

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

SPRING 2014



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ALABAMA SEAPORT

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ON THE COVER:

Aker Solutions, the global market leader for steel tube umbilicals, strategically located their umbilical manufacturing facility on Mobile Middle Bay Port at the Alabama State Port Authority.

See story on page 15



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

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A LOOK BACK AT 2013 AT THE PORT OF MOBILE

It was quite a year for the Alabama State Port Authority. Not only did 2013 mark the Port Authority's 85th birthday, but it also celebrated record revenues. Dedicated in 1928 as "Alabama State Docks," its first loads of exports were sugar, coal and forest products. Today's Alabama State Port Authority still handles coal and forest products, but has expanded to include automotive components, poultry and steel that result in 127,591 direct- and related-user jobs, contributing \$18.7 billion to the economy.

"Our capital programs have transformed this seaport's ability to handle Post-Panamax sized ships, diversify its cargo base, attract industrial investment statewide and generate jobs," said James K. Lyons, director and chief executive officer of the Alabama State Port Authority. "With continued investments in intermodal and transportation infrastructure, I can see these figures only getting bigger. We just keep plowing earnings back into our facilities, so that we not only attract more investment and jobs to the region, but provide infrastructure to keep American manufacturing globally competitive. That's what our business is all about."

The ASPA's \$147.5 million in total revenue in 2013 showed an increase over the previous year by nearly \$2.8 million, mainly attributed to increased volumes of export metallurgical coal, railed grain and coal shipments through the interchange, and containers handled at the Port Authority's facilities. In 2013, the agency handled more than 5.9 tons of general cargo, mostly attributed to iron and steel, transporting 3.6 million tons of steel, as well as 1.37 million tons of forest products.

The Bulk Division handled 16.28 million tons in Fiscal Year 2013, an increase over Fiscal Year 2012's total of 15.63 tons. In addition, McDuffie revenues were up 5 percent over the previous year. Contributing to this increased performance was the increased amount of rail coal through the McDuffie and Bulk Material Handling Plant. During the same period, Terminal Railway handled 150,450 revenue rail cars through the short line railroad's switch and terminal yards, showing nearly a 13 percent gain over Fiscal Year 2012.

Container business also grew 15 percent Fiscal Year 2013, with most of the growth in the areas of containerized automotive components, frozen poultry and forest products. Another big gain was in grain, with volumes nearly doubling to 1.15 million tons in Fiscal Year 2013.

In May 2013, Standard & Poor's upgraded the Alabama State Port Authority to an A-rating from a BBB+ on the port's outstanding dock facilities revenue bonds, and the rating outlook for all Port Authority bonds is stable. "We're very pleased that S&P has recognized the substantial improvements in the port's financial position," said Lyons. The rating agency's endorsement recognized the Port Authority's strong



Robert Bentley, Governor of Alabama

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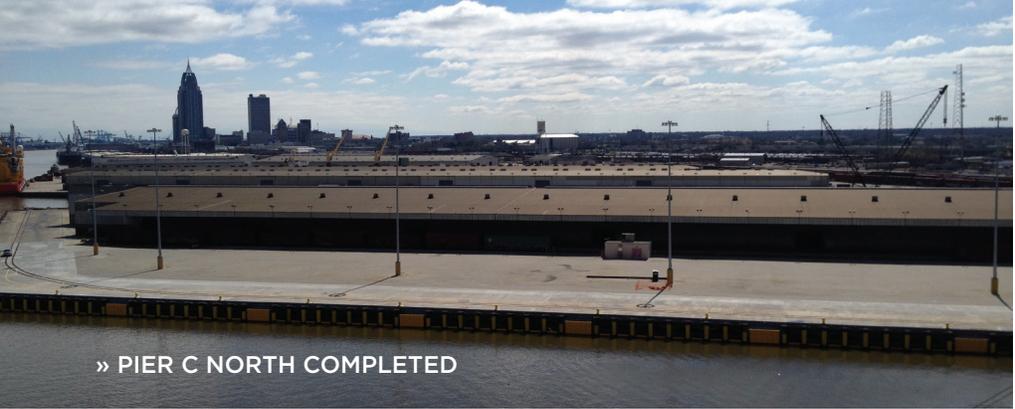
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financial position, diversified revenue stream, its excellent intermodal connections and the port's limited service area overlap with other major ports.

One of the highlights of 2013 was an ASPA announcement to construct a \$36 million terminal on the north end of the main port complex behind the Pier D2 berth. This new facility will expand the port's ability to manage steel coils at the main docks, as the 168,000-square-foot open storage yard will have the capability to handle approximately 650,000 tons of steel annually. It will also include a 178,200-square-foot covered bay area with three, 50 ton capacity overhead bridge cranes. Alabama Steel Terminals will operate and manage the new terminal, creating up to 50 jobs. A later phase will add an additional 194,400-square-foot bay area with three additional 50 ton overhead bridge cranes.

"Alabama Steel Terminals, through its integrated service with ASPA, will complement the port's existing portfolio of steel terminal facilities," said Lyons. "This state-of-the-art terminal will not only provide benefits to our existing customers, but will attract new shippers through the port."

The Port Authority continued its capital improvements program in 2013 including a \$9.1 million reinforcement of Pier C North, traditionally used for steel products, complementing \$5.1 million in improvements completed in Fiscal Year 2012. The circa-1938 terminal now boasts new pavers and lighting, an increased load capacity to 1,500 square feet and an upgraded fender system. The \$650,000 GC&I Berths 6 and 7 warehouse re-roofing project replaced

125,000 square feet of deteriorated roofing. The port also replaced the last of its wooden bulkheads with the \$1.1 million replacement of the Head of Slip B Bulkhead.

Progress continued on the Garrows Bend Intermodal Container Transfer Facility (ICTF), which will connect shipping containers of imports and exports from APM Terminals Mobile with five major railroad lines, moving import and export containers farther inland at a faster, more cost effective rate. Thanks to increased container volume and the anticipated growth of industries using the port, the ICTF provides an additional service for our customers as well as new opportunities for shippers in the South, Midwest and Appalachia. "The ICTF program is critical to servicing our regional market shippers who have to rail their containerized freight longer distances at higher costs," said Lyons. "With this project, we can alleviate time and cost pressures on our customers, expand the container terminal's natural market reach and provide an intermodal ramp for domestic shipments." The ICTF is projected to handle an annual volume of 250,000 TEUs at full build-out, including approximately 50,000 domestic boxes.

The \$36 million ICTF project has two parts: a 20-acre intermodal rail yard with two support tracks and one run-around track totaling 12,200 linear feet, and a 1,225 linear foot rail bridge linking the facility to the railroads and the ASPA's Terminal Railway. Construction on the rail bridge began in September 2013, with completion estimated for March 2015. Engineering design on the rail yard begins in early 2014, with project completion scheduled for March 2016.

The Alabama State Port Authority's board of directors authorized \$11.5 million for the construction, inspection and testing of the rail bridge. A \$12 million TIGER Grant covers approximately a third of the bridge's cost. The bridge spans wetlands and a city drainage area, running behind APM Terminals Mobile.

At the Port Authority's Terminal Railway, a matching grant helped upgrade a 1980 GM EMD MP-15 diesel-electric switching locomotive to state-of-the-art GenSet technology, resulting in a reduction of diesel emissions. Additionally, two other matching grants allowed for the conversion of two more locomotives in the shortline railroad's fleet.

Safety continues to be a priority at the Port of Mobile. Part of that commitment is the new Port-Wide Mass Notification System, which notifies ASPA employees, tenants and visitors in case of an emergency. While specifically designed for security breaches, it can also be used in the event of hazardous conditions, hurricanes and other severe weather events.

The system was designed to alert individuals on- and off-site, as well as those in areas of high ambient noise.

Integrated with the port's Security Incident Management System, the notification system uses strobe lights, LED signs, loudspeakers and message bars on individual computers. It can also be networked to allow communication with the U.S. Coast Guard, the Port Authority's police force and local law enforcement.

While there were no hurricanes in 2013, maritime agencies prepared for tropical events with Industry Day. The U.S. Coast Guard, the U.S. Army Corps of Engineers, the National Weather Service and NOAA's Office of Coast Survey joined the Alabama State Port Authority in reviewing protocols, sharing information and networking. This year's event featured an interactive video-based exercise marking the countdown to landfall and recovery time, involving each agency and its activities.

Also in 2013, the Port Authority named Frank Fogarty as vice president for trade and development. He will lead the port's international trade division and be a key player in sales and marketing. Fogarty has 38 years of professional experience in domestic and international trade, terminal operations and stevedoring in U.S. ports. Prior to joining the ASPA, Fogarty was vice president of sales and marketing at Ports America in Iselin, N.J. He is a native of Mobile.

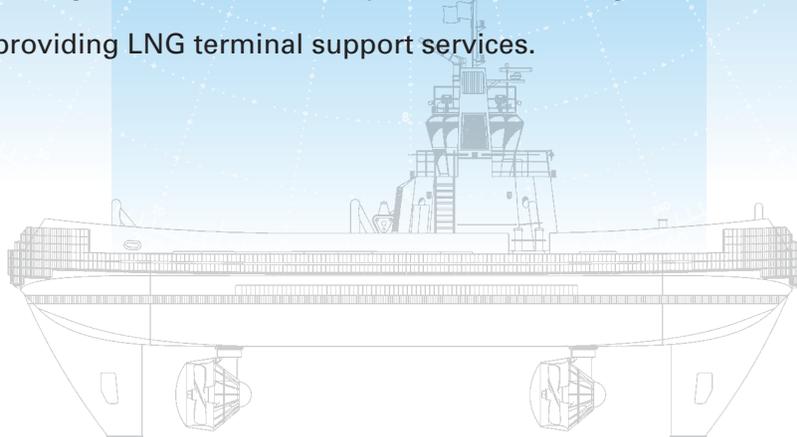


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The Alabama State Port Authority welcomed new faces to its board of directors last year. Alabama Gov. Robert Bentley appointed two new representatives to the nine-member board. Angus R. Cooper III of Mobile, who is group president and a member of the board of directors for Cooper/T.Smith, fills the at-large seat. Tim Parker III of Tuscaloosa is a member of the board in the central region. Parker is president of Cargo Handlers Inc., and serves on the board of directors for Parker Towing Inc. Both appointments are for five year terms.

Among its many accomplishments last year, the Alabama State Port Authority was recognized by the Alabama Forestry Commission's 2013 Champion Tree Program. This program honors the largest tree of each species in the state. The Port Authority's two honored trees, a pond cypress and a slash pine, are located at its Muddy Creek Wetlands Management Area in Theodore, Ala. The pond cypress measured 92 feet tall with a 32-foot canopy and a 131-inch trunk circumference. The slash pine is also 92 feet tall with a 53-foot canopy and a 118-inch trunk circumference.

Finally, Grieg Star chose the Port of Mobile as the location to christen its Hull No. 8077. Grethe Hoyvik, vice president and general manager of Grieg Star, Atlanta, served as the sponsor for the STAR LINDESNES, the third vessel in

Grieg Star's L Class. "It is a pleasure to have this naming ceremony in Mobile, a port that has been very important for Star since the 1970s," said Tom Rasmussen, president and chief operating officer for Grieg Star. "Mobile is a strategic load port in all our export services to North Europe, the Mediterranean, Far East and West Coast (of) South America, and also on the import service from Brazil. We have had excellent cooperation from the Alabama State docks in all these years."



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ASPA MANAGER NAMED TO IFPTA BOARD OF DIRECTORS

Alabama State Port Authority Sales and Traffic Manager Anna Ward was recently elected to the International Forest Products Transport Association (IFPTA) Board of Directors. IFPTA President Buddy Greene, who is also vice president of Cooper/T. Smith Stevedoring in Mobile, Ala., said Ward's experience as operations agent and line manager will benefit the organization.

"Anna Ward has been in the industry nearly all her working life," he said. "She has made contacts not only in the forest products industry, but also with the many components in the logistics chain. With her position as sales and traffic manager with the port, she has made it an additional mission to meet as many forest products producers, shippers, forwarders, rail carriers and shipping lines as she could over the past 12 years or so. Just attend a reception with her and see the countless people from other parts of the forest products world that come to speak with her, which is a true strength for the IFPTA."

The International Forest Products Transport Association was chartered in 1982, and counts forest product producers, shippers, logistics managers, rail and truck carriers, cargo terminals, terminal operators, stevedoring services, marine transportation companies and end users of forest products among its members. IFPTA's goal is to have members use the group's shared knowledge to benefit current business and gain new business. To bring members together, IFPTA holds the Pulp and Paper International (PPI) Symposium every other year. In addition to hundreds of exhibitors, IFPTA provides a program of speakers on current topics of interest. The group hosts regional seminars on non-PPI Symposium years.

Like any industry, the forest products segment of the economy faces unique challenges, explained Greene. Producers must meet environmental and safety regulations to participate in this international, competitive market. Transportation providers face a shortage of efficient rail cars and trucks to deliver products to or from ports. Older transportation infrastructures often do not meet today's intermodal requirements.

As the volume of forest products increases, demand for terminal space is at a premium, explained Greene. "In some areas where the terminal has export and import forest products, the two compete for the same rail tracks, railcars and terminal floor space," said Greene.

Shipping lines grapple with replacing older vessels, environmental and safety requirements, and fluctuating fuel prices. Even communications can be a challenge, as service providers design software to meet their specific needs, but Greene noted there is no one system to meet all shippers' requirements, so the process is repeated with each new shipper.



Amidst these challenges, there are bright spots. The brightest, said Greene, is the gear used to handle forest products. Developed in the 1980s and improved on in the 1990s, carriers and lift machine manufacturers introduced faster, more efficient and economical ways to move forest products. Where wood pulp was once packaged in 500 pound bales and moved individually, it is now packaged and moved in eight bale-units. "The modernization of gear in the loading and discharging of the product makes for clean, good, safe cargo people love to handle," reported Greene. "The need was there for speed, and the need was there for safety."

IFPTA is a small fraternity, Greene said, made up of members who have attended PPI symposia and regional meetings for decades. The resulting relationships make it simple to reach out for information and to share experience on innovations, products and issues facing the industry. The association is particularly challenged to introduce a younger element, allowing the original members to share their contacts and connections, as companies and IFPTA transitions to new leadership.

Ms. Ward joined the Port Authority's management team in 2001 overseeing traffic and sales for the forest products, perishable cargoes and oversized/heavy lift cargoes, as well as customer services for breakbulk carriers, railroads, trucking, barging and warehousing companies calling on the public terminals. Prior to her tenure at the port, Ms. Ward served in a number of positions with Tramarco Lines (now Caribbean Forest Carriers), Strachan Shipping and Page and Jones. Ms. Ward is an active member in a number of maritime and transportation trade groups and was a past board member of the Southeast Association of Rail Shippers.

ASPA HOLIDAY RECEPTION

Mobile, Ala. | December 17, 2013



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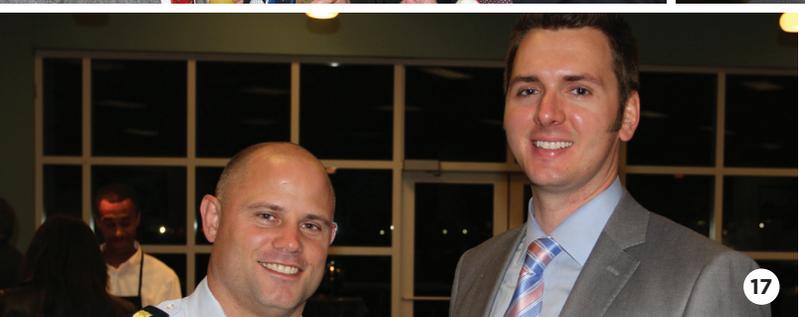
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18 Patrick Wilson, Mobile Bar Pilots
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MADE IN ALABAMA: AKER SOLUTIONS



» AKER SOLUTIONS MOBILE FACILITY WAS SELECTED AT THE END OF 2013 BY CHEVRON USA INC. AND TULLOW OIL PLC TO PROVIDE UMBILICALS FOR SEPARATE AND UNRELATED PROJECTS BY EACH COMPANY.

“The Mobile region offers a dedicated workforce, incentives for investment, and a varied infrastructure to support delivery of components and finished products by road, rail, air and sea,” said Marc Quenneville, Sr. Vice President, Aker Solutions North America.

As the global market leader for steel tube umbilicals, Aker Solutions strategically built their umbilical manufacturing facility on Mobile Middle Bay Port at the Alabama State Port Authority. The Mobile Bay location is key to successful global delivery and is specially designed to accommodate the challenges that come with deepwater applications. The facility provides reliable horizontal bundling and extrusion machines, deepwater access to installation vessels, high capacity processing and storage carousels, and on-site welding and test facilities. All services offered by the Mobile facility ultimately support the subsea infrastructure for oil and gas production, including project management, engineering, procurement, execution and manufacturing.

“We have developed technology to meet specific customer requirements for subsea applications in increasingly complex developments - deeper water, longer offsets,



More than 170 years ago, Aker Solutions started out as a small workshop in Oslo, Norway. Today, the company has approximately 26,000 employees in more than 30 countries. As an international leader in oilfield products, systems and services, Aker Solutions combines engineering and technology for drilling, field development and production in the oil and gas industry.

The United States is home to seven Aker Solutions facilities—five in Houston, Texas; one in Bakersfield, Calif.; and one in Mobile, Ala. Aker Solutions established its presence along the Gulf Coast in 2003 after identifying a need to support the Gulf of Mexico market. Following an extensive search, the company selected Mobile as the prime location for its investment.

MADE IN ALABAMA: AKER SOLUTIONS

and challenging power requirements and deliveries,” said Quenneville.

Umbilicals carry fiber optics, electrical wiring and hydraulic fluid from oil and gas platforms to the ocean floor. Aker Solutions has a patented carbon fiber rod technology that increases the umbilical axial stiffness for deepwater applications. This technology allows them to provide increased strength in control and power umbilicals without a significant impact on the overall weight of the steel tubes. Aker Solutions has created a significant impact on the Gulf Coast, however. In less than three weeks time at the close of 2013, the Mobile facility was selected by Chevron USA Inc. and Tullow Oil PLC to provide umbilicals for separate and unrelated projects operated by each company. Aker Solutions will continue to work in the Gulf of Mexico on the second phase of Chevron’s Jack and St. Malo project, which is estimated to last until 2016. The Mobile facility has provided umbilicals for the first phase of the \$7.5 billion project since 2010. Tullow Oil’s project off the coast of Ghana, Africa, will provide Aker Solutions work through 2015.

In 2012, Aker Solutions invested \$6 million to expand its facility on the Theodore Industrial Canal. With 250 employees working across all business units of the site, Aker Solutions of Mobile secured and fulfilled eight total projects in 2013. Quenneville attributes a large portion of their business and progress to their location at the Port.

“Aker Solutions has a great working relationship with the Alabama State Port Authority. We have continued to work together to make Mobile Middle Bay Port a success for more than 10 years. It is definitely a win-win relationship.”

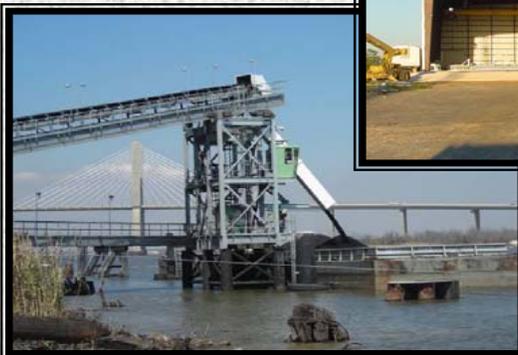
Aker Solutions plans to continue bringing international business to Mobile Bay by maintaining their status as the most technologically advanced bundling facility in the world. They also have plans to continue attracting other Aker Solutions business units to this prime location.

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ASPA MONTGOMERY RECEPTION

RSA Plaza Terrace | January 22, 2014



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2 Young Boozer, Alabama State Treasurer
Mayor Sandy Stimpson, City of Mobile

3 John McMillan, Alabama Agriculture Commissioner
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Heather Coleman, Parsons & Whittemore
Berry Tew, Jr., Alabama State Oil & Gas Board
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4 Tim Parker, III, ASPA Board Member
Mike Field, ASPA Board Member
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Post-Secondary Education

5 Al Stanley, ASPA Board Member
Bill Bru, ASPA Board Member

Joe McCarty, ASPA Board Member
Will Givhan, Hand Arendall

6 Mark Grimes, Adams & Reese
Sarah Stewart, Mobile Circuit Court
Britton Bonner, Adams & Reese

7 Rep. Jamie Ison, Alabama House of
Representatives
Patrick Wilson, Mobile Bar Pilots
Beth Marietta Lyons, Lyons Law Firm
Angus Cooper, III, ASPA Board Member
Quentin Riggins, Alabama Power Co.

8 Sen. Slade Blackwell, Alabama State Senate
David Perry, State of Alabama Governor's Office

9 Wayne Walker, Alabama Department of Agriculture
Frank Fogarty, ASPA

10 Jesse Skaggs, Spot on Strategies
Rep. Steve McMillian, Alabama House of
Representatives
Rep. Harry Shiver, Alabama House of
Representatives

11 Rep. John Merrill, Alabama House of
Representatives
Mike Fields, ASPA Board Member

12 Judge John Lockett, Mobile Circuit Court
Rep. Napoleon Bracy, Jr. Alabama House
of Representatives

13 Will Givhan, Hand Arendall
Johnny Crawford, Franklin Resources Group
Rep. James Buskey, Alabama House of
Representatives



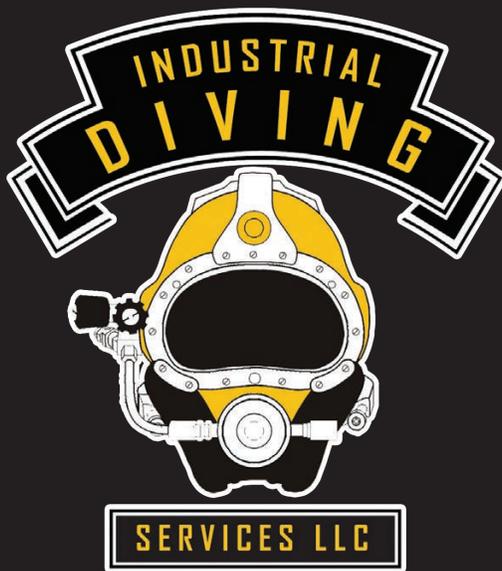
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CUBAN AMBASSADOR RECEPTION

International Trade Center | March 10, 2014



- 1 Linda Paaymans, ASPA
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- 2 Jack Edwards, Hand Arendall
Jimmy Lyons, Director & CEO, ASPA
Hon. José Ramón Cabañas Rodríguez, Chief of Mission of the Cuban Interests Section
Alexander Rodríguez Salazar, Second Secretary, Cuban Interests Section
- 3 Commissioner Connie Hudson, Mobile County Commission
Win Hallet, W.Hallet3 Consultant
- 4 Commissioner John McMillan, Alabama Agriculture Commissioner
Commissioner Connie Hudson, Mobile County Commission
Wayne Walker, Alabama Department of Agriculture
Rep. Randy Davis, Alabama House of Representatives
- 5 Jack Edwards, Hand Arendall
Alan Weatherford, Crimson Shipping

- 6 Randy McMaster, Seaonus
Christina Stimpson, Mobile Area Chamber of Commerce
Judy Adams, ASPA
Maria Mendez, ASPA
- 7 Jack Edwards, Hand Arendall
Richard Weavil, ASPA Board of Directors
Russell Steiner, Steiner Shipyard
- 8 Rep. Margie Wilcox, Alabama House of Representatives
Rep. James Buskey, Alabama House of Representatives
Donald Belle, Mobile Housing Board
Rep. David Sessions, Alabama House of Representatives
- 9 Council Woman Gina Gregory, Mobile City Council
Hon. José Ramón Cabañas Rodríguez, Chief of Mission of the Cuban Interests Section
- 10 Hon. José Ramón Cabañas Rodríguez, Chief of Mission of the Cuban Interests Section speaks to crowd

PORT HOSTS AAPA HARBORS & NAVIGATION COMMITTEE MEETING

The American Association of Port Authorities (AAPA) Harbors & Navigation Committee Meeting was held in Mobile, Ala. February 12-13. Bob Harris, the Alabama State Port Authority's vice president of environmental program management, is chair of the committee and hosted the meeting.



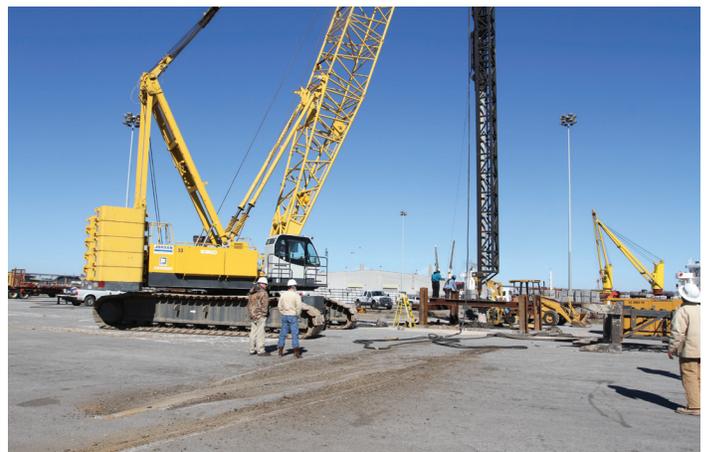
ALABAMA-MADE RAILCARS HEAD TO MIDDLE EAST

In November, 50 flat cars manufactured in Muscle Shoals at the Freightcar America mill were transported to the Port of Mobile. Once at the Port, CSA loaded the M/V BAHRI TABUK destined for the Middle East with the shipment of new railcars. Bahri representative Capt. Poul Madsen said the Bahri vessels are adaptable to most any cargo moving through the Port and Bahri looks forward to more freight bookings in Mobile.



ALABAMA STEEL TERMINAL DRIVES FIRST PILING

On January 8, Alabama Steel Terminal drove its first piling at its new facility site. The work was done by Jordan Pile Driving. The engineers for the project are Cowles Murphy Glover.



ASF LOGISTICS LOADS LARGEST CARGO AT APM TERMINALS MOBILE

In January, international logistics provider ASF Logistics began the process of transporting a 144,800-pound industrial boiler from the Port of Mobile in Alabama to Haifa, Israel, on behalf of Babcock & Wilcox Power Generation Group and Haifa Chemicals. According to Joe Morley, Vessel Operations Manager at APM Terminals in Mobile, "The 144,800-pound boiler is the largest single piece of general cargo ever loaded to a vessel for export from the APM Terminals Mobile."

Steven Chard, president of ASF Logistics said, "Handling such cargo is an operation that requires immense expertise, experience, and knowledge. We have specialized expertise handling this type of cargo, and our trained account managers are uniquely qualified to identify and manage the risks involved in handling valuable and sensitive project movements. Being able to originate the shipment from the Port of Mobile, where our corporate offices are located, is a source of pride to our organization."

The steam-generating boiler was manufactured in Mississippi by the Babcock & Wilcox Company, a leading, international provider of energy products and services as well as a premier advanced technology and mission critical defense contractor, and shipped to Mobile via truck. The boiler departed Mobile on January 20 and traveled to Haifa, Israel on the MV ZIM MOSKVA across the Gulf of Mexico, Atlantic Ocean and Mediterranean Sea. The journey took approximately 36 days.

The unit will be placed in operation at Haifa Chemicals Israel plant. Haifa Chemicals is a multinational corporation and a global leading supplier of potassium nitrate, specialty plant nutrients and industrial chemicals. This particular boiler is able to accommodate any fuel requirements to optimize fuel efficiency while meeting strict emissions requirements. In addition to burning oil and natural gas, it can burn a variety of gaseous and liquid fuels such as landfill gas, refinery gas and various waste liquid fuels.

ASF Logistics is a locally owned Mobile based full service international logistics



provider, freight forwarder, NVOCC, and custom's house broker with a 38-year history in transportation. ASF Logistics specializes in providing customers with solutions that provide for the optimum flow of goods, materials, and information. ASF was voted one of the best companies to work for in the state of Alabama in 2012, and continues to employ a large sector of the logistics work force in the Mobile Bay area.

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LEADERSHIP ALABAMA CLASS TOURS THE PORT

The 2014 Leadership Alabama class toured the Port of Mobile on January 9. The class boarded the Southern Belle for the tour, which was conducted by the Port Authority's CEO, Jimmy Lyons.



ACIPCO SUBSIDIARY TO EXPAND WITH \$55 MILLION PROCESSING FACILITY

American Steel Pipe, a subsidiary of ACIPCO, announced in late 2013 a \$55 million expansion to its Birmingham operation for a new processing facility and other improvements. The 150,000-square-foot processing plant will be built alongside the company's North Mill and will house testing equipment and a system that bevels the ends of pipe. The existing processing plant will be connected to the company's South Mill, doubling its processing capability.

The company employs about 1,650 in Birmingham. Brasfield & Gorrie is building the new processing plant. Work on the new facility began at the end of 2013 and will be completed in 2014. ACIPCO's American Steel Pipe makes pipe for the oil and gas industry.

CURRENTS



STAR LOEN TAKES MAIDEN VOYAGE

The M/V STAR LOEN took its maiden voyage from the Port on January 31. From left to right are Paul Pugh, Nord-Sud Shipping, Inc., and Capt. Freddie Matanan.



STAR LUSTER TAKES MAIDEN VOYAGE

MV STAR LUSTER took its maiden voyage to the Port of Mobile on December 30, 2013. Shown from left to right is Richard Johnson, ASPA; Rolando D. Aspacio Master, M/V STAR LUSTER; and Paul Pugh, Nord-Sud Shipping.

AUSTAL CHRISTENS AND LAUNCHES USNS FALL RIVER

In January, Austal christened and launched the USNS FALL RIVER (JHSV4), the first of four Navy ships being built in Mobile. USNS FALL RIVER is the fourth of ten Joint High Speed Vessels (JHSV) Austal has under contract with the U.S. Navy as part of an overall 10-ship contract worth more than \$1.6 billion.

More than 400 naval and shipyard guests attended the christening ceremony on January 11, held underneath the ship between the iconic twin hulls of the USNS FALL RIVER.

Austal USA successfully completed the launch process on January 16 of the USNS FALL RIVER (JHSV 4). The launch of USNS FALL RIVER was conducted in a multi-step process that involved Berard Transportation transferring the ship from Assembly Bay 3 onto a deck barge, which was then towed to BAE Systems Southeast Shipyard. The vessel was then transferred onto BAE's dry dock Alabama; it was floated then returned to Austal's facility where it will undergo final outfitting and activation before sea trials and delivery to the Navy later this year.

JHSV 4 is now one of four Austal-built Navy ships moored in the Mobile River, joining USNS MILLINOCKET (JHSV 3), CORONADO (LCS 4), and JACKSON (LCS 6).

The JHSV is a relatively new asset that will be an important Navy connector. In peacetime, JHSVs will be operating forward supporting Navy Expeditionary Combat Command and riverine forces, theater cooperating missions, Seabees, Marine Corps and Army transportation. Each JHSV also



CURRENTS

supports helicopter operations and has a slewing vehicle ramp on the starboard quarter which enables use of austere piers and quay walls, common in developing countries. A shallow draft (under 4 meters) will further enhance theater port access.

Austal USA is also prime contractor for the construction of 10 Independence-variant Littoral Combat Ships (LCS), a contract totaling \$3.5 billion. Four of these ships are under construction at this time, the first of which was launched in December 2013.



USS GRAVELY VISITS PORT FOR MARDI GRAS

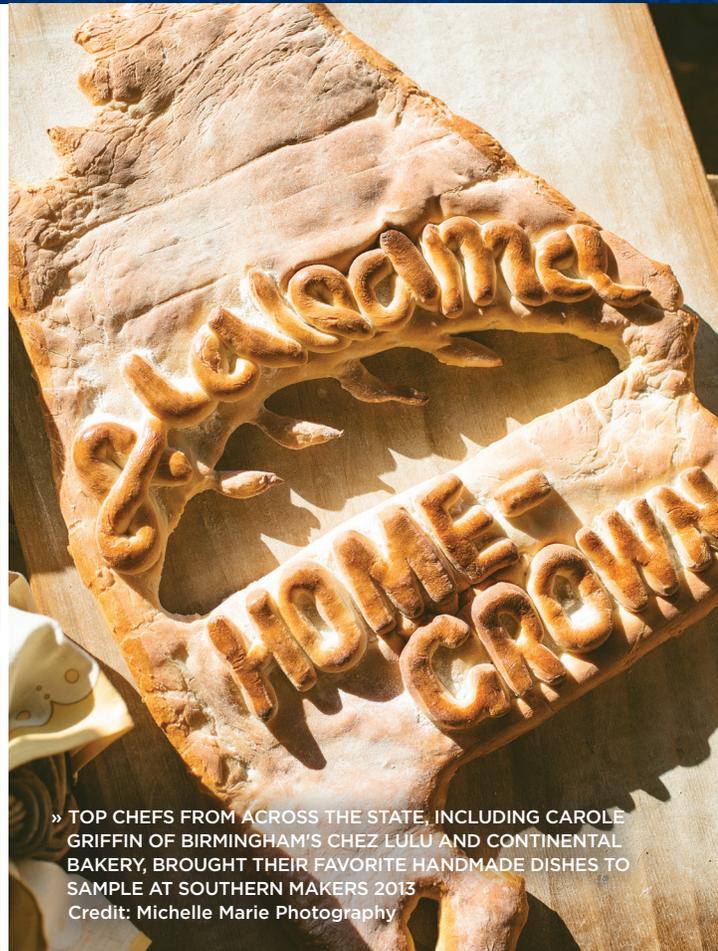
The Mobile Council of the Navy League of the United States and the Alabama State Port Authority hosted the USS GRAVELY (DDG 107) in Mobile during the extended Mardi Gras weekend, held February 28 - March 5. The USS GRAVELY (DDG 107) is an Arleigh Burke-class guided missile destroyer in the U.S. Navy named after Vice Admiral Samuel L. Gravelly, Jr. Mobile Mayor Sandy Stimpson, area dignitaries, along with Mobile's world famous Azalea Trail Maids and USS ALABAMA Crew Mates welcomed Commander Kevin M. Kennedy, USN, and his crew during welcoming ceremonies held at the Alabama State Port Authority's Berth 7.



PORT CALLS: SOUTHERN MAKERS



» EVENT GOERS SHOP HANDMADE AND HANDCRAFTED GOODS FROM ACROSS THE STATE AT THE SOUTHERN MAKERS MARKET
Credit: Michelle Marie Photography



» TOP CHEFS FROM ACROSS THE STATE, INCLUDING CAROLE GRIFFIN OF BIRMINGHAM'S CHEZ LULU AND CONTINENTAL BAKERY, BROUGHT THEIR FAVORITE HANDMADE DISHES TO SAMPLE AT SOUTHERN MAKERS 2013
Credit: Michelle Marie Photography

With a successful inaugural event under their belt, the creators and curators of Southern Makers prepare for the second annual event that celebrates Alabama's most talented artisans and chefs. Each of the four organizations involved has its own individual role in the event, but they all share a common passion for creativity and community that brought this event to life.

Southern Makers was created with the goal of bringing together the assortment of amazing talent born and nurtured in Alabama to expose adventurers to the great tastes, sounds and sights of the state. Just steps from the Alabama River, Union Station Train Shed in historic downtown Montgomery was chosen as the venue by co-creators and co-curators: Matter, a design consulting firm; E.A.T. South, a non-profit organization that encourages healthy lifestyles through education and sustainable food production; Goodwyn, Mills and Cawood, a collaborative firm of architects and engineers; and Southern Accents Architectural Antiques, an architectural salvage business.

After considering several indoor and outdoor venues, they agreed the train shed offered the perfect atmosphere and

most convenient location with a short walk from downtown hotels and restaurants.

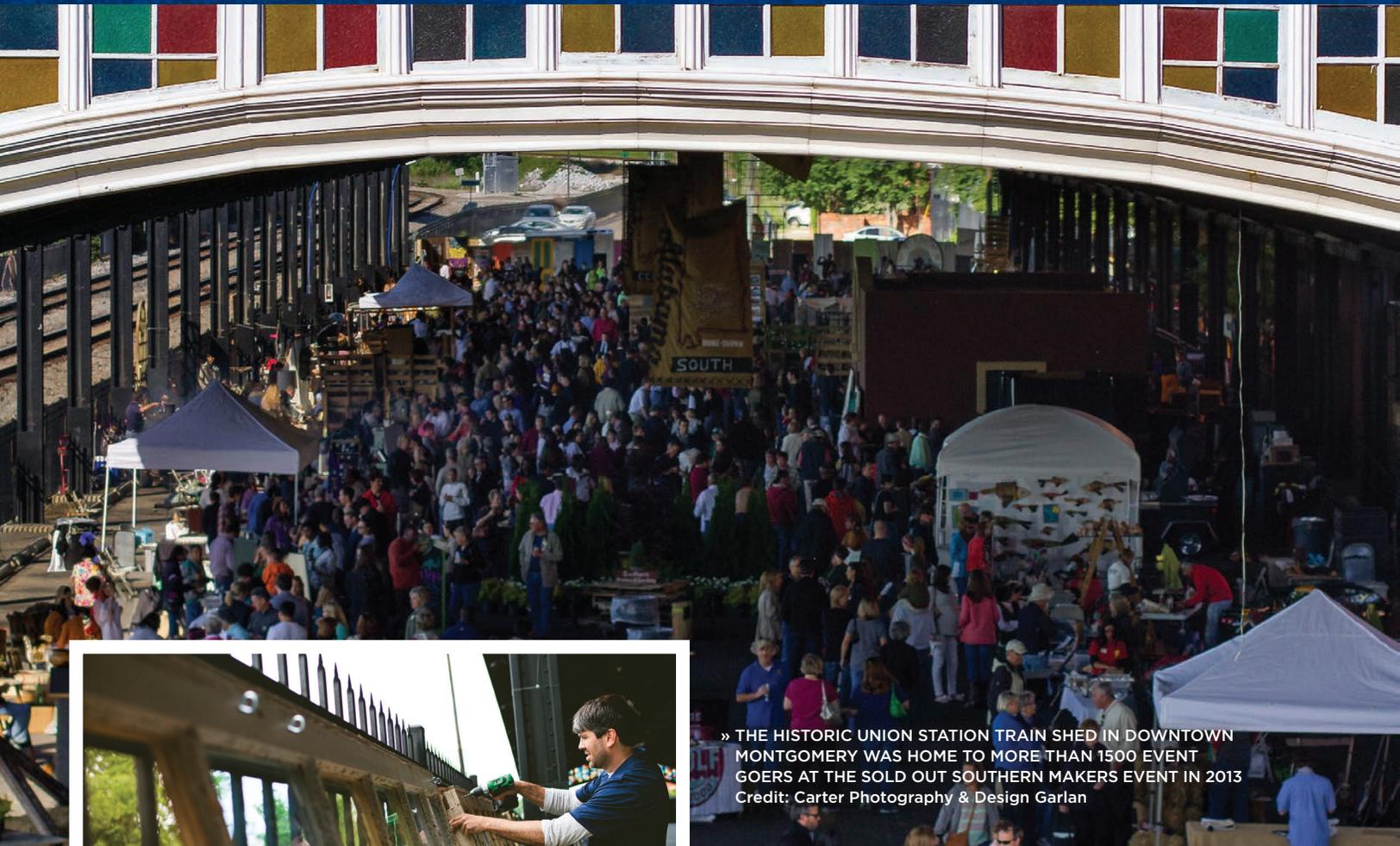
"We love the open air flow that offers a unique, outdoor event feel all while offering makers and event-goers protection from the elements," said Tiffany Bell, communications director at Matter.

The Southern Makers experience includes a unique layout allowing visitors to "walk the state" - starting at the entrance of the train shed, they travel along the Gulf Coast and move through central and north Alabama communities. Guests can sample foods from the different region's chefs and talk with makers about their trades and crafts, even purchasing a piece of their work to take with them.

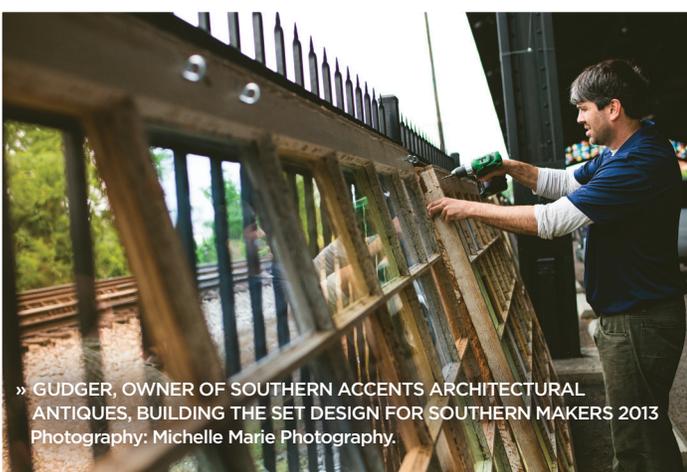
"We really wanted to bring together and celebrate not only the state, but also the communities within the state," said Bell.

During their inaugural event in May 2013, more than 1,500 people from all across the Southeast flocked to Montgomery for an afternoon of exploring, crafting and tasting. Visitors

PORT CALLS: SOUTHERN MAKERS



» THE HISTORIC UNION STATION TRAIN SHED IN DOWNTOWN MONTGOMERY WAS HOME TO MORE THAN 1500 EVENT GOERS AT THE SOLD OUT SOUTHERN MAKERS EVENT IN 2013
Credit: Carter Photography & Design Garlan



» GUDGER, OWNER OF SOUTHERN ACCENTS ARCHITECTURAL ANTIQUES, BUILDING THE SET DESIGN FOR SOUTHERN MAKERS 2013
Photography: Michelle Marie Photography.

attended workshops to learn from Alabama celebrities about urban bee keeping, food foraging, cheese making, and even take sewing lessons from Alabama Chanin. During the Southern Makers conversation series, participants discussed applying some of the best Alabama traditions to their lives in a modern, sustainable world. More than 90 talented and creative makers from across the state were featured including chefs, farmers, brewers, artists, musicians, architects and designers. Among the masses of Alabama-based innovation stood Susan Starr, artist and fashion designer; Chef Wesley True, TRUE & True Midtown Kitchen; Tasia Malakasis, Belle Chèvre; Back Forty Beer Co.; Jessica Peterson, The Southern Letterpress; Good People Brewing Company; Thomas Hines, handcrafted guitars; and Ex-Voto Vintage Jewelry.

Proceeds from Southern Makers benefit E.A.T. South. Last year, the sold-out event raised \$20,000 for the Montgomery-based, non-profit organization that supports healthy lifestyles in urban areas throughout the Southeast. “Southern Makers 2013 sold out and reached our capacity at 1,500 guests,” said Bell. “We are extending capacity to 2,000 this year to better accommodate for demand while still maintaining intimacy of the event.”

Attractions and events like Southern Makers are vital to the continued revitalization efforts of downtown Montgomery. Almost half of pre-sale ticket buyers came from out of town, and more than 50 rooms were booked at the Renaissance Montgomery Hotel alone. Southern Makers proved its value to downtown businesses, and in October 2013, the International Downtown Association (IDA) recognized Southern Makers with a Downtown Merit Award.

“The project received the IDA Merit Award for delivering excellence in downtown management,” said David Downey, IDA President and CEO. “Each year the IDA Awards Jury recognizes organizations that utilize best practices in our

PORT CALLS: SOUTHERN MAKERS

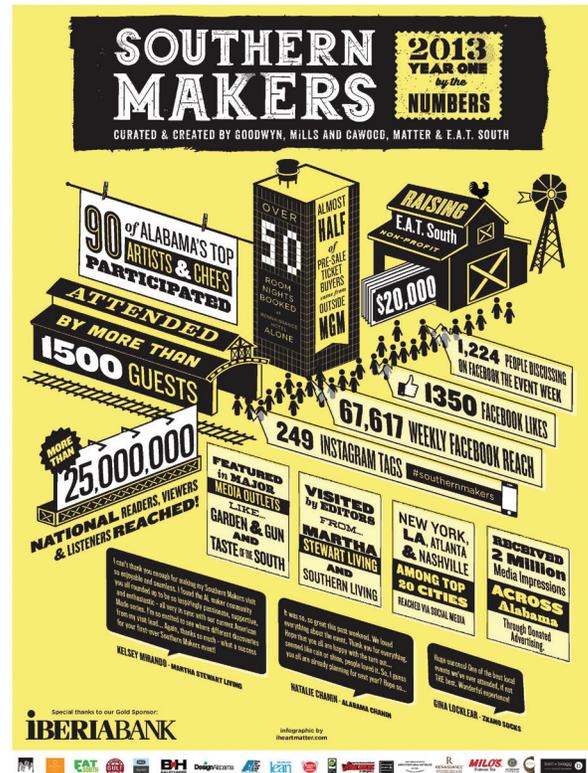
industry. Southern Makers is a shining example of excellent event programming that delivers real results.”

From start to finish, the unique Southern Makers event has shown to be unlike any other festival or arts & crafts show Alabama has ever experienced. The curators said they have been working hard on Southern Makers 2014 to bring new celebrity makers and workshops, more artists, breweries and chefs, incredible Alabama musicians, exciting new partnerships and more.

“We have so many new surprises this year,” said Bell. “It will be a true celebration of the ‘Best of Alabama’ handcrafted and handmade!”

However, the 2014 event is still expected to sell out before the event, so visitors are encouraged to buy their tickets and book accommodations early. More announcements from event organizers will come throughout the spring up until the event on May 3.

Tickets can be purchased at www.southernmakers.com.



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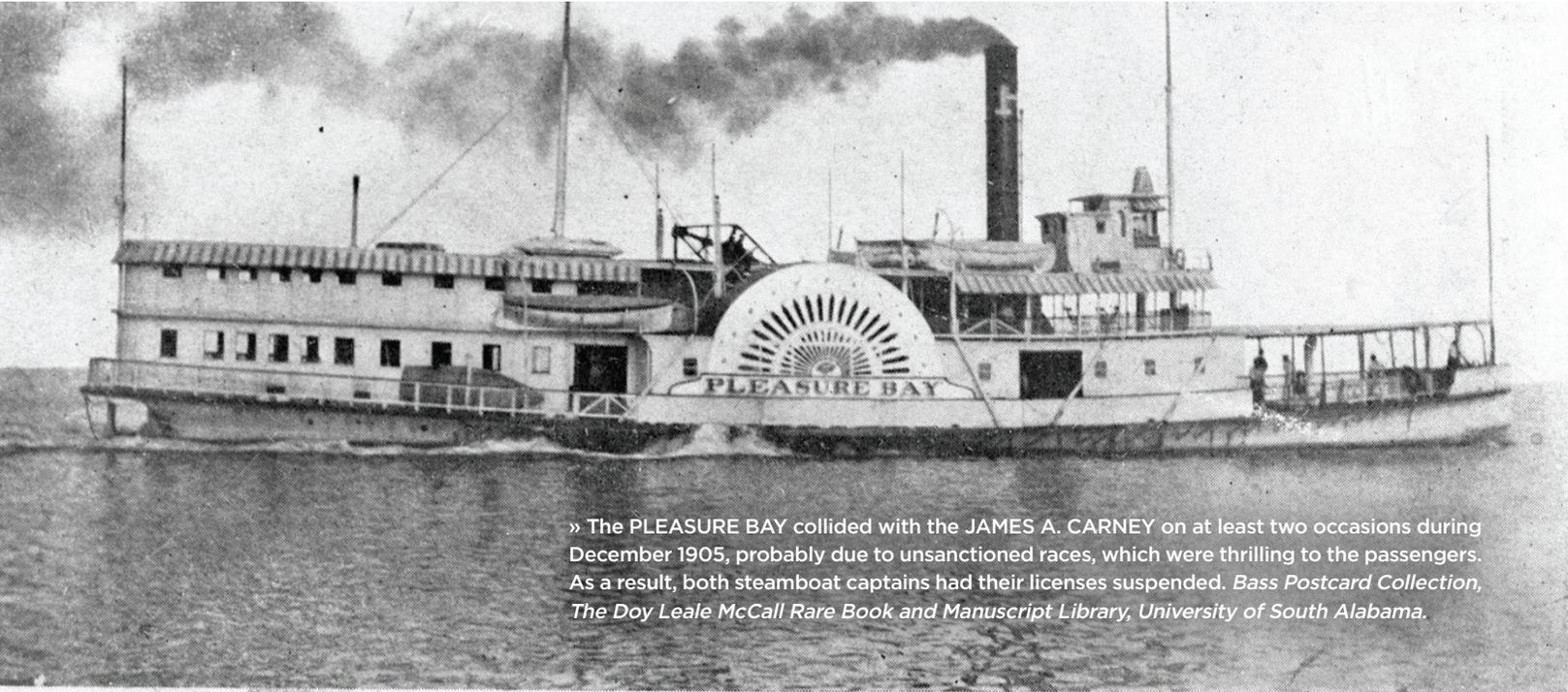
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MOBILE'S BAY BOATS BROUGHT LUXURY AND COMFORT TO COMMUTERS



» The PLEASURE BAY collided with the JAMES A. CARNEY on at least two occasions during December 1905, probably due to unsanctioned races, which were thrilling to the passengers. As a result, both steamboat captains had their licenses suspended. *Bass Postcard Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.*

2—Point Clear, Ala. “Pleasure Bay” leaving Zundel’s.

Mobile Bay.

For more than 75 years, a fleet of steamboats was employed to transport passengers, freight and mail between Mobile and points along the Eastern Shore of Mobile Bay. Among these “bay boats” were vessels with names such as the HELEN, the LOUIS D’OLIVE, the DAPHNE, the CRESCENT CITY and the NEW DAPHNE. Theirs is a story of romance, intrigue, merriment and not a little danger. For a while, they ferried not only passengers, but also their automobiles, and, eventually, it was the automobile that led to the demise of the bay boats. The construction of the Mobile Causeway in 1926, followed by the opening of the Cochrane Bridge (first known simply as the Mobile Bay Bridge) in June 1927, allowed motorists to cross the bay quickly and on their own schedule. Driving a car between Mobile and Baldwin counties offered none of the glamour or fun of the bay boats, but it provided efficiency and practicality to a populace that was eager to catch up to the rapidly modernizing world.

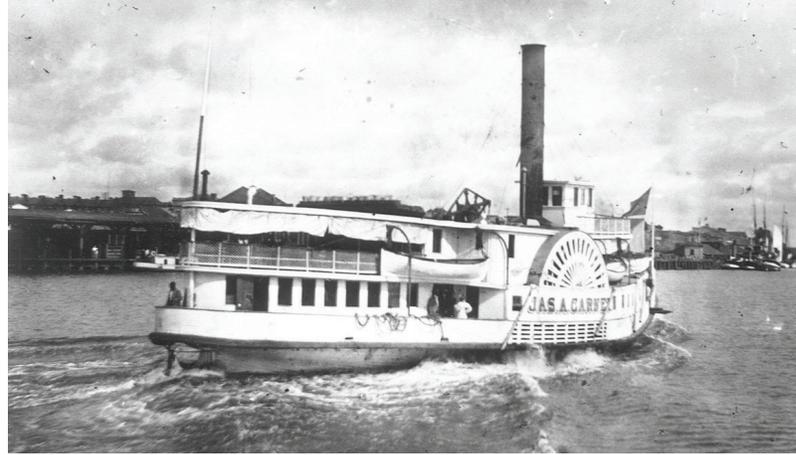
Some of the bay boats were built locally, but others came into the excursion service after previous lives elsewhere. One of the most romantic back stories was that of the HEROINE. Built in 1862 by the Clydeside shipyard of T. Wingate and Co., Glasgow, the HEROINE measured 181 ½ feet in length, with a beam of 19 feet and a gross tonnage of 158 tons. She was later described as “slender as a toothpick” and having a speed that was “nearly unbelievable.” She needed it, because the HEROINE was initially built as a blockade-runner. She had a series of owners, earning huge profits for each of them in turn. Her first two runs took her into Wilmington before she shifted her base of operations to Havana, Cuba, in April 1864, under the ownership of John Fraser and Co. She was chartered by the Confederate Ordnance Bureau to transport munitions to Mobile. Captain David Vincent ran her through the Union blockade, where it was reported that she was so fast that “You shoot at her bow and miss her stern.” The HEROINE arrived in Mobile in June 1864 and was bottled

up with three other blockade runners. A plan to try to run down the bay and past the blockade was abandoned, and the HEROINE was chartered as a troop transport vessel. She was seized at the end of the war and for a while plied the waters of Lake Pontchartrain before returning to Mobile Bay and entering the excursion business. Her fast engines idled along, but she was still the fastest of them all, and her shallow draft allowed her to go where the other bay boats could not follow. She operated on the bay for nearly 40 years before being severely damaged in the hurricane that struck Mobile on Sept. 27, 1906.

The bay boats typically made regularly scheduled round-trips between Mobile and the Eastern Shore on weekdays. They carried cargo and mail, as well as passengers during the week, but on the weekends, the bay boats offered pleasure excursions, transporting people from Mobile to Point Clear or other recreational areas along the Eastern Shore, providing a pleasant day's outing, complete with food, drink and entertainment. One such excursion departed Mobile on Sunday morning, Aug. 27, 1871, with more than 200 passengers on board. The OCEAN WAVE was scheduled to make calls at Bon Secour, Fish River and Point Clear before steaming back to Mobile. Just after departing the wharf at Point Clear about 5:30 p.m., tragedy struck, and the OCEAN WAVE's boiler exploded, sending up "a huge column of smoke and steam," according to a witness quoted in *The New York Times*. Bodies and debris were hurled into the air, while many jumped overboard to escape the flames and scalding steam. Estimates of deaths at the time ranged wildly, from 50 or 60 to as many as 100. Master of the OCEAN WAVE, Captain William Eaton, and both of his pilots, J. Peterson and George Crosswell, were killed. The bay boats ANNIE and FOUNTAIN carried the bodies of 20 victims back to Mobile that night. (Ironically, the ANNIE would later succumb to fire while tied up at the Point Clear wharf). The loss of the OCEAN WAVE has been described as the worst non-military maritime disaster in Mobile's history.

Fire remained a constant danger to the bay boats—as it was to most commercial and pleasure steam craft then in service. A number of bay boats would fall victim to fire: the original FAIRHOPE, the GENERAL LEE, the PLEASURE BAY, and the BAY QUEEN all were destroyed by fire. There were other calamities, too—one bay boat was reported delayed departing Mobile for Battle's Wharf by a heavy snowstorm, and the JAMES A. CARNEY, returning to Fairhope from Mobile during the Mardi Gras celebration of 1898, struck a large piece of ice and went down by the stern just off shore. The CARNEY was quickly repaired and placed back into service.

Hurricanes and storms also proved both deadly and destructive. At least one deckhand was lost when he fell



» The JAMES A. CARNEY holds the distinction of being possibly the only vessel ever sunk by ice in Mobile Bay, sinking just off Fairhope during Mardi Gras, 1898. The bay boat sank again during the hurricane of July 1916. *Robert Brown Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.*

overboard from the BAY QUEEN during a nor'wester. The same hurricane of 1906 that put the HEROINE out of commission also destroyed the wharf at Fairhope. Determined not to become a victim, Captain W.B. Curran, master of the PLEASURE BAY, departed Fairhope during the storm, steaming toward Mobile. It was reported that "the water was so high that he sailed smack over Blakeley Island to reach safety up the river." The boat escaped damage during that hurricane but was not so fortunate a decade later. On July 5, 1916, a hurricane with winds of 106 miles per hour struck the Port City. Loss of life was light, but shipping suffered tremendously. The bay boats PLEASURE BAY, JAMES A. CARNEY and DAPHNE, tied up at the foot of Dauphin Street, were sunk during the hurricane. The CARNEY sank about 5:00 p.m., her crewmen saving themselves by holding on to bits of flotsam. By 9:00 p.m., the APOLLO, also tied up at Dauphin Street, had been driven up onto the wharf, but later a section of dry dock struck the boat, pushing her back into the water. With Captain Edward J. Roberts still on board, she drifted down river and onto the Mobile & Ohio Railroad pier. When the water receded, she was left high and dry. Within 40 days, however, the APOLLO was back in operation, the first of the bay boats to recover from the devastating hurricane. Fairhope was the first Eastern Shore destination to rebuild its pier after the storm, giving the town and the boats calling there an advantage over the competition.

On a summer's day, though, with a band playing and women gliding across the dance floor as the bay boats steamed from one side of Mobile Bay to the other, thoughts of disaster were far away. Workday trips were pleasant, but on the weekends, Mobilians and other visitors packed on board the bay boats, bound for summer cottages or bayside hotels for a vacation or weekend's relaxation, or simply to enjoy the passage over the bay and back. Passengers disembarked for swimming and boating along the sandy beaches of

the Eastern Shore, to take delight in the bay breezes from the verandas of hotels, or to attend concerts and dances. Excursions were also made to Fort Morgan and Dauphin Island, and local businesses and fraternal organizations were known to charter day trips for employees. Tourists taking advantage of favorable excursion rates arrived in Mobile from Chicago, booking rooms at hotels on the Eastern Shore. The operators of the bay boats catered to this new leisure class by making their boats comfortable and elegant. There were almost always crowds on the wharves to see the boats land and discharge passengers and cargo. So popular were the excursions that the boats could not always accommodate the number of passengers wishing to embark.

Originally built in Nyack, New York, for the Boston Harbor Steamboat Co., the side-wheel steamer PLEASURE BAY arrived in Mobile around 1890. She measured 150 feet overall, with a beam of 25 feet, powered by a 440-horsepower steam engine. Her crew of 13 attended to the wants and whims of her passengers, and the PLEASURE BAY remained a favorite for many years.

The JAMES A. CARNEY, first built in New York for that city's police force, came to Mobile in 1894. She was 130 feet long and had a beam of 30 feet. Her engines generated 600 horsepower, and she featured a crew of 10. One of the thrills that bay boat captains sometimes afforded their passengers (and crewmen) was to engage one another in an unofficial race to see which boat was the faster and which could reach the wharf first. It was probably during such races that the CARNEY, commanded by Captain F.A. Lumsden, and the PLEASURE BAY, Captain W.B. Curran, struck one another on Dec. 7, 1905, and again on Dec. 30, 1905, resulting in both captains having their licenses suspended. Both boats, of course, were heavily damaged in the hurricane of 1916,

but both returned to service. On another occasion, Captain Edward Roberts in the APOLLO raced Captain Tony Ressijac, skipper of the PLEASURE BAY. Both men refused to slow as they entered the Mobile River, and they approached the wharf at the foot of Dauphin Street at near full speed. As they made their way onshore, the two captains were met by steamboat inspectors who promptly ordered their licenses suspended.

The first FAIRHOPE was built on the Eastern Shore in 1900-1901, just up the beach from the Bayside Casino, and launched into a temporary channel that led to deep water. The boat's initial cost of \$12,000 was financed by the citizens of Fairhope—and a few outside investors—via a cooperative plan administered by the single tax colony. Shortly after being overhauled, the FAIRHOPE suffered a mysterious fire during the early morning hours of Nov. 22, 1905, while tied up at the Fairhope wharf. In order to protect cotton, furniture and lumber that was situated on the wharf, the burning hulk was cut loose and pushed away from the wharf, its remains coming to rest on a sandbar near Battle's Wharf. The boat was a total loss and was not insured. Captain J.C. Foster and Clerk J.M. Pilcher were at a loss to explain the cause of the fire. A second FAIRHOPE proved more successful and navigated the waters of Mobile Bay under the command of Captain Owen Roberts. Captain Roberts suffered his own loss, however, when he was master of the GENERAL LEE. That boat was destroyed by fire in 1913 (also at the Fairhope wharf); Captain Roberts fell ill shortly thereafter and was said never to have fully recovered.

Another locally built boat was the BALDWIN, constructed in Mobile in 1905. Unlike most other bay boats, which were side-wheelers, the BALDWIN was a stern-wheeler. She was 110 feet in length overall, with a beam of 23 feet. Her boilers could generate 99 horsepower to take her to her usual destination of Fish River. After the heyday of the bay boats, the BALDWIN went into the coal hauling business on the Black Warrior River. She eventually sank at Tuscaloosa in the mid-1940s.

The APOLLO made her debut on Mobile Bay in 1912. She originally hailed from the Hudson River, where she had been built as an excursion vessel. Rebuilt and lengthened in 1880, she continued in the excursion business in New York until purchased and brought to the relatively new Eastern Shore city of Fairhope by some of its leading citizens, including M.A. Bowen, who owned the Bayside Casino, and Captain



» Entering service on Mobile Bay in 1921, the handsome BAY QUEEN was one of the last—and most popular—of the bay boats. She could accommodate 1,000 passengers at a time. Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.

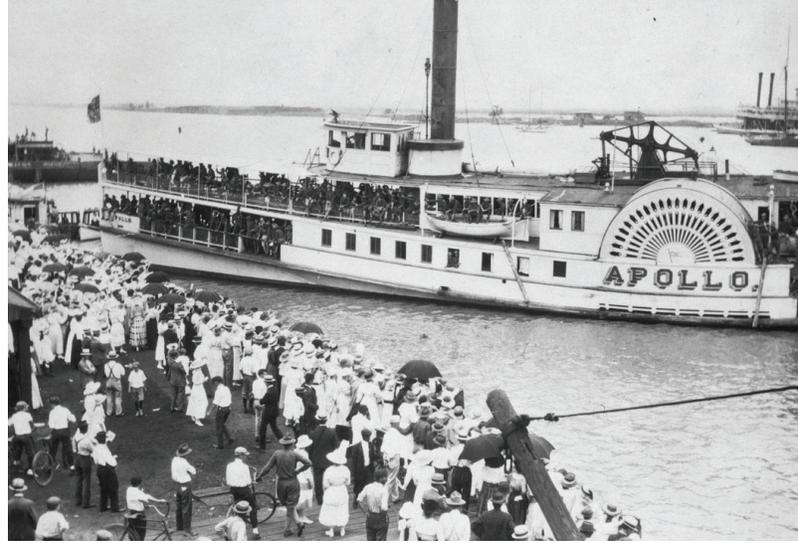
Edward J. Roberts (son of Captain Owen Roberts). Described as “fleet, dependable, commodious, with snow-white hull and housing gleaming in the sunshine and her flags flying, she was a favorite for excursions, as well as on the regular runs.” The APOLLO also boasted steam-heated cabins, much appreciated by passengers during the winter months. The boat could accommodate 500 passengers, freight and a dozen automobiles. Toward the end of her career, the APOLLO’s Sunday excursions featured appearances by pioneer jazz pianist George H. Tremer.

Built in Santa Rosa, Florida, in 1913, the side-wheel steamer CHARLES E. CESSNA arrived at Mobile to join the bay trade in 1914 and plied the local waters for three years. Measuring 169 feet in length and offering a comfortable beam of 34 feet four inches, the CESSNA was typical of the bay boats of the day. She was outfitted with 20 staterooms, a dance hall, a saloon, and a dining room.

Owners of the venerable APOLLO, Captain Ed Roberts, M.A. Bowden and William Minnich, incorporated the Fairhope Transportation and Excursion Co. in 1921. The company introduced what would become perhaps the most famous of the bay boats and one of the most loved. Initially built in 1896 as the ORIENT for the Montauk Steamboat Co., a subsidiary of the Long Island Railroad Co., the side-wheel steamer was constructed in Chelsea, Massachusetts. She steamed the waters of Long Island Sound until being purchased by the Fairhope Transportation and Excursion Co. to replace the APOLLO. According to the May 28, 1921 edition of *The Nautical Gazette*, the ORIENT was refitted in Pensacola and reconditioned “for high class excursion service,” including the addition of a large dance floor. She was renamed the BAY QUEEN and was, according to a Fairhope newspaper, “as handsome as a bride.”

The BAY QUEEN was as practical as she was beautiful, with the capacity to accommodate more than 1,000 day passengers. She was outfitted with the latest amenities and provided passengers with elegance and comfort. In a 1922 newspaper article, it was noted that “Dancing was enjoyed coming and going” on board the BAY QUEEN. During one particularly festive wedding held aboard the BAY QUEEN, two of the celebrants managed to fall overboard while attempting to walk along the hand rail. Fortunately, they were fished from the bay by one of several launches following the bay boat to serenade the newlyweds.

The EASTERN SHORE joined the Fairhope company’s fleet in 1923, and she was even larger than the BAY QUEEN, although her deck had to be widened to accommodate automobiles. The bay boats were approaching their zenith at this time. The boats were making three round trips between Mobile and Baldwin ports every day. On one Fourth of July, the BAY



» The popular bay boat APOLLO, landing at the foot of Mobile’s Dauphin Street. Note the large crowds, both on board and waiting along the wharf. Bay boat excursions were hugely popular during the late 19th and early 20th centuries. *Phillip G. Austin Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.*

QUEEN and EASTERN SHORE accommodated a combined total of more than 5,000 passengers, and they were capable of transporting approximately 150 automobiles daily.

Even as the bay boats achieved their greatest success, work was underway that would bring an end to their service. A series of earthen embankment and concrete bridges spanning the head of Mobile Bay was constructed in 1926. With the 1927 completion of the Mobile Bay Bridge, a toll bridge connecting the west bank of the Mobile River with Blakeley Island, motorists no longer had to depend upon the schedules of the bay boats. Instead, they could drive their own vehicles (or take a bus) across the new Mobile Causeway to visit Eastern Shore destinations and stay as long as they wished... or return as quickly as they liked.

In a March 29, 1929, newspaper article entitled “Bay Queen Burns,” it was reported that on the preceding day “the famous bay boat... caught fire and burned to the water’s edge, at the foot of Eslava Street, and a more spectacular fire has never occurred in Mobile.” Hundreds of onlookers rushed to the shipyard, where the BAY QUEEN was undergoing repairs. The loss was estimated at \$65,000.

The EASTERN SHORE was the last bay boat plying the trade, but she retired from service in 1932 due to lack of business. It was the end of a glorious era that had seen glittering steamboats packed with pleasure seekers making their way between Mobile and points along the Eastern Shore, enjoying live music, dancing, refreshments, food, good company and gorgeous scenery. Americans—even Mobilians—were in a hurry, and they traded the refined, relaxed pace of the past for the speed offered by their automobiles.

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ARGENTINA PUERTO MADRYN CAMPANA	Gearbulk Gearbulk	Bi-Monthly Bi-Monthly	Inchcape Inchcape
ARUBA ORANJESTAD	C.I.C.	Monthly	Seacliff Agencies
BARBADOS BRIDGETOWN	C.I.C.	Monthly	Seacliff Agencies
BELGIUM ANTWERP	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
BELIZE BIG CREEK	MCW Shipping	Bi-Weekly	Bulk Shipping
BRAZIL BARRA DO RIACHO BELEM BREVOS MONTEVIDEO PARANAGUA PORTOCEL PRAIA-MOLE RIO DE JANEIRO SANTOS	Gearbulk C.I.C. C.I.C. Westfal-Larsen Shipping Gearbulk Westfal-Larsen Shipping Gearbulk Grieg Star Shipping Westfal-Larsen Shipping Grieg Star Shipping Westfal-Larsen Shipping Gearbulk Grieg Star Shipping	Monthly Bi-weekly Monthly Monthly Bi-Monthly Monthly Bi-Monthly Monthly Monthly Monthly Monthly Bi-Monthly Monthly	Inchcape Seacliff Agencies Seacliff Agencies Westfal Larsen/Inchcape Inchcape Westfal Larsen/Inchcape Inchcape Grieg Star Westfal Larsen/Inchcape Grieg Star Westfal Larsen/Inchcape Inchcape Grieg Star
CANARY ISLANDS LAS PALMAS TENERIFE	Spliethoff Spliethoff	Monthly Monthly	Page & Jones Inc. Page & Jones Inc.
CAYMAN ISLANDS GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
CHILE ARICA LIRQUEN SAN ANTONIO	Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Monthly Monthly Monthly	Grieg Star Grieg Star Grieg Star
CHINA DAGANG QINGDAO SHANGHAI	Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Monthly Monthly Monthly	Grieg Star Grieg Star Grieg Star
COLOMBIA BARRANQUILLA CARTAGENA SANTA MARTA	TBS Shipping TBS Shipping Dan-Gulf Shipping	Monthly Monthly Bi-Monthly	Seacliff Agency Seacliff Agency Lott Ship Agency

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

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

AN EXCERPT FROM THE MOBILE RIVER

by *John S. Sledge*

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The United States mail steamer SOUTHERN gently glided between two of Mobile's wooden wharves in the mild May air. She was no ocean racer but rather a low-pressure packet making her regular run through the Mississippi Sound to New Orleans and back. It was 1842, and the passengers shouldering their baggage and preparing to step onto the wharf that day represented an interesting range of antebellum types. They included W. Addle, a 22-year-old soldier; a "land proprietor" named Toulmin, who may have been a son or grandson of the deceased judge; two merchants; a "Yanke"; a "pedlar"; a laborer; a "loafer"; and Miss E. Norton, a 20-year-old "Lady of Pleasure." Mobile was undeniably an American town now, but it was also a seaport with a long and colorful colonial history, and travelers still found its people exotic. Two years later a visitor wrote, "You can see as great varieties of character in the streets of Mobile as any city of its size in the union. ... Here goes a staid, demure faced priest & behind him is a dashy gambler. Here goes a quiet Quaker merchant and there is your Mississippi 'buster,' 'half horse & half alligator with a touch of snapping turtle & a cross of lightning.'" There were also sailors "ready for devilment of any kind," beggars, "Pretty Creoles," pale "sewing girls," "painted vice," and "wretched" Choctaw holdovers forlornly hawking "light wood."

But before Addle, Toulmin, Miss Norton, and the others aboard the SOUTHERN could get into town and join this throng, they first had to navigate the wharf and the immediate waterfront. Nineteenth-century sensibilities were certainly injured to the unsettling sights and pungent smells



» Mobile's busy waterfront as it appeared in 1842. Only vessels drawing less than eight feet could cross the Dog River and Choctaw bars to reach the town wharves. Courtesy of the History Museum of Mobile.



» Fast steamers like the MARY, pictured here, transported passengers, mail, and light cargo around Mobile Bay both before and after the Civil War. The SOUTHERN was a similar vessel. Courtesy of the History Museum of Mobile.

that defined the era, but even by those standards Mobile's waterfront was daunting. A clergyman who landed in 1840 described the area "about the wharves" as "very filthy and stinking." Four years later, a German paleontologist who passed through agreed, writing: "I was astonished by the filthiness of the city of Mobile. When we left the steamboat an atmosphere of horrible odors met us, permeating all the dirty streets which were bordered on both sides with green gutters." Municipal authorities acknowledged the problem and had struggled with it for years. It arose anew every spring as warming temperatures exacerbated matters. In April of 1840, a grand jury urged town fathers to do something, as they found "the Wharf all along the river is now in a state and condition that threatens the worst consequences, not only to the convenience of the Community but to the health of the people." There were over 30 table wharves jutting into the river between One Mile Creek and Government Street, and while some were in active use, others were neglected. The slips between these wharves had become repositories for every conceivable type of driftwood, junk, and wreckage, all of which continually accumulated muck, sand, slime, dead fish and crabs, and more mess. As if this weren't bad enough, wooden sewer pipes emptied their foul, iridescent effluvia directly into the river, where it greasily eddied and swirled amid the pilings, lapped back onto the shore, and was ultimately swept out into the bay. After heavy rainstorms, the "green gutters" and streets that terminated at the water discharged torrents of horse manure, tobacco spit, urine, vomit, whiskey, blood, dirt, fruit rinds, and dead dogs, cats, and rats into the evil mix. No one would have looked askance if Miss Norton chose to place a scented handkerchief to her face as she gingerly crossed this disgusting sector.

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RADIO-HOLLAND USA, INC.—701 S. Conception St. (251) 432-3109
★ PRISM—200 Virginia St. (251) 341-1140
SPERRY MARINE SYSTEMS—2756 Dauphin Island Pkwy. (251) 471-5008
TEAM ONE COMMUNICATIONS—3360 Key St., Mobile, AL (888) 343-TEAM

MARINE SURVEYORS

ALPHA MARINE SURVEYORS—180 Country Club Dr., Daphne (251) 626-7299
BULK MARINE RESOURCES (251) 295-4838
W. T. AMES & ASSOCIATES—149 Fairway Dr., Daphne (251) 626-1172
GEORGE BROOKFIELD—186 Ridgewood Dr., Daphne (251) 626-1758
MICHAEL H. BARRIE—263 N. Jackson St. (251) 433-8122
C. BAXTER, JR. & ASSOCIATES INT'L, INC. (251) 476-1998
RICHARD BESSELAAR—2809 Cottage Hill Rd. (251) 476-9909
C. E. COLLIER & ASSOCIATES, INC.—5050 Lossing Rd., Coden, AL (251) 873-4382
CAPT. JOHN D. SMITH—P. O. Box 2585, Daphne (251) 626-8394
CARMACK MARINE IND. SVC. INC.—1609 B Rochelle Street (251) 662-5765
COOK CLAIMS SERVICE—P. O. Box 160461 (251) 470-0774
GENERAL MARINE SERVICE—P. O. Box 2533 (251) 928-6728
C. L. HAMILTON—P.O. Box 302 (251) 433-9997
DC MARITIME TECHNOLOGIES INC.—2210 Main St., Daphne, AL 36526 (251) 625-0503
JOINER MARINE SERVICES—9305 Johnson Rd. S (251) 633-6118
MARINE INSPECTION, LLC—63 South Royal Street, Suite 1001, Mobile, AL 36602 (251) 375-2020
NATIONAL CARGO BUREAU, INC.—Commerce Building, Ste. 605, 118 N. Royal St. (251) 432-0781
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PAGE MARINE—4165 Tamworth Dr. (251) 661-1520
PORT CITY MARINE SURVEYORS—D. J. Smith (251) 661-5426
SABINE SURVEYORS—851 East I-65 Service Rd. South (251)-433-9997
SGS MINERALS—P. O. Box 1962 (251) 432-2781
SHIP ARCHITECTS, INC. (251) 621-1813
WOODRUFF INDUSTRIES INC—4021 Shana Drive (251) 473-5327

MARITIME WASTE DISPOSAL

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

MOTOR TRANSPORT (★ CONTAINER SERVICES)

1ST CRANE & LOGISTICS, INC.—Alabama State Docks	(251)-653-3333
AAA COOPER	(251) 653-6183
ACCELERATED FREIGHT GROUP	(800) 242-0825
★ ACME TRUCK LINE	(501) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT	(877) 859-4577
A.I.M. LOGISTICS A T.G. MERCER COMPANY	(225) 303-6012
ALABAMA CARRIERS, INC.	(800) 721-7107
ASF INTERMODAL LLC	(251) 287-8152
AVERITT EXPRESS	(251) 443-7703
AVONDALE CONTAINERS	(251) 438-2248
★ BALDWIN TRANSFER CO.	(251) 433-3391
BENNETT MOTOR EXPRESS	(251) 635-0048
BILL BARNES	(251) 438-2248
BOYD BROTHERS TRANSPORTATION, INC.	(205) 716-2014
★ BRIDGE TERMINAL TRANSPORT	(251) 443-5341
BR WILLIAMS TRUCKING WAREHOUSING & LOGISTICS	(800) 523-7963
BUFFALO WOOD INC.	(201) 645-5965
BURKHALTER SPECIALIZED TRANSPORT	(877) 815-8334
CALIFORNIA CARTAGE EXPRESS	(251) 287-2412
C.H. ROBINSON WORLDWIDE	(251) 441-7012
★ CHICKASAW CONTAINER SERVICES, INC.	(251) 457-7500
CHOCTAW TRANSPORT COMPANY	(251) 457-9231
CONSOLIDATED FREIGHT WAYS	(251) 443-9100
COVAN WORLD-WIDE MOVING INC.	(251) 653-3008
DEEP SOUTH FREIGHT	(800) 824-3515
DIXIE DRAYAGE	(800) 321-0901
★ DOKSIDE SERVICES INC.	(251) 438-2362
DOLPHIN LINE INC.	(251) 666-2057
E & F TRANSPORTATION, INC.	(251) 621-0121
★ EASTMAN LOGISTICS	(800) 228-9595
ESTES EXPRESS	(251) 964-0501
★ FEDEX	(800) 762-3787
FIKES TRUCK LINE, INC.	(800) 643-6611
FINCH DISTRIBUTION	(800) 844-5381
FRIESE HAULING INC.	(800) 654-8181
GLOBAL MARITIME LOGISTICS LLC	(251) 442-2000
★ GULF COAST INTERMODAL	(251) 653-1880
HANNA TRUCK LINES	(205) 783-8200
HARBOUR RESOURCES LLC	(251) 338-9151
HI-GEAR EXPRESS, INC.	(251) 259-5362
HISPEED INC. 2017 4th St. SW, Gullman AL 35057	(800) 739-9194
HORIZON FREIGHT SYSTEMS	(800) 242-9212
HORNADY TRANSPORTATION LLC	(800) 633-1313
ICE LINE LOGISTICS, LLC—1321 Foster Avenue, Nashville, TN 37210	(615) 782-7200
★ INDUSTRIAL TRAILER EXPRESS	(251) 457-7734
INTEGRATED TRANSPORT LLC	(334) 354-3339
JAMES CARTAGE CO.	(251) 457-1534
★ JOHN FAYARD MOVING & WAREHOUSING	(866) 862-0867
KNIGHT TRANSPORTATION	(878) 596-8678
LANDSTAR RANGERS	(251) 457-7734
★ LARSEN INTERMODAL SERVICES, INC.	(800) 949-8501
MACROTRANSPORT SERVICES—Ormond Beach, FL	(203) 926-8911
MEADOR WAREHOUSING DIST., INC.	(251) 457-4376
MILAN EXPRESS CO., INC.	(251) 414-8571
★ MILLER TRANSFER	(800) 669-6877
★ MILLER TRANSPORT & RIGGING CO.	(251) 457-0471
MMS TRANSPORTATION CO.	(251) 438-3658
MOBILE BAY TRANSPORTATION COMPANY—D/B/A YELLOW CAB	(251) 476-7711
ED MORRIS MOVING & HAULING	(800) 748-8931
JIM NEWSON TRUCKING (Salvage Buyer)	(800) 748-8931
★ OLD DOMINION FREIGHT LINES, INC.	(877) 666-7485
★ OVERTNITE TRANSPORTATION CO.	(251) 456-6545
P&S TRANSPORTATION	(205) 788-4000
PRECISION TRANSPORTATION	(866) 877-5623, FAX: (866) 877-5623
P&S TRANSPORTATION	(888) 372-5710
★ POINT LOGISTICS	(251) 452-2128
★ QUICK DELIVERY SERVICE, INC.	(251) 471-5369
★ RICHWAY TRANSPORTATION SERVICES	(251) 424-7909
ROADWAY EXPRESS	(800) 457-9274
ROSS NEELY SYSTEMS, INC.	(800) 366-3359
SAIA MOTOR LINES	(251) 452-5700
SCHNEIDER NATIONAL	(800) 558-6767
★ SEABREEZE TRUCKING INC.	(251) 661-3186
SHELTON TRUCKING	(251) 690-9294
SOUTHEASTERN FREIGHT LINES, INC.	(251) 443-1557, (866) 888-7335
SOUTHERN CARTAGE	(334) 284-3033
SOUTHERN HAULERS, INC. (Dump Trucks)	(800) 537-4621
★ SOUTHERN INTERMODAL EXPRESS INC. (SIK)	(251) 438-2749
★ S/M TRANSPORTATION	(251) 679-8200, (888) 546-2013
SPECIALTY TRANSPORTATION CO. (Bulk)	(888) 467-5737
★ TCI TRUCKING	(251) 554-7428
★ TRINITY STATE LIBRARY SERVICES	(251) 479-5746
TRISM SPECIALIZED CARRIERS	(800) 292-3829
VENTURE EXPRESS	(251) 653-4947
WATKINS TRUCKING CO., INC.	(800) 633-8238
WILLIS SHAW FROZEN EXPRESS	(251) 661-9420
★ WILSON TRUCKING, INC.	(251) 452-0668, (866) 649-5746
WOERNER TRANSPORTATION	(800) 547-6828
WONDERLAND EXPRESS (Heavy Haul)	(251) 653-7348
WRIGHT TRANSPORTATION, INC.	(800) 342-4598
YRC	(800) 610-6500

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MOBILE BAR PILOTS ASSOC.—P. O. Box 831	(251) 432-2639
MOBILE INNER HARBOR PILOTS	(251) 441-7251

RAIL TRANSPORT

ALABAMA & GULF COAST RR	(251) 694-2883
BURLINGTON NORTHERN / SANTA FE	(205) 320-3637
CANADIAN NATIONAL / ILLINOIS CENTRAL RAILROAD	(800) 342-0224
CSX RAILWAY	(877) 606-2477
CSX RAIL TRANSPORT	(251) 434-1300
KANSAS CITY SOUTHERN	(601) 933-4701
NORFOLK SOUTHERN CORP.	(205) 951-6761
TERMINAL RAILWAY ALABAMA STATE DOCKS	(251) 441-7301

SAFETY SPECIALISTS AND CONSULTANTS

BESSELAAR & ASSOCIATES—P. O. Box 16542	(251) 476-9909
JOINER MARINE SERVICES—9305 Johnson Rd. S.	(251) 633-6118
MARITIME SAFETY & SECURITY COUNSEL, LLC	(251) 767-9430

SHIP CHANDLERS/SERVICES

AIR GAS GULF STATES—5480 Hamilton Blvd, Theodore, 36582	(251) 653-8743
ALABAMA LINE SERVICES—P. O. Box 9308	(251) 661-2105
ATLAS MARITIME SERVICES CO.—P. O. Box 2901	(251) 432-4533
AUTRY GREER & SONS—2850 W. Main St.	(251) 457-8655
AZALEA GLASS & MIRROR—251 St. Louis St.	(251) 434-0021
CTW LAUNDRY/LINEN SVC.—2750 Maullville Dr.	(251) 476-2229
CHINA SHIPPER SUPPLY—456 Dauphin Island Pkwy.	(251) 479-7443
CORTNEY COMPANY, INC.	(888) 267-8639
DIVERSIFIED LIFTING SYSTEMS—Elgg Bertens	(800) 752-1214
ENVIRONMENTAL SAFE MARINE & IND. COATINGS—Corrosion Control	(251) 341-8199
GENERAL MACHINERY, INC.—P. O. Box 5174	(251) 473-1588
GLASSCOV-MORRIS—809 Executive Park Dr.	(251) 479-7000
GLOBAL SUPPLY CO.—5570 Rangeline Rd., Suite B	(251) 443-6456
GULF COAST AIR & HYDRAULICS INC.—3415 Halls Mill Rd.	(251) 666-6683
GULF COAST MARINE SUPPLY CO.—P. O. Box 2088	(251) 452-8066
HILLER SYSTEMS, INC. (Marine Decking / Repair)—3751 Joy Springs Drive	(251) 661-1275
CHINA SHIPPER SUPPLIES—456 Dauphin Island Parkway	(251) 479-5746
KAMIL SHIP SUPPLY—500-504 St. Louis St.	(251) 432-0762
KENNEDY INDUSTRIAL SUPPLY, INC.—P. O. Box 9939	(251) 666-8615
KLOMAR SHIP SUPPLY—P. O. Box 1118	(251) 471-1153
L & M WELDING SUPPLY INC.—51 S. Hallett St.	(251) 432-3615
MARINE & INDUSTRIAL SUPPLY CO.—1920 Avenue A	(251) 432-0317
MARINE SPECIALTY CO.—111 Short Texas St.	(251) 432-0581
MIDSTREAM FUEL—P. O. Box 2826	(251) 433-4972
MOBILE SHIP CHANDLERY CO.—210 St. Louis St.	(251) 432-3501
PEDERSEN MARINE SERVICE & SUPPLY—662 St. Louis St.	(251) 432-6045
PERFORMANCE SERVICES SERVICES, LLC—681-C Deakle Dr, Mobile, Ala 36602	(800) 445-0167
PORT CITY CLEANERS/K&K ENTERPRISES (Laundry/Repairs)	(251) 452-8013
SEPARATOR SPARES & EQUIPMENT—8610 Highway 188, Irvington, AL	(866) 218-0013
SHANGHAI TRADING CO.—2000 Airport Blvd.	(251) 473-6446
SMITH SERVICES OF ALABAMA—701 Bill Myers Dr.	(251) 675-0855
SOUTHERN MARINE SUPPLY CO.—1920 Avenue A	(251) 432-5657
STANDARD EQUIPMENT CO.—75 Beauregard St.	(251) 432-1705
WESCO GAS & WELDING SUPPLY—940 Martin Luther King Dr., Prichard	(251) 457-8681
WILSON DISMUKES (pumps/room AC/generators)—2646 Government Blvd.	(251) 476-9871
WORLD SHIP SUPPLY (MOBILE), INC.—5880 I-10 Industrial Pkwy, Theodore	(251) 662-7474

SHIPBUILDING AND REPAIRING

ADVANCED INDUSTRIAL MACHINE WORKS, INC.	(251) 433-1974
ATLANTIC MARINE, INC.—P. O. Box 3202	(251) 690-7100
AUSTAL USA—P. O. Box 1049	(251) 434-8000
COOPER MARINE & TIMBERLANDS—P. O. Box 280, Mt. Vernon	(251) 829-5063
GENERAL & MARINE SHEETMETAL—3016 Anton St.	(251) 452-9000
GULF COAST AIR & HYDRAULICS INC. 3415 Halls Mill Rd.	(251) 666-6683
HARRISON BROS. DRY DOCK AND REPAIR—P. O. Box 1843	(251) 432-4606
HENRY MARINE SERVICE INC.—887 Cochran Causeway	(251) 438-9442
IDEAL MARINE SERVICE—401 St. Emanuel St.	(251) 432-8962
MARINE SPECIALTY SERVICES (Plumbing & Piping)—111 Short Texas St.	(251) 432-0581
MARINE SYSTEMS—801 Dumaine Rd.	(251) 456-7400
MASTER MARINE, INC.—P. O. Box 665, Bayou La Batre	(251) 824-4151
MOBILE SHIPBUILDING & REPAIR CO.—P. O. Box 2964	(251) 456-1880
OFFSHORE-INLAND MARINE & OILFIELD SERVICES	(251) 443-5550
SIGNAL SHIP REPAIR, LLC - 601 S. Royal St., Mobile	(251) 338-7400
THREE MILE DRYDOCK & REPAIR	(251) 380-7972
UNIVERSAL MARINE SERVICES, INC.—958 S. Conception St.	(251) 432-7708
WORLDWIDE MARINE SVCS., INC.—801 Cawthon St.	(251) 456-6947

SHIPPING REGISTRY

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

STEVEDORING COMPANIES

APM TERMINALS NORTH AMERICA, INC.	Brian E.clark@mobilecontainerterminal.us • 251-410-6100
CSA EQUIPMENT COMPANY	bob.cowart@csaequipt.com • 251-433-0203
CORE INDUSTRIES, INC.	mbmyles@southerngroup.com • 251-602-1308
GLOBAL STEVEDORING, INC.	tsirmom@iclogistics.com • 251-433-4198
GOLDEN STEVEDORING & LOGISTICS, INC.	mike@richardsonlogistics.com • 251-433-0981
PREMIER BULK STEVEDORING, LLC	mdouglas@premierstevedoring.com • 251-433-1191
RICHARDSON STEVEDORING AND LOGISTICS SERVICES, INC.	mike@richardsonlogistics.com • 251-432-0081
TRI-STATE MARITIME SERVICES, INC.	tsmsal@tsmsal.com • 251-432-1054

TESTING, SAMPLING, WEIGHING, CARGO CERTIFICATION AND CRANE INSPECTION

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AMERICAN AERO CRANES - 9500 Bellingrath Road, Theodore	(251) 973-0450
C. BAXTER, JR. & ASSOCIATES INT'L, INC.	(251) 476-1998
RICHARD BESSELAAR - P. O. Box 16542	(251) 476-9909
CALEB BRETT USA, INC. - 505 N. Craft Hwy, Chickasaw, AL	(251) 457-8751
BSI INSPECTORATE	(504) 392-7660
CHALLENGE ENGINEERING & TESTING INC - 4234 Halls Mill Rd, Mobile, AL 36691	(251) 666-1435
CRANE INSPECTION SVC., INC. - P. O. Box 461, Fairhope	(251) 928-6262
DEVAN INSPECTION CO. - 63 South Royal Street, Suite 1001, Mobile, AL 36602	(251) 709-8119
LABORATORY SERVICES, INC.—101 S. Beltline Hwy	(251) 602-5500
GUARDIAN SYSTEMS—P. O. Box 190, Leeds, AL	(251) 879-1850
INDUSTRIAL N.D.T. CO.—1901 Brookdale Dr. W.	(251) 479-7560
INSPECTORATE AMERICA, INC.—P. O. Box 190755	(251) 666-4000
INTERNATIONAL CARGO GEAR BUREAU INC.—500 Spanish Fort Blvd.	(251) 626-4452
JOINER MARINE SERVICES—9305 Johnson Rd. S	(251) 633-6118
ROYAL ST. JUNK CO.—P. O. Box 2185	(251) 432-6392
SAYBOLT LP—P. O. Box 432, Saraland, AL	(251) 679-1111
SGS CONTROL SERVICES, INC.—P. O. Box 617	(251) 679-1500
SGS MINERALS—P.O. BOX 1962	(251) 432-2781
THOMPSON ENGINEERING—3707 Cottage Hill Rd.	(251) 666-2443
A. W. WILLIAMS INSPECTION CO.—P. O. Box 2107	(251) 438-3691

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COOPER MARINE & TIMBERLANDS—P. O. Box 1484	(251) 434-5000
CRESCENT TOWING & SALVAGE—118 N. Royal St., 12th Floor.	(251) 433-2580
DANA MARINE SERVICE—210 St. Louis St.	(251) 432-2775
GRAESTONE LOGISTICS	(251) 380-7972
HENRY MARINE SERVICE	(251) 438-9442
MARQUETTE TRANSPORTATION COMPANY—5228 A Halls Mill Rd, Mobile, AL 36619	(251) 661-0531
NATURES WAY MARINE	(251) 599-1815
NELSON MARINE SERVICE INC.—Yeend St.	(251) 433-2079
PARKER TOWING CO.—P. O. Box 20908, Tuscaloosa, AL 35402	(205) 349-1677
RADCLIFF/ECONOMY MARINE SERVICES—P. O. Box 3644	(251) 433-0066
SEABULK TOWING—P. O. Box 1644	(251) 432-2612
WARRIOR & GULF NAVIGATION CO.—P. O. Box 11397, Chickasaw	(251) 452-6000
WATERWAYS TOWING & OFFSHORE SERVICES, INC.—P. O. Box 1821	(251) 438-5240

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JOSEFINE LANDMANN—Cultural Connections	(251) 767-2747
DR. SOPHIA LASZLO	(251) 342-6707
MARIA PAPP	(251) 929-1889
LUIS SEBASTIANI	(251) 344-5207

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BARNHART CRANE & RIGGING	(251) 654-0541
CHOCTAW TRANSPORT INC.	(251) 457-9231
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HTP LOGISTIC MANAGEMENT	(251) 666-4766
MACROTRANSPORT SERVICES—Ormond Beach, FL	(203) 926-8911
MARITIME & COMMODITY SERVICES, LLC	(251) 432-0511
P&S TRANSPORTATION	(205) 788-4000
P&S TRANSPORTATION	(888) 372-5710
C.H. ROBINSON COMPANY—110 Beauregard Street, Suite 107	(251) 441-7012
INVESTMENT FREIGHT LINE, INC.	(866) 889-7336
SUMMA TRANSPORTATION SERVICES, Consultant—P. O. Box 160447	(251) 666-6287
WRIGHT TRANSPORTATION, INC.	(800) 342-4598

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MCKENZIE TANK LINES, INC.	(251) 457-2331
MILLER TRANSPORT	(251) 657-0471
REDWING CARRIERS, INC.	(251) 675-5640

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COMMAND CENTER - 24 HRS.	(251) 441-5976
WATERWAYS	(251) 441-5940
PORT STATE CONTROL	(251) 441-5279
VESSEL ARRIVAL DESK	(251) 441-5279
SR. INVESTIGATING OFFICER—Bldg. 102 Brookley Complex, S. Broad St.	(251) 441-5207
VESSEL INSPECTION	(251) 441-5203

USDA PLANT PROTECTION AND QUARANTINE

RICHARD F. WALCK 3737 Government Blvd., Suite 517	(251) 661-2742
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AVERITT EXPRESS	(251) 443-7703
AZALEA BOX COMPANY	(251) 457-6940
★ BALDWIN TRANSFER	(251) 433-3391
BR WILLIAMS TRUCKING WAREHOUSING & LOGISTICS	(800) 523-7963
★ CUSTOM MARKETING SERVICES INC.	(205) 668-4042
★ DOKSIDE SERVICES INC.	(251) 438-2362
★ DOTHAN WAREHOUSE	(334) 793-6000
★ EQUITY TECHNOLOGIES CORP.	(251) 432-7784
★ JOHN FAYARD MOVING & WAREHOUSING	(251) 443-9125
★ FINCH COMPANIES	(251

STEAMSHIP AGENCIES AND LINES

AMERICAN SHIPPING AND CHARTERING

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Alan Nunn
opsmobile@americanshipping.com

AZTEC MARITIME SERVICE INC.

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

BIEHL & COMPANY

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biehlmob@biehlco.com
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Columbus Line - South America
Concorde Line
Gulf Africa Line
Hinode Lline
National Shipping Co., of Saudi Arabia
Navinter Line
Nordana
Nordana Worldwide
Pan Ocean Line
U. S. Africa Navigation Line

BLUE WATER SHIPPING COMPANY

4739 Utica Street
Suite 103
Metairie, LA 70006
(504) 455-8462
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BULK SHIPPING INC.

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

CG RAILWAY

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

LBH USA (CISA)

Danny Guthrie, Local Manager
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CMA CGM

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CRIMSON SHIPPING CO., INC.

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

FILLETTE, GREEN SHIPPING SVC. (USA) CORP.

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

GAC SHIPPING (USA) INC.

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

5821 Rangeline Rd., Unit 104 • Theodore, AL 36582
(251) 443-7504 • Fax: (251) 443-7507
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GENERAL STEAMSHIP CORP.

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

GLOVIS AMERICA, INC.

1110 Montlmar Dr., Suite 630, Mobile, AL 36609
J.T. Smith, Manager
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GRIEG STAR SHIPPING

600 Galleria Parkway, Suite 925
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INCHCAPE SHIPPING SERVICES

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

LOTT SHIP AGENCY INC.

259 N. Conception, Mobile, 36603 • (251) 433-1621
P. O. Box 1802, Mobile, 36601
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