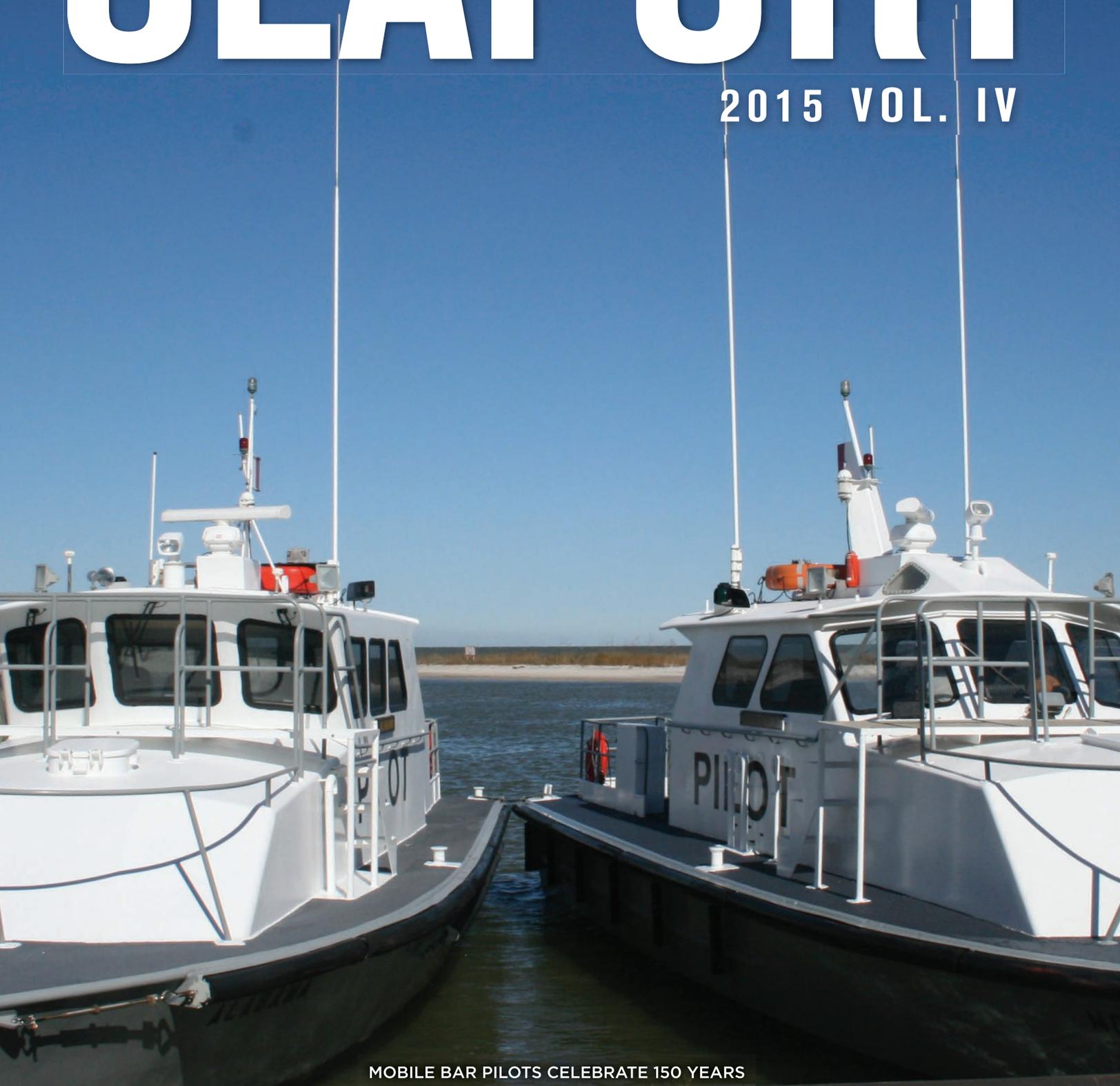


ALABAMA

THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

# SEAPORT

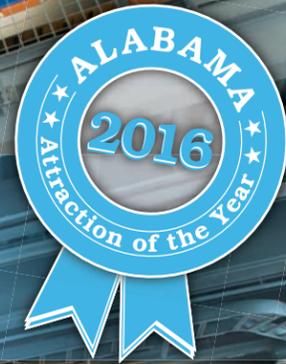
2015 VOL. IV



MOBILE BAR PILOTS CELEBRATE 150 YEARS

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### ON THE COVER:

The Mobile Bar Pilots celebrate their 150th Anniversary this year.

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.

## CONTENTS

Mobile Bar Pilots Celebrate 150 Years.....	4
ASPA Customer Appreciation Reception Birmingham.....	7
ASPA Customer Appreciation Reception New York.....	11
GPAA Dinner Hosted by ASPA.....	15
Carnival Cruise Lines Returns to the Port City.....	17
Made in Alabama: Airbus.....	19
Port Calls: Selma Jubilee Bridge Crossing.....	21
Currents.....	23
Pages from the Past.....	27
Of Men and Ships: John Fowler and His Magnificent Flying Machines.....	28

## DEPARTMENTS

Arrivals/Sailings.....	32
Port of Mobile Directory.....	35
Steamship Agencies & Lines.....	38

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# MOBILE BAR PILOTS CELEBRATE 150 YEARS

Serving the port first and last. That is the motto of the Mobile Bar Pilots, who are celebrating their 150th anniversary this year. Their history is rich, dating back to the early 1700s.

The King of France appointed the first Mobile bar pilot in 1711, with the job of safely navigating ships across the sand bar at the entrance of the bay. The first American pilots were licensed shortly after Mobile came into jurisdiction of the United States in 1813. The bar pilots lived in the Navy cove community known as Pilot Town, where they maintained a lookout. In the beginning, the pilots worked independently of each other and when a ship was spotted on the horizon, the first boat to reach the arriving ship won the job. As the port grew and traffic to the port increased, four pilots decided to join together to purchase a new boat in which each of the pilots alternated taking jobs. Within a decade, four other similar consortiums had formed to operate on the Mobile Bar.

The Civil War resulted in the destruction and confiscation of all of the antebellum pilot boats and when the war ended, the sixteen pilots combined their resources to form the Mobile Bar Pilot Association. The exact date is not recorded, but it likely happened around June 23, 1865, the date that President Johnson officially ended the blockade.

In the early 1800s, Mobile Bay was too shallow for ocean-going vessels to sail to the harbor, so the larger vessels anchored in the lower bay and transferred their cargo to smaller boats. Beginning in 1831, the Mobile Ship Channel was incrementally dredged, leading to a second system of pilotage differentiating between upper bay and lower bay pilots. Bar pilots navigated the ships into the lower bay anchorage, and after the vessel's draft was



Robert Bentley, Governor of Alabama

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lightened, upper bay pilots guided the vessels into Mobile harbor. In 1888, dredging began that eliminated the need for the lower bay anchorage, which led to the merger of the two pilot organizations in 1894. The company was known as the Mobile Bar and Bay Pilots Association until it was reorganized in 1931 and the name was shortened to the Mobile Bar Pilots Association. In 1997, the company was once again reorganized and is now known as Mobile Bar Pilots, LLC.

Over the last 304 years, 162 mariners have served as pilots for the Port of Mobile, with four losing their lives while on duty. There are currently 13 licensed pilots, two pilot boats, and six full-time launchmen that operate the pilot boats. Today, the pilots operate out of Dauphin Island, where there are two launches stationed to ferry pilots to and from the ships.

"Our job is to safely get vessels to the docks without incident," said David Berault, president of Mobile Bar Pilots, LLC. "We are tasked with protecting the environment and people of the state of Alabama and take that job very seriously. We acknowledge that the people of Mobile and Alabama, as a whole, put their faith in us to get the ships and their cargo to the docks smoothly and seamlessly."

According to Berault, there are many challenges to face when piloting a vessel into the port. Some of those challenges

include weather, boarding of the ship, river current, and fog. Once control of a vessel has been handed over to the pilot and the trip to the port has begun, there is no turning back. It takes years of training to navigate the ship channel in all conditions.

"The Bar Pilots and the Pilotage Commission that regulates them are important business partners of the Port Authority," said James K. Lyons, chief executive officer for the Alabama State Port Authority. "The pilots have been good allies in determining how to best bring the new, larger vessels into the port safely."

Berault emphasized the importance of teamwork when bringing a vessel safely to port – from the pilots passing each other in the bay, to the line handlers meeting the pilots on the dock. Each person has a critical role in the success of docking a visiting ship.

"We couldn't do this without the Alabama State Port Authority and the State Docks," said Berault. "Without the hard work they do to get the ships to come to the Port of Mobile, we wouldn't have ships to pilot."

# ASPA HOSTS CUSTOMER APPRECIATION RECEPTION IN BIRMINGHAM

## Harbert Center | September 22, 2015

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- 2 Brian Harold, APM Terminals  
Tadd Willcutt, Crescent Towing  
Bobby Satter, Page & Jones
- 3 Denson White, APM Terminals  
Judy Adams, ASPA  
Dustin Branden, Journal of Commerce

- 4 Chris Pittman, Seacor  
Rickard Teubner, Seacor AMH  
David Berault, Mobile Bar Pilots
- 5 Paul Pugh, Nord-Sud Shipping  
Patrick McNamara, WK Webster
- 6 Nick Viscovich  
Chuck Camp, ASPA  
Dana Bruttig-Medloff, Siem Car Carriers  
Andrew Sallans, Siem Car Carriers

- 7 Steve Colley, Boyd Brothers  
Anthony Smiley, Boyd Brothers  
Mike Richardson, Richardson Stevedoring



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Bill Sisson, Mobile Area Chamber of Commerce  
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Joe Ryan, Waterman Steamship  
Marsha Salisbury, Journal of Commerce

24 Alvin Hope, II, ASPA Board Member  
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& Agency

# GPAA DINNER HOSTED BY ASPA Oak Hollow Farm | September 24, 2015



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Tamaki Kanemori, ITOCHU International  
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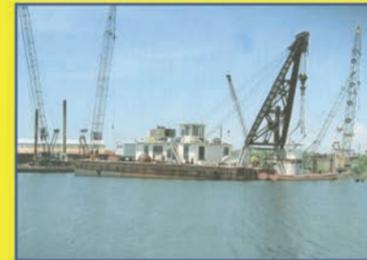
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## CARNIVAL CRUISE LINES RETURNS TO THE PORT CITY

» THE CARNIVAL FANTASY SHIP WHILE HOME-PORTED AT THE ALABAMA CRUISE TERMINAL.

After four years of sitting vacant on Mobile Bay, the Alabama Cruise Terminal welcomes Carnival Cruise Lines back to its docks. The 13-month contract between Carnival and the city, which was unanimously approved by the Mobile City Council on Sept. 23, deems Mobile the sole port of choice for one of Carnival's Fantasy cruise ships beginning Nov. 9, 2016. The Carnival Fantasy is no stranger to Mobile, having first sailed from the terminal in November 2009, when it replaced the Carnival Holiday. The Fantasy was later replaced by the Elation in May 2010, which cruised from Mobile until Carnival discontinued its tenure in the Port City in October 2011.

"Since the day we took office, we made it a priority to recruit a cruise line back to Mobile," said Mayor Sandy Stimpson. "The Carnival deal represents a win for our city, a win for the company and most of all a win for the thousands of consumers who can once again enjoy a great cruise out of one of America's greatest cities."

The new agreement between Carnival and Mobile includes a guarantee that \$1.3 million will be paid to the city should the cruise line cease operations before the contract is scheduled to expire at the end of November 2017. This fee would come from the \$2.7 million projected to be collected in passenger service charges. Through the new contract with Carnival, Mobile is expected to net almost \$1.9 million in direct revenue after the terminal's annual debt service is paid.

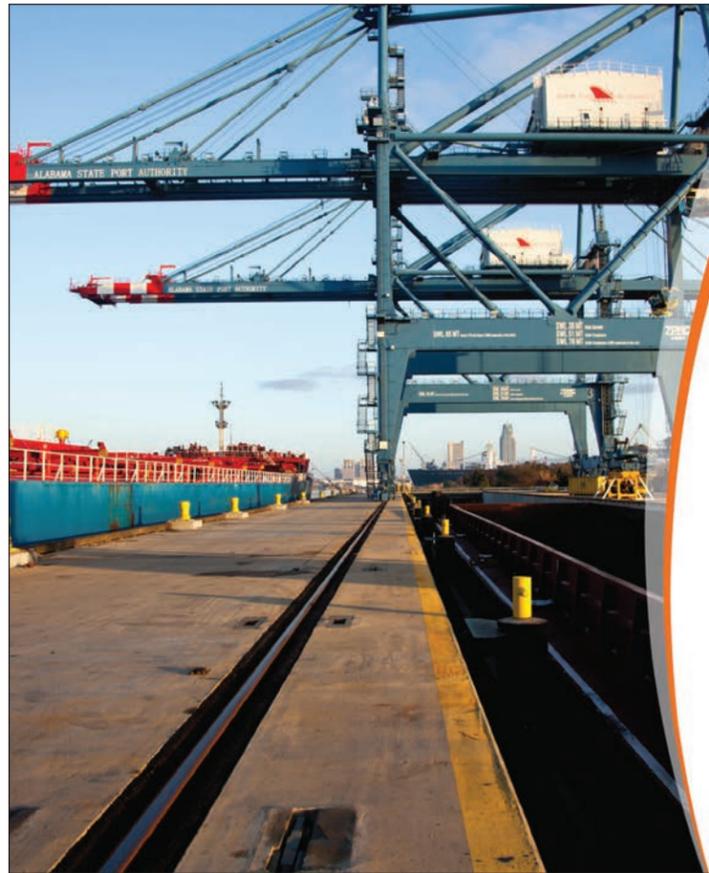
Throughout negotiations, Stimpson said the city pushed for financial security measures to protect itself from a sudden departure by Carnival, as well as a longer contract. According to a statement from the Mayor, longer contracts are only awarded when a port berths two Carnival ships, which was non-negotiable at this juncture. The contract does however provide options for two one-year extensions.

"What a great time for the City of Mobile and the surrounding area," said Sheila Gurganus, director of the Alabama Cruise Terminal. "Cruising from Mobile is easy and convenient. Cruisers loved it for seven years and have been calling for four years asking when we would get a ship back. Carnival has been our friend and partner for a very long time. We are expecting and hope to be very successful here in our port for our city, our citizens and for Carnival."

The anticipated growth in tourism resulting from Carnival's return to Mobile is expected to boost the city's economy, increasing revenue for the hotel and entertainment industries in particular. Since 2011, Mobile has grown tremendously and has more to offer tourists and locals, including the GulfQuest National Maritime Museum, McGowin Park and the Airbus facility at the Brookley Aeroplex.

"We are building something special in Mobile, and this renewed partnership is evidence of that momentum," said Stimpson.

With capacity for 2,056 passengers, the Carnival Fantasy will offer four-day cruises to Cozumel, and five-day cruises to Cozumel and Costa Maya or Progreso. During the initial 13-month term, Carnival will offer approximately 80 cruises from Mobile. The Carnival Fantasy ship assigned to Mobile is currently ported in Charleston, South Carolina. The 855-foot vessel will undergo a multi-million dollar overhaul to incorporate elements of Carnival's Fun Ship 2.0 enhancement program. Featured upgrades include the Blueguana Cantina, a Mexican-themed eatery; and Guy's Burger Joint, a restaurant developed in tandem with Food Network star Guy Fieri. Guests can enjoy other amenities aboard the Fantasy including a 12,000-square-foot spa, a WaterWorks aqua park, supervised programs for children ages 2-17, full casino gambling, and dozens more dining and entertainment options.



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**A**irbus' first commercial aircraft manufacturing site in the United States, located in Mobile, Alabama, officially began operations in September of this year. The plant, which assembles the industry-leading family of A319s, A320s and A321s, is open for business, with a skilled team of Airbus manufacturing employees now at work on the first U.S.-made Airbus aircraft.

Airbus announced plans for the \$600-million U.S. Manufacturing Facility in 2012, and construction began on the 53-acre facility at the Mobile Aeroplex at Brookley the following year. The first U.S.-made Airbus commercial aircraft is scheduled for delivery next spring and Airbus' market forecast indicates an industry demand over the next 20 years for some 4,700 single-aisle aircraft in North America alone.

The formal opening of the Airbus U.S. Manufacturing Facility brings the first new manufacturer of large commercial aircraft to the U.S. in some four decades. The Mobile site



joins other modern facilities in Toulouse, France; Hamburg, Germany and Tianjin, China that together manufacture the company's complete product line of market-leading, single-aisle and widebody aircraft, supported by a supply chain of industrial partners around the world.

"Our commercial aircraft production in Mobile signifies two things: that Airbus has become the first truly global aircraft manufacturer, and that Airbus is now also a truly American manufacturer," said Fabrice Bregier, Airbus president and CEO.

Airbus is a leading aircraft manufacturer with the most comprehensive family of airliners on the market, ranging in

capacity from 100 to more than 500 seats. Airbus champions innovative technologies and offers some of the world's most fuel efficient and quiet aircraft. Airbus has sold more than 16,086 aircraft to some 385 customers worldwide.

To date, the new facility employs around 295 directly-hired employees in production roles, most of whom come from the local Alabama and U.S. Gulf Coast region. At full production, the facility will produce between 40 and 50 A320 family aircraft per year, while sustaining the equivalent of 3,700 full-time jobs in the region with an estimated annual contribution of \$400 million to the state's output.

The vast majority of A320 family jetliners produced in Mobile will be delivered to North American customers. The first jetliner is scheduled to be provided to U.S.-based JetBlue in the second quarter of 2016, subsequently followed by the second aircraft's delivery to American Airlines.

During the inauguration ceremony in September, Bregier and a Mobile Airbus employee placed a special decal on the tail cone for the first aircraft to enter final assembly in Mobile, which read: "This aircraft proudly made in the U.S.A by the worldwide team from Airbus."

"What Airbus is doing here in Mobile is a successful extension of what we seek to do everywhere: design and make great aircraft to serve people," stated Bregier during the inauguration ceremony in September.



» ONE ELEMENT OF THE A321 TO BE ASSEMBLED IN MOBILE AND DELIVERED TO JETBLUE IN 2016

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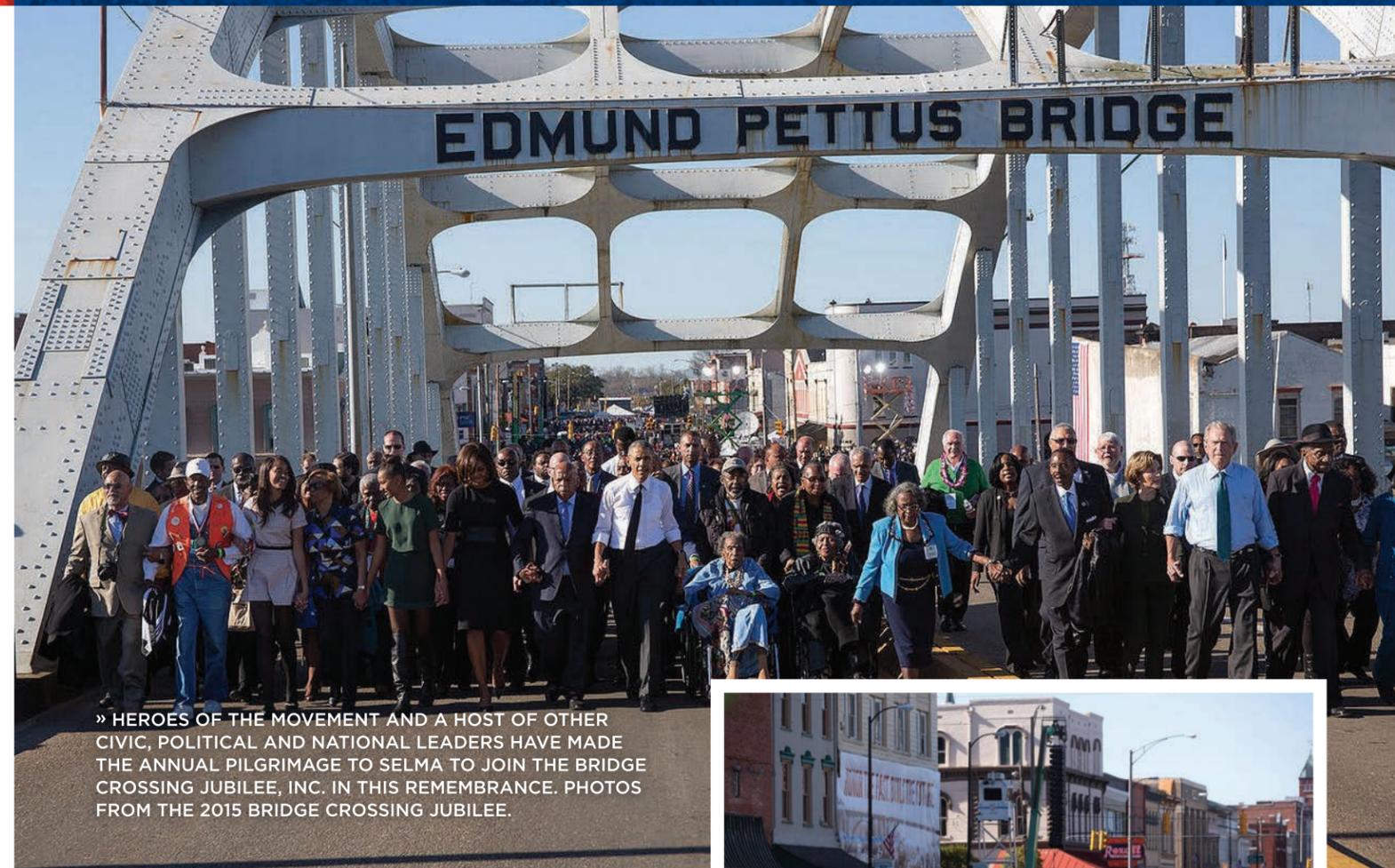
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» HEROES OF THE MOVEMENT AND A HOST OF OTHER CIVIC, POLITICAL AND NATIONAL LEADERS HAVE MADE THE ANNUAL PILGRIMAGE TO SELMA TO JOIN THE BRIDGE CROSSING JUBILEE, INC. IN THIS REMEMBRANCE. PHOTOS FROM THE 2015 BRIDGE CROSSING JUBILEE.



"The Bridge Crossing Jubilee" was founded in Selma, Alabama, as a not-for-profit organization to preserve the spirit of the struggle for the right to vote. The organization's goal is to inspire people of all ages and ethnic backgrounds to show appreciation for the right to vote. Every year, the Bridge Crossing Jubilee, Inc. commemorates the Selma civil rights struggle by hosting the largest black history event in the country. Tens of thousands of people gather in Selma to honor those brave individuals that were willing to lay down their lives to have a voice in this country.

The monumental event will be held March 3-6, 2016. Activities lasting the length of the four-day remembrance include art, music and educational sessions. Most events and activities are free admission, though some require a fee. Events include the Miss Jubilee Pageant, "Stomp Out to Vote" Step Show, the Jubilee Golf Tournament, Freedom Flame Awards Gala, the Jubilee Parade, interfaith services, National Voting Rights Hall of Fame induction and more. The weekend closes with a commemorative march across the bridge. Heroes of the movement and a host of other

civic, political and national leaders have made the annual pilgrimage to Selma to join The Bridge Crossing Jubilee, Inc. in this remembrance. Every five years, celebrants continue all the way to Montgomery.

Those who marched for their civil rights 50 years ago had their faith questioned, lives threatened and patriotism challenged, yet came together to fight peacefully to make way for reformation in equality.

Beginning in 1961, the Student Nonviolent Coordinating Committee (SNCC) led a voting registration campaign in Selma, a town with a record of consistent resistance to

black voting. After the efforts of SNCC were continuously denied by law enforcement, activist Martin Luther King, Jr. and the Southern Christian Leadership Conference (SCLC) made Selma's determination against black voting a national concern.

On March 7, 1965, some 600 African-American peaceful protestors assembled at Brown's Chapel in Selma to begin their march to the state capitol of Montgomery. The demonstrators reached the steel-arched Edmund Pettus Bridge, where they found themselves blocked with violent resistance from state troopers and local authorities. After refusing their order to turn back, hundreds of demonstrators were shot with teargas, trampled on and beaten with billy clubs.

The violent event, which became known to the nation as "Bloody Sunday," triggered national outrage. Many across the nation sympathized by staging sit-ins, traffic blockades and demonstrations in solidarity with the voting rights marchers. Some supporters even traveled to Selma, where

two days later King attempted another march, though this too was unsuccessful due to troopers blockading the highway at the bridge.

On March 21, 1965, protected by hundreds of federalized guardsmen, King and 3,200 civil rights protesters marched to the state capitol over the course of four days. Covering 7-17 miles per day and camping at night in supporters' yards along the way, the group swelled to nearly 25,000 marchers. During the final rally at the capitol, King proclaimed: "The end we seek is a society at peace with itself, a society that can live with its conscience. That will be a day not of the white man, not of the black man. That will be the day of man as man."

The events in Selma surely shocked the nation and sparked action for change. On August 6, 1965, President Johnson signed the Voting Rights Act.

## ALABAMA STEEL TERMINALS NAMED LOGISTICS PROVIDER OF THE YEAR IN ANNUAL AWARDS FOR STEEL EXCELLENCE

Alabama Steel Terminals, LLC was named "Logistics Provider of the Year" in the sixth annual American Metal Market Awards for Steel Excellence, during an awards dinner in June in New York attended by 250 steel industry leaders from around the world. Alabama Steel Terminals was one of only 15 companies globally to receive recognition.

"These 15 winners represent the best companies in their respective segments of the global steel industry embodying innovation and ingenuity," said Bristol Voss, editor-in-chief, American Metal Market. "We had a record number of nominations for this year's awards, and finalists represented world-class innovation in their respective fields. To be named a

winner truly signifies excellence in products, processes and people."

Alabama Steel Terminals operates and manages a \$36-million steel coil handling facility at the Port of Mobile providing 178,200 square feet of covered bay area equipped with three, 50-ton capacity overhead bridge cranes, and 168,000 square feet of open storage yard handling an estimated 700,000 tons of steel annually. Located on the Alabama State Port Authority's main docks complex, the rail, truck and barge served facility was constructed on a 40-foot deep channel. Alabama Steel Terminals, LLC is a joint venture between TriState Maritime Services, Inc., and the Richardson Group of Companies.

## ASF INTERMODAL RECOGNIZED AMONG THE BEST COMPANIES TO WORK FOR IN ALABAMA

ASF Intermodal has been recognized as one of the 2015 Best Companies to Work for in Alabama. The Best Companies to Work for in Alabama program is an annual awards program offered through *Business Alabama* magazine in conjunction with Best Companies Group.

ASF Intermodal president, Michael Smith, said, "We're excited and honored to be named among the Best Companies to Work for in Alabama. We take great pride in the strength and quality of our team and are committed to meeting their needs while providing outstanding customer service. This award recognizes that these efforts have created a positive work environment for our employees and contractors. The strength of our team has led to the company's growth and expansion from just two locations in 2011 to 12 terminals with more than 450 trucks to date."

A two-part survey process was used to determine the 2015 Best Companies to Work for in Alabama. The first part consisted of evaluating each nominated company's workplace policies, practices, philosophy, systems and demographics. The second part consisted of an employee survey to measure the employee experience. The

combined scores determined the top companies and the final ranking.

"We are so pleased to know that our team members know just how valued they really are, and we're proud to be recognized among the best employers in the state where we are headquartered," Smith said.

The "Best Companies to Work for in Alabama" awards program began in 2010 for the purpose of identifying, recognizing and honoring the best employers in Alabama. The goal is to benefit the state's economy, workforce and businesses.

ASF Intermodal, part of the ASF Group, is an Alabama-based private full-service intermodal truck carrier with branch offices and depots throughout the southeast and midwest regions of the United States. The company has terminals in Dallas, Fort Worth, and Houston, Texas; New Orleans, Louisiana; Chicago, Illinois; Charlotte, North Carolina; Savannah, Georgia; Mobile, Alabama; Memphis, Tennessee; Atlanta, Georgia; Charleston, South Carolina; and Norfolk, Virginia.

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## TENNESSEE-TOMBIGBEE WATERWAY RENAMES LOCK AND DAM



In October, the Tennessee-Tombigbee Waterway Development Authority hosted a ceremony to rename the Aberdeen Lock and Dam as the Donald G. Waldon Lock and Dam, as approved by the U. S. Congress. The ceremony was held at the lock and dam facility on the Tenn-Tom on Lock & Dam Road near Aberdeen, Mississippi.

After joining the Tennessee-Tombigbee Waterway Development Authority, he witnessed the engineering, legal and political challenges to complete the waterway, which, at the time, was the largest and most complex waterway resource project ever built by the U.S. Army Corps of Engineers. After its completion, Waldon led efforts to develop the waterway, including its recreation and tourism potential. The Tenn-Tom, now in its 30th year of operation, has become a vital component of the nation's vast inland waterway system and has helped stimulate much needed economic growth and improve the quality of life in the region it serves.



The U.S. Congress, while enacting the Water Resources Development Act of 2013, included a provision in the legislation to rename the Aberdeen Lock and Dam to the Donald G. Waldon Lock and Dam in Waldon's honor and in tribute to his long service and leadership to the waterway. The legislation was sponsored by Representative Robert Aderholt (R-Alabama 4th District) and Senator Roger Wicker (R-Mississippi) with the support of Senators Thad Cochran (R-Mississippi), Jeff Sessions (R-Alabama), and other members of the waterway's congressional delegation.

Waldon is a former official of the Tennessee-Tombigbee Waterway Development Authority. He worked for the four-state agency from 1975 until his retirement in 2005, the last 21 years as its administrator. Prior to joining the waterway compact, Waldon spent 10 years in Washington, D.C., where he was deputy assistant secretary for the U. S. Department of the Interior during the Nixon-Ford administration. He was a principal budget examiner in the Office of Management and Budget of the Executive Office of the President during the Johnson and Nixon administrations. He began his career as a civil engineer with the U. S. Army Corps of Engineers in Mobile, Alabama, focusing on water resources development.

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## GULFQUEST NATIONAL MARITIME MUSEUM OPENING EVENTS DRAW THOUSANDS

The grand opening of GulfQuest, the world's only museum dedicated to the historical, cultural and economic significance of the Gulf of Mexico, drew thousands of visitors and guests from across the country. From an invitation-only "soft opening" for the families of all GulfQuest building contractors, employees and board members, to the first weekend of normal operating hours, nearly 3,500 people visited the museum to experience the Gulf Coast's newest attraction.

Located on the Mobile River, this hands-on museum is one of the only interactive maritime museums in the United States, and from early feedback, it is introducing some people to the Gulf of Mexico for the first time. Over the course of the grand opening events and opening weekend, visitors came from across Alabama, and from Florida, Georgia, Louisiana, Mississippi, Maryland, Massachusetts, North Carolina, New York, Washington and Tennessee.

"One of the things we heard over and over, from locals and from out-of-town visitors, was that they had never seen

anything like GulfQuest," said Tony Zodrow, executive director of GulfQuest. Zodrow said he expects the museum will attract visitors from all over the country, given the reception the museum has gotten thus far from travel writers and publications including National Geographic Traveler.

For more information, visit [gulfquest.org](http://gulfquest.org).



## AUSTAL DELIVERS THIRD LITTORAL COMBAT SHIP TO THE U.S. NAVY

Austal USA, a global defense prime contractor and a designer and manufacturer of defense and commercial ships, delivered the third littoral combat ship built at its state-of-the-art shipyard to the U.S. Navy in August. This milestone marks the first LCS ship built by Austal as the prime contractor as part of a 10-ship, \$3.5-billion block-buy contract.

Austal USA president, Craig Perciavalle, was part of a ceremony held aboard the future USS Jackson (LCS 6) to celebrate the event.



"To deliver our first LCS as prime contractor is a major milestone for our company," said Perciavalle.

After the delivery of Jackson, six Independence-variant LCS remain under construction at Austal's Alabama shipyard. Montgomery (LCS 8) is being prepared for trials later this year. Gabrielle Giffords (LCS 10) was recently christened, while Omaha (LCS 12) is being prepared for launch in the fall, and assembly is underway on Manchester (LCS 14). Modules for Tulsa (LCS 16) and Charleston (LCS 18) are under construction in Austal's module manufacturing facility and construction of Cincinnati (LCS 20) is slated to begin later this year.

"The program continues to mature very well here, and each ship continues to improve as lessons-learned are incorporated in real time," said Perciavalle.

In addition to the LCS program, Austal is also under contract to build 10 joint high speed vessels (JHSV) for the U.S. Navy. Five JHSVs have been delivered while an additional three are in various stages of construction.

## U.S. DOT SECRETARY FOXX VISITS MOBILE



In August, U.S. Department of Transportation Secretary Anthony Foxx visited the Mobile Area Chamber of Commerce and APM Terminals to discuss funding for the Interstate 10 Mobile River Bridge and Bayway Widening project, which will involve constructing a new six-

lane bridge across the Mobile River to increase I-10's capacity and widening the interstate's bridges across Mobile Bay from four to eight lanes.

Secretary Foxx suggested funding could come from the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, allowing the Federal Highway Administration

(FHWA) to provide low-interest loans to be paid back over 35 years. The secretary also noted the necessary permitting processes could be accelerated. During his visit, Secretary Foxx urged Alabama's leaders to commit to developing creative funding options to meet its major transportation needs.

"I'm pivoting the way our country (pays for) infrastructure," Foxx said. "We have projects in this country that just can't wait. You here in Mobile don't have time to wait."

Mike Lee, co-chairman of the Mobile Area Chamber of Commerce's Build the I-10 Bridge Coalition, suggested instituting a toll system to repay the loan.

Foxx noted local leaders would need to consider whether a loan is the right way to go and have a conversation to determine the community's desire for that approach.

## MOBILE GATEWAY PERFORMANCE IMPROVEMENT MEETS

The Mobile Gateway Performance Improvement group met at the International Trade Center in September. Representatives from the Alabama State Port Authority Terminal Railway (TASD), Norfolk Southern (NS), CSX, CN, CG Railway, Old Augusta Railroad, and the Alabama Gulf Coast Railway (AGR) discussed local rail topics.



PICTURED: Debbie Thomas, NS; Ray Wallace, NS; Michael Grice, AGR; Ashley King, NS; Todd West, AGR; Lavetta Singletary, NS; Maurice Floyd, CN; Ray Cooper, NS; Shannon Radford, CGR; Mike Russell, TASD; Alastair Henry, CGR;

Dennis Bryant, NS; Conan Castellucci, CN; Justin Sims, TASD; Lavoy Golden, CSX; Matthew Saxton, CSX; Jason Young, CSX; Skip Fogg, CSX; Cliff Melton, TASD; Robin Williams, CN; and Allan Hill, TASD.

## ASPA HOSTS UNIVERSITY OF FREIBURG IN GERMANY FOR A PORT TOUR

The Alabama State Port Authority hosted a student group from the University of Freiburg (Germany) for a port tour in August. The group was in the U.S. studying global changes in the environment and world economies. ASPA Representatives gave a broad overview of port activities, and Denson White at APM Terminals provided an overview of the container terminal.



## USS AQUILA Official Mardi Gras Ship



With her hydrofoils extended, the swift ship USS AQUILA made a spectacular entrance to Mobile Bay.

Some splendid vessels have made their way up the Mobile Ship Channel in the past — luxury cruise liners, a NATO fleet, British ships of war, the USS LEXINGTON — but few have made entrances to equal the exhilarating arrival of the USS AQUILA.

This year's official Mardi Gras ship was the sleek Pegasus class patrol boat USS AQUILA. The 145-foot vessel sped into Mobile Bay with its hydrofoils extended, showing of the fact that the boat is one of the Navy's fastest. The AQUILA was greeted in the Bay by the city's fireboat, RAMONA DOYLE, and a yacht "flagship" from River Yacht Basin manned by Mobile Sea Cadets.

The Mardi Gras Ship was welcomed at the foot of Government Street, just down from the Alabama State Docks, by Mobile Mayor Lambert C. Mims, City Commissioner Robert

Doyle, the Shaw High School Marching Band and NROTC squad, the Davidson High School Navy ROTC squad, Navy League members, the Jaycees, Azalea Trail Maids, Mardi Gras revelers and 100 or so spectators.

Lieutenant Commander Thomas F. Hartrick, captain of the AQUILA, told the audience that he knew Mobile usually receives a larger ship to participate in Mardi Gras celebrations. "After having Cadillacs all your life, this year you get a Ferrari," he joked.

Based in Key West, Florida, the AQUILA is designed for attack missions. When the ship "flies" on its hydrofoils, the diesel engines are shut off and gasoline turbines are used to boost its horsepower from 1,700 to 18,000, for a top speed of 46 knots, roughly 53 miles per hour. The ship is armed with eight anti-ship Harpoon missiles.

Pages from the Past

## PORT of MOBILE NEWS and Shippers Guide



The Navy attack vessel docked at the foot of Government Street and was open for inspection by the public during the city's pre-Lenten festivities.

While in port, the AQUILA was open to the public for tours, and hundreds took advantage of the mild weather to visit the trim vessel.

The Port of Mobile is currently being considered as a choice for the Navy's new Gulf Coast home port. If the Secretary of the Navy renders a favorable decision, Alabama's seaport could become home to a surface action group which would include a battleship and five other vessels.



Local dignitaries were on hand to welcome the AQUILA. Shown greeting Lt. Commander Thomas Hartrick are Mobile Mayor Lambert C. Mims and City Commissioner Robert Doyle. Azalea Trail Maids and USS ALABAMA Crewmates added to the excitement.



Mardi Gras revelers, dressed in their traditional festive costumes, also greeted the official Mardi Gras Ship.

Published since 1927, the Alabama Seaport magazine is the oldest, continuously published Port magazine in the U.S. In 1985, the USS AQUILA served as Mobile's official Mardi Gras Ship.

## JOHN FOWLER AND HIS MAGNIFICENT FLYING MACHINES



» John Ellis Fowler, who owned a watch repair shop on Dauphin Street, experimented with manned aircraft in the late 1800s and early 1900s, and the belief persists that he achieved manned flight in a heavier-than-air machine before the Wright brothers.

With assembly of Airbus's A320 aircraft at the waterfront Mobile Aeroplex at Brookley now underway, area residents can take pride in the unified effort that brought the global manufacturer to Alabama's port city. It is interesting to note that Airbus was not the first builder of airplanes in Mobile. That honor goes to an eccentric man by the name of John Ellis Fowler, whose story is now shrouded in mystery and the subject of considerable speculation.

John Fowler was born in Lee County, Mississippi, in 1862, the son of Alvin Perry Fowler and Sarah Anne Fowler (nee Gibbs). It was said that the young Fowler showed an interest in flight from an early age, but whatever the case, he proved himself to be of a mechanical mind and an inventive spirit.

The Fowler family moved to Mobile in 1884, initially residing in a house on St. Emanuel St., across from Christ Church. Fowler's earliest years in Mobile are lost to history, but there is evidence that he was a recreational sailor who also toyed in designing his own boats. Family lore maintains that Fowler designed boats that won regattas in Biloxi and New Orleans.

According to one story, Fowler ventured into the Gulf on one of his sailing excursions. A sudden squall came up and swamped his boat. Fowler swam and floated in the choppy seas with no shoreline visible. He prayed that should God deliver him, Fowler would become a faithful servant. Fowler's next memory was of waking in a soft bed. He had washed ashore of Sand Island at the mouth of Mobile Bay, where the

lighthouse keeper had pulled him from the surf and taken him into the keeper's house. True to his word, Fowler became a street preacher and could regularly be found anywhere from the wharves along the Mobile River to the corner of Dauphin and Royal streets, preaching to anyone who would listen. It was said that while passersby tossed coins at his feet (or more unkind people threw other items), Fowler never accepted payment for his preaching, leaving the coins instead for street urchins.

For his living, Fowler ran a watchmaking and repair shop on Dauphin Street, soon establishing a reputation as the best watch repairman in town. He also repaired sewing machines and other items, but his passion was flight. The late 19th and early 20th centuries saw efforts across the globe to establish heavier-than-air manned flight, with experiments in gliders making early advances. By 1892, Fowler was working on his own concepts in Mobile.

A number of reports indicate that Fowler initially designed models known as "planaphores"—or aircraft without engines, propelled either by rubber bands or springs. Neighbors began noticing an aircraft of some sort taking shape behind Fowler's home. The dimensions of the aircraft are unknown, but a 1932 article in the Mobile Register describes the plane as "miniature." The newspaper indicated that Fowler demonstrated the aircraft's capacity for flight, successfully sending the plane aloft for a 15-foot journey. Fowler supposedly demonstrated model planes in Bienville Square and elsewhere, and he began experimenting with various kite designs, launching them from the waterfront Monroe Park, and just as the Wright Brothers would come to appreciate the need for strong prevailing winds to launch their aircraft, Fowler realized that the breezes coming off Mobile Bay could prove instrumental to getting aloft.

And now, the heart of the mystery—did John Fowler ever successfully achieve manned flight, as his family and many others insist? Did he fly one of his aircraft before the Wright Brothers took to the air at Kitty Hawk?

According to the July 4, 1894, issue of the Daily Register, "John Fowler's flying machine at Monroe Park became tangled in the squall yesterday afternoon and tried to make a fly on its own account." The newspaper reported that the airplane, tethered to a stake, "rose up beautifully, despite Mr. Fowler's cries of 'Whoa!' and all his attempts to 'hold her down.'" The unmanned plane continued to fly at the end of its tether until the winds lessened, at which point "the



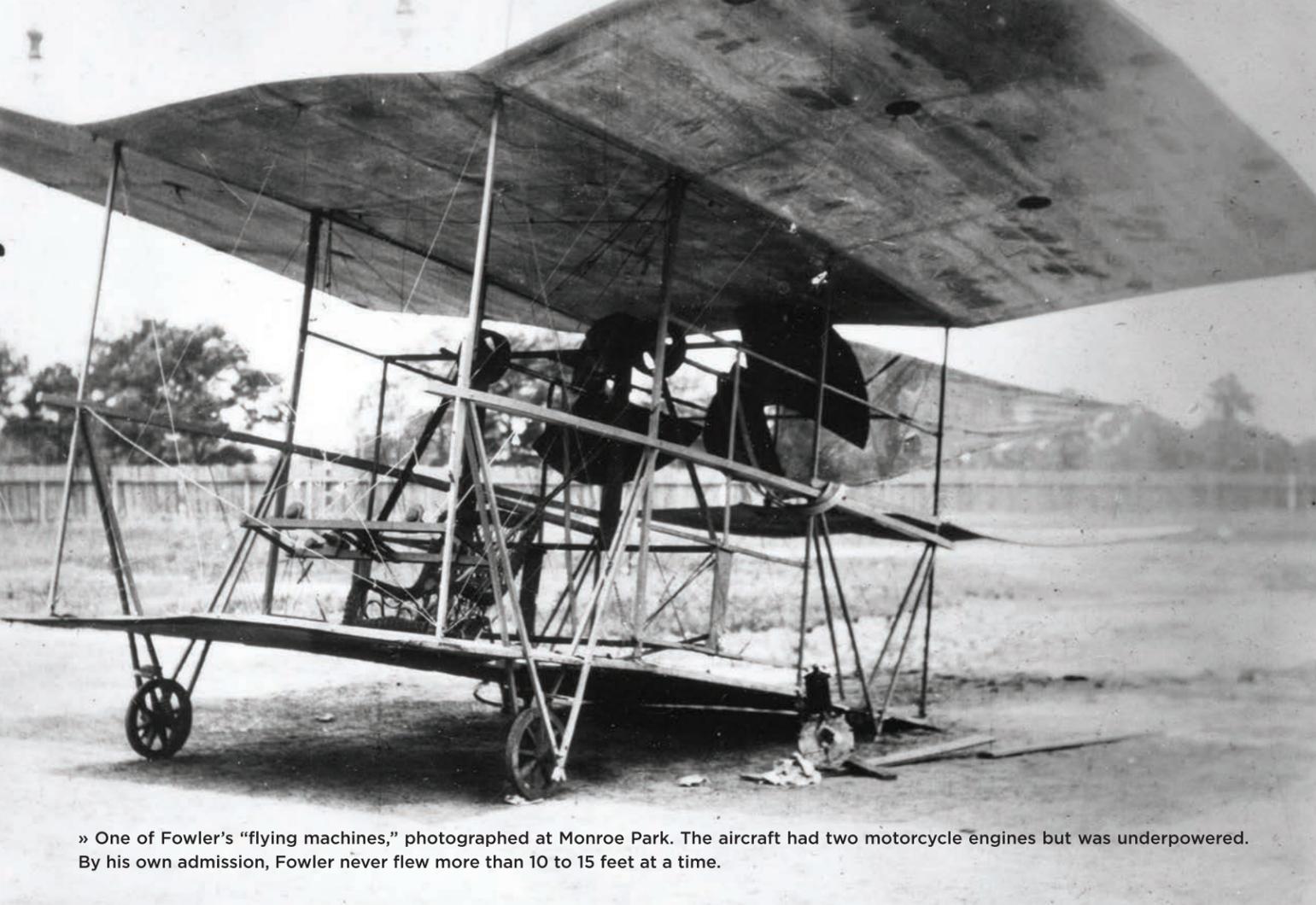
» Fowler's brother, Robert, sits atop the frame of the seaplane taking shape at Monroe Park.

machine was dashed to the ground and badly damaged." This single incident may be the wellspring for the legend that Fowler achieved flight in Mobile, although the aircraft was both tethered to a stake in the ground and was unmanned.

It was a short letter to the editor that appeared in the Mobile Register in 1966 that stirred up long-forgotten memories of John Fowler and his flying machines. The letter, from octogenarian Charles Jackson, claimed that as a young newsboy in 1892, Jackson had heard "the white preacher" proclaim that he was going to fly from Monroe Park in three weeks' time. Jackson further claimed that he was not only present on the appointed day but was invited by Fowler to join him on the aircraft and to provide the power to the propellers by pedaling as one would a bicycle. According to Jackson, as he pedaled into the wind, the airplane climbed into the air over the beach at Monroe Park and flew "two or three miles" over the bay before returning to the park and making a hard landing that snapped off one of the landing gear wheels.

Suddenly, Mobilians came forward with stories of John Ellis Fowler and his airplanes. Someone knew someone who had seen Fowler flying his airplane. Someone else's father recalled having seen Fowler crash into the bay in one of his aircraft. Others told of God-fearing townspeople who destroyed Fowler's plane, saying that if God had meant man to fly, He would have given him wings. Others maintained that it was Fowler's family who destroyed his plane, fearful that he would kill himself trying to fly. Still others said that a crowd of onlookers, similarly afraid for the man's life, pressed too close to the airplane, damaging and ultimately destroying it.

Whatever the truth, Fowler continued to work on aircraft for a number of years. While Jackson's story has been



» One of Fowler's "flying machines," photographed at Monroe Park. The aircraft had two motorcycle engines but was underpowered. By his own admission, Fowler never flew more than 10 to 15 feet at a time.

discredited—no pedal-powered plane was ever known actually to have flown until many decades later (not to mention that a manned flight of several miles in 1893 would have been sensational news and would have drawn international attention), a comment made by Fowler later in life indicates that he may have achieved flight for a few seconds at a time.

In 1924, Fowler went aloft in an airplane as a passenger. Afterward, he remarked, "The reason I have waited all these years before going up is that I had always wanted to take the first airplane ride in my own machine." Significantly, he added, "Of course, I don't count those 10- and 15-foot flights of long ago."

According to multiple sources, Fowler built at least two more aircraft, the first built in a field off Virginia St., near the Jewish Cemetery. Perhaps at the suggestion of J. Howard Wilson, owner of the city's new electric trolley system, Fowler installed twin two-cylinder motorcycle engines on his next plane. One of the engines was described by Fowler as "a pusher" and the other as "a puller." He also devised

a clever launching system. The plane perched atop a five-foot platform at the head of a 100-foot runway. A heavy weight was attached to the nose of the airplane. Fowler's plan called for revving the engines to the maximum, then releasing the aircraft and catapulting it down the "ski-slope," not unlike the catapult systems employed on board some modern aircraft carriers. Fowler published notices in the newspaper, asking for \$1.00 donations from the public to finance the construction of this plane, with the notice that, if sufficient funds were raised, the plane would be readied for flight within a few weeks. It is this airplane that supposedly was destroyed, either by Fowler's family or a fearful public, certain that the plane would fall off the contraption at a high speed and kill its inventor.

Following the loss of the aircraft, Fowler moved his work once more to Monroe Park. It was here, according to a lengthy series of articles published several years ago, that John Ellis Fowler achieved flight, however brief. Like his Virginia Street aircraft, Fowler's new plane was powered by two motorcycle engines. When the winds coming off the bay were strong enough, according to this series, Fowler would bump along

the field in his aircraft, occasionally bouncing into the air for a few seconds at a time and "flying" for a few feet.

It was here that Fowler once more took up experiments with a tethered aircraft. According to the series' author, Fowler anchored a 200-foot steel cable some 15 feet up an oak tree in the park. In earlier experiments, Fowler had managed to get aloft in a tethered craft, learning to control the plane, but had never actually flown off the tether. Fowler knew that the added weight of the engines would require stronger winds to get aloft—and he knew the engines alone didn't have the power to get him airborne, although he believed that once aloft, the engines would be sufficient to allow him to fly and maneuver. He added a quick release to the end of the cable that was attached to the aircraft, planning to release the cable once he was airborne.

And so, on Sept. 12, 1900, upon receiving word of landfall of a hurricane at Port Eads, La., Fowler hurried to Monroe



» Fowler working on a large seaplane designed to accommodate more than 20 passengers.

Park. He stretched out the cable in a northeasterly direction from the oak tree and put the flying machine in place. As the winds began to freshen, Fowler cranked his engines, gradually increased their revolutions. He released the pressure on the "lift stick," and the machine began to gain altitude. He fought wildly to keep the wings level. Even so, Fowler realized that his aircraft was still underpowered—were he to release the tether, the plane would not continue to fly without the aid of the storm winds. As the wind veered, Fowler successfully steered the plane and kept it aloft, but as the winds began to die off, the aircraft lost altitude—the engines simply were not powerful enough to keep it aloft—and finally had a hard landing on the Shell Road, wrecking his landing gear and nearly tearing the wings off the aircraft. This effectively ended Fowler's aviation career, although in the 1920s he was working on a seaplane designed to carry up to 22 passengers, and in 1932, the Mobile Register reported that Fowler was working on an improved design for aircraft propellers, one that would both conserve fuel and increase airspeed.

John Ellis Fowler died in 1939, largely unrecognized for his early efforts in aviation. In 1997, a headstone was added to his grave in Magnolia Cemetery, reading "Pioneer of Flight."

» As late as the 1930s, John Fowler continued to pursue his interest in aviation, designing propellers meant to increase speed while decreasing fuel consumption.

# ARRIVALS/SAILINGS

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<b>ALGERIA</b> ALGIERS MOSTAGANEM	Nordana Nordana Oran	Inducement Inducement Inducement	Biehl & Company Biehl & Company ISS RioMar
<b>ANTIGUA</b> PORT OF ST. JOHN'S	OCC	Monthly	Seacliff Agencies
<b>ARGENTINA</b> PUERTO MADRYN CAMPANA	Gearbulk Gearbulk	Bi-Monthly Bi-Monthly	Inchcape Inchcape
<b>ARUBA</b> ORANJESTAD	OCC	Monthly	Seacliff Agencies
<b>BARBADOS</b> BRIDGETOWN	OCC	Monthly	Seacliff Agencies
<b>BELGIUM</b> ANTWERP	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
<b>BELIZE</b> BIG CREEK	MCW Shipping OCC	Bi-Weekly Monthly	Bulk Shipping Seacliff Agencies
<b>BRAZIL</b> BARRA DO RIACHO MONTEVIDEO PARANAGUA PORTOCEL  PRAIA-MOLE RIO DE JANEIRO SANTOS	Gearbulk 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 Monthly Bi-Monthly Monthly Bi-Monthly Monthly Monthly Monthly Monthly Bi-Monthly Monthly	Inchcape 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 Agencies Seacliff Agencies Lott Ship Agency

DESTINATION	LINE	FREQUENCY	AGENT
<b>CURAÇAO</b> WILLENSTAD	OCC	Monthly	Seacliff Agencies
<b>DOMINICA</b> ROSEAUX	OCC	Monthly	Seacliff Agencies
<b>DOMINICAN REPUBLIC</b> RIO HAINA  PUERTO PLATA	OCC Caribbean Forest Carriers OCC	Monthly Inducement Monthly	Seacliff Agencies Transmarine Alabama LLC Seacliff Agencies
<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 GEORGE'S	OCC	Monthly	Seacliff Agencies
<b>GUADELUPE</b> BASSE-TERRE	OCC	Monthly	Seacliff Agencies
<b>HAITI</b> PORT-AU-PRINCE	OCC	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	OCC 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 ONSAN	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

DESTINATION	LINE	FREQUENCY	AGENT
<b>MARTINIQUE</b> FORT-DE-FRANCE	OCC	Monthly	Seacliff Agencies
<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 Agencies Grieg Star Seacliff Agencies
<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 Grieg Star Shipping Spliethoff Spliethoff Nordana	Monthly Inducement Monthly Monthly Monthly Monthly Monthly Monthly Inducement	Page & Jones Inc. Biehl & Company Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Nord-Sud Shipping Page & Jones Inc. Page & Jones Inc. Biehl & Company
<b>ST. KITTS</b> BASSETERRE	OCC	Monthly	Seacliff Agencies
<b>ST. LUCIA</b> CASTRIES VIEUX FORT	OCC OCC	Monthly Monthly	Seacliff Agencies Seacliff Agencies
<b>ST. MARTIN</b>	OCC	Monthly	Seacliff Agencies
<b>ST. VINCENT</b> KINGSTOWN	OCC	Monthly	Seacliff Agencies
<b>SWEDEN</b> STOCKHOLM	Polish Ocean Line	Weekly	Biehl & Company
<b>TOBAGO</b>	OCC	Monthly	Seacliff Agencies
<b>TRINIDAD</b> PT. LISAS	Dan-Gulf Shipping	Bi-Weekly	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

# PORT OF MOBILE DIRECTORY

## AIR CARGO

FEDEX EXPRESS BFMR/AGFS ..... (251) 432-6705

## ALABAMA INTERNATIONAL TRADE CENTER

ALABAMA WORLD BUSINESS CTR.—  
1500 Resource Dr., Birmingham, AL 35242..... (205) 250-4747  
UNIVERSITY OF ALABAMA—Tuscaloosa—P. O. Box 870396..... (205) 348-7621

## AUXILIARY SERVICES

CATHOLIC MARITIME CLUB—400 Government St., Mobile, AL ..... (251) 432-7339  
Joe Connick, Director; Father Lito, Chaplain  
FISHERS OF MEN MINISTRIES INTERNATIONAL..... (251) 233-6621  
INTERNATIONAL SEAMAN'S CENTER—605 Texas Street ..... (251) 433-7953

## BANKS WITH INTERNATIONAL DEPARTMENTS

BBVA COMPASS BANK, JOHN NEW ..... (251) 470-7408  
FIRST COMMERCIAL BANK-BIRMINGHAM..... (205) 868-6171  
HANCOCK/WHITNEY BANK—MOBILE..... (251) 662-1025  
REGIONS BANK—MOBILE..... (251) 690-1187

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DELTA MARINE SERVICE ..... (251) 937-4060  
HIGMAN MARINE SERVICES, INC..... (251) 433-1732

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SEANOUS..... (251) 433-7399

## BULK LIQUIDS

ALABAMA BULK TERMINALS..... (251) 438-9891  
ARC TERMINALS ..... (251) 421-1651  
GULF COAST ASPHALT ..... (251) 432-7666  
NUSTAR ..... (251) 456-8491  
PLAINS MARKETING ..... (251) 456-4688; (251) 377-8864  
RADCLIFF/ECONOMY MARINE SERVICES..... (251) 433-0066

## BUNKERING SERVICE

ATLANTIC GULF BUNKERING..... (251) 431-5900  
BUFFALO MARINE ..... (713) 923-5571  
MIDSTREAM FUEL SERVICES, INC.—P. O. Box 2826 ..... (251) 433-4972  
RADCLIFF/ECONOMY MARINE SERVICES—P. O. Box 3064..... (251) 433-0066  
SECTOR ENERGY MANAGEMENT—P. O. Box 2426, Mobile 36652 ..... (251) 423-1020

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Yellow Cab/Mobile Bay Transportation..... (251) 476-7711  
A-1 Taxi & Transportation..... (251) 214-4889  
UBER..... www.uber.com

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BOLIVIA—Thomas J. Purvis—3413 Canacee Dr..... (251) 666-6969  
DENMARK—Martin H. Cunningham—205 St. Louis St..... (251) 432-4633  
DOMINICAN REPUBLIC—Luis Frias—951 Government St., Suite 520..... (251) 432-2332  
FRANCE—Maxanna Nichols—18 Houston St..... (251) 366-0051  
NORWAY—L. H. Stuart, Jr.—6204 Brandy Run Road N..... (251) 342-2151

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AFFORDABLE TRUCK SALES..... (251) 947-1944  
CHICKASAW CONTAINER SERVICES, INC..... (251) 457-7300  
DOCKSIDE SERVICES ..... (251) 438-2362  
JOHN FAYARD MOVING & WAREHOUSING..... (866) 862-0867  
EXSIF WORLDWIDE, INC..... (800) 231-7781  
★ MILLER TRANSPORTERS..... (251) 457-0471  
TANK SOLUTIONS, INC..... (888) 551-8265

## U.S. CUSTOMS & BORDER PROTECTION

PORT DIRECTOR—150 N. Royal St., Suite 3004 ..... (251) 441-5111

## DUNNAGE — PLYWOOD

ALL STAR FOREST PRODUCTS, INC.—7096 Stone Dr., Daphne 36526... (251) 626-8777  
BIG RIVER CYPRESS & HARDWOOD..... (850) 674-5991  
BUCHANAN LUMBER—104 Industrial Canal Rd. East..... (251) 433-9567  
CASSIDEY LUMBER—P. O. Box 391, Mobile 36601..... (251) 456-0099  
McGINNIS LUMBER COMPANY, INC.—P.O. Box 2049 Meridian, MS 39302(601) 483-3991  
MIDWAY FOREST PRODUCTS—P. O. Box 7667, Spanish Ft., 36527 ..... (251) 626-8010  
SMITH COMPANIES—100 Pardue Rd. Pelham 35124..... (800) 322-0540

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CUSTOM MARKETING SERVICES INC..... (205) 668-4042  
HORIZON FREIGHT..... (800) 242-9212  
MEADOR WAREHOUSING & DIST., INC.—1750 N. Craft Hwy..... (251) 457-4376  
MITCHELL CONTAINER SERVICES.—226 Saraland Blvd. S..... (251) 675-3786  
MMS PACKAGING COMPANY—P. O. Box 2066..... (251) 438-3658  
PORT CITY MOVERS & DELIVERY—  
5235 Kooiman Rd., Bldg. 4, Theodore, AL..... (251) 342-7079  
STEM PRODUCTS—P. O. Box 66531..... (251) 457-5557  
L. H. STUART CO., INC.—2064 Ave. C, Brookley..... (251) 441-0770  
TEAGUE BROS. TRANSFER & STG. CO.—519 Bayshore Ave..... (251) 476-6122  
WONDERLAND EXPRESS..... (251) 653-7348

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FIRE TROL PROTECTION SYSTEMS, INC..... (251) 661-1699  
HILLER SYSTEMS, INC.—3751 Joy Springs Drive..... (251) 661-1275  
INTERNATIONAL FIRE PROTECTION, INC.—5462 Able Court..... (800) 554-9695

R. CARTER & ASSOC., INC.—P.O. Box 902..... (251) 452-0154  
SAFETY SOURCE INC.—6161 Rangeline Road..... (251) 443-7445  
UNITOR SHIP SERVICES—500 St. Louis St..... (251) 432-0762  
WORLD SHIP SUPPLY (MOBILE), INC.—  
4600-B Cypress Business Park Drive..... (251) 662-7474

## FOREIGN FREIGHT FORWARDERS (★H CUSTOM HOUSE BROKERS)

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C.H. ROBINSON WORLDWIDE ..... (251) 441-7012  
★ N.D. CUNNINGHAM—205 St. Louis St..... (251) 432-4633  
EMO TRANS..... (251) 342-3313  
★ EXPEDITORS INTERNATIONAL..... (251) 431-4992  
FEDEX TRADE NETWORKS..... (404) 831-8237  
INCHCAPE SHIPPING SERVICES, INC.—11 N. Water St., Mobile, AL..... (251) 461-2700  
JENSEN SHIPPING CO.—244 W. Valley Ave., Birmingham, AL..... (205) 328-2343  
★ JOHN M BRINING CO., INC.—202 Congress St., Mobile, AL..... (251) 432-9741  
KUEHNE + NAGEL—2101 Clinton Ave. W., Ste. 403, Huntsville, AL..... (205) 516-1402  
★ CAROLE C. LELAND—244 W. Valley Ave., Birmingham, AL..... (205) 328-2343  
★ CTB USA OF FLORIDA..... (866) 621-0091 ext. 224  
★ RICHARD MURRAY & CO.—109 No. Conception St..... (251) 432-5549  
OEC MOBILE—52 North Jackson St., Mobile, AL..... (251) 287-8767  
★ PAGE & JONES, INC.—52 N. Jackson St..... (251) 432-1646  
Birmingham, P. O. Box 320126..... (205) 595-8429  
Huntsville, P. O. Box 6025..... (256) 772-0231  
PAUL A. BOULO, INC.—255 N. Joachim St., Mobile, AL..... (251) 433-5445  
T. A. PROVENCE & CO.—P. O. Box 942..... (251) 433-5424  
★ GEO. RUEFF, INC.—P. O. Box 2962..... (251) 433-8851  
STIEGLER SHIPPING CO., INC.—1151 Hillcrest Rd., Suite F..... (251) 639-7300  
TEAM WORLDWIDE—799 James Record Rd., Ste. A-12, Huntsville, AL (251) 461-7770  
TRADELANES—61 St. Joseph St., Suite 1000 ..... (251) 343-8031  
TRANSGROUP WORLDWIDE LOGISTICS - 162 State St. 36602..... (251) 433-7668  
★ W.R. ZANES & CO. OF LA, INC.—P. O. Box 1006..... (251) 438-1597

## FOREIGN TRADE ZONES

(★FTZ PUBLIC WAREHOUSES)  
BALDWIN TRANSFER CO., INC..... (251) 433-3391  
MOBILE, AL—Brookley Complex & Airport..... (251) 438-7338  
AZALEA BOX COMPANY—1401 St. Stephens Road, Prichard..... (251) 452-3451  
EQUITY TECHNOLOGIES CORP..... (251) 432-7784  
★ KEYPORT WAREHOUSING—30427 County Rd. 49 N, Loxley, AL ..... (251) 964-4607  
★ MERCHANTS TRANSFER COMPANY..... (251) 457-8691  
★ MOBILE MOVING & STORAGE..... (251) 438-3658  
★ HUNTSVILLE, AL—P. O. Box 6241..... (256) 772-3105  
★ BIRMINGHAM, AL—Shaw Warehouses..... (205) 251-7188  
S/M WAREHOUSE..... (251) 679-3344

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FGDI, LLC..... (419) 373-6311

## LICENSED GUARD SERVICE

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

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1ST CRANE & LOGISTICS, INC—Alabama State Docks..... (251) 653-3333  
ACME TRUCK LINE ..... (251) 653-6028  
AMERICAN MARINE SERVICES ..... (251) 406-9930  
ARGOSY TRANSPORTATION GROUP—www.argosyship.com ..... (713) 668-3388  
ATLANTIC SPECIALIZED TRANSPORT..... (251) 433-4545  
BARNHART CRANE & RIGGING—P.O. Box 2809, Daphne, AL 36526 ..... (251) 654-0541  
BLUE DIVING & SALVAGE—4032 Dauphin Island Pkwy., Mobile, AL..... (800) 882-5043  
BOSARGE DIVING—Pascagoula, MS..... (888) 762-6364  
BURKHALTER SPECIALIZED TRANSPORT..... (228) 762-0888  
CRANE RENTAL CORP.—30105 Hwy 59, Loxley, AL 36551 ..... (800) 368-8956  
HORIZON FREIGHT..... (800) 242-9212  
HYDRAULIC CRANE SPECIALISTS..... (251) 675-000X  
LEA DIVING & SALVAGE—Alabama State Docks ..... (251) 432-4480  
MAMMOET ..... (404) 696-4982  
★ MILLER TRANSPORTERS..... (251) 457-0471  
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## INDUSTRIAL DIVING

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BOSARGE DIVING—Pascagoula, MS..... (228) 762-0888  
COMMERCIAL DIVING SERVICES INC.—  
P. O. Box 850637, Mobile, AL 36685..... (251) 665-0017  
FATHOM INDUSTRIES—5385 Battleship Parkway, Spanish Fort, AL..... (251) 626-7800  
LEA DIVING & SALVAGE—Alabama State Docks ..... (251) 432-4480  
Mosley Maritime Services, LLC..... (251) 610-7882

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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

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**(★ ELECTRICAL CONTROL AND AUTOMATION)**

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GULF COAST AIR & HYDRAULICS INC.—3415 Halls Mill Rd.....	(251) 666-6683
MOBILE MARINE RADIO—7700 Rinla 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
M. H. BARRIE—P.O. Box 1164, Mobile, AL 36693.....	(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
MOSLEY MARITIME SERVICES, LLC.....	(251) 610-7882
NATIONAL CARGO BUREAU, INC.— Commerce Building, Ste. 605, 118 N. Royal St.....	(251) 432-0781
NAUTECH MARINE CONSULTANTS, INC.— 7226 Bridgewood Lane, Spanish Fort, 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) 432-2781
SHIP ARCHITECTS, INC.....	(251) 621-1813
WOODRUFF INDUSTRIES INC—4021 Shana Drive.....	(251) 473-5327

**MARITIME WASTE DISPOSAL**

AARON OIL CO., INC.—P. O. Box 2304.....	(251) 666-8143
BROWNING-FERRIS INDUSTRIES—P. O. Box 16504.....	(251) 666-5724
R. CARTER & ASSOC., INC.—1406 Telegraph Rd.....	(251) 452-0154
DOCKSIDE SERVICES, INC.—P. O. Box 122.....	(251) 438-2362
FCC ENVIRONMENTAL.....	(205) 482-1574
FERGUSON 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

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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) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
A.I.M. LOGISTICS A T.G. MERCER COMPANY.....	(225) 303-6012
ALABAMA CARRIERS, INC.....	(800) 721-7107
ASF INTERMODAL LLC.....	(251) 287-8152
A&S KINARD.....	(769) 572-7144
AVERITT EXPRESS.....	(251) 443-7703
AVONDALE CONTAINERS.....	(251) 438-2248
★BALDWIN TRANSFER CO.....	(251) 433-3391
BARNHART CRANE & RIGGING.....	(251) 654-0541
BELLCOR LOGISTICS.....	(251) 802-8558
BENNETT MOTOR EXPRESS.....	(251) 635-0048
★BILLY BARNES ENTERPRISES.....	(800) 788-9333
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
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334

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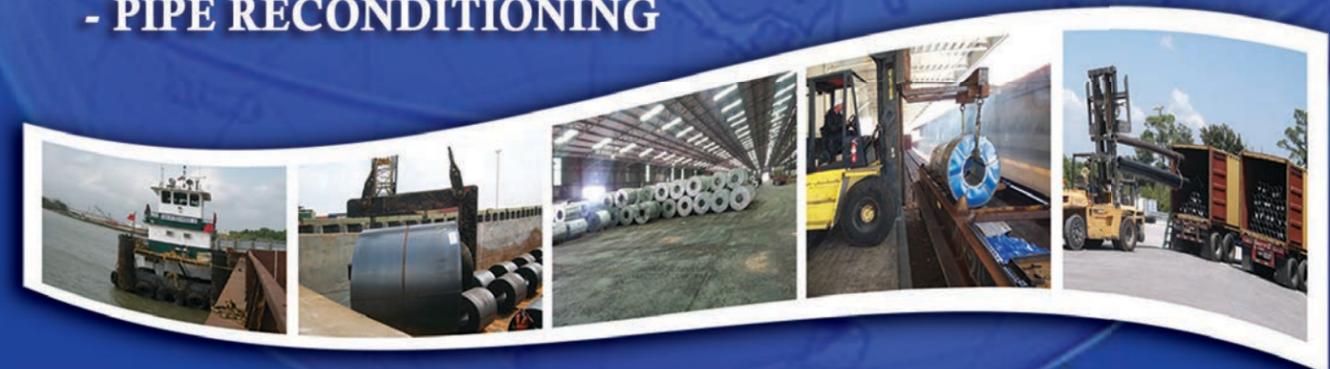
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