

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

OCT. - DEC. 2012





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ALABAMA SEAPORT

PUBLISHED CONTINUOUSLY SINCE 1927 • OCT.-DEC. 2012

On The Cover:

The new \$7.35 million ship loader at the McDuffie Coal Terminal has made operations more efficient and already attracted new business to the Port of Mobile.



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The ALABAMA SEAPORT Magazine has been a trusted news and information resource for customers, elected officials, service providers and communities for news regarding Alabama's only deepwater Port and its impact throughout the state of Alabama, region, nation and abroad. In order to refresh and expand readership of ALABAMA SEAPORT, the Alabama State Port Authority (ASPA) will move the magazine from a monthly to a quarterly or seasonal publication, in four editions appearing in winter, spring, summer and fall. Exciting things are happening in business and industry throughout Alabama and the Southeastern U.S., and the Port Authority has been investing in its terminals to remain competitive and meet the needs of shippers.

In order to serve our customers on every level, the ASPA is also exploring unique ways to increase communication with our audiences. We'll be sharing more news about these changes with all of our subscribers in the very near future. As always, thank you for your continued support and interest in the Alabama State Port Authority.

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McDuffie Welcomes New \$7.35 Million Ship Loader

The new \$7.35 million ship loader at the McDuffie Coal Terminal has made operations more efficient and already attracted new business to the Port of Mobile. It's all a part of the recent \$10 million capital improvement project at the terminal, explained Brad Ojard, senior vice president of operations for the Alabama State Port Authority (ASPA). The new ship loader is 154 feet tall and has an operating outreach of 106 feet. It can load 4,500 tons of coal per hour to a ship.

The improvement project took an existing import-only berth and converted it to an import/export berth to accommodate for increased demand in export services, said Ojard. "The infrastructure was there to convert it with reasonable, limited capital. It allows us to expand for the export coal business. We were at export capacity at the coal terminal." ASPA officials estimate the new ship loader will increase export capacity by about 50 percent.

The benefits of having a second ship loader, for both customers and the Port of Mobile, are already evident. "As customers expand their products, it allows us to grow with their expansions," said Ojard. The new improvements have also generated additional business. "We have the capacity for additional customers we didn't have before," he said. An additional operational berth also reduces vessels queuing at the sea buoys, waiting to load at McDuffie.

The capital improvement project began a couple of years ago as a growth in exports was evident, and the Port Authority explored opportunities to increase its export abilities. Shaw GBB, a Mobile engineering firm, and ZPMC, a Chinese heavy-duty equipment manufacturer, were brought in to design, develop and create a ship loader at Berth One. The company's first project with the ASPA was the retrofitting and renovation of the crane on McDuffie Berth Three. ZPMC has since provided the new unloader on Berth One, the two newest stacker-reclaimers at McDuffie, three Post-Panamax gantry cranes at Pinto Terminal and two Post-Panamax container cranes at APM Terminals Mobile.

Shaw GBB representatives met with the ASPA and their customers, and they came up with a list of specifications including how large the ship loader would need to be, how fast it would need to work, how much coal it would need to move and the size vessels it could serve. The idea was to replace the seldom-used ship loader at the end of Berth One and work in tandem with the vessel loader at Berth Two. "This new one is slightly faster, but it's another place to load vessels at the same time," said David Wallace, project manager for Shaw GBB.

The project's greatest challenge was not only which vessels to serve, but also to determine the best arrangements of the loader for the variety of vessels that call at the McDuffie Coal Terminal, both today and in the future, explained Wallace. The new equipment allows it to serve vessels through capesize, or approximately 850 feet in length with a 145 foot beam.



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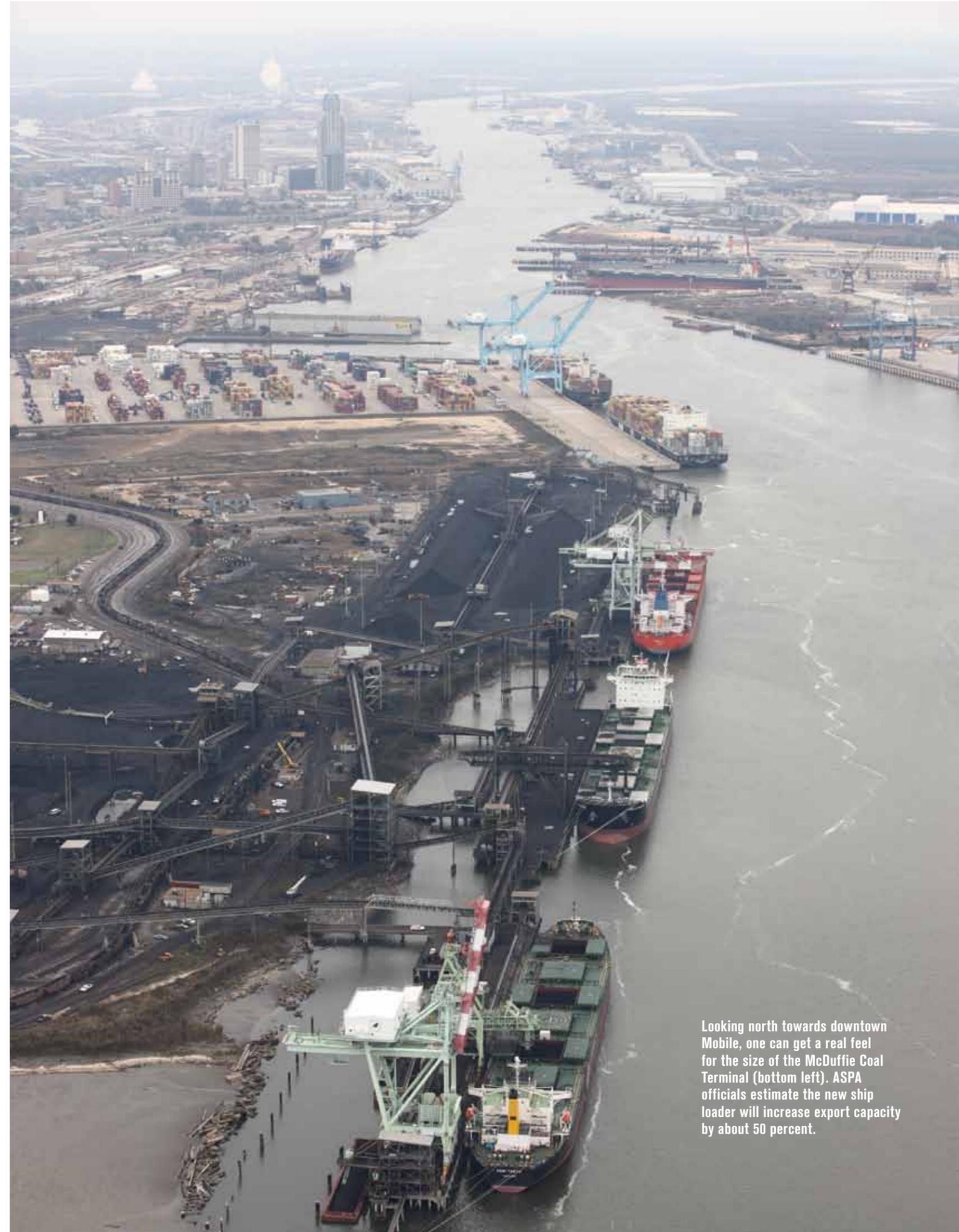
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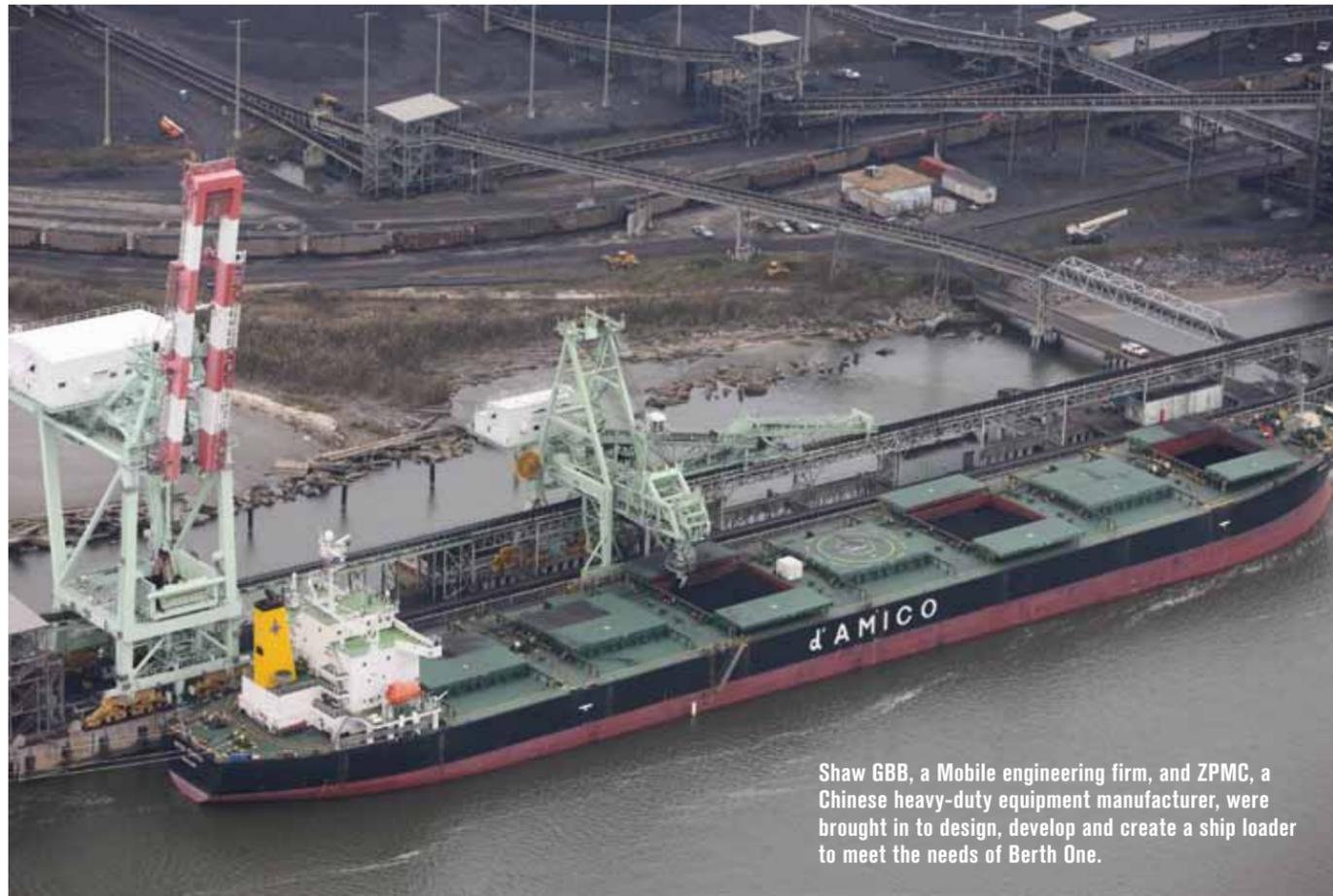
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Looking north towards downtown Mobile, one can get a real feel for the size of the McDuffie Coal Terminal (bottom left). ASPA officials estimate the new ship loader will increase export capacity by about 50 percent.



Shaw GBB, a Mobile engineering firm, and ZPMC, a Chinese heavy-duty equipment manufacturer, were brought in to design, develop and create a ship loader to meet the needs of Berth One.

Thanks to the growth in export demand, coupled with the ability to use the existing McDuffie belt infrastructure, Ojard described it as a fairly simple and practical project. In preparation for the arrival of the new equipment, the Port installed 100 feet of elevated rail and eliminated the existing ship loader at Berth One. Additional accommodations allow for using the new ship loader with Belt Five or loading of barges to the backside of the dock with the same conveyor belt. The preparations included a number of electrical upgrades, as well as dock and bridge modifications. "We applied the lessons learned in some of the enhancements made to recent equipment and included those into the new loader," said Wallace.

The ship loader left China in mid-July 2012, after spending a little more than a year in construction, en route to Mobile via Brazil. It arrived a few months later in mid-October and was installed, customized to the location and the operators and maintenance personnel trained on the new equipment.

While renovations and preparations for the removal of the old equipment and the arrival of the new ship loader required on-site work at McDuffie's Berth One, the ASPA

was able to work around it and accommodate customers with other equipment. "The inconveniences to our customers were really very minimal," said Ojard.

Ojard traveled to Shanghai three times to oversee ZPMC's construction. "We're very pleased with the overall final product," said Ojard. The new ship loader offers some unique features. These include a collapsible tipper, which allows for the loading of ships and barges. Stevedores operate the ship loader from the deck of the vessel using a remote power pack, saving manpower and increasing the operator's awareness of the loading process, said Ojard. The Port plans to upgrade the other ship loader with that technology.

The new ship loader is the biggest part of the McDuffie Capital Improvement Project. As part of a cooperative effort, Drummond Company Inc. and Walter Energy Inc. agreed to fund the purchase by paying a surcharge in addition to the fees they pay to export coal through McDuffie.



Training Program Keeps Jobs and Job Training in Mobile



One of the Mobile Works training providers, TriNova Inc., teaches instrumentation and how to measure the flow of materials. This training can be used in various industries, such as food and beverage, oil and gas, and many more.

Austal, ThyssenKrupp and Airbus – these are companies that have come to Alabama in the last decade. The state’s manufacturing sector is growing, and a competent workforce is in high demand. There are many programs to encourage students to further their education and work in STEM (science, technology, engineering and math) careers. These students will work with algorithms, complex equations and building codes to lead top companies on to greatness in those industries. But how do we develop a workforce to run the companies on the ground? This is where Mobile Works comes in.

Mobile Works is dedicated to developing a world-class workforce by providing educational opportunities for area laborers. In order for companies to compete in the global economy, they must have skilled, experienced workers. Their goal is to provide tuition assistance for job seekers to get the training in high-growth/high-wage areas to make them more competitive for the workforce. They specifically focus on areas in healthcare, maritime, aviation, materials handling, transportation, construction, manufacturing and technology. In short, their goal is to develop an educated workforce that is employable.

This year has proven to be a good year for the organization, which received a grant for more than \$750,000 to provide maritime training for area workers. There are two ways to gain acceptance for training scholarships: the applicant must either be a dislocated worker (if you lost your job through no fault of your own – laid off, company closed, company moved, etc.) or require assistance based on income level (if you have not been laid off from your job and you want to advance in your career). Mobile Works will pay up to \$10,000 or up to two years for that person to learn a new skill to make them marketable for the workforce.

These programs are funded on a year-to-year basis and rely on the local job market for guidance as to which programs are needed – meaning they support education for the required workforce. There is a direct correlation between companies hiring in the market and the education that Mobile Works supports.

“We encourage people to apply based on the needs of the community and the companies that are in Mobile,” said Mobile Works President Sidney Raine. “We don’t want

to train people for jobs that are non-existent, so we train people for the jobs that are available in the community. Once the announcement came that Airbus was coming, our enrollment numbers went up for the aviation program.”

For one of the maritime programs, Mobile Works coordinates with Bishop State to provide training scholarships for dislocated workers to learn welding. This program will provide them with a skill set they can use to compete for jobs in the maritime industry. Mobile Works has also partnered with Horizon Shipbuilding for an On-the-Job Training program (OJT). Mobile Works’ OJT program provides wage assistance to businesses that hire eligible workers. Candidates must be offered employment for a specific job and meet income-based requirements (or be declared a dislocated worker) to qualify for OJT.

“Rather than just providing people with temporary employment, this program allows companies to provide long-term career options for people that are out of work,” said Raine.



Madric Bullard was hired through the OJT program. Here, he checks a welding gauge in the repair shop of a local company.

Mobile Works will pay up to 50 percent of the trainee's wage while they are learning to do the job. Additionally, the employer has to train the new hire for at least 11 weeks and must offer a starting salary of at least \$9.00 per hour. For the Horizon Shipbuilding OJT program, employees hired were trained for jobs as welders, shipfitters, electricians, pipefitters, mechanics and millwrights. Mobile Works has previously partnered with companies such as Bender Shipbuilding, Silver Ships and Atlantic Marine for this program.

Mobile Works also coordinates with Alabama Industrial Development Training (AIDT) to conduct sessions at the AIDT Maritime Training Center. They work to assist graduates in finding employment, and some of those graduates may even be eligible for an OJT program with a local company.

For more information about Mobile Works or to apply for training assistance, visit www.mobile-works.org or call 251-461-4146.



A Mobile Works trainee looks on at TriNova Inc.



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Osprey Nests Can Create Unique Challenges for Businesses Along the Waterfront



Ospreys are sometimes mistaken for eagles, but they have white undersides. Photo by Terry Hartley.

Fish, birds and other wildlife are indicators of a healthy environment and are welcome along Mobile's waterfront. However, sometimes nature and industry have to find a way to better share their space. One bird in particular can shut down a crane operation for months if it's allowed to get too comfortable.

Roger Clay, a wildlife biologist for the Wildlife and Freshwater Fisheries Division of the Alabama Department of Conservation and Natural Resources, wants waterfront industries to keep an eye out for osprey nests, especially on crane booms. Ospreys are raptors who catch their prey in waters around the world. Once an osprey lays an egg in a nest, it is federally protected and no one can disturb the family until the fledglings move out. "From the time that first egg is laid – and they can lay up to three eggs – to when they leave the nest can be as long as three months," said Clay.

The good news: If workers see a nest under construction early in the nesting season, they can remove it and the birds will find a new place to settle. "If you see them start to build, don't wait around," said Clay. "Any new nest is an attempt by a mated pair to settle, even a few sticks.

It's not hard to tell when something's going on. You may have to be persistent, but they will eventually move on," explained Clay.

Workers can remove an inactive nest at any time, but must get a permit to remove an active one. Clay said getting the permit can take time, so he encourages companies to move the nests in the off-season and be proactive about preventing the birds from settling on equipment.

Ospreys use the same nests year after year, adding to them each season. "You can see signs of nesting activity as early as March," explained Clay. That's when couples begin to mate and lay eggs.

Ospreys usually nest on high structures such as dead trees, cell phone towers or cranes. Clay says companies do not need to provide new structures for the birds as there are plenty of natural structures available, but they can build nesting platforms if they would like.

These raptors live all around the world and are sometimes called fish hawks. "It is a spectacular sight to see them catch a fish," said Clay. "They hover up to 100 feet above

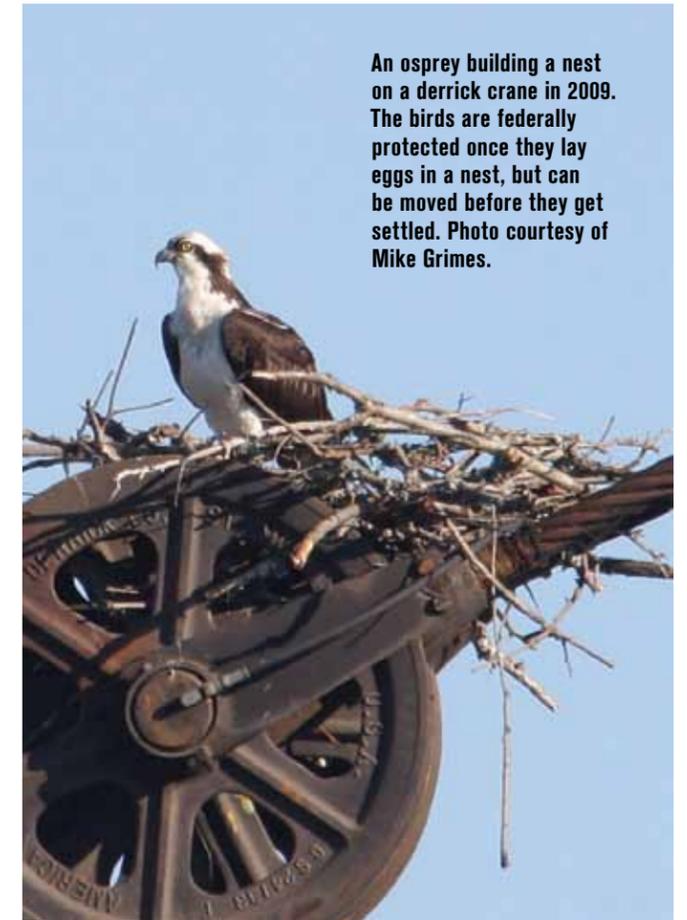


Ospreys will sometimes nest on cell towers, like this one in Orange Beach, Ala. These nests don't usually cause problems, but nests on moving equipment should be removed before the birds lay eggs. Photo by Roger Clay.

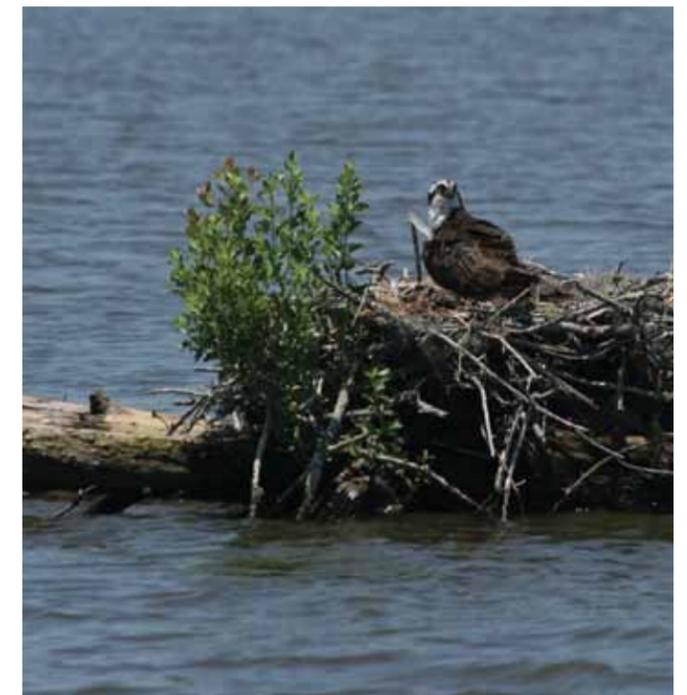
the water and plunge in feet-first. Sometimes they will go under the water. Then, they position the fish like a torpedo in their talons. This makes it aerodynamic to fly to their perch to eat it. Sometimes they are mistaken for eagles, but ospreys are white underneath," he added.

The Cornell University Lab of Ornithology website describes the species this way: "Ospreys are very large, distinctively shaped hawks. Despite their size, their bodies are slender, with long, narrow wings and long legs. Ospreys fly with a marked kink in their wings, making an M-shape when seen from below," (allaboutbirds.org/guide/osprey). They are unique in their ability to catch live fish.

The birds are common along the Gulf Coast year-round. Clay says their population declined when the pesticide DDT was in use but has rebounded in recent years. If workers see a nest and are not sure if it is active, they can contact the Department of Conservation in their district. A directory is available on the website outdooralabama.com.



An osprey building a nest on a derrick crane in 2009. The birds are federally protected once they lay eggs in a nest, but can be moved before they get settled. Photo courtesy of Mike Grimes.



Osprey nest in dead trees or platforms. This one built a nest on a log in the Apalachee River. Some birds will add on to their nests year after year until they are quite large. Photo by Roger Clay.

Update:

Duck Boxes on Blakeley Island Declared a Success

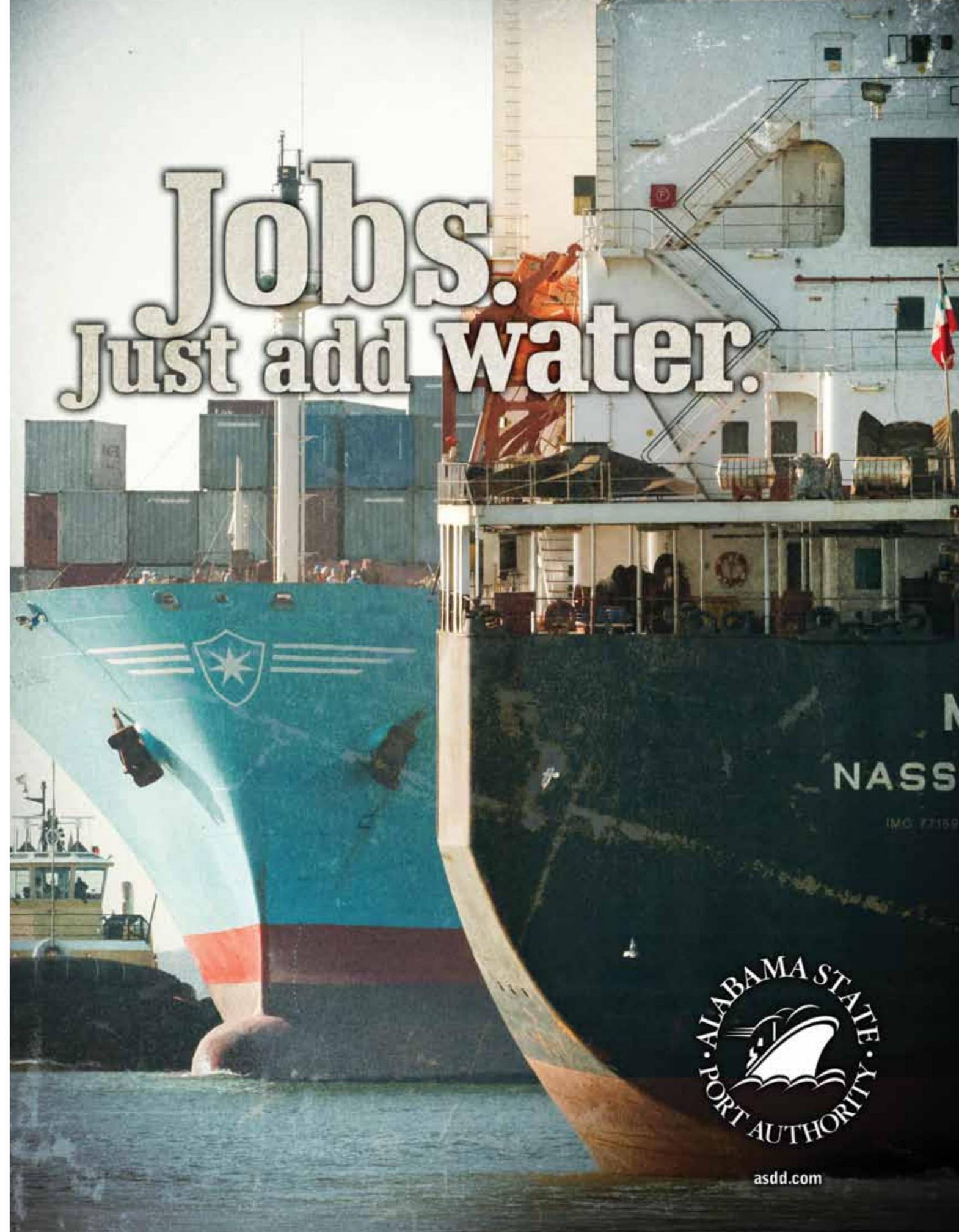
A recent “game cam” image showed a black-bellied whistling duck peeping out from a nesting box on Alabama State Port Authority (ASPA) property. The boxes were installed last spring after Ornithologist Bill Summerour spotted the species in the area and decided to encourage them to stay. Summerour, Roger Clay from the Alabama Department of Conservation and Eagle Scout Candidate Joseph Leathers worked together to build and install the boxes. This summer, at least one family took advantage of them.

The boxes are placed around the Port Authority's dredge material management areas located on Blakeley Island. The Authority's management areas are part of the Alabama Coastal Birding Trail, and the nesting boxes are easily visible from the trail. Anyone who wants to walk the trail must get a permit from the Port Authority prior to entering the property and must inform the Port when they are actually on the trail. The Port's permit and access requirements are available on the Alabama Ornithological Society's website (aosbirds.org), under the “Birding in Alabama” link. Each permit is good for a year. The Blakeley Island Trail is just one of many on the Alabama Coastal Birding Trail.

Top: Joseph Leathers, Eagle Scout candidate; Roger Clay, Alabama Department of Conservation; and Wayne Slaughter, ASPA environmental technician, installing one of eight duck nesting boxes along the bird trail on Blakeley Island.

Middle: Roger Clay, Alabama Department of Conservation; Joseph Leathers, Eagle Scout candidate; and Wayne Slaughter, ASPA environmental technician, put the boxes near the mud lakes, a little off the trail. Bird watchers should not leave the trail to go near the boxes, but they are visible from the trail.

Bottom: Joseph Leathers, Eagle Scout candidate; Roger Clay, Alabama Department of Conservation; and Danny Leathers, Joseph's father, install a critter collar on one of the duck boxes near the mud lakes disposal area on Blakeley Island. The collars keep predators from getting duck eggs.

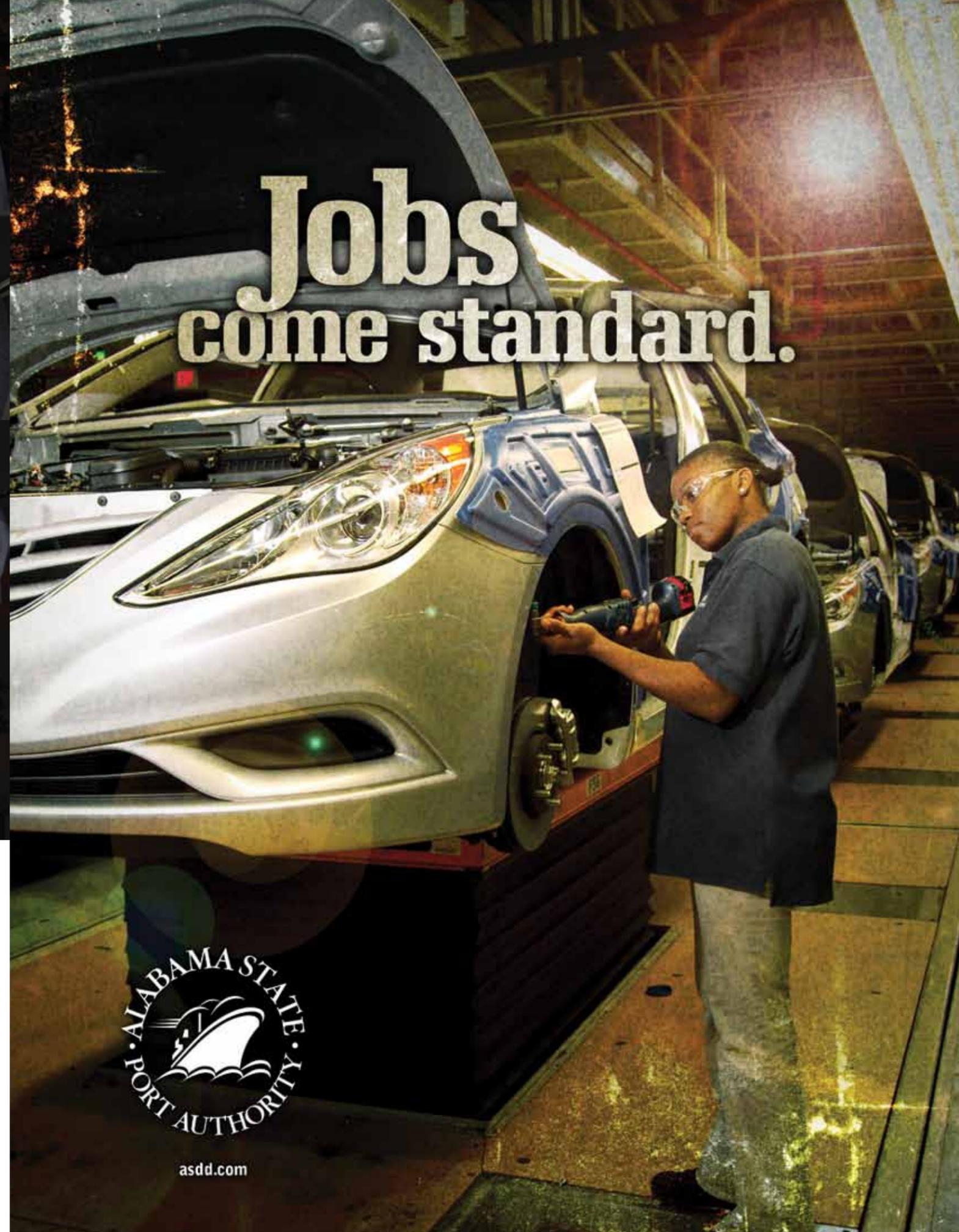




Birmingham Reception • September 25, 2012

1. David Cooper, ASPA; Charles McCrary, Alabama Power Company; and Mike Fields, ASPA 2. Chris Metcalf, Levand Steel & Supply; Jammie Dayhuff; Nathan Dayhuff, Thompson Tractor; and Adrian Drapkin, Jensen Shipping Co. 3. Mike Richardson, Richardson Stevedoring; David Laurine, Ben Line Agencies; Tom Leatherbury, SSA Marine; and Todd Sirmon, Seaonus 4. Bill Inge, ASPA; Dennis Ivey, Perry Supply; Marx Nicholson, ASPA; and Rance Wetzal, ACIPCO 5. Mike Fields, ASPA; Smitty Thorne, ASPA; and Dr. Mark Heinrich, Chancellor, Alabama Department of Postsecondary Education 6. Steven Damrich, Damrich Coatings; Sheree Largilliere, Empire Stevedoring; and Bruce Wilson, Empire Stevedoring 7. David Cooper, ASPA; Ted McCullough, Alabama Power Company; Jeff Wallace, Southern Company; James K. Lyons, ASPA; and Charles McCrary, Alabama Power Company 8. Shawn Blanchard, CSX; Evan Bradley, Barnhart Crane; and John Mickler, Barnhart Crane

9. Ellen Jackson, Sterne Agee & Leach; Steven Burns, Balch & Bingham LLP; Tommy Murray, Murray & Co.; and Jonathan Adams, Sterne Agee & Leach 10. Jefferson Traywick, Birmingham Business Alliance; Richard Weavil, ASPA; and Rick Davis, Birmingham Business Alliance 11. Mac Taul, Merchants Transfer; and Ben Smith, S&M Transportation 12. Lucian Lott, Cooper/T. Smith; Weston May, Mid-Continent Coal & Coke Company; John Murray, Cooper/T. Smith; and Ben Rankin, Mid-Continent Coal and Coke Company 13. Julie Magee, Alabama Department of Revenue Commission; and Larry Downs, ASPA 14. Phil Willingham, AIM Logistics; Anthony Smiley, Boyd Bros. Transportation; and Patrick Kelly, AEP River Operations 15. Anthony Barnes, Marine Inspection; Brad Clark, Norton Lilly International; and Bernard Scott, Marine Inspection 16. Bobby Smith, SSA Marine; and Tobie Sheils, Thompson Tractor



17. Bill Johnson, ASPA; Alec May, T. Parker Host; and Adam Anderson, T. Parker Host 18. Greg Knighton, Economic Development Partnership of Alabama; Judy Adams, ASPA; Rick Davis, Birmingham Business Alliance; Angela Wier, Economic Development Partnership of Alabama; and Brian Harold, APM Terminals Mobile 19. Angelo Latona, Mediterranean Shipping Company; Zemie Murray, Richard Murray & Co.; Mac McPhillips, Richard Murray & Co.; and Antonio Balzano, Mediterranean Shipping Company 20. Brad Ojard, ASPA; Tim Williams, TRR; Charlie Nuckolls, Walter Energy Inc.; Mike Russell, TRR; and Ken Barefield, TRR 21. Susan Powell, Page & Jones; Armando Diaz, Amerex; Carole Leland Jensen; Mayra Diaz, Amerex; Bobby Satter, Page & Jones; Jean Satter; Toni Green, Hyundai Motor Manufacturing Alabama; and Cindy Patterson, Page & Jones 22. Scott Clayton, Southern Company; Rob Douglass, Southern Company; Mark Kenny, Southern Company; Randy Hancock, Drummond Company Inc.; Terah Huckabee, Parker Towing; Marie Craig, Southern Company; Elison Key, Southern Company; and Daphne McKinnon, Southern Company 23. Charles Ivey, Drummond Company Inc.; Rick Austin, Louis Dreyfus; and Haskell Vick, Perry Supply 24. Kelly King, WAPS Birmingham; and Jason Ford, WAPS Birmingham



Japan-America Society of Alabama (JASA) Reception September 27, 2012

1. Ted vonCannon, Jefferson County EIDA; Billy Joe Camp, Southeast Alabama Gas District; and Rick Davis, Birmingham Business Alliance 2. Larry Merrihew, Warrior Tombigbee Waterway Association; and Brian Thompson, Mitsubishi Polysilicon 3. Eric Grieve, Honda Manufacturing Alabama, LLC; David Sims, Honda Manufacturing Alabama, LLC; Koichi Aida, NYK Line (North America); and Motohiro Aiba, Toyota Motor Manufacturing, Alabama, Inc. 4. Jacob Davis, University of South Alabama; Seri Davis, Auburn University; and Marcia Gibson, Auburn University 5. Kirk Atkinson, BLG Logistics Inc.; and Blair King, Alabama Power Company 6. Mark Sheppard, ASPA; Modori Yamamitsu, Consulate of Japan, Atlanta; and Kazou Moriya, Hayashi Telempu North America 7. Steve Bevilaqua, John Fayard Moving & Warehousing; and Tom Mackey, Mitsubishi Polysilicon 8. Katsutoshi Ueda, Mitsubishi Polysilicon; and Tamara Moriya, JASA 9. Eddie Smith, Point Logistics; Marcia Gibson, Auburn University; Mike Lee, Page & Jones; Cameron Gibson, ASPA; and Adam Graddick, ASPA 10. LaVa Darby, Darby Enterprise; and Cheryl Norton, Toyota Motor Manufacturing, Alabama, Inc. 11. Chris Ritter, Kuehne+Nagel Inc.; and Cynthia Zipperly, Mobile Ichihara Sister-City Commission

Mardi Gras: Mobile's Biggest Family-Friendly Tradition



Creating a Mardi Gras float is a yearlong process. This finished float makes its way through downtown Mobile during a holiday parade.

Beads! MoonPies! King cakes! All three are signature items found during the three-week Mardi Gras holiday season. The larger-than-life parades, masquerade balls and coronations are some of the many activities to be enjoyed during the celebration. Contrary to popular belief, America's Mardi Gras originated in Mobile, Ala.

Mobile's Mardi Gras started in 1703 at 27-Mile Bluff, Mobile's first settlement. More than 100 years later, the first masked society was founded and named the Cowbellion de Rakin as part of a New Year's Eve celebration. Today, Mobile has more than 50 mystic societies, including the two oldest in existence: the Strikers were founded in 1842 and the Order of Myths in 1867. The latter society is still parading and is the oldest continuous parading society.

In the many years since its birth, Mardi Gras has evolved into a spectacular celebration with elaborate paper-mache floats designed and decorated by an assortment of Mobile societies. Mardi Gras is not just about parades. "Mardi Gras has many traditions, some of which are personal traditions with individuals, and some within their families or societies," explained Judi

Gulledge, executive director of the Mobile Carnival Museum. "The most well-known traditions include MoonPies, king cakes, the Death and Folly emblems of the Order of Myths, doubloons, and formal dress for balls."

Death and Folly is the emblem float of the Order of Myths. It depicts Folly, or fun, chasing Death around the broken column of life. The Order of Myths is the last parade on Fat Tuesday. Besides beaded necklaces, it is tradition for societies to throw doubloons from their floats. Doubloons are aluminum coins minted each year by the various mystic societies. One side of the doubloon shows the society's emblem and the other side has the parade theme for the current year. Another popular tradition is masquerade balls. The formal dress attire mandatory for balls is named *costume de rigueur*. Gulledge added, "Men must wear the most formal of all formal attire, a white tie and tails. Mobile's population is the largest owner of formal wear in the world, per capita."

Most importantly, what separates Mobile's carnival celebration from other cities is Mobile's family-friendly atmosphere. "There are a lot of families here," said Carol Hunter, communications director for the Downtown



Members on board a parade float throw out festive beads to people watching the parade.

Mobile Alliance. "Mardi Gras is a family tradition. People have been coming for generations; it sets the tone for the celebration." People, young and old, line both sides of the street with hopes of filling their bags with beads and treats.

"Mardi Gras is a tradition put on for the people, by the people," said Gulledge. "There are eras of families continuing their Mardi Gras traditions. Passing down traditions through generations keeps families involved. The City of Mobile supports Mardi Gras as safe, fun, family entertainment." It is a holiday the entire community gets excited about and involved in.

"Another aspect families seem to appreciate are the alcohol-free zones," said Hunter. "That adds to the different feel between Mobile's Mardi Gras and festivals in other cities." Not only are the parades a family-friendly environment, but they are safe as well. The Mobile Police, as well as officers from jurisdictions around the region, are on patrol in high numbers at every parade to ensure the safety of all parade-goers. There is little crime associated with Mardi Gras, and many officers can be



This display at the Mobile Carnival Museum showcases long, jeweled Mardi Gras robes.

seen riding horseback along parade routes making sure everyone is having a safe and fun experience.

This year, Mardi Gras festivities began Friday, Jan. 25, when the Conde Cavaliers' floats began making their way through downtown Mobile. The parades continued in the weeks leading up to Fat Tuesday (February 12), Mardi Gras' largest celebratory day. The following day, Ash Wednesday, marks the beginning of Lent. Hunter added, "Our ambassadors work their hardest the night of Fat Tuesday. They have downtown Mobile spotless by 6:30 a.m. the following morning."

The street party celebration can be enjoyed at any age, and there are many ways to get involved in the Mardi Gras holiday. The costumes and floats are enough to entice parade viewers, but it's the promise of bags filled with beads, stuffed animals and MoonPies that ensures people will leave satisfied. After just one time experiencing Mobile's largest family-friendly celebration, it will become tradition.



A brightly colored ensemble is a staple at Mardi Gras balls and exemplifies the *costume de rigueur*.



This is the Mardi Gras costume of James Van Antwerp Jr. The juvenile king wore this outfit in 1930.

Austal Officially Opens Navy Administration Building



Pictured (L to R) are Capt. Stephen W. Mitchell (USN), Supervisor of Shipbuilding – Gulf Coast; Austal USA Interim President and CFO Brian Leathers; Mobile County Commission President Connie Hudson; Mobile City Council Representative (District 6) Bess Rich; and Austal USA's Senior Vice President of Operations Craig Perciavalle.

More than 30 distinguished guests recently joined Austal and the Navy in celebrating the official opening of the new Navy Administration Building with a ribbon-cutting ceremony. The guests were welcomed by Austal USA's Senior Vice President of Operations Craig Perciavalle. Other event participants included Austal USA Interim President and CFO Brian Leathers; Capt. Stephen W. Mitchell (USN), Supervisor of Shipbuilding – Gulf Coast; Mobile City Council Representative (District 6) Bess Rich; and Mobile County Commission President Connie Hudson.

Leathers had this to say regarding the completion of this building construction project, "We are grateful to the City of Mobile and Mobile County for their economic support which resulted in today's cause for celebration." Leathers added, "This state-of-the-art, energy-efficient building will allow on-site Navy personnel to come together under one roof to better supervise the completion of Austal's two major Navy shipbuilding programs, the INDEPENDENCE-variant Littoral Combat Ship (LCS) and the Joint High Speed Vessel (JHSV)."

Located just across the drive and east of Austal's new office complex on Addscro Road, the 30,000-square-foot Navy Administration Building is expected to be occupied by members of the Navy's LCS Pre-Commissioning crew, LCS Mission Package personnel, SUPSHIP and Navy contractor personnel, JHSV crew members, and additional government

program personnel. The two-story building has 43 individual private offices, three large classrooms, six conference rooms, four breakroom/kitchen areas and parking for 155, including six electric car charging stations.

The energy-efficient office space features motion-sensor lighting and air conditioning computer-controlled from a central location. It will consolidate Navy personnel from three separate physical locations, a similar advantage to what Austal's new office complex offers by bringing employees from all over Mobile into one location.

TERMAC Construction Inc., of Mobile, Ala., served as the general contractor for the construction project. They were assisted by other local construction support teams from Hatch Mott MacDonald (architects) of Daphne, Ala.; Thompson Engineering (site work) of Mobile, Ala.; Hosea O. Weaver (site work) and Sons Inc., of Mobile, Ala.; Coastal Exposures Landscape (landscape and irrigation) of Loxley, Ala.; and Port City Glass & Mirror Inc. (Storefront) of Fairhope, Ala.

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Austal Lays Jackson (LCS-6) Keel Third INDEPENDENCE-variant Littoral Combat Ship (LCS)

Austal held a keel-laying ceremony recently for the third INDEPENDENCE-variant Littoral Combat Ship (LCS) JACKSON (LCS-6), one of five Austal-designed 127-meter U.S. Navy INDEPENDENCE-variant LCSs under contract with the U.S. Navy.

Dr. Katherine Holmes Cochran, the ship's sponsor, was present to weld her initials onto the keel plate as the Keel Authenticator. She was assisted by J.B. Craig, III, who is an "A" Class welder that has been part of the Austal team since November 2011.

Dr. Cochran is the daughter of Sen. Thad Cochran (R-Miss.) and his wife Rose Clayton Cochran. She was born in Jackson, Miss., and received her Ph.D. in English from the University of Mississippi. She is currently an associate professor at the University of Southern Mississippi where she directs the English Licensure Program, works with the South Mississippi Writing Project and teaches courses in Southern literature. In 1991, Dr. Cochran served as the maid of honor as her mother sponsored the USS Barry (DDG-52).

Sen. Cochran is a native of Pontotoc, Miss., and is currently serving his sixth term in office as a U.S. Senator. After graduating from the University of Mississippi, he was commissioned an ensign in the U.S. Naval Reserve. He served on the USS Macon, a heavy cruiser, and became the ship's legal officer after graduating as an honor student from the U.S. Navy School of Justice in Newport, R.I. He also taught military law and naval orientation at the Officer Candidate School in Newport at which time he was promoted to the rank of lieutenant in the U.S. Naval Reserve. Sen. Cochran is a member of the Defense Appropriations Subcommittee where he has worked successfully to support the Navy's shipbuilding programs.

A traditional keel-laying ceremony marks the first significant milestone in the construction of the ship. Due to Austal's modular approach to ship manufacturing, 35 of the 37 modules used to form this 127-meter aluminum trimaran design are already being assembled. For Austal, keel-laying marks the beginning of final assembly. Four modules were moved from Austal's Module Manufacturing Facility (MMF), three of which were erected in the final assembly bay in their pre-launch position. The rest will follow over the coming months.

"JACKSON (LCS-6) is the first of 10 INDEPENDENCE-variant Littoral Combat Ships awarded by the Navy to Austal as prime contractor," stated Craig Perciavalle, Austal USA's senior vice president of operations. "It is exciting to see our most recent facility additions come to life, with this ship being the first constructed utilizing Phase 2 of our Module Manufacturing Facility and the first ship assembled in our new Assembly Bay 5. None of this would be possible without the hard work of the great employees of Austal USA."



J.B. Craig, III, an "A" Class welder that has been part of the Austal team since November of 2011, is seen helping the ship's sponsor, Dr. Katherine Holmes Cochran, weld her initials onto the keel plate.

H.S. "Smitty" Thorne Named Deputy Director of the Alabama State Port Authority

James K. Lyons, director and chief executive officer of the Alabama State Port Authority (ASPA), announced recently that H.S. "Smitty" Thorne will serve as deputy director and chief operating officer for the ASPA with direct oversight of the day-to-day administrative, marketing and operations functions at the port. "This move will help alleviate increasing demands on my office and the executive management team due much in part to the continued growth here at the Port," said Lyons.

With more than 40 years of maritime industry experience, Thorne started in both agency and stevedoring roles with Ryan-Walsh Inc., ending his 29-year career as division vice president of operations. In 1996, Thorne joined the Jackson Kearney Group where he rose to the position of operations vice president for the company's warehousing and freight forwarding divisions, and the second largest terminal and stevedoring operation at the Port of New Orleans. Thorne joined the ASPA in 2000, where he has served in several positions of increasing responsibility. He and his wife, Earline, have five children and 12 grandchildren.

The ASPA owns and operates the state of Alabama's deepwater port facilities at the Port of Mobile and its public facilities handled over 25 million tons of cargo. The Authority's container, general cargo and bulk facilities have immediate access to two interstate systems, five Class 1 railroads and nearly 15,000 miles of inland waterway connections.



Alabama State Port Authority Deputy Director/COO H.S. "Smitty" Thorne

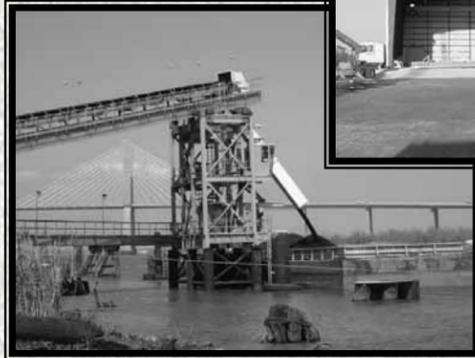
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The KEARNY Incident

Although the United States did not enter into World War II until after the naval base at Pearl Harbor was attacked by the Japanese on Dec. 7, 1941, the attack in the Pacific was not the first incident in which Axis forces attacked U.S. military forces. There were at least three incidents in the Atlantic prior to the attack on Pearl Harbor. The three incidents, which included interaction between German U-boats and U.S. Navy destroyers, showed an escalation of force, becoming progressively more serious.

The first of these incidents occurred on Sept. 4, 1941, and came to be known as the "GREER incident," followed by the "KEARNY incident" on Oct. 17 and, finally, the "REUBEN JAMES incident" on Oct. 31, 1941.

The USS GREER (DD-145) was an old WICKES-class destroyer, whose keel had been laid at William Cramp & Sons Ship & Engine Building Co. in Philadelphia in February 1918. The ship originally was launched in August 1918. She was laid up and recommissioned over the years, joining the fleet for her final time on Oct. 4, 1939, and serving through the end of the war. Initially assigned as the flagship of Destroyer Division 61, the GREER later served on the Neutrality Patrol during most of 1940. In early 1941, she began escort duty, accompanying convoys across the Atlantic, sailing out of Naval Station Argentia, Newfoundland, and Reykjavik, Iceland.

While accompanying a convoy of merchant vessels on Sept. 4, 1941, the GREER became the first U.S. warship to fire on a German ship. Both the United States and Germany claimed that the other side initiated the attack. According to the U.S. and British version of events, the GREER was the subject of a torpedo attack by a U-boat, later identified as U-652. The attack failed, and the GREER attacked the German submarine. According to the Germans, its boat did not fire first, but instead came under continuous attack by depth charges.

U.S. President Franklin D. Roosevelt made the attack the subject of one of his regular radio addresses known as "fireside chats," noting that the GREER had been flying the U.S. flag when attacked. Roosevelt added that "the German submarine fired first upon this American destroyer without warning, and with deliberate design to sink her." The president described the attack as "an act of piracy"



At the Sept. 13, 1940, commissioning ceremony of the USS KEARNY (DD-432), her captain, Lt. Cmdr. Anthony L. Danis (right), is congratulated on his new command by an admiral.

and announced a new "shoot on sight" policy authorizing U.S. Navy ships to fire on Axis submarines or raiders.

The official Navy report confirmed that the GREER did not drop her depth charges on the submarine until after the U-boat had fired a torpedo at the American warship, but it also noted that the commanding officer of the GREER hunted for the submarine and located it after being notified of the presence of a submerged German sub by a British airplane. The GREER followed the U-boat, broadcasting its position until the U-652 turned and fired a torpedo at the GREER at 12:45 p.m. The torpedo itself was sighted crossing the GREER's wake four minutes later. The destroyer initially lost contact with the submarine but, upon re-establishing contact, began an immediate attack with depth charges. Neither the GREER nor the U-652 was damaged in the action.

Seventy-one years ago, the second in a series of engagements between American and German naval forces took place. The USS KEARNY (DD-432) was a new GLEAVES-class destroyer, launched March 9, 1940, by the Federal Ship Building & Dry Dock Co. in Kearny, N.J., and commissioned on Sept. 13 that same year.

Skipper of the KEARNY was U.S. Naval Academy graduate Lt. Cmdr. Anthony Leo Danis, USN, who had been selected for promotion to the rank of full commander during the August 1941 selection board. Danis previously



The KEARNY was one of the Navy's newest destroyers when she was assigned to convoy duty in September 1941 – three months before America's entry into the war.

had served in destroyer squadrons, had instruction in torpedoes and had qualified as an aerological officer, serving with the U.S. Navy airships USS AKRON and USS MACON. He had later served at Naval Air Station San Diego (the current Naval Air Station North Island) and with the Bureau of Aeronautics in Washington, D.C. With war clouds gathering on the horizon, however, Danis had returned to the surface Navy and, in May 1940, was ordered to duty in connection with fitting out of the new destroyer KEARNY.

The destroyer measured 347 feet in length; had a beam of 36 feet, 1 inch; and a draft of 11 feet, 10 inches. Displacing 1,630 tons, the warship could sprint at speeds of more than 37 knots, thanks to her four boilers and twin screws.

Like the GREER before her, KEARNY had participated in the Neutrality Patrol in the West Indies before beginning convoy duty, first in the Virginia Capes area and then from Naval Station Argentia. While escorting a westbound convoy in the vicinity of Iceland on Thursday, Oct. 16, 1941, the KEARNY received word of a wolfpack attack on an eastbound convoy approximately 400 miles south of Iceland. Convoy SC-48 had departed Canada on Oct. 10. Bad weather and mechanical problems had separated the convoy of 50 merchantmen, with 11 stragglers wallowing along at about seven and a half knots. Three merchant vessels had been torpedoed and sunk by the time the call for help was received.

KEARNY and three other destroyers, the USS PLUNKETT (DD-431), USS LIVERMORE (DD-429) and the old USS DECATUR (DD-341), were detached from their westbound convoy and ordered to reinforce the Canadian destroyer HMCS COLUMBIA (I49) and three Canadian

corvettes assigned to escort SC-48. The destroyers made flank speed, in the dramatic words of Washington's *The Evening Star*, as the KEARNY "... with smoke pouring from its two funnels knifed through the gray Atlantic at her top speed of about 36 knots." The GREER and the Free French corvette LOBELIA also were diverted to the scene from their patrols.

KEARNY and her sisters arrived on scene just before sundown and took up screening positions 1,000 to 1,500 yards from the convoy. After nightfall, the U-boats closed in. About 10 p.m., a German "eel" detonated against the hull of one of the merchantmen, the subsequent flames illuminating a hellish scene. Alarms screamed as the destroyers went to General Quarters, firing star shells and dropping "ash cans" off their fantails in an effort to drive away the U-boats, but at 11:15 p.m., the submarines scored two more hits against the cargo vessels. The night sky reflected the orange flames as men leaped from the fatally stricken ships into the water, the destroyers churning up the surrounding seas as they sought in vain for their attackers.

At 2 a.m., several U-boats, including the U-568, under the command of *Kapitänleutnant* (Lt. Cmdr.) Joachim Preuss, attacked the stragglers for a third time, sending a spread of torpedoes into the center of the convoy. Four more merchant vessels erupted in flames, all mortally wounded. Running at 15 knots while dropping depth charges, the KEARNY was making a sharp turn to port, in part to avoid colliding with a British corvette that had arrived on scene to pick up survivors. The destroyer began to slow mid-turn, and, as she did, U-568 fired three torpedoes at the KEARNY. One passed harmlessly ahead of the warship, and a second crossed her wake. The third torpedo struck amidships on the starboard side, ripping into the No. 1 fire room, instantly killing seven crewmen and knocking four more into the sea. Another 22 were injured in the attack. So great was the explosion, the forward stack was knocked backward, pulling the siren cord and blowing a whaleboat clear. The forward bulkhead of the boiler room was breached, the deck overhead was smashed, and the starboard bridge wing was torn away. With the siren emitting a constant scream, it was impossible to hear anything on the bridge, and Lt. Cmdr. Danis was not sure if his engines were still turning. They were, but the ship was in grave danger. All hands reported topside for damage control.

Ensign Henry Lyman, the junior officer of the deck, reported that the steering was gone. In his words, the ship was lying in the water "like a lame duck." Fearing another attack by the U-boat at any moment, Lyman went below

and donned a life jacket. Upon returning to the bridge, he received word of an electrical fire below. The young officer, who was the assistant first lieutenant, led a fire-fighting team as they put on their emergency breathing gear and went below to extinguish the fire. Once the fire was out, the men discovered that the bulkhead between the forward engine room and the forward fire room, where the torpedo had detonated, was in danger of giving way.

A damage control team under the command of Engineering Officer Lt. R.J. Esslinger and Chief Motor Machinist's Mate Aucie McDaniel carried out emergency repairs to the forward bulkhead of the forward engine room. Flooding was contained to the forward fire room, where the hole gaped in the ship's side. With the steering out, Quartermaster John Booth worked feverishly to enable manual operation of the helm. Alone at his station in the dark, he was successful in his efforts, and the KEARNY slowly responded to her helm.

Topside, the first lieutenant, Ensign R.N. Perley, and a repair crew cleared the bridge by cutting away the wreckage and dropping it over the side. Below, Esslinger and his men repaired flooded fuel lines. Damage control parties continued to work through the night, and, by daybreak, the ship's steam was back up, and she had enough auxiliary power to run lights and for the cook and mess stewards to make breakfast and serve it to the famished crew.

According to Ensign Lyman, the ship was saved due to the professional response of the captain and crew. "There was no sign of panic," he recalled in an interview with *The Evening Star*. "Everyone just did his job and two or three more."

A PBY Catalina flew down from Iceland and dropped much-needed plasma for the wounded on the KEARNY. Lt. j.g. Richard W. Rommel, a ship's surgeon assigned to the USS MONSSEN (DD-436), was rowed across to the KEARNY to treat the wounded. He gave Chief Boatswain's Mate Leonard Frontakowski three blood transfusions and was credited with saving the man's life after he had been struck by the ship's whaleboat in the explosion.

As for her attacker, the U-568 was sighted to port of the convoy just before 6 a.m. As HMCS PICTOU (K146) began pursuit, *Kapitänleutnant* Preuss attempted to escape, motoring his submarine at top speed on the surface into a rain squall. The Canadian corvette fired six rounds from her 4-inch gun but failed to strike the U-boat. U-568 fired a torpedo from her stern, but the eel went wide, missing the PICTOU by 15 feet. Preuss dived his boat and had reached a depth of 120 feet when the first



On Oct. 16, 1941, the KEARNY and three other destroyers were dispatched to assist a convoy under attack by U-boats. Early the next morning, the destroyer was torpedoed by the U-568, commanded by *Kapitänleutnant* Joachim Preuss.



The torpedo tore into the starboard side of the warship, killing 11 men and injuring another 22. Her crew fought valiantly to save the ship.

five depth charges exploded around him. A second array of five depth charges exploded at a more shallow depth, and the submarine effected her escape.

Of the attack, President Roosevelt said this in a Navy Day address on Oct. 27, 1941: "America has been attacked. The USS KEARNY is not just a Navy ship. She belongs to every man, woman and child in this nation.... Hitler's torpedo was directed at every American, whether he lives on our seacoasts or in the innermost parts of the nation, far from the seas and far from the guns and tanks of the marching hordes of would-be conquerors of the world."

The KEARNY survived the attack, and was shepherded back to Iceland by the GREER and the MONSSEN. Emergency repairs were made in Iceland before the KEARNY could steam to Boston, where final repairs were made. For his expert ship handling and control of the situation, the captain of the KEARNY, Lt. Cmdr. Danis, received the Navy Cross, as did Engineering Officer Lt. Esslinger and Chief Motor Machinist's Mate McDaniel, who were all recognized for their damage control efforts in saving the ship.

The third incident prior to the attack on Pearl Harbor was the most serious to date when, on Oct. 31, 1941, the CLEMSON-class destroyer USS REUBEN JAMES (DD-245) was torpedoed and sunk by the U-552 while escorting an eastbound convoy. The old destroyer sank within five minutes of being struck. Of her 159-man crew, there were only 44 survivors. It was the final attack on U.S. warships by Germany before the United States declared war on Japan on Dec. 8. A declaration of war on Germany was made on Dec. 11, 1941.



The Canadian corvette HMCS PICTOU (K146) sighted the U-568 and gave chase, firing her 4-inch gun and dropping depth charges, but the submarine escaped unharmed.



Lashed alongside her sister ship MONSSEN (DD-436), the stricken KEARNY shows her battle damage.



After repairs were made at the Boston Navy Yard, the KEARNY returned to the fight, earning three battle stars during World War II.

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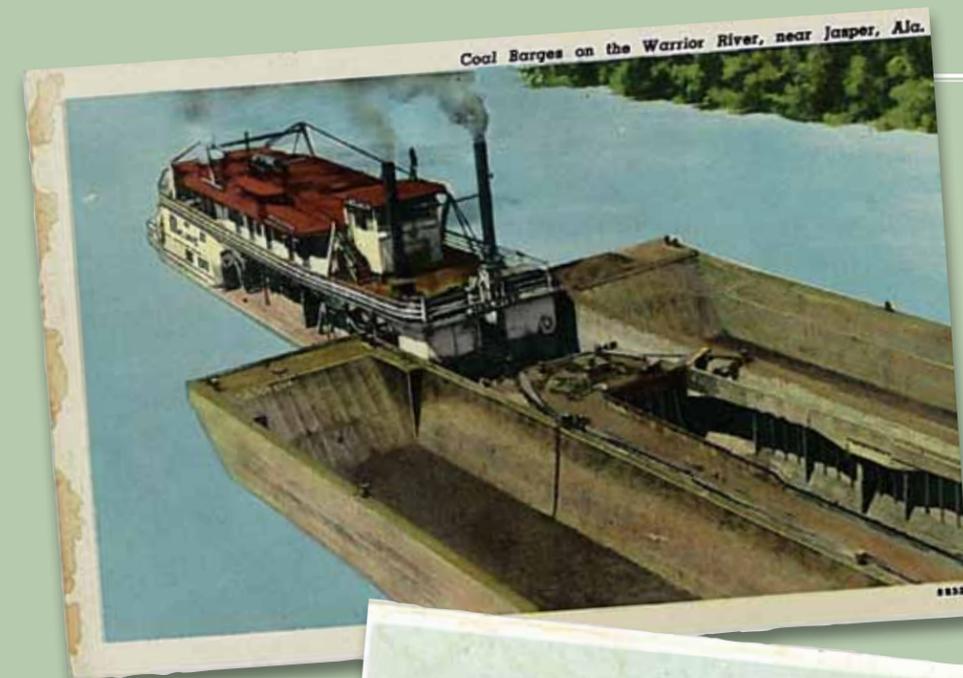
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LIVORNO	Nordana	Inducement	Biehl & Company
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MONFALCONE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
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SCOTLAND MONTROSE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
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ST. CROIX	C.I.C.	Monthly	Seacliff Agencies
ST. KITTS BASSETERRE	C.I.C.	Monthly	Seacliff Agencies
ST. LUCIA CASTRIES VIEUX FORT	C.I.C. C.I.C.	Monthly Monthly	Seacliff Agencies 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
SWEDEN STOCKHOLM	Polish Ocean Line	Weekly	Biehl & Company
TOBAGO	C.I.C.	Monthly	Seacliff Agencies
TRINIDAD PT. LISAS	Dan-Gulf Shipping	Bi-Weekly	Lott Ship Agency
TURKEY ISTANBUL IZMIR MERSIN	Nordana Nordana Nordana	Inducement Inducement Inducement	Biehl & Company Biehl & Company Biehl & Company
VENEZUELA GUANTA MARACAIBO	Dan-Gulf Shipping Dan-Gulf Shipping	Bi-Weekly Bi-Weekly	Lott Ship Agency Lott Ship Agency

Postcards *from the Past*



Coal barges
in Jasper.



The waterfront.

Postcard reproduction courtesy of John Hunter, owner and president of Dockside Services, Inc.

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AIR TRAVEL

AZALEA AVIATION.....	(251) 633-5000
CONTINENTAL AIRLINES.....	(800) 277-4622
EMERY WORLDWIDE.....	(800) 782-4605

ALABAMA INTERNATIONAL TRADE CENTER

ALABAMA WORLD BUSINESS CTR.–1500 Resource Dr., Birmingham, AL 35242.....	(205) 250-4747
UNIVERSITY OF ALABAMA–Tuscaloosa–P. O. Box 870396.....	(205) 348-7621

AUXILIARY SERVICES

CATHOLIC MARITIME CLUB–352 Government St., Mobile, AL.....	(251) 432-7339
Joe Connick, Director; Father Tivo, Chaplain	
FISHERS OF MEN MINISTRIES INTERNATIONAL.....	(251) 504-0069
INTERNATIONAL SEAMAN'S CENTER–605 Texas Street.....	(251) 433-7953
Rev. Aias DeSouza.....	(251) 344-3712
PERFORMANCE PERSONNEL SERVICES, LLC.....	(251) 662-2888

BANKS WITH INTERNATIONAL DEPARTMENTS

FIRST COMMERCIAL BANK–BIRMINGHAM.....	(205) 868-6171
HANCOCK/WHITNEY BANK–MOBILE.....	(251) 662-1025
REGIONS BANK–MOBILE.....	(251) 690-1187

BARGE FLEETING SERVICE

DELTA MARINE SERVICE.....	(251) 937-4060
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BLAST FREEZE/COLD STORAGE

MOBILE REFRIDGERATED SERVICES.....	(251) 433-4198
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BULK LIQUIDS

ALABAMA BULK TERMINALS.....	(251) 438-9891
ARC TERMINALS.....	(251) 421-1651
GULF COAST ASPHALT.....	(251) 432-7666
NUSTAR.....	(251) 456-8491
PLAINS MARKETING.....	(251) 456-4688; (251) 377-8864
RADCLIFF/ECONOMY MARINE SERVICES.....	(251) 433-0066

BUNKERING SERVICE

MIDSTREAM FUEL SERVICES, INC.–P. O. Box 2826.....	(251) 433-4972
RADCLIFF / ECONOMY MARINE SERVICES–P. O. Box 3064.....	(251) 433-0066

CONSULATES

CONSULAR CORPS OF MOBILE–6204 Brandy Run North 36608.....	(251) 455-8182
BOLIVIA–Thomas J. Purvis–3413 Canacee Dr.....	(251) 866-6969
DENMARK–Martin H. Cunningham–205 St. Louis St.....	(251) 432-4633
DOMINICAN REPUBLIC–Luis Frías–951 Government St., Suite 520.....	(251) 432-2332
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
BIG RIVER CYPRESS & HARDWOOD.....	(850) 674-5961
BUCHANAN LUMBER–104 Industrial Canal Rd. East.....	(251) 433-9567
CASSIDY LUMBER–P. O. Box 391, Mobile 36601.....	(251) 456-0099
McGINNIS LUMBER COMPANY, INC.–P.O. Box 2049 Meridian, MS 39302.....	(601) 483-3991
MIDWAY FOREST PRODUCTS–P. O. Box 7667, Spanish Ft., 36527.....	(251) 626-8010
SMITH COMPANIES–100 Pardue Rd. Pelham 35124.....	(800) 322-0540

EXPORT BAGGING, PACKING AND DRUMMING

CUSTOM MARKETING SERVICES INC.....	(205) 668-4042
HORIZON FREIGHT.....	(800) 242-9212
MEADOR WAREHOUSING & DIST., INC.–1750 N. Craft Hwy.....	(251) 457-4376
MITCHELL CONTAINER SERVICES–226 Saraland Blvd. S.....	(251) 675-3786
MMS PACKAGING COMPANY–P. O. Box 2066.....	(251) 438-3658
PORT CITY MOVERS & DELIVERY–5235 Kooinan Rd., Bldg. 4, Theodore, AL.....	(251) 342-7079
STEM PRODUCTS–P. O. Box 66531.....	(251) 457-6567
L. H. STUART, INC.–2064 Ave. C, Brookley.....	(251) 441-0770
TEAGUE BROS. TRANSFER & STG. CO.–519 Bayshore Ave.....	(251) 476-6122
WONDERLAND EXPRESS.....	(251) 653-7348

FIRE SAFETY EQUIPMENT AND SERVICE

R. CARTER & ASSOC., INC.–1406 Telegraph Rd.....	(251) 452-0154
HILLER SYSTEMS, INC.–3710 Lakeside Ct.....	(251) 661-1275
SAFETY SOURCE INC.–6161 Rangeline Road.....	(251) 443-7445
UNITOR SHIP SERVICES–500 St. Louis St.....	(251) 432-0762
WORLD SHIP SUPPLY (MOBILE), INC.–4600-B Cypress Business Park Drive.....	(251) 662-7474

FOREIGN FREIGHT FORWARDERS

(★) CUSTOM HOUSE BROKERS	
★ AIR/SEA FORWARDING–3812 Springhill Ave.....	(251) 460-0551
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
PAUL A. BOULO, INC.–255 N. Joachim St.....	(251) 433-5445
★ JOHN M. BRINING CO.–P. O. Box 403.....	(251) 432-9741
★ N. D. CUNNINGHAM–205 St. Louis St.....	(251) 432-4633
EMERY FOWARDING–2215 Ave. *O* Brookley Complex.....	(251) 433-0885
EMO TRANS.....	(251) 342-3313
★ EXPEDITORS INTERNATIONAL.....	(251) 431-4992
FEDEX TRADE NETWORKS.....	(404) 831-8237
JENSEN SHIPPING CO.–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CAROLE C. LELAND–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CTB USA OF FLORIDA.....	(866) 621-0091 ext. 224
LILLIEROOSE CORP.–1709 Thistlewaite Dr., Mobile 36618.....	(251) 259-5362
★ 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) 432-6549
★ 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 Cooper Rd., Pensacola, FL 32514.....	(850) 698-1465
TRADELANES – 61 St. Joseph St., Suite 1000.....	(251) 343-8031
TRANSGROUP WORLDWIDE LOGISTICS – 162 State St. 36602.....	(251) 433-7668
★ 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	
BALDWIN TRANSFER CO., INC.....	(251) 433-3391
MOBILE, AL–Brookley Complex & Airport.....	(251) 438-7338
AZALEA BOX COMPANY–1401 St. Stephens Road, Prichard.....	(251) 452-3451
EQUITY TECHNOLOGIES CORP.....	(251) 432-7784
★ KEYPORT WAREHOUSING–30427 County Rd. 49 N, Lowley, AL.....	(251) 964-4607
MOBILE MOVING & STORAGE.....	(251) 438-3658
★ 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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LICENSED GUARD SERVICE

ADMIRAL SECURITY SERVICES OF ALABAMA, INC.....	(251) 725-6018
GLOBAL MARITIME SECURITY, INC.....	(504) 392-2300
U.S. MARITIME SECURITY, LLC.....	(251) 459-1578

HEAVY LIFT/SALVAGE/TRANSPORTATION

ACME TRUCK LINE.....	(251) 653-6028
AMERICAN MARINE SERVICES.....	(251) 406-9930
ATLANTIC SPECIALIZED TRANSPORT.....	(251) 433-4545
BARNHART CRANE & RIGGING–P.O. Box 2809, Daphne, AL 36526.....	(251) 654-0541
BOSARGE DIVING–Pascagoala, MS.....	(888) 762-6364
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
HORIZON FREIGHT.....	(800) 242-9212
HYDRAULIC CRANE SPECIALISTS.....	(251) 675-000X
LEA DIVING & SALVAGE–Alabama State Docks.....	(251) 432-4480
MAMMOET.....	(404) 696-4982
WONDERLAND EXPRESS.....	(251) 653-7348

INDUSTRIAL DIVING

AMERICAN MARINE SERVICES.....	(251) 443-7771
BOSARGE DIVING–Pascagoala, 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 FREING AND SPILL CLEANUP

AARON OIL CO., INC.–P. O. Box 2304.....	(251) 666-8143
R. CARTER & ASSOC., INC.–507 Diaz St., Prichard, AL.....	(251) 452-0154
ES&H–5400 A Willis Rd., Mobile, Ala.....	(251) 382-0199
FERGUSON HARBOUR, INC.–31153 Stagecoach Rd., Spanish Ft., AL.....	(251) 626-3295
INDUSTRIAL WASTE SERVICES, INC.–1980 Ave. A.....	(251) 894-7500
INDIANAY SHIPPING SVCS., INC.–P. O. Box 5026.....	(800) 447-3592
LIQUID ENVIRONMENTAL SOLUTIONS MARINE FIELD SERVICES–1890 3rd St., Mobile.....	(251) 243-4128
OIL RECOVERY CO., INC.–P. O. Box 1803.....	(251) 690-9010
OIL RECOVERY MARINE TERMINAL Blakely Island.....	(800) 350-0443
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 Halle 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
MOBAY 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 (EXPORT).....	(251) 463-4867
ALLIANCE PEST SOLUTIONS (IMPORT/EXPORT).....	CRAIG JAKOB (817) 648-6201
CENTRAL STATES FUMIGATION (IMPORT/EXPORT).....	PAT MACK (800) 527-8215
DA MARINE FUMIGATION (IMPORT/EXPORT).....	JERRY MATHERNE (504) 888-4941
RESEARCH FUMIGATION (IMPORT/EXPORT).....	(985) 536-4932

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(★) ELECTRICAL CONTROL AND AUTOMATION)	
ICS–578 Azalea Rd., Mobile, AL.....	(251) 661-6061
GULF COAST AIR & HYDRAULICS INC.–3415 Halls Mill Rd.....	(251) 666-6683
MOBILE MARINE RADIO–7700 Rinla 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–3360 Key St., Mobile, AL.....	(888) 343-TEAM

MARINE SURVEYORS

ALPHA MARINE SURVEYORS–180 Country Club Dr., Daphne.....	(251) 626-7299
BULK MARINE REPAIR SERVICES.....	(251) 295-4838
W. T. AMES & ASSOCIATES–149 Fairway Dr., Daphne.....	(251) 626-1172
GEORGE BROOKFIELD–188 Ridgewood Dr., Daphne.....	(251) 626-1758
MICHAEL H. BARRIE–263 N. Jackson St.....	(251) 433-8122
C. BAXTER, JR. & ASSOCIATES INT'L, INC.....	(251) 476-1988
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–3905 Johnson Rd. S.....	(251) 698-5724
MARINE INSPECTION, LLC–63 South Royal Street, Suite 1001, Mobile, AL 36602.....	(251) 375-2020
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 Sanworth Dr.....	(251) 661-1520
PORT CITY MARINE SURVEYORS–D. J. Smith.....	(251) 661-5426
SABINE SURVEYORS–851 East I-65 Service Rd. South.....	(251) 433-9997
SGS MINERALS–P. O. Box 1962.....	(251) 432-2781
SHIP ARCHITECTS, INC.....	(251) 621-1813
WOODRUFF INDUSTRIES INC–4021 Shana Drive.....	(251) 473-5327

MARITIME WASTE DISPOSAL

AARON OIL CO., INC.–P. O. Box 2304.....	(251) 666-8143
BROWNING-FERRIS INDUSTRIES–P. O. Box 16504.....	(251) 696-5724
R. CARTER & ASSOC., INC.–1406 Telegraph Rd.....	(251) 452-0154
DOCKSIDE SERVICES, INC.–P. O. Box 122.....	(251) 438-2362
FCC ENVIRONMENTAL.....	(205) 482-1574
FERGUSON HARBOUR, INC.–31153 Stagecoach Rd., Spanish Ft., AL.....	(251) 626-3295
LIQUID ENVIRONMENTAL SOLUTIONS–1980 Ave. A.....	(251) 694-7500
OIL RECOVERY CO., INC.–P. O. Box 1803.....	(251) 690-9010
PSC–4531 Hamilton Blvd., Theodore, AL 36582.....	(251) 443-7701
WASTE MANAGEMENT INC.–17045 Highway 43, Mt. Vernon, AL.....	(251) 829-4006

MOTOR TRANSPORT (★ CONTAINER SERVICES)

AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
A.I.M. LOGISTICS A T.G. MERCER COMPANY.....	(225) 303-6012
ALABAMA CARRIERS, INC.....	(800) 721-7107
ASF INTERMODAL LLC.....	(251) 287-8152
AVERITT EXPRESS.....	(251) 457-9334
AVONDALE CONTAINERS.....	(251) 438-2248
★ BALDWIN TRANSFER CO.....	(251) 433-3391
BENNETT MOTOR EXPRESS.....	(251) 635-0048
BILL BARNES.....	(800) 788-9333
BOYD BROTHERS TRANSPORTATION, INC.....	(205) 716-2014
★ BRIDGE TERMINAL TRANSPORT.....	(251) 443-5341
BUFFALO WOOD, INC.....	(601) 645-5965
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
CHOCTAW TRANSPORT COMPANY.....	(251) 457-9231
CONSOLIDATED FREIGHT WAYS.....	(251) 443-9100
COVAN WORLD-WIDE MOVING INC.....	(251) 653-3008
DEEP SOUTH FREIGHT.....	(800) 824-3515
★ DIXIE DRAYAGE.....	(800) 321-0801
DOCKSIDE SERVICES INC.....	(251) 438-2362
DOLPHIN LINE INC.....	(251) 666-2057
E & F TRANSPORTATION, INC.....	(251) 621-0121
★ EASTMAN LOGISTICS.....	(800) 228-9595
★ ESTES-EXPRESS.....	(251) 964-4801
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) 653-1890
HANNA TRUCK LINES.....	(205) 783-8200
HI-GEAR EXPRESS, INC.....	(251) 259-5362
HISPEED TRANSPORT INC. 2017 4th St. SW, Cullman AL 35057.....	(251) 739-8144
HORIZON FREIGHT SYSTEMS.....	(800) 242-9212
HORNADY TRANSPORTATION LLC.....	(800) 633-1313
ICE LINE LOGISTICS, LLC–1321 Foster Avenue, Nashville, TN 37210.....	(615) 782-7200
★ INTEGRATED TRANSPORT LLC.....	(800) 626-5682
JAMES CARTAGE CO.....	(334) 356-2089
★ JOHN FAYARD MOVING & WAREHOUSING.....	(866) 862-0867
KNIGHT TRANSPORTATION.....	(878) 596-8678
LANDSTAR RANGIER.....	(251) 690-4060
★ LARSEN INTERMODAL SERVICES, INC.....	(800) 949-8501
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MEADOR WAREHOUSING DIST. INC.....	(251) 457-4376
MILLEN EXPRESS CO., INC.....	(251) 456-8871
★ MILLER TRANSFER.....	(800) 689-6877
★ MILLER TRANSPORT & RIGGING CO.....	(251) 457-0471
MMS TRANSPORTATION CO.....	(251) 438-3658
ED MORRIS MOVING & HAULING.....	(251) 457-7734
UM NEWSON TRAILERS (Salvage Buyer).....	(800) 439-0505
★ OLD DOMINION FREIGHT LINES, INC.....	(877) 666-7485
★ OVERTNIE TRANSPORTATION CO.....	(251) 456-6545
P&S TRANSPORTATION.....	(205) 788-4000
PRECISION TRANSPORTATION.....	(601) 898-0553
PGT TRUCKING, INC.....	(888) 372-5710
★ POINT LOGISTICS.....	(251) 452-2128
★ QUICK DELIVERY SERVICE, INC.....	(251) 471-5369
★ RICHWAY TRANSPORTATION SERVICES.....	(251) 441-2499
ROADWAY EXPRESS.....	(251) 457-9274
ROSS NEELY SYSTEMS, INC.....	(800) 366-3359
SAIA MOTOR LINES.....	(251) 452-5700
SCHNEIDER NATIONAL.....	(800) 456-6761
★ SEABREEZE TRUCKING INC.....	(251) 861-5166
SHELTON TRUCKING.....	(251) 690-9294
SOUTHEASTERN FREIGHT LINES, INC	

STEAMSHIP AGENCIES AND LINES

AMERICAN SHIPPING AND CHARTERING

56 St. Joseph St., Mobile, AL 36602 • (251) 436-0116
 Alan Nunn
 opsmobile@americanshipping.com

AZTEC MARITIME SERVICE INC.

P.O. Box 1505, Mobile, 36633 • (251) 432-7273
 Mark Fenton, President • ops@aztecmaritime.com

BIEHL & COMPANY

118 N. Royal St., Suite 705, Mobile, AL 36602
 P. O. Box 1246, Mobile, 36633 • (251) 432-1605
 Larry McInnis, Local Manager
 biehlmob@biehlco.com

Columbus Line - Aust/N.Z.
 Columbus Line - South America
 Concorde Line
 Gulf Africa Line
 Hinode Line
 National Shipping Co., of Saudi Arabia
 Navinter Line
 Nordana
 Nordana Worldwide
 Pan Ocean Line
 U. S. Africa Navigation Line

BLUE WATER SHIPPING COMPANY

4739 Utica Street
 Suite 103
 Metairie, LA 70006
 (504) 455-8462
 bernard@bluewatershipping.com

BULK SHIPPING INC.

118 N. Royal St., Suite 705, Mobile, AL 36602
 P. O. Box 88, Mobile, 36601 • (251) 433-1585
 Thomas Murray • mursteve@zebra.net
 MCW Shipping

CG RAILWAY

11 North Water St., Suite 18290, Mobile, 36602
 (251) 243-9228 • Fax: 251-706-6937
 Email: wilckm@intship.com

LBH USA (CISA)

Danny Guthrie, Local Manager
 ASD Blvd., Suite 107
 P.O. Box 1083, Mobile, AL 36633
 251-694-7001 • ops@lbhusa.com

CMA CGM

CMA-CGM (America) LLC
 300 Colonial Parkway, Suite 325
 Roswell, GA 30076
 Scot Stinson
 (770) 729-6733 Ext. 6733
 usa.stinson@usa.cma-cgm.com
 Rebecca Dyson Ext. 2394
 757-961-2394
 usa.rdyson@usa.cma-cgm.com

CRIMSON SHIPPING CO., INC.

Ken Wear, Terminal Operations Manager
 150 Viaduct Road • Chickasaw, AL 36611
 251-457-9551 • Fax: (251) 457-9597
 kenneth.wear@crimsonshipping.com

FILLETTE, GREEN SHIPPING SVC. (USA) CORP.

261 N. Conception Street, Mobile, AL 36603
 PO Box 1842, Mobile, AL 36633
 Office (251) 375-2224 • Fax (251) 423-6813
 Cell (251) 379-6597 • Email: mob@fillettegreen.com
 Web: fillettegreen.com

GAC SHIPPING (USA) INC.

2727 Allen Parkway, Suite 740 • Houston, TX 77019
 (713) 533-3200 • Fax: (713) 533-3220
 Email: hub.us@gacworld.com
 Tom Nasman, President & CEO

5821 Rangeline Rd., Unit 104 • Theodore, AL 36582
 (251) 443-7504 • Fax: (251) 443-7507
 Adron Allen, Port Manager
 Adron.allen@gac.com

GENERAL STEAMSHIP CORP.

118 North Royal St., Suite 509 • Mobile, AL 36602
 Office: (251) 438-5071 (24 hr) • Fax: (251) 438-5072
 Email: mobops@gensteam.com
 John Kirkpatrick Jr, District Manager

GLOVIS AMERICA, INC.

1110 Montlimar Dr., Suite 630, Mobile, AL 36609
 Stan Winter, Manager; swinter@gloviususa.com
 (251) 342-8292; Fax: (251) 342-8291
 ZIM

GRIEG STAR SHIPPING

600 Galleria Parkway, Suite 925
 Atlanta, GA 30339
 770-226-5900 • Email: atlanta@griegstar.com

Contact persons:

Far East
 Marie Eyton-Jones White, 770-226-5909

Gulf

Emily Carra, 770-226-5941

North Europe

Sara Beth Turner, 770-226-5945
 Doug Barton, 770-226-5930

INCHCAPE SHIPPING SERVICES

11 North Water St.
 Suite 9290 • Mobile, 36602
 Elaine Penton, Vice President
 Josie Mock, Manager
 Phone: (251) 461-2747 • Fax: (251) 461-2748

LOTT SHIP AGENCY INC.

259 N. Conception, Mobile, 36603 • (251) 433-1621
 P. O. Box 1802, Mobile, 36601
 William B. Lott, President
 Stephen G. Havranek, Vice President
 operations@lottship.com

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