

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

WINTER 2013



ALABAMA STATE PORT AUTHORITY RAIL BRIDGE AND ICTF PROJECT MOVES FORWARD



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ALABAMA SEAPORT

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ON THE COVER:

The Alabama State Port Authority (ASPA) is moving forward with its project to develop the Garrows Bend Intermodal Container Transfer Facility at Choctaw Point.

See story on page 4



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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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WORK BEGINS ON ASPA'S INTERMODAL CONTAINER TRANSFER FACILITY

The Port of Mobile's container ship has come in, and now a bridge will connect it to intermodal rail service. The Alabama State Port Authority (ASPA) is moving forward with its project to develop the Garrows Bend Intermodal Container Transfer Facility (ICTF) at Choctaw Point. When complete, the intermodal rail facility will connect import, export and domestic containerized cargo shippers with five major railroad lines.

The increased container volume we are currently experiencing at the Port, coupled with the anticipated growth of our service market industries, warrants construction of a functional rail intermodal yard to increase services and efficiencies for shippers.

**JAMES K. LYONS, DIRECTOR AND CHIEF EXECUTIVE OFFICER
FOR THE ALABAMA STATE PORT AUTHORITY**

By integrating marine and inland freight transportation systems, the Port Authority will provide a cost effective means of transporting containerized freight to and from industrial and distribution centers located in the Southeast and Midwest. Intermodal investments at Choctaw Point already include the container terminal, a logistics park, a public access project and environmental improvements.

The ICTF's \$36 million Phase I project has two distinct 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 five Class 1 railroads and the ASPA's Terminal Railway (TASD). Construction of the rail access bridge began in September 2013, and last year, the Port Authority received a \$12 million TIGER Grant from the U.S. Department of Transportation to cover a portion of the project's cost.

HDR Engineering Inc.'s Pensacola office designed the rail bridge and American Bridge Company of Tampa, Fla., will construct the bridge, which is projected to be completed in March 2015. Thompson Engineering, of Mobile, Ala., will provide construction support and on-site inspection services for the project.

"American Bridge Company specializes in building and renovating bridges and other large civil engineering projects, and this bridge is on the small end of their scale," said Jerald Kichler, ASPA's vice president of engineering services. "They also specialize in large cargo piers. This is their fifth project with us since 2005."



Robert Bentley, Governor of Alabama

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» GROUNDWORK ON THE INTERMODAL
CONTAINER TRANSFER FACILITY



Previously, the company was the construction contractor on projects including the \$25 million Pinto Terminal dock and the \$41 million, 2,000-foot dock at the Port Authority's container terminal operated by APM Terminals.

Construction of the rail bridge began after completion of the required National Environmental Policy Act (NEPA) review, explained Bob Harris, ASPA vice president of environmental and program management. Beyond an 875-foot 'high and dry' earth embankment, the rail bridge spans a portion of the mitigation area created to compensate for wetlands impacts from the project, and the ASPA is limited in disturbing the area.

"We're working within a narrow strip to span the wetlands area," said Kichler. The bridge is 33 feet wide and 1,225 feet long and within the 85-foot-wide mitigation strip. The contractor plans to construct a trestle, or a temporary bridge for cranes and trucks, right beside the in-progress rail bridge, explained Kichler. The work will move in 450-foot segments, and as each section is completed, the contractor will break down the trestle and move it forward for the next 450-foot section. "It's a leapfrog arrangement to keep them from adversely impacting the wetlands," Kichler said. The

rail bridge includes pre-cast concrete pilings and girders, as well as cast-in-place concrete for the deck.

The intermodal rail yard's final design will be completed by early 2014. The ICTF's Phase I completion date is anticipated by late 2015. It includes three intermodal railroad tracks and an operations facility with room for parking chassis with containers. "We'll be up and running by 2016, but we can build more tracks as demand increases," said Kichler.

The intermodal container transfer facility is designed for growth. Expansions in the intermodal facility could add another 14 rail tracks, bringing the total to 17. Even the rail bridge is built to accommodate any needed expansion. Its initial design currently includes one line of track, but the bridge is wide enough for a second track if necessary.

As the rail tracks are each approximately 3,500 feet long, there will be a total of 12,200 feet of track in the rail yard

when Phase I is completed. The rail bridge and earth embankment encompasses another 2,075 feet of track. Ultimately, the intermodal facility when expanded to full build-out will host approximately 60,000 feet of intermodal rail service track.

The new intermodal container transfer facility directly connects to CSX at the west end and the Canadian National on the east end of the new facility. The ICTF will also be served by the Port Authority's Terminal Railway (TASD), which interchanges with Alabama and Gulf Coast Railway and the Burlington Northern Santa Fe, Norfolk Southern and Kansas City Southern, creating new opportunities for Southern, Midwestern and Appalachian producers. Norfolk Southern reports the new facility is an important part of its Crescent Corridor. Canadian National views the ICTF as key to its export supply chain.

Exports from the Port of Mobile expect to benefit from this new facility. "By providing a vital link between the port and the national rail network, this project will create new export opportunities for Southern, Midwestern and Appalachian producers, including containerized cotton from Memphis,

automobile components from the Southeast, and other agricultural products," said Lyons. Major imports that will benefit include automotive components, steel articles, processed and ready-to-cook seafood, fresh produce (fruits/vegetables), and chemicals. Lyons also noted the facility could bring a much-needed intermodal ramp for regional domestic shippers seeking intermodal connectivity to North American customers. Added benefits are directly linked to reducing the number of import, export and domestic containers traveling to and from the Port of Mobile by truck on state and national roadways. The shift from truck to rail not only relieves congestion and wear and tear on highways, but also reduces fuel consumption per ton mile traveled and truck emissions.

Following on the heels of the successful venture with APM Terminals to develop the container terminal, projected volumes at the intermodal container transfer facility will grow to about 25 percent of container throughput, meaning the Intermodal Facility would handle an annual volume of 250,000 TEUs at full build-out, including about 50,000 domestic boxes.



» GROUNDWORK ON THE INTERMODAL CONTAINER TRANSFER FACILITY



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U.S. COAST GUARD SECTOR MOBILE SEES A CHANGE IN COMMAND



» CHANGING COMMAND

United States Coast Guard Sector Mobile hosted a change of command ceremony on July 24, 2013, officially marking Capt. Samuel “Duke” Walker assuming the duties and responsibilities of commanding officer from Capt. Donald J. Rose. Both men began their Coast Guard careers together at the U.S. Coast Guard Academy in New London, Conn., in 1980. “This ceremony is often bittersweet for the port, because of the importance of our working relationship with the Sector,” noted James K. Lyons, director and chief executive officer of the Alabama State Port Authority. “We spend countless hours collaborating on good stewardship at the port, building rapport with each commander, only to later bid farewell. I wish Don all the best in his retirement, and I and my staff look forward to working with Duke Walker.”

Prior to assuming command at Sector Mobile, Capt. Walker served as Chief of Response for the Eighth Coast Guard District, and as the Federal On-Scene Coordinator for the Deepwater Horizon Spill of National Significance Response. The Eighth Coast Guard District covers 26 states, from Minnesota to Pittsburgh, Penn., and West Virginia, to the Gulf Coast from Texas to the Florida panhandle. His main responsibility was overseeing field operations across a full spectrum of missions in these states. Along the Gulf Coast, Capt. Walker explained, this means search and rescue, law

enforcement and marine environmental response. Inland responsibilities on the navigable western rivers include facilitating the flow of commerce and ensuring security for dangerous cargoes.

Capt. Walker received his promotion to captain in July 2008, then served as president of the Class of 2009 at the National War College. In 2009-2010, he was Commodore, Coast Guard Patrol Forces Southwest Asia, leading all Coast Guard Forces in support of the U.S. Central Command Operations “Iraqi Freedom” and “Enduring Freedom.” During his previous deployment in Iraq from 2004 to 2006, he embedded with British forces as second in command to redevelop the Iraqi military.

“The Iraqi Navy is more like the Coast Guard,” said Capt. Walker. “They defend their coastline and their national assets, the oil platforms and ports. It was a wonderful experience, and today the Iraqi Navy is in charge of its own waters.”

For his service, the Queen of England invested Capt. Walker as an Honorary Member of the Most Excellent Order of the British Empire. The award was presented by Prince Andrew, Duke of York, during a visit to the Middle East. “It was such

an honor, and he's a naval officer, which made it special." said Capt. Walker, who also received a Bronze Star for his missions in Iraq. "This is right next to it."

As head of Sector Mobile, Capt. Walker serves as Captain of the Port for Mobile, Pensacola and Panama City, Fla., and Pascagoula and Gulfport, Miss, and will interact regularly with industry partners. "I'm really looking forward to finding my way in that role," he said.

Capt. Rose came to Mobile in July 2010, just a few months after the BP Deepwater Horizon oil spill in the Gulf of Mexico. While learning the dynamic nature of large port operations, he balanced safety and security with the commercial and recreational activities of the area waterways. "The balance of that is a pretty difficult thing to do," he explained. With increasing congestion, waterways are often pushed to their limits. Sector Mobile, Capt. Rose said, was his favorite assignment: "You're doing all the missions of the Coast Guard from an operations perspective."

His tenure as commander was marked with other challenges, including cleaning up an oil spill in the Mobile River during a tropical storm, a difficult and emotional search and rescue operation after a USCG helicopter crashed in Mobile Bay, and the damaged Carnival cruise ship TRIUMPH. The ship

was towed up Mobile Bay to the Mobile River, and moored at the Alabama Cruise Terminal. It then broke free and damaged property along both sides of the river before it was tied down again. For Capt. Rose, this was an exercise in dealing with the hazards of a maritime environment and the need for quick response, while allowing commerce to continue moving along Mobile's waterways.

Before leading Sector Mobile, Capt. Rose served in Alameda, Calif., as Staff Judge Advocate, Coast Guard Pacific Area and Coast Guard Force Readiness Command, and as the Chief of the Legal Division and Staff Judge Advocate for Coast Guard Maintenance and Logistics Command Pacific. During that assignment, he concurrently served as a special court-martial military judge for two years.

Capt. Rose was initially drawn to the Coast Guard's humanitarian efforts. "It's the kind of job you feel good about doing," he said. "The people in the Coast Guard can see the benefit of what they do for their country." Joining gave him the opportunity to explore the country from Charleston, S.C., to Juneau, Alaska, Portland, Maine, and San Francisco, Calif. After traveling the country, Capt. Rose and his family plan to make Mobile home.

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Birmingham, Ala. | September 24, 2013



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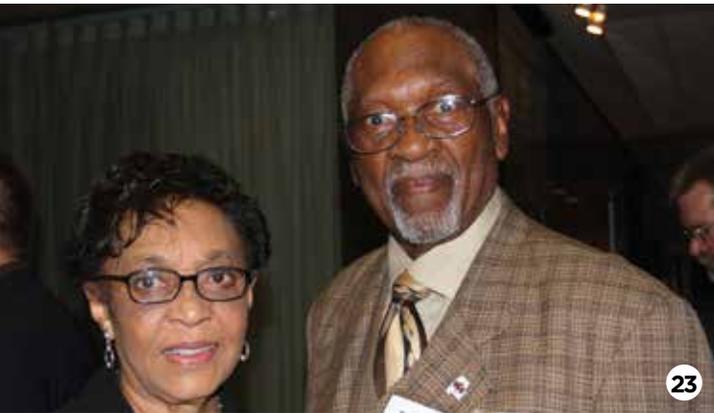
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COL. CHYTKA TAKES COMMAND OF THE MOBILE DISTRICT

» COL. CHYTKA RECEIVING THE CORPS OF ENGINEERS' FLAG DURING CHANGE OF COMMAND CEREMONY

photography by Lance D. Davis

On Aug. 1, 2013, Colonel Jon J. Chytka became the 51st District Engineer of the Mobile District, U.S. Army Corps of Engineers (USACE). He assumed command during the Mobile District's Change of Command Ceremony at the Alabama Cruise Terminal located in downtown Mobile, Ala.

During the ceremony, the Corps of Engineers Command Flag, a symbol of the unit's identity, was passed to Chytka from the former Mobile District Commander Col. Steven J. Roemhildt, who served as district commander and engineer of Mobile since May 26, 2010. Roemhildt reported to Washington, D.C. for his next assignment as the Operations Officer (G3) for the USACE.

James K. Lyons, director and CEO of the Alabama State Port Authority, extended his best wishes to Roemhildt in his next command.

"Colonel Roemhildt and his entire team at District worked closely with all of the port communities to ensure the flow of trade and commerce," said Lyons. "I am certain he will carry that effectiveness onward to Washington."

When Chytka accepted the flag presented to him by South Atlantic Division Commander Brig. Gen. Donald Jackson, he also accepted the responsibility and authority over important federal navigation channels and federally authorized projects stretching from the Tennessee-Tombigbee, Black Warrior and Alabama-Coosa-Tallapoosa waterways to the north, westward to the Pearl River Basin in Mississippi and to the Apalachicola-Chattahoochee-Flint Basin in the east.

According to the USACE mission, as the district commander and engineer, Chytka will provide construction, maintenance and operation of key infrastructure projects that contribute to the nation's economy, environment, safety and quality of life.

"We welcome Colonel Chytka to Mobile and look forward to working with him and his team on critical water resource matters," said Lyons.

Chytka accepted command of the Mobile District shortly after receiving his master's degree in security studies over

the summer of 2013 from the Naval War College. Prior to his graduation, Chytka served as the Deputy Commander of the 130th Engineer Brigade at Schofield Barracks, Hawaii.

In the years preceding his tour with the 130th, Chytka served as the Deputy Commander of the Afghanistan Engineer District (AED), where he was responsible for construction of the facilities for Afghan National Security Forces (Army and Police) as well as others. Before that deployment, Chytka gained experience he will likely draw from in the next few years to come, when he served as the Commander of the Honolulu District, USACE. He was in command of approximately 280 engineers, scientists and support staff. Similar to the Mobile District, the Honolulu District's responsibilities included major military design and construction, civil works, international and interagency support, real estate services to the Army and Air Force, regulatory work, environmental services, emergency management and more.

A native of South Dakota, Chytka received his bachelor's degree in aerospace engineering from the U.S. Military Academy and his master's degree in engineering management from the University of Missouri at Rolla. He graduated from the Army Command and General Staff College at Fort Leavenworth, Kan., and the Engineer Officer

Basic and Advanced Courses at Fort Leonard Wood, Mo. Chytka's operational assignments have taken him around the world, including serving the 1st Engineer Battalion at Ft. Riley, Kan.; the 44th Engineer Battalion at Camp Howze, Korea; Company Command of the 82nd Engineer Company, Camp Edwards, Korea; and as a U.S. Exchange Officer with the Australian 3rd Combat Engineer Regiment.

Chytka served as 1st Armored Division's Assistant Division Engineer in Germany. During Operation Iraqi Freedom (2005-2007), he deployed as the Executive Officer of the 40th Engineer Battalion. Chytka also served as the Assistant Professor of Military Science at Georgetown University.

Chytka's awards and decorations include the Bronze Star; the Meritorious Service Medal; the Army Commendation Medal; the Army Achievement Medal; the Humanitarian Service Medal; the Air Assault Badge; the Airborne Badge; and the Ranger Tab. He is also a recipient of the Bronze Order of the DeFleury Medal.



SOUTHERN LEGISLATIVE CONFERENCE OPENING RECEPTION

Exploreum | July 27, 2013



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Rep. Mike Hubbard, Speaker of the House,
Alabama State House

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Mike Draine, AmeriHealth Caritas

14 Mikko Lindberg, Southern Legislative Conference
Lauren Wells
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SOUTHERN LEGISLATIVE CONFERENCE FAMILY FUN BATTLESHIP RECEPTION USS ALABAMA | July 28, 2013



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SOUTHERN LEGISLATIVE CONFERENCE PORT TOUR Aboard SOUTHERN BELLE | July 31, 2013



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JOHN SLEDGE'S NEW MARITIME HISTORY BOOK

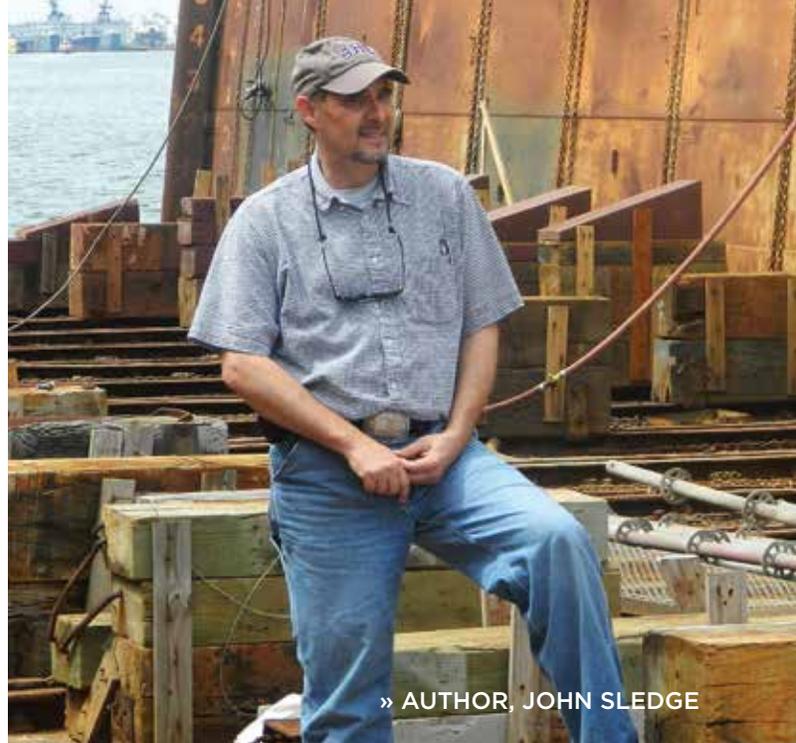
The Mobile River has been mentioned in several history books and articles but always as part of a much larger story. A Fairhope resident and author named John Sledge wants to change that, making the Mobile River *the* story.

After reading a number of books about rivers throughout Alabama, it became apparent to Sledge how very little attention has been paid to the Mobile. "It's one of the most underappreciated rivers in the country," he says, "and yet it's got this incredibly long and colorful history. Everyone knows and loves the Bay and the Delta, but it's the Mobile River's main channel that is really the working arm. I felt it was past time to tell its story in readable and entertaining fashion."

So, for the past four years, Sledge has been researching and writing *A Fine, Large River: The Mobile in American History*. "I hope that people will come away from the book with a deeper appreciation for the river's past," he says. "But I also hope they will gain real insight into how the Mobile defines the city at its mouth and continues to steer the destiny of all those who call this special place home."

Guided by these goals, Sledge focuses on the people. He writes about the Mobile Indians, who were here first and whose name means "to paddle," an appropriate source for the river's name. He also writes of the eighteenth-century French, British and Spanish who settled the region and attempted to build a workable economy. Among the most memorable of these are Bienville, Old Mobile's founder in 1702, and his confederate Henri de Tonti. "Bienville was young in years but a master of forest diplomacy," Sledge explains. "To awe the Indians he had his upper body decorated with elaborate tattoos. Tonti was a capable soldier with an iron prosthesis in place of one hand testifying to his bravery. You can imagine what kind of impression these two made on an Indian village when they stepped out of the pirogue."

While some readers may have already heard of Bienville and Tonti, the book is filled with numerous other figures not likely to be as familiar—Timothy Meaher, steamboat builder and captain, filibuster, slave runner, blockade runner; Albert Stein, a German hydraulic engineer who stubbornly advocated scouring the harbor rather than dredging it, even when all the evidence dictated otherwise; Rosa Lee, the formidable madam at one of downtown's raucous brothels; Vincent George, a teenaged tugboat deckhand learning about work and the world on the river; and countless others.



» AUTHOR, JOHN SLEDGE

Sledge emphasizes that the Mobile's economic importance remains central, as demonstrated by broad-shouldered enterprises like Austal USA, BAE Systems, Signal Ship Repair and the Alabama State Port Authority. "Working the river is a major element of this tale," he declares. "From the French caulking their boats to roustabouts wrestling cotton into warehouses to the scurrying welders and riveters of World War II to the modern engineers sitting at their computer terminals at Barry Steam Plant, they're all here."

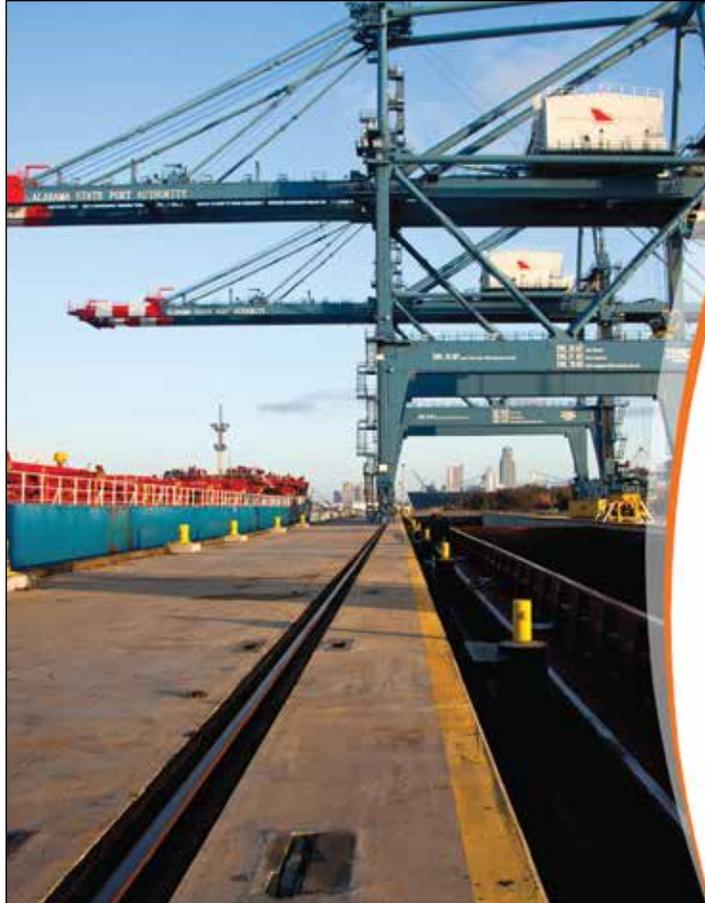
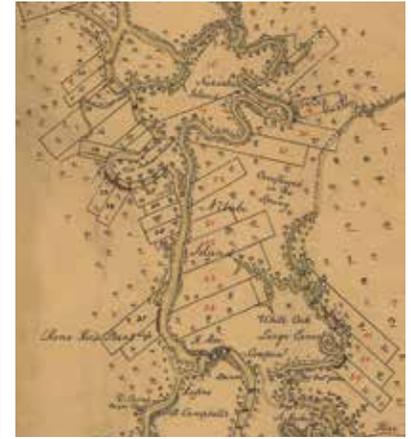
Readers will feel an immense sense of pride reading the book and learning the significant obstacles Mobile's people have overcome. "Mobile has had a difficult history," Sledge says. "There have been far too many disasters on that river, including hurricanes, steamboat boiler explosions, fires, the SUNSET LIMITED train wreck, and most recently the TRIUMPH'S crazy river ride that drowned a worker." As if all of this hasn't been enough for residents to contend with, the river's people have sometimes actively fought and oppressed each other. "The human history there is hard," he says. "Indians were enslaved and tortured during the colonial era, Africans were kidnapped and brought against their will aboard the schooner CLOTILDA in 1860, and Apache Indians, including Geronimo, were held at Mount Vernon in the 1880s. Blacks were assaulted during the ADDSCO riots of 1943. And then there was shameful treatment of mental patients at Mount Vernon Hospital during the 1960s. It's not always a pretty story, but a writer must tell the truth."

One of the most important issues that directly concerns the Mobile River is the environment. Sledge notes that sewage was a problem as far back as colonial times and spills and overflows sometimes still happen. During the mid-twentieth

century, industrial and agribusiness releases into the river further impacted water quality. Sledge notes improvements made since then, and stresses the need for continued cooperation between environmental agencies, the public, and industrial interests. "Maintaining a good balance between economic growth and development of the river and its environmental integrity is absolutely critical going forward."

A Fine, Large River: The Mobile in American History is slated for publication in 2015 by the University of South Carolina Press. The book will include 20 color plates, 40 black-and-white photos (some never before published), and a commissioned map of the Mobile River Delta by local architect Nicholas Holmes III that will accompany one of the Bay his grandfather did in 1937. "I'm especially excited about the maps," Sledge said. "They should really be the icing on the cake, making this book a real keepsake for anyone with an interest in the wonderful river on our doorstep."

» **CLOCKWISE FROM TOP:** This circa 1905 postcard shows Mobile residents enjoying their river. Courtesy, John Hunter, Dockside Services; David Taitt's 1771 West Florida map, showing the upper Mobile from Nannahubba to the Tensaw split. Courtesy, Library of Congress; Mobile waterfront painted in 1984 by Lee Hoffman. The air of desolation and quiet amid so much evidence of heavy commerce is not uncommon at certain times dockside. Courtesy, Kaye Hoffman.



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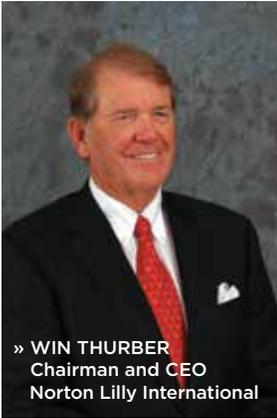
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THURBER RECEIVES 2013 CONNIE AWARD



» WIN THURBER
Chairman and CEO
Norton Lilly International

H. Winchester “Win” Thurber III, chairman and CEO of Norton Lilly International, received the 2013 Connie Award, given by The Containerization & Intermodal Institute (CII). Thurber was recognized at the Connie Luncheon held December 9th at the Metropolitan Room at the Newark Club in Newark, N.J.

Thurber was recognized with the award for his leadership in the early years of containerization and his revitalization of the shipping agency concept and Norton Lilly.

“Early on, Win Thurber was instrumental in changing the shippers’ mindset from breakbulk transport to containerization and is the quintessential entrepreneur, responsible for revitalizing Norton Lilly and the shipping agency business,” said Michael DiVirgilio, president of CII. “It was a clear decision to honor Mr. Thurber as this year’s recipient.”

Beginning his shipping industry career in the late 1960s, Thurber worked for Sea-Land Service. Thurber held various positions with the company and with SeaTrain in the Northeast, Southeast and Gulf, as well as Western Europe. In the 1980s, his career path led him to the agency business when he established the Thurber Agency. He later joined, then acquired and operated Southern Steamship Agency and Southern Steam. In 1990, he sold Southern Steamship to Inchcape Shipping Services where he held senior management positions. In 1999, he formed a partnership with J. Schley Rutherford to buy Strachan Shipping Agency, and he and Rutherford purchased Norton Lilly International in 2002.

GEORGIA-PACIFIC ACQUIRES BUCKEYE TECHNOLOGIES

Georgia-Pacific LLC and Buckeye Technologies Inc. (BKI) completed the acquisition of Buckeye by Georgia-Pacific in August, including ownership of its five manufacturing facilities, global sales offices and headquarters. The approximate 1,200 employees of Buckeye Technologies are now employees of Georgia-Pacific as Buckeye becomes a wholly owned subsidiary.

For more than 90 years, Buckeye Technologies Inc. has been a leader in producing value-added cellulose-based specialty products for high-end niche markets worldwide. The company offers expertise in polymer chemistry and fiber science, combined with advanced manufacturing practices and airlaid and wetlaid technologies, to provide a broad range of products and innovative solutions.

“We are excited to finalize the acquisition,” said John Crowe, chairman and CEO, Buckeye Technologies. “This combination will be very good for a lot of people. Many Buckeye employees will have more opportunities; customers will have more options; community members will continue to have a company with a record of contributing in communities where they operate and, of course, shareholders get a very nice return.”

Jim Hannan, CEO and president of Georgia-Pacific, added, “We are very pleased to welcome the talented Buckeye employees to our company. They, along with Buckeye Technologies’ assets, innovation capabilities, advanced technologies, and specialty fibers and nonwovens businesses, provide a significant platform for continued growth and success for our cellulose and consumer products businesses.”

Headquartered in Atlanta, Georgia-Pacific is one of the world’s leading manufacturers and marketers of building products, tissue, packaging, paper, cellulose and related chemicals. The company employs approximately 35,000 people worldwide.

WEYERHAUSER REOPENS CASTLEBERRY PLANT

In August, Weyerhaeuser Co. announced it will reopen its Castleberry, Ala., lumber plant and reinstate production, hiring as many as 100 people before the end of 2014.

The facility will restart production of Weyerhaeuser’s TrusJoist and Microllam lines. Annual production capacity at the plant is estimated at 2 million cubic feet of Microllam LVL and 120 million lineal feet of TJI joists. The decision to reopen the plant was made in response to strengthening demand for wood products in North America.

“Customer demand for engineered wood products has improved over the last year, and our Evergreen facility is the ideal location to add production capacity of our TrusJoist and Microllam building products,” said Jan Marrs, manufacturing manager for Weyerhaeuser Engineered Lumber Products in a news release. “With our markets improving and positive support from both the state and local community, we are looking forward to restarting this facility.”

The Castleberry plant was first opened by TrusJoist MacMillan in 1998, and then purchased by Weyerhaeuser in 2000. At its peak, the plant employed 225 in 2008. The facility was closed in 2009 and 169 workers lost their jobs.

Recruiting production back to the Castleberry plant was a collaborative effort of the Conecuh County Commission, staff of the Evergreen/ Conecuh County Economic Development Office and the Coastal Gateway Economic Development Alliance.

“We are thrilled to welcome Weyerhaeuser back to Conecuh County. Weyerhaeuser is an excellent company and bringing this plant back online will have an extraordinarily positive impact on the entire region,” said Coastal Gateway Regional Economic Development Alliance Chairman Larry Woods.

ALABAMA AND ITS MAJOR CITIES, TOPS FOR DOING BUSINESS

The state of **Alabama**, along with two of its largest cities—**Mobile** and **Huntsville**—have been named among the **top states and cities for doing business for the fourth consecutive year**.

Area Development magazine ranked among the top five states for doing business for the fourth consecutive year. Based on a survey of site selection consultants, **Alabama secured the No. 4 spot** on the magazine's 2013 list. Cited among the list for why Alabama was selected were the state's transportation and shipping infrastructure, and the Port of Mobile, as well as its rail system spanning more than 3,000 miles and its six interstate highway.

Other states topping the list were Texas, No. 1; Georgia and South Carolina, tied for No. 2; North Carolina, No. 3; Louisiana, No. 5; Tennessee, No. 6; Florida, No. 7; Mississippi, No. 8; and California, No. 9.

ALABAMA ALSO MADE THE TOP FIVE IN 15 CATEGORIES INCLUDING:

- NO. 1** for Competitive Labor Costs
- NO. 2** for Right-to-Work Environment
- NO. 2** for Speed of Permitting
- NO. 3** for Overall Labor Climate
- NO. 3** for Cost of Doing Business

- NO. 3** for Competitive Utility Rates
- NO. 3** for Most Favorable Regulatory Environment
- NO. 3** for Incentive Programs
- NO. 3** for Consultants' Site Location Choice—States Most Mentioned by Respondents
- NO. 3** for Overall Business Environment
- NO. 3** for Overall Top Ten State for Doing Business
- NO. 3** for Leading Workforce Development Programs
- NO. 3** for Overall Infrastructure & Global Access
- NO. 3** for Cooperative State Government
- NO. 3** for Certified Sites/Shovel Ready Programs

MOBILE AND HUNTSVILLE RANKED IN THE TOP 10 U.S. METRO CITIES FOR HIGHEST ECONOMIC GROWTH POTENTIAL IN *BUSINESS FACILITIES* MAGAZINE.

Mobile ranked No. 2, and Huntsville ranked No. 4. Baton Rouge, La.; McAllen, Texas; and Provo-Orem, Utah, were among other cities in the top five.

Mobile was applauded for landing Airbus' North American assembly facility, and Huntsville received accolades as a leading national center in aerospace. The magazine also named **ALABAMA AS NO. 2 IN THE NATION FOR AUTOMOTIVE INDUSTRY STRENGTH**.

Business Facilities magazine's top 10 metros for economic growth potential include:

1. Baton Rouge, La.
- 2. Mobile, Ala.**
3. McAllen, Texas
- 4. Huntsville, Ala.**
5. Provo-Orem, Utah
6. Youngstown, Ohio
7. Prince George County, Va.
8. Hudson Valley, N.Y.
9. Shreveport, La.
10. Albuquerque, N.M.

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ASF INTERMODAL CONTINUES TO GROW & EXPANDS OPERATIONS

In September, ASF Intermodal, headquartered in Mobile, Ala., announced the company has exceeded an industry milestone of having more than 200 trucks on the road, representing a gain of more than 50 additional trucks since the company celebrated its second anniversary in February 2013. Along with this continued growth in intermodal trucking, ASF Intermodal has also announced it has expanded operations to include over-the-road domestic services.

ASF Intermodal President Michael Smith said, "Our decision to expand into the domestic sector is a strategic move we have considered for some time. It will allow us to extend our service capabilities to existing customers while growing our customer base. The domestic division will provide capacity to domestic carriers as well as dedicated fleet capacity to other customers."

ASF Intermodal's Domestic Operations Division will be based in Atlanta and overseen by Operations Manager Ron Fitzgerald. Fitzgerald has more than 20 years of experience working in truckload and dedicated fleet transportation. The company, Smith said, expects to add 50 owner-operators to its domestic fleet, as well as four staff members who will work out of the Atlanta terminal, within the next six months.

Emphasizing ASF Intermodal's commitment to continued growth, Smith said, "As we expand into the domestic sector, we remain committed to our growth plan for intermodal as well. Our commitment to excellence in customer service and driver satisfaction remains strong, and will only grow stronger as we begin this new phase of expansion."

Intermodal operations will continue from ASF Intermodal's Atlanta terminal, as well as from the company's terminals in Mobile, Ala.; Houston, Texas; Charleston, S.C.; Norfolk, Va.; Memphis, Tenn. and Savannah, Ga.

MERCEDES EXPANDS AGAIN

Mercedes-Benz U.S. International continues to expand its workforce and recently brought on 1,000 new employees to its team to handle the company's expanded automotive assembly lines. As part of that expansion, the company established a new hands-on assembly training center in a building at its manufacturing site in Vance.

The training center includes an open classroom and various workstations allowing team members to work in small groups to learn safety and ergonomics as well as proper use of tools and equipment. The week-long, hands-on training gives new employees an overview of what to expect on the assembly line.

In preparation for the establishment of the training center, two of Mercedes' team leaders who were among the first employees to work on the assembly line when it began 16 years ago traveled to Germany to see how Mercedes plants overseas set up their assembly line training.

The training program initially focused on assembling the new generation of C-Class sedans—the fourth Mercedes model that will be produced in Vance, and will eventually include training for a new and unnamed fifth model SUV.

The 1,000 team members brought online in August 2013 will help meet demand for the C-Class production, with Vance being one of four Mercedes plants worldwide that will make its top-selling sedan. The company's future growth includes 400 employees when it begins production of the fifth model in two years, and about 400 more workers for the expanded logistics center.

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PORT CALLS: ALABAMA CONSTITUTION VILLAGE



» HISTORIC INTERPRETERS DRESS IN CLOTHING FROM THE EARLY 1800S TO MAKE THE VILLAGE EVEN MORE REALISTIC

For more than 30 years, families and school children have traveled to Huntsville from across the nation to visit the historical Alabama Constitution Village. As one of three educational institutions within the EarlyWorks Family of Museums, the open-air museum takes visitors back to the birthplace of Alabama where they can interact with the villagers and experience the early 1800s lifestyle.

On July 5, 1819, 44 delegates of the existing Alabama territory met in the vacant cabinet shop to draft a constitution for the new state. The document was sent to Washington, D.C. for President James Monroe to sign making Alabama the 22nd state on Dec. 14, 1819. Originally named Constitution Hall Park in 1982, part of Alabama Constitution Village's founding mission is to commemorate the 1819 Constitutional Convention by allowing guests to study the diverse types of early 19th century structures and gain insight into real life situations and events of that time.

"When EarlyWorks Children's Museum opened in 1998, it formed a family with Alabama Constitution Village and

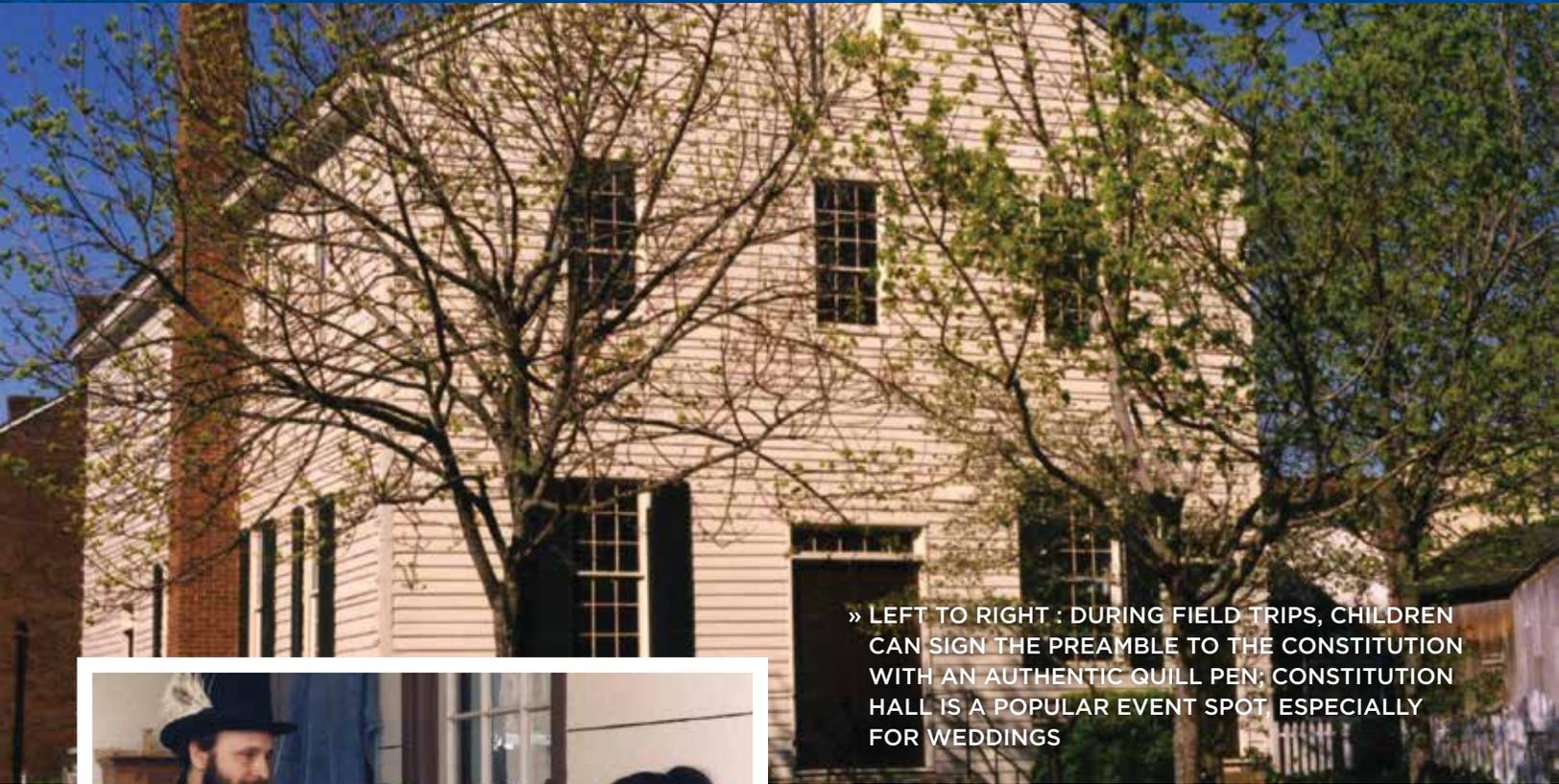
Huntsville Depot and Museum," says Susan Carr, operations manager of Alabama Constitution Village.

Today, the Village operates as it did almost two centuries ago with historic interpreters dressed in period clothing carrying out their daily tasks in the post office, herb garden, print shop or one of the other areas vital to their lives and society.

Through the educational programs, the historic interpreters of Alabama Constitution Village showcase different aspects of village life during the early 1800s. The programs rotate throughout the school year to help teachers plan field trips for the most suitable program for their students and lessons.

Each of the Village's vibrant educational programs makes learning Alabama's history entertaining and interactive. In the Up for Debate program held in March, students might be invited to act as apprentices in the print shop or post office to learn each one's vital role in finalizing the constitution.

PORT CALLS: ALABAMA CONSTITUTION VILLAGE



» LEFT TO RIGHT : DURING FIELD TRIPS, CHILDREN CAN SIGN THE PREAMBLE TO THE CONSTITUTION WITH AN AUTHENTIC QUILL PEN; CONSTITUTION HALL IS A POPULAR EVENT SPOT ESPECIALLY FOR WEDDINGS



After listening to the villagers describe important issues of the constitution, students discuss their own views and the topics they find most significant to statehood and then sign the preamble to the constitution with a quill pen.

The History Afoot walking tour takes school groups on an informative journey through the Twickenham Historic District. Other educational programs include Folklife Days, teaching students about Village artisans' skills and crafts that turned the wheels of their community; and the Hands-on Harvest, which engages students in tasks to prepare for winter and chores that were regularly completed by children in autumn.

While learning at Alabama Constitution Village is always fun, the summer months offer more laid back, family-friendly events. Operating in June through September, the

Saturday morning Breakfast Trolley Tours allow passengers to sit back with coffee and a muffin as the interpreter guides them through Huntsville's Historic District. Over the summer of 2013, the Village participated in celebrating the EarlyWorks Museum's 15th birthday.

"We had an ongoing birthday party and gave out cake to all of our visitors," says Carr. "We also organized a scavenger hunt that was a huge hit with the children."

During the school year, the Village can host approximately 200 visitors per week. Field trips make up approximately 70 percent of admissions, while families and walk-ins bring in the remaining 30 percent. Summertime visitors are almost all family and walk-in visitors. The Village's busiest time of the year begins mid November and runs through Dec. 23 when Santa's Village takes over the historic museum.

Santa's Village attracts approximately 30,000 guests each season. To prepare, the Constitution Village of 1819 shuts down after Halloween, breaks out the Christmas decorations and spends about three weeks setting up the winter wonderland.

"Volunteers come out to help set up, and we start by getting everything out of storage – the same way you pull your Christmas lights down from the attic at home," said Carr.

PORT CALLS: ALABAMA CONSTITUTION VILLAGE

During the weekdays, the historic interpreters become elf tour guides leading school groups through the eight to 10 holiday stations. Mrs. Claus is there to welcome the children and tell them her favorite Christmas stories. Santa works at the North Pole all day preparing for Christmas deliveries, but between 5 and 9 o'clock each night after Thanksgiving, Santa takes a break from his busy schedule to visit with the families and children and listen to their Christmas wishes. The elves and Mrs. Claus also need a break, so 25 cheerful volunteers help run Santa's Village seven nights per week. Children can visit the live reindeer, decorate a gingerbread cookie, write a letter to Santa, or visit one of the many Christmas areas.

Santa's Village is one of the main fundraisers held each year to support educational programming provided by the EarlyWorks Family of Museums. The Alabama Constitution Village Foundation, a 501(c)(3) organization, is dedicated to raising money through these fundraisers and other development events for the museums. Admission fees, donations and museum memberships also provide funding. In 2013, more than 1,000 families purchased museum memberships.

Another way the Village supports itself is by renting out Constitution Hall and Liberty Field Pavilion for events and private parties. Carr says their most popular type of event is weddings – from the ceremony to the reception and even rehearsal dinners. The space can hold up to 200 people and hosts about 12 weddings each year.

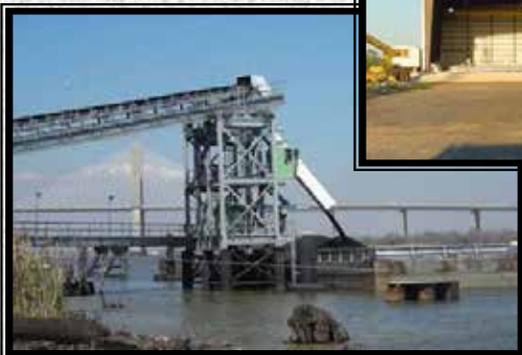
Alabama Constitution Village helps to welcome approximately 145,000 children and adults to the EarlyWorks Family of Museums each year. As part of that family, all three museums received the 2013 Attraction of the Year Award from Alabama Mountain Lakes Association. Each year, hundreds of volunteers and employees work diligently to make Alabama Constitution Village a fun and exciting place where children want to visit and learn about our state's first settlers. The growing number of visitors each year and increased publicity through social media are great indications that the Village will continue to get better with age.

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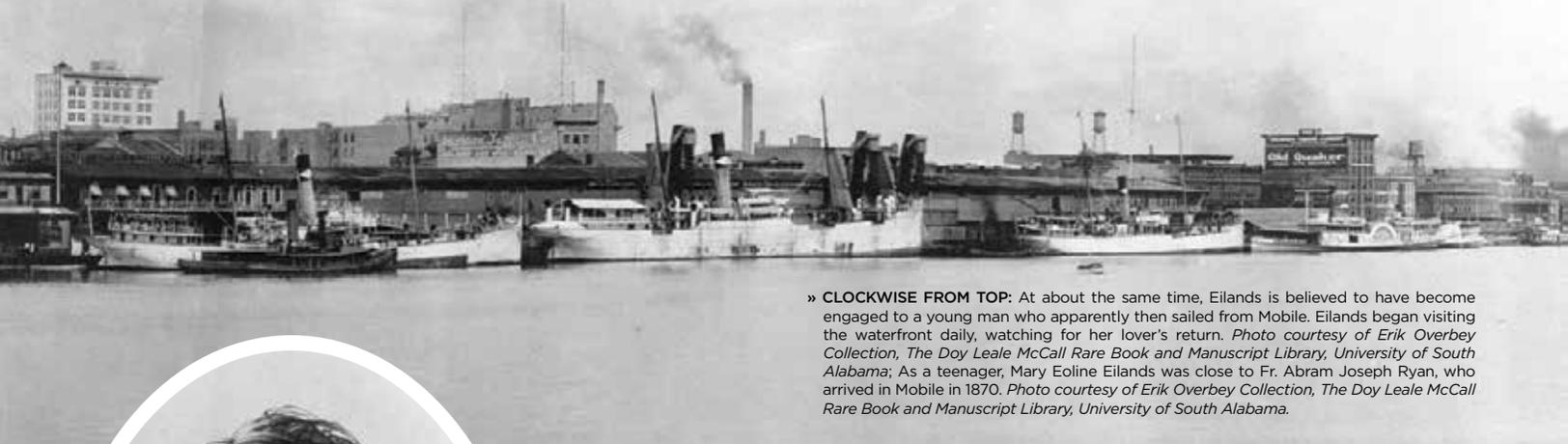


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"FLOATING EILANDS" MOBILE'S ENDURING SYMBOL OF FATHFULNESS



» **CLOCKWISE FROM TOP:** At about the same time, Eilands is believed to have become engaged to a young man who apparently then sailed from Mobile. Eilands began visiting the waterfront daily, watching for her lover's return. *Photo courtesy of Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama;* As a teenager, Mary Eoline Eilands was close to Fr. Abram Joseph Ryan, who arrived in Mobile in 1870. *Photo courtesy of Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.*



There are a few in the Azalea City who remember her still, a haunted and haunting figure who glided, silently for the most part, through the streets of downtown and along the docks and wharves. For some, she was an object of pity, for others one of derision. Nannies sometimes frightened their wards by threatening to hand them over to "Floating Eilands" (or "Floating Island" to some). Yet, by the time of her death, the mysterious and tragic figure of Mary Eoline Eilands was described as "a faithful sweetheart of Mobile tradition" and years later as a "symbol of faithfulness to the entire City of Mobile."

Mary Eilands was born in the hotbed of secession, Charleston, S.C., in November 1854, daughter to Alexander William Eilands, originally of Darien, Ga., and the former Amelia Farrow of Lawrence, S.C. Of the Farrow's, it was said that there was "no bluer blood in South Carolina," while Mary's paternal grandfather had served as the mayor of

Darien. Alexander Eilands worked for the Memphis Appeal during the Civil War, and the family moved to Mobile shortly after the end of the conflict, eventually settling into a home on St. Emanuel St. Eilands found work with the Mobile Register as a typesetter and printer. By all accounts, it was a happy and devout household and typical of the era. Mary was one of four children—one boy and three girls—who attended Mass regularly and had a special devotion to the Virgin Mary.

Mary also seems to have been close to her pastor, Father Abram Joseph Ryan, the so-called "poet-priest of the Confederacy," who came to Mobile's Cathedral of the Immaculate Conception in 1870. Mary was a member of a group called the Children of Mary and was later remembered by Fr. Ryan in that capacity. The priest gave Mary a book of his poems and wrote to her in fond terms sometime after he had left the city in 1880. As a teenager, Mary was described as "a comely young girl" with long, flowing reddish-blonde hair, fair skin and blue eyes. Fr. Ryan remembered her as a beautiful child, yet she was already a teenager of 15 or 16 by the time the priest arrived in Mobile.

It was also at about this time that something happened that would change Mary Eilands for the rest of her life. Rather, something happened that made her almost changeless. The true story has been lost to legend. One of the legends has it that Mary had been betrothed to a Confederate

soldier, and on the day of their planned wedding, Mary had been standing on the steps of the Cathedral, dressed in her bridal finery when news arrived that her beau had fallen in battle. This was romantic nonsense, of course. The Eilands family did not arrive in Mobile until after the war, and almost all accounts agree that the tragic event—whatever it was—happened around the year 1870.

A story that appeared in the *Mobile Register* in 1930 alluded to a “man from Spain” who wished to marry Miss Eilands, adding that he was not handsome and that she did not love him. Whether this was the lost lover of legend is unknown. However, following publication of the story, Mary Eilands marched down to the offices of the newspaper and expressed in most unladylike language her disapproval of the story as printed. No other story was printed about the woman until after her death.

Generally, it is believed that Mary fell in love or may have had an understanding with a young man who then left and was never seen again. Because of her later habits, most think that the young man was a sailor. Again, another legend has it that her beloved got as far as Fort Morgan at the mouth of Mobile Bay before his ship broke up. This version contends that the young man died of his injuries as he was being transported up the bay en route to their wedding.

The less fanciful story is that romance bloomed in Mary's life, promises were made, and her suitor, a Confederate veteran, sailed off to seek his fortune. Mary's parents provided her with a trousseau, which included fine silk skirts and dresses. Every day, she would brush her long golden hair, dress in her finery, and walk down to the docks to see whether her lover's ship had come in. Whether the young man was lost at sea, befell some misadventure, or simply changed his mind will never be known. What is known is that he never returned.

What began as a daily hopeful journey at the young age of 16—a visit to the waterfront—became a life-long habit for Mary Eoline Eilands. As the weeks turned into months, and the months into years, the denizens of downtown Mobile, the urchins in the streets, the stevedores along the docks, the freight forwarders, the Customs agents, the tugboat crews, and the merchant



» As the months and years went by, Mary Eilands followed a daily routine, beginning with a morning visit to the Cathedral of the Immaculate Conception. After Mass, she went to local markets before making her way to the docks to inquire about ships arrived, ships lost at sea and any survivors. Photo courtesy of Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.



» Decades passed, but Mary Eoline Eilands, photographed here in 1930, continued to dress in the manner of her Victorian youth, even wearing her hair long and flowing down her back. Photo courtesy of Jack Ross III, *The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.*

sailors and officers who routinely called at and sailed from the Port of Mobile became used to seeing the woman in her long black silk skirts, gliding along the cobbled streets and the bustling wharves.

Her gait has been described variously as “mincing” and “graceful,” and, with her long skirts reaching the ground, the woman seemed to glide effortlessly along the uneven sidewalks and the streets of downtown, eventually giving rise to the sobriquet of “Floating Eilands” or “Floating Island.” Women’s fashions evolved over the years, but as the Mobile Register reported in 1930, Mary Eilands was a woman who “refused to adopt the changing fashions in dress and who stubbornly clung to the styles of her youth.” It was also said that her face retained a child-like expression the rest of her life and that she presented a youthful visage even in her old age.

Floating Eilands remained devout, attending Mass every morning at the Cathedral, praying for the return of her lover, some suggested, and visiting the docks daily. As the years past, Mary’s mother died at Mobile’s Gulf City Hotel, followed a few years later by her father, who was living in Scranton, Miss. (modern day Pascagoula), by then. Mary outlived her brother, William, and both of her sisters, Agnes (“Susie”) and Cornelia, both of whom had moved to New Orleans.

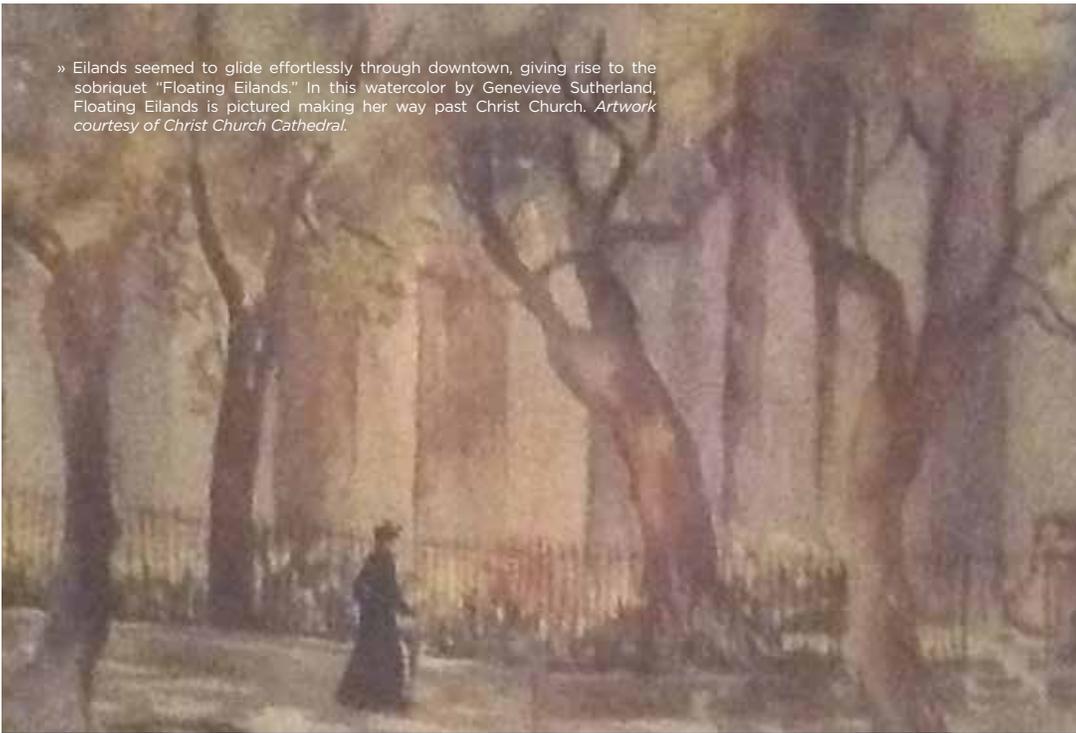
It has been suggested that the Eilands had lived in “a grand mansion on St. Emanuel St.,” but in her later years, Floating Eilands lived at 655 St. Emanuel St., near the waterfront and far south of the fashionable areas of the city. Her modest house had only three rooms, and she shared it for many years with her brother, three or four dogs, and numerous cats. She maintained a vegetable garden in her front yard and piously kept an altar in her attic.

Her daily routine consisted of attending Mass at the Cathedral, after which she would visit Smith’s Bakery, where she would get day-old bread. Next, she would walk to the Florida Fish Market and the old City Market. From there, she would walk down to the United Fruit Company wharves—the old banana docks—for over-ripe bananas, and then to the general cargo docks. Years later, an old Coast Guardsman recalled that Floating Eilands “didn’t bother anyone—she just floated down the street.” She would then inquire what ships had arrived and from where, and she would ask about any ships lost at sea and about lists of survivors. Afterward, she would visit the graves of her parents in Magnolia Cemetery before returning home.

As the years progressed, Floating Eilands took on an other-worldly appearance. Her dress and appearance remained the same: “a very full black skirt; a once white shirtwaist; a small, flat, black hat with ribbons tied under her chin; and low-heeled, black shoes.” During the winters, Eilands wore a shawl over her shoulders. She continued to wear her hair in the style of a young Victorian girl - combed back over her ears and flowing halfway down her back. As she walked, her hair seemed to float out behind her. Even in her later years, the tips of Eilands’ hair retained their reddish-blond hue.

She would wander past baseball games in the Fire District, and the players would stop to watch her pass. Mary Eilands seemed to appear silently behind or beside pedestrians, and her presence at accidents or tragedies was noted, causing fear among the superstitious. She was said to walk “primly alone down Dauphin Street, her hair floating out behind her little bonnet...” and one Mobile woman later remembered that school girls in the 1920s “watched for her

» Eilands seemed to glide effortlessly through downtown, giving rise to the sobriquet "Floating Eilands." In this watercolor by Genevieve Sutherland, Floating Eilands is pictured making her way past Christ Church. *Artwork courtesy of Christ Church Cathedral.*



at recess behind the safety of Barton Academy's spiked iron fence" and would watch as she walked down Government Street, past the Bishop's house and Government Street Presbyterian Church on her way to the banana docks. Cars would slow for her, men would tip their hats, but Floating Eilands seemed not to notice.

As she neared the docks, some would throw coins in her path, afraid of her "evil eye," and at least some sailors believed that if Floating Eilands frowned at a man, his ship would not return, although some regular waterfront observers insisted she visited the docks merely to search for fish and scraps of food for her numerous cats. The story arose that if the woman who looked like a living ghost passed a person at Mass and nodded, that person's funeral would be the next one held. Mischievous children taunted and jeered Mary Eilands, and she often stopped by police headquarters to report that children had teased her dogs.

She was viewed differently by each succeeding generation. According to one writer, to the Civil War generation, Mary Eilands "represented the thousands of Southern women who were left alone after the conflict. To the second generation she became a dread symbol due to her probably accidental presence at moments of tragedy, and to the fact that she, herself, was a victim of tragedy." To the third generation, she was seen as something of a comic figure, tempered by romantic notions of the Old South.

In 1930, she had generated enough interest outside of Mobile that Julia Peterkin, winner of the 1929 Pulitzer Prize for Fiction, visited Mary Eoline Eilands and interviewed

her at her home on St. Emanuel St. Peterkin was accompanied by renowned photographer Doris Ullmann, who not only had photographed the famous but had documented the peoples of Appalachia with respect and sensitivity. Ullman took a series of photographs of Mary Eilands, who was described at the time as being called "Miss Mary" by her friends. During their visit, Eilands shared old photographs that she had of herself and family members, as well as the little book that Fr. Ryan had given her

and a letter he had written to her so long ago. As Peterkin was leaving, Eilands made a gift of Fr. Ryan's book to the author.

Although Eilands was once struck by a hit and run driver and was laid up for several months, as soon as she was able, she resumed her daily routine. And at some point before the end of her life, the suspicion and the fear were replaced by something else, something resembling awe and respect. She was described as having a "manner of triumphant gentility," and she was said to walk with "grace and dignity." Of Eilands and her long watched-for lover, it was remembered "that they both vowed to remain true to each other even if they never met again." Mary Eoline Eilands became recognized as "a living legend of a faithful heart."

In her final years, the woman universally remembered as "Floating Eilands" depended upon the Catholic Ladies of Charity who brought food to her door. When she finally died at the age of 82 on Sept. 23, 1937, Mary Eoline Eilands was reunited with her parents, buried next to them in Magnolia Cemetery. The Humane Society took possession of her four dogs and announced that they would find good homes for them during the forthcoming Greater Mobile Gulf Coast Fair.

One Mobile historian later noted that Eilands' headstone, purchased many years before her death, was inscribed only with the date of her birth, not of her death "as if although she is buried there, her journey continues on."

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ARUBA ORANJESTAD	C.I.C.	Monthly	Seacliff Agencies
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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
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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
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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
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ST. MARTIN	C.I.C.	Monthly	Seacliff Agencies
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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

A FINE, LARGE RIVER: THE MOBILE IN AMERICAN HISTORY

by John S. Sledge

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USS HARTFORD'S sharp prow knifed through the warm, deep blue Gulf waters as she steamed eastward toward Mobile Bay. South of Sand Island Lighthouse, she took on a pilot and was guided into the main ship channel, whence she bore north, directly for Alabama's Port City. It was yet early morning on June 4, 1902, and in contrast to the scenes of blood and thunder she had endured almost 40 years earlier, the HARTFORD was now embarked on a peaceful, celebratory visit.



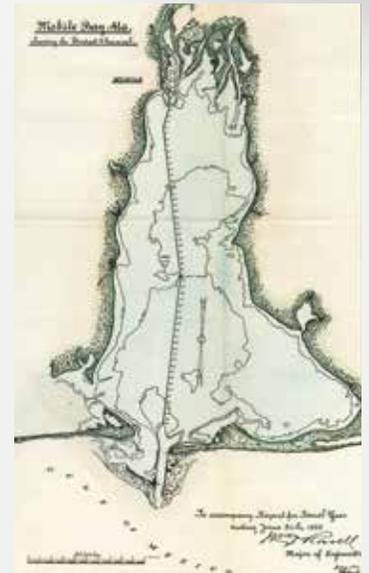
» The USS HARTFORD as she appeared during her second visit to Alabama waters. *Courtesy of the History Museum of Mobile*

tight spots and represented a change Farragut—a blue-water man forced to fight mostly brown-water battles—definitely would have welcomed. Further, her hulking black pivot guns of yore had been replaced by deadly 5-inch breech-loaders and a quartet of Maxim machine guns, and she was fitted with powerful modern engines and steering apparatus. In recognition of her distinguished past, her old wooden wheel was preserved amidships. Nearby stood a large oak panel, deeply engraved with Farragut's immortal words, "Damn the Torpedoes! Go ahead!" Her complement included 21 officers and 478 landsmen.

Opposite the "frowning ramparts" of Fort Morgan, HARTFORD paid homage to the TECUMSEH and its unlucky crew, entombed beneath 30 feet of water and a layer of mud. In a traditional ceremony still observed by U.S. naval vessels visiting the Port of Mobile, a salute was fired and a wreath reverently tossed upon the waves, after which the ship proceeded up the channel. By late morning HARTFORD passed Choctaw Point, her men standing on the yards in their dress whites and jaunty caps, while her captain, W. H. Reeder, surveyed the waterfront.

It was both similar to and different from the antebellum and Civil War years. Choctaw Point was swampy and cluttered with driftwood as ever, but the Republic Creosoting Company was in operation not far inland, augury of a new industrial era. Steamboats, mostly sternwheelers now, were still a common sight, as were brick cotton warehouses and the three- and four-story commercial and office structures with balconies lining Front and Commerce Streets. Trains were obviously the dominant mode of transport ashore, and multiple railroad tracks were jammed with cars.

But by far the most remarkable thing about turn-of-the-century Mobile, the very thing that made the HARTFORD'S visit possible, was the vastly improved ship channel. In welcoming the vessel to town, the Mobile Daily Register made due note of it. "The advance in the depth of the port is well shown," the paper bragged, "by the fact that the 2,000 ton HARTFORD with all her armaments, stores and ballast came up to the city yesterday, without any knowledge of passing a bar of any sort."



» This 1896 engineering map depicts the Mobile Ship Channel, at that time 23 feet deep. The HARTFORD followed the channel all the way up to the city wharves for her 1902 visit. *Courtesy of Mobile Municipal Archives.*



» Mobile Harbor as it would have appeared to the HARTFORD'S crew. This picture was painted by a German sea captain around 1895. *Courtesy of Historic Mobile Preservation Society.*

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S/M WAREHOUSE (251) 679-3344

GRAIN MERCHANTS

FGDI, LLC (419) 373-6311

LICENSED GUARD SERVICE

ALABAMA LINE SERVICES (251) 661-1205
ADMIRAL SECURITY SERVICES OF ALABAMA, INC. (251) 725-6018
U.S. MARITIME SECURITY, LLC. (251) 459-1578

HEAVY LIFT/SALVAGE/TRANSPORTATION

1ST CRANE & LOGISTICS, INC.—Alabama State Docks (251) 653-3333
ACME TRUCK LINE (251) 653-6028
AMERICAN MARINE SERVICES (251) 406-9930
ATLANTIC SPECIALIZED TRANSPORT (251) 433-4545
BARNHART CRANE & RIGGING—P.O. Box 2809, Daphne, AL 36526 (251) 654-0541
BOSARGE DIVING—Pascagoula, MS (888) 762-6364
BURKHALTER SPECIALIZED TRANSPORT (251) 762-0888
HORIZON FREIGHT (800) 242-9212
HYDRAULIC CRANE SPECIALISTS (251) 675-000X
LEA DIVING & SALVAGE—Alabama State Docks (251) 432-4480
MAMMOET (404) 696-4982
WONDERLAND EXPRESS (251) 653-7348

INDUSTRIAL DIVING

BOSARGE DIVING—Pascagoula, MS (228) 762-0888
COMMERCIAL DIVING SERVICES INC.—P. O. Box 850637, Mobile, AL 36685 (251) 665-0014
FATHOM INDUSTRIES—5385 Battleship Parkway, Spanish Fort, AL (251) 626-7800
LEA DIVING & SALVAGE—Alabama State Docks (251) 432-4480

LIGHTERING, GAS FREEING AND SPILL CLEANUP

AARON OIL CO., INC.—P. O. Box 2304 (251) 666-8143
R. CARTER & ASSOC., INC.—507 Diaz St., Prichard, AL (251) 452-0154
ES&H—5400-A Willis Rd., Mobile, Ala. (251) 382-0199
FERGUSON HARBOUR, INC.—31153 Stagecoach Rd., Spanish Ft., AL (251) 626-3295
INDUSTRIAL WASTE SERVICES, INC.—1980 Ave. A (251) 694-7500
INDUSTRIAL WATER SVCS, INC.—P. O. Box 50236 (800) 447-3592
LIQUID ENVIRONMENTAL SOLUTIONS MARINE FIELD SERVICES—1890 3rd St., Mobile (251) 243-4128
OIL RECOVERY CO., INC.—P. O. Box 1803 (251) 690-9010
OIL RECOVERY MARINE TERMINAL Blakely Island (800) 350-0443
PROTECT ENVIRONMENTAL—3537 Desirrah Drive S., Mobile, AL 36618 (251) 470-0955
THOMPSON ENGINEERING—P. O. Box 9637 (251) 653-4525
UNITED STATES ENVIRONMENTAL SERVICES LLC—4230 Halls Mill Road, Mobile, AL 36693 (251) 662-3500
USI OIL —1900-A Broad St. (251) 432-0775

LINE HANDLING

ALABAMA LINE SERVICES—P. O. Box 9308 (251) 661-2105
BERT'S LINE HANDLING—P. O. Box 2213 (251) 432-1611
DOCKSIDE SERVICES, INC.—P. O. Box 122 (251) 438-2362
MO-BAY SHIPPING SVCS, INC.—P. O. Box 1842 (251) 433-1621
PEDERSEN MARINE SERVICE & SUPPLY—662 St. Louis St. (251) 432-6045
TRI-STATE MARITIME SVCS.—P. O. Box 2725 (251) 432-1054

MARINE FUMIGATION SERVICES

A & P PEST CONTROL (EXPORT) (251) 463-4867
ALLIANCE PEST SOLUTIONS (IMPORT/EXPORT) CRAIG JAKOB (817) 648-6201
CENTRAL STATES FUMIGATION (IMPORT/EXPORT) PAT MACK (800) 527-8215
DA MARINE FUMIGATION (IMPORT/EXPORT) JERRY MATHERNE (504) 888-4941
RESEARCH FUMIGATION (IMPORT/EXPORT) (985) 536-4932

MARINE RADIO AND ELECTRONICS

(★ ELECTRICAL CONTROL AND AUTOMATION)

ICS—578 Azalea Rd., Mobile, AL (251) 661-6061
GULF COAST AIR & HYDRAULICS INC.—3415 Halls Mill Rd. (251) 666-6683
MOBILE MARINE RADIO—7700 Rirla Ave (251) 666-5110
Marine Operator (251) 666-3487
Radioteletype (251) 666-9042
Radio Telegram (251) 666-9041
RADIO-HOLLAND USA, INC.—701 S. Conception St. (251) 432-3109
★ PRISM—200 Virginia St. (251) 341-1140
SPERRY MARINE SYSTEMS—2756 Dauphin Island Pkwy. (251) 471-5008
TEAM ONE COMMUNICATIONS—3360 Key St., Mobile, AL (888) 343-TEAM

MARINE SURVEYORS

ALPHA MARINE SURVEYORS—180 Country Club Dr., Daphne (251) 626-7299
BULK MARINE 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
NAUTECH MARINE CONSULTANTS, INC.—7226 Bridgewood Lane, Spanish Ft., AL 36527 (251) 447-0422
PAGE MARINE—4153 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) 432-1811
SHIP ARCHITECTS, INC. (251) 621-2783
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 HARBOUR, INC.—31153 Stagecoach Rd., Spanish Ft., AL (251) 626-3295
LIQUID ENVIRONMENTAL SOLUTIONS—1980 Ave. A (251) 694-7500
OIL RECOVERY CO., INC.—P. O. Box 1803 (251) 690-9010
PSC—4531 Hamilton Blvd., Theodore, AL 36582 (251) 443-7701
WASTE MANAGEMENT INC.—17045 Highway 43, Mt. Vernon, AL (251) 829-4006

MOTOR TRANSPORT (★ CONTAINER SERVICES)

1ST CRANE & LOGISTICS, INC.—Alabama State Docks.....	(251) 653-3333
AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 652-3228
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) 633-0048
BILL BARNES.....	(800) 718-0000
BOYD BROTHERS TRANSPORTATION, INC.....	(205) 716-2014
★ BRIDGE TERMINAL TRANSPORT.....	(251) 443-5341
BR WILLIAMS TRUCKING WAREHOUSING & LOGISTICS.....	(800) 523-7963
BUFFALO WOOD, INC.....	(601) 645-5965
BURKHALLER SPECIALIZED TRANSPORT.....	(977) 815-5334
CALIFORNIA CARTAGE EXPRESS.....	(251) 287-2412
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
CHOCTAW TRANSPORT COMPANY.....	(251) 457-9231
CONSOLIDATED FREIGHT SERVICES.....	(251) 448-9100
COVAN WORLD-WIDE MOVING INC.....	(251) 653-3008
DEEP SOUTH FREIGHT.....	(800) 824-3515
★ DIXIE DRAYAGE.....	(800) 321-0801
DOCKSIDE SERVICES, INC.....	(251) 438-2562
DOLPHIN LINE, INC.....	(251) 666-2057
E & F TRANSPORTATION, INC.....	(251) 621-0121
★ EASTMAN LOGISTICS.....	(800) 228-9595
★ ESTES-EXPRESS.....	(251) 964-4801
FINCH TRUCK LINE, INC.....	(800) 769-3787
FINCH DISTRIBUTION.....	(800) 643-6611
FRIESE HAULING INC.....	(800) 654-4811
GLOBAL MARITIME LOGISTICS LLC.....	(251) 448-2000
★ 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 TRANSPORT INC—2017 4th St. SW., Cullman AL 35057.....	(251) 458-2560
HORIZON FREIGHT SYSTEMS.....	(800) 242-9212
HORNADY TRANSPORTATION LLC.....	(800) 633-1303
ICE LINE LOGISTICS, LLC—1321 Foster Avenue, Nashville, TN 37210.....	(615) 782-7200
★ INDUSTRIAL TRANSPORTATION.....	(800) 626-5682
INTEGRATED TRANSPORT LLC.....	(251) 354-3339
JAMES CARTAGE CO.....	(251) 457-1534
★ JOHN FAYARD MOVING & WAREHOUSING.....	(866) 862-0867
KNIGHT TRANSPORTATION.....	(678) 596-8678
LANDSTAR RANGERS.....	(251) 458-2560
★ LARSEN INTERMODAL SERVICES, INC.....	(800) 949-8501
MACROTRANSPORT SERVICES—Ormond Beach, FL.....	(205) 926-8911
MEADOR WAREHOUSING DIST., INC.....	(251) 457-4376
MILAN EXPRESS CO., INC.....	(251) 456-8571
★ MILLER TRANSFER.....	(800) 669-6877
★ MILLER TRANSPORT & RIGGING CO.....	(251) 457-0471
MMS TRANSPORTATION CO.....	(251) 438-3658
ED MORRIS MOVING & HAULING.....	(251) 457-7734
JIM NEWSON TRUCKING (Salvage Buyer).....	(800) 748-8931
★ OLD DOMINION FREIGHT LINES, INC.....	(877) 666-7488
★ OVERNITE TRANSPORTATION CO.....	(251) 456-6545
P&S TRANSPORTATION.....	(205) 788-4000
PRECISION TRANSPORTATION.....	(866) 877-5623, FAX: (601) 898-0553
PGT TRUCKING, INC.....	(888) 372-5710
★ POINT LOGISTICS.....	(251) 452-2128
★ QUICK DELIVERY SERVICE, INC.....	(251) 471-5369
★ RICHWAY TRANSPORTATION SERVICES.....	(251) 441-7499
ROADWAY EXPRESS.....	(251) 457-9274
ROSS NEELY SYSTEMS, INC.....	(251) 368-3359
SAIA MOTOR LINES.....	(251) 452-5700
SCHNEIDER NATIONAL.....	(800) 558-6767
★ SEABREEZE TRUCKING INC.....	(251) 661-3186
SHELTON TRUCKING.....	(251) 696-9294
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 XPRESS INC. (SIX).....	(251) 438-2749
★ S/M TRANSPORTATION.....	(251) 546-2013
SPECIALTY TRANSPORTATION CO. (Bulk).....	(888) 457-5737
★ TC1 TRUCKING.....	(251) 554-7428
★ TRANS-STATE LINE.....	(800) 643-2140
TRISM SPECIALIZED CARRIERS.....	(800) 292-3829
VENTURE EXPRESS.....	(251) 479-7443
WATKINS TRUCKING CO., INC.....	(800) 633-8238
WILLIS SHAW FROZEN EXPRESS.....	(251) 661-9420
★ WILSON TRUCKING CORP.....	(251) 452-0668, (866) 645-7405
WOERNER TRANSPORTATION.....	(800) 547-6828
WONDERLAND EXPRESS (Heavy Haul).....	(800) 342-4598
WRIGHT TRANSPORTATION, INC.....	(800) 610-6500
YRC.....	(800) 610-6500

PILOTAGE

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) 320-3837
CANADIAN NATIONAL/ILLINOIS CENTRAL RAILROAD.....	(800) 342-5424
CG RAILWAY.....	(877) 606-2477
CSX RAIL TRANSPORT.....	(251) 434-1300
KANSAS CITY SOUTHERN.....	(601) 933-4701
NORFOLK SOUTHERN CORP.....	(251) 443-1557, (866) 888-7335
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) 434-0000
CTW LAUNDRY/LINEN SVC.—2750 Mauvilla 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) 341-9189
GENERAL MACHINERY, INC.—P. O. Box 5174.....	(251) 473-1588
GLASCOV-MOORE SERVICE SERVICES, LLC—681-C Deakle Dr, Mobile, Ala 36602.....	(251) 405-0067
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 SUPPLY—456 Dauphin Island Parkway.....	(251) 479-7443
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.—150 Virginia St.....	(251) 438-9317
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 PERFORMANCE SERVICES, LLC—681-C Deakle Dr, Mobile, Ala 36602.....	(251) 405-0067
PORT CITY CLEANERS/K&K ENTERPRISES (Laundry/Repairs).....	(251) 452-0815
SEPARATOR SPARES & EQUIPMENTS—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) 829-5043
GENERAL & MARINE SHEETMETAL—3016 Anton St.....	(251) 452-9500
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 INC.—840 Dumaine Rd.....	(251) 456-4507
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) 432-6708
WORLDWIDE MARINE SVCS., INC.—801 Cawthon St.....	(251) 456-6948

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@cseaquip.com • 251-433-0203
CORE INDUSTRIES, INC.....	mbmyles@southernmg.com • 251-602-1308
GLOBAL STEVEDORING, INC.....	tsirmo@globallogistics.com • 251-433-4198
GOLDEN STEVEDORING & LOGISTICS, INC.....	mike@richardsoncompanies.com • 251-432-0081
PREMIER BULK STEVEDORING, LLC.....	mdouglas@premierstevedoring.com • 251-433-1196
RICHARDSON STEVEDORING AND LOGISTICS SERVICES, INC.....	mike@richardsoncompanies.com • 251-432-0081
SOUTHERN CARGO HANDLERS, INC.....	david@richard-murray.com • 251-432-5549
TRI-STATE MARITIME SERVICES, INC.....	tsmsal@tsmsal.com • tadjgar@tsmsal.com • 251-432-1054

TESTING, SAMPLING, WEIGHING, CARGO CERTIFICATION AND CRANE INSPECTION

AL DEPT. OF AGRICULTURE & INDUSTRIES—P. O. Box 244.....	(251) 415-2531
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
DIXIE LABORATORIES, INC.—1011 S. Beltline Hwy.....	(251) 602-5502
GUARDIAN SYSTEMS—P. O. Box 190, Leeds, AL.....	(251) 879-1850
INDUSTRIAL N.D.T. CO.—1901 Brookdale Dr. W.....	(251) 479-7560
INSPECTION ORAL AMERICA, INC.—P. O. Box 190755.....	(251) 683-4000
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) 679-1113
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

TOWING COMPANIES

AEP RIVER OPERATIONS.....	(251) 626-1681
COOPER MARINE & TIMBERLANDS—P. O. Box 1484.....	(251) 434-5000
CRESCENT TOWING & SALVAGE—118 N. Royal St., 12th Floor.....	(251) 433-2880
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) 661-0351
NATUROS 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 3064.....	(251) 433-0066
SEABULK TOWING—P. O. Box 1644.....	(251) 432-2611
WARRIOR & GULF NAVIGATION CO.—P. O. Box 11397, Chickasaw.....	(251) 456-6000
WATERWAYS TOWING & OFFSHORE SERVICES, INC.—P. O. Box 1821.....	(251) 438-5240

TRANSLATORS/INTERPRETERS

NATHALIE S. GARRIZ—nthsilva@juno.com.....	(251) 634-3280
JOSIANE LANDMAN—Cultural Connections.....	(251) 767-2747
DR. ANTHONY LASZLO.....	(251) 332-6700
MARIA PAPP.....	(251) 929-1889
LUIS SEBASTIANI.....	(251) 344-5207

TRAFFIC AND TRANSPORTATION

AVERITT EXPRESS.....	(800) 283-7488
A.I.M. LOGISTICS A.T.G. MERCER COMPANY.....	(225) 303-6012
BARNHART CRANE & RIGGING.....	(251) 654-0541
CHOCTAW TRANSPORT INC.....	(251) 457-9231
CUSTOM MARKETING SERVICES INC.....	(205) 668-4042
★ ESTES-EXPRESS.....	(251) 964-4801
★ HORIZON FREIGHT SYSTEM.....	(251) 653-7348
HTP LOGISTIC MANAGEMENT.....	(251) 666-4766
MACROTRANSPORT SERVICES—Ormond Beach, FL.....	(205) 926-8911
MARITIME & COMMODITY SERVICES, LLC.....	(251) 432-0511
PGT TRUCKING, INC.....	(888) 372-5710
P&S TRANSPORTATION.....	(205) 788-4000
C.H. ROBINSON COMPANY—110 Beauregard Street, Suite 107.....	(251) 441-7012
SOUTHEASTERN FREIGHT LINES, INC.....	(251) 443-1557, (866) 888-7335
SUNWAY TRANSPORTATION SERVICES, Consultant—P. O. Box 160447.....	(251) 666-2828
WRIGHT TRANSPORTATION, INC.....	(800) 342-4598

TRUCK TANK LINES

INTRANSIT—Hwy. 43, Malcolm, AL.....	(888) 299-0069
MATLACK, INC.....	(251) 675-5686
MCKENZIE TANK LINES, INC.....	(251) 457-2281
MILLER TRANSPORT.....	(251) 457-0471
REDWING CARRIERS, INC.....	(251) 675-5640

U.S. COAST GUARD

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

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