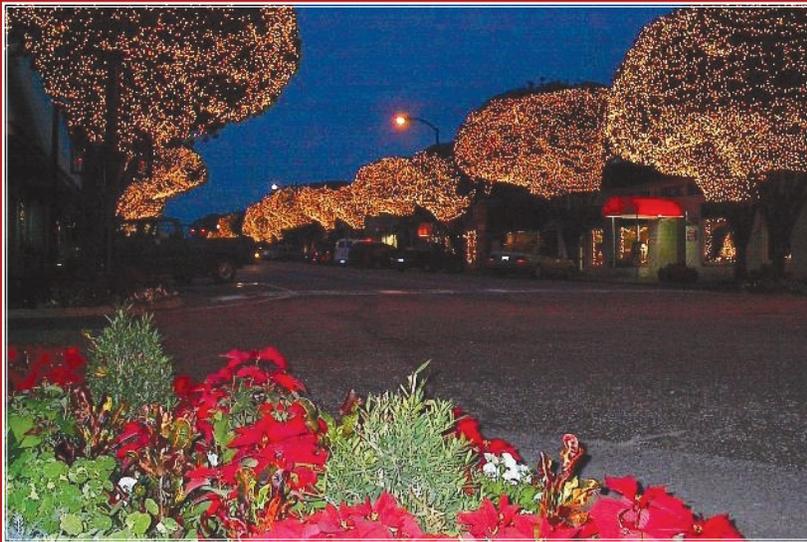
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Fairhope Initiates

Holiday Season



Each year the City of Fairhope covers the trees of downtown with over a million lights to begin their holiday season.

The holiday season is well on its way. Celebrations will officially begin for the City of Fairhope on Thurs., Nov. 15. The evening activities will kick off at 5:30 p.m. with tons of festive fun planned for the residents of Fairhope, as well as visitors to the area. The streets of downtown Fairhope will be full of excitement with stages on both Fairhope Avenue and Delamare Avenue.

The 15-year-old traditional ceremony is packed with many entertainment acts. Fairhope High School Band, Fairhope High School's "Top of the Bay Choir," Fairhope Middle School Band and J. Larry Newton Middle School Band will all perform pieces. A group of dancers from Bayshore Ballet Academy has also been selected to perform.

Mrs. Claus will be present to give out candy canes and will be available for pictures with the children at the lighting. Children will also be welcomed to write wish lists that she will return to Santa Claus. Dogwood Trail Maids will be present at the event.

"The Fairhope tree lighting has become a tradition in the Fairhope Community. Each year Fairhope residents and visitors alike anxiously await the night that the streets of downtown Fairhope light up with over one million lights. The lights will remain in the trees until after the Arts and Crafts Festival in March of next year," said Alex Robinson, special events coordinator for the city of Fairhope. "The lighting will be the first big event of the holiday season and will be followed by the Downtown Fairhope Business Associations Christmas Open House Nov. 18, as well as the Fairhope Magical Christmas Parade, which will be held on Dec. 7."

The Fairhope Tree Lighting Ceremony began in the late '80s. A tradition which has lasted throughout the years at the Fairhope Tree Lighting Service, Tim Kant, mayor of Fairhope, will speak and devote the tree lighting service to an outstanding member of the community. This year, Christine Sealy has been chosen as the State of Alabama's Elementary School Teacher of the Year for 2007-2008, making her this year's candidate for the dedication of the lighting ritual. Mayor Kant, alongside Sealy, will "flip the switch" to illuminate the streets of downtown Fairhope.

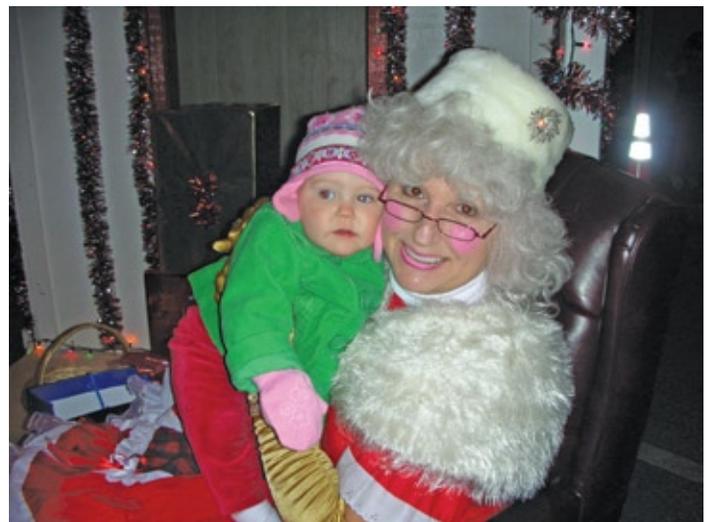
"We are very excited to recognize Sealy for this great achievement and use this opportunity to emphasize to our residents that our teachers are molding the future of our community," said Kant.

Additionally, Fairhope is looking forward to celebrating their centennial next year. "Next year, we celebrate our centennial and this is a perfect time to remind folks as we celebrate the past that we should also celebrate our future," stated Kant. □

For more information about the City of Fairhope's holiday events, call 251-929-1466 or visit www.cofairhope.com.



The Dogwood Trail Maids take a break from greeting residents and visitors to have their picture made with former WPMI weatherman David Glenn.



Teal Gardner having her first picture with Mrs. Claus.

NOTICE:

STATE PILOTAGE COMMISSION 'OPEN PERIOD'

The State Pilotage Commission has established an "open period" during which it will receive applications to fill at least two (2) openings and not more than four (4) openings on the Register of Applicants, the beginning of the process of becoming a Mobile Bar Pilot.

Under the statute and duly-adopted rules, if the number of applications exceeds the available positions, the Commission is required to exercise its statutory power to be "the sole judge of the seniority and statutory qualifications of applicants to be apprenticed," and to select the one it considers to be best qualified to fill the available slots on the Register, based, in part, on the following factors: (i) minimum age of 18 years (as required by statute), (ii) degree, extent, and continuity of progress toward meeting the statutory qualifications, (iii) degree of cooperation with the Commission to determine the best qualified applicants, (iv) resident of State of Alabama, (v) holding of or progress toward necessary Coast Guard licenses, (vi) good moral character, and (viii) the views, in writing, if any should be submitted, of the Mobile Bar Pilots, LLC.

Applications must be on the official application form, and may be submitted from the date of publication of this "NOTICE" until Wednesday, January 2, 2008. Applications **must be postmarked no later than Wednesday, January 2, 2008** in order to be accepted. The official application form may be obtained by writing a letter to:

**The Secretary
State Pilotage Commission
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The Beach Patrol

Coasties, Dogs & Horses

Long accustomed to keeping vigilance along the nation's shores, the Coast Guard assumed the responsibility of establishing beach patrols when war threatened, America in 1941.

During the early months of America's involvement in World War II, the Coast Guard conducted patrols in much the way it had in earlier times: one man would be responsible for a certain area of beach. Unlike peacetime beach patrols in which Coast Guardsmen primarily kept a weather eye for ships in trouble, wartime patrols had three primary missions: to scout for and report enemy activity offshore, to report and/or prevent attempted landings by the enemy and, finally, to serve as a life-saving service, much as the Coast Guard always had done.

On the night of June 13, 1942, Seaman Second Class John Cullen, a 21-year-old Coast Guardsman, set out from the Amagansett, Long Island Lifesaving Station on his regular six-mile patrol. Offshore, lurking behind a cover of thick fog, lay a German U-boat, the U202. Four saboteurs, fresh graduates from a Nazi sabotage school at Brandenburg, checked their equipment and stores one final time. They carried explosives and \$90,000 in cash, ready to attack American industrial sites, including strategic factories and railroad lines.

The four-man team climbed into a rubber boat, and German sailors rowed them ashore with muffled oars. Once on land, the agents quickly removed their fatigue uniforms and buried them.

The men set off down the beach, unknowingly headed on a collision course with Coast Guardsman Cullen. When he saw the figures approaching through the mist, Cullen ordered the men to identify themselves. One of the men gave his name as George Davis and said that his party was a group of fishermen from Southampton who had run aground.

Another member of the group said something in a language that sounded like German to Seaman Cullen. His suspicions were further aroused when "George Davis" barked at the other man to "shut up." Cullen carried no weapons. His only "arms" were the flares he carried to signal the station. He suggested that the four men accompany him back to the Coast Guard station, to "have a cup of coffee."

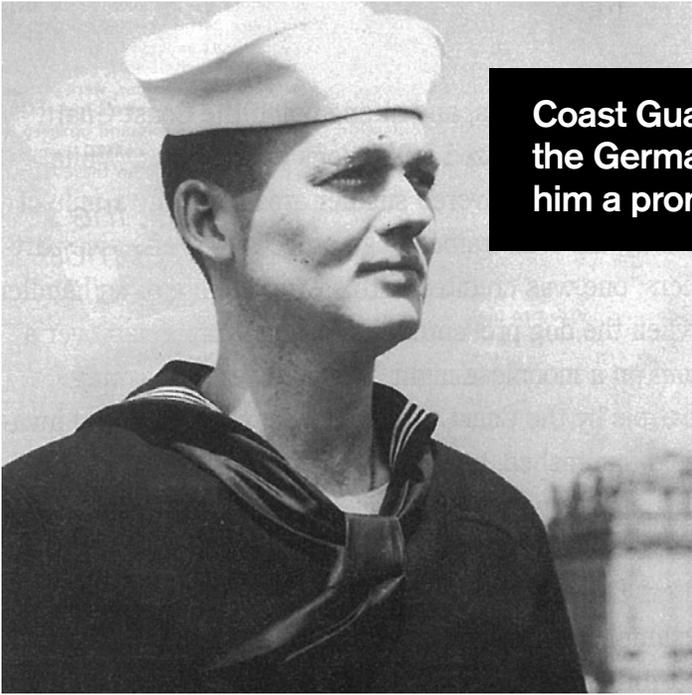
Davis refused and warned Cullen that he didn't want to have to kill the young Coast Guardsman. Then Davis switched tacks and offered Cullen a \$300 bribe to forget that he had seen the men. Cullen knew he couldn't take the men by himself, and he wanted to get out of the situation alive. He accepted the money.

Davis counted out three hundred dollars and told Cullen to look him in the eye.

"Would you know me if you saw me again?" Davis asked. Cullen shook his head and answered that he had never seen the men.

On June 13, 1942, a German U-boat surfaced off Long Island for would-be saboteurs.





Coast Guardsman John C. Cullen encountered the Germans and reported their presence, earning him a promotion and the Legion of Merit.

Davis handed over the money, and Cullen continued his patrol eastward until he was out of sight of the men. Then he turned inland and ran back to the station, a half mile away. Cullen immediately reported what had happened, and within a few minutes he and three other Coast Guardsmen were under arms and headed back down the beach.

The Germans had beat a hasty retreat, but through the fog the Coast Guardsmen could make out the sail of U-202, which had run aground. Although the submarine got away, a search the following morning found four cases of explosives, wiring, fuses, glass tubes and incendiary pens and pencils that the would-be saboteurs had buried on the beach. The FBI was called in, and within two weeks the agents from U-202 and a similar four-man team from the U-584 had been captured. Six of the eight were eventually executed. For his efforts, Cullen received a promotion to Petty Officer Second Officer Second Class and was awarded the Legion of Merit.

The discovery and capture of the agents pointed to a real need for the beach patrol, and on July 25, 1942, armed beach patrols were authorized. Patrollers were meant to observe and report activity along the nation's coasts, and the beach patrol functioned as part of port security.

Some 24,000 Coast Guard officers and men had the task of

covering 3,780 miles of coastline. Many of these men were Temporary Reserves, volunteers who went on patrol in the evenings after their civilian workday was over. Lookout towers were erected and call boxes installed along lonely beaches. Armed with rifles, pistols and flare guns, patrollers worked in pairs, usually assigned to a two-mile-long stretch of beach. Dogs were soon added to night-time patrols, and at one point, the Coast Guard beach patrol utilized 2,000 dogs in its efforts. While canine patrols covered smaller areas, usually a mile of beach, the well-trained dogs proved to be effective partners: one was credited with saving the life of its handler when the dog prevented the Coastie from going over a cliff on a moonless night. With increased seagoing patrols by the Coast Guard and Navy, the threat of invasion diminished, and after about a year, the number of dog patrols was reduced by 75 percent. Nevertheless, the service continued to assign some of the dog handlers and their furry wards to special guard duties. For example, dogs proved to be effective in guarding and patrolling railroad sidings at

Dogs proved especially effective in patrolling and guarding railroad sidings at port facilities.



seaports.

In September 1942, mounted beach patrols were authorized, and within a year, the Coast Guard had 3,222 horses under its command. Former cavalymen, cowboys, stunt riders, mounted police and even polo players were recruited by the Coast Guard for its new mounted service. The Army supplied the horses, and the Army Remount Service



The Coast Guard established armed beach patrols to counter the threat of invasion and infiltration.

provided the necessary tack. The riders and horses learned their wartime skills at Elkins Park Training Station in Pennsylvania and Hilton Head, South Carolina, where the dog training schools were located, and in some areas horses and dogs were used together on patrols.

The mounted patrols soon became the largest element of the beach patrol, and Coasties on horseback could be seen along all of the nation's beaches except in the New England area. Riders usually patrolled in pairs, armed with rifles and pistols. Not only could Coast Guardsmen cover larger territories on horseback; the horses also allowed the patrollers to carry the large radios of the day, providing instant communication with the nearest Coast Guard station. The program was exported to China, with 20 Coast Guardsmen under Lieutenant Commander Clayton Snyder instructing Chinese soldiers in the use of horses and dogs for sentry and patrol duties.

While keeping a vigilant lookout for enemy activity, the Coast Guard beach patrol also carried out the service's ages old duties of lifesaving, rescuing shipwrecked mariners and downed airmen. Beach patrollers often encountered signs of the war

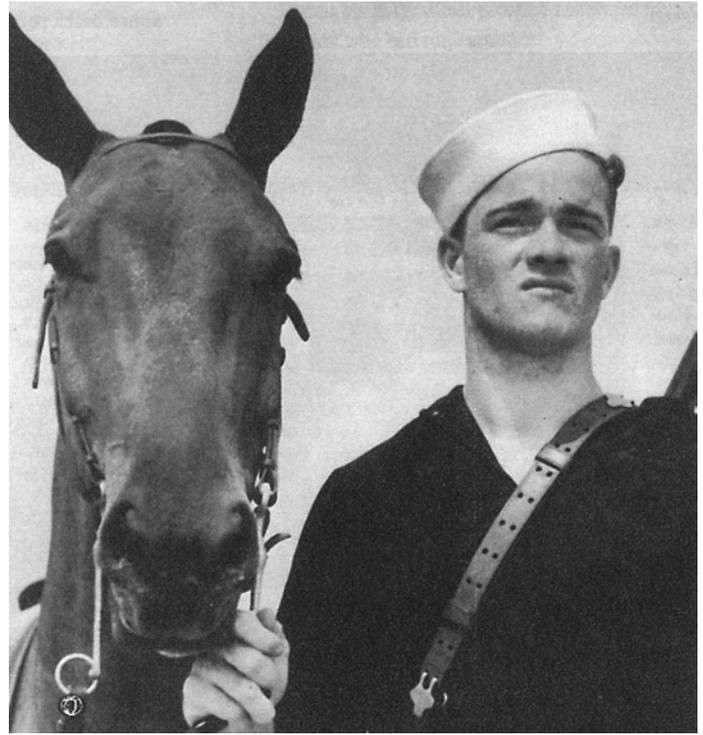
raging over the horizon: blobs of oil, flotsam from torpedoed merchant vessels, even corpses, the victims of U-boat warfare. It was too late to help these unfortunates, but the Coast Guard beach patrol also chalked up some dramatic rescues.

On April 2, 1943, Coast Guardsmen patrolling the rugged coast south of Cape Battery, Washington, discovered the body of a female Russian sailor. Search parties were dispatched, and a small boat from the Quillayute River Coast Guard Station spotted the Russian freighter LAMUT heeled over in a rocky inlet and being pounded by the surf. The ship had gone aground during a gale two days earlier, and the crew of 53, including eight female sailors, had been unable to escape. The dead sailor had been killed during a failed effort to launch the freighter's lifeboat.

The surf was too heavy to attempt rescue by sea. Coast Guardsmen hacked a trail through to the nearest beach and then turned mountaineers, scaling a 270-foot cliff to get to the ship. Far below lay the helpless LAMUT. The Coasties inched their way out along the ridge until they were positioned 50 feet above the disabled ship. They tried heaving a line, but it wasn't

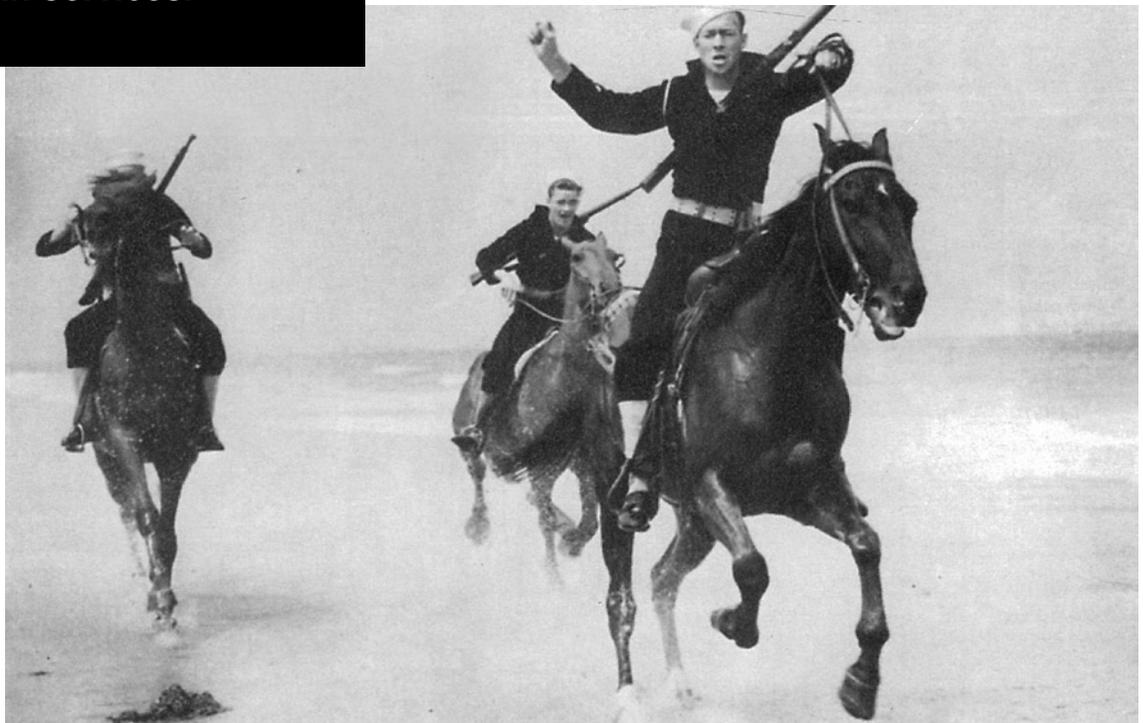
long enough. The ingenious rescuers rigged a heaving line using their shoelaces and bandages. They managed to get the line out to the LAMUT, and the Russians bent on a heavier line. The Coast Guardsmen secured the line, and the stranded sailors climbed hand-over-hand to safety. An injured female sailor was lifted out by means of a basket stretcher. The beach patrol had rescued 52 sailors from certain death.

With an increasing demand for men for sea duty and the decreasing probability of armed invasion; the beach patrol was reduced dramatically, and by July 1944, only 800 Coast Guardsmen were still on beach patrol, all on the West Coast. The real value of the beach patrol will never be known. Certainly, Petty Officer Cullen's efforts and quick-thinking had stopped eight saboteurs, and it is possible that word of the strengthened patrols deterred additional attempts at landing saboteurs and spies. Members of the beach patrol made numerous rescues, the importance of which is incalculable. And there is little doubt that the sight of armed Coast Guardsmen, on foot, accompanied by dogs or patrolling on horseback, brought considerable comfort to nervous citizens along the nation's coast.



In September 1942, the Coast Guard initiated mounted beach.

The mounted patrols became the largest element of the beach patrol, with more than 3,200 horses in services.





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SAILINGS

DESTINATION	LINE	FREQUENCY	AGENT
ALGERIA	ALGIERS		
	Nordana	Inducement	Biehl & Co.
	Zim Lines	Weekly	Glovis Alabama LLC
	MOSTAGANEM		
	ORAN	Inducement	ISS RioMar
	Nordana	Inducement	Biehl & Co.
ANGUILLA	ST. JOHN'S		
	Zim Lines	Weekly	Glovis Alabama LLC
	ST. MARTIN		
	C.I.C.	Monthly	Seacliff Agency
ARGENTINA	BUENOS AIRES		
	Zim Lines	Weekly	Glovis Alabama LLC
ARUBA	ORANJESTAD		
	C.I.C.	Monthly	Seacliff Agency
	Zim Lines	Weekly	Glovis Alabama LLC
AUSTRALIA	ADELAIDE		
	Zim Lines	Weekly	Glovis Alabama LLC
	BRISBANE		
	Zim Lines	Weekly	Glovis Alabama LLC
	FREMANTLE		
	Zim Lines	Weekly	Glovis Alabama LLC
	MELBOURNE		
	Zim Lines	Weekly	Glovis Alabama LLC
	SYDNEY		
	Zim Lines	Weekly	Glovis Alabama LLC
BARBADOS	BRIDGETOWN		
	C.I.C.	Monthly	Seacliff Agency
	Zim Lines	Weekly	Glovis Alabama LLC
BELGIUM	ANTWERP		
	Atlanticargo	Weekly	Norton Lilly International Agency
	Star	Every 2 weeks	Star Shipping
BELIZE	BELIZE CITY		
	Zim Lines	Weekly	Glovis Alabama LLC
	BIG CREEK		
	MCW Shipping	Bi-weekly	Bulk Shipping
BRAZIL	BELEM		
	American Transport Lines	Monthly	Page & Jones Inc.
	C.I.C.	Bi-weekly	Ross Maritime
	BREVOS		
	C.I.C.	Bi-weekly	Seacliff Agency
	FORTALEZA		
	Zim Lines	Weekly	Glovis Alabama LLC
	ITAJAI		
	Zim Lines	Weekly	Glovis Alabama LLC
	ITAQUI		
	American Transport Lines	Monthly	Page & Jones Inc.
	MANAUS		
	American Transport Lines	Monthly	Page & Jones Inc.
	OBIDOS		
	American Transport Lines	Monthly	Page & Jones Inc.
PARANAGUA			
OBC Forest Line	Monthly	Seacliff Agency	
RIO DE JANEIRO			
Zim Lines	Weekly	Glovis Alabama LLC	
RIO GRANDE			
Zim Lines	Weekly	Glovis Alabama LLC	
SANTOS			
Zim Lines	Weekly	Page & Jones Inc.	
VILA DO CONDE			
American Transport Lines	Monthly	Page & Jones Inc.	
VITORIA			
Zim Lines	Weekly	Glovis Alabama LLC	
BULGARIA	VARNA		
	Zim Lines	Weekly	Glovis Alabama LLC
CAMEROON	DOUALA		
	Zim Lines	Weekly	Glovis Alabama LLC
CANARY ISLANDS	LAS PALMAS		
	Spliethoff	Monthly	Page & Jones Inc.
	Zim Lines	Weekly	Glovis Alabama LLC
	TENERIFE		
	Spliethoff	Monthly	Page & Jones Inc.
	Zim Lines	Weekly	Glovis Alabama LLC
CAYMAN ISLANDS	GEORGETOWN		
	MCW Shipping	Bi-weekly	Bulk Shipping

DESTINATION	LINE	FREQUENCY	AGENT
CHINA	DALIAN		
	Zim Lines	Weekly	Glovis Alabama LLC
	FUZHOU		
	Zim Lines	Weekly	Glovis Alabama LLC
	GUANGZHOU		
	Zim Lines	Weekly	Glovis Alabama LLC
	HONG KONG		
	Zim Lines	Weekly	Glovis Alabama LLC
	HUANGPU		
	Zim Lines	Weekly	Glovis Alabama LLC
	NINGBO		
	Emirates Shipping Line	Weekly	Norton Lilly International Agency
	Zim Lines	Weekly	Glovis Alabama LLC
	ORIGIN		
	Zim Lines	Weekly	Glovis Alabama LLC
	QINGDAO		
	Zim Lines	Weekly	Glovis Alabama LLC
	SHEKOU		
	Zim Lines	Weekly	Glovis Alabama LLC
	SHANGHAI		
Emirates Shipping Line	Weekly	Norton Lilly International Agency	
Rickmers Line	Monthly	Biehl & Company	
Zim Lines-AGX	Weekly	Glovis Alabama LLC	
SHENZHEN			
Zim Lines	Weekly	Glovis Alabama LLC	
TIANJIN			
Zim Lines	Weekly	Glovis Alabama LLC	
WENZHO			
Rickmers Line	Monthly	Biehl & Company	
XINGANG			
Zim Lines	Weekly	Glovis Alabama LLC	
ZHUHAI			
Zim Lines	Weekly	Glovis Alabama LLC	
COLOMBIA	BARRANQUILLA		
	Zim Lines	Weekly	Glovis Alabama LLC
	Caytrans	Bi-Monthly	Lott Ship Agency
	CARTAGENA		
	Zim Lines	Weekly	Glovis Alabama LLC
	SANTA MARIA		
	Caytrans	Bi-Monthly	Lott Ship Agency
COSTA RICA	PUERTO LIMON		
	Zim Lines	Weekly	Glovis Alabama LLC
	SAN JOSE		
	Zim Lines	Weekly	Glovis Alabama LLC
CROATIA	RIJEKA		
	Zim Lines	Weekly	Glovis Alabama LLC
CURACAO	WILLENSTAD		
	Zim Lines	Weekly	Glovis Alabama LLC
	C.I.C.	Monthly	Seacliff Agency
CYPRUS	LIMASSOL		
	Zim Lines	Weekly	Glovis Alabama LLC
DENMARK	AARHUS		
	Atlanticargo	Weekly	Norton Lilly International Agency
	COPENHAGEN		
	Atlanticargo	Weekly	Norton Lilly International Agency
DJIBOUTI	DJIBOUTI		
	Zim Lines	Weekly	Glovis Alabama LLC
DOMINICA	ROSEAU		
	C.I.C.	Monthly	Seacliff Agency
	Zim Lines	Weekly	Glovis Alabama LLC
DOMINICAN REPUBLIC	RIO HAINA		
	C.I.C.	Bi-weekly	Seacliff Agency
	Zim Lines	Weekly	Glovis Alabama LLC
EGYPT	ALEXANDRIA		
	Nordana	Inducement	Biehl & Co.
	Zim Lines	Weekly	Glovis Alabama LLC
	PORT SAID		
	Zim Lines	Weekly	Glovis Alabama LLC
EL SALVADOR	SAN SALVADOR		
	Zim Lines	Weekly	Glovis Alabama LLC
ENGLAND	TILBURY		
	Atlanticargo	Weekly	Norton Lilly International Agency
	Star	Weekly	Star Shipping
FRANCE	BOULOGNE		
	Star	Monthly	Star Shipping
	FOS		
	Zim Lines	Weekly	Glovis Alabama LLC
	LA PALLICE		
	Star	Monthly	Star Shipping
	LE HAVRE		
	Atlanticargo	Weekly	Norton Lilly International Agency

DESTINATION	LINE	FREQUENCY	AGENT
GERMANY	MARSEILLE		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	BREMEN		
	Atlanticargo.....	Weekly.....	Norton Lilly InternationalAgency
GEORGIA	POTI		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
GHANA	TAKO RADI		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
GREECE	PIRAEUS		
	Nordana.....	Inducement.....	Biehl & Co.
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
GRENADA	THESSALONIKI		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	SAINT GEORGES		
	C.I.C.....	Monthly.....	Ross Maritime
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
GUADELOUPE	BASSE-TERRE		
	C.I.C.....	Monthly.....	Ross Maritime
GUATEMALA	GUATEMALA CITY		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
GUYANA	SANTO TOMAS		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	GEORGETOWN		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
HAITI	PORT AU PRINCE		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
HOLLAND	ROTTERDAM		
	Atlanticargo.....	Weekly.....	Norton Lilly InternationalAgency
	Star.....	Weekly.....	Star Shipping
	VELSEN		
	Star.....	Monthly.....	Star Shipping
HONDURAS	PUERTO CORTES		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
HONG KONG	SAN PEDRO SULA		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	TEGUCIGALPA		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
INDIA	HONG KONG		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
INDONESIA	BOMBAY		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	CALCUTTA		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
ISRAEL	NAVA SHIVA		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	JAKARTA		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
ITALY	SURABAYA		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	ASHDOD		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
ISRAEL	HAIFA		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	GENOA		
	Nordana.....	Inducement.....	Biehl & Co.
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
MEXICO	LA SPEZIA		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	LIVORNO		
	Star.....	Every 2 weeks.....	Star Shipping
	Nordana.....	Inducement.....	Biehl & Co.
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	MILANO		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	MONFALCONE		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	Star.....	Monthly.....	Star Shipping
NETHERLANDS	NAPLES		
	Star.....	Every 2 weeks.....	Star Shipping
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
OPORTO			
	Zim Lines.....	Weekly.....	Glovis Alabama LLC

DESTINATION	LINE	FREQUENCY	AGENT	
JAMAICA	PALERMO			
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
	SALERNO			
	Star.....	Every 2 weeks.....	Star Shipping	
JAPAN	TRIESTE			
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
	VENICE			
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
JORDAN	KINGSTON			
	Emirates Shipping Line.....	Weekly.....	Norton Lilly International Agency	
	C.I.C.....	Bi-weekly.....	Ross Maritime	
	Zim Lines-AGX.....	Weekly.....	Glovis Alabama LLC	
	KENYA	OSAKA		
		Zim Lines.....	Weekly.....	Glovis Alabama LLC
		IYOMISHIMA		
		Saga Forest Carriers.....	Inducement.....	Biehl & Co.
		Star.....	Monthly.....	Star Shipping
		MURORAN		
Star.....		Monthly.....	Star Shipping	
NAGOYA				
Zim Lines.....		Weekly.....	Glovis Alabama LLC	
NAHA				
Zim Lines.....	Weekly.....	Glovis Alabama LLC		
KOREA	NIIGATA			
	Saga Forest Carriers.....	Inducement.....	Biehl & Co.	
	Star.....	Bi-Monthly.....	Star Shipping	
	OSAKA			
	Star.....	Monthly.....	Star Shipping	
	Zim Lines-AGX.....	Weekly.....	Glovis Alabama LLC	
	SHIMIZU			
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
	TAGONOURA			
	Saga Forest Carriers.....	Inducement.....	Biehl & Co.	
Star.....	Monthly.....	Star Shipping		
LEBANON	TOKYO			
	Saga Forest Carriers.....	Inducement.....	Biehl & Co.	
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
	TOMAKOMAI			
	Star.....	Monthly.....	Star Shipping	
	YOKOHAMA			
	Star.....	Monthly.....	Star Shipping	
	Zim Lines-AGX.....	Weekly.....	Glovis Alabama LLC	
	MOROCCO	AQABA		
		Zim Lines.....	Weekly.....	Glovis Alabama LLC
MARTINIQUE	MOMBASA			
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
MEXICO	INCHON			
	Saga Forest Carriers.....	Inducement.....	Biehl & Co.	
	Star.....	Monthly.....	Star Shipping	
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
	KUNSAN			
	Star.....	Monthly.....	Star Shipping	
	MASAN			
	Star.....	Monthly.....	Star Shipping	
	PUSAN			
	Emirates Shipping Line.....	Weekly.....	Norton Lilly International Agency	
Zim Lines-AGX.....	Weekly.....	Glovis Alabama LLC		
MOROCCO	BEIRUT			
	Nordana.....	Inducement.....	Biehl & Co.	
MOROCCO	FORT-DE-FRANCE			
	C.I.C.....	Monthly.....	Ross Maritime	
MOROCCO	MANZANILLO			
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
	TAMPICO			
	Spliethoff.....	Monthly.....	Page & Jones Inc.	
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
	VERACRUZ			
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
MOROCCO	CASABLANCA			
	Spliethoff.....	Monthly.....	Page & Jones Inc.	
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
MOROCCO	TANGIERS			
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	
MOROCCO	AMSTERDAM			
	Atlanticargo.....	Weekly.....	Norton Lilly InternationalAgency	
MOROCCO	MANAGUA			
	Zim Lines.....	Weekly.....	Glovis Alabama LLC	

DESTINATION	LINE	FREQUENCY	AGENT
NIGERIA	LAGOS		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
NORWAY	OSLO		
	Atlanticargo.....	Weekly.....	Norton Lilly InternationalAgency
PANAMA	COLON		
	Zim Lines-AGX.....	Weekly.....	Glovis Alabama LLC
	CRISTOBAL		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	PANAMA CITY		
Zim Lines.....	Weekly.....	Glovis Alabama LLC	
PARAGUAY	ASUNCION		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
PHILLIPPINES	CEBU		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	MANILA		
Zim Lines.....	Weekly.....	Glovis Alabama LLC	
POLAND	GDYNIA		
	Atlanticargo.....	Weekly.....	Norton Lilly InternationalAgency
PORTUGAL	LEXIOS		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	LISBON		
Zim Lines.....	Weekly.....	Glovis Alabama LLC	
REPUBLIC OF BENIN	COTONOU		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
ROMANIA	CONSTANTA		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
RUSSIA	NOVOROSSISK		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
SINGAPORE	SINGAPORE		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
ST. LUCIA	CASTRIES		
	C.I.C.....	Monthly.....	Seacliff Agency
ST. VINCENT	KINGSTOWN		
	C.I.C.....	Monthly.....	Seacliff Agency
SAINT KITTS	BASSETERRE		
	C.I.C.....	Monthly.....	Seacliff Agency
SCOTLAND	MONTROSE		
	Atlanticargo.....	Weekly.....	Norton Lilly InternationalAgency
	Star.....	Monthly.....	Star Shipping
	GRANGEMOUTH		
Atlanticargo.....	Weekly.....	Norton Lilly InternationalAgency	
SOUTH AFRICA	CAPETOWN		
	Gulf Africa Line.....	Monthly.....	Biehl & Company
	DURBAN		
	Gulf Africa Line.....	Monthly.....	Biehl & Company
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	PORT ELIZABETH		
Gulf Africa Line.....	Monthly.....	Biehl & Company	
RICHARDS BAY			
Gulf Africa Line.....	Monthly.....	Biehl & Company	
SLOVENIA	KOPER		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
SPAIN	ALICANTE		
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	ALGECIRAS / PALAMOS		
	Spliethoff.....	Monthly.....	Page & Jones Inc.
	BARCELONA		
	Nordana.....	Inducement.....	Biehl & Co.
	Spliethoff.....	Monthly.....	Page & Jones Inc.
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	BILBOA		
	Spliethoff.....	Monthly.....	Page & Jones Inc.
	Zim Lines.....	Weekly.....	Glovis Alabama LLC
	CADIZ		
	Spliethoff.....	Monthly.....	Page & Jones Inc.
Zim Lines.....	Weekly.....	Glovis Alabama LLC	
GANDIA			
Spliethoff.....	Monthly.....	Page & Jones Inc.	
MADRID			
Zim Lines.....	Weekly.....	Glovis Alabama LLC	
MOTRIL			
Spliethoff.....	Monthly.....	Page & Jones Inc.	
PALMA DE MALLORCA			
Spliethoff.....	Monthly.....	Page & Jones Inc.	
Zim Lines.....	Weekly.....	Glovis Alabama LLC	

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

STEAMSHIP AGENCIES

With listed sailings.

- ◆ Biehl & Company
- ◆ Bulk Shipping
- ◆ Glovis Alabama LLC
- ◆ Inchcape Shipping Services
- ◆ Norton Lilly International Agency
- ◆ Lott Ship Agency
- ◆ Odyssea Shipping Line
- ◆ Page & Jones
- ◆ Seacliff Agency
- ◆ Star Shipping

– A Look Back –

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

60 Years

A Foreign Trade Advisory Association was formed in Mobile to encourage additional steamship services and to create a central agency to promote foreign trade through the port. The six-member executive committee was named to work out plans to attract additional steamship companies to serve the port of Mobile.

30 Years

A group of Alabama and Mississippi executives toured several Scandinavian and North European nations on a U.S. Trade Mission. The business seeking trip, sponsored by the Alabama-Mississippi District Export Council, was aimed primarily at stimulating trade involving forest products between the foreign nations and the two lower states.

Barge pulls coal through
the Mobile Waterway
in late April of 1986.



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

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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
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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 Fl., 36527.....	(251) 626-8010
SMITH COMPANIES—100 Pardue Rd., Pelham 35124.....	(800) 322-0540

EXPORT BAGGING, PACKING & DRUMMING

MEADOR WAREHOUSING & DIST., INC.—1750 N. Craft Hwy.....	(251) 457-4376
MITCHELL CONTAINER SERVICES.—226 Saraland Blvd. S.....	(800) 729-3786
MMS PACKING 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) 414-4190
TEAGUE BROS. TRANSFER & STG. CO.—519 Bayshore Ave.....	(251) 476-6122

EXPORT MANAGEMENT/TRADING

TRI CORP., INC.—208 So. Warren.....	(251) 432-4800
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FIRE SAFETY EQUIPMENT & SERVICE

R. CARTER & ASSOC., INC.—1406 Telegraph Rd.....	(251) 452-0154
HILLER SYSTEMS, INC.—3710 Lakeside Ct.....	(251) 661-1275
SAFETY SOURCE INC.—6181 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—3912 Springhill Ave.....	(251) 460-0551
★ PAUL A. BOULO, INC.—295 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
★ MOBILE MOVING & STORAGE.....	(251) 438-3658
★ EUROMEX WAREHOUSE—30427 County Rd. 49 N, Loxley, AL.....	(251) 964-4607
★ HUNTSVILLE, AL—P. O. Box 6241.....	(256) 772-3105
★ BIRMINGHAM, AL—Shaw Warehouses.....	(205) 251-7188
★ S/M WAREHOUSE.....	(251) 679-3344

GRAIN MERCHANTS

FGDI, LLC.....	(419) 373-6311
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GUARD SERVICE, SHIP WATCHING

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

HEAVY LIFT/SALVAGE/TRANSPORTATION

ATLANTIC SPECIALIZED TRANSPORT.....	(251) 433-4545
BARNHART CRANE & RIGGING—P.O. Box 2809, Daphne, AL 36526.....	(251) 654-0541
BOSARGE DIVING—Pascagoula, MS.....	(888) 762-6364
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
LEA DIVING & SALVAGE—Alabama State Docks.....	(251) 432-4480
MAMMOET.....	(404) 696-4982

INDUSTRIAL DIVING

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 & 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 FUMIGATION SERVICES

A & P PEST CONTROL, INC.....	(251) 463-4865
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 Rinta 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—McDuffie Island.....	(251) 432-4333
SGS MINERALS—P. O. Box 1962.....	(251) 432-2781
WOODRUFF INDUSTRIES INC.—4021 Shana Drive.....	(251) 473-5327

MARITIME WASTE DISPOSAL

AARON OIL CO., INC.—P. O. Box 2304.....	(251) 666-8143
BFI—P.O. 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) 858-4577
ALABAMA CARRIERS, INC.....	(800) 721-7107
AMEREX.....	(866) 675-6495
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) 438-6994
BUFFALO WOOD, INC.....	(601) 645-5965
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
CHOCTAW TRANSPORT COMPANY.....	(251) 457-9231
CONSOLIDATED FREIGHT WAYS.....	(251) 443-9100
COVAN WORLD-WIDE 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
★ INDUSTRIAL TRANSPORTATION.....	(800) 626-5682
IHS.....	(251) 479-7600
JAMES CARTAGE CO.....	(251) 457-1534
JOHN FAYARD MOVING & WAREHOUSING.....	(866) 862-0867
LANDSTAR RANGER.....	(251) 690-9050
★ LARSEN INTERMODAL SERVICES, INC.....	(800) 949-8501
MACROTRANSPORT SERVICES—Ormond Beach, FL.....	(203) 926-8911
MEADOR WAREHOUSING DIST, INC.....	(251) 457-4376
MILAN EXPRESS CO, INC.....	(800) 669-8877
★ MILLER TRANSER.....	(800) 669-8877
★ MILLER TRANSPORT & RIGGING CO.....	(251) 457-0471
MMS TRANSPORTATION.....	(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
SAIA MOTOR LINES.....	(251) 452-5700
SCHNEIDER NATIONAL.....	(800) 558-6767
SOUTHERN CARTAGE.....	(334) 284-3033
SOUTHERN HAULERS, INC. (Dump Trucks).....	(800) 537-4621
★ SOUTHERN INTERMODAL XPRESS INC. (SIX).....	(251) 438-2749
★ S/M TRANSPORTATION.....	(888) 546-2013
SPECIALTY TRANSPORTATION CO. (Bulk).....	(888) 467-5737
★ TRANS-STATE LINE.....	(800) 643-2140
TRISM SPECIALIZED CARRIERS.....	(800) 292-3829
U. S. F. DUGAN.....	(251) 457-5326
WATKINS MOTOR LINES, INC.....	(251) 621-0280
WILLIS SHAW FROZEN EXPRESS.....	(251) 661-9420
WOERNER TRANSPORTATION.....	(800) 547-6828
WONDERLAND EXPRESS (Heavy Haul).....	(251) 653-7348
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 & CONSULTANTS

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

SHIP CHANDLERS/SERVICES

AIR GAS GULF STATES—5480 Hamilton Blvd, Theodore, 36582.....	(251) 653-8743
ALABAMA LINE SERVICES—P. O. Box 9308.....	(251) 661-2105
ATLAS MARITIME SERVICES CO.—P. O. Box 2901.....	(251) 432-4533
AUTRY GREER & SONS—2850 W. Main St.....	(251) 457-8655
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—Egg Bertens Control.....	(800) 752-1214
ENVIRONMENTAL SAFE MARINE & IND. COATINGS—Corrosion Control.....	(251) 341-9189
GENERAL MACHINERY, INC.—P. O. Box 5174.....	(251) 473-1588
GLASGOW-MOORES—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) 666-8815
KLOMAR SHIP SUPPLY—P. O. Box 1118.....	(251) 471-1153
L & M WELDING SUPPLY INC.—51 S. Hallett St.....	(251) 432-3615
MARINE & INDUSTRIAL SUPPLY CO.—150 Virginia St.....	(251) 438-4617
MARINE SPECIALTY CO.—111 Short Texas St.....	(251) 432-0584
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.—2000 Airport Blvd.....	(251) 473-6446
SMITH SERVICES OF ALABAMA—701 Bill Myers Dr.....	(251) 675-0855
SOUTHERN MARINE SUPPLY CO.—1920 Avenue A.....	(251) 432-5657
STANDARD EQUIPMENT CO.—75 Beauregard St.....	(251) 432-1705
WELDING ENGINEERING SUPPLY CO., INC.—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 1045.....	(251) 434-6000
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
MARINE SPECIALTY SERVICES (Plumbing & Piping)—111 Short Texas St.....	(251) 432-0581
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) 443-5500
SAUNDERS ENGINE CO.—840 Dumain Rd.....	(251) 456-4507
UNIVERSAL MARINE SERVICES, INC.—958 S. Conception St.....	(251) 432-7708
WORLDWIDE MARINE SVCS., INC.—801 Cawthon St.....	(251) 456-6947

SHIPPING REGISTRY

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

STEVEDORING COMPANIES

CORE INDUSTRIES—P.O. Box 190339.....	(251) 665-2411
CSA—1100 Commerce Bldg.....	(251) 431-6100
GLOBAL STEVEDORING.....	(251) 433-4198
GOLDEN STEVEDORING CO., INC.—P.O. Box 2683.....	(251) 433-3726
ODYSSEA STEVEDORING, INC.—P. O. Box 203.....	(251) 432-4000
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 BESSELAAR—P. O. Box 16542.....	(251) 476-9909
CALEB BRETT USA, INC.—505 N. Craft Hwy., Chickasaw, AL.....	(251) 457-8751
BSI INSPECTORATE.....	(504) 392-7660
CHALLENGE ENGINEERING & TESTING INC.—4234 Halls Mill Rd., Mobile, AL 36691.....	(251) 666-1435
CRANE INSPECTION SVC., INC.—P. O. Box 461, Fairhope.....	(251) 928-6282
DEVAN INSPECTION CO.—Ala State Docks, P. O. Box 40005.....	(251) 342-6108
DIXIE LABORATORIES, INC.—1011 S. Ballline Hwy.....	(251) 602-5502
GUARDIAN SYSTEMS—P. O. Box 190, Leeds, AL.....	(251) 879-1850
INDUSTRIAL N.D.T. CO.—1901 Brookdale Dr. W.....	(251) 479-7560
INSPECTORATE AMERICA, INC.—P. O. Box 190755.....	(251) 666-4000
INTERNATIONAL CARGO GEAR BUREAU INC.—500 Spanish Fort Blvd.....	(251) 826-4452
JOINER MARINE SERVICES—9305 Johnson Rd. S.....	(251) 633-6118
ROYAL ST. JUNK CO.—P. O. Box 2185.....	(251) 432-6392
SAYBOLT LP—P. O. Box 432, Saraland, AL.....	(251) 679-1113
SGS CONTROL SERVICES, INC.—P. O. Box 617.....	(251) 679-1500
SGS MINERALS—P.O. BOX 1962.....	(251) 432-2781
THOMPSON ENGINEERING—3707 Cottage Hill Rd.....	(251) 866-2443
A. W. WILLIAMS INSPECTION CO.—P. O. Box 2107.....	(251) 438-3691

TOWING COMPANIES

ABLE MARINE SERVICE INC.—606 Western America Drive.....	(251) 479-2060
ACE MARINE TRANSPORTATION INC.—606 Western America Drive.....	(251) 479-0310
BROWN MARINE SERVICES—P. O. Box 1415, Pensacola, FL.....	(800) 234-3471
COOPER MARINE & TIMBERLANDS—P. O. Box 1484.....	(251) 434-5000
CRESCENT TOWING & SALVAGE—118 N. Royal St., 12th Floor.....	(251) 433-2580
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