

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

SEPTEMBER 2008



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ALABAMA SEAPORT

PUBLISHED CONTINUOUSLY SINCE 1927 • SEPTEMBER 2008

On The Cover:

The 2,056-passenger "Fun Ship" Carnival FANTASY will launch year-round, four- and five-day cruises from Mobile. Designed by architect Joe Farcus, the ship's interior features an abstract decor that varies greatly throughout.



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MOBILE'S FANTASY REALIZED: CARNIVAL TAPS PORT CITY AS HOME TO NEW SUPERLINER

It's always nice to see the silver lining in an otherwise not so positive event. That was just the case for Mobile after the Mississippi River oil spill happened in July. The river was closed due to a tanker and barge collision causing hundreds of thousands of gallons of oil to spill into the water. The Carnival FANTASY ship was stuck at sea and unable to make it to its home port in the Big Easy.

The solution? Carnival asks Mobile to dock the ship, leading to the Port City proving to the largest and most successful cruise line in the world that it can handle an even bigger, additional ship.

"The staff here at Mobile's terminal really stepped up to the plate and helped out New Orleans' port and Carnival in their time of need," said Sheila Gurganus, operations manager for Mobile Alabama Cruise Terminal. "The oil spill was an unfortunate accident, and we were happy to assist."

Not long after, on August 18, Carnival Cruise Lines announced it will increase the capacity at Mobile's port by 42 percent when the 2,056-passenger Carnival FANTASY replaces the 1,452-passenger HOLIDAY in November 2009. Mobile first became a year-round cruise terminal in 2004 when the HOLIDAY began a schedule of four- and five-day cruises from the Alabama Cruise Terminal.



Terry Thornton, vice president of marketing planning for Carnival, announces in the Cats Lounge, one of the 12 bars aboard the Fantasy, on August 18 that the ship will make Mobile its home in November 2009.



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ALABAMA STATE PORT AUTHORITY

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The 2,056-passenger "Fun Ship" Carnival FANTASY will launch year-round, four- and five-day cruises from Mobile. Designed by architect Joe Farcus, the ship's interior features an abstract decor that varies greatly throughout.

"Mobile has been a terrific home port for us since we began service there in 2004 and we're absolutely thrilled to be able to expand capacity from this port with the deployment of the Carnival FANTASY," said Terry Thornton, Carnival's senior vice president of marketing planning. "The support of the local community, particularly city and port officials and our travel agent partners, has been nothing short of exceptional. We are very pleased to continue operating Mobile's first and only year-round cruise program."

With the Carnival FANTASY'S departures from Mobile, the company expects to carry approximately 170,000 passengers annually from the Alabama Cruise Terminal.

In fact, Gurganus says the port has already made preparations to accommodate the expected increase in cruise goers.

"The city is working with us to meet the demand for parking. Between rented parking spots at the Mobile Civic Center and the Mobile Convention Center, we can handle the need for more parking."

FANTASY FACTS:

Approximate cost: \$225 Million

Speed: 21 Knots

Approximate crew size: 920

Length: 855 Feet

Total passenger capacity:
2,610 (includes upper decks)

Passenger decks: 10

Penthouse suites: 28



Reggie Copeland Sr., city council president, and Mobile Mayor Sam Jones watch as Carnival officials announce the FANTASY coming to the port city.

The new ship can mean more than 600 additional passengers at each voyage. That could result in another \$2 million annually in parking fees among other economic boosts. The Alabama Cruise Terminal alone has parked more than 125,000 cars since the HOLIDAY arrived.

People are visiting Mobile from all over the country because of the cruise line. The HOLIDAY currently brings in visitors within a 15-hour drive distance. The FANTASY is expected to increase that driving distance.

“Mobile is one of the nation’s most progressive cities, a quality we attribute to our partnership with Carnival Cruise Lines and our ability to build coalitions united around one goal – a better Mobile,” said Mobile Mayor Sam Jones. “We are truly grateful to welcome the larger Carnival FANTASY ship, and look forward to the future opportunities this partnership will bring to our city, state and region.”

The city has already approved a \$3 million purchase of a new gangway to fit the larger ship. When the new walkway is installed at the terminal, Mobile will be able to dock any ship of the FANTASY size.

“The entire cruise industry now knows we can handle a bigger ship; they have seen what we can do,” said Gurganus. “Mobile is a good, solid port. Our next step is to get a second ship.”

The FANTASY is scheduled to dry dock at Atlantic Marine for 30 days for upgrades before it heads back to New Orleans in October. During the dry dock period, the open decks will be completely transformed to include the Carnival WaterWorks aqua park, Serenity adults-only retreat, and a new resort-style pool area.

The HOLIDAY is scheduled to leave Mobile on November 2, 2009, so there is no gap in service. The ship will be transferred to Iberocruceros, a Spain-based sister cruise brand under the Carnival Corporation & plc umbrella.

Carnival FANTASY will launch year-round, four- and five-day service from Mobile starting Monday, November 16, 2009. Cruises will visit Cozumel, Calica and Progreso.

On November 10, 2009, the ship will offer a one-time, six-day cruise visiting Progreso, Cozumel and Costa Maya. Reservations are currently being accepted for cruises on the Carnival FANTASY.

TWIC REQUIRED FOR NEW ASPA IDENTIFICATION CREDENTIALS

The Alabama State Port Authority has an important date, Tuesday, December 30, 2008, circled in red on its calendar. That’s the compliance date for TWIC, or Transportation Worker Identification Credential.

The deadline was announced by the U.S. Coast Guard and the Transportation Security Administration in late August. This tamper proof card creates a national standard for worker identification. It is also consistent with Department of Homeland Security directives.

TWIC uses physical characteristics to provide enhanced security and access control to secure areas. The goal of the TWIC program is to ensure that unescorted individuals with access to secure port facilities and vessels have undergone a thorough background check. The TWIC card stores the holder’s name and a digital photograph, as well as fingerprint templates of two fingers, a personal identification number, a federal agency Smart Credential number and the card’s

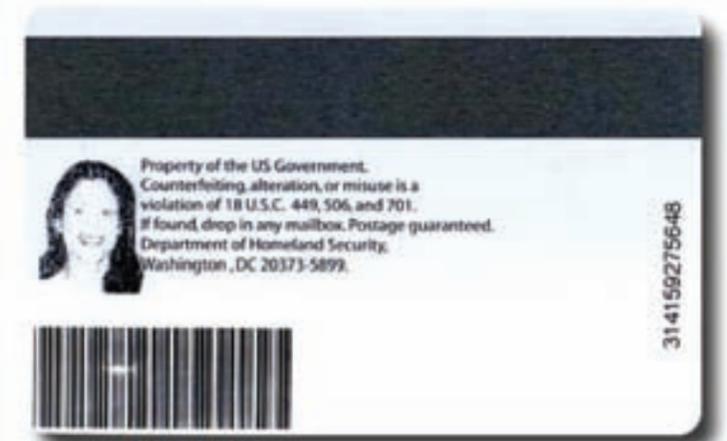
expiration date. TWIC readers will scan the card and the holder’s fingerprint, which must match the stored information.

As TWIC readers are not expected to become available until late 2009 or 2010, the Alabama State Port Authority will continue to issue ASPA identification cards to retain the security and control features of its current credentials, as well as comply with Coast Guard requirements that port officials verify required security awareness training for all persons who are admitted to restricted ASPA facilities. However, a TWIC, a successful background check and completed security awareness training are required to apply for a TWIC-based ASPA credential.

Since 2002, ASPA policy has mandated that all workers permanently employed at the port must display an ASPA-issued photo ID badge at all times when accessing or working on port property. This includes ASPA staff, tenants and their employees, surveyors, agents, stevedores, longshoremen,



Sample prototype card shown, production card will differ in appearance



Memory chip carries individual’s unique biometric for identity match at reader. If the secured data doesn’t match the individual’s fingerprint, or the facility has not opened access to the individual, the card cannot be used.

chaplains and other persons who require regular access to port facilities. In addition, contract labor and persons requesting temporary access to the port, such as delivery people, vendors, utility company employees, contractors and temporary workers, must also have an ASPA identification badge or a visitor badge.

The new TWIC-based ASPA identification card may be applied for immediately as long as the new user is a TWIC holder and has completed security awareness training. The reduced cost of the TWIC-based ASPA credential is \$25. Those currently holding ASPA credentials must exchange them for the TWIC-based ASPA identification card before December 30, 2008. The exchange program will begin in the near future. The expiration date will remain the same and there is no charge to exchange credentials. However, a valid TWIC must be presented to begin the application or exchange of the new credential. ASPA approximates that 20 percent of its TWIC population has not applied for a TWIC.

"After December 30, 2008, individuals without TWICs may not enter or traverse ASPA facilities without an accompanying ASPA approved side-by-side escort that possesses both a TWIC and a TWIC-based ASPA ID," explained Hal Hudgins, ASPA's vice president for planning and security. "Authorized escorts must remain with non-TWIC credentialed individuals at all times while on ASPA facilities."

An approved TWIC escort is an individual in possession of a valid TWIC who is also approved by the Port Authority to escort non-TWIC holders on port property. The escort must continually accompany the non-TWIC holder. TWIC escort requirements do not apply to mariners working near their vessel during normal operations in support of that vessel; however crew members who wish to disembark from the vessel must be escorted side-by-side by an approved TWIC escort from the vessel to a designated access point or from a designated access point to the vessel.

Restricted areas are piers, wharves, warehouses, open cargo storage areas, loading and unloading areas, rail spurs and holding tracks, areas containing critical facility infrastructure and operations, and administrative offices. Credential holders also must demonstrate a need to enter these areas, such as for authorized operational or commercial purposes, delivery of supplies, bunkers or stores, or to provide necessary maintenance services for authorized cargo handling equipment and vessels at ASPA berths. Credentials will not be issued for the sole purpose of providing an escort or soliciting business from ASPA employees, tenants, vessels or crews.

Certain populations are not required to apply for or hold a TWIC. This includes federal officials, state and local law

enforcement officials, and emergency responders at the state and local level. These individuals must present his or her agency-issued credential when requested. Additionally, over-the-road cargo vehicle operators who have a valid TWIC, a valid Commercial Driver's License with a photograph and proper cargo documentation will be allowed unescorted access to port facilities. These operators must remain with their vehicle at all times while on port property.

ASPA reserves the right to deny credentials, as well as suspend, revoke or deny renewal of a credential for several reasons. These include the submission of false or misleading information, failing to adhere to ASPA policies, rules and regulations, conviction of any offense that would cause the perpetrator to be denied a credential at the initial application and failure to present a TWIC upon request.

TWIC was established by the Maritime Transportation Security Act and enforcement deadlines were set by the Security and Accountability for Every Port Act. Enrollment in Mobile began last December with the goal of credentialing more than 18,000 port and transportation workers in the Mobile area.

"Beginning compliance is one more step in our effort to prevent persons who are a threat from gaining access to secure areas of port facilities," said TWIC Program Director Maurine Fanguy of the Transportation Security Administration. "We encourage workers to enroll as soon as possible to ensure their cards are in hand in the coming months."

For more information on TWIC compliance dates, visit the U.S. Coast Guard's Homeport Web site at homeport.uscg.gov/twic.

ALABAMA STATE PORT AUTHORITY LAUNCHES NEW MARKETING CAMPAIGN



An outdoor advertisement on the Interstate near Montgomery touts the Port's capabilities for helping industries across the spectrum reach their economic prosperity.

The Alabama State Port Authority will launch its new marketing campaign in October. The Port began developing an all-new look for the Port Authority's marketing efforts earlier this summer to increase and expand awareness among the Port's current and potential customers. In addition, the campaign communicates investments made at the Port, capital improvements and additional infrastructure, as well as the Port Authority's impact on job growth in our state.

The campaign includes new outdoor and print advertising as well as a redesigned Web site. A series of six outdoor messages were created that speak to the Port Authority's importance to Alabama's economy. The outdoor boards are written to specific geographic areas and the types of cargo that the Port handles for companies from areas including Huntsville, Birmingham, Tuscaloosa, Clanton, Montgomery, Hope Hull, Lincoln and Opelika/Auburn.

The print ad series includes messages on the Port's contribution to the state's economy, its assets and infrastructure, and its container capabilities. Print advertisements for the new marketing campaign will appear in state, regional and industry publications.

The economic print ad series communicates the Port's impact on economic development in the area. Port customers including ThyssenKrupp, Nucor, SSAB, Honda, Alabama River Pulp and Babcock & Brown, are showcased to project the trust that large companies have in the Port of Mobile to handle their cargo.

The assets ad series tout the Port's assets including deepwater access, proximity to two major interstates, links to five Class I Railroads, 15,000 miles of inland waterways, service from 65 truck lines and twice-weekly rail ferry service to Mexico.

The container ad series focuses on container operations at Mobile Container Terminal, touting equipment, capacity, and modernized facilities and operations. The Port Authority and Mobile Container Terminal worked together to develop the message and placement.

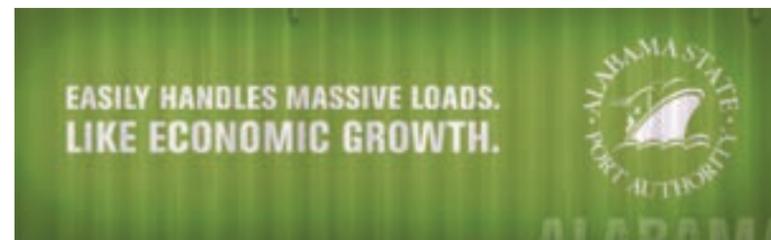
As part of the new marketing campaign, the Port Authority's Web site, www.asdd.com, has undergone a complete



In Auburn/Opelika, the outdoor advertisement refers to the Port's work with industries in the retail arena.



The Port's movement of automotive cargoes is touted in the Birmingham/Tuscaloosa area, where it works with numerous automotive manufacturers and their suppliers to handle cargo.



Near Clanton, another outdoor advertisement promotes the fact that the Port contributes positively to Alabama's economy.



An outdoor advertisement in the Leeds area touts the Port's work in moving automotive cargoes.

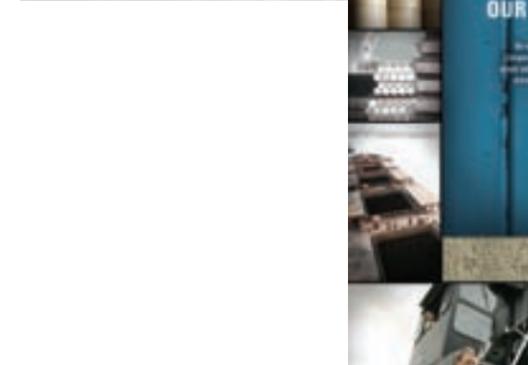


The Huntsville outdoor advertisement plays on the Port's movement of cargo for northern Alabama businesses in the aerospace industry.

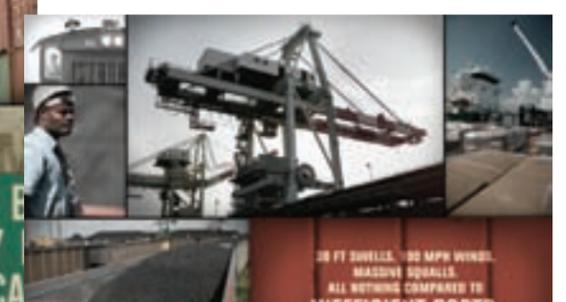
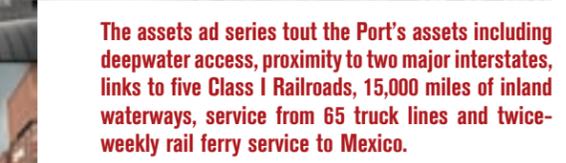
redesign with a new and improved facilities section showcasing photographs of the Port's terminals, as well as a newsroom featuring an image library and archives of the *Alabama Seaport* magazine. The design of the Web site complements the print and outdoor advertising efforts and will launch in October.



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MOBILE AIRPORT AUTHORITY NAMES NEW EXECUTIVE DIRECTOR

On September 4, the Mobile Airport Authority named Bill Sisson its new executive director. Sisson began work on October 6, upon the retirement of Bay Haas who has served the authority as executive director since 1983.

"The Board of the Authority is grateful to Bay for his many years of service," said Richard Davis, chairman of the Mobile Airport Authority, upon Haas' retirement. "We are fortunate to hire an executive of Bill Sisson's talent and ability."

Haas, who considered retiring last year but stayed on to continue efforts for the Northrop Grumman/EADS project, will continue to serve the Authority in a consulting capacity.

Sisson has had a successful career most recently as vice president of economic development for the Mobile Area Chamber since June 2003. At the Chamber, his responsibilities included new business development, business retention and expansion efforts, international trade, and workforce development.

Among the many accomplishments during Sisson's tenure are new industries and local expansions such as Airbus Engineering Center, Austal USA, Berg Steel, Holcim, Kimberly Clark, Standard Concrete, ThyssenKrupp and others. He has worked to create the Southwest Alabama Workforce Development Council – Region 9, charged with coordinating all workforce efforts to meet business needs across southwest Alabama. Awards and accolades have also been plentiful during Sisson's tenure with the Chamber. The economic development staff has been twice named economic development organization of the year by Alabama Development Office, and Mobile has been recognized by publications such as *Site Selection*, *Expansion Management*, *Southern Business and Development* and *Forbes.com*.

"Bill has an ability to bring people into the fold, and make them a part of the recruiting process," said Mobile Area Chamber Chairman Bill Seifert of Regions Bank, who is confident work begun during Sisson's tenure will continue. "The Chamber has learned so much with him at the helm of new business recruiting and business expansions and I am confident the partnerships with the city, county, airport authority, port authority and others will remain intact."



Bill Sisson, formerly the vice president of economic development for the Mobile Area Chamber of Commerce, has been named the new executive director of the Mobile Airport Authority.

COMMUNITIES ON THE MOVE: **OPP: 'THE CITY OF OPPORTUNITY'**



Nacelles made by the MFG Alabama plant in Opp.

The city of Opp, Alabama, is living up to its slogan, 'the city of opportunity.'

Mayor H.D. Edgar puts it this way, "We are trying to be a progressive small town. We have taken a really aggressive attitude to attracting business. We are offering incentives and doing all we can – we want potential business owners to feel at home here."

And the attitude seems to be paying off. The town of 6,600 people is building an industrial park and has lured a couple of other businesses to open manufacturing operations there.

"The economic opportunities in Opp, Alabama, are the best that we've had in my life time. I have been a resident of Covington County, primarily Opp, all of my life and I have never before seen so much opportunity for growth in our area," said Tonitta Sauls, director of economic and community development for the City of Opp and executive director of the Opp/Covington County Area Chamber of Commerce.

Opp was hit hard when the North American Free Trade Agreement (NAFTA) went into effect. The town lost six sewing factories in the 1990s. Town leadership decided it was time to pursue other opportunities and find a way to keep the people in Opp working. Town leadership learned some important lessons from the crisis.

"We're sitting in the middle, bottom of the state. We are not on an interstate, but we do have a four-lane highway. We are outside the Hyundai circle of influence so we had to swim on our own. We decided if we can get 20- to 30-employee companies to open here it would be better than landing a huge industry and being devastated if something happened," said Edgar.

One example, according to Edgar, is a Sonoco Products plant in Opp. The operation opened with only five people. It now employs 80 people making paper cores for home and construction products.



Land has been cleared for the new industrial park in Opp.

The industrial park is on the U.S. Highway 331 bypass at the intersection of U.S. Highway 84, and is built with small- to mid-sized businesses in mind. Companies can start in spaces of 10,000 square feet and use the park as an incubator to grow their operations. The first building is under construction and more are in the works. The 35 acres already cleared are just part of a 140-acre plot set aside for economic development.

The first company to locate there, B & K Fabrication, hopes to be in operation in nine months. The south Florida-based company will hire 20 to 25 people.

A Best Western motel is opening inside the park to give potential investors and visitors a place to stay while they look at Opp. An access road into the park is also almost complete.

"We are being progressive with building, highway and technology infrastructures," said Sauls.

A couple of other companies have already settled in Opp. MFG Alabama is a division of Molded Fiber Glass Companies. It opened a plant in Opp two years ago and currently employs



The beginnings of the first 40,000-square-foot building came in on trucks. Once this structure is underway, a second building will go up on the site.



A new Best Western Hotel is set to open inside the industrial park soon.

120 people. MFG Alabama makes very large composite products including nacelles for wind energy turbines. Nacelles are huge housings for the gear box, generator, controller and brake. They can be quite large, depending on the size of the wind turbine.

Current government incentives to produce wind energy have increased demand for components, leading MFG to start an expansion which will add another 75 people to its payroll.

"MFG has been a tremendous boost for the city. We were able to fill an empty building and create 120 jobs. They expect to double production by August," said Edgar.

Opp's city government and the Chamber of Commerce are not done yet. They want to attract more businesses to the industrial park and into the city itself. Mayor Edgar says although the city has been focusing on finding manufacturing jobs, any business is welcome.

Sauls added, "There is no better time than the present to consider Opp, Alabama, as the place to do business."



The access road leading to the site is near completion.



Seabulk Towing: Providing Service Excellence Through Safety



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MADE IN ALABAMA: FOUR GENERATIONS OF SUCCESS

Consistently staying at the top of the game, Buffalo Rock, headquartered in Birmingham, Alabama, is one of the largest privately held, family-owned Pepsi-Cola bottlers and has a long history of providing highest quality product and service for over 100 years. Today, with two production facilities, the company operates 14 distribution centers in Alabama, Florida and Georgia, employing approximately 2,550 and servicing a population of more than 6 million. James Lee III, president, chief executive officer and fourth generation Lee, brings more than 40 years experience to his \$575 million-plus company.

Four generations ago, Sidney Lee founded the wholesale Alabama Grocery Company. Soon after, the company got its taste of real success when Lee's cousin, Ashby Coleman, developed a ginger concoction originally meant to alleviate stomach aches and nausea. The popularity of the new drink, Buffalo Rock Ginger Ale, soon eclipsed all other products, and in 1927, became the primary business of the renamed Buffalo Rock Company.

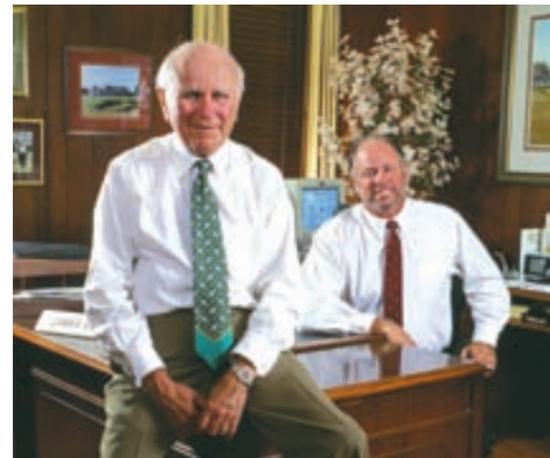
"As the story goes, the name of the company was derived when Lee was traveling out west and saw a buffalo standing on a rock," explained Cynthia Poole, general manager of corporate affairs for Buffalo Rock. "The buffalo was considered one of the great American animals, so you can imagine why Lee thought it was a fitting emblem for his all-American company."

Never ceasing to be the all-American company for its customers, Buffalo Rock continues to fine-tune its process. The company has implemented a metrics-based gain sharing program, in which everyone top to bottom is part of "Team Rock," their employee empowerment process.

Photo to the right: While on a trip out West, Sidney W. Lee Sr. saw a buffalo standing on a rock and he wired his wife that he would name his ginger ale Buffalo Rock. Buffalo were part of America's romance with the West and symbolized America's ever-expanding frontier and possibilities. Photograph courtesy of Birmingham Public Library Archives, circa 1920.



Photo to the far right: James C. Lee Jr. and James C. Lee III. Photograph courtesy of Lee Isaacs.



"Who knows more about a process than the people dealing first-hand producing, selling, and putting it out on the shelves; it's about feeling the pulse," explained Poole. "The idea is that we are all partners as part of the company, and we want to empower those employee-partners to make decisions that will ultimately translate into improved sales."

The implementation of the Balanced Scorecard Management System involves a metrics-based gain sharing program. Scorecards provide the company with consistent focus and measurement metrics, creating a company with centralized strategy and stronger execution capabilities. These metrics are monitored continually and measured quarterly against preset targets. Employee-partners are rewarded for achieving performance targets through participation in quarterly paid, gain-sharing incentives, whether it is a sales goal, a cost percentage or another measurable aspect of the process.



Sidney Lee's soft drink business began as a basement operation of Alabama Grocery on First Avenue North. This six-truck fleet - with James C. Lee standing fourth from the left - delivered ginger ale only within a one-day driving radius of Birmingham because of returnable bottles. Photograph courtesy of Birmingham Public Library Archives, circa 1920.



Unidentified drugstore soda fountain circa 1900. Soda water was first sold in Birmingham in 1875, and by the turn of the century locals enjoyed Buffalo Rock Ginger Ale and the colorful calls of soda jerks at neighborhood fountains. Photograph courtesy of Birmingham Public Library Archives.

Through the "Team Rock" process, employee-partners can send in their ideas for improvement. Teams are then formed that are involved in the decision-making process.

"We get all kinds of out-of-the box, great ideas that have improved the company in one way or another," said Poole. She described one process improvement regarding employee facial hair. Previously, employees were not allowed to have facial hair, but once researched, facial hair, as long as properly groomed, did not affect the quality of the product.

"It does not sound like much," said Poole, "but changing the policy gave us happier employees who feel empowered and know that they can help to effect positive change."



At Buffalo Rock's Full Line Vending Commissary, fresh sandwiches are made every day. Photograph courtesy of Lee Isaacs.

Anchoring the Buffalo Rock Company are its star products, Buffalo Rock Ginger Ale and diet Buffalo Rock Ginger Ale, Grapico and diet Grapico, Dr. Wham and diet Dr. Wham, as well as their own purified water called Aqualibrium, produced at their Columbus, Ga., production facility.

"To best serve our customers, our goal is to be all things to all people," said Poole. "The consumer's taste has changed over the years, and there are many flavors out there that were not even considered years ago, like the energy drink, so we work very hard to find out where the consumer is going to go next by maintaining a diversified portfolio."

Buffalo Rock has consistently been one of the largest Pepsi and Cadbury Schweppes bottlers as well as one of the largest distributors of Maxwell House coffee and tea products. In addition, the company offers extensive catering, vending and food services. And the company does not plan to stop there.

Not only is the company one of Pepsi's largest distributors, but also one of the most recognized. One of the company's distribution centers has received the Donald M. Kendall Bottle Distributing award in each of the past three years. Selected from more than 300 Pepsi-Cola North American franchisees in the U.S. and Canada, the award recognizes exceptional commitment to the product quality, execution in the market place, growing share and overall outstanding performance.

The company continues plans to grow its successful company by looking to offer franchise opportunity. The company continually receives e-mails and correspondence requesting expansion to different locations.

For more information about Buffalo Rock and the products and services they provide, visit www.buffalorock.com.

AUSTAL USA COO PROMOTED TO PRESIDENT; ANNOUNCES OTHER EXECUTIVE PROMOTIONS AND ADDITIONS

In August, Austal USA announced the promotion of Joe Rella to president and chief operating officer (COO) of U.S. operations in Mobile, Alabama, while former President Bob Browning will assume the position of managing director and chief executive officer (CEO) of Austal Limited.

Rella is a native of Jefferson, Indiana, where he was the vice president of sales and marketing at Jeffboat LLC. Rella has more than 11 years of experience at Gulf Coast shipyards, including both Atlantic Marine in Mobile, Alabama, and Ingalls in Mississippi. He graduated from the U.S. Merchant Marine Academy at Kings Point, N.Y., with a bachelor's degree in marine engineering systems. He also earned a master's degree in business administration from Spring Hill College in Mobile.

Browning said, "Joe brings to Austal a wealth of experience in a variety of disciplines from the shipbuilding industry and will certainly deliver significant value to our customers and the corporation in his expanded responsibilities."

Rella has coordinated several major efforts since joining Austal almost a year ago. Such successful efforts include the rollout and launch of the Littoral Combat Ship, Independence (LCS2), which was christened on October 4.

Upon his many successful contributions to Austal USA, Rella has played a major role in the maintenance and growth of a highly skilled staff of more than 1,000 employees and incorporated production improvements. He has also contributed greatly to the employee benefits package at the company, resulting in top industry shipbuilders aspiring to gain employment at Austal USA.

In other personnel news, Austal USA announced the promotion of John Caccivio to vice president of global defense programs in August; the promotion of Craig Perciavalle to vice president of operations; John Bell as director of legal affairs; and Michael Pinkham as director of commercial sales.

Caccivio will be responsible for coordinating the business sector for the Austal Group, currently comprised of five shipyards in Australia and the U.S. In December 2004, Caccivio joined Austal as part of the Littoral Combat Ship



In August, Austal USA announced the promotion of Joe Rella to president and chief operating officer (COO) of U.S. operations in Mobile, Alabama.



Austal recently announced the promotion of Craig Perciavalle to vice president of operations.

(LCS) program, and in 2006, he took on the role of business development manager for Austal USA defense programs. Upon returning from a brief assignment to Austal Ships' Henderson, Western Australia, facility, Caccivio served as program manager for Littoral Combat Ship at Austal's Mobile, Alabama, facility.

Craig Perciavalle was promoted to vice president of operations for Austal's Mobile, Alabama, shipyard. Perciavalle has been working with Austal as the director of operations since November 2007. He began his maritime career at the U.S. Merchant Marine Academy at Kings Point, N.Y., graduating with a bachelor's degree in marine engineering systems. He also actively served as a Commissioned Officer in the U.S. Naval Reserve for eight years. He has fifteen years of experience in the shipbuilding and repair industry and has worked at several Gulf Coast shipyards, including: Bender Shipbuilding & Repair in Mobile, Alabama; Atlantic Marine in both Mobile, Alabama and Jacksonville, Florida; and Bollinger Shipyards in Lockport, Louisiana.

John Bell was named director of legal affairs for Austal's Mobile, Alabama, shipyard. Bell comes to Austal from the law firm of Nix, Holtsford, Gilliland, Higgins and Hitson, P.C. where he worked as an attorney in their litigation department.

In addition to his role as in-house counsel for Austal USA, he also manages the contracts and estimating departments. Bell holds a juris doctorate degree from the University of Alabama and a master's in business administration from Spring Hill College. He has more than 12 years of experience in the shipbuilding industry. Upon graduation from the U.S. Merchant Marine Academy, he worked as a design engineer for Bender Shipbuilding and Repair Co. in Mobile, Alabama, and in project management for both ship repair and new construction for Atlantic Marine, Inc. John also sailed as an engineering officer on U.S. Merchant ships prior to attending law school.

Michael Pinkham has joined Austal's Mobile, Alabama, team as the director of commercial sales. Formerly with Seacoast Electronics as the vice president of sales & marketing, Pinkham brings 32 years of experience from several areas in the shipbuilding and repair industry. He started his maritime career in the Norfolk Shipbuilding Apprentice Program and has since held various positions in production, estimating, contract administration and project management, as well as sales and marketing.

MV NORDWINTER TAKES MAIDEN VOYAGE



The MV NORDWINTER sailed on its maiden voyage on Sept. 8. Shown from left to right are: John Mickler, ASPA; Capt. Vijitha Jayalathge, MV NORDWINTER; Mike Lee Jr. Page & Jones; Zach Spalding, Page & Jones; and Adron Allen, Page & Jones.



The board of directors of the Japan America Society of Alabama (JASA) recently toured the Alabama State Port Authority. From left to right, Lamar Smith, Alagasco; Kazuo Moriya, JASA; Todd Jones, ASPA; Carol Argo, University of Alabama, Birmingham; Larry Swetonic, BE&K; Hilda Lockhart, ADO; Larry Merrihew, Warrior-Tombigbee Development Association; and Kozo Matsuda, Arus Services.

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B O N D E D

ALABAMA STATE PORT AUTHORITY SIGNS CONTRACT TO CONSTRUCT THYSSENKRUPP STEEL TERMINAL



On July 21, 2008, Jimmy Lyons, director & CEO and Larry Downs, treasurer and CFO execute the Authority's contract with ThyssenKrupp. The Alabama State Port Authority will construct a highly automated and innovative steel terminal to handle an estimated 4 to 5 million tons of semi-finished carbon steel slabs for the ThyssenKrupp mill being constructed in North Mobile County. The Port Authority's terminal is expected to cost \$100 million and to be completed by calendar year end 2009.



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ALABAMA GOVERNMENT RECOGNIZED AS TECHNOLOGY LEADER

In August, Alabama Chief Information Officer Jim Burns accepted the Chief Information Office (CIO) award by *CIO Magazine* at a ceremony in Colorado Springs, Colorado, on behalf of the state of Alabama.

CIO Magazine honors the top 100 institutions exemplifying the highest level of excellence in information technology (IT). The state of Alabama appeared on the magazine's annual CIO list as a leader in e-government, where Alabama was the only state government named to the list, along with prominent companies such as Coca-Cola, Lockheed Martin and Motorola.

Along with Alabama's top information officer receiving the CIO award, *CIO Magazine* also recognized the state for the accomplishments on the ACCESS (Alabama Connecting Classrooms, Educators and Students Statewide) program. ACCESS is a learning program providing advancement opportunities for Alabama public high school students in high school courses.

"This award is further proof that Alabama has arrived on the national scene as a leader in technology," Burns said. "We have tremendous support to do what makes good business sense from both Gov. Riley and state Finance Director Jim Main. Their support, coupled with the commitment to innovation by the state's technology staff, has enabled us to improve internal government operations and services for Alabama citizens."

By the process of elimination of many innovative programs, the state of Alabama was selected for the CIO 100. Now, with the modern consolidation of the states e-mail system, more than 130 million e-government services are accessible to Alabama citizens through the state Web portal, Alabama.gov.

"We're honored to be part of the CIO 100," said Gov. Bob Riley. "We've dramatically increased the number of government services available to citizens online, while increasing overall government efficiency. Many citizens expect to be able to conduct their business electronically with the state. We continue to work not only to meet, but to exceed those expectations."



Alabama Chief Information Officer Jim Burns (left) receives the CIO 100 award on behalf of the state from CIO magazine publisher Bob Melk.

CRESCENT TUGS AWARDED JONES F. DEVLIN SHIP SAFETY ACHIEVEMENT AWARDS



Ervin S. Cooper-10 honored to receive the Jones F. Devlin Ship Safety Achievement Award on June 5, 2008.

Fifteen Crescent Towing Tugs were presented the Jones F. Devlin Award by the Chamber of Shipping of America (CSA) for achieving a combined 100 years without a lost-time injury. This eminent award is named after Captain Jones F. Devlin for devoting his entire professional life (1936-1967) to promoting the safety of all life and property at sea.

This award also recognizes the men and women who have demonstrated their skills and responsibility in safe ship operation since 1968. The Jones F. Devlin awards were presented at a luncheon welcoming all CSA members and non-members at the Westin Oaks Hotel in Houston, Texas, on June 5. More than 240 people representing over 50 companies attended the sponsored event. Attendance at the event was greatly increased from the 2006 event held in New Orleans, Louisiana, which drew only 190 people in attendance representing only 40 companies.

CSA President Joseph Cox said, "We have been holding these annual award ceremonies since the mid-1950s. This was the 50th Anniversary of the program. For that initial year,

we honored six vessels having a total of 12 years operation with no lost-time incidents. This year, we gave awards to 967 vessels that operated 5,564 years without a lost-time incident. This extraordinary record is indirectly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

The tugs honored for their years without a lost-time injury are: Angus R. Cooper-3; Ervin S. Cooper-10; Florida-3; Georgia-10; Louisiana-9; Mardi Gras-10; Miriam Walmsley Cooper-3; Ned Ferry-3; Point Clear-7; Port Allen-10; Port Hudson-8; Savannah-4; Shelby Friedrichs-3; Terence Smith-7; and Texas-10. Each of the fifteen tugs was presented the Jones F. Devlin Award.

The CSA represents 31 U.S. based companies. Each of these companies own, operate or charter oceangoing tankers, container ships and other merchant vessels involved in domestic and international trades, all maintaining a commercial interest in the operation of oceangoing vessels.



Today the Barber Museum is located at Barber Motorsports Park, one of the most attractive road-racing tracks in the country. The museum itself rests comfortably on the edge of turn eight and is a harmonious combination of concrete and glass.



got bikes?

Whether you have an eye for detail or a passion for motorsports, the Barber Motorsports Vintage Museum is a do-before-you-die experience.

The visionary behind the museum is George Barber, a third-generation resident of Birmingham and the former owner of Barber Dairy. An amateur car racer in his youth, Barber was born with competition in his blood. In the 1960s, he was well known for his 63 first place wins and skill for modifying and maintaining the cars that he raced.

In the late 1980s, he began collecting and restoring vintage cars, but his attention soon turned to vintage vehicles of a two-wheeled variety. Museum Executive Director Jeff Ray noted that "Barber fell in love with the simplicity of motorcycle engineering, the fact that the details are right out there for all to see, instead of being buried behind bodywork."

After years of collecting motorcycles, Barber opened the doors to his original museum in 1995, located in Birmingham, Alabama's, south-side. In 1998, Barber's collection made



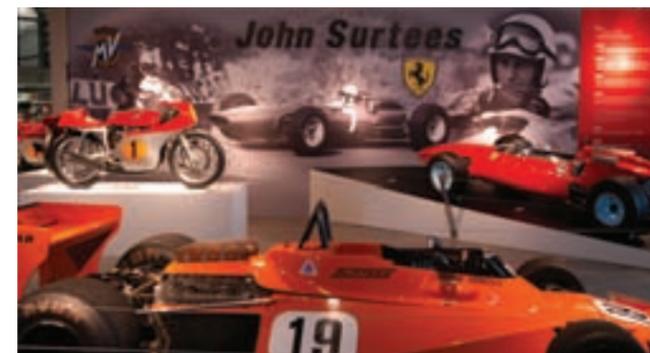
Luscious greenery and flowers surround the front lawn at Barber Vintage Motorsports Museum.



There's enough space on the five floors of the Barber Vintage Motorcycle Museum in Birmingham, Alabama., for over 900 motorcycles and a few cars. The collection grew out of owner George Barber's interest in all things mechanical.



The 144,000-square-foot structure features five floors connected by curving, freeway style ramps.



In addition to the world's largest motorcycle collection, the museum features the largest collection of Lotus cars in the U.S.



The collection includes more than 1,100 motorcycles, imported from as far away as Australia, New Zealand and Sweden.

up the majority of the bikes on display at the Guggenheim Museum's "Art of the Motorcycle" exhibit in New York City, evident proof that Barber had one of the most desired collections in existence.

In 1999, the collection outgrew its original south-side warehouse, and the search began for a new location. According to Ray, "Barber and his team were investigating property they now occupy in Leeds, Alabama, about 15½ miles east of Birmingham when another dream was fulfilled – to build a racetrack to demonstrate the bikes of the "living museum."

The track, described by Ray as the "Augusta National" of racetracks, allows for the motorcycles and cars of the collection to "breathe" again. Barber Motorsport Park also draws visitors from around the country for race events.

Today the Barber Museum is located at Barber Motorsports Park, one of the most attractive road-racing tracks in the country. The track is a 2.38-mile, 16-turn course that snakes and weaves through 740 acres of lush surroundings



1972 Ferrari Dino 246 GT

reminiscent of a world-class golf course. The museum itself rests comfortably on the edge of turn eight and is a harmonious combination of concrete and glass. The 144,000-square-foot structure features five floors connected by curving, freeway style ramps. A 10 x 20-foot glass elevator sits in the center of the atrium and is used to deliver bikes and cars from the first-floor restoration shop to the display areas.

The collection includes more than 1,100 motorcycles, imported from as far away as Australia, New Zealand and Sweden. At any given time, nearly half the collection is on display, and thanks to an ongoing rotation of motorsports, the exhibits change regularly. In addition to the world's largest motorcycle collection, the museum features the largest collection of Lotus cars in the U.S.

Unlike many museums, many of the motorcycles in this collection are used regularly. Barber runs a vintage motorcycle race team out of the facility, and has collected seven national championships. The museum is also responsible for restoring the bikes on display, and houses a full, on-site restoration facility. Also housed within the collection is a research library, housing one of the largest collections of motorcycle books in the world with more than 5,000 titles.

The museum gallery is, as Ray described, "a place where you bring a passion to motion." That passion is evident in the artful layout of the museum, the creative displays and in the detailed restorations on every floor.

The museum is open Monday - Saturday 10 a.m. until 5 p.m., and Sunday Noon until 5 p.m.

Hours are extended during the summer months. Admission is \$15 for adults, \$10 for ages 4-12 and free for children 3 and under. For more information, please visit barbermuseum.org or call (205) 699-7275.



A crowd awaits the start of the AMA Superbike Championship at the Barber Vintage Motorsports Park.



The 2003 Grand Am



Flags fly high above Barber Motorsports Park.



Action on the track of the superbike race of the AMA Honda Superbike Classic weekend at Barber Motorsports Park. The track is a 2.38-mile, 16-turn course that snakes and weaves through 740 acres of lush surroundings reminiscent of a world-class golf course.

Of Men & Ships

Old Grog

His nickname has entered the vernacular and will forever be associated with the nautical world, but just who was "Old Grog," and how did the word "grog" come to mean alcohol?

For centuries, the navies of the world had issued a daily ration of alcohol to the sailors who manned their ships. Life aboard a ship of war was hard and discipline harsh. Deployments could last several months or years even, and the one bright spot in the sailors' lives was their daily ration of alcoholic beverages, usually beer in the old days.

During the 17th century, a great number of commodities were introduced into Britain, including coffee from Arabia, tea from China, tobacco from America and sugar from the West Indies. Rum, made from sugar cane, had quickly established itself as the drink of choice for British planters in the West Indies, and soon the strong drink was being shipped to England.

In 1655, Vice Admiral William Penn successfully led the Royal Navy's efforts to oust the Spanish from Jamaica, and it was there that rum was first issued to British sailors. Although a British naval officer newly arrived in Barbados described rum as "a hot hellish and terrible liquor," the sailors begged to differ. With longer voyages becoming the norm, British Admiralty decided that Royal Navy warships sailing in the West or East Indies would issue a daily ration of rum instead of the traditional beer. They reasoned that beer did not keep very well on long voyages and that the barrels took up too much storage space. Soon, every British jack tar sailing in tropical waters was hoisting a half pint of undiluted rum a day. Rum was strictly a drink for the men of the forecandle. The officers continued to drink wines with their meals in the ward room.

Edward Vernon, second son of British Secretary of State James Vernon, was born at Westminster in 1684, and first went to sea as a "king's letter boy" in 1700 at age 15. After serving in four different vessels, Vernon was promoted by Sir George Rooke to the rank of lieutenant in September 1702.

In the 17th century, a half pint of rum replaced beer as the sailors' daily ration.

As a junior officer, Vernon saw action in the Battle of Malaga and was present for the capture of Barcelona in 1705. In January 1706, at the age of 21, Vernon was promoted to the rank of captain and took command of His Majesty's frigate DOLPHIN for 10 days before being given command of HMS RYE. Captain Vernon cruised the Mediterranean in the RYE throughout 1706 and 1707, returning to England in October of that year. The following month he was given command of HMS JERSEY. In April 1708, Vernon departed England in the JERSEY, bound for the West Indies Station, where he served for the next four years under Commodores Charles Wager and James Littleton. Captain Vernon assisted the latter in breaking up the Spanish squadron off Cartagena in July 1710, returning to England in the fall of 1712.

Vernon next served in the Baltic, returned home for 18 months on half pay, and then shipped out once more for the Baltic in command of the 60-gun MARY. In 1722, finding himself without command and once more on half pay, the naval officer stood for election and became a member of Parliament, representing Penryn. He served in the House of Commons for four years before receiving command of the 70-gun ship GRAFTON. He served that summer in the Baltic under his old commander Sir Charles Wager, then later with another former commander, Sir John Norris. During the winter of 1727, Vernon joined Sir Charles's fleet at Gibraltar, remaining there until the end of hostilities with Spain in May 1728.





Officers did not receive a ration of spirits but took wine with their meals.

ordered him hanged on the spot. The hanging was botched, and Jenkins promised retaliation by the British. In a fit of anger, a Spanish officer cut off Jenkins' ear.

Jenkins returned to England and testified before a House of Commons committee about his treatment by the Spanish. British Prime Minister Robert Walpole suspected that, despite the sailor's vehement denial, Jenkins was a smuggler, and Walpole tried to avoid conflict with Spain. By law, only one British ship a year was allowed to trade with Spanish colonies, but by custom this agreement was notoriously abused. Rear Admiral Stewart, the naval commander in chief, recognized that the fault lay with the Jamaican merchants who demanded numerous British ships to carry their goods between the West Indies and Britain.

Despite the government's efforts to defuse the issue, it refused to go away. The press had taken up the cause, and the government came under increasing pressure to teach the Spaniards a lesson. One of the more vocal critics of the government was Captain Edward Vernon. Vernon decried the Spanish colonies as being weak, and he urged that Porto Bello, where the Spanish coast guards outfitted, should be destroyed. Old Grog claimed he could do it himself, if given but six ships.

Parliament investigated the matter, and in 1738, a full seven years after the incident, Captain Jenkins appeared once more before a House committee, displaying his preserved ear, which by then had become something of a rallying point for the nation.

Given the mood of the country, war was inevitable. Early in 1739, Prime Minister Walpole expelled the Spanish ambassador. When the so-called "War of Jenkins' Ear" was finally declared, Walpole is said to have remarked of the rejoicing in the streets, "They are ringing their bells now. Soon they will be wringing their hands."

Despite his unpopularity in certain government offices, Captain Vernon was recognized as a capable naval officer, and he had powerful friends within the Admiralty. Sir Charles Wager was now serving as First Lord of the Admiralty, and Sir John Norris was admiral of the fleet. On July 9, 1739, Old Grog was promoted to the rank of Vice Admiral and appointed to command an expedition to the West Indies. Ten days later, Vernon received his orders: he was "to destroy the Spanish settlements in the West Indies and to distress their shipping by every method whatever." On July 23, Vice Admiral Vernon

Captain Vernon was not the most popular officer in the Royal Navy. He was outspoken in his criticisms, doing little to endear himself with the Admiralty, and he was a strict disciplinarian, earning little love from his men. Vernon had the habit of going on deck in a massive grogram boat cloak, its coarse taffeta a tangible representative of his own tough nature. It was this ever present cloak of grogram that gave Vernon his nickname of "Old Grog," and the moniker followed him throughout the fleet.

In late 1730, British merchant Captain Robert Jenkins sailed from London to Jamaica, where he took on a cargo of sugar. His brig, the REBECCA, was intercepted by a Spanish coast guard vessel off Havana. After inspecting his cargo, the Spanish determined that Jenkins was a smuggler and

Vernon served with Sir Charles Wager in the West Indies, the Baltic and later at Gibraltar.



Captain Edward Vernon was known as "Old Grog," because of his habit of wearing a grogram cloak.

Public opinion forced Prime Minister Robert Walpole into declaring war on Spain.

set sail in command of eight ships of the line and a frigate, bound for the Spanish Main.

Three of the admiral's ships of the line and his frigate were diverted to Portugal, so that he commanded only five ships upon his arrival at Jamaica. He was soon joined by Commodore Charles Brown in the HAMPTON COURT, giving Admiral Vernon the six ships he had said he needed to sack Porto Bello. The squadron approached the Panamanian



city on the night of November 20. Although Porto Bello was defended by three strong fortifications, the Spanish commanders were ill prepared for battle. The HAMPTON COURT led the ships into the harbor, with Vernon's flagship, the BURFORD, bringing up the rear. The ships opened on the so called Iron Castle,

Promoted to the rank of vice admiral, Vernon was given command of an expedition to the West Indies.

soon driving the Spanish from their guns. Boats were lowered, and British sailors and Marines swarmed ashore and captured the lower fort.

The next day, the remaining two forts surrendered, and the British took possession of the city and all of the vessels in port including three coast guard ships. Admiral Vernon had the brass guns seized, the iron guns destroyed and the forts demolished. Old Grog had been as good as his word. He had taken Porto Bello with a half dozen ships and had lost only seven men in the process. When word of the victory reached Britain, a spontaneous celebration erupted throughout the whole of England and Scotland, with towns changing their names to Porto Bello and countless public houses taking the name Vernon's Head. Rule Britannia, penned earlier that year, became a favorite song as the public cheered Vernon's exploits. Both houses of Parliament extended a vote of thanks to the admiral, and Vernon was given the freedom of the City of London. Numerous medals were struck to mark the victory, most of which bore an image of Vernon, along with the legend "He took Porto Bello with six ships."



Admiral Vernon remained in the Caribbean, bombarding Cartagena in March 1740, and capturing Chagre later that same month. Vernon had more to worry about than the Spanish. Old Grog had become increasingly concerned over the drunkenness of his men and the subsequent brawling. Admiral Vernon consulted with his captains and surgeons and found that all of them agreed that the drinking of a half pint of rum a day – universally in one sitting a little before noon – was a serious threat to discipline.

In an effort to curb this destructive behavior, Vernon issued an order on August 21, 1740, that soon was to affect every sailor in the fleet. The admiral ordered that the daily half pint of rum was to be mixed with a quart of water and doled out in two servings – one about 11 in the morning, and the other at 5 in the afternoon. To ensure compliance, the serving was "to be done upon deck and in the presence of the Lieutenant of the Watch." This order has been described as "perhaps the greatest improvement to discipline and efficiency ever produced by one stroke of the pen." Although his order affected only the sailors of the West Indies Squadron at first, the practice of diluting the daily ration was quickly accepted throughout the fleet, and mixing rum with water was officially adopted by the Admiralty in 1756.



Good to his word, Old Grog took Porto Bello with only six ships.



Demon rum was causing problems among sailors.

The sailors resented the watering down of their ration, and called the new drink "grog," in reference to the man who had ordered its creation. At first grog referred to "three water rum", but soon came to mean any diluted drink. In time, the sailors of the British fleet forgot that their forebears had drunk their rum neat, and grog became as popular as the old half pint of undiluted rum had ever been. Lime juice was added to the mixture, making it an effective preventive against scurvy.

Had the War of Jenkins' Ear ended with the sacking of Porto Bello, all would have been well, but a force of British and Colonial troops was dispatched to the area, and, after much indecisiveness on the British Army's part and a few ill-advised attacks, half of the force was lost, and the military leaders, including Admiral Vernon, were recalled.



Though the enlisted men grumbled fiercely, Vernon's officers respected and liked him. Mt. Vernon was named in his honor by George Washington's brother, who served with Vernon.

In his absence, Vernon had been re-elected to the House of Commons. Vernon resumed his criticism of the government and published numerous anonymous tracts calling for reform. In 1745, he was promoted to Admiral of the White, commanding the ships in the North Sea. Admiral Vernon proved to be as able as ever and served in his post with distinction. Vernon believed he should have been made commander-in-chief, and when the Admiralty refused to grant him the title, the admiral asked to be relieved. Soon afterward he was called before a board and asked if he had authored two publications critical of the Royal Navy. Vernon refused to answer, and two days later he was informed that his name had been stricken from the rolls of flag officers. Despite this public rebuke, Vernon remained active in politics, frequently addressing issues concerning the Navy. Old Grog died suddenly at his home in Suffolk on October 10, 1757. While he may be largely forgotten today as the hero of The War of Jenkins' Ear, Member of Parliament and Admiral of the White Edward, "Old Grog" Vernon's nickname lives on in sailors' taverns around the world.

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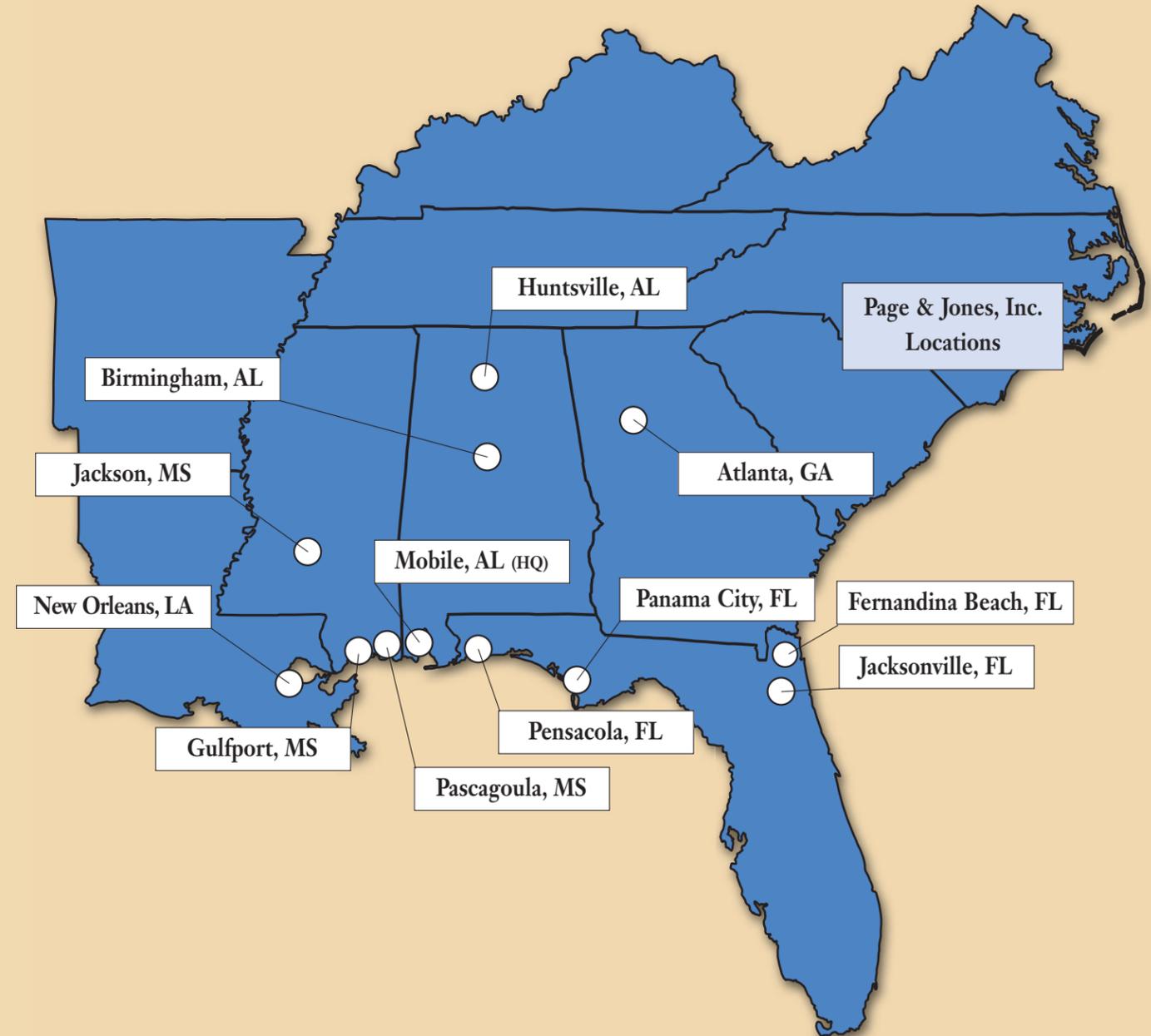


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	ZIM	Weekly	Glovis USA
ARGENTINA	BUENOS AIRES		
	ZIM	Weekly	Glovis USA
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	C.I.C.	Monthly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
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	SYDNEY		
	ZIM	Weekly	Glovis USA
BARBADOS	BRIDGETOWN		
	C.I.C.	Monthly	Seacliff Agencies
	ZIM	Weekly	Glovis USA
BELGIUM	ANTWERP		
	Star	Monthly	Star Shipping
BELIZE	BELIZE CITY		
	ZIM	Weekly	Glovis USA
	BIG CREEK		
	MCW Shipping	Bi-weekly	Bulk Shipping
BRAZIL	BELEM		
	C.I.C.	Bi-weekly	Seacliff Agency
	BREVOS		
	C.I.C.	Bi-weekly	Seacliff Agency
	FORTALEZA		
	ZIM	Weekly	Glovis USA
	ITAJAI		
	ZIM	Weekly	Glovis USA
	RIO DE JANEIRO		
	ZIM	Weekly	Glovis USA
	RIO GRANDE		
ZIM	Weekly	Glovis USA	
	SANTOS		
ZIM	Weekly	Glovis USA	
	VITORIA		
ZIM	Weekly	Glovis USA	
BULGARIA	VARNA		
	ZIM	Weekly	Glovis USA
CAMEROON	DOUALA		
	ZIM	Weekly	Glovis USA
CANARY ISLANDS	LAS PALMAS		
	Spliethoff	Monthly	Page & Jones Inc.
	ZIM	Weekly	Glovis USA
	TENERIFE		
	Spliethoff	Monthly	Page & Jones Inc.
ZIM	Weekly	Glovis USA	
CAYMAN ISLANDS	GEORGETOWN		
	MCW Shipping	Bi-weekly	Bulk Shipping

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

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

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

DESTINATION	LINE	FREQUENCY	AGENT
NIGERIA	LAGOS		
	ZIM.....	Weekly.....	Glovis USA
NORWAY	OSLO		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
PANAMA	COLON		
	ZIM (AGX).....	Weekly.....	Glovis USA
	CRISTOBAL		
	ZIM.....	Weekly.....	Glovis USA
PANAMA CITY	PANAMA CITY		
	ZIM.....	Weekly.....	Glovis USA
PARAGUAY	ASUNCION		
	ZIM.....	Weekly.....	Glovis USA
PHILLIPPINES	CEBU		
	ZIM.....	Weekly.....	Glovis USA
	MANILA		
POLAND	GYDNIA		
	Atlanticargo.....	Every 10 Days.....	Norton Lilly International
PORTUGAL	LEXIOS		
	ZIM.....	Weekly.....	Glovis USA
	LISBON		
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
	PORT ELIZABETH		
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
	Polish Ocean Line.....	Weekly.....	Biehl & Company
SURINAME	PARAMARIBO		
	ZIM.....	Weekly.....	Glovis USA
TAIWAN	KAOSIUNG		
	ZIM.....	Weekly.....	Glovis USA
	KEELUNG		
	ZIM.....	Weekly.....	Glovis USA
	TAICHUNG		
	ZIM.....	Weekly.....	Glovis USA
	TAOYUAN		
	ZIM.....	Weekly.....	Glovis USA
TANZANIA	DAR ES SALAAM		
	ZIM.....	Weekly.....	Glovis USA
THAILAND	BANGKOK		
	ZIM.....	Weekly.....	Glovis USA
	LAEM CHABA		
	ZIM.....	Weekly.....	Glovis USA
TOBAGO	C.I.C.....	Monthly.....	Seacliff Agencies
TOGO	LOME		
	ZIM.....	Weekly.....	Glovis USA
TRINIDAD	POINT LISAS		
	ZIM.....	Weekly.....	Glovis USA
	PORT OF SPAIN		
	C.I.C.....	Bi-weekly.....	Seacliff Agencies
	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	
	MERSIN		
	Nordana.....	Inducement.....	Biehl & Co.
	ZIM.....	Weekly.....	Glovis USA
UKRAINE	ILICHEVSK		
	ZIM.....	Weekly.....	Glovis USA
	ODESSA		
	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



Compress yards near Mobile.



Coal cranes, Alabama State Docks, Mobile.

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

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