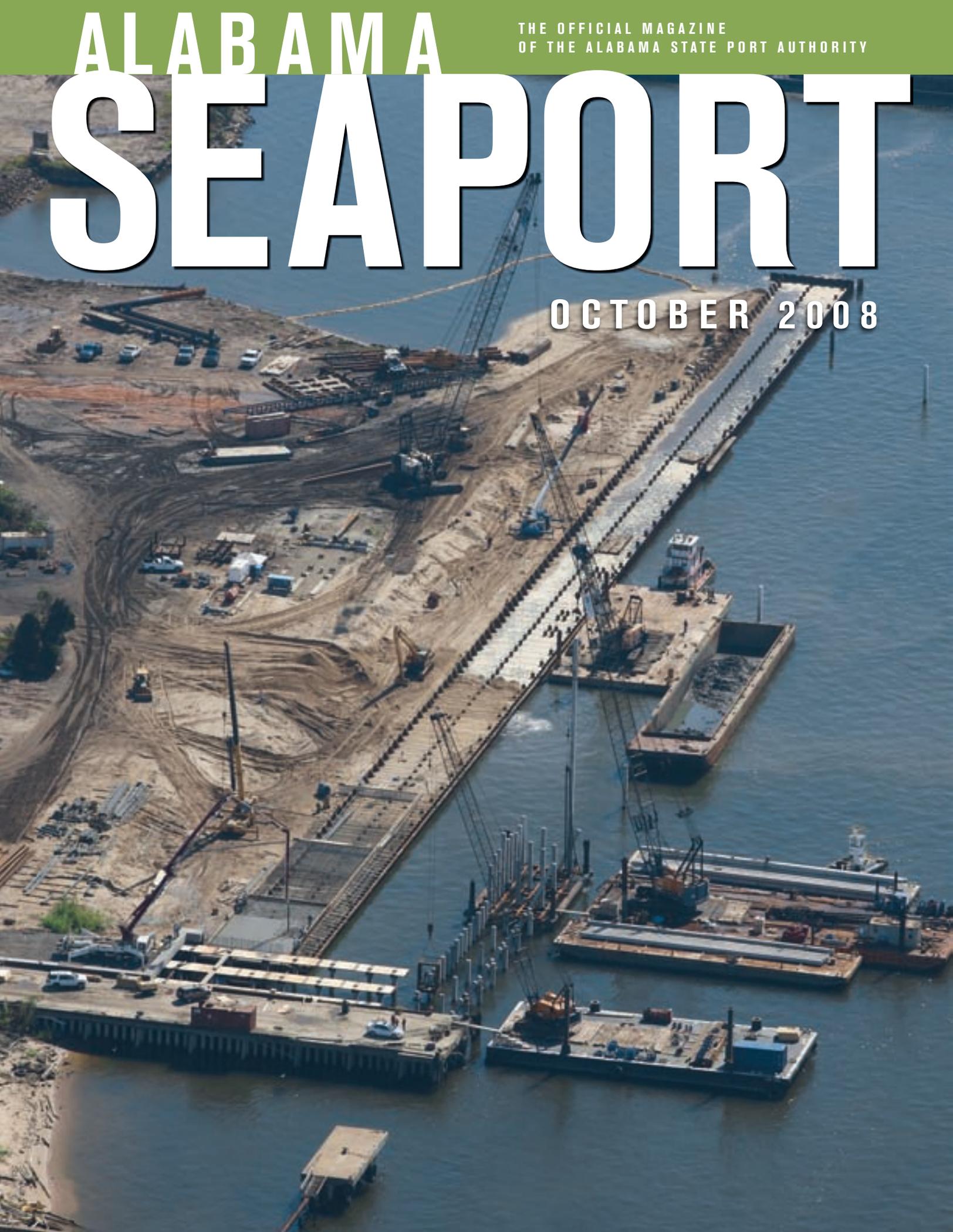


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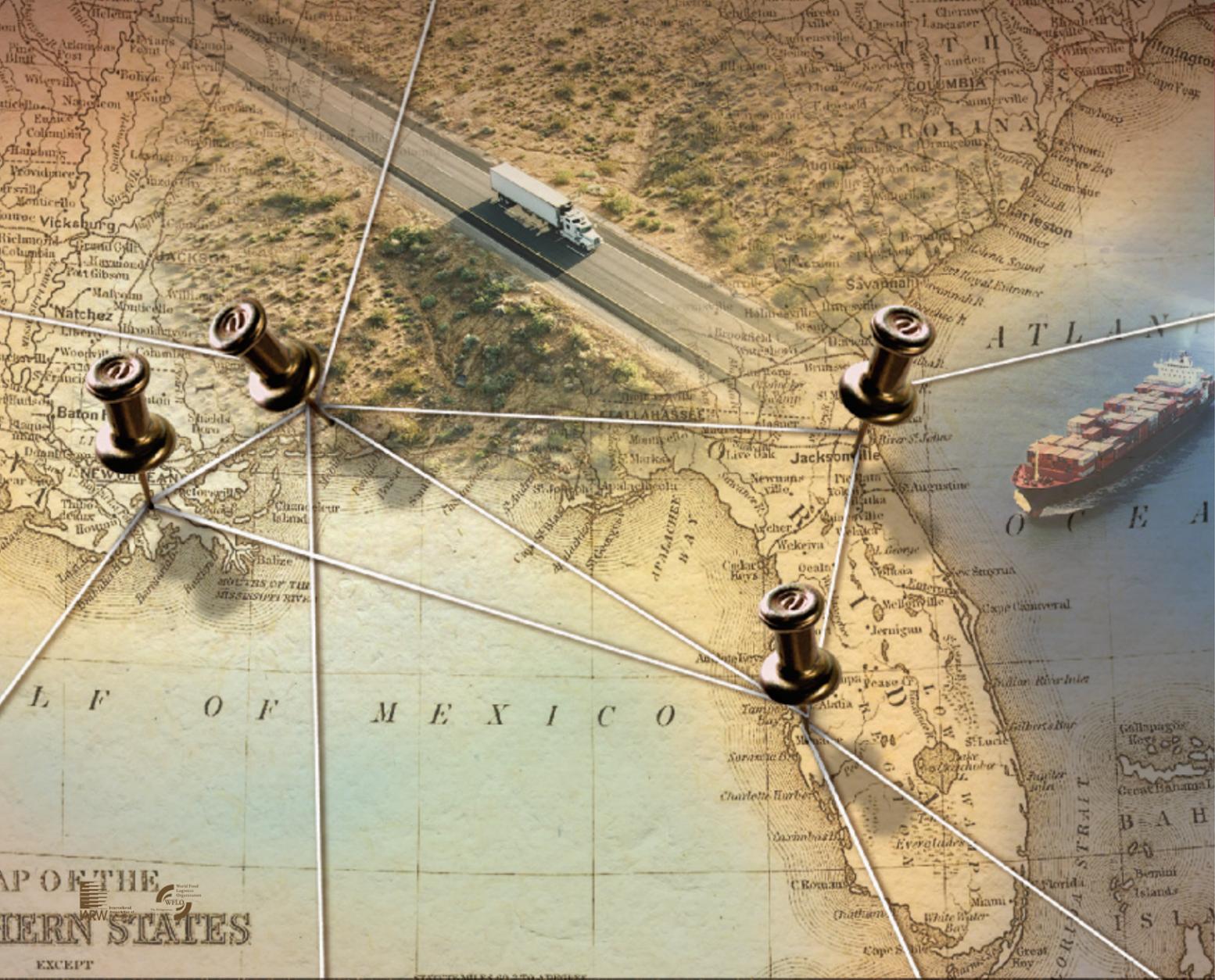
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SEAPORT

OCTOBER 2008



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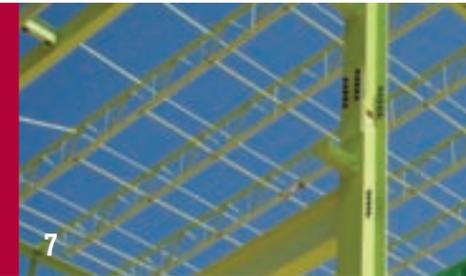
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On The Cover:

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ASPA BEGINS WORK ON NEW STEEL TERMINAL AT PINTO ISLAND



This April 2008 photo shows site work getting underway at the new Pinto Island steel terminal which is scheduled to be operational before the ThyssenKrupp factory comes online in 2010.

Already a busy place, the Port of Mobile is about to get even busier. Anticipating an increase in the number of steel shipments for ThyssenKrupp AG to its new factory in north Mobile County, the Alabama State Port Authority is constructing a new \$115 million, 20-acre public steel terminal to receive and ship steel products for the company.

The new terminal is part of the incentive package that lured the German steelmaker to build its \$4.2 billion facility in Calvert, Alabama. The terminal will receive semi-finished steel slabs from ships from Brazil to be loaded on barges. The barges will then travel up the Mobile and Tombigbee rivers to the ThyssenKrupp mill. Approximately 13,000 tons of steel a day, or about 10 barges worth, will be shipped to the plant. The new steel terminal is scheduled to be operational before the ThyssenKrupp factory comes online in 2010.

"It's a simple facility, but we're proud of it. There's nothing like it anywhere in the world," Alabama State Port Authority Director and CEO James K. Lyons told the Mobile Register. "But they're a demanding client and we have to make it perform."



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Construction is well underway on the new terminal that will receive semi-finished steel slabs from ships from Brazil to be loaded on barges. Approximately 13,000 tons of steel a day, or about 10 barges worth, will be shipped to the plant.

The Port Authority purchased the property in March 2007 from Atlantic Marine for \$8.5 million. American Bridge Co. is performing the dock construction and the site prep contractor is Moody's Electric, Inc. With more than 50 years of port development, Shaw GBB was selected to provide engineering services. The firm has been involved in other Alabama State Port Authority projects, including the Mobile Container Terminal dock and the north dock at the McDuffie Coal Terminal. Shaw GBB is also providing the port authority with material-handling equipment procurement services.

To unload the steel slabs, three wide-span gantry cranes are being manufactured by Zhenhua Port Machinery Co. Ltd. (ZPMC) in Shanghai, China. The cranes are scheduled to arrive in Mobile in October or November of 2009, according to Lyons.

The steel slabs are shipped with no dunnage, or filler materials, speeding up the handling process. At the new Pinto Island terminal, magnet forklifts in the holds of the vessels reposition slabs, if necessary, for pickup by the cranes.

"Minimal other equipment is needed," explained Stan Gottlieb, senior vice president of Shaw GBB. "The cranes are doing full service for these operations."

Gottlieb also explained that the cranes are specifically designed for the Pinto Island Terminal's needs. Each has an outreach of 150 feet and a longer back reach of 165 feet, allowing the cranes to unload the steel from the ships to waiting barges or to the terminal's storage yard. "It's also more efficient and cost productive, and streamlines operations," he said.

Each vessel has an approximate 75,000-ton capacity of slabs. During vessel unloading, when a barge is full, the slabs will be placed in the terminal's storage yard to be loaded on the next barge for the 45-mile trip upriver. Storage capacity at the yard is expected to accommodate 150,000 metric tons of slabs. The barges will continuously cycle between Pinto Island and the ThyssenKrupp facility.

Gottlieb reported that dock construction for the Pinto Island terminal began in June and runs through October 2009. The site work is also in progress, including the site fill, electrical distribution for the yard, lights, security and fencing. These projects are expected to run through December 2009, he said.

Work has not started yet on the maintenance facility, but that building is due by September 2009. Future plans for the



American Bridge, the Port Authority's contractor, drives concrete pile at the new Pinto Island Terminal.

new terminal include a maintenance dredge disposal area. Gottlieb anticipates the terminal opening for business in January 2010.

"We've been working with ThyssenKrupp's logistics team over the past several months on the best approach to building an efficient, technologically advanced terminal," explained Lyons. "We've settled on the overall concept, and now must begin the planning and construction process on what is currently estimated to be a \$115 million terminal."

In other efforts to streamline operations, the Pinto Island terminal is built to weather the elements, said Gottlieb. Both the dock and the maintenance operations area will be built to FEMA flood elevation levels so the area will only see minimal effects from any flooding due to hurricanes or other storms.

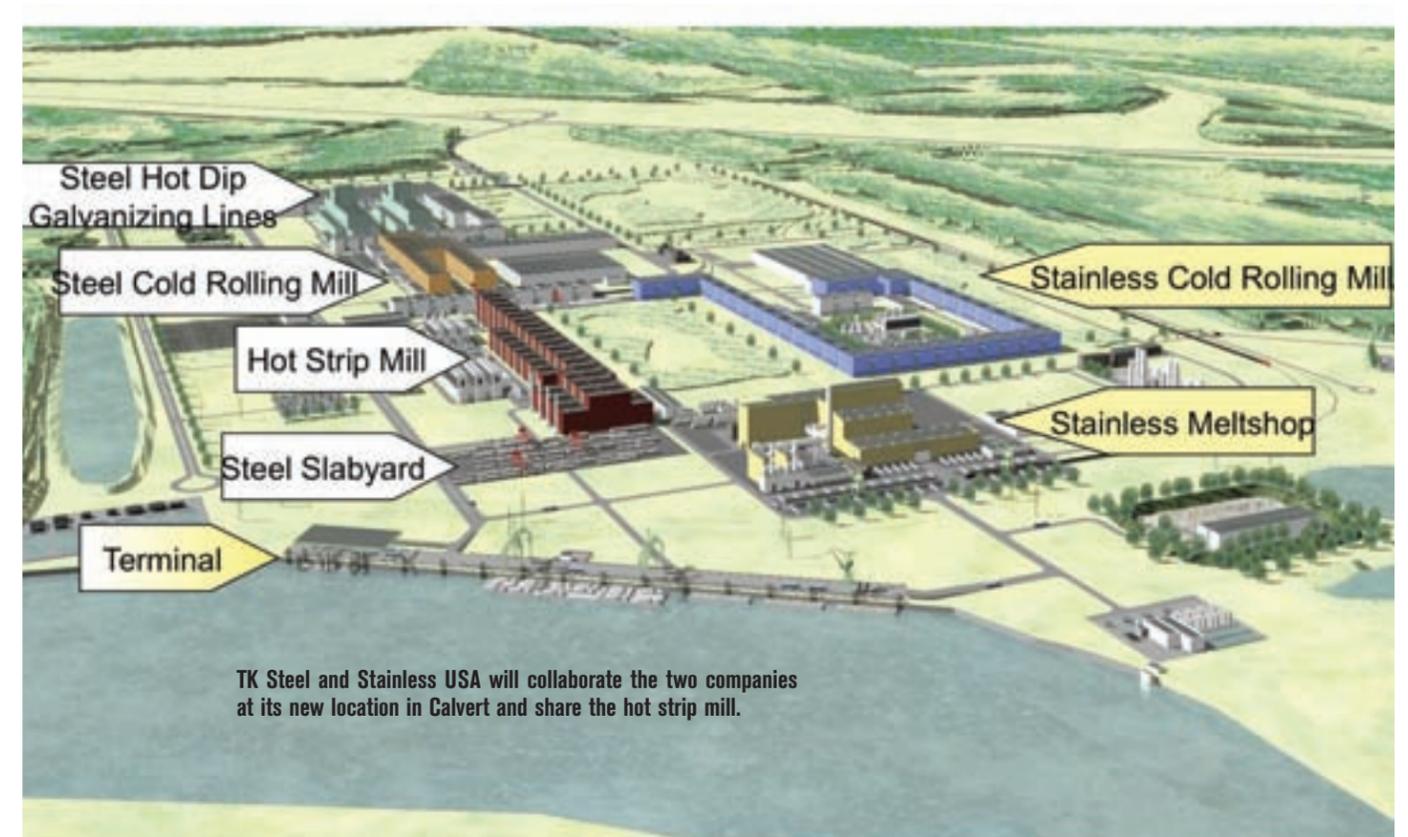
The Port Authority is also extending the 45-foot-deep portion of the Mobile River Ship Channel and creating a new turning

basin between Pinto and Little Sand islands. Not only will this reduce traffic for the Pinto Island Terminal, the Mobile Container Terminal and the McDuffie Coal Terminal, but Lyons plans for it to serve other major industrial projects in the area as well.

Even before ThyssenKrupp selected Calvert as the site for its new facility, the Port of Mobile had seen an increase in shipments of steel. Judith Adams, the port authority's vice president of marketing, said this increase started with Alabama automotive plants needing rolled steel imported from both Europe and Asia, but as steel manufacturing investments or expansions settled into Alabama, we began to see increased export volumes of steel plate, cable and rolled steel, most of which is delivered to the port by rail.

THYSSENKRUPP

CONTINUES TO BUILD ITS WORK FORCE AND FACILITIES TO MEET 2010 GOAL



TK Steel and Stainless USA will collaborate the two companies at its new location in Calvert and share the hot strip mill.

It's been a year since the groundbreaking. The dirt is moved, the foundations are being poured, and now ThyssenKrupp Steel USA and ThyssenKrupp Stainless USA are well on their way to opening the \$4.2 billion facilities which will house the first-ever collaboration of the two companies. The new facilities will manufacture steel and stainless steel products for the North American market.

With the construction permitting process successfully behind the companies, the stainless facilities are scheduled to begin operations in the fourth quarter of 2009 with the startup of the Cold Rolling Works.

According to Mary Mullins, director of communications for ThyssenKrupp Stainless USA, LLC, "We have around 1,000 construction workers now on site, expect 2,000 in the month of November and at our peak expect 5,000 workers daily."

The biggest news on the stainless side revolves around the cold rolling mill. Steel framing for the mill has begun and is progressing at a fast pace.

"We are thrilled to see this structure go up," said Mullins. "It's a visible sign we're making progress and getting closer to opening."



The carbon steel side of ThyssenKrupp (TK) is just as busy, and on schedule to begin operations the first quarter of 2010.

“We have begun pouring the five-foot-thick foundations of our hot strip mill, and will soon start the same process in our cold rolling mill and galvanizing lines,” said Scott Posey, director of communications for ThyssenKrupp Steel USA, LLC. “Foundation piling is continuing in other areas, and before the entire project is completed, the number of pilings could be as high as 60,000 to support all of the buildings and their foundations.”

The offices of the carbon steel segment moved on site in Calvert in September into a 65,000-square-foot modular building. The building houses all company team members and the larger contractors who are working with them closely on the project.

“It’s very exciting to have our team in the new offices,” said Posey. “We miss our neighbors in Mobile, but it’s good to be close to construction and the project. It also creates a synergy between us and our contractors which will make it easier to overcome any potential problems.”

Currently, contractors have roughly 1,000 construction workers onsite pouring foundations, erecting structural steel, installing pilings and piling caps and continuing the ongoing work for the hot strip mill that the two companies will share.



In addition, the Alabama Department of Transportation began building the overpass to facilitate in-and-out traffic to the facility over U.S. Highway 43. The overpass will increase traffic safety for travelers, team members and shipments along the highway corridor in front of its entrance.

The construction phase is expected to generate around 29,000 construction jobs and 2,700 permanent jobs will have been filled when both segments become operational.

“Stainless is hiring around 900 of the 2,700 permanent jobs,” said Mary Mullins, director of communications for ThyssenKrupp Stainless USA, LLC. “We are very interested in building our team and look forward to assembling a substantial work force.”

Currently, ThyssenKrupp Stainless has 154 employees consisting of 72 professional positions and 82 operating and maintenance technicians. The operating and maintenance employees are training in Germany and will serve as leaders to train the remaining staff hired for the facilities.

TK Steel is also working diligently in hiring a world-class work force.

“Right now we have 144 employees on the carbon steel side but are bringing on new people every day,” said Scott Posey. “We are hiring in the areas of logistics, IT, warehousing, marketing and engineering now until our startup in the beginning of 2010.”

To date, both segments have received more than 24,000 applications and resumes for positions from all over the Southeast and North America.

According to Posey, “Most of our inquiries come from Mississippi and Alabama. We are interested in helping our area grow by recruiting locally.”

TK has partnered with the Alabama Industrial Development Training (AIDT) program to screen and train applicants for hourly positions.

In addition, an AIDT training center will be built adjacent to the new facilities to help TK meet the training needs of future maintenance and operations team members. Construction on the 47,000-square-foot training center began this past summer and will offer computer-based and hands-on-training in specific applications in a small manufacturing facility. The center will also contain machine rooms and shop areas.

Employees who will travel from overseas to make Alabama their home will also complete cross-cultural training in order to understand the differences between the United States and Germany. In addition, TK has put an emphasis on leadership and values training for their new employees to create a family atmosphere.

Both carbon steel and stainless steel segments are still actively recruiting. If you are interested in applying for a professional position, please visit www.thyssenkruppnewusplant.com and choose the careers button on the left side of the screen and view the position descriptions and qualifications listed, then apply for positions by posting a resume and cover letter online. To apply for hourly jobs, please visit www.jobs.aidt.edu/steel.

Steel structure is being erected at the new ThyssenKrupp Stainless USA Cold Rolling Works in Calvert, due to come on line in Q4, 2009. Photo courtesy ThyssenKrupp Stainless USA.





MADE IN ALABAMA:

VULCAN MATERIALS COMPANY: SET IN STONE

IF YOU'RE LOOKING FOR ECONOMIC
INDICATORS, CHECK OUT
OUR CARGO SCHEDULE.

We've become quite a hotbed for steel and iron shipping. Companies like ThyssenKrupp, SSAB and Nucor were simply sold on our ultra modern logistics. The end result, Alabama's economy grew just as much as our shipments. asdd.com



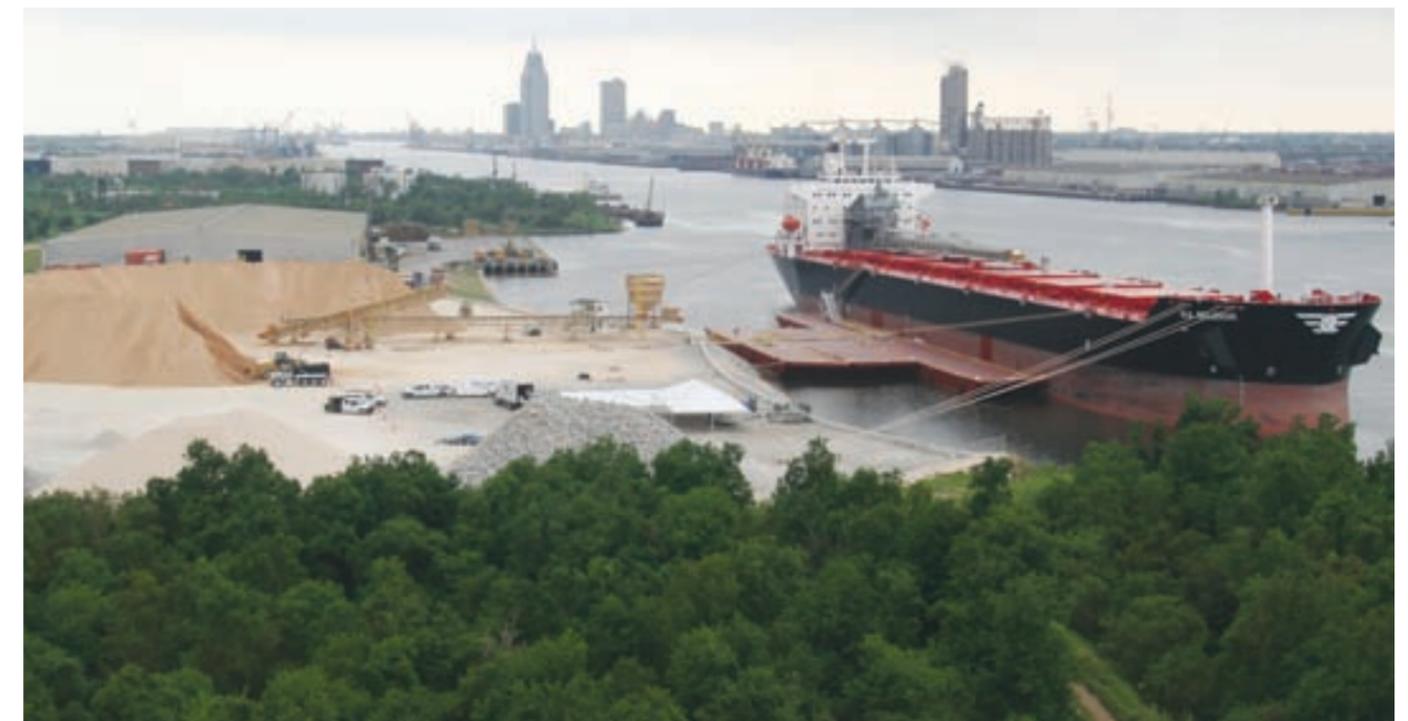
Their foundation is rock solid and business is booming. Vulcan Materials Company based in Birmingham, Alabama, is the largest producer of construction aggregates in the United States. Most of the aggregates, primarily crushed stone, and other materials produced by the company are used in public works, principally highways, and commercial construction. Almost a million tons of it will pass through the Alabama State Docks location on Blakeley Island this year.

The publicly owned company, traded as VMC on the New York Stock Exchange, primarily produces crushed stone, sand and gravel, but is also a leading producer of ready-mix concrete and asphalt. The company employs about 11,000 people spread across all its facilities. A thousand work in Alabama and 20 of those in the Mobile area. In 2007, Vulcan Materials reported \$3 billion in sales.

Vulcan operates in 22 states, the District of Columbia, Bahamas and Mexico. In Mobile, the company has four operations. The largest is on Blakeley Island. It also operates a ship and barge served facility at the Theodore Marine Terminal, a barge-only terminal on Three Mile Creek and a rail and barge facility on Bayou Black in Saraland.

The Blakeley terminal is the largest in the Mobile area and is seeing lots of business from the ThyssenKrupp plant being built north of Mobile. Vulcan has already started delivering base stone and concrete aggregates to the site.

"We view Mobile as a significant growth opportunity," said Harry "Skip" Dorton Jr., vice president – transportation and logistics for the Southern & Gulf Coast Division of Vulcan. "We are excited about having a presence here and the opportunity to participate in that growth."



Vulcan's Blakeley Island terminal with the H A Sklenar in port. This ship was christened at the Blakeley terminal in October 2007 and is the newest in use by Vulcan.



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Herb and Ellie Sklenar in front of the H A Sklenar, October 2007. The ship is named for Herb, a former CEO of Vulcan and was christened on Blakeley Island in October 2007.



Don James, CEO of Vulcan Materials Company at a christening for H A Sklenar on Blakeley Island October 2007. James is flanked by guests and Mobile customers Johnny Walton of John G. Walton Construction and Paul Weaver of Hosea O. Weaver and Sons, Inc.

Anyone who drives on roads built by the governments in Mobile or Baldwin County has probably benefited from the work Vulcan does. Both counties buy materials from Vulcan for new road construction and repair. They also supply rip rap for coastal erosion prevention and stone for commercial and industrial projects. Anyone from the largest contractor to an individual can buy materials from Vulcan.

The stone sent to Mobile comes mostly from Mexico and anyone who takes a cruise from Mobile to Calica near Playa del Carmen has been in Vulcan's harbor and ship loading operation. Vulcan operates the only deep water harbor on the Yucatan peninsula so cruise ships out of Mobile dock right next to the Vulcan facility.

"When passengers get off the ship they walk right past our office to get to buses which take them to Playa del Carmen or Cancun," said Dorlon.

Vulcan owns three panamax self-unloading ships. One of them currently calls at the Port of Mobile about every three weeks.

"We are probably one of the more frequent callers in this Port. Calica is only 600 miles from Mobile so a round trip, including time to load, transit, discharge and return takes less than a week," said Dorlon.

One new ship, the H. A. Sklenar, was christened in Mobile last October. It is named for a former Vulcan CEO.

The other quarries serving Mobile are the Pride quarry on the Tennessee River near Tuscumbia, Alabama, and a rail-served quarry in Calera, Alabama.

Vulcan Materials Company started as Birmingham Slag in 1909. It was run by the Ireland family for many years. Once the company survived the Great Depression it began to expand and has been growing ever since. It became Vulcan Materials Company in 1956. The following year a division dedicated to chemicals was founded. Vulcan sold off that division in 2005.

But Vulcan is not just about rocks. The company has been named to *Fortune* magazine's list of most admired companies seven times, in part because of its public service and responsible use of assets. Vulcan employees are encouraged to participate in volunteer projects in all their communities. Some of these projects include beautification projects at local schools, working on Habitat for Humanity Homes and offering tours and workshops for students who want to learn about geology and engineering.

Being a partner in education is also important. Teachers can go to Vulcan's Web site to download lessons and experiments about geology, mining and other parts of the process of getting rocks out of the earth and into the marketplace. Classes are invited to tour many of the facilities so students can see the work firsthand.

Vulcan Materials plans to continue to expand and grow from its Alabama headquarters. According to the company Web site, Vulcan has 44 years worth of stone reserves right now and researchers continue to seek more opportunities to keep the company strong for generations to come.

TWIC COMPLIANCE AFFECTS ASPA VISITORS

Not only is December 30, an important date for workers of the Alabama State Port Authority (ASPA), but also for businesses and visitors that frequent the Port.

The Transportation Worker Identification Credential (TWIC), announced by the U.S. Coast Guard and the Transportation Security Administration in late August, will also require those without a TWIC to be escorted by a TWIC card holder with additional escort credentials.

"Mainly, these escort requirements will affect those who have daily legitimate business at the Port," explained Hal Hudgins, vice president of planning and security for the ASPA. "These businesses will be able to access the facility by sponsoring an employee to obtain escort credentials by completing the online application in the security section on our Web site."

Gentleman receiving TWIC card.



Gaining escort credentials will take approximately seven days in addition to the five to six week process necessary to gain a TWIC. The escort credential is valid for one year and has a nominal cost of \$25 for the credential.

"With the additional liability for the Port under these new TWIC policies, the new escort credential is absolutely necessary," said Hudgins. "The U.S. Coast Guard could fine our facility up to \$35,000 per day per incident, if we do not adhere to proper escorting guidelines."

In the past, ASPA had its own set of credentials to allow access to the Port, which only took a few hours. Once granted access, visitors were not required to be accompanied by authorized personnel.

Effective December 30, no one may enter the Port without having both a TWIC and an ASPA credential or an approved TWIC escort will be required. This escort policy includes utility company service technicians, FedEx and UPS drivers, and the like. Operators of over-the-road cargo vehicles, who present a valid TWIC and a valid Commercial Driver's License with a recognizable photograph, and who possess proper cargo documentation, will be granted unescorted access to port facilities, but must remain with their vehicles at all times while on Port property.

Despite this, the Port still welcomes groups to visit for informational and educational tours. Under these policies, TWIC escorts are allowed one escort per vehicle if individuals remain in that vehicle at all times or a ratio of one to five when on foot.

"Though these new regulations may be daunting, the Port still encourages organizations to contact us for informational and educational tours," said Judith Adams, vice president of marketing for ASPA. "We will have an online application for tours, so we can ensure all the proper procedures are met."

ASPA offers tours to a variety of groups throughout the year including: secondary education schools, youth organizations, universities, trade groups, economic

development entities, federal, state and local government, civic groups, and many others.

For more information about TWIC policies and procedures or to schedule a tour of the Alabama State Port Authority, visit www.asdd.com and click on the security tab for a Port tour form.

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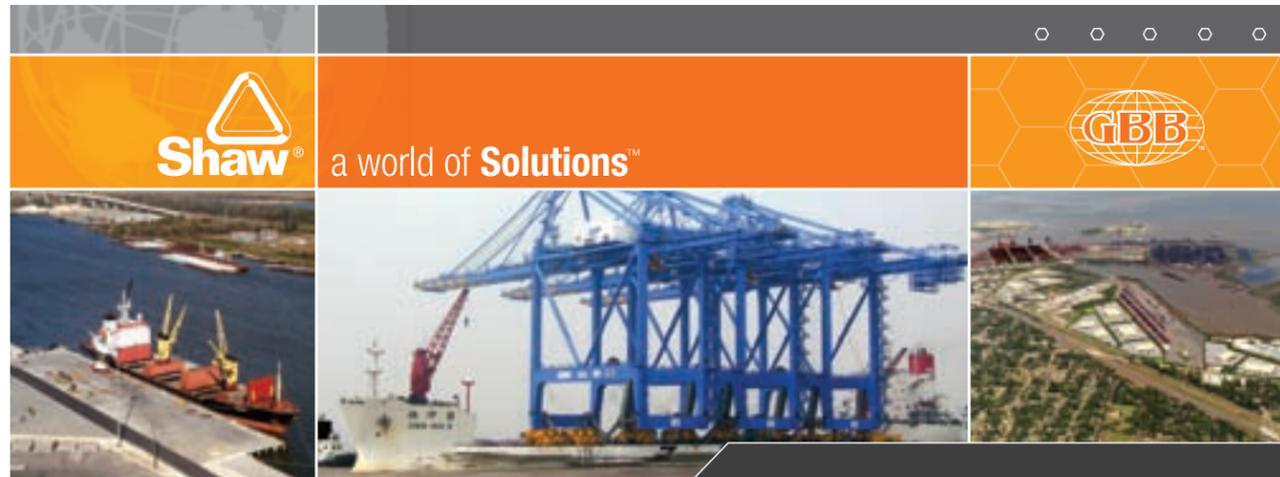


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C U R R E N T S

THREE CLIPPER VESSELS VISIT THE PORT



One of the three inter-American Carrier ships seen here in Mobile's Port. Three inter-American Carrier ships visited the Gulf Coast where they stopped to make a visit to load forest products for the Caribbean.

Three Clipper inter-American Carrier ships visited the Gulf Coast where they stopped to make a visit to load forest products for the Caribbean. The agency for the three-clipper vessel is the SeaCliff Agency, L.L.C.

Formed in August 2003, SeaCliff Agency performs dedicated operations with a staff serving the needs of major coal importers/exporters in the Gulf Coast and mid-Atlantic region of the U.S. The vessel agency's work includes bulk and neo-bulk cargo ships that carry commodities such as coal, copper, iron and various forest products.

PORT OF MOBILE & PORT OF COATZACOALCOS SIGN TRADE DEVELOPMENT AGREEMENT

On October 3, Director General, Gilberto A. Rios of Coatzacoalcos, Veracruz, visited the Port City and met with Director and CEO of the Alabama State Port Authority, James K. Lyons and other U.S. state and local officials, where they signed the Trade Development and Sister Port Agreement.



On Oct. 3, 2008, Director General, Gilberto A. Rios of Coatzacoalcos, Veracruz (left), visited the Port City and met with Director and CEO of the Alabama State Port Authority, James K. Lyons (right), where they signed the Trade Development and Sister Port Agreement.

The agreement stated:

- Effective encouragement and development strategies to promote and strengthen cargo movement in the maritime corridor between our ports.
- Both Mexico and the U.S. ports to serve as a trigger for the economic development, offering a solid alternate for export and import movement.
- Development in a port marketing database that allows both ports to increase maritime trade by working together with actual clients to amplify business opportunities.
- Sharing ideas in training to increase prosperity, growth and cultural educational ties between ports.

During his visit, Rios also toured the port and had a chance to visit the new Mobile Container Terminal facility.

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B O N D E D



In August 2008, His Excellency Lee Tae-sik, Ambassador of the Republic of Korea for the U.S., was honored at a breakfast in Montgomery, Alabama, for his achievements.

KOREAN AMBASSADOR HONORED

In August, the Montgomery Area Chamber of Commerce, Hyundai, Alabama World Trade Association, and the Business Council of Alabama hosted a breakfast honoring His Excellency Lee Tae-sik, the Ambassador of the Republic of Korea to the U.S., in Montgomery, Alabama.

The event was held at the new Renaissance Montgomery Hotel & Spa at the Convention Center for the ambassador's achievements.

Those who attended the event were President and CEO of Hyundai Motor Manufacturing Alabama, LLC, Hoesa Il Kim; Chairman of the Montgomery County Commission, Commissioner Todd Strange; Director & CEO of Alabama State Port Authority, James K. Lyons; and several Korean War Veterans.

At the breakfast the ambassador spoke on topics such as the importance of free trade agreements between the U.S. and Korea. In addition, he honored several attending Korean War Veterans.

Also during the Ambassador's trip, he met with Gov. Bob Riley and Mayor Bobby Bright, as well as toured the Hyundai Motor Manufacturing Alabama plant.

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BLUESCOPE'S 10,000 TON TRIAL SHIPMENT ARRIVE IN PORT OF MOBILE

In September, BlueScope's trial shipment of cargo arrived in the Port of Mobile. The cargo arrived on the M/V NAVIOS HERAKLES from Thailand and then later transported to a Hyundai charter vessel. CSA Stevedoring, a privately contracted stevedoring company with modern container equipment specializing in reach-stackers, front loaders and lift trucks, oversaw the discharge of the vessel. In the recent visit to the Port City, BlueScope's shipment discharged to a dock and was moved by truck.



In September 2008, BlueScope's trial shipment of cargo arrived in Mobile's Port. Cargo arrived on the M/V NAVIOS HERAKLES seen here.

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USS ROSS ARRIVES FOR BAYFEST



The USS ROSS, DDG 71 sits in Mobile's Port. The USS ROSS, DDG 71 arrived in Mobile, Alabama on October 3, 2008 for the BayFest weekend. After the festival weekend the USS ROSS departed Mobile on October 7, 2008.

The USS ROSS, DDG 71 arrived in Mobile to celebrate the annual BayFest Festival on October 3 at noon. The USS ROSS is a 505 feet long, 66 feet wide missile destroyer with capacity to carry 25 officers and 300 crewmembers.

The USS ROSS was built at Northrop Grumman Ship Systems in Mississippi. The first eight years of the ship's voyages have been very active with visits to the Adriatic, Mediterranean and Baltic seas along the Persian Gulf.

In addition, USS ROSS has been part of several battle groups and has worked in several naval exercises with foreign naval forces. The ship has also been flagship to Carrier Division Eight and the Northern Atlantic Treaty Organization (NATO) standing force, having visited the Port City several times.

Along with the festivities surrounding the USS ROSS, the christening of the USS INDEPENDENCE, LCS 2 also took place that weekend. The sponsor of the INDEPENDENCE, LCS 2 was Doreen A. Scott, wife of the past-Master Chief Petty Officer of the U.S. Navy, now under construction at Austal USA. The christening took place on October 4 at 10 a.m.

Many high-ranking officials were in town for both events during BayFest weekend. After the festival weekend, the USS ROSS departed Mobile on October 7 at 8 a.m.



TUSKEGEE AIRMEN NATIONAL HISTORIC SITE: IN HONOR OF THE MEN AND WOMEN WHO SERVED THEIR COUNTRY

The Tuskegee Airmen National Historic Site was established in honor of the men and women who braved their lives during WWII. The site, originally created as a bold experiment demonstrating African-American achievements over the last 100 years, contains vivid history and information of its creation and purpose.

Although the bravery of those fellow Americans is immeasurable, their strength and devotion has only been a whisper throughout U.S. history. Tuskegee Institute changed those slight murmurs of appreciation with the opening of the Tuskegee Airmen National Historic Site.

Tuskegee, Alabama, became home to the first military experiment, involving the training of the first African-American military pilots. The experiment started in the 1940s and quickly the pilots were referred to as the Tuskegee Airmen.

Tuskegee was selected by the U.S. government based on its excellent engineering program and its successful Civilian Pilot Training Program. More than 15,000 African-American men and women served their country while undergoing intense aviation training at Tuskegee to assist the Army Air Corps in WWII.

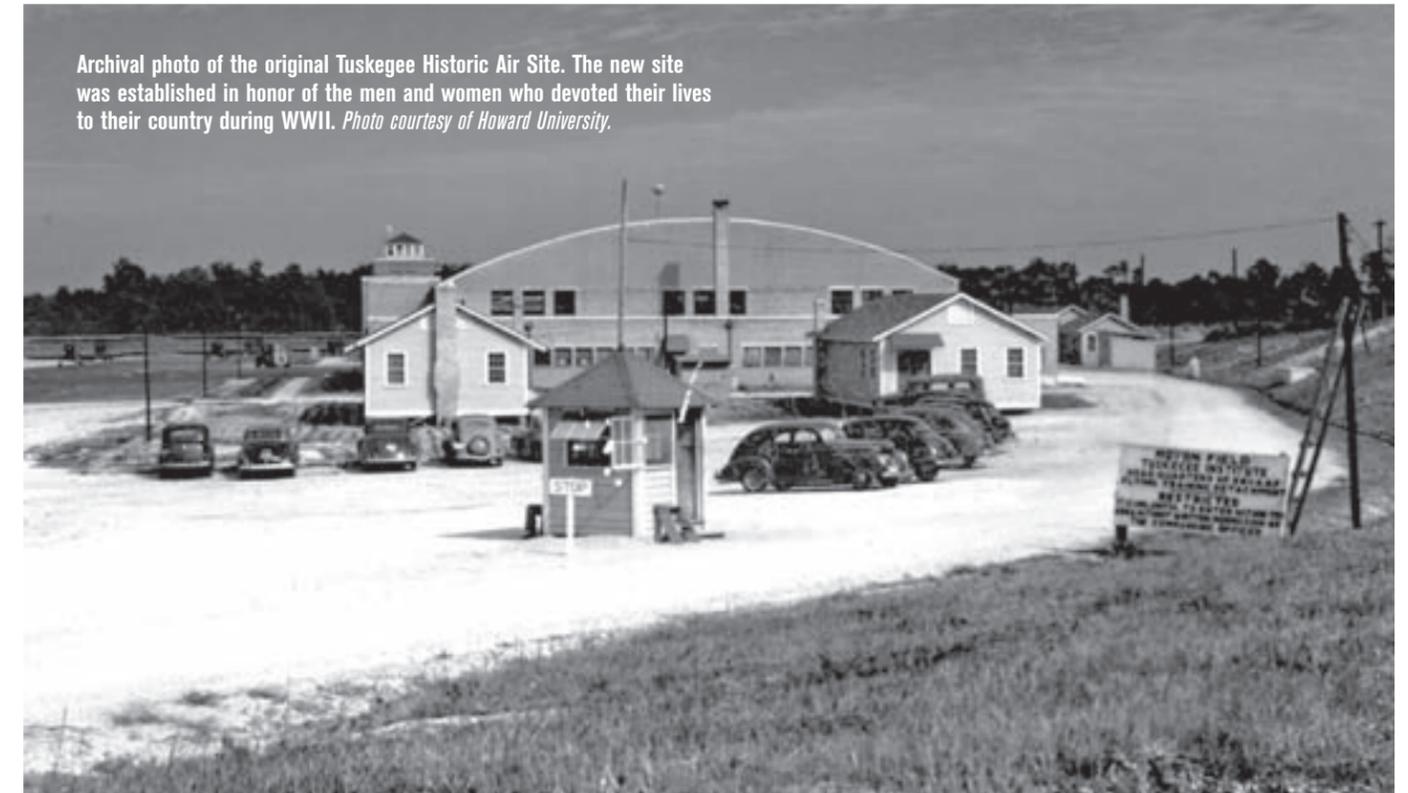
Many people claim these heroes fought for a brief two years; however the truth lies in the face of the disgraces they endured from their fellow Americans in their own nation. Although the emancipation proclamation was far past its entrance in American history, African-Americans were still treated with disrespect despite their victories for America. It is suggested there were three wars fought among these brave souls: the war abroad, the war at home and the war within.

“The main thing is to take this opportunity to recognize the brave men and women who fought in the war,” said Park Ranger Shirley Baxter. “It wasn’t just the airmen that made it possible; it was also the mechanics and the maintenance staff. It took every one of them to create this program, and they all need to be recognized.”

More than 60 years have passed since the beginning of the “Tuskegee experience,” and many claim this celebration was long overdue. The Tuskegee Airmen National Historic site not only honors the men and women who were involved in air training but also those who served their nation on the ground by keeping the pilots in the air during the terrifying days and aftermath of WWII.

The park recently hosted a grand opening celebration in October. The opening offered several different activities in which to participate during the tour. The visitor center showed five historic films about the Tuskegee Airmen story, and the scenic overlook provided a history of the flight training. Scavenger hunts as well as other youth activities were offered for the children who attended the event.

The park also offered tours of historic aircraft and exhibits. In addition a small bookstore opened with several unique items made available during the tour. The Tuskegee Airmen National Historic Site welcomes all who have an appreciation for aviation and their fellow Americans who served their country justly.



Archival photo of the original Tuskegee Historic Air Site. The new site was established in honor of the men and women who devoted their lives to their country during WWII. Photo courtesy of Howard University.

Hours and Season Operation:

- This site is open daily 9 a.m. to 4:30 p.m. CST
- Closed: Thanksgiving, Christmas and New Year's Day

Fees

There are no entrance fees for Tuskegee Airmen National Historic Site.

Reservations

- Groups of 10 or more are asked to call 334-724-0922 at least one week in advance of their visit to make reservations.
- School groups should bring one chaperone for every 10 students.
- If you have students with special needs, please contact the park at least two weeks in advance of your visit and indicate the type of need you have.
- Wheelchair available.

Did You Know?

- Benjamin O. Davis, Jr. was the first African-American to graduate from the Military Academy in West Point, N.Y.
- Tuskegee Airman, Daniel James, was the first African-American four-star general in the U.S. Armed Forces.
- Charles Anderson was coined the “Father of Black Aviation” because of the number of black pilots he trained from 1933-1996.
- Eleanor Roosevelt visited the Tuskegee Civilian Pilot Training Program and took a flight with Chief Flight Instructor Charles Anderson and used her influence to advance the military training in Tuskegee.
- The name, Tuskegee Airmen, was coined in 1955 by Charles E. Francis, one of the African-American pilots who trained in Tuskegee, Alabama during WWII.



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Of Men & Ships

William Dampier, Literary Pirate



William Dampier circumnavigated the globe three times, roving the world as a pirate, but he is best remembered for his detailed observations of the places he visited.

William Dampier, like others of his time, began his career at sea while still a teenager. Unlike the majority of his seagoing contemporaries, Dampier would lead a most unusual and adventurous life at sea, being at times a common sailor, a pirate, an intellectually curious explorer, a naval officer and an influential author.

Born in 1652, the son of a tenant farmer in Somerset, England, Dampier went to sea at the age of 18, following the deaths of his parents. He was apprenticed to a Weymouth shipmaster and sailed on a merchant vessel to Newfoundland. Though he enjoyed seeing new lands, he cared little for the voyage. Nevertheless, he signed on next as a crewman aboard an East Indiaman bound for Java. In 1673, Dampier enlisted in the Royal Navy serving as an able seaman aboard Sir Edward Spragge's flagship, the ROYAL PRINCE. Dampier fought in two battles against the Dutch at Schooneveld as a crewman in the PRINCE, but falling ill, witnessed the ship's third battle from the deck of a hospital ship.

Dampier returned to his brother's home in Somerset to convalesce. While there, the 21-year-old was offered a position as assistant manager of a Jamaican sugar plantation owned by his late father's landlord, a Colonel Hellier. Dampier jumped at the opportunity to see more of the world, so it was that he sailed from the Thames early in 1674, earning his passage to Jamaica as an able seaman. He spent about a year working on the plantation before signing on as a crewman aboard a ketch bound for the Bay of Campeche.

The ketch carried a cargo of rum and sugar and was to take on a cargo of logs. Dampier kept a journal during his time aboard the ketch, accurately describing the coastline and noting the incompetence of the vessel's captain. On her rambling 13-week return voyage to Jamaica, the ketch "blundered on to almost every shoal, reef, or island on the way, as well as on

to some that were not on the way," Dampier wrote. He was learning the importance of navigation and hydrography the hard way and becoming proficient at both.

Something in the rugged lifestyle of the logcutters appealed to Dampier, and he made his way back to Honduras to join this hard-working, hard-fighting, heavy-drinking crowd. Though he disapproved of drunkenness and weak character, Dampier remained with the "Brethren of the Coast" for more than two years. This band of brothers alternated between their legitimate profession as logcutters and their illicit activities as pirates. Dampier managed to accumulate a small fortune during his time on the coast and in the autumn of 1678, he returned to England, where he married a young woman named Judith "out of the household of the Duchess of Grafton," as Dampier described her.



Dampier generally disapproved of his fellow pirates' dissolute ways.



Among the first Englishmen to set foot in Australia, Dampier wrote graphic descriptions of the aborigines.

Leaving his bride at Arlington House, Dampier returned to the West Indies in 1679 aboard the LOYAL MERCHANT. He spent some months in Jamaica and

was on the verge of returning home when he was persuaded to travel to the Mosquito Coast. Once there, Dampier quickly fell in with a band of pirates. Although he insisted the men were privateers, one of Dampier's skippers, Captain Richard Sawkins, gleefully proclaimed that the only commissions they held were on the muzzles of their guns.

Dampier and his fellow buccaneers crossed the Isthmus of Panama to the Pacific Coast sacked the city of Santa Marta and seized a number of Spanish ships, marauding as far as the Juan Fernandez Islands, where they accidentally marooned a Mosquito Indian named Will, who had gone ashore with a hunting party. The band of pirates eventually had a parting of ways. Dampier made his way back across Panama and fell in with a group of French pirates for about a year before heading for Virginia in 1682. The following year he put to sea with Captain John Cook, sailing from Virginia to the Guinea Coast of Mica, where they captured a 36-gun Danish vessel, renaming her BATCHELOR'S DELIGHT. The pirates cruised across the Atlantic, rounded the Horn and made their way up the Chilean coast to the Juan Fernandez Islands, where they found and rescued the marooned Will, not only still there after three years of isolation, but apparently thriving.



Dampier and his ilk raided and looted from the coast of China to the Philippines.

The party stopped at the Galapagos, and cruised the coast of New Spain before Captain Cook died in the summer of 1684. Captain Edward Davis now took command of the pirate fleet that eventually grew to include 10 ships and nearly 1,000 men. In August 1685, the pirates split into two groups, and Dampier joined the party under the command of Captain Swan, master of the CYGNET. This band sailed as far north as the coast of Mexico, but they found these poor hunting grounds. Dampier, nonetheless, was thrilled to see and describe new areas. In March 1686, Captain Swan headed across the Pacific, arriving at Guam just in time to avoid a mutiny that had been planned by the restless and hungry crew.

Next the CYGNET sailed to the Philippines for a six-month call. Dampier stayed on shore most of the time, avoiding his drunken shipmates. The crew eventually grew restless and mutinied, putting Captain Swan and 36 others ashore. Dampier joined the men on the CYGNET, "knowing that the further we went the more knowledge and experience I should get which was the main thing that I regarded." For the next year and a half, the pirates roved from the coast of China to New Holland (Australia), where the ship was careened and scraped. The pirates became the first Englishmen to set foot on the continent. Dampier was interested in all that he encountered, describing the Aborigines as "the miserablist people in the world," but Dampier himself was growing tired of the pirate's life. Two months later he asked to be put ashore, and was obliged, finding himself, three other Europeans and four Malays marooned in the Nicobar Islands in the Indian Ocean on May 16, 1688.

Dampier traded an ax for a canoe, which the Malays refitted with outriggers to create a catamaran. Dampier took charge of the little party and navigated nearly 200 miles through rough seas and monsoons. During a particularly stormy night Dampier "looked back with horror and detestation on actions which before I disliked, but now I trembled at the remembrance of. I had long before repented of that roving course life, but never with such concern as now." He recalled incidents of "God's Providence towards me..." and returned thanks in a peculiar manner." The catamaran reached the shores of Sumatra safely. Still, two of the men died, and Dampier himself fell ill with malaria and dysentery.

Still sick, Dampier undertook a voyage to Tonkin (Vietnam) and eventually made his way to India. He sailed for England on board the East Indiaman



Despite the loss of his ship and subsequent court-martial, Captain Dampier was presented to Queen Anne before sailing in command of two privateers.

DEFENCE, arriving on September 16, 1691, after an absence of 12 years. All he had to show for his exploits were the meticulous journal he had kept and a "painted Prince," an ornately tattooed Menangis islander named Jeoly. Dampier meant to display Jeoly as a curiosity for paying customers, but his own dire financial straits forced him to sell his interest in the boy, who soon died of smallpox. What Dampier did for the next six years is unclear, although he must have spent a good portion of his time readying his journal for publication. Dampier's A New Voyage Round the World appeared in 1697 and was dedicated to Charles Montague, Chancellor of the Exchequer and president of the Royal Society. The book provided rich descriptions of new lands, people, flora and fauna and was an immediate success. Four editions of the book were printed within the space of two years, prompting Dampier to bring out a second work in 1699, Voyages and Descriptions, that described his voyages to Tonkin and Madras, his adventures in the Bay of Campeche and "A Discourse of Winds," which included first-of-a-kind wind charts of the Pacific Ocean and the Southern Hemisphere. This volume Dampier dedicated to the Earl of Orford, First Lord of Admiralty. Orford was impressed enough by Dampier's work to invite him to lead an expedition of discovery.



So it was that Dampier, long a pirate and more recently an admired man of letters, now became a naval officer, in command of HMS ROEBUCK, 12 guns. The 290-ton ship sailed from the Downs on January 14, 1699, bound for New Holland and New Guinea, via Madagascar. Almost from the outset, Dampier argued with his second in command,

As captain of HMS ROEBUCK, Dampier had the ship careened and scraped at New Guinea.

First Lieutenant George Fisher. The ROEBUCK touched at the Canary Islands, the Cape Verdes and Bahia, Brazil, by which time Dampier had become convinced that Fisher meant to lead an insurrection. Dampier beat his lieutenant with a cane and had him placed in irons until he could be handed over to the Portuguese governor at Bahia. Fisher was jailed, awaiting transport back to England, but Dampier was good enough to provide his former first officer with a servant and ship's provisions.

The ROEBUCK now turned her nose to the east and rounded the Cape of Good Hope. The ship raised the coast of Australia on July 26, and dropped her anchor in Shark's Bay a few days later. The expedition explored the rugged west coast of Australia during August and sailed for Timor in September. Dampier had the ROEBUCK's bottom scraped and took on fresh provisions before sailing for New Guinea. It was here that Dampier discovered the strait between New Guinea and another island, which he named New Britain. Today, the strait bears his name.

The ship called at Batavia on July 4, 1700, and after refitting and taking on fresh provisions, the expedition set sail for England on October 17, calling at the Cape of Good Hope for additional supplies. On February 21, 1701, the ship sprang a leak while off Ascension Island. Dampier anchored in North West Bay, but the carpenter's efforts were in vain; the ship was worn out. The ROEBUCK was beached, and, once more a castaway, Dampier and his men made the best of their situation until rescued six weeks later by a fleet of homeward bound warships and East Indiamen.

Not only had he lost his ship, Dampier also had the misfortune to arrive home long after Lieutenant Fisher, who now brought charges of cruelty and oppression against his former commanding officer. Captain Dampier faced a court-martial on board HMS ROYAL SOVEREIGN on June 8, 1702. The judges, who may have resented Dampier's commission, found the officer "guilty of very hard and cruel usage towards Lieutenant Fisher," fined him his entire pay for the expedition, and pronounced "that Captain Dampier is not a fit person to be employed as commander of any of his majesty's ships."

Dampier's days at sea were not over, however. The London Gazette reported, that Dampier had an audience with Queen Anne and was introduced to the lord high admiral before departing on another expedition in the autumn of 1703. This time, Dampier commanded the privateers ST.



The cruise was Dampier's most profitable – valued at £800,000.

GEORGE, 26 guns, and the CINQUE PORTS, 16 guns. How the expedition fared has been much debated. One of the crewmen under Dampier wrote a scathing account of mutinies, desertions and failures, charging Dampier with cowardice and drunkenness. Dampier refuted the charges categorically, and there is some evidence that he enjoyed at least some success in the cruise, having taken several prizes.

Captain Woodes Rogers engaged Dampier as his pilot on board the 320-ton privateer DUKE, 30 guns, and sailed from England in company with the privateer DUCHESS on August 2, 1708. Calling at the Juan Fernandez Islands, the party rescued Alexander Selkirk, who had been marooned four years earlier by the captain of the CINQUE PORTS, and went on to enjoy a successful privateering cruise, returning to England with money and prizes valued at £800,000.

Though he spent his last years comfortably, Dampier did not live long enough to receive his share of the prize money from



Dampier's rich descriptions of the people and places he visited influenced some of the greatest works in English literature, including Dafoe's Robinson Crusoe, Swift's Gulliver's Travels, and Coleridge's "Rime of the Ancient Mariner."

his last voyage, which amounted to £1,500 (the equivalent of £100,000 today). Dampier died in London in March 1715, four years before the prize money was distributed. His contributions as an explorer, naturalist and hydrographer were many, and two plants he discovered bear Dampier's name (*Clianthus dampieri* and the *Beaufortia dampien*). Nevertheless, it was his keen observations as a careful journalist that would be Dampier's greatest legacy.

Dampier published his final book, *A Voyage to New Holland*, in 1709, and would prove to exert great influence on authors such as Daniel Dafoe, who borrowed freely from Dampier in his story of the marooned Robinson Crusoe, and Jonathan Swift, who used Dampier's descriptions of the Aborigines to describe the Yahoos in *Gulliver's Travels*. Swift's character Captain Pocock was modeled on Dampier, and Gulliver himself refers to "Cousin Dampier." Later, Samuel Taylor Coleridge also found inspiration in Dampier's writings, especially evident in his classic poem "The Rime of the Ancient Mariner."

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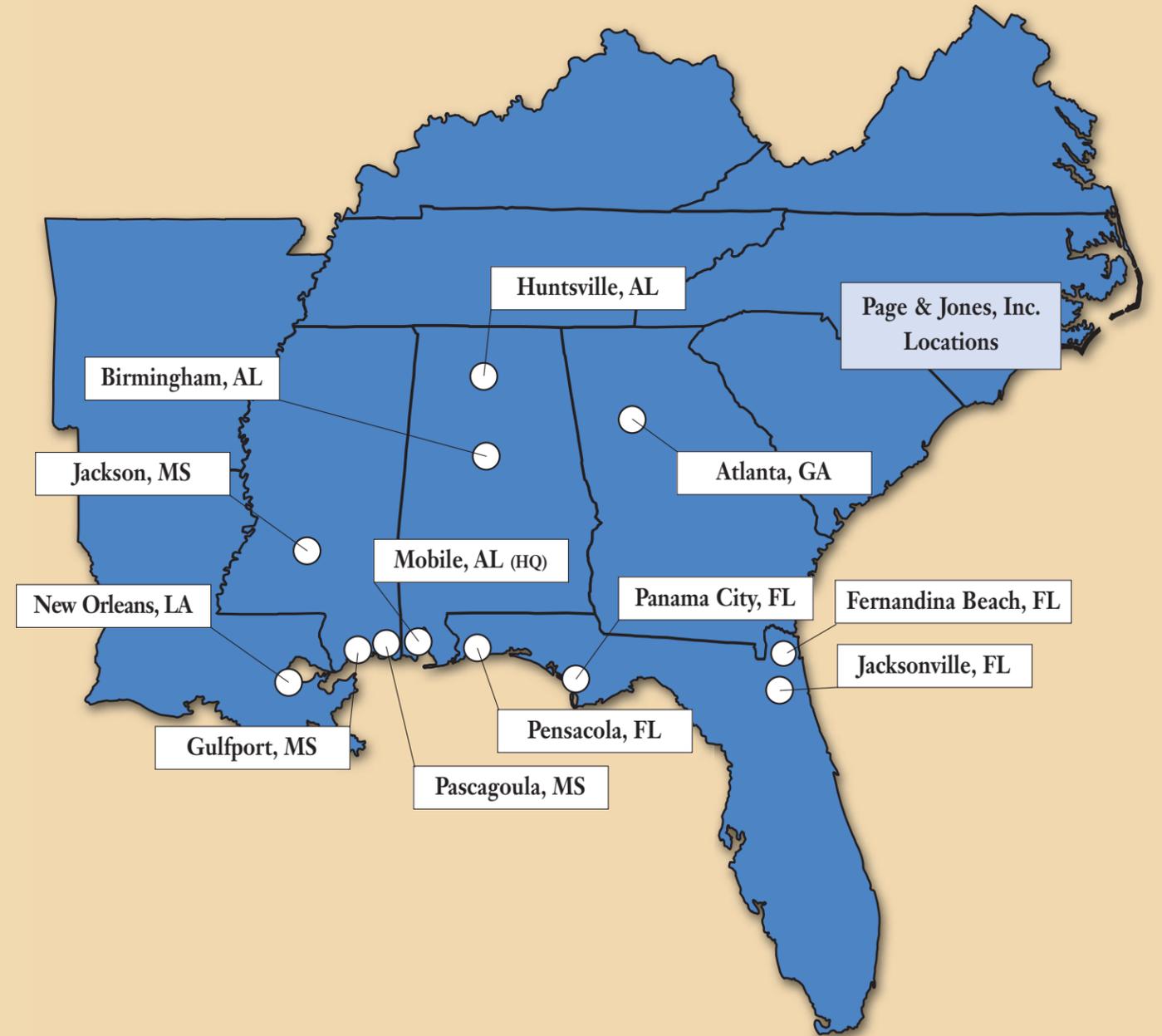
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	ZIM	Weekly	Glovis USA
	ZIM	Weekly	Glovis USA
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	BREVOS		
	C.I.C.	Bi-weekly	Seacliff Agency
	FORTALEZA		
	ZIM	Weekly	Glovis USA
	ITAJAI		
	ZIM	Weekly	Glovis USA
	RIO DE JANEIRO		
	ZIM	Weekly	Glovis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

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

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

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

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

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

— A Look Back —

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



Great White Fleet



3rd Lock Chamber

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

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