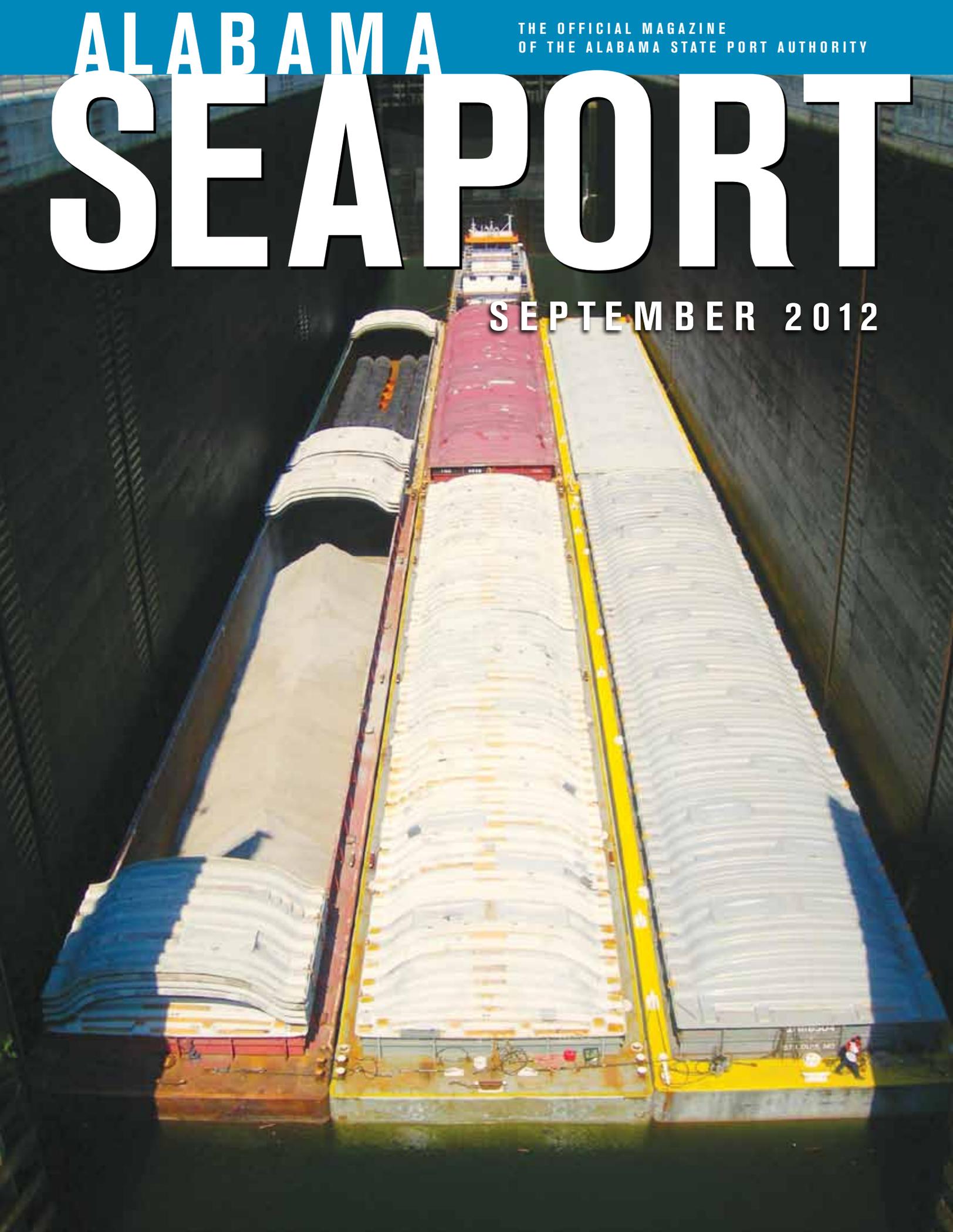


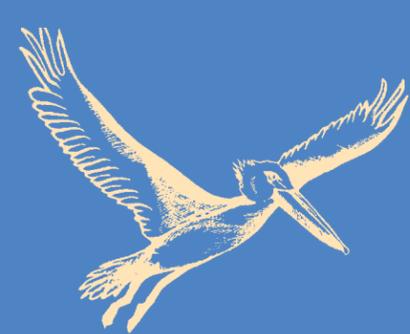
ALABAMA

THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

# SEAPORT

SEPTEMBER 2012





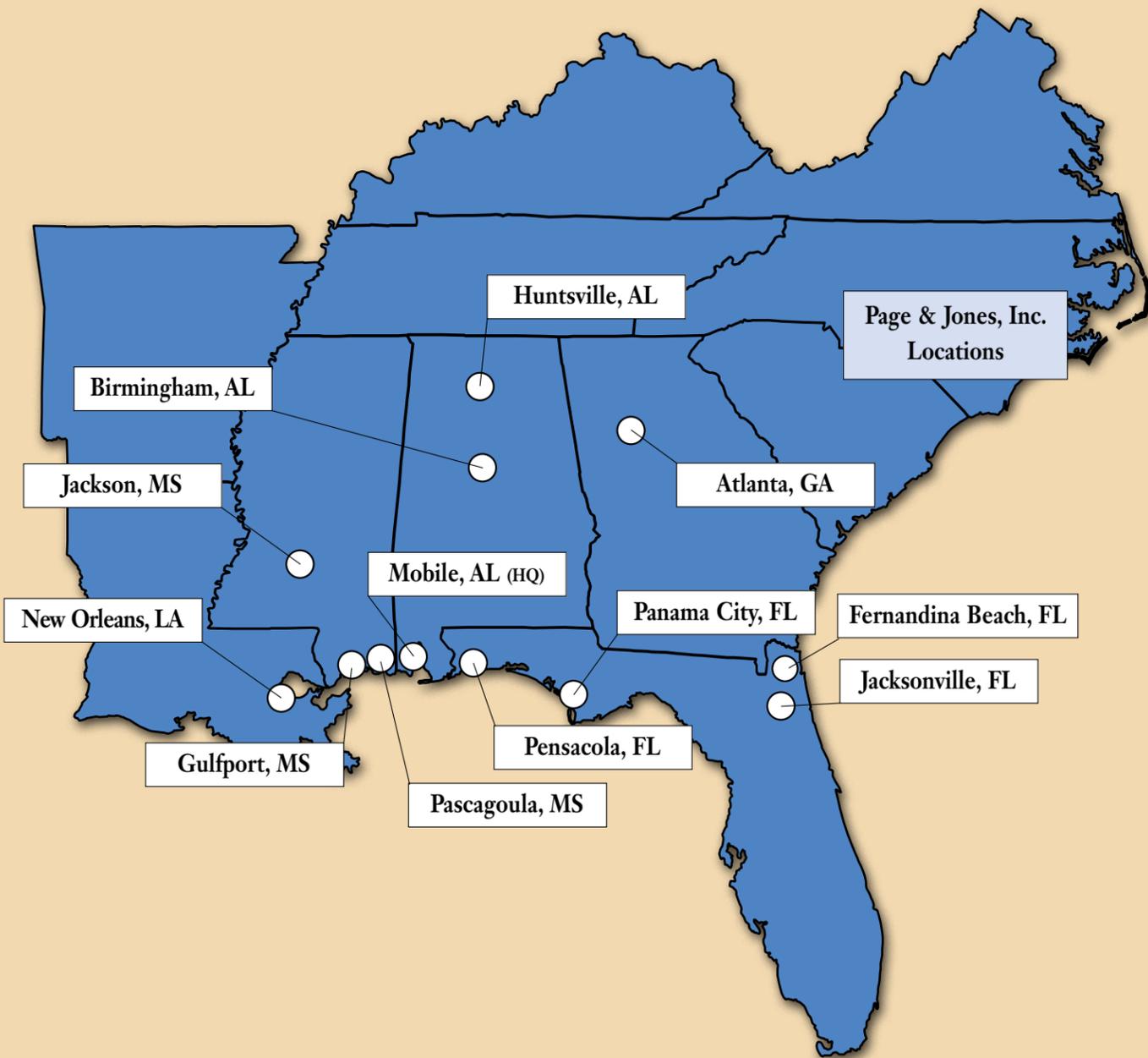
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# ALABAMA SEAPORT

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### On The Cover:

Commercial traffic on Alabama's waterways brings billions of dollars to the state in jobs and tax revenue.



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# Working for Our Waterways

By David Rainer, *Alabama Dept. of Conservation and Natural Resources*

After a significant public outcry, the U.S. Army Corps of Engineers' (USACE) Mobile District has agreed to take a second look at a controversial lock policy that would preclude recreational boaters on rivers like the Alabama.

Because of budget restrictions, the Corps had announced that recreational boats would no longer be allowed to use the lock facilities on 27 waterways in the U.S., including the Alabama and Chattahoochee rivers.

The Corps rated the waterways on the amount of traffic, both commercial and recreational, and established a "level of service" according to the amount of traffic. For those waterways with low traffic, the level of service was rated at "6" on a scale of 1 to 6. A waterway with a top rating would maintain full service of 24 hours a day, 365 days a year. A "6" rating would limit the use of the lock to commercial vessels by appointment. No recreational locking would be allowed.

When word spread that the Alabama River was ranked at the bottom and recreation locking would be threatened, a number of groups sprang into action, including the Coosa-Alabama River Improvement Association (CARIA), headed by Jerry Sailors.

A meeting of the Corps of Engineers and 55 stakeholders was arranged in Monroeville in September. The stakeholders from around the state expressed a concern that the lack of lock operations would impact the economic health of the state, especially the Black Belt, now and in the future as the state attempts to recruit new industry and promotes the river for recreational activities.

Gov. Robert Bentley also met with the concerned parties before sending a letter to Corps headquarters to ask that the changes be reconsidered, highlighting the negative impact it could have on Alabama, especially the economically depressed Black Belt region.

"The rivers in Alabama are extremely important for recreational use in some very unique places in Alabama," Governor Bentley said. "It is also my priority to promote economic development and job creation. Our waterways play a major role in transporting goods through the state. Reducing the level of service on Alabama rivers will significantly harm economic development. I strongly urge the Corps to reverse its decision and not reduce the level of service for recreational and commercial boats along our rivers."

Commissioner N. Gunter Guy Jr. of the Alabama Department of Conservation and Natural Resources (ADCNR) sent a letter to Col. Donald E. Jackson Jr., Commander of the Corps' South Atlantic Division, that outlined ADCNR's objections to the changes.



**Robert Bentley**, Governor of Alabama

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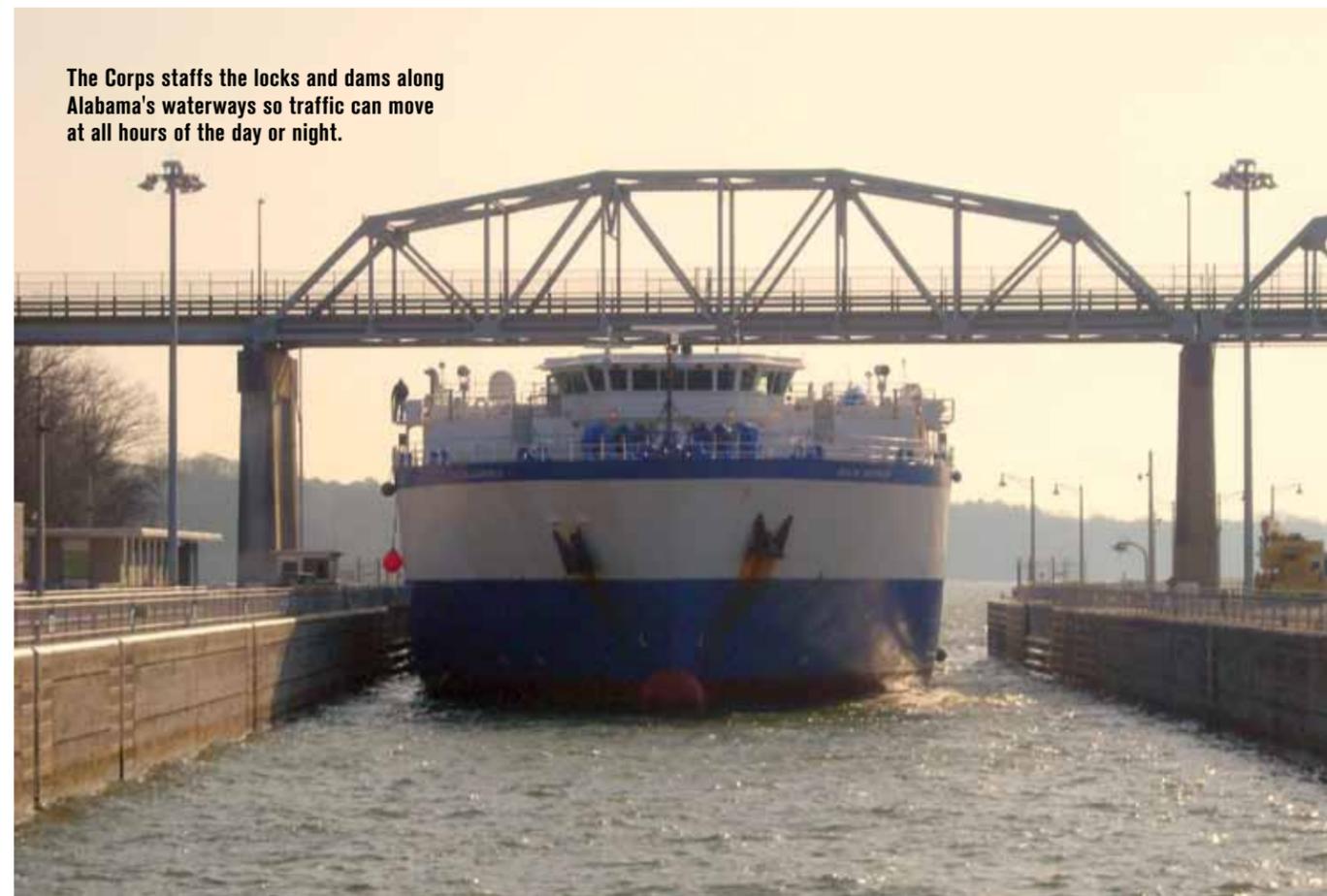
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The Corps staffs the locks and dams along Alabama's waterways so traffic can move at all hours of the day or night.

"The loss of public recreational access and the impacts on fish and aquatic resources is detrimental to the citizens of Alabama who utilize these resources held in trust by the ADCNR," Guy said. "Withholding the right of anglers and boaters to navigate public waterways is unprecedented, and we firmly believe the USACE should maintain a lock service schedule that is open to recreational users."

Sailors said the feedback the Corps received at the public meeting and from Alabama officials has been effective in getting the Corps to reconsider.

"I think there may be some kind of effort for accommodation of recreational traffic," Sailors said. "At this point, I just don't know what that is."

"What is important is the Corps is not shutting down the locks. They are adjusting their operational hours. It's all based on funding and how much they think they can afford to continue to operate the locks."

Sailors said Alabama is not alone in the impact of the proposed locking change. There are 27 waterways with more than 200 locks that could be affected in some way.

"Of those 27, 16 of them are classified as low use," Sailors said. "What that means is they move less than 1 billion ton-miles of commercial traffic per year."

There is currently no commercial traffic on the Alabama River. One hurdle is the maintenance of a 9-foot-deep shipping channel, which requires extensive dredging. The Alabama is caught in a Catch-22 situation.

"There have been no funds for dredging over the last two years," Sailors said. "The reason there are no funds is there hasn't been enough traffic to meet that minimum criteria."

"One of the reasons we haven't had that kind of tonnage is the river below Claiborne Dam is difficult to navigate. Even with dredging, there are parts that are difficult, especially during the dry months like September and October when there isn't enough water flow to maintain the 9-foot depth."

Sailors said that other river systems in the state, Warrior-Tombigbee, Tennessee-Tombigbee and Tennessee, meet the minimum criteria and shouldn't be affected.

Coalition of Alabama Waterways Association members say that Alabama's rivers are key for the economic success of the state.



If the Corps does not change its current plans, recreational lockage would be prohibited and commercial vessels would have to make an appointment up to 72 hours prior to lockage.

"If that happens, that will cause a lot of heartburn for the people in the Camden and Monroeville areas," Sailors said. "I think the Mobile District got a real dose of feedback about how the new policy wouldn't make much sense when you've got people who use those locks."

"We've just got to keep up the pressure and let the Corps know that it's not a good idea and it could affect our economic health, especially in the Black Belt area. Sen. Jeff Sessions sent a letter, endorsed by our members of Congress, to Washington telling the Corps it wouldn't be a good idea. Several of the county commissions affected by this have written letters in opposition of the new policy."

The letter from Alabama Sen. Jeff Sessions was signed by members of the Alabama Congressional delegation – Jo Bonner, Martha Roby, Mike Rogers, Robert Aderholt, Mo Brooks, Spencer Bachus and Terri Sewell.

**The MEGAN PARKER Tug, pictured here, is moving eight barges loaded with coal through Alabama's waterways.**



**Paddlers and boaters alike are treated to Alabama's varied natural splendors on the Alabama Scenic River Trail waterways.**

On the Cahaba River portion of the Alabama Scenic River Trail, paddlers are treated to the sight of paper-thin Cahaba Lilies dotting the route.



Sailors does think the public outcry has reached the people in the Mobile District, but he is not sure what kind of audience the issue will receive in Washington.

Lisa Parker, Deputy Public Affairs Officer with the Corps' Mobile District, said the district submitted an altered plan for the Alabama River and is waiting for a response from Corps headquarters in Washington.

"We mentioned that recreational users were concerned about being locked out of the use of the river, and there was debate that recreational traffic should be allowed to lock through," Parker said. "And this is not just in the Mobile District. This is nationwide."

"We asked them to reconsider the recreational lockages on the ACT (Alabama-Coosa-Tallapoosa) and the ACF (Apalachee-Chattahoochee-Flint). Those are the only two systems in the Mobile District."

Sailors thinks the fact that the Mobile District is willing to modify the recommendation for recreational usage is a good sign.

"You won't see a 24/7 operation like you have at Claiborne right now," Sailors said. "The hint I got is they will try to accommodate some kind of schedule, maybe on weekends or certain hours during the week."

"I'm optimistic there is going to be some kind of accommodation for recreational traffic."



**Group paddles are shown enjoying the Alabama Scenic River Trail. The paddles, such as the one shown, are an excellent way to develop new friendships and learn about other water recreation enthusiasts.**

## Area Students Visit Port of Mobile As Part of Engineering Camp



Science, Technology, Engineering and Mathematics (STEM) initiatives are becoming more and more common in maritime and other industries. It's not a secret that the United States has fallen behind countries like India and China in producing a workforce for these fields. Organizations like the Mobile Area Education Foundation (MAEF) are working to remedy this by providing students with an opportunity to experience the industry firsthand with programs such as Engaging Youth through Engineering (EYE). EYE is a program of the MAEF in collaboration with the J. L. Bedsole Foundation, the Mobile County Public School System (MCPSS), the University of South Alabama and area business and industry partners.

EYE is a workforce and economic development initiative intended to bring relevance to the K-12 STEM curriculum, specifically to the engineering category. In this case, according to MAEF, engineering design challenges are used as a hook to motivate students to study and take more math and science courses.

The five weeklong camps, called "Camp AMP – EYE Gets Energized," hosted more than 400 area fourth and fifth grade school students this year from all of the MCPSS



elementary schools that sponsored EYE Clubs, including Griggs, Dodge, Maryvale, Castlen, Collins-Rhodes and about 20 other elementary schools. According to MAEF, EYE was piloted in nine schools of the Davidson High School feeder pattern and is now in 30 MCPSS schools. The program is designed to produce high school graduates eager and able to meet Mobile's growing need for a highly skilled workforce.

"We like to connect with the area business community by allowing students to visit them and learn about the numerous career opportunities available to them after graduation," said EYE Program Director Dr. Susan Pruet of the Mobile Area Education Foundation. "The trip to the Alabama State Port Authority was one of the great highlights during the camp. The students were amazed by the large electromagnets used to unload steel for ThyssenKrupp at the Port of Mobile."

Alabama Power, a long-time sponsor of the program, was also one of the area business partners that hosted students for the camp. A spokesperson for the company, Beth Thomas, said the students came to the Barry Steam Plant in Mobile eager to learn about how electricity was made.

Campers were able to tour the plant and learn about how Alabama Power makes electricity daily for the community,

including what happens at the plant and how science and math aid in production. Alabama Power is a champion for all STEM education, participating in multiple events each year as a part of their community outreach.

"We believe it's so important to connect with these students at a young age to encourage them to seek further education in jobs like engineering," Thomas said.

According to Thomas, some of the young people at the EYE camps are interested in engineering as a career, but Alabama Power is really interested in helping them focus on problem solving with critical thinking. Whether they go on to use that in engineering or not, it will help them in their future careers.

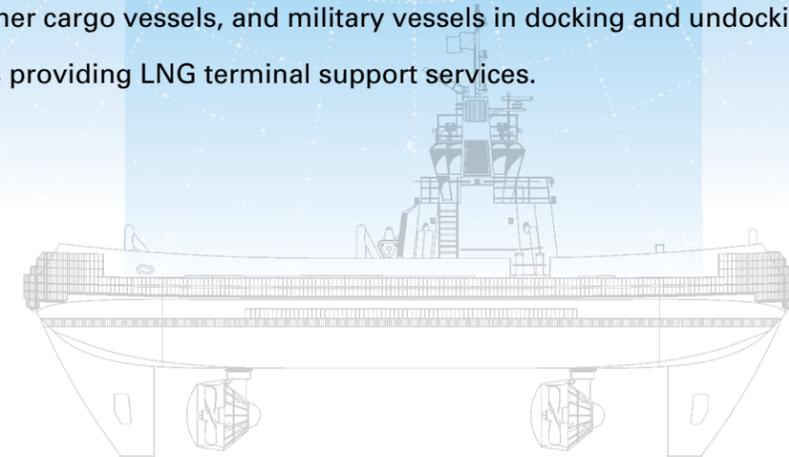
"The whole purpose is to help students learn about problem solving," she said. "We know some of them won't become engineers, but we want them to learn about problem solving and think like engineers."

With programs like these, Mobile should have a thriving workforce ready for STEM careers in only a few years' time. For more information about the program, visit [maef.net](http://maef.net).

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## GulfMark Americas, Inc. Selects BAE Systems' Shipyard in Mobile, Ala., to Build Two New Platform Supply Vessels

**BAE SYSTEMS**



An aerial view of the BAE Mobile shipyard looking across Mobile River from downtown Mobile.

GulfMark Americas, Inc. recently announced that they have selected BAE Systems' shipyard located along the Mobile River (across from downtown Mobile, Ala.) to build two new platform supply vessels that will serve offshore drilling operations. The contract reflects continued growth in U.S. commercial shipbuilding for BAE Systems and a major step forward in the company's support of the oil and gas industry.

Each of the GulfMark vessels will be qualified under the U.S. Jones Act and will measure 288 feet long and 62 feet wide. The selection also includes options to build two additional platform supply vessels in the future.

"GulfMark is excited about partnering with BAE Systems on this important project," said David Rosenwasser, chief operating officer of GulfMark Offshore. "BAE Systems demonstrated unique capabilities that are essential to us, and we look forward to building a long-term relationship going forward."

The design for the BAE Systems-built Green DP2 vessels will be provided by MMC Ship Design & Marine Consulting, Ltd. of Poland and will be based on similar

platform supply vessels currently under construction for GulfMark abroad. The new vessels will be U.S.-flagged and will support the anticipated future demand in the Gulf of Mexico offshore market, as well as other areas around the world as necessary.

"This contract reinforces our commitment to new construction in the commercial market and strengthens BAE Systems' position as a highly competitive and financially stable builder of technically sophisticated ships," said Richard McCreary, vice president of BAE Systems Southeast Shipyards. "We continue to grow our backlog of projects and build our workforce in Mobile."

The GulfMark contract is part of a recent expansion at the Mobile shipyard. Last month, the company teamed with Mid Ocean Tanker Company and Alterna Capital to complete the AMERICAN PHOENIX, a U.S. flag/Jones Act-qualified product chemical tanker. Measuring 616 feet long and 105 feet wide, it is the largest vessel ever built and launched in the state of Alabama. BAE Systems has also begun construction on the MV MAGDALEN, a trailing suction hopper dredge that is scheduled to be delivered in 2014.



An aerial view of the BAE Mobile shipyard looking towards downtown Mobile.

In addition to the vessels under construction in Mobile, BAE Systems announced in June that it was awarded a contract with Great Lakes Dredge & Dock Company to build two dump scows, which are used for dredging operations. Construction on the 262-foot-long dump scows is expected to start in October.

BAE Systems currently employs more than 650 people in Mobile and expects to hire an additional 275 workers there by the end of the year.

With state-of-the-art craft shops and fabrication facilities, no job is too big or too small for BAE Systems—from container and supply vessels to mega-yachts and tugs. Serving both military and commercial markets, the company operates six full-service shipyards in Mobile, Ala.; San Francisco and San Diego; Jacksonville, Fla.; Norfolk, Va.; and Pearl Harbor, Hawaii.



BAE Systems Southeast Alabama Shipyard Director & General Manager Victor Rhoades.

## Austal USA Makes History as 29 Sponsors Christen USNS CHOCTAW COUNTY (JHSV 2)



Retired teacher Theresa Gilliam Pitts broke the traditional bottle of champagne across the bow to formally christen the CHOCTAW.

Austal recently christened USNS CHOCTAW COUNTY (JHSV 2) at its state-of-the-art shipyard in Mobile, Ala. USNS CHOCTAW COUNTY is the second of nine Joint High Speed Vessels (JHSV) Austal has under contract with the U.S. Navy as part of an overall 10-ship contract worth over \$1.6 billion.

The ship was named CHOCTAW COUNTY to honor the contributions of the men and women of rural America. Three counties in America, located in Alabama, Mississippi and Oklahoma share the name. Twenty-nine women from the 1966 graduating class of Ackerman High School in Ackerman, Miss., served as the ship's sponsors, with 18 participating in the ceremony. With the support of her classmates, Theresa Gilliam Pitts, a retired teacher, broke the traditional bottle of champagne across the bow to formally christen the ship.

The ceremony was held in Austal's final assembly bay under the ship with over 600 guests in attendance. Secretary of the Navy Ray Mabus was the principal speaker at the event. Other dignitaries who attended the ceremony included:

- The Honorable Joe Wilson, U.S. Representative, South Carolina
- Rear Adm. David H. Lewis, U.S. Navy, Program Executive Officer, Ships
- Rear Adm. Brian LaRoche, Deputy Commander, Military Sealift Command
- Brig. Gen. Paul K. Lebidine, USMC, Commanding General Force Headquarters Group
- Capt. Henry W. Stevens, III, Strategic Theatre and Sealift Program Manager, Program Executive Office Ships
- Capt. Stephen Mitchell, USN, Supervisor of Shipbuilding, Gulf Coast
- Capt. Jose A. Delfaus, U.S. Merchant Marine Master, USNS CHOCTAW COUNTY (JHSV 2)
- Mr. Brian Leathers, Austal USA interim president and chief financial officer



Twenty-nine women from the 1966 graduating class of Ackerman High School in Ackerman, Miss., served as the ship's sponsors, with 18 participating in the ceremony.

- Mr. Craig Perciavalle, Austal USA senior vice president of operations
- Mr. Tim Mahoney, Austal USA vice president of government program management
- Dr. Craig Hooper, Austal USA vice president of sales, marketing and external affairs
- Mr. Michael Tweed-Kent, vice president and general manager, General Dynamics Advanced Information Systems

Austal USA Interim President and Chief Financial Officer Brian Leathers added this about the christening: "The christening of this modern-day Navy vessel is a testament to the pride and dedication exhibited by Austal USA's shipbuilding team. We are honored to be building this new class of theatre support vessels and look forward to hearing of the success of their deployments around the world.

The 338-foot-long aluminum catamarans are designed to be fast, flexible and maneuverable even in shallow waters,

making them ideal for transporting troops and equipment quickly within a theatre of operations. The ship has the ability to support a variety of operations, supporting the warfighter through traditional logistics missions, humanitarian support projects, disaster response or by supporting maritime law enforcement activities.

The JHSVs are capable of transporting 600 short tons of military troops, vehicles, supplies and equipment 1,200 nautical miles at an average speed of 35 knots and can operate in shallow-draft, austere ports and waterways, providing U.S. forces with more mobility and flexibility. The JHSVs' aviation flight decks can support day and night flight operations. Each JHSV also has sleeping accommodations for up to 146 personnel and airline-style seating for up to 312.

Austal USA is a full-service shipyard offering design, construction and high-speed vessel service and repair. As Austal USA continues to expand its service and repair capabilities, the company is well positioned for new business with engineering, test and trials capabilities and a new waterfront facility all co-located on the Mobile Bay waterfront.



*In Memoriam:*  
Elbert Allen (Larry) Drummond



Elbert Allen (Larry) Drummond, 68, of Jasper, Ala., vice chairman of Drummond Company, Inc., died on July 30, 2012, at his residence surrounded by family and friends.

He is survived by his wife, Abbie Kiker Drummond; one daughter, Terri Drummond Lyon and husband John, Birmingham; two sons, Scott Allen Drummond, and Patrick Lee Drummond and wife Debbie, Birmingham; five grandchildren, Orrin Henry (Hank) Ingram III, Kelsey Ann Lyon, Mary Stewart Drummond, Lindsay Jane Drummond, and Patrick Miller Drummond; and two brothers, Garry

Neil Drummond and his wife Peggy, Birmingham, and John Howard Drummond and wife Toni, Jasper. Brother-in-law Thomas O. Davidson and two sisters-in-law, Billie Ruth Lindsey Drummond, Beverly Hubbard Drummond, and many nieces and nephews.

He was preceded in death by his parents, Heman Edward Drummond and Elza Eliza Stewart Drummond; two brothers, Donald David Drummond and Segal Edward Drummond; and two sisters, Hila Jo Davidson and Barbara Nell Thorne.

Mr. Drummond was born Aug. 3, 1943, at Norwood Clinic in Birmingham, Ala. The family had not decided on a name, and a maternity ward nurse, just to give the new baby a specific identity, started calling him "Larry." That name continued as his unofficial but primary "first name" throughout his life. His birth was in the midst of World War II, and his parents decided to honor two family members who were in military service. They named him Elbert Allen after relatives of both his mother and father.

His early life was spent with his family in the Walker County town of Sipsey, Ala. His father, Heman Drummond, had been a coal miner for Debardeleben Coal Company and had decided in 1935 to start his own mine, the beginning of what is now Drummond Company, Inc. Heman Drummond began mining on property left behind by his grandfather, and he later moved to coal land that had been homesteaded by his mother.

Larry Drummond attended Sipsey School, then entered ninth grade at Walker County High School in Jasper, Ala. He played football on the junior varsity in 1957, the year the varsity won the state championship. Larry played the next three years as a fullback and linebacker on the varsity, and in his senior year (1960-61), he was co-captain and named to the all-county team. He also played baseball at Walker and was selected for the East-West All-Star Game in Birmingham.

Larry attended Walker College for the next two years, and at the end of the second year, Larry, then 19, married his high school sweetheart, Abbie Kiker.

In the fall of 1963, Larry enrolled at Samford University. After one semester he transferred to The University of Alabama where he earned his bachelor's degree in commerce and business administration in 1965. He was elected to Beta Alpha Psi, the national accounting fraternity.

He remained at the University and earned a master's degree in Accounting the following year. He then entered The University of Alabama School of Law, where he was awarded the Juris Doctor degree in 1969.

During breaks in college, Larry worked in various areas of Drummond Coal operations – preparing a site for mining, drilling at a new mine, cleaning coal for loading and working at other operations.

Returning home with his law degree, he rejoined the company and was involved initially with sales. Over the years, he was heavily involved with domestic and international coal sales. Larry, along with his brothers,

was instrumental in fostering business relationships with Japan that continue today. He assumed additional complex responsibilities as vice chairman of the corporation and chairman of its executive committee.

Larry Drummond was active in a variety of civic and educational organizations in Walker County and Alabama. He was a member of the Alabama and the American Bar Associations. At The University of Alabama, he was a member of the President's Cabinet and the Board of Visitors of the Culverhouse School of Commerce. The Culverhouse School recognized him in 2003 with a Career Achievement Award. He served on the Boards of the Walker Area Community Foundation and the Alabama Conservation and Natural Resources Foundation.

He was a director of the Black Warrior Council of the Boy Scouts of America, which presented him with the Silver Beaver Award. He was a member of the Board of Directors of First Commercial Bank and served on the Board of Directors and the Selection Committee of the Alabama Business Hall of Fame. He also served as a board member for the Alabama Conservation and Natural Resources Foundation and the American Family Business Institute. He was a member of United Way of Central Alabama's Le Societe National. In 2011, Larry was inducted into the Alabama Academy of Honor and into the Alabama Business Hall of Fame.

Larry was a man who loved life and had a great love for hunting, fishing, golf and Alabama football; but his greatest passion was sharing his hobbies and interests with family and friends.

Larry loved his family, his church and his community and served them well and accomplished much in his life. For all of his accomplishments, the one that meant a great deal to him was being able to help others.

The family requests that donations be made to the Walker Area Community Foundation, P.O. Box 171, Jasper, Ala., 35502 or the Black Warrior Council of the Boy Scouts of America, P.O. Drawer 3088, Tuscaloosa, Ala. 35403-3088.

## Alabama's Heart of Dixie Railroad Museum Offers Holiday Rides



Flag Coal Locomotive #75 is pulling into the Calera Station. Flag Coal # 75 was built by Vulcan Iron Works in 1938.

"All aboard!" the conductor calls as the Polar Express prepares to leave the station. "Next stop—the North Pole!" Each holiday season, families and children of all ages can enjoy a magical train ride to the North Pole on the Heart of Dixie Railroad Museum's Polar Express.

The Heart of Dixie Railroad Museum is the official state railroad museum of Alabama and boasts one of the South's premier collections of railroad memorabilia. It is dedicated to the preservation, restoration and operation of historically significant railway equipment. Each year, it also offers families special-themed rides, including the Polar Express.

The Polar Express leaves the Calera Depot in Calera, Ala., on Fridays, Saturdays and Sundays at 5 p.m., 6:30 p.m. and 8 p.m., Nov. 23 – Dec. 17, for the North Pole. While on the holiday-decorated train, riders are entertained with a reading of *The Polar Express*, a popular children's book (the inspiration for the train ride) written by Chris Van Allsburg. In the book, a child who claims he does not believe in Santa Claus anymore wakes to find a magical train in his yard. He takes a ride to the North Pole, meets Santa and receives the coveted first gift of Christmas. The classic tale was made into an animated movie in 2004.

Rolling through the hills of Shelby County, passengers are transported to the North Pole in one of the museum's six antique railcars: the Dome car, the Frisco, the Silver Maple, the Kayenta, the Long Island and the Metra.

When the train arrives at the brightly decorated North Pole, Santa and Mrs. Claus board the Polar Express and visit with all aboard. Each child receives the first gift of Christmas. On the return trip from the North Pole to the Calera Depot, passengers enjoy chocolate milk and cookies and sing Christmas carols.

Pajama wearing is encouraged but organizers urge riders to dress warmly since the train runs at night.

"The Polar Express has been our biggest event for several years now," said Jim Garnett, president of the Heart of Dixie Railroad Museum. "With a capacity of 12,000 passengers, it has sold out each year."

The museum also hosts a daytime train during the holiday season: the Santa Special, which leaves Calera Depot on Saturdays and Sundays at 11 a.m. and 2 p.m., Nov. 23 – Dec. 15, for a trip on the Calera and Shelby Railroad. Passengers on these daytime trains will be



An antique steam locomotive sits in the Clark Yard.

treated to a train ride with Santa Claus. Children on this train also receive a Christmas gift.

The Polar Express and Santa Special are just two of the many train excursion events that the Heart of Dixie Railroad Museum hosts for visitors and train buffs throughout the year. The museum offers many different themed train events on Saturdays from March through December. Some of the themed excursion train events include the Day Out with Thomas™, Cottontail Express, Mother's Day Special, Father's Day Limited, Independence Day Special, Wild West Day and the Ozan Vineyard Train.

During the month of October, the museum runs the Pumpkin Patch Express. It allows riders to visit a pumpkin patch for a hayride, temporary tattoos and family fun. Riders can pick a pumpkin for an extra charge.

Garnett says the rides are fun, but the museum also has a serious side. "The museum reflects the railroading history in the state of Alabama for more than 150 years," said Garnett. "We are also lucky to have an extensive collection of railroad reference books and materials in our library."

Across the street from the Calera Depot, visitors can



Santa visits with passengers aboard the Heart of Dixie's "Polar Express."



Passengers enjoying a ride on the Calera and Shelby Railroad with Thomas the Tank Engine.

enter the Clark Yard and see steam and diesel-electric locomotives, rolling stock, passenger cars, crane cars, box cars and cars that were once used by the U.S. Air Force Strategic Command as part of the rail-based Peacekeeper missile program.

“The museum features a large selection of locomotives, cars, cabooses, and other railroad equipment and memorabilia dating from the 1800s through the 1950s,” said Garnett.

The museum and excursion train operates along what was once part of the L&N Mineral Loop, whose tracks were originally laid in 1891 for the transportation of iron ore, coal and limestone to the large mills in Birmingham. The track fell into disuse after the Coosa River Bridge was removed for a hydroelectric project. CSX Transportation removed the existing rail line but left the rail bed. The museum purchased 11 miles of the former right of way and has laid more than two miles of track, and currently has more than five miles of usable track.

Located at 1919 9th Street in Calera, Ala., just south of Birmingham, the museum is open to the public Tuesday

through Saturday from March to December and offers excursion train rides most Saturdays. Admission to the museum is free but pricing varies for the train excursions.

For more information regarding the Heart of Dixie Railroad Museum, visit: [hodrrm.org](http://hodrrm.org) or call the museum at 205-668-3435.



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## Governor Bentley Welcomes New Facility to Alabama; 45 Jobs within Next Five Years

Alabama Governor Robert Bentley and Alabama Department of Commerce Secretary Greg Canfield recently welcomed the news that ThyssenKrupp Materials North America, Inc. will be investing \$13 million in Alabama and employing up to 45 people within the next five years at a new facility in Bibb County.

ThyssenKrupp Materials North America, a leading provider of production materials and integrated service solutions for the North American market and a sister company to ThyssenKrupp Steel USA, recently announced it will build a new materials processing and distribution center in the Bibb County town of Woodstock, under the company's Coil Processing Group.

The materials processing and distribution center will include a 100,000-square-foot craned building with four lines for processing materials such as carbon steel, aluminum and stainless steel. The end products will be distributed to various Ken-Mac Metals and ThyssenKrupp Steel Services customers, including manufacturers of automobiles, heavy trucks and truck trailers, home appliances and HVAC equipment. The plant can be expanded by 150,000 square feet, taking into account the potential for future infrastructure improvements.

"The decision to locate our Coil Processing Group's newest processing and distribution center in Alabama reflects the economic vitality and extensive opportunities that exist in the southern United States," said Hans-Josef Hoss, president and CEO of ThyssenKrupp Materials North America.

"Many of our top customers, including Original Equipment Manufacturers, have plants and facilities in Alabama and the surrounding states and require just-in-time processing and delivery. Our goal is to further enhance their supply chains by building this new facility right here in Woodstock," he added.

"Alabama has become a destination state for the automotive assembly and automotive supplier sectors, and today's announcement helps us build on our success," said Governor Bentley. "We appreciate the opportunities that companies such as ThyssenKrupp Materials North America provide in the form of jobs for our citizens and investment for our state's economy. Alabama has a strong workforce and a business-friendly climate. Job creation remains my number-one priority, and this announcement

will mean more new jobs and more new opportunities for the people of this area. I want to thank everyone who worked together to make this announcement possible."

Commerce Secretary Canfield said the announcement is "a win for the state on more than one front" because not only does the company supply the automotive sector, but it represents the first international investment in Bibb County in a number of years. He thanked Department of Commerce Project Manager Hollie Pegg for her efforts on the project.

"Alabama has a distinct advantage in attracting OEMs, suppliers and companies which are involved in automotive-related research activities," said Canfield. "The state has several universities (Auburn University, The University of Alabama, and The University of Alabama at Huntsville) that are participants in the Automotive Research Alliance (ARA). Automotive manufacturers and suppliers can use the resources and training programs of the universities to advance technology as well as manufacturing solutions."

Alabama Department of Economic and Community Affairs Director Jim Byard said, "While most rural counties have experienced substantial out-migration, Bibb has bucked the trend with steady population gains. Because growth requires adequate public facilities, ADECA has been pleased to be a partner on past infrastructure improvements, and we look forward to assisting Bibb County officials with future projects as they prepare to welcome their new neighbor, ThyssenKrupp."

Based in Southfield, Mich., ThyssenKrupp Materials North America processes and distributes a full line of aluminum, stainless, copper, brass, specialty metals, steel and plastics products used in the production of automobiles, commercial food equipment, HVAC equipment, consumer durable goods and other diverse applications. The company also offers procurement, storage, and material delivery services, as well as supply chain management, transportation and logistics and production support outsourcing services.

Construction of the new facility, which will employ 20 during the first year of operations and up to 45 within the next five years, is scheduled to begin this month. Hiring is scheduled to begin in early 2013. Jobs will include hourly and salaried positions across a range of functions, such as machine operations, material handling, logistics, sales and administration.

As part of ThyssenKrupp Materials North America's Coil Processing Group, the facility will support the operations of the company's Ken-Mac Metals and ThyssenKrupp Steel Services divisions. Ohio-based Ken-Mac Metals offers a complete line of nonferrous and stainless steel flat rolled products and processing services, including aluminum, pre-painted aluminum and stainless steel sheet and strip, while ThyssenKrupp Steel Services, headquartered in South Carolina, is a major supplier of hot and cold rolled carbon steel to customers in the southeastern United States.

Hoss expressed his appreciation to both state and county officials who provided the company with an incentive package that included funds contingent on jobs created, as well as infrastructure development assistance to allow road and rail access to the facility. "We have been very fortunate to receive the support of state and county officials. I think they appreciate the positive impact our and other ThyssenKrupp companies have on this great state and recognize our commitment to investing and growing in Alabama. We appreciate their support."

Hoss added that information on how qualified candidates can apply for positions at the facility would be announced in the coming months.

Torsten Gessner, chairman and CEO of ThyssenKrupp North America's new regional headquarters in Chicago, noted that the announcement by ThyssenKrupp Materials North America is part of a wider effort by ThyssenKrupp companies in the North America Region to continue expanding their footprint in the United States, Canada and Mexico.

The Regional Headquarters provides integrated strategic direction and services for all ThyssenKrupp companies in North America and helps to identify new markets and opportunities for growth in the region.

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## Fontaine Trailer Company Launches Two New Businesses

Fontaine Trailer Company, the world's largest flatbed trailer manufacturer headquartered in Jasper, Ala., has announced it will invest over \$5 million in new business opportunities and expansions at its Jasper campus, beginning this year.

Fontaine has established two new businesses called Fontaine Intermodal and Fontaine Renew which will be located in Jasper. Additionally, Fontaine is expanding its parts and service organization called PartSource through the purchase and renovation of warehouse facilities in the Bevill Industrial Park. Fontaine is also enhancing its research and development capabilities by expanding into a renovated facility recently purchased in the Bevill Industrial Park, located in Jasper.

"Fontaine's expansion in Walker County is a great compliment to the hard workers who've made the company successful," Gov. Robert Bentley said. "Alabama has a strong workforce. We have a business-friendly climate. And we're committed to helping companies expand. I want to thank the leaders of Fontaine, the elected leaders from Walker County, our economic developers, and all others who worked together to make this expansion possible. Job creation remains my number one priority, and Fontaine's expansion will mean more new jobs and more new opportunities for the people of this area."

"These expansions have already created about 50 jobs which have been filled and will create as many as 150 more jobs over the next several months here in Jasper, Alabama," says John Craig, group president of Marmon Highway Technologies, Fontaine's parent company. "Our local management team is excited about the opportunities we see for the future of Fontaine here in Jasper. The City of Jasper has been very helpful and cooperative to Fontaine since Fontaine started locating facilities here in 2005. We are very much appreciative of the efforts by our mayor and other leaders here in Jasper along with the Walker County Development Authority. The city leadership has been helpful and easy to deal with as we made the decision to invest here in Jasper."

Alabama Department of Commerce Secretary Greg Canfield said, "Fontaine's announcement and its plans to initiate new manufacturing capabilities to accommodate the needs of its customers is a perfect match for our state's economic development plan, Accelerate Alabama. We are pleased that the company continues to grow and hire additional Alabamians. We will be here to help Fontaine as it navigates new markets and establishes new product lines. Thank you for your confidence in the business climate of Alabama."



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## Advanced Manufacturing Cargo Exported from Port of Hamilton for Delivery via Port of Mobile

*Massive engineered components to be used in leading-edge Mississippi power plant.*

As part of a departure from the Port of Hamilton this week, Hamilton/Oakville-based manufacturer Hooper Engineered Vessels International (HEVI) loaded four process towers, measuring between 155 and 250 feet in length and weighing between 320,000 and 400,000 pounds each, aboard a heavy-lift ship destined for a Mississippi power plant currently under construction.

HEVI's highly specialized engineered vessels will be used in the Kemper County integrated gasification combined cycle (IGCC) plant, which is due for completion in 2014.

The four enormous process towers were loaded Sept. 25 and 26 aboard the heavy-lift ship STELLAPRIMA for delivery via the Port of Mobile.

HEVI's location on Pier 26 at the Port of Hamilton gives the company a competitive advantage, with access to over 500 feet of immediate deep water dock for barge and ocean shipments. From Hamilton's strategically-located Great Lakes port, HEVI cargo has access to the Mississippi River, Atlantic Ocean and global destinations.

This shipment will be followed by a delivery of eight large HEVI-produced reactors for the same power plant project later in the year.

"Access to the Port of Hamilton via the HEVI facility is integral to our continued success in delivering the difficult projects. This shipment celebrates the tremendous efforts of the many people and many hours of hard work to support an important client's power generation project," said Chris Hooper, vice president of sales & marketing for Hooper Welding.

"Hooper/HEVI has manufactured complicated, heavy, high-pressure/temperature ASME pressure equipment for the process industry for over 60 years. The company is made up of the finest manufacturing personnel and expertise in the industry and delivers the most challenging projects and equipment for our clients in Canada, the United States and international markets. The continued quality and service delivered defines our reputation in the marketplace as a global leader of ASME pressure equipment."



## From San Francisco to Hawaii in 10 Days: The Journey of the PN-9

Nearly two years before Charles Lindbergh made his record-setting trans-Atlantic flight, a group of Naval Aviators undertook a trans-Pacific flight from California to Hawaii. Lindbergh completed his solo flight of 1,890 miles from New York to Paris in 1927. The naval officers attempted their flight of 2,397 miles from San Francisco to Honolulu in the fall of 1925.

The team's leader was Cmdr. John Rodgers. Born in Washington, D.C., on Jan. 15, 1881, Rodgers was the scion of two illustrious naval families. One of his great-grandfathers was Commodore John Rodgers, who commanded the USS PRESIDENT, distinguished himself during the War of 1812 and served as president of the Board of Naval Commissioners from the end of the war until 1836. Another great-grandfather was Commodore Matthew C. Perry, known as "The Father of the Steam Navy" and famous for both claiming the Florida Keys as U.S. territory and for opening Japan to the West. Both Rodgers' grandfather and father retired as rear admirals, the elder Rodgers having made a name for himself exploring Chinese waters and the Bering Strait.

After attending The Lawrenceville School in New Jersey, Rodgers served in the cruiser USS COLUMBIA (C-12) during the Spanish-American War before entering the U.S. Naval Academy on Sept. 9, 1899. Rodgers proved to be a standout athlete at the Academy, playing football and rowing crew. He graduated from the Naval Academy in 1903. Although assigned to ships, Rodgers showed an early interest in the fledgling aviation program. Lt. Theodore G. Ellyson, who learned to fly under the tutelage of Glenn Curtiss in San Diego in 1910, was designated as Naval Aviator No. 1. Rodgers received flying instruction from Orville Wright in Dayton, Ohio, in 1911, becoming Naval Aviator No. 2.

Despite his designation as a Naval Aviator, Rodgers saw extensive service as a line officer. He had command of a survey ship in the West Indies, and in 1916, he was given command of the Panama Canal-based Division 1, Submarine Force, Atlantic Fleet. With America's entry into World War I, Rodgers assumed command of



**Descended from two famous Navy families, Cmdr. John Rodgers was designated as Naval Aviator No. 2 and was a pioneer of naval aviation.**

Naval Submarine Base New London in Connecticut. Immediately following the war, Rodgers commanded a mine-sweeping detachment in the North Sea in 1919, earning the Distinguished Service Medal for clearing the sea lanes. He next served as the executive officer of the battleship USS NEVADA (BB-36).

Rodgers turned once more to the field of naval aviation and was tapped to establish Naval Air Station San Diego (now NAS North Island). Rodgers was promoted to the rank of commander on Nov. 4, 1920. On Sept. 21, 1922, Rodgers assumed command of Naval Air Station Pearl Harbor (later NAS Ford Island), in which position he would serve for the next three years. The officer earned the respect of the Hawaiians by learning to surf, and he recommended the sport to his subordinates as an excellent way to develop a proper sense of balance. He also was credited with doing more to advance commercial

aviation in the islands than anyone previously. Rodgers remained in command of the naval air station on Ford Island until May 1925.

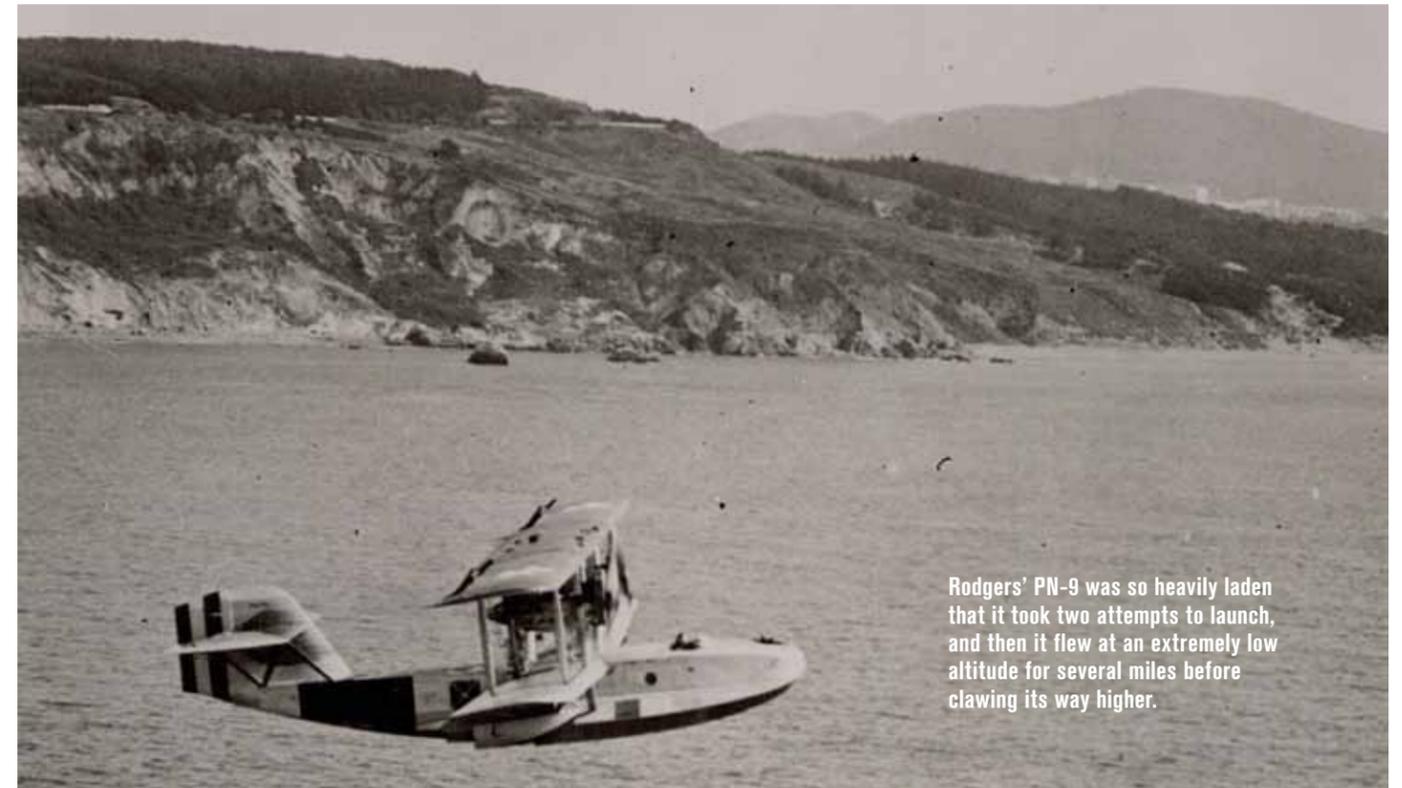
Later that summer, Rodgers was placed in command of the effort to make the first non-stop flight from San Francisco to Honolulu, a distance of more than 2,300 miles. Two aircraft would make the attempt, both Navy PN-9 flying boats. The biplanes were powered by twin 475-h.p. Packard V-12 water-cooled engines, and each carried a crew of five men. Rodgers served as mission commander and navigator; the rest of the crew of his aircraft included Lt. B.J. Connell, pilot; Chief Petty Officer S.R. Pope, co-pilot; Chief Radioman O.G. Stantz; and Aviation Machinists Mate First Class W.H. Bowlin. The second aircraft was commanded by Lt. Allen P. Snody.

The two planes departed San Pablo Bay, Calif., on the afternoon of Aug. 31, 1925, with Snody's plane (PN-9 No. 3) taking off ahead of Rodgers' aircraft (PN-9 No. 1). Connell got the second flying boat airborne on the second attempt and set course for Hawaii. The Navy had stationed a warship every 200 miles between San Francisco and Honolulu to aid the aviators in navigation. Cmdr. Rodgers sighted the first ship, the destroyer USS WILLIAM JONES (DD-308), at 5:30 p.m., "which was a great relief," according to Rodgers. "It certainly gave me the assurance that my compass and methods were all right."

The feeling of relief was short-lived, however. An hour after passing the WILLIAM JONES, the crew of PN-9 No. 1 sighted Lt. Snody's plane on the surface of the water. An oil pressure failure had forced Snody to make an unscheduled landing, and he and his crew were now out of the attempt. Rodgers noted that the hull of Snody's plane was intact and had "stood up very well under the strain." The WILLIAM JONES was dispatched to take the disabled aircraft in tow, and Rodgers and his crew continued their flight toward Hawaii.



**Rodgers led the unprecedented effort to fly non-stop from San Francisco to Honolulu. Here, the plane is readied in San Francisco. Rodgers' plane and another, commanded by Lt. Allen P. Snody, departed on the afternoon of Aug. 31, 1925.**



**Rodgers' PN-9 was so heavily laden that it took two attempts to launch, and then it flew at an extremely low altitude for several miles before clawing its way higher.**

Rodgers' navigation remained true, as the plane sighted ship after ship throughout the night. As the sun came up the following morning, the clouds began to burn off, and the weather turned fine. Unfortunately, Rodgers had begun to experience some problems of his own. PN-9 No. 1 was fighting a headwind; Rodgers had hoped to encounter a tailwind to help push him toward the island chain. Instead, he calculated that the big Packards were burning six gallons of fuel an hour more than had been projected. Unless he could find an elusive tailwind, Rodgers knew he was going to have difficulty in completing the flight.

Fittingly, the flying boat had roared over the Navy's first aircraft carrier, USS LANGLEY (CV-1) at dawn, marking the 1,200 mile point in the flight. Mid-morning, the PN-9 flew over the destroyer USS RENO (DD-303), and Rodgers finally picked up a tailwind. By the time he passed the eighth ship (at 1,600 miles), the USS FARRAGUT (DD-300), Rodgers' fuel tanks were beginning to go dry.

As he approached the 1,800 mile point, Rodgers received a radio transmission from the aircraft tender USS AROOSTOOK (AK-44) indicating that the plane was south of the ship. By Rodgers' reckoning, he was north of the ship. Nevertheless, he turned north in an effort to gain a visual sighting of the AROOSTOOK. As Rodgers recalled a few weeks later, "We flew down a radio bearing and chased around for about an hour, following different radio bearings, and finally, the gasoline gave out..." As the fuel ran out, the two Packards shut down at 4:15 p.m., 25 hours and 23 minutes after departing San Pablo Bay.

"The landing was made under very difficult circumstances since there was no power," Rodgers later told an audience. "That means we only had one chance." Although he had been at the controls for the entirety of the flight and had to be exhausted, Lt. Connell made a perfect dead-stick landing.

Rodgers' dead reckoning had been correct: His aircraft was some 50 miles north of the ship; it had been the navigator on the vessel whose calculations had been off. This costly mistake ensured that the PN-9 failed to reach her destination by air. It also meant that, when the Navy launched its search and rescue mission, the ships would be looking in the wrong location—south of the AROOSTOOK's original position. The crew on the aircraft could hear the radio traffic, but they were unable to transmit because the engines had to be turning to run the generator. Their initial expectation that a ship would approach and provide them with fuel slowly turned into the realization that the Navy ships were searching the wrong grid and wouldn't locate the airplane.



**After battling headwinds, Rodgers' plane ran out of fuel after flying 1,841 miles and missing the USS AROOSTOOK, stationed at the 1,800 mile marker on Sept. 1, 1925. The crew "sailed" the boat toward the Hawaiian chain before being sighted on Sept. 10 when only 15 miles from the island of Kauai.**



**The plane as she appeared in Nawiliwili Harbor. The lower wing shows where the men cut fabric to fashion sails for their aircraft.**



**Cmdr. Rodgers and his men were welcomed as heroes by the Territorial Governor of Hawaii Wallace R. Farrington (left) at Honolulu's Iolani Palace on Sept. 17.**

On the second day, Rodgers made a decision. He and his men were on their own. If they were going to reach Hawaii (indeed, if they were going to survive), they had to take matters into their own hands. Cmdr. Rodgers ordered the crew to strip away some of the fabric from the plane's lower wing and fashion sails between the upper and lower wings. Once rigged, the sails caught the wind and propelled the flying boat tail first toward their objective.

The men had almost no rations; the flight was only to have taken 30 or so hours. The food rations were exhausted after three days. At the outset, the five men had two quarts of water each. They rationed what they had, but as hours stretched into days, the water ran out. Rodgers fashioned a device to catch rainwater, but the weather remained fine until the eighth day at sea, when a rainstorm passed overhead. The rain catcher was painted with aluminum paint, which mixed with the water, but the men ignored the foul taste as they slaked their thirst after collecting about two gallons of rainwater.

The men sighted a merchant vessel some five miles distant, but because their airplane was so low in the water, they went unnoticed, and the ship steamed away. On their seventh night, the men could see Army searchlights some 40 miles to the south, and Rodgers knew they were passing the island of Oahu. The next morning, through rain and haze, they could make out the shape of the island in the distance, but the wind and currents were carrying them past the island. Lt. Connell had come up with the idea of creating leeboards with which they could steer up to 15 degrees to either side of the wind. Had they thought of it sooner, Rodgers thought, they would have been able to steer to Honolulu. As it was, they had to content themselves with a long-distance view of Oahu. Rodgers was steering for the island of Kauai. He knew if he missed it, there was nothing but the wastes of the Pacific ahead of him, and likely starvation and death for him and his men.

At dawn on Sept. 10, Rodgers and his men sighted the island of Kauai dead ahead. Even as they were puzzling over how best to get the airplane through the surf for a safe landing in Ahukini Harbor, the U.S. submarine R-4 sighted the plane while on routine patrol and took her in tow. The PN-9 was towed to the other side of Kauai and taken into Nawiliwili Harbor.

After a good night's sleep and a huge breakfast the next morning, the crew of the flying boat were transported to Pearl Harbor in the USS MACDONOUGH (DD-331) and welcomed as heroes by governmental authorities and locals alike. Although Rodgers and his men had failed to



**Following repairs to the airplane, the PN-9 No. 1 flies past Diamond Head.**

reach Honolulu by air, they had nevertheless established a world's record by flying 1,841 statute miles without refueling, also establishing a record-distance flight by a seaplane. They had also shown fortitude, ingenuity and perseverance in overcoming their desperate situation and achieving their goal by sailing their plane another 450 miles to safety.

Rodgers was appointed assistant chief of the Navy's Bureau of Naval Aeronautics. On June 19, 1926, Rodgers was selected for promotion to the rank of captain, but he never had the chance to pin on the new rank. On Aug. 16, he was given command of a new experimental seaplane scouting squadron in San Diego. On Aug. 27, Rodgers took off from Naval Air Station Washington, bound for Philadelphia, where he was to inspect some new airplanes at the Navy Yard. As he approached the city, Rodgers' aircraft suddenly nose-dived into the Delaware River. He remained pinned in the cockpit for about an hour before rescuers were able to free him. Rodgers died later that afternoon in the Naval Hospital Philadelphia. One of the pioneers of naval aviation, Cmdr. John Rodgers was 45 at the time of his death.

The citizens of Hawaii honored the aviator by naming the new airport in Honolulu the John Rodgers Airport, dedicated March 21, 1927. The Navy has named three warships the USS JOHN RODGERS. The first, named for Commodore John Rodgers, was a lighthouse tender launched in 1917. The next two were named in honor of Commodore Rodgers, Rear Adm. John Rodgers and Cmdr. John Rodgers: the Fletcher-class destroyer USS JOHN RODGERS (DD-574), commissioned in 1943, and the Spruance-class destroyer USS JOHN RODGERS (DD-983), built in nearby Pascagoula, Miss., and commissioned in 1979.

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| PARANAGUA             | Gearbulk                | Bi-Monthly               | Inchcape                      |
| PORTOCEL              | Westfal-Larsen Shipping | Monthly                  | Westfal Larsen/Inchcape       |
|                       | Gearbulk                | Bi-Monthly               | Inchcape                      |
| PRAIA-MOLE            | Westfal-Larsen Shipping | Monthly                  | Westfal Larsen/Inchcape       |
| SANTOS                | Westfal-Larsen Shipping | Monthly                  | Westfal Larsen/Inchcape       |
|                       | Gearbulk                | Bi-Monthly               | Inchcape                      |
| <b>CANARY ISLANDS</b> |                         |                          |                               |
| LAS PALMAS            | Spliethoff              | Monthly                  | Page & Jones Inc.             |
| TENERIFE              | Spliethoff              | Monthly                  | Page & Jones Inc.             |
| <b>CAYMAN ISLANDS</b> |                         |                          |                               |
| GEORGETOWN            | MCW Shipping            | Bi-Weekly                | Bulk Shipping                 |
| <b>CHILE</b>          |                         |                          |                               |
| ARICA                 | Grieg Star Shipping     | Monthly                  | Grieg Star                    |
| SAN ANTONIO           | Grieg Star Shipping     | Monthly                  | Grieg Star                    |
| <b>CHINA</b>          |                         |                          |                               |
| DAGANG                | Grieg Star Shipping     | Monthly                  | Grieg Star                    |
| QINGDAO               | Grieg Star Shipping     | Monthly                  | Grieg Star                    |
| SHANGHAI              | Grieg Star Shipping     | Monthly                  | Grieg Star                    |
| <b>COLOMBIA</b>       |                         |                          |                               |
| BARRANQUILLA          | TBS Shipping            | Monthly                  | Seacliff Agency               |
| CARTAGENA             | TBS Shipping            | Monthly                  | Seacliff Agency               |
| SANTA MARTA           | Dan-Gulf Shipping       | Bi-Monthly               | Lott Ship Agency              |

|                           |                                     |                         |  |
|---------------------------|-------------------------------------|-------------------------|--|
| <b>CURAÇAO</b>            |                                     |                         |  |
| WILLENSTAD                | C.I.C.                              | Monthly                 | Seacliff Agencies                            |
| <b>DOMINICA</b>           |                                     |                         |  |
| ROSEAUO                   | C.I.C.                              | Monthly                 | Seacliff Agencies                            |
| <b>DOMINICAN REPUBLIC</b> |                                     |                         |  |
| RIO HAINA                 | C.I.C.<br>Caribbean Forest Carriers | Monthly<br>Inducement   | Seacliff Agencies<br>Transmarine Alabama LLC |
| <b>ECUADOR</b>            |                                     |                         |  |
| PUERTO BOLIVAR            | Grieg Star Shipping                 | Monthly                 | Grieg Star                                   |
| GUAYAQUIL                 | Grieg Star Shipping                 | Monthly                 | Grieg Star                                   |
| <b>EGYPT</b>              |                                     |                         |  |
| ALEXANDRIA                | Nordana                             | Inducement              | Biehl & Company                              |
| <b>ENGLAND</b>            |                                     |                         |  |
| TILBURY                   | Grieg Star Shipping                 | Bi-Monthly              | Nord-Sud Shipping                            |
| <b>FRANCE</b>             |                                     |                         |  |
| BOULOGNE                  | Grieg Star Shipping                 | Monthly                 | Nord-Sud Shipping                            |
| SETE                      | Grieg Star Shipping                 | Bi-Monthly              | Nord-Sud Shipping                            |
| <b>GERMANY</b>            |                                     |                         |  |
| BREMEN                    | Grieg Star Shipping                 | Every 14 Days           | Nord-Sud Shipping                            |
| <b>GREECE</b>             |                                     |                         |  |
| PIRAEUS                   | Nordana                             | Inducement              | Biehl & Company                              |
| <b>GRENADA</b>            |                                     |                         |  |
| SAINT GEORGES             | C.I.C.                              | Monthly                 | Seacliff Agencies                            |
| <b>GUADELUPE</b>          |                                     |                         |  |
| BASSE-TERRE               | C.I.C.                              | Monthly                 | Seacliff Agencies                            |
| <b>ITALY</b>              |                                     |                         |  |
| GENOA                     | Nordana                             | Inducement              | Biehl & Company                              |
| LIVORNO                   | Nordana                             | Inducement              | Biehl & Company                              |
|                           | Grieg Star Shipping                 | Monthly                 | Nord-Sud Shipping                            |
| MONFALCONE                | Grieg Star Shipping                 | Monthly                 | Nord-Sud Shipping                            |
| NAPLES                    | Grieg Star Shipping                 | Monthly                 | Nord-Sud Shipping                            |
| SAVONA                    | Grieg Star Shipping                 | Monthly                 | Nord-Sud Shipping                            |
| <b>JAMAICA</b>            |                                     |                         |  |
| KINGSTON                  | C.I.C.<br>Caribbean Forest Carriers | Bi-Weekly<br>Inducement | Seacliff Agencies<br>Transmarine Alabama LLC |
| <b>JAPAN</b>              |                                     |                         |  |
| IYOMISHIMA                | Saga Forest Carriers                | Inducement              | Biehl & Company                              |
| MISHIMA-KAWANOE           | Grieg Star Shipping                 | Monthly                 | Nord-Sud Shipping                            |
| NIIGATA                   | Saga Forest Carriers                | Inducement              | Biehl & Company                              |
| SHIMIZU                   | Grieg Star Shipping                 | Monthly                 | Nord-Sud Shipping                            |
| TAGONOURA                 | Saga Forest Carriers                | Inducement              | Biehl & Company                              |
| TOKYO                     | Saga Forest Carriers                | Inducement              | Biehl & Company                              |
| <b>KOREA</b>              |                                     |                         |  |
| INCHON                    | Saga Forest Carriers                | Inducement              | Biehl & Company                              |
|                           | Grieg Star Shipping                 | Monthly                 | Nord-Sud Shipping                            |
| KUNSAN                    | Grieg Star Shipping                 | Monthly                 | Nord-Sud Shipping                            |
| MASAN                     | Grieg Star Shipping                 | Monthly                 | Nord-Sud Shipping                            |
| <b>LEBANON</b>            |                                     |                         |  |
| BEIRUT                    | Nordana                             | Inducement              | Biehl & Company                              |
| <b>MARTINIQUE</b>         |                                     |                         |  |
| FORT-DE-FRANCE            | C.I.C.                              | Monthly                 | Seacliff Agencies                            |

|  |   |  |  |
|--|---|--|--|
| <b>MEXICO</b><br>COATZACOALCOS<br>TAMPICO  | CG Railway<br>Spliethoff  | Every 4 Days<br>Monthly  | CG Railway<br>Page & Jones Inc.  |
| <b>MOROCCO</b><br>CASABLANCA   | Spliethoff  | Monthly  | Page & Jones Inc.  |
| <b>NETHERLANDS</b><br>ROTTERDAM<br>VELSEN  | Grieg Star Shipping<br>Grieg Star Shipping  | Every 14 Days<br>Monthly   | Nord-Sud Shipping<br>Nord-Sud Shipping   |
| <b>PERU</b><br>CALLAO<br>CHIMBOTE  | TBS Shipping<br>Grieg Star Shipping<br>TBS Shipping   | Monthly<br>Monthly<br>Monthly  | Seacliff Agency<br>Grieg Star<br>Seacliff Agency   |
| <b>SCOTLAND</b><br>MONTROSE  | Grieg Star Shipping   | Monthly  | Nord-Sud Shipping  |
| <b>SOUTH AFRICA</b><br>CAPETOWN<br>DURBAN<br>PORT ELIZABETH<br>RICHARDS BAY  | Gulf Africa Line<br>Gulf Africa Line<br>Gulf Africa Line<br>Gulf Africa Line  | Monthly<br>Monthly<br>Monthly<br>Monthly   | Biehl & Company<br>Biehl & Company<br>Biehl & Company<br>Biehl & Company   |
| <b>SPAIN</b><br>ALGECIRAS/PALAMOS<br>BARCELONA<br><br>BILBOA<br>CADIZ<br>GANDIA<br>MOTRIL<br>PALMA DE MALLORCA<br>VIGO<br>VALENCIA | Spliethoff<br>Nordana<br>Spliethoff<br>Spliethoff<br>Spliethoff<br>Spliethoff<br>Grieg Star Shipping<br>Spliethoff<br>Spliethoff<br>Nordana | Monthly<br>Inducement<br>Monthly<br>Monthly<br>Monthly<br>Monthly<br>Monthly<br>Monthly<br>Monthly<br>Inducement | Page & Jones Inc.<br>Biehl & Company<br>Page & Jones Inc.<br>Page & Jones Inc.<br>Page & Jones Inc.<br>Page & Jones Inc.<br>Nord-Sud Shipping<br>Page & Jones Inc.<br>Page & Jones Inc.<br>Biehl & Company |
| <b>ST. CROIX</b>   | C.I.C.  | Monthly  | Seacliff Agencies  |
| <b>ST. KITTS</b><br>BASSETERRE   | C.I.C.  | Monthly  | Seacliff Agencies  |
| <b>ST. LUCIA</b><br>CASTRIES<br>VIEUX FORT   | C.I.C.<br>C.I.C.  | Monthly<br>Monthly   | Seacliff Agencies<br>Seacliff Agencies   |
| <b>ST. MARTIN</b>  | C.I.C.  | Monthly  | Seacliff Agencies  |
| <b>ST. THOMAS</b>  | C.I.C.  | Monthly  | Seacliff Agencies  |
| <b>ST. VINCENT</b><br>KINGSTOWN  | C.I.C.  | Monthly  | Seacliff Agencies  |
| <b>SWEDEN</b><br>STOCKHOLM   | Polish Ocean Line   | Weekly   | Biehl & Company  |
| <b>TOBAGO</b>  | C.I.C.  | Monthly  | Seacliff Agencies  |
| <b>TRINIDAD</b><br>PT. LISAS   | Dan-Gulf Shipping   | Bi-Weekly  | Lott Ship Agency   |
| <b>TURKEY</b><br>ISTANBUL<br>IZMIR<br>MERSIN   | Nordana<br>Nordana<br>Nordana   | Inducement<br>Inducement<br>Inducement   | Biehl & Company<br>Biehl & Company<br>Biehl & Company  |
| <b>VENEZUELA</b><br>GUANTA<br>MARACAIBO  | Dan-Gulf Shipping<br>Dan-Gulf Shipping  | Bi-Weekly<br>Bi-Weekly   | Lott Ship Agency<br>Lott Ship Agency   |

# Postcards from the Past



Decatur, Ala.



Demopolis, Ala.

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# PORT OF MOBILE DIRECTORY

## AIR TRANSPORT

|                           |                |
|---------------------------|----------------|
| 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) 348-7821 |

## 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. Asas 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 |
|---------------------------|----------------|

## BLAST FREEZE/COLD STORAGE

|                                   |                |
|-----------------------------------|----------------|
| MOBILE REFRIGERATED SERVICES..... | (251) 433-4198 |
|-----------------------------------|----------------|

## 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-8204 Brandy Run North 36608.....        | (251) 455-8182 |
| BOLIVIA-Thomas J. Purvis-3413 Canacee Dr.....                    | (251) 666-6969 |
| DENMARK-Martin H. Cunningham-205 St. Louis St.....               | (251) 432-4633 |
| DOMINICAN REPUBLIC-Luis Frias-951 Government St., Suite 520..... | (251) 432-2332 |
| GEORGIA-Matt Metcalfe-P.O. Box 2903.....                         | (251) 432-2600 |
| NORWAY-L. H. Stuart, Jr.-8204 Brandy Run Road.....               | (251) 342-2151 |

## CONTAINER REPAIR & LEASING

|  |                |
|--|----------------|
| CHICKASAW CONTAINER SERVICES, INC..... | (251) 457-7300 |
| DOCKSIDE SERVICES.....                 | (251) 432-9930 |
| 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 |
|---|----------------|

## DUNNAGE - PLYWOOD

|   |                |
|---|----------------|
| ALL STAR FOREST PRODUCTS, INC.-7096 Stone Dr., Daphne 36526.....    | (251) 626-8777 |
| BIG RIVER CYPRESS & HARDWOOD.....                                   | (850) 674-5991 |
| 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 7687, Spanish Ft., 36527.....      | (251) 628-8010 |
| 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 Kooiman Rd., Bldg. 4, Theodore, AL..... | (251) 342-7079 |
| STEM PRODUCTS-P. O. Box 66531.....                                       | (251) 457-5557 |
| L. H. STUART CO., INC.-2084 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) 432-0782 |
| WORLD SHIP SUPPLY (MOBILE), INC.-4600-B Cypress Business Park Drive..... | (251) 662-7474 |

## FOREIGN FREIGHT FORWARDERS

|   |                         |
|---|-------------------------|
| <b>(★ CUSTOM HOUSE BROKERS)</b>                               |                         |
| ★ 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. BERNING CO.-P. O. Box 403.....                      | (251) 432-9741          |
| ★ N. D. CUNNINGHAM-205 St. Louis St.....                      | (251) 432-4633          |
| EMERY FORWARDING-2215 Ave. *O* Brookley Complex.....          | (251) 433-0885          |
| EMO TRANS.....  | (251) 342-3313          |
| ★ 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 |
| LILLIEROSE CORP.-1709 Thistlewaite Dr., Mobile 36618.....     | (251) 259-5382          |
| ★ 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 N. Conception St.....              | (251) 432-5549          |
| ★ PACE & JONES, INC.-52 N. Jackson St.....                    | (251) 432-1846          |
| Birmingham, P. O. Box 320126.....                             | (205) 595-8439          |
| 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.....    | (206) 773-6202          |
| ★ W.R. ZANES & CO. OF LA, INC.-P. O. Box 1006.....            | (251) 438-1597          |

## FOREIGN TRADE ZONES

|  |                |
|--|----------------|
| <b>(★FTZ PUBLIC WAREHOUSES)</b>                              |                |
| BALDWIN TRANSFER CO., INC.....                               | (251) 433-3391 |
| MOBILE, AL-Brookley Complex & Airport.....                   | (251) 438-7338 |
| AZALEA BOX COMPANY-1401 St. Stephens Road, Prichard.....     | (251) 432-3451 |
| EQUITY TECHNOLOGIES CORP.....                                | (251) 432-7784 |
| ★ KEYPORT WAREHOUSING-30427 County Rd. 49 N. Loxley, 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 |
|----------------|----------------|

## LICENSED GUARD SERVICE

|  |                |
|--|----------------|
| ADMIRAL SECURITY SERVICES OF ALABAMA, INC..... | (251) 725-6018 |
| ALABAMA LINE SERVICES.....                     | (251) 661-2105 |
| ALBERTS TRANSPORTATION SERVICE.....            | (251) 432-1611 |
| BAY SECURITY COMPANY, LLC.....                 | (251) 330-0776 |
| CPS/EAGLE MARITIME SECURITY.....               | (251) 433-7850 |
| CREVY CHANGE, INC.....                         | (251) 433-1821 |
| DOCKSIDE TRANSPORTATION, INC.....              | (251) 438-2362 |
| GLOBAL MARITIME SECURITY, INC.....             | (504) 392-2300 |
| SEAPORT SECURITY SERVICES.....                 | (251) 443-7390 |
| U.S. MARITIME SECURITY, LLC.....               | (251) 459-1578 |

## HEAVY LIFT/SALVAGE/TRANSPORTATION

|   |                |
|---|----------------|
| ACME TRUCK LINE.....  | (251) 653-6028 |
| AMERICAN MARINE SERVICES.....                                 | (251) 436-9930 |
| ATLANTIC SPECIALIZED TRANSPORT.....                           | (251) 433-4545 |
| BARNHART CRANE & RIGGING-P.O. Box 2809, Daphne, AL 36526..... | (251) 654-0541 |
| BOSARGE DIVING-Pascagoula, MS.....                            | (888) 762-6364 |
| BURKHALTER SPECIALIZED TRANSPORT.....                         | (877) 815-8334 |
| HORIZON FREIGHT.....  | (800) 242-9212 |
| HYDRAULIC CRANE SPECIALISTS.....                              | (251) 675-000X |
| LEA DIVING & SALVAGE-Alabama State Docks.....                 | (251) 432-4480 |
| MAMMOET.....  | (404) 836-4982 |
| WONDERLAND EXPRESS.....                                       | (251) 653-7348 |

## INDUSTRIAL DIVING

|   |                |
|---|----------------|
| AMERICAN MARINE SERVICES.....   | (251) 443-7771 |
| BOSARGE DIVING-Pascagoula, MS.....                                      | (888) 762-6364 |
| BROWN SALVAGE & DIVING CO.-P. O. Box 1415, Pensacola, FL.....           | (800) 234-3471 |
| COMMERCIAL DIVING SERVICE, INC.-P. O. Box 850637, Mobile, AL 36685..... | (251) 666-0017 |
| FATHOM INDUSTRIES-5385 Battleship Parkway, Spanish Fort, AL.....        | (251) 626-7900 |
| LEA DIVING & SALVAGE-Alabama State Docks.....                           | (251) 432-4480 |

## LIGHTERING, GAS FREEING 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 |
| ESAH-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) 694-7500 |
| INDUSTRIAL WATER SVCS, INC.-P. O. Box 50236.....                                     | (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 Blakey 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 Halls Mill Road, Mobile, AL 36693..... | (251) 682-3500 |
| USI OIL-1800 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) 438-2382 |
| FEDEX SHIPPING SVCS, INC.-P. O. Box 1842.....          | (251) 433-4921 |
| PEDERSEN MARINE SERVICE & SUPPLY-682 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) 527-9215       |
| DA MARINE FUMIGATION (IMPORT/EXPORT).....      | JERRY MATHERNE (604) 898-4941 |
| RESEARCH FUMIGATION (IMPORT/EXPORT).....       | (985) 536-4932                |

## MARINE RADIO AND ELECTRONICS

|  |                |
|--|----------------|
| <b>(★ ELECTRICAL CONTROL AND AUTOMATION)</b>             |                |
| 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 Rinta Ave.....                  | (251) 666-5110 |
| Marine Operator.....                                     | (251) 666-3487 |
| Radio Teletype.....                                      | (251) 866-9042 |
| Radio Telegram.....                                      | (251) 666-9041 |
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