

# ALABAMA SEAPORT

THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

SUMMER 2014

AM/NS COMPLETES ACQUISITION OF THYSSENKRUPP STEEL USA



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# ALABAMA SEAPORT

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## ON THE COVER:

ArcelorMittal, the world's largest steel company, and Nippon Steel & Sumitomo Metal Corporation (NSSMC) officially completed the acquisition of ThyssenKrupp Steel USA in Calvert, AL for approximately \$1.5 billion. See story on page 5



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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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# PORT ANNOUNCES PLANS FOR NEW FINISHED AUTOMOTIVE TERMINAL

**D**uring a presentation recently at the Economic Development Association of Alabama's Summer 2014 Conference, Jimmy Lyons, director and chief executive of the Alabama State Port Authority (ASPA), shared with conference-goers that the Port has set its sights on a location for a new \$54 million automotive shipping terminal. Lyons said the Port projects to complete the first phase of the project to ship finished cars and SUVs within three years.

With property already secured, the new terminal would allow the Port to ship fully assembled automobiles, with the capability to marshal vehicles and have roll-on, roll-off operations. Initially, the terminal would be a single berth facility located on 40 hectares of land, with future plans based on demand for a second berth situated on an additional 80 hectares of land.

With the growing automotive industry and manufacturing facilities in Alabama, which currently includes Honda, Hyundai, Mercedes-Benz and Toyota, the new finished vehicle terminal would facilitate transport of automobiles to domestic markets as well as exports from these Alabama-based manufacturers. In addition, the new terminal would provide another point of entry to the US for vehicles produced in Mexico and South America. Mexico was a big factor in the decision to build a vehicle terminal according to Lyons, who said the plan has been under consideration for some time.

"The Port has been considering an automotive terminal for quite some time. This new automotive terminal would allow us to ship cars bound for foreign markets," Lyons said. "It also opens the door to receive cars from markets, particularly cars produced in Mexico or South America."

Lyons explained that ASPA is currently in talks with carmakers and vehicle processors and is working on project financing. Upon financing completion, the construction process would begin in one to two years, and construction would take approximately 14 months.

ASPA has been investing \$65-\$70 million on average annually to expand the Port's capabilities.



Robert Bentley, Governor of Alabama

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Term expires July 31, 2015

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Commissioner

Mobile County Commission  
(Ex-Officio)  
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# MADE IN ALABAMA: AM/NS CALVERT



On February 26, 2014, after a three month closing process, ArcelorMittal, the world's largest steel company, and Nippon Steel & Sumitomo Metal Corporation (NSSMC), the world's second largest steel company, announced that they had officially completed their acquisition of ThyssenKrupp Steel USA in Calvert for approximately \$1.5 billion. The sale of the facility, considered by the global steel industry to be among the most advanced of its kind, secured its long-term future and the jobs of nearly 1,700 people who have been working since the start of its operations in 2010.

For the new joint venture partners, Mr. Lakshmi Mittal, chairman and chief executive officer of ArcelorMittal, said "The successful completion of this transaction is an important milestone for ArcelorMittal. Along with NSSMC we are now owners of the most modern steel finishing facility in the world." Mittal also said that the 5.3-mt capacity facility will help both companies meet the rising demand for steel in the automotive, energy and other markets in the NAFTA region.

The day after the acquisition took place, the two companies held an employee-only "welcome to the family" event at the facility, which featured personal remarks by Mittal and NSSMC Chairman Shoji Muneoka, local food catered by Mobile's Bay Gourmet and a local second line Mardi Gras band that wound its way through the crowd following the speeches.

Mittal also revealed the facility's new name to employees, AM/NS Calvert, the initials of the two joint venture partners and the name of the small, but growing community in north Mobile County that was chosen in 2007 as the site for the multi-billion dollar start-up.

Since the close of the sale, the facility's joint venture management board announced that Chris Richards, the former president of ArcelorMittal and NSSMC's long-lived and successful steel processing joint venture I/N Tek and I/N Kote in Indiana, would take over leadership of the facility as its president. Jun Hashimoto, former vice president of operations at I/N Tek and Kote, has been named chief operating officer, and Markus Boening, vice president of finance for former ThyssenKrupp Steel USA, will remain as chief financial officer.

At the time of close in February, the facility was operating at about seventy-five percent capacity. The new joint venture partners have announced intentions to bring it up to full capacity as soon as operationally possible. Under their business model, AM/NS Calvert products will be marketed

# MADE IN ALABAMA: AM/NS CALVERT

through managing partner ArcelorMittal's extensive sales system in North America, which already serves large automotive and coated steel markets. To reach full capacity, AM/NS Calvert Communications Director Scott Posey said it will likely be hiring additional employees over the next several months and intends to invest in additional infrastructure and technology to further leverage the facility's advanced capabilities.

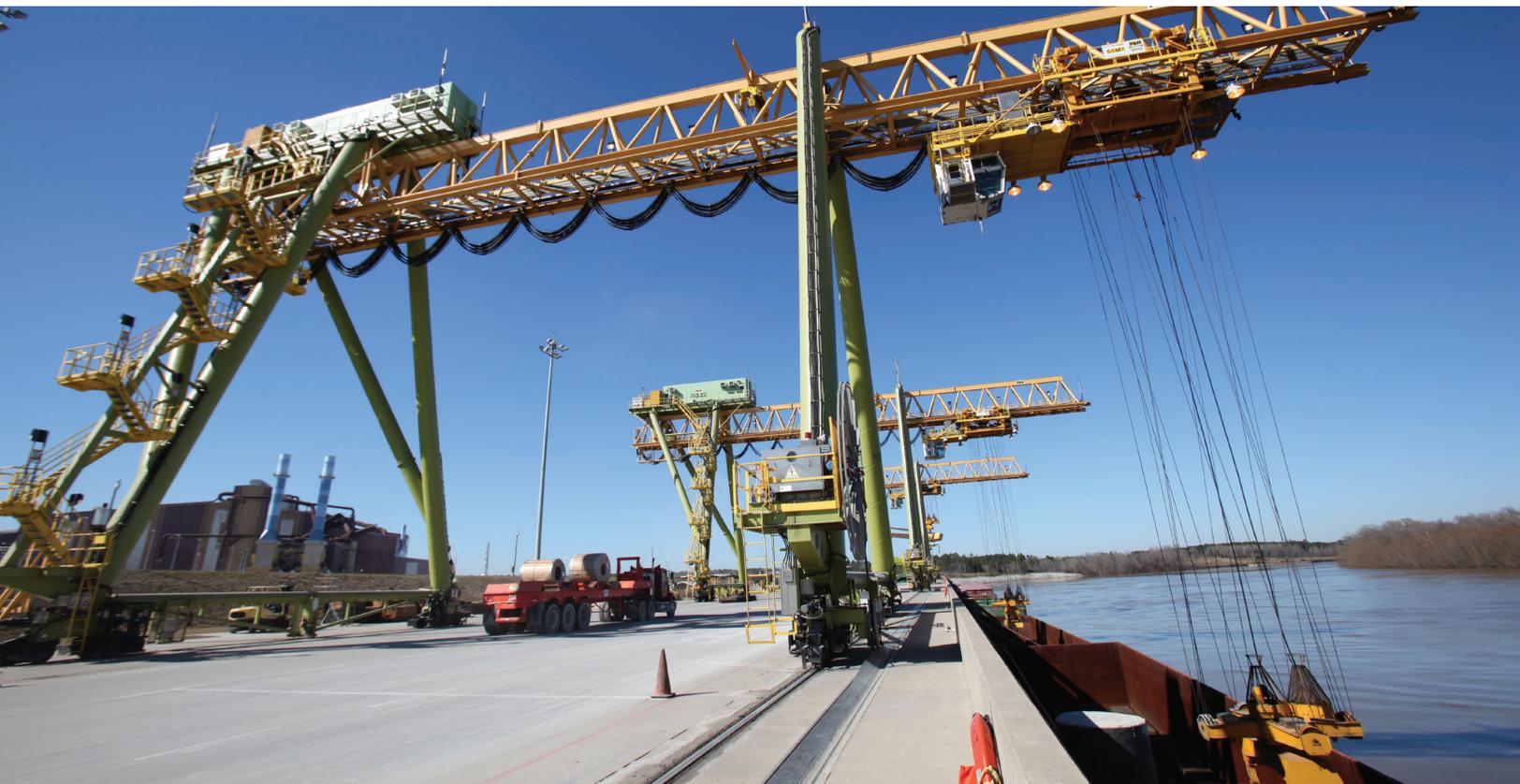
"Our new joint venture owners have provided our team in Calvert with an aggressive but measured plan to ramp our facility up to full production," said Posey. "They are also providing us the necessary support resources to get this done. Our talented and dedicated employees have the successful experience in meeting tough deadlines and demands, and I have every confidence that we will earn the trust that our new owners have placed in us through their investment."

The Alabama State Port Authority's Pinto Island Steel Terminal, which was built in large part to serve the facility which is located on the Tombigbee River, will continue to play an integral role in the facility's success. Incoming raw material shipments through the terminal are expected to increase as the facility increases its production.

"Under our new owners, the State of Alabama, including the Alabama State Port Authority, will continue to be very important partners in our future success. ArcelorMittal and Nippon Steel and Sumitomo Metal Corporation have not only secured the future of the facility and its jobs, but have secured the State's 2007 incentive investment in the facility and ensured it will make valuable returns for Alabama for generations to come," Posey said.

"We are very pleased to work with AM/NS Steel as they take over and ramp up the mill at Calvert. We have already begun to see a significant increase in volumes moving through our Pinto Island Terminal to the mill. We feel that having such strong and capable companies owning the mill will ensure its success for decades to come," said James K. Lyons, director and chief executive officer of the Alabama State Port Authority.

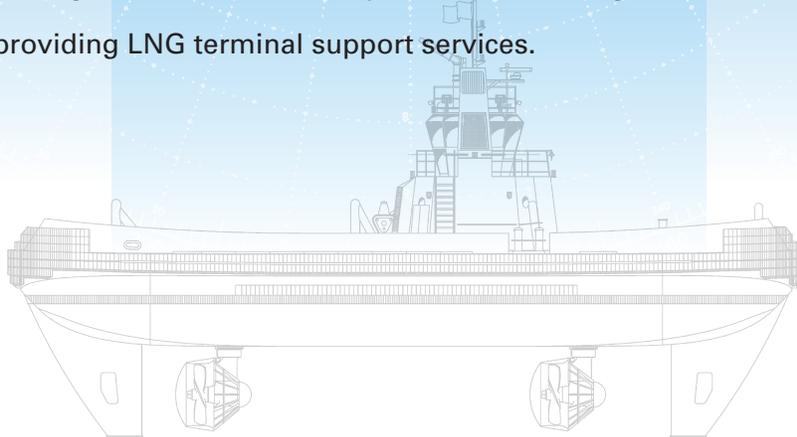
The successful sale and close of the facility brings two new well known and respected corporate presences to the south Alabama region and ends months of speculation as to the future of the facility, which remains today the largest economic development investment in Alabama's history.



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# WHO WORKS THE RIVERS

## Alabama Cruise Terminal | April 8, 2014



- 1** AIDT Maritime Training Center
- 2** C&G Boatworks
- 3** U.S. Customer & Border Patrol
- 4** U.S. Coast Guard
- 5** Parker Towing Company
- 6** Cooper Marine & Timberlands Corp.
- 7** GulfQuest Maritime Museum
- 8** Richardson Stevedoring & Logistics Services, Inc.
- 9** Seaman's Church Institute
- 10** AEP River Operations
- 11** ASPA

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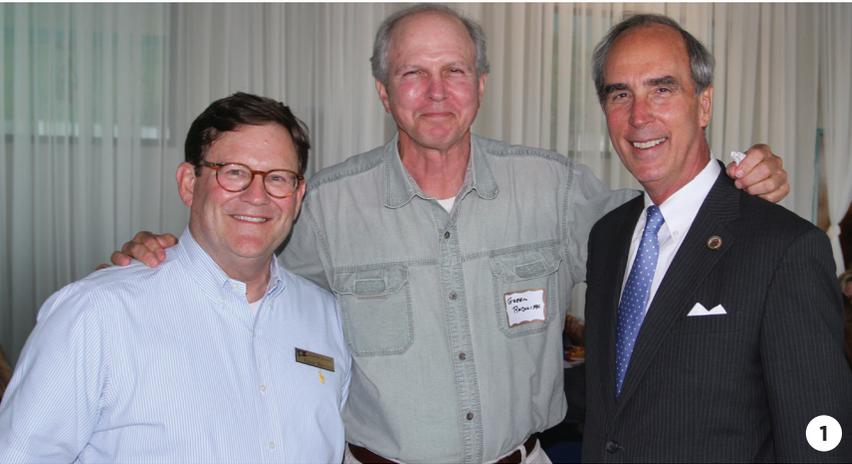
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# SEABULK ANNUAL CRAWFISH BOIL & FISH FRY

## Alabama Cruise Terminal | April 3, 2014



- 1** Eddie Brister, Seabulk Towing Inc.  
Greer Radcliff, Radcliff/Economy Marine Services  
Mayor Sandy Stimpson, City of Mobile
- 2** Geoff McGovern, Mobile Ship Chandlery  
Carl Black, Ross Maritime Inc.  
Jeff Myatt, SeaCliff Agency LLC  
Marquis Dupree, ASPA
- 3** Bob Collins, Bay Steel Corp.  
Bill Inge, ASPA  
Annie Inge  
Earline Thorne  
Smitty Thorne, ASPA

- 4** Rob Constantine, Paul A. Boulo Inc.  
Kim Lea, Lea Diving  
Tom Leatherbury, CSA
- 5** Perry Studstill, Oil Recovery Co.  
Paul Jones, Oil Recovery Co.  
Marty Stapleton, Mobile Bar Pilots
- 6** Capt. Jimmy Minhinette, Seabulk Towing Inc.  
Cole Manders  
George Manders, Seabulk Towing Inc.  
Bill Miller  
Clint Riley, AUSTAL



**7** Stephen Day, Kimberly Clark  
 Alan Hill, TASD  
 Kenny Hirsch, CSA  
 Corlorene Andeson, TASD

**8** Jane Mathews, Transmarine Alabama  
 Mickey Mathews, Grieg Star  
 Anna Ward, ASPA

**9** Capt. David Wittendorfer, Mobile Bar Pilots  
 Linda Wittendorfer  
 David Barr, ASPA  
 Audrey Barr

**10** Billy Pixler, Seabulk Towing Inc.  
 Wildon Moreno, Mobile Bar Pilots

**11** Eddie Brister, Seabulk Towing Inc.  
 George Manders, Seabulk Towing Inc.  
 Michelle Brown, Seabulk Towing Inc.  
 Mike Thomas, Seabulk Towing Inc.  
 Chris Pittman, Seabulk Towing Inc.

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# PROPELLER CLUB RUFUS B. LEE GUMBO COOK-OFF

## Cooper Riverside Park | May 16, 2014



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6

**1** Josh Trippi, Ship Architects  
Skyler Trippi, Ship Architects  
Larry Dodson, Ship Architects  
Johnny Gartman, Jones Welding

**2** John Fountain, Crescent Towing  
Kyle Maddox, Virginia Wrecking Co.  
Harry Fredriksen IV, Glovis America  
Colin Cuttright, Page & Jones

**3** Chris Driskell, Mobile Gas Cook Team  
Bill Gardner, Mobile Gas Cook Team  
Martha Loper, Mobile Gas Cook Team  
Tiffany Dawkins, Mobile Gas Cook Team  
Lynnley Driskell  
George Johnson, Mobile Gas Cook Team  
Ted Rehwinkel, Mobile Gas Cook Team

**4** Dan Ewing, Oil Recovery Co., Inc. Cook Team  
Wirth Yarborough, Oil Recovery Co., Inc. Cook Team  
Jason Smith, Oil Recovery Co., Inc. Cook Team  
Perry Studstill, Oil Recovery Co., Inc. Cook Team

**5** Ricky Johnson, Signal Ship Repair Cook Team  
Mike McArdle, Signal Ship Repair Cook Team  
John Seroka, Signal Ship Repair Cook Team  
John Seignious, Signal Ship Repair Cook Team  
Oliver Wade, Signal Ship Repair Cook Team

**6** Danielle Ludlow, Cooper Restaurants  
Shakena Hudson, Blue Gill Restaurant



7



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**7** Mayor Sandy Stimpson re-dedicates Portal in Cooper Park

**8** Denson White, APM Terminals Mobile Cook Team  
Daniel Saffer, APM Terminals Mobile Cook Team  
Emma Saffer  
Brian Doyle, APM Terminals Mobile Cook Team  
Amber Hester, APM Terminals Mobile Cook Team  
Brian Harold, APM Terminals Mobile Cook Team  
Allison Harold  
Joseph Morley, APM Terminals Mobile Cook Team  
Fiona Morley  
Jed Morley  
Gerardo Paz, APM Terminals Mobile Cook Team  
David Delburn, APM Terminals Mobile Cook Team

**9** Chris Smith, Richardson Stevedoring Cook Team  
Katharine Scott, Richardson Stevedoring Cook Team  
Barron Partridge, Richardson Stevedoring Cook Team  
Mike Richardson, Richardson Stevedoring Cook Team  
Baylee Rogers, Richardson Stevedoring Cook Team

**10** Deborah Mack, Hand Arendall Cook Team  
Jackie Williams, Hand Arendall Cook Team  
Amanda Wolfe, Hand Arendall Cook Team  
Norman Stockman, Hand Arendall Cook Team

**11** Jimmy Lyons, ASPA Director & CEO  
Bestor Ward, Safe Archives, LLC  
Riley Ward  
Mayor Sandy Stimpson, City of Mobile

**12** Tom Geary, Page & Jones Cook Team  
Carolina Geary  
Laurie Marcet, Page & Jones Cook Team  
Mike Lee, Page & Jones Cook Team  
Bobby Satter, Page & Jones Cook Team  
Albert Laird, Page & Jones Cook Team  
Gail Markow, Page & Jones Cook Team  
Jill Trent, Page & Jones Cook Team  
Shelby Markow, Page & Jones Cook Team

**13** Ricky Lawson, BAE Cook Team  
Lisa Tait, BAE Cook Team  
Gia Wiggins, BAE Cook Team  
Autumn Garmeson, BAE Cook Team  
Wendy Crocker, BAE Cook Team  
Brad Bertrand, BAE Cook Team  
Bridget Jewett, BAE Cook Team  
Angel Melendez, BAE Cook Team  
J.D. Parker, BAE Cook Team  
Jim Harrison, BAE Cook Team  
Rhonda Minchew, BAE Cook Team  
Virginia Harvey, BAE Cook Team

**14** Joni Klein, Armbrrecht Jackson Cook Team  
Janet Mosley, Armbrrecht Jackson Cook Team  
Karen Linder, Armbrrecht Jackson Cook Team  
Angela Rowe, Armbrrecht Jackson Cook Team  
Haley Manry, Armbrrecht Jackson Cook Team  
Addie Boucher, Armbrrecht Jackson Cook Team  
Pam Haisten, Armbrrecht Jackson Cook Team



**15** Leon Robertson, Walter Energy Cook Team  
 Ryan Cunill, Walter Energy Cook Team  
 Gary Cowles, Walter Energy Cook Team  
 Marguerite Cowles  
 Keith Miller, Walter Energy Cook Team  
 Rusty Cowles  
 Angie Whiddon, Walter Energy Cook Team  
 Garry Harris, Walter Energy Cook Team

**16** Jody Jones, Briggs Equipment Cook Team  
 Megan Graham, Briggs Equipment Cook Team  
 Craig Miley, Briggs Equipment Cook Team  
 Kimmie Perry, Briggs Equipment Cook Team

**17** Erin Wheeler  
 Casey Downing, Jr.

**18** Colin Cutright, Page & Jones  
 Kyle Maddox, Virginia Wrecking Co.  
 J.T. Smith, Glovis America

**19** Charlotte Sykes, ASPA Cook Team  
 Mike Russell, ASPA Cook Team  
 Kelly Orum-Sims, ASPA Cook Team  
 Jimmie Flanagan, ASPA Cook Team  
 David Barr, ASPA Cook Team  
 Pete O'Neal, ASPA Cook Team  
 Brittany Patrick, ASPA Cook Team  
 Helen Barks, ASPA Cook Team

**20** BAE Systems Cook Team—won “Best of Show”; 1st place “Best Booth Decorations”; 3rd place “Best Gumbo”



21



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26

- 21 ASPA Cook Team—won 2nd place “Best Booth Decorations”
- 22 BAE Systems Cook Team—won “Best of Show”; 1st place “Best Booth Decorations”; 3rd place “Best Gumbo”
- 23 Signal Ship Repair Cook Team—won 3rd place “Best Booth Decorations”
- 24 Richardson Stevedoring Cook Team—won 2nd place “Best Gumbo”
- 25 Mobile Gas Cook Team—won 1st place “Best Gumbo”
- 26 Andrew Saunders, Saunders Yachtworks, Addressing crowd at Portal re-dedication.



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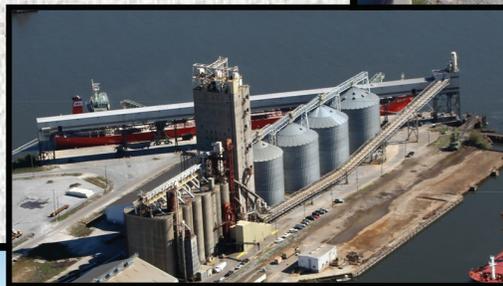
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# WORLD TRADE WEEK

## The Battle House Hotel | May 22 & 23, 2014

World Trade Week kicked off with a reception at The Battle House Hotel in Mobile on May 22 followed by the symposium on May 23. The Alabama State Port Authority was the gold sponsor for the events. The luncheon keynote speaker was Christopher Wenk, senior director of International Policy for the U.S. Chamber of Commerce. Wenk outlined the Washington Perspective on U.S. Trade Agenda and gave insight into the U.S. Chamber's trade strategy for 2014 and beyond.

World Trade Week recognized and celebrated the success of Alabama's globally engaged businesses, trade organizations and other stakeholders who promote and facilitate international trade in Alabama's economy. The event provided an opportunity for companies to network with local, state and federal resources.

"Here in Alabama, trade strengthens our small businesses, which make up 83 percent of the Alabama companies that export, according to the U.S. Department of Commerce," said Christina Stimpson, director of international trade for

the Mobile Area Chamber of Commerce. "Over a half a million jobs in Alabama are tied to international trade and these jobs are everywhere. Foreign-based companies, with operations here in Alabama, have significantly invested in our state - both in capital investment, and in human capital. More than 81,000 jobs are created by foreign investors in Alabama and in Mobile, eight of our top ten manufacturers are foreign-owned with employment numbers reaching more than 10,500 jobs."

World Trade Week brought a lineup of state and national speakers, including Greg Canfield, secretary of commerce, State of Alabama; Robert Stackpole, director, Alabama Export Assistant Center, U.S. Department of Commerce; and Leslie Schweitzer, senior vice president, International Business Development, Capitalize LLC.

Approximately 25 Mobile area companies in the service industry participated, with close to 100 participants for the reception and symposium.





- 1** Hilda Lockhart, Alabama Department of Commerce  
Leslie Schweitzer, Capitalize, LLC  
Reneau Hallett
- 2** Win Hallett, W. Hallett 3 Consultant  
The Honorable Sandy Stimpson, Mayor of Mobile
- 3** Elizabeth Roney, Office of Congressman Bradley Byrne  
Frazier Payne, Office of Congressman Bradley Byrne  
Bryan Thames, Maynard, Cooper & Gale
- 4** Colby Cooper, City of Mobile  
Britton Bonner, Adams & Reese  
Elizabeth Roney, Office of Congressman Bradley Byrne  
Frazier Payne, Office of Congressman Bradley Byrne
- 5** Ben Smith, S/M Transportation  
Marty Norden, Norden Warehouse Mobile  
Vann Bodden, S/M Transportation  
Chuck Camp, Alabama State Port Authority  
Marx Nicholson, Alabama State Port Authority

- 6** Mike Lee, Page & Jones  
Bill Cummins, Alabama International Trade Center  
Mark Brown, Birmingham Business Alliance
- 7** Mia Burmeister, Bellatore Real Estate & Development LLC  
James Yang, Alabama USA China Trading LLC  
Sue Wilkinson, Hancock Bank
- 8** Robert Stackpole, U.S. Department of Commerce  
Christina Stimpson, Mobile Area Chamber of Commerce
- 9** Greg Canfield, Director, Alabama Department of Commerce  
Robert Stackpole, U.S. Department of Commerce

## SIGNAL AWARDED CONTRACT

Signal International in Mobile was awarded a \$4.5 million contract to repair and drydock the USNS Lawrence H. Gianella for the U.S. Navy. The 615-foot-long product tanker, which delivers petroleum for the Defense Department, arrived in May for a quarters upgrade, steel repair and work on the shaft and propeller. Signal hired up to 150 employees to work on the repair of the ship.

## MOBILE SAFETY PROFESSIONAL EARNS TOP HONOR

*Alabama State Port Authority Employee Recognized for Commitment to Safety*



Pamela B. Perrich, CIH, Regional Vice President, Region IV, American Society of Safety Engineers (left) is shown with David Barr, Safety Manager, Alabama State Port Authority, who received the nation's top safety professional award from the organization.

David Barr, CSP, safety manager for the Alabama State Port Authority, was recently recognized as one of the nation's top safety professionals when he received the American Society of Safety Engineers (ASSE) 2013 Region IV Safety Professional of the Year Award. Barr is one of eight safety professionals across the nation receiving the honor, and was selected by his peers from an organization with more than 35,000 members.

Pam Perrich, regional vice president for ASSE, said the award is given to the most outstanding safety professionals for their work. "Our safety professionals pledge to protect people, property and the environment," said Perrich. "David's work makes him a standout."

Barr has been involved in several safety awareness efforts including serving as Safety World Leader for the SAWDC Worlds of Opportunity event, which teaches Mobile County Public School students about safety. Barr also serves as the Mobile Chapter membership chairman and was the chapter representative to the 2013 Region IV Professional Development Conference.

Barr was nominated for the award by the Mobile Chapter. "During my fifteen-year ASSE membership, I have never met anyone in our organization who is more dedicated to ASSE principles and who loves our professional organization as much as David," said Alex Napier, Safety Director for Thompson Engineering and President of the Mobile Chapter. Barr is only the second member of the Mobile Chapter to receive this prestigious award. In 1987, Frank Daniels, who was then safety manager for the Alabama State Port Authority, was the first to be awarded the Region IV Safety Professional of the Year award.

ASSE was founded in 1911 and is the oldest professional safety organization in the nation.



## PORT HOSTS VISITORS FROM THE DOMINICAN REPUBLIC

The U.S. Department of Commerce and the Mobile Area Chamber of Commerce's Trade Mission hosted a delegation from the Dominican Republic on July 8. They toured the port and met with local and port officials.

## NEW LAW NAMES ABERDEEN LOCK AND DAM FOR FORMER TENN-TOM ADMINISTRATOR



The U.S. Congress recognized Don Waldon, a former Administrator of the Tennessee-Tombigbee Waterway Development Authority, and a long-time proponent of the waterway by renaming one of its locks and dams in his honor.

Waldon Lock and Dam". The designated lock and dam is the Aberdeen Lock and Dam, one of 10 locks on the waterway. The lake formed by these structures will continue to be called Aberdeen Lake.

Waldon served as administrator of the waterway's development authority from 1984 until he retired in 2005. He joined the four-state agency in 1975, the first four years on loan from the federal government and later as its deputy administrator. Waldon was Deputy Assistant Secretary for the U.S. Department of the Interior during the Nixon-Ford administration and earlier was a Principal Budget Examiner in the Office of Management and Budget of the Executive Office of the President. He began his career as a civil engineer with the U.S. Army Corps of Engineers in Mobile, AL, focusing on water resources development.

"Having spent many years of my career involved with the Tenn-Tom there is not a more personal honor I could receive than to have my name associated with this great project that

The U.S. Congress has recognized Don Waldon, a former administrator of the Tennessee-Tombigbee Waterway Development Authority, and a long-time proponent of the waterway by renaming one of its locks and dams in his honor. The legislation was sponsored by Cong. Robert Aderholt of Alabama and Sen. Roger Wicker (MS), with support from Sen. Thad Cochran (MS) and Sen. Jeff Sessions (AL), and was included in the Water Resources Reform and Development Act of 2014 that was signed by the President in June.

The law states: "It is the sense of Congress that, at an appropriate time in accordance with the rules of the Senate and the House of Representatives, to recognize the contributions of Donald G. Waldon, whose selfless determination and tireless work, while serving as administrator of the Tennessee-Tombigbee Waterway for 21 years, contributed greatly to the realization and success of the Tennessee-Tombigbee Waterway Development Compact, that the lock and dam located at mile 357.5 on the Tennessee-Tombigbee Waterway should be known and designated as the Donald G.

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# CURRENTS

is so important to the economic well-being of this region and the nation,” said Waldon. “When I joined the Tenn-Tom, construction was less than one-half completed and I witnessed the engineering, legal, and political challenges to complete the waterway, at that time the largest and most complex water resources project ever built by the Corps of Engineers. I later had the privilege of leading the four-state compact’s efforts to promote and develop Tenn-Tom’s economic, trade, recreation, and tourism potential. During those decades, I can

name many individuals who helped the waterway realize the success it has achieved. They certainly deserve as much or more than me this kind of recognition by the Congress for their important contributions,” he said.

The designation of the Donald G. Waldon Lock and Dam will serve to continually remind Tenn Tom’s users and beneficiaries of Waldon’s legacy as a champion of the nation’s inland waterways and his lasting contributions throughout his career.

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## CONSTRUCTION PROGRESSES AT ALABAMA STEEL TERMINALS



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## USA PRESIDENT’S ADMINISTRATIVE COUNCIL VISITS PORT



In June, the University of South Alabama’s President’s Administrative Council visited the Port of Mobile. From left to right, Judith Adams, VP, Marketing, ASPA, Dr. Joseph Busta, Vice President, Development & Alumni Relations, Dr. Lynne Chronister, Vice President, Research and Economic Development, Robert (Bob) Lowry, Interim Director for Public Relations, Jimmy Lyons, Director / CEO, ASPA, Dr. Tony G. Waldrop, President, Stan Hammack, Vice President for Health Systems, Jean A. Tucker, Senior University Attorney, Dr. John W. Smith, Special Assistant to President, Vice President for Student Affairs, William (Happy) Fulford, Executive Director for Governmental Relations and Dr. Joel Erdmann, Athletic Director.

## COAST GUARD AVIATION TRAINING CENTER MOBILE TRANSFERS COMMAND



Officer of the ATC where he oversaw daily operations and administration of the unit's \$17 million dollar budget and 550 personnel.

A career military aviator, Capt. MacDonald has held pilot designations in eight military aircraft, is a graduate of Air Force Instructor Pilot School, holds an FAA Airline Transport Pilot rating and has accumulated more than 5500 hours of military flight time.

Raised in Tallahassee, FL, Capt. MacDonald is a graduate of the University of Florida in Gainesville, FL, where he earned a Bachelor of Science Degree in Forrest Biology. He received his Master of Science Degree in Quality Systems Management from the National Graduate School of Quality Management. Capt. MacDonald's personal awards include the Meritorious Service Medal (3), the Air Medal, the Coast Guard Commendation Medal (2), and the Coast Guard Achievement Medal (3).

Capt. Thomas MacDonald assumed the role of Commanding Officer from Capt. Thurman Maine in a change-of-command ceremony held at the U.S. Coast Guard Aviation Training Center in Mobile in June. Capt. Maine retired from the Coast Guard after 30 years of service.

Capt. MacDonald returns to ATC Mobile from assignment in the Acquisitions Directorate at Coast Guard Headquarters where he served as the Executive Assistant to the Director of Acquisitions Programs from 2012 to 2014, providing executive level support across a wide variety of acquisition programs including the National Security Cutter, Offshore Patrol Cutter, Fast Response Cutter, HC-144A, HC-130J, MH-65D, HC-130H, MH-60T, C-27 and Rescue 21.

In 2009, Capt. MacDonald reported to ATC Mobile as the Engineering Officer (EO) where he led Coast Guard aviation's largest Aviation Engineering department of 21 aircraft and supported the five-month response to the Deepwater Horizon oil spill. In 2011, he was assigned as the Executive

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# CURRENTS



## M/V UAL COLOGNE TAKES MAIDEN VOYAGE

M/V UAL COLOGNE arrived at Mobile Middle Bay Port on June 3, 2014. John Goff, ASPA, presented a plaque to Capt. Geert J. Van der Berg, M/V UAL COLOGNE.



## PORT ATTENDS RAILWAY INDUSTRIAL CLEARANCE ASSOCIATION CONFERENCE

Alabama State Port Authority managers visited with the Port's rail customers at the RICA conference held in June 2014. Pictured are Bill Inge, ASPA; Robert Legge, Norfolk Southern Railway; Andy Powell, Grieg Star Shipping; Trish Haver - Norfolk Southern Railway; Frank Ward - Grieg Star Shipping; Anna Ward - ASPA and Finn Roden - Grieg Star Shipping.



## STAR LYGRA TAKES MAIDEN VOYAGE

The STAR LYGRA took its maiden voyage from the Port of Mobile on June 13, 2014. Shown are Bill Inge, ASPA, Capt. Edward Sumbillo, STAR LYGRA; and Paul Pugh, Nord-Sud Shipping.



## AIRBUS

The Airbus Assembly Line project has awarded the remaining construction contracts and all buildings at the Mobile Aeroplex are under construction. B.L. Harbert International and Rob't J. Baggett, Inc., both Alabama-based construction companies were awarded the final general contractor packages, and Thompson Engineering of Mobile was selected for quality assurance material testing. More than 75 contracts were issued with 54 granted to Alabama-based companies. The facility will be ready to receive jigs and tools this fall, and the first aircraft components are scheduled to be received in the summer of 2015.

## CALLOWAY APPOINTED NEW PRESIDENT OF SEAONUS LLC

Seonus and the Board of Directors of Diversified Port Holdings (DPH) recently announced in June Ronald Calloway will be the new President of Seonus.

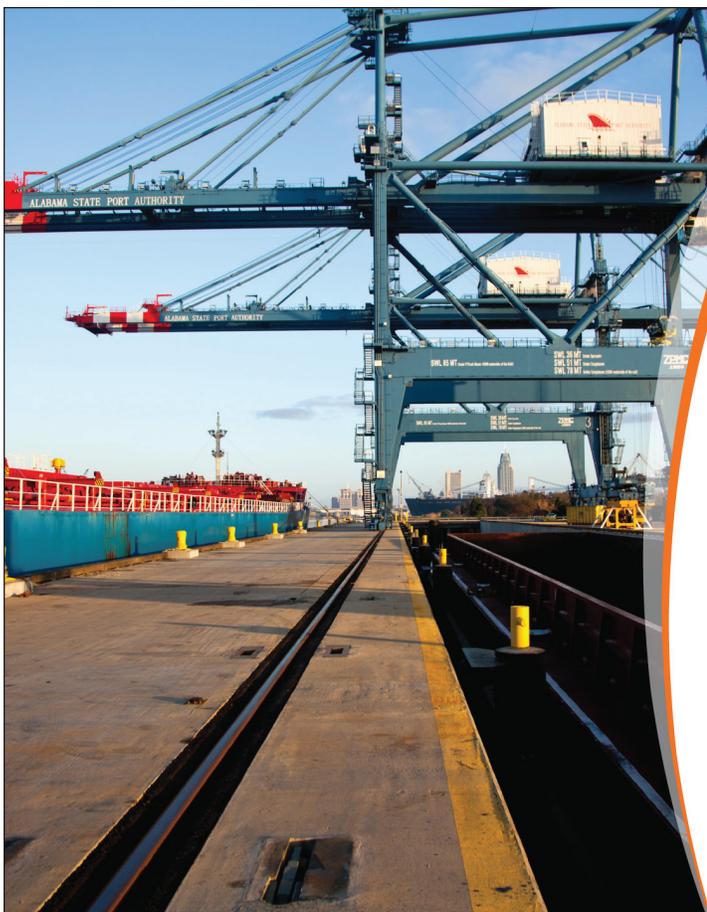
Regarding the new hire, Terry Brown, CEO of Diversified Port Holdings, said, "The Seonus Executive Directors, Chris May (President of Portus LLC), and myself went through an extensive process to find the right person to suit this particular role and complement the company's culture and we feel that Ronald met these qualifications based on his many years of experience within the distribution industry."

Calloway joins the organization with more than 35 years of experience in the supply chain industry working mainly in distribution. In his most recent role, he served as senior vice president, distribution for Flagler Global Logistics based in Coral Gables, FL. He also possesses a variety of expertise due to his time with Winn Dixie Stores, Inc. as the Senior Director of Logistics & Supply Chain. There, he led and managed distribution centers, transportation, warehouse and fleet operations, manufacturing plants, and a variety of personnel.

His extensive knowledge in multiple temperature facilities will be important to the future growth of Seonus and allow the organization to continue producing new opportunities.

"I am excited to join the Seonus team and honored to work with a group of dynamic professionals," Calloway said. "I look forward to meeting and getting to know our customers and understanding their business. We will work collaboratively and creatively to provide solutions that meet today's supply chain challenges in order to grow our customers' business."

Seonus, a Third Party Logistics organization operating in Stevedoring, Dry and Temperature Controlled Warehousing, Terminal Services, and Freight Services, is headquartered and has multiple operations in Jacksonville, FL along with operations in Mobile, AL and New Orleans, LA. Diversified Port Holdings is a holding company parent to logistics organizations Seonus LLC and Portus LLC.



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# PORT CALLS: FALL FARM DAY



» PHOTOS COURTESY OF LANDMARK PARK



**F**all Farm Day, formerly known as the Wiregrass Heritage Festival, is being held Saturday, October 25, from 10 a.m. to 4 p.m. at Landmark Park in Dothan. The event started in the early 1980s and focuses on Alabama's number one industry, agriculture.

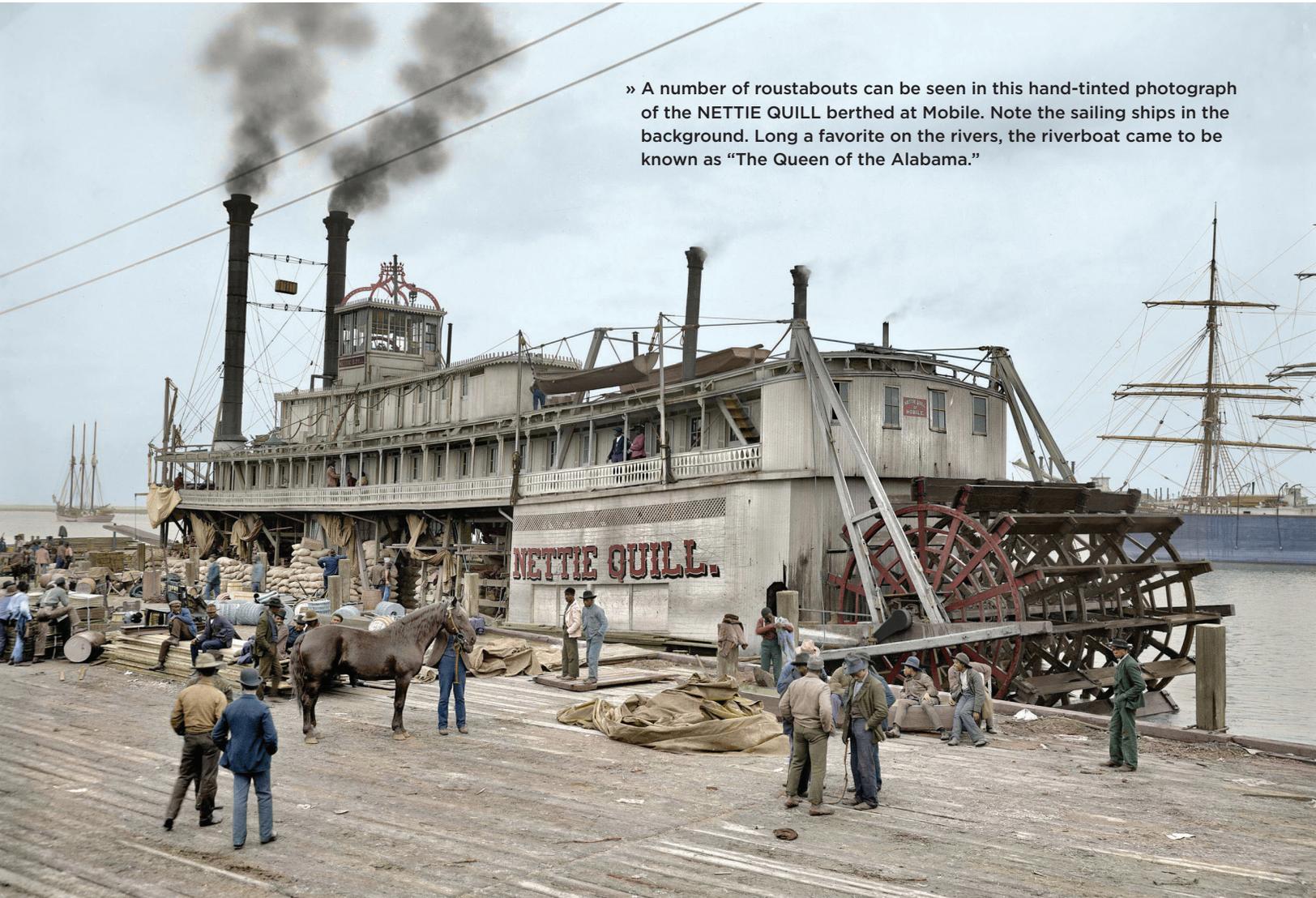
At the beginning of the 20th century, Alabama had hundreds of thousands of farms. By the end of the 1900s, only about 50,000 farms remained and still remain today. With agriculture being so vital to Alabama's heritage, Landmark Park is a place for the public to learn about a working farm in the early 1900s. Fall Farm Day is a one-day festival where visitors can learn about the activities that happened on the farm nearly 100 years ago. Traditional farm activities such as butter churning, blacksmithing, cane grinding and stripping, bowl carving, and peanut

digging and stacking are highlighted at the festival. Other activities include wagon rides, storytelling, music, a pumpkin patch, modern farm equipment and display, antique tractors and engine display, and the largest quilt display in the Wiregrass Region.

Come enjoy the sights, sounds and sweet smells of Fall Farm Day 2014. Ticket prices are \$8 for adults, \$6 for senior citizens and \$4 for children. For more information, contact Landmark Park at 334.794.3452.

## THE QUEEN OF THE ALABAMA

» A number of roustabouts can be seen in this hand-tinted photograph of the NETTIE QUILL berthed at Mobile. Note the sailing ships in the background. Long a favorite on the rivers, the riverboat came to be known as “The Queen of the Alabama.”



She wasn't the largest, nor was she the fastest—in fact, the roustabouts used to sing a chantey about a famous race that she had lost—but the NETTIE QUILL was considered the most prestigious steamboat of her time plying Alabama's inland waters. Even though she succumbed to a storm nearly a century ago, images of the NETTIE QUILL can readily be found in offices and private homes in the Mobile area. So famous was the riverboat in Monroe County, Ala., that eight decades after her demise, one could “go into doctors' offices and drugstores, and they'll have a picture of the NETTIE QUILL in there,” towboat Captain Pat Meyers recalled in a 1995 interview.

The story of the NETTIE QUILL is the story of river-borne commerce when cotton was king, but it is also the story of a successful Irish-American family. Brothers John, James and Pat Quill arrived in Mobile from Ireland in 1867, and they were drawn to the city's busy waterfront. As the state's only seaport, and the major port closest to open water on the northern Gulf of Mexico, the deepwater Port of Mobile handled vessels coming and going to the farthest corners of the globe. While imports were as varied as their ports of origin, the primary export shipped from Mobile at that time was cotton. The city's wharves were piled high with bales of cotton during the season, as sweating roustabouts

unloaded river packets and stevedores wrestled the precious cargo onto waiting ships, their masts and yards making a temporary forest along the Mobile River. Alabama-grown cotton was exported mainly to England, where it fed that nation's voracious textile mills.

John Quill was 29 years old when he and his brothers first came to Mobile. Quill saw an opportunity working on the steam packets—the sternwheelers that made their way between the seaport and inland landings, transporting goods and passengers. Eventually, John Quill earned his master's license and initially served as captain of the riverboat MARY, operating on the Alabama River. He proved himself a capable and dedicated steamboat man, and his brothers followed him into the business. Quill served as master of increasingly large and important boats until the day came that he and his brothers had the capital needed to establish their own packet line.

Their first boat was to become their most famous. Her hull was built in Freedom, Pa., in 1886, measuring 178 feet 4 inches overall, with a beam of 33 feet four inches. She had a draft of five and a half feet and was of 299 tons burden. The steamboat's upper works and engines were completed that same year in Wheeling, W. Va., under the supervision of Tom Dunbar in the yard of A.J. Sweeney & Son. John Quill named the boat for his wife and daughter, both of whom were named Nettie. John Quill served as captain of the NETTIE QUILL; Pat Quill was the boat's engineer, and James Quill served as purchasing agent for the newly established line that regularly provided service on the Mobile and Alabama rivers between Mobile and Selma, but which also steamed as far north as Montgomery during high water.

Like most of her contemporaries, the NETTIE QUILL featured three decks. The lower deck was reserved for cargo, firewood to fire the boilers, livestock, and the 25 to 30 deckhands it took to load and offload the cargo, keep the boat running and tie her up at the various landings along the river. It is of interest to note that the deckhands, or roustabouts, were provided no accommodations and worked 24-hour shifts, as necessary. The only rest these men received came between calls at the landings, and as former riverboat pilot and captain W.P. Harris recounted many years later, the roustabouts "seldom took off their shoes from the time we left Mobile until we got back," a six-day roundtrip between Mobile and Montgomery. The men were expected to sleep on sacks on the deck or leaning against cargo. In inclement weather, the roustabouts would spread large tarpaulins over the freight to keep it dry. They were overseen by a mate, and like sailors around the world, they sang chanteys as they worked, sometimes also singing and dancing for the entertainment of passengers, who would toss them coins. One of the chanteys the men sang recalled a race between

the NETTIE QUILL and the HATTIE B. MOORE. According to the song,

*The Nettie and the Hattie  
They had a race.  
The Hattie threw water  
In the Nettie's face.*

The second deck housed the passengers, with space forward for women's trunks. Inside the main cabin, a central hall provided access to the NETTIE QUILL's staterooms. The NETTIE QUILL was what was known as a "winter boat," meaning she had a smaller main cabin that could be heated more easily by stoves. The packet was also recognized as one of the prettiest boats in the trade. Mamie Quill, daughter of James Quill, remembered her mother relating that her father "had exquisite tastes," and that, as a result, of all the riverboats, the NETTIE QUILL was "the most hospitable and set the best table." The boat featured silver serving pieces, including an ingenious pivot-mounted water pitcher. The head table in the main cabin was reserved for the captain and his officers, who rarely, if ever, dined with passengers.

Captain Harris recalled that the NETTIE QUILL "was a fine sight in those days with her three sparkling chandeliers—one amidship, one forward and one aft." The chandeliers originally were fueled by kerosene, and a lamp trimmer was employed on board to trim wicks, polish globes and chimneys and keep the lamps filled. It is said of the NETTIE QUILL that she was one of the later boats to make the switch to electric light due to the pleasing visual effect created by

» Here, the NETTIE QUILL is tied up at a river landing and taking on cargo. Note the firewood stacked on the lower deck. During cotton season, the riverboat would stop at as many as 70 landings during a round trip between Mobile and Montgomery. Photograph Courtesy of Chuck Torey, *The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.*





» **The Quill brothers started their own packet line with the 1886 launch of the NETTIE QUILL, seen here steaming down the Mobile River with a full load of cargo and passengers.** *S.Blake McNeely Collection, The Doy Leale McCall Rare Book and Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.*

the kerosene chandeliers on the dome of her cabin. Captain Harris first saw the NETTIE QUILL around the turn of the century, after she had switched over to electricity. While the effect may not have been as charming, it was eminently more practical. According to Harris, “Before electricity, we used a steel mesh basket filled with pine knots, which we lighted to make night landings.”

The hurricane deck was the domain of the captain and the pilot house, from which vantage point he simultaneously surveyed his kingdom and navigated his boat. During rough weather, captains and their pilots were known to remain at their posts as long as was required to ensure the safety of the passengers, the cargo and the steamboat.

All of the plantations along the rivers featured a landing, and when there was cotton to take on board, the NETTIE QUILL would stop at every landing—as many as 70 stops during a round trip. Passengers would gather at the landings when they heard the boat’s whistle blowing. An anxious passenger once asked plantation owner Whirt Moore how soon they could expect the arrival of the steamboat at Bridgeport Landing after they heard the whistle. Moore famously answered, “I wouldn’t rightly know. One whistled around that bend 25 years ago, and it ain’t got here yet.” During low water, the boats sometimes would get stuck on a sandbar for three or four days at a time, and passengers would become houseguests at the nearest plantation.

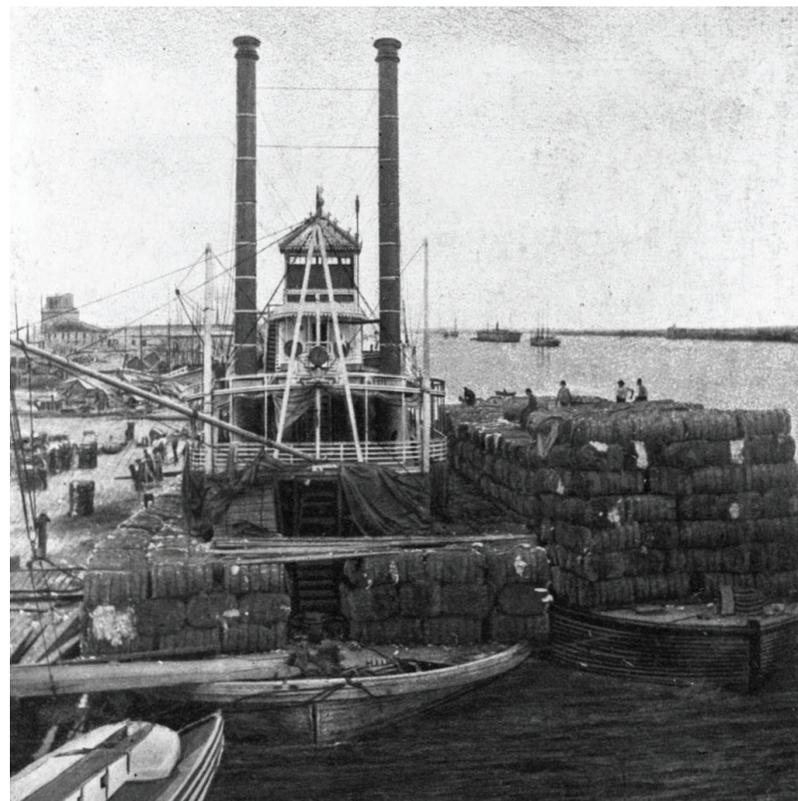
Nan Gray Davis, who grew up on a plantation along the Alabama River, noted that there were 185 steps running from the top of the bluff to the landing where the NETTIE QUILL

would tie up, and a cotton slide ran alongside the steps down to the water’s edge. Mamie Quill remembered that there were 365 steps to the top of the bluff at the landing at Twenty-One Mile Bluff, which made for difficult work for the roustabouts. “Sometimes a bale of cotton would roll into the water,” she told a reporter, “and they [the roustabouts] would have to go overboard to retrieve it.”

Quill also recalled with pride a record set by the NETTIE QUILL, commemorated by a post card that pictured the riverboat transporting a record cargo of 2,222 bales of cotton to Mobile. Not only were the steam packet’s decks stacked high with the cargo, she had two deeply laden barges lashed to either side of the boat. The Quill family could net as much as \$2,000 a week during cotton season, an astronomical sum in those days.

While the riverboats brought cotton downriver to Mobile, they carried a variety of goods upriver, as well. Mamie Quill said that James Quill regularly made purchases for planters along the river, shopping at such Mobile landmarks as Hammel Dry Goods, James McDonnell Wholesale Grocery, McPhillips Grocery, Daly Brothers and others, buying everything “from diamond necklaces to parachutes.”

» **John, James and Patrick Quill arrived in Mobile from Ireland in 1867 and were immediately drawn to the busy waterfront, where riverboats like this one offloaded passengers and cotton at the city’s wharves.** *Helen Louise Depuy Collection, The Doy Leale McCall Rare Book and Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.*



The NETTIE QUILL carried more than just cargo. As did her cousins plying the waters of the Mississippi River, the NETTIE QUILL and others in the Alabama River trade sometimes embarked professional gamblers, especially during the pre-Lenten season. Captain Harris noted that gamblers “would go up to Selma or Montgomery from Mobile and then come aboard ... with other passengers that were coming down river for the Mardi Gras festival. More than one planter and “country gentleman” found himself relieved of his money before he reached the Port City.

Mardi Gras in Mobile meant an increase in the number of passengers on the riverboats. “When the plantation owners came down the river on the NETTIE QUILL for Mardi Gras, Mama said it was a very colorful sight, with the planters, their wives and children dressed in finery, flags flying and brass bands playing,” Mamie Quill told a reporter. Minnie C. Foster recalled a very different passage from Bridgeport Landing in Wilcox County to Mobile during the 1899 Mardi Gras season. Prior to the 10 p.m. arrival of the NETTIE QUILL at the landing, the wind picked up and the temperature began to drop. Despite the high winds and choppy water, Captain Quill expertly berthed the steamboat, and the passengers embarked without incident. Shortly after the boat was underway, however, one of the young women on board discovered that her purse was missing, along with her cash, jewelry and the key to her trunk.

The passengers’ concern for the girl soon turned to concern about the weather, however. The wind continued to freshen, and it began to sleet around midnight. Whereas Foster remembered gala parties on previous Mardi Gras passages, the mood on the NETTIE QUILL was subdued that night. Few passengers slept, choosing instead to huddle close to the coal-fired stoves. The weather continued to deteriorate the following day, and the temperature dropped into the teens. The banks along the river were covered in snow by then, but the NETTIE QUILL continued to call at the various landings, taking on passengers bound for Mobile. Captain Quill was seen to remain at his post on the hurricane deck throughout the passage, “guarding the lives of those entrusted to his care,” Foster wrote. Nearly 26 hours after leaving Bridgeport Landing, dim lights were spotted ahead—Mobile—but the city looked different. The winter storm had knocked out much of the city’s gas lights, and citizens had resorted to lighting their homes with candles or kerosene lamps. Trains were unable to run; the telegraph wires had been downed by ice, and the mercury hovered at a bone-chilling 10 degrees. According to Foster, though, the story had a happy ending. The young woman’s purse was discovered in a chair at Bridgeport Landing, its contents still intact, and the weather warmed in time to allow revelers to celebrate Mardi Gras in style.



» In 1907, the riverboat JOHN QUILL began plying the Alabama, Tombigbee and Warrior rivers. *Helen Louise Depuy Collection, The Doy Leale McCall Rare Book and Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.*

The Quills added a second boat, the JOHN QUILL, built in Howard Shipyards in Jeffersonville, Ind., in 1907. The new steamboat measured 168 feet in length, with a beam of 35 feet and a draft of 4 feet 9 inches. The JOHN QUILL operated on the Alabama, Tombigbee and Warrior rivers. The Quills had become a prosperous, leading family in Mobile. Captain John Quill was prominent in several mystic societies, including the T.D.S. and the Order of Myths, among others. In 1913, a public reception was held in his honor, and Captain Quill was named the “first citizen” of Mobile. James Quill and Pat Quill had achieved similar status, with the former owning race horses, including John R., which won a handsome silver cup in a race hosted by the Mobile Driving Club.

The NETTIE QUILL, long a local favorite and known as “the Queen of the Alabama,” was sold to a Louisiana firm in 1915 and renamed the MONROE. She was put in service running to the Ouachita River. She was lost in a storm at New Orleans on Sept. 29, 1915. The JOHN QUILL struck a rock in the Warrior River and sank on June 12, 1916. She was later raised and put back into service, but she eventually was retired and towed to her final resting place at Twelve Mile Island. The days of the riverboats had passed, the elegant packets replaced by utilitarian pushboats and barges that hauled cargo, and passengers opting to travel by rail, bus or automobile. Nevertheless, the memory of the NETTIE QUILL lives on, with images of her still gracing homes and businesses from Mobile to Selma.

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<b>ARGENTINA</b> PUERTO MADRYN CAMPANA	Gearbulk Gearbulk	Bi-Monthly Bi-Monthly	Inchcape Inchcape
<b>ARUBA</b> ORANJESTAD	C.I.C.	Monthly	Seacliff Agencies
<b>BARBADOS</b> BRIDGETOWN	C.I.C.	Monthly	Seacliff Agencies
<b>BELGIUM</b> ANTWERP	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
<b>BELIZE</b> BIG CREEK	MCW Shipping	Bi-Weekly	Bulk Shipping
<b>BRAZIL</b> 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
<b>CANARY ISLANDS</b> LAS PALMAS TENERIFE	Spliethoff Spliethoff	Monthly Monthly	Page & Jones Inc. Page & Jones Inc.
<b>CAYMAN ISLANDS</b> GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
<b>CHILE</b> ARICA LIRQUEN SAN ANTONIO	Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Monthly Monthly Monthly	Grieg Star Grieg Star Grieg Star
<b>CHINA</b> DAGANG QINGDAO SHANGHAI	Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Monthly Monthly Monthly	Grieg Star Grieg Star Grieg Star
<b>COLOMBIA</b> BARRANQUILLA CARTAGENA SANTA MARTA	TBS Shipping TBS Shipping Dan-Gulf Shipping	Monthly Monthly Bi-Monthly	Seacliff Agency Seacliff Agency Lott Ship Agency

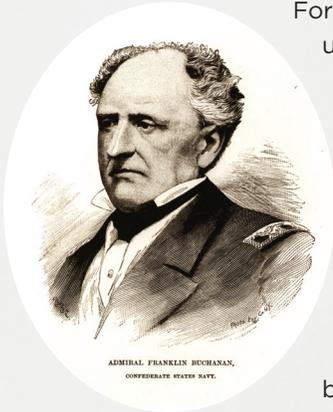
DESTINATION	LINE	FREQUENCY	AGENT
<b>CURAÇAO</b> WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
<b>DOMINICA</b> ROSEAUO	C.I.C.	Monthly	Seacliff Agencies
<b>DOMINICAN REPUBLIC</b> RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
<b>ECUADOR</b> PUERTO BOLIVAR GUAYAQUIL	Grieg Star Shipping Grieg Star Shipping	Monthly Monthly	Grieg Star 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 SETE	Grieg Star Shipping Grieg Star Shipping	Monthly Bi-Monthly	Nord-Sud Shipping 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 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
<b>JAMAICA</b> KINGSTON	C.I.C. Caribbean Forest Carriers	Bi-Weekly Inducement	Seacliff Agencies Transmarine Alabama LLC
<b>JAPAN</b> 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
<b>KOREA</b> 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
<b>LEBANON</b> BEIRUT	Nordana	Inducement	Biehl & Company
<b>MARTINIQUE</b> FORT-DE-FRANCE	C.I.C.	Monthly	Seacliff Agencies

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

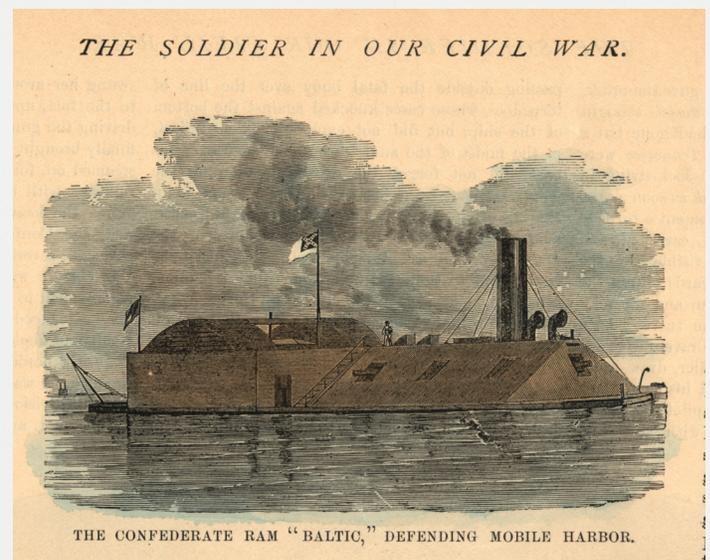
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For over a year, from May 1862 until early 1864, there was only one ironclad available to defend Mobile Bay, and it was hardly state-of-the-art. The BALTIC was a side-wheel river tug purchased by the State of Alabama and hastily converted. One hundred and eighty-six feet long, 38 feet in the beam, and drawing a little over six feet, she was protected by armor plating and cotton bales and mounted six guns. Her profile was typical of Civil War river ironclads, low, angled, and brooding with a tall smokestack forward and the side-wheels arching high aft, and no doubt when seen through a spyglass at several thousand yards looked dangerous enough. But the BALTIC was woefully underpowered and at best could only achieve about five knots. It took her almost 24 hours to steam from town to Fort Morgan. Furthermore, she was anything but sound. One of her officers described her as “rotten as punk, and ... as fit to go into action as a mud scow.” Fortunately, the Yankees didn’t know any of this, and her dark outline in the bay was enough to make them nervous about launching an attack without overwhelming force. Admiral Buchanan was determined to augment his sorry flagship and engaged in a flurry of activity and correspondence to insure that when Farragut did finally steam into the bay, he would face a fleet of iron rather than wooden gunboats and a converted river tug.

In order to achieve his goal, Buchanan had to create his department and administration almost from scratch. When he arrived in the Port City, he surveyed his command and its resources and remarked: “I have neither flag-captain nor flag-lieutenant, nor midshipman for aides; consequently, I have all the various duties to attend to from the grade of midshipman up. My office duties increase daily, which keeps me in the office until 3 o’clock, and then in the afternoon I visit the navy yard, navy store, ordnance, etc.” On the positive side, he was mostly satisfied with his sailors’ early performance during their drills. “Their exercises at general quarters I have seldom seen equaled,” he noted admiringly. “Our little squadron will do its duty.” Soon enough, however,

these common Rebel webfeet gave him headaches. As an officer aboard the gunboat MORGAN grouched, “To call the Morgan’s crew sailors would be disgracing the name. Out of a hundred and fifty not one is even American, much less a Southerner.” Unsettling as that seemed, they were a rough lot to boot, more pirates than jack tars, “a desperate set of cutthroats.” Buchanan concurred, stating: “There are on board some of these Steamers some of the greatest vagabonds you ever heard of. One or two hung during these times would have a wonderful effect.” Buchanan didn’t hang them, but he quickly imposed strict naval discipline and routinely clapped malefactors in irons. He also harangued his officers, familiarizing them with regulations and ordering them to wear gray uniforms. The latter command was necessitated when a lieutenant reported to the admiral for duty wearing, Buchanan gasped, “a black coat.” It didn’t take long for Buchanan’s growing contingent to realize that they were expected to be a professional military organization. There were fits and starts, and ongoing bad behavior aplenty, especially drunken episodes and whoring, ever the sailor’s solace, but these men were brave. As one of their officers admitted, they “never were backward in a fight.”



» **CLOCKWISE FROM TOP:** Admiral Franklin Buchanan. From J. Thomas Scharf, *History of the Confederate States Navy from its Organization* (New York, 1887); The Confederate Ram BALTIC. Dismissed by one of her officers as “rotten as punk” and little better than a “mud scow.” Nonetheless, this hulking ironclad prowled the bay and harbor to the war’s very end. Courtesy, Mobile Municipal Archives

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BURKHALTER SPECIALIZED TRANSPORT	(877) 815-8334
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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) 328-0901
DOCKSIDE SERVICES INC.	(251) 438-2362
DOLPHIN LINE INC.	(251) 666-2057
E & F TRANSPORTATION, INC.	(251) 621-0121
★ EASTMAN LOGISTICS	(800) 228-9595
★ ESTES EXPRESS	(251) 964-4501
★ FEDEX	(800) 762-3787
FIKES TRUCK LINE, INC.	(800) 643-6611
FINCH DISTRIBUTION	(800) 844-5381
FRIESE HAULING INC.	(800) 654-8111
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, Gulfport 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 INC.	(251) 457-7734
INTEGRATED TRANSPORT LLC	(334) 354-3339
JAMES CARTAGE CO.	(251) 457-1534
★ JOHN FAYARD MOVING & WAREHOUSING	(866) 862-0867
KNIGHT TRANSPORTATION	(877) 596-8678
LANDSTAR RANGERS	(251) 458-9371
★ 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)	(877) 666-7485
★ OLD DOMINION FREIGHT LINES, INC.	(251) 456-6545
★ OVERNITE TRANSPORTATION CO.	(205) 788-4000
P&S TRANSPORTATION	(866) 877-5623, FAX: (800) 426-0553
PRECISION TRANSPORTATION	(888) 372-5710
PGT TRUCKING, INC.	(251) 452-2128
★ POINT LOGISTICS	(251) 471-5369
★ QUICK DELIVERY SERVICE, INC.	(251) 424-7909
★ RICHWAY TRANSPORTATION SERVICES	(800) 457-9274
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SOUTHEASTERN FREIGHT LINES, INC.	(334) 284-3033
SOUTHERN CARTAGE, INC. (Dump Trucks)	(800) 537-4621
★ SOUTHERN INTERMODAL EXPRESS INC. (SIEX)	(800) 638-2749
★ 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) 649-5005
WOERNER TRANSPORTATION	(800) 547-6828
WONDERLAND EXPRESS (Heavy Haul)	(251) 653-7348
WRIGHT TRANSPORTATION, INC.	(800) 342-4598
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MOBILE INNER HARBOR PILOTS	(251) 441-7251

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BURLINGTON NORTHERN / SANTA FE	(205) 320-3637
CANADIAN NATIONAL / ILLINOIS CENTRAL RAILROAD	(800) 342-0224
CG RAILWAY	(877) 606-2477
CSX RAIL TRANSPORT	(251) 434-1300
KANSAS CITY SOUTHERN	(601) 933-4701
NORFOLK SOUTHERN CORP.	(205) 951-4761
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MARITIME SAFETY & SECURITY COUNSEL, LLC	(251) 767-9430

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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 Maullava Dr.	(251) 476-2229
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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-MOTOR SUPPLIES—Executive Park Dr.	(800) 342-0700
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) 661-1276
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—861-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

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ATLANTIC MARINE, INC.—P. O. Box 3202	(251) 690-7000
AUSTAL USA—P. O. Box 1049	(251) 434-8000
COOPER MARINE & TIMBERLANDS—P. O. Box 280, Mt. Vernon	(251) 829-5063
GENEAL & WADSWORTH 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.—857 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 INC.—101 Dumaine Rd.	(251) 458-4607
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
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CORE INDUSTRIES, INC.	mbmyles@southerngroup.com • 251-602-1308
GLOBAL STEVEDORING, INC.	tsirmon@iclogistics.com • 251-433-4198
GOLDEN STEVEDORING & LOGISTICS, INC.	mike@richardsoncompanies.com • 251-432-0091
PREMIER BULK STEVEDORING, LLC	mdouglas@premierstevedoring.com • 251-433-1191
RICHARDSON STEVEDORING AND LOGISTICS SERVICES, INC.	mike@richardsoncompanies.com • 251-432-0081
TRI-STATE MARITIME SERVICES, INC.	tsmsal@tsmsal.com • tadjger@tsmsal.com • 251-432-1054

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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
ED 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
SYBOLT, LP—P. O. Box 432, Saraland, AL	(251) 679-1191
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SGS MINERALS—P.O. BOX 1962	(251) 432-2781
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DANA MARINE SERVICE—210 St. Louis St.	(251) 432-2775
GRAESTONE LOGISTICS	(251) 380-7972
HENRY MARINE SERVICE	(251) 438-9442
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PARKER TOWING CO.—P. O. Box 20908, Tuscaloosa, AL 35402	(205) 349-1677
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Email: wildkm@intship.com

## LBH USA (CISA)

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## CMA CGM

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## CRIMSON SHIPPING CO., INC.

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Tom Nasman, President & CEO

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### Gulf

Emily Carra, 770-226-5941

### North Europe

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

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