

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

2016 VOL. II



COSCO FIRST SHIP ARRIVES FOR NEW SERVICE TO ASIA.



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ON THE COVER:

The Port of Mobile gains new shipping services to Asia.

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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PORT OF MOBILE GAINS NEW SHIPPING SERVICES TO ASIA

The Alabama State Port Authority and its partner, APM Terminals, announced new services to and from Asia for Alabama's containerized cargo shippers. Maersk Line and Mediterranean Shipping Company (MSC) jointly announced new service through the Port of Mobile, which began May 2, serving major seaports in China and Korea. In addition, COSCO Container Lines (CSCL) and Hanjin Shipping, currently the fourth and eighth largest container carriers in the world respectively, made their first call at APM Terminals Mobile on June 6.

Maersk and MSC will provide direct, weekly, all-water service from the Port of Mobile to the ports of Qingdao, Ningbo, Shanghai, Xiamen and Yantian in China and the port of Busan in Korea. Maersk and MSC are members of a global 2M Alliance that allows shippers to book cargo either through the Maersk TP18 service or the MSC Lone Star Express Service.



» First ship in the Maersk/MSK direct Asia service



Robert Bentley, Governor of Alabama

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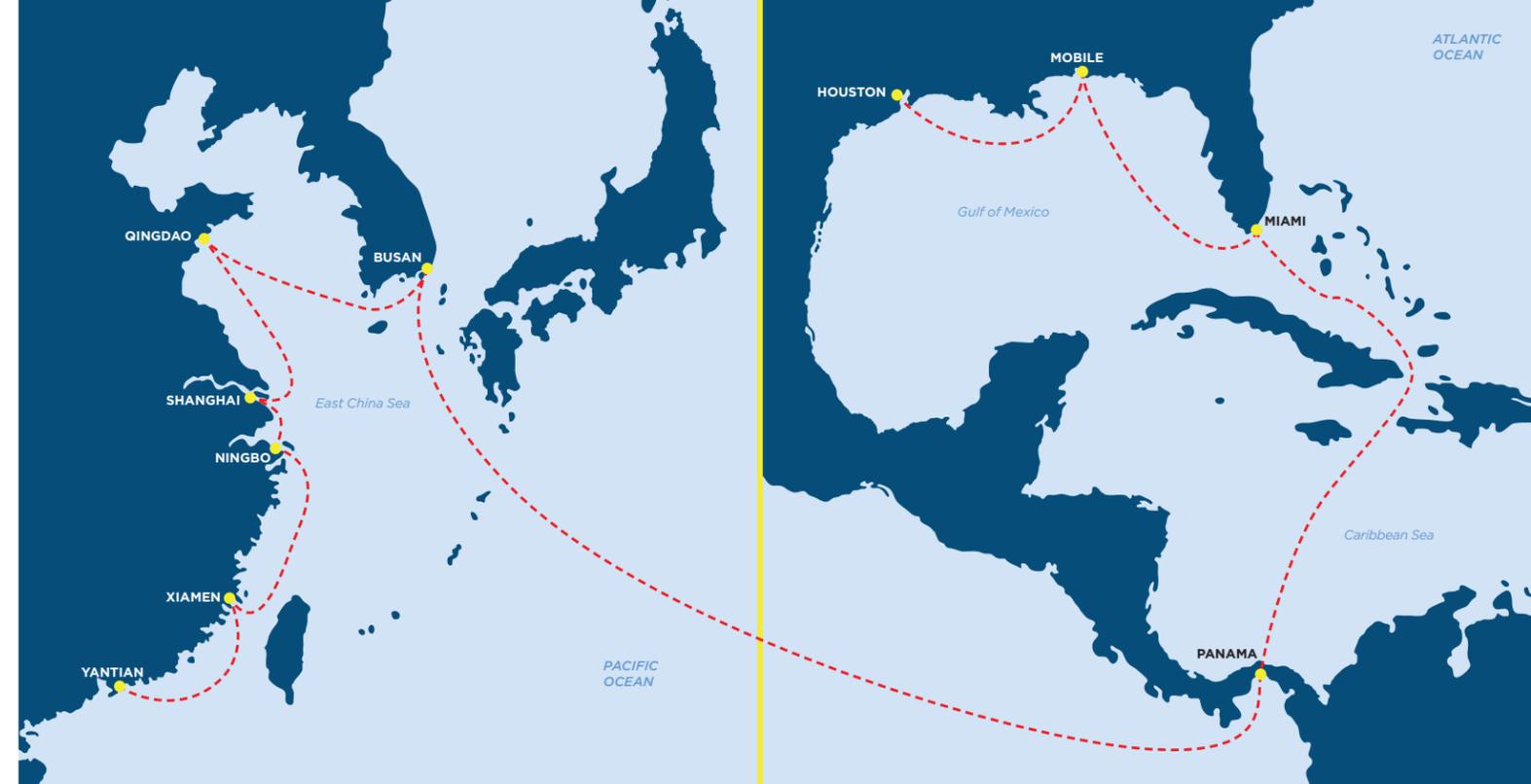
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» Maersk TP18/MSK Lone Star Service Map

"We are pleased that the world's two top container shipping companies chose to add the Port of Mobile to its U.S. Gulf/Asia service," said Jimmy Lyons, director and chief executive officer for the Port Authority. "This service adds much needed capacity and cost efficiencies for Alabama businesses and industries shipping to and from China and Korea."

The new joint Gulf of Mexico Express (GME) service from CSCL and Hanjin Shipping will also connect Alabama shippers to the Ports of Shanghai, Ningbo, Xiamen, and Yantian, as well as provide transshipment service through the Port of Cristobal in Panama. The U.S. Gulf rotation includes both the Ports of Mobile and Houston.

"This new service further strengthens the port's position in a major trade point serving Asia," said Lyons. "With the addition of CSCL/Hanjin service, the three weekly calls could attract additional economic development opportunities in the state for companies focused on Asian markets."

To date, the Alabama State Port Authority has invested more than \$200 million in container intermodal investments at its Choctaw Point Complex, including the new \$50-million intermodal container transfer facility, which opened in May.

The Port Authority's partner, APM Terminals, has also invested \$150 million in the container terminal and recently announced an additional \$47.5-million container terminal expansion to be completed by the end of 2017.

Mobile's port investments are designed and constructed to serve post- and super post-Panamax vessels that will transit a newly expanded Panama Canal scheduled to open this summer.

"Our investments, coupled with a year-round 45-foot draft channel and a new Panama Canal, positions the Port of Mobile to capitalize on new service offerings between Asia and the U.S. Gulf," stated Lyons.

Maersk Line, based in Copenhagen, Denmark, with offices around the world, is the world's largest container ship operator. Privately owned MSC, founded in Geneva, Switzerland, is the world's second largest shipping line, serving six continents and calling at 316 ports. COSCO Container Lines, based in Shanghai, is the world's fourth largest container shipping company. Hanjin Shipping, founded in South Korea, is the world's eighth largest container carrier in the world and the number one in Korea.

A LOOK BACK AT 2015



» Steel coils are being loaded to rail cars at Alabama Steel Terminals. Steel posted another strong year at the Port.

The Alabama State Port Authority (ASPA) had continuous activity in its coal, steel, containerized cargo and revenue rail car business lines in fiscal year 2015. Overall, the Port Authority ended the year with \$144.8 million in revenues generated from over 25 million tons of cargo through the public terminals.

According to James K. Lyons, chief executive officer of ASPA, "We are really proud of these results, and a great deal of credit falls to our employees for consistently delivering superior customer service."

The general cargo division ended the fiscal year handling 6.8 million tons of iron, steel, and forest products. Steel volumes topped out at 4.8 million tons followed by over 1.2 million tons of forest products handled. The bulk division handled approximately 15.4 million tons of coal, while grain, cement and bulk chemicals collectively registered 1.7 million tons. The containerized cargo business line continued to do well with over 232,000 TEUs handled on the year. At the Terminal Railway, the Port Authority finished the year with nearly 132,000 revenue rail cars handled through the Port.

Capital investments and continued growth in the manufacturing sector are helping fuel expansion. In the 4th quarter of 2015, APM Terminals announced its \$47 million Phase II expansion at the container terminal to add more capacity, and the Port Authority was also putting the finishing touches on the Intermodal Container Transfer Facility. The ICTF was completed in April this year getting off to a good start with the announced Memorandum of Understanding between the Authority, APM Terminals and the Canadian National/Illinois Central railroad to bring world class rail intermodal service to the Port of Mobile.



» The Intermodal Container Transfer Facility was completed in April 2016

"The Port Authority's investments in new facilities, Post-Panamax cranes, and information technology, coupled with our excellent inland rail, highway and waterway connections, have helped expand the Port Authority's business and afforded efficiencies to our customers," said Lyons. "With continued investment, we believe the Port of Mobile will be well positioned to offer competitive service into new markets."

The Alabama State Port Authority owns and operates the State of Alabama's public, deep-water port facilities at the Port of Mobile generating in excess of 124,300 direct and indirect jobs and more than \$19.4 billion in economic impact. The Authority's container, general cargo and bulk facilities have immediate access to two interstate systems, five Class 1 railroads, and nearly 15,000 miles of inland waterway connections.

FIRST AMERICAN-MADE AIRBUS AIRCRAFT TAKES FLIGHT OVER MOBILE



In an historic moment full of firsts, the first Airbus aircraft produced in the United States took flight for the first time on March 21, 2016, departing from the Mobile Aeroplex at Brookley in Mobile, Alabama, where it was assembled. The \$600-million facility is Airbus' first commercial aircraft manufacturing site in the U.S.

More than 300 employees from the facility cheered on test pilots Mark McCullins and Bruce MacDonald as they took to the skies over Mobile Bay at 9:36 a.m. Accompanied by four flight and ground test engineers, McCullins and MacDonald flew for nearly three and a half hours before landing at 1:02 p.m. During the flight, test sequences were performed on systems, engines and structure performance.

"It flew beautifully, just like Airbuses are designed to do," McCullins told AL.com.

Production on the aircraft began in July 2015, though the facility's official inauguration was held in Sept. 2015. More than 350 employees currently work at the facility, the majority of whom are from Alabama and the Gulf Coast region.

"We've come to an exciting milestone in the production of any aircraft, but this one is particularly special. The Mobile team has worked hard, and I'm proud that their skill and talent have brought us to this moment," said Daryl Taylor, vice president and general manager of the Airbus U.S. manufacturing facility, upon completion of the flight. "Together we are fulfilling the promise we made to the city of Mobile, the state of Alabama, and the Gulf Coast region—we're creating a new center of commercial aircraft production in the U.S. This is just the first of many aircraft to come."

The flight of the first American-made Airbus is significant for the company, as well as for the local economy. For Airbus, the success of the Mobile facility marks another step toward global presence in the airline manufacturing industry. With facilities already in France, Germany and China, the U.S. provides the company with the opportunity to manufacture an expected 40 to 50 additional A320 family aircrafts per year. For Alabama, the facility offers the potential of 3,700 indirect full-time jobs and roughly an additional \$400 million into the state's annual output at full capacity.

In an AL.com interview, Ulrich Weber, then project head at the Mobile facility said, "We all are passionate about building aircraft. We made it together, we made it in Mobile, and we demonstrated to the world [that Mobile can be a world-class manufacturing site]."

The A321 is the largest of Airbus' A320 Family line. The aircraft promises passengers superior comfort for long travel routes with its state-of-the-art cabin design and wider seats. The A320 Family is the world's best-selling single-aisle product line with more than 12,400 orders and more than 6,900 aircraft delivered to 288 customers worldwide.

The aircraft that flew in March was delivered to JetBlue Airways on April 25, 2016, after final production was completed. Production continues at Airbus with nine other planes in various stages of production and flight test, including eight destined for American Airlines and one for Spirit Airlines.

Montgomery 2016 Reception



- 1** Bill Canary, Business Council of Alabama
Beth Marietta Lyons, Lyons Law Firm
Jim Ziegler, Alabama State Auditor
Hope Curry, Alabama State Auditor's Office
Donna Wilhelm, Mercy Medical
- 2** Chris Blankenship, Alabama Department of Conservation & Natural Resources
Patty Powell, Alabama Department of Conservation & Natural Resources
Angus Cooper, III, Alabama State Port Authority Board Member
Ben Stimpson, Alabama State Port Authority Board Member
- 3** Drew Harrell, Business Council of Alabama
Leah Garner, Business Council of Alabama
Anita Archie, City of Montgomery
Mark Colson, Business Council of Alabama
- 4** Craig Pittman, Alabama Court of Civil Appeals
John McMillan, Alabama Department of Agriculture & Industries
- 5** Chris Blankenship, Alabama Department of Conservation & Natural Resources
Alvin Hope, Alabama State Port Authority Board Member
- 6** Tim Ayers, AUCA
Sen. Rusty Glover, Alabama State Senate
Jimmy Shumock, Thompson Engineering
- 7** Frank Fogarty, ASPA
Frank Anderson, Brasfield & Gorrie
Kirk Atkinson, Adah International Inc.
- 8** June Jackson, Loeb & Company Inc.
J.T. Smith, Glovis Alabama
Lydia Cooley, Loeb & Company Inc.
- 9** Craig Pittman, Alabama Court of Civil Appeals
Jimmy Lyons, ASPA
- 10** Jimmy Lyons, ASPA
Beth Marietta Lyons, Lyons Law Firm
Sen. Vivian Davis Figures, Alabama State Senate
- 11** Maria Mendez, ASPA
Tracey Mock, Atlas Ship Supply
Josie Mock, Inchcape Shipping Services
John Kirkpatrick, General Steamship
Joe Withers, Biehl & Co.
Smitty Thorne, ASPA
- 12** Ben Stimpson, Alabama State Port Authority Board Member
Rep. Chris Pringle, Alabama House of Representatives
Angus Cooper, III, Alabama State Port Authority Board Member
- 13** Donna Wilhelm, Mercy Medical
Rep. Napoleon Bracy, Alabama House of Representatives
Patty Howell, Mobile Area Chamber of Commerce



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WHO WORKS THE RIVERS MARCH 24, 2016 GULFQUEST MARITIME MUSEUM

Members of the Port of Mobile maritime community gathered to host about 80 regional students at its annual Who Works the Rivers fair. This career-focused program seeks to raise awareness among junior and senior level high school students of career opportunities in the maritime sector. The Port's stevedoring, brokerage and vessel operations representatives hosted tours of working terminals and a job fair at the new GULFQUEST Maritime Museum.



- 1 Norton Lily International booth
- 2 American Commercial Barge Line
- 3 GulfQuest
- 4 Cooper Marine & Timberlands
- 5 Parker Towing Co., Inc.
- 6 ASPA
- 7 U.S. Customs and Border Protection
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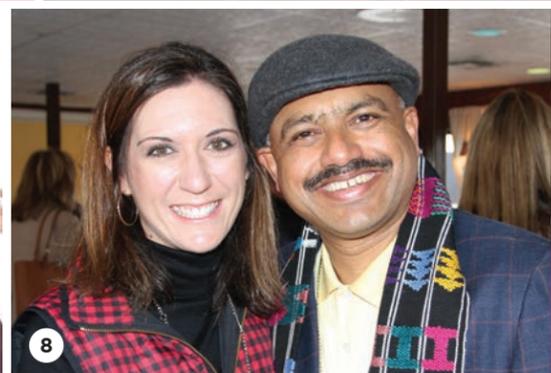


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Leadership Alabama Port Tour January 14, 2016



- 1 Gwendolyn Boyd, Alabama State University
Monica Motley, Alabama School of Math & Science
- 2 Chris Connolly, Lauderdale County District Attorney
Steve Marshall, Marshall County District Attorney
Doug Bacchus, Jr., Nowlin, Bachuss & Gray
- 3 Hope Johnson, Friend Bank
Martha Peek, Mobile County Public Schools
- 4 Jennifer Maddox, Community Foundation of Northeast Alabama
Beth Sippel, First Commercial Bank

- 5 Bill Horton, Regions Financial Corp.
Julie Segars, Alabama Power Co.
- 6 Quincy Minor, Information Transport Solutions
Robert Aland, Birmingham National Bank of Commerce
- 7 Randall Woodfin, Birmingham Board of Education
Sally Mackin, Woodlawn Foundation
- 8 Ashley Whatley, Leadership Alabama
Sanjay Singh, CTS

- 9 Kim Lewis, Project XYZ, Inc.
Robert Mayes, Keel Point, LLC
- 10 Britton Bonner, Adams & Reese LLP
Jim Ridling, Alabama Department of Insurance
- 11 Liz Freeman, Long's Human Resource Services
Robbin Allen
- 12 Barbara Larson, Leadership Alabama
Mike Cole, Wilmer Lee, PA

- 13 Beth Marietta Lyons, Lyons Law Firm
David Silverstein, Bayer Properties
- 14 Don James, Vulcan Materials Company
Bob Vardaman, Events Management, LLC
- 15 Martha Peek, Mobile County Public Schools
Patrick Wilson, Mobile Bar Pilots, LLC
Jimmy Lyons, ASPA
- 16 Leadership Alabama Class of 2016

For more than 100 years, the Woerner Companies has been all about growth—from turf and produce to business and family. With farms in Alabama, Florida, Louisiana, Colorado and Hawaii, the Woerner name is well known within the agriculture business. The company's turf is found on sports fields, golf courses, school properties and private residences all over the country, and its produce is as varied as each of the markets it serves. The Woerner Companies' success stems from innovation and old-fashioned values, which have guided its two most recent agricultural endeavors. From converting local produce waste into profit to earning the first U.S. agriculture capital export license for trade with Cuba, the Woerner family is cultivating significant resources and recognition for Alabama both here at home and internationally.

A family business, the Woerner Companies has been in agriculture for four generations. "There are very few family businesses going into the fifth generation," said Christina Woerner McInnis, marketing director at the Woerner Companies and partner at GulfWise Commerce, a subsidiary. "It's a very unique thing."

McInnis also cites the company's 300 employees nationwide as integral members of the Woerner family. "The team is invested and they treat this like a family business," she said. "Our team has helped us grow into the great company we've become, and we really value all their work and effort."



And the Woerner Companies family is only growing. With the market recovering from the 2010 oil spill and ensuing recession, the Woerner Companies has once again started to focus on new ways to expand its team, as well as its scope. "There was some downsizing during the oil spill, but we buckled down and revamped and came out stronger for it," she said. "Now we're starting to grow again, which is why it's so important to find stable agribusiness markets like Cuba and dehydration."

In fact, dehydration has been one of the Woerner Companies' most recent and innovative local projects. With the establishment of Bon Secour Valley Ingredients (BSVI), a 40,000-square-foot facility in Foley, AL, slated to open in June, the Woerners are now creating a secondary market for locally sourced produce that would have otherwise gone to waste. Produce such as chicory root and endive, sweet potatoes, kale, carrots and butternut squash will be grown and dehydrated before being converted into ingredients like powders and extracts. Dehydrating the produce not only extends its shelf life, but leads to an efficient, sustainable solution for local farmers.

"Farming is the backbone to our economy and health," said Bon Secour Valley Ingredients CEO George Woerner. "As we look into the future of farming, dehydration is a critical component to helping farmers minimize the waste of unused agriculture products and deliver nutritious, all-natural food items to places all over the world."

Bon Secour Valley Ingredients will create 50 new jobs in Baldwin County and provide additional opportunities for local farmers to sell their produce.

In addition to expanding the agriculture market here in Alabama, the Woerner family is also making notable strides internationally. GulfWise Commerce, an offshoot of the Woerner Companies, was issued a precedent-setting license from the U.S. Department of Commerce on March 31 authorizing the direct sale of advanced planting and harvesting equipment to a Cuban government agency for the agricultural research institution, the University of Matanzas. Beating out large multinational companies, GulfWise is the first to earn a trade license of

this kind with Cuba. According to McInnis, the license stems from a "mutual respect for each other" and much collaboration over the course of multiple international visits. McInnis cites this genuine interest in learning from one another as the driving force behind the successful alliance.

"It's been fascinating to share techniques and see what they've been able to do, and they've been amazed at the things we take for granted, like agriculture equipment," said McInnis. "It's been an exciting experience collaborating back and forth and building this mutually beneficial commerce and respect between two countries."

D.C. Attorney Robert Muse, an expert in U.S.-Cuba legal matters who managed the application process, described the significance of the license granted to GulfWise. "The government of Cuba clearly rewarded the patient efforts of a privately-owned company willing to invest the time to identify and fill the needs of Cuba's rapidly changing rural economic landscape," he said.

The U.S.-made equipment being sold to Cuba will help grow grass, aiding in erosion control and the creation of parks and recreational areas. In return, the trade license will allow for more efficient shipping and trade logistics in Alabama, as well as additional jobs at the Port and in Baldwin County, especially for farming families.

Behind the Woerner Companies' success locally, nationally and now, internationally, is simply a passion for what the Woerner family has done for generations—farm. "We farm to live and we live to farm," said McInnis. "It's all we've ever known."



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PORT CALLS: SPIRIT OF AMERICA FESTIVAL — DECATUR



In celebration of its 50th anniversary, the Spirit of America Festival pulled out all the stops for residents and visitors of Decatur, Alabama. The annual event at Point Mallard is one of the Southeast's largest Fourth of July celebrations, composed of a four-day series of live performances, food, games, patriotic awards, and a massive fireworks show.

On July 1, the festival kicked off with the Black and White Party, a VIP ticket holder event and the first of its kind. Guests who purchased VIP and sponsorship ticket packages also had access to designated tent areas, where they could gather with friends and also safely stow their chairs and coolers during the extended holiday weekend.

Guests need not purchase tickets to enjoy all of the festivities, as Spirit of America Festival is a free, family-friendly event. On Saturday, the Spirit of America Voice Talent Competition featured local singers and musicians who passed the preliminary auditions. That evening, spectators enjoyed a concert from Craig Wayne Boyd, the Season 7 winner of NBC's "The Voice." Numerous food vendors and the Beer and Wine Garden were also available to guests. Sunday offered a picnic lunch, family and group games, a performance by Nashville gospel-country artist Rena White, and the traditional "Celebrate America" Patriotic Program.

The best is certainly saved for last, as the Spirit of America Festival customarily delivers the biggest showstoppers on the Fourth of July. Starting with the Pepsi Children's Parade, the day evolved with three separate concerts from Altar Ego, Ahead of the Wake, and Muscle Shoals' country-rock band McTazz. The Veterans Honor Walk and Awards Ceremony began at 8 p.m., in which veterans and loved ones of passed veterans were encouraged to participate. During the ceremony, commendable citizens who have exemplified the "American spirit" were presented with three time-honored awards: the Audie Murphy Patriotism Award, the Barrett C. Shelton Freedom Award, and the Bill J. Dukes Award.

To close out the weekend, the famous Spirit of America fireworks show was the liveliest one to date, complete with a live orchestra in celebration of the festival's 50th anniversary, followed by a concert from CMT star Kassie Miller.

For 50 years, the festival has remained true to its roots serving as a unifying community experience to promote patriotism. The first festival took place in 1967 when tensions were high and protests were on the rise during the Vietnam War. The purpose was to build and encourage community support of the men and women serving in the military. To this day, the festival's mission is to specifically "promote the spirit of American Patriotism by the staging of the annual Spirit of America Celebration in Decatur, Alabama."

The Spirit of America Festival's 50th Anniversary was named a "Top 10 Event for 2016" by the Alabama Tourism Department.

For more information, visit www.spiritofamericafestival.org.



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MOBILE WELCOMES THE 2016 MARDI GRAS SHIP USS FARRAGUT

The Alabama State Port Authority and the Mobile Council of the Navy League jointly hosted the U.S. Navy warship, USS FARRAGUT (DDG 99), at the Port of Mobile in celebration of Mardi Gras. The ship arrived on February 5, and docked at the Alabama State Port Authority's South C terminal located on the main port complex. Mayor Sandy Stimpson presented the City of Mobile Proclamation at the welcoming ceremony. The ship remained in port until February 10.

The USS FARRAGUT (DDG 99) is an Arleigh Burke Class Destroyer and the fifth ship to bear the name of Admiral David Glasgow Farragut, the colorful naval commander famous for leading the 1864 Union victory at The Battle of Mobile Bay. The 509-foot guided-missile destroyer was commissioned on June 10, 2006, and was deployed for active duty in May 2008. She currently is homeported at Naval Station Mayport, Florida. The USS FARRAGUT serves a multi-mission platform that operates either independently or as part of surface,

expeditionary or aircraft carrier strike groups in air, surface, and undersea threat environments.

The USS FARRAGUT and her crew are led by CDR. Cory R. Applebee, a graduate of the University of Kansas and the Naval Reserve Officer's Training Program. Prior to his current assignment, Commander Applebee completed sea tours aboard USS MOUNT HOOD (AE 29), USS SAMUEL ELIOT MORISON (FFG 13), USS SIMPSON (FFG 56), USS GETTYSBURG (CG 64), and USS UNDERWOOD (FFG 36) and has earned several awards, including the Joint Meritorious Service Medal, the Navy Commendation Medal, and the Navy Achievement Medal.

PHILIPPINES DELEGATES LEARN ABOUT MUDDY CREEK



In April, Gretchen Barrera, P.E., environmental section manager for the Alabama State Port Authority, hosted delegates from the Philippines studying "National and Integrated Response to Global Climate Change." The purpose of the meeting was to learn about Muddy Creek Wetlands mitigation project and to observe some of the project area.

The group is traveling to Alabama under the auspices of the U. S. Department of State's International Visitor Leadership Program. The program began in Washington, D.C. for a series of appointments at the national level discussing the topic, and then the group travels to three other cities in the U. S. to learn about how the issue is being addressed at the state and local levels. Global Ties Alabama is responsible for development of the program, while the group is in Alabama.

Left to right: Raymund E. Liboro, National Privacy Commission, Quezon City, Philippines; Gena Todia, Wetland Resources, Inc.; Eric D. Buduan, Philippine Tropical Forest Conservation Foundation, Inc.; Rosanmi Labnao, Municipality of Tobias Fornier, Antique; Mi-an Joy Taglucop, Haiyan Emergency Response Program, Lutheran World Relief; Gretchen Barrera, ASPA.

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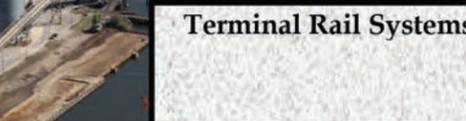
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ALABAMA COMMUNITY COLLEGE SYSTEM VISIT

In March, Danny Barnett, human resources manager for the Alabama State Port Authority hosted a workforce development presentation for statewide instructors with the Alabama Community College System. Mr. Barnett briefed the group on port operations and skill sets required for maritime industry jobs. Following the formal program, the group toured the Port of Mobile. Educators with the Alabama Community College System, below, are shown during their visit the Port.



GULFQUEST BOARD OF TRUSTEES ELECTS NEW OFFICERS

More than 22 years have passed since the board of trustees of the National Maritime Museum of the Gulf of Mexico elected officers, but in March in a historic event for GulfQuest, Board Chairman E. B. Peebles passed the gavel and the trustees unanimously elected new officers and an executive committee.

Moving into the chairman's role is Michael B. Lee. The board also elected Marietta M. Urquhart as the vice chairman; Anthony J. Zodrow as executive director/chief operating officer; and Ray H. Miller as the secretary/treasurer. The executive committee consists of Lee, Urquhart, Miller, along with G. Edgar Downing, James K. Lyons, Walter Meigs, E. B. Peebles and Patrick Wilson.

"First, I'd like to personally thank Tony Zodrow," Peebles said before stepping down. "We (GulfQuest) wouldn't be where we are today without Tony. I'm also very grateful to all of you trustees, and to those trustees who have retired from the Board, and to future trustees."

Lee, president and CEO of Page & Jones, Inc., has served on the board of trustees for more than 10 years. He also serves on the boards of the Child Advocacy Center, Mobile Steamship Association, Seaman's Foundation, Visit Mobile, and the E.A. Roberts Foundation. He previously served as chairman of the Mobile Area Chamber of Commerce Board of Directors, and as president of the

Alabama World Trade Association, the Propeller Club of Mobile, Mobile Forwarders & Brokers Association and the Mobile Traffic & Transportation Club.

Urquhart has served on the board of trustees since August 1996, and replaces Lee in the role of vice chairman. A licensed realtor with White-Spunner Realty, Urquhart also serves on the boards of the University of Alabama System, UMS-Wright Foundation, Community Foundation of South Alabama, and First Community Bank. She previously served as board chairman/president for UMS-Wright, Leadership Mobile, Volunteer Mobile, and the Junior League of Mobile.

Miller, chief executive officer of Autism Avenue, Inc., has served on the board of trustees since June 1993. With his 35 years of extensive sales and marketing experience in diverse industries, Miller was instrumental in the formation of Autism2Ability, Inc., a nonprofit organization that delivers a results-oriented, online learning resource for children with autism spectrum disorder and their families.

The board also unanimously elected new trustees Joe "Ty" Bullard III, president of Joe Bullard Automotive; Travis Short, president of Horizon Shipbuilding; and Richard H. Weavil, president, The Weavil Company.

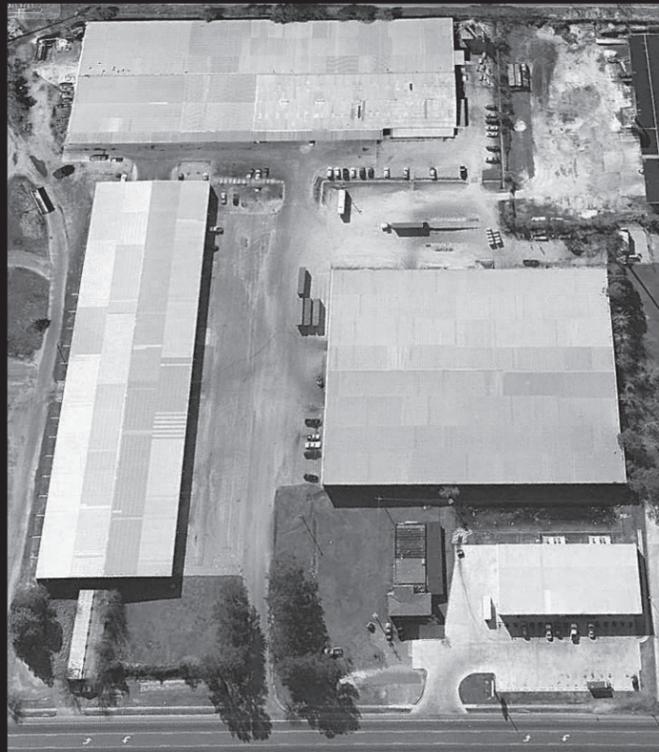
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BUSINESS COUNCIL OF ALABAMA NAMES AUSTAL USA 2016 ALABAMA LARGE MANUFACTURER OF THE YEAR

In April, Austal USA was named Alabama's manufacturer of the year by the Alabama Technology Network and the Business Council of Alabama during a ceremony in Montgomery.

The company has invested more than \$400 million and operates more than one million square feet of manufacturing space. It has built and delivered 20 ships for the commercial and defense aluminum market in the United States, including warships for the U.S. Navy. Currently, there are 10 U.S. Navy ships under construction at its Mobile operation.

Created in 1999 as a joint venture between Austal Ltd. of Australia and Bender Shipbuilding & Repair Co. of Mobile, its mission is to yield strong returns to shareholders, provide affordable and innovative solutions to customers, and provide safe, rewarding and stable careers for employees.

BCA President and CEO William J. Canary, said manufacturing remains one of the most important sectors of Alabama's economy.

"There is a perception among some that when we are talking about manufacturing we are talking about something from the last century or long ago. And that's just not the case," said Canary. "Manufacturing is for real in today's business world. The jobs are high paying. It also requires specialized skills - 13th grade education, high school plus - and it's also very balanced between men and women in so many areas."

This makes Austal a three-time honoree in the award's 16-year history; once as a medium company and twice as a large company.

The Alabama Technology Network and the Business Council of Alabama recognize companies annually with this award recognizing the individuals and companies that bring uncompromising excellence to Alabama manufacturing. Applicants are judged on financial growth, workforce enhancement, market and manufacturing leadership, and leadership development.

"We're honored to receive this award and share it with our supporters at the City, County and State levels, including Senator Bill Hightower who played a key part in nominating us for this award," Craig Perciavalle, president of Austal USA said. "This award is a direct reflection of the incredibly talented men and women who make up Austal USA."

Austal USA serves as prime contractor for the U.S. Navy under a \$1.6 billion 10-ship block-buy contract to build Expeditionary Fast Transport vessels (EPF) and a contract worth over \$3.5 billion to build 11 Independence-variant Littoral Combat Ships (LCS). The company employs more than 4,000 people.

M/V ULTRA JAGUAR TAKES MAIDEN VOYAGE

The M/V ULTRA JAGUAR sailed on her maiden voyage to the Alabama State Port Authority on April 4, 2016. To commemorate the special occasion, the captain of the M/V ULTRA JAGUAR was presented a plaque by Kevin Clark.

Left to right: Capt. Armando Flores Batiandila, M/V ULTRA JAGUAR; and Kevin Clark, Pinto Island Terminal.



ALABAMA RENEWAL ACT SIGNED INTO LAW

In April, Gov. Robert Bentley joined state and local officials for a ceremonial signing of House Bill 34 at APM Terminals Mobile. This bill, also known as the Alabama Renewal Act, creates two new tools for increasing economic development. First, the act increases the availability of shovel-ready land sites for economic development through use of the Growing Alabama Credit. Second, the legislation will help increase cargo traffic at the state's port facilities with a new Port Credit that will help Alabama businesses increase new opportunities around the world.

The Alabama Renewal Act is part of the continued job creation efforts and promotion of the "Made In Alabama" brand. The legislation was sponsored by State Rep. Mac McCutcheon (R-Huntsville) and State Sen. Greg Reed (R-Jasper). The Alabama Department of Commerce and the Alabama Department of Revenue are currently working on implementation guidance, which is expected by late summer.



Standing L-R: Jerry Carl, Mobile County Commission/ASPA Board of Directors, Rep. Alan Baker, Sen. Bill Hightower, Jimmy Lyons, CEO, ASPA, Rep. Harry Shiver, Mayor Sandy Stimpson, Mobile. Seated: Governor Robert Bentley

AUSTAL LAUNCHES USS MANCHESTER (LCS 14)

Austal USA launched the future USS MANCHESTER, an advanced, high-speed aluminum warship, at its Alabama shipyard on May 12, documenting the milestone with a series of images on social media.

The tri-hull MANCHESTER (LCS 14) is the fifth littoral combat ship produced by Austal's Mobile shipyard in an 11-ship contract, worth more than \$3.5 billion.

The warship rolled out of Austal's assembly bay in Mobile and on to a launch barge. Tugs took the MANCHESTER on the barge down the Mobile River

to BAE's dry dock. Later that week, the drydock was flooded so the hull's integrity could be checked. Afterwards, the tugs returned the ship to Austal.

The MANCHESTER is scheduled for delivery in 2017. The ship has a maximum speed of more than 40 knots, a 28,000-square-foot mission bay, and a flight deck capable of holding two H-60 helicopters.

CUBA TRADE OFFICIALS VISIT PORT AND LOCAL HIGH SCHOOL



Christina McInnis, Woerner Companies (left), Maria Mendez, ASPA's Latin America trade director (middle), and Professor Marko Sebastiani, foreign language instructor at Spanish Fort High School (right), talked with students on the importance of Alabama trade with Cuba and the value of obtaining a second language skill when entering the workforce. The Mobile Bay region and the Port of Mobile historically have traded and continue to trade with Spanish-speaking markets, including Cuba. As the debate of normalized trade between the U.S. and Cuba continues, it presented an opportunity for these business leaders to convey relevant, market experiences with the students.

ASSOCIATION OF WOMEN IN METALS INDUSTRY VISIT THE PORT



The Association of Women in Metals Industry toured the Port in May and were hosted by Smitty Thorne, ASPA deputy director and chief operating officer, and Parrish Lawler, ASPA director of trade and development.

Participating in the tour were, front row from left to right: Lisa Dupree, ArcelorMittal; Traci Landrum, ArcelorMittal; Cindy DeScenna, Kloeckner Metals; and Michelle Bunn, CMC. Back row from left to right: Parrish Lawler, ASPA; Melissa McGurk, ArcelorMittal; Kathrin Pietzka, ArcelorMittal; Pati Bronk, ArcelorMittal; Chris Niles, ELG Metals, Inc.; Brittany Callahan, ELG Metals, Inc.; Michelle Barlow, ASPA; Kim Cunningham, Ryerson; and Sandy Stroth, Metals USA.

ASF LOGISTICS ESTABLISHES PACIFIC NORTHWEST PRESENCE

In April, ASF Logistics announced the firm has established a Pacific Northwest presence, with the appointment of Roland Cardoza to serve as sales manager for the region. Based in Seattle, Cardoza will serve clients throughout the Pacific Northwest, including British Columbia, Washington, and Oregon.

ASF Logistics is headquartered in Mobile, Alabama, with strategic coastal locations throughout the U.S. and Australia. The new location joins regional offices in New Orleans, Louisiana; Savannah, Georgia; Charleston, South Carolina and Melbourne, Australia (with a network of affiliate offices in various locations throughout Australia).

According to company President Steven Chard, “This expansion represents a tremendous opportunity for ASF Logistics to establish and expand its footprint in the Pacific Northwest and better serve our existing customers, effectively covering all four time zones in the continental U.S and beyond.”

Chard said, “The addition of Roland Cardoza, who comes to us with a wealth of experience and local knowledge, will offer a whole new level of service to the region.” Cardoza’s

previous work experience includes 20 years based in Seattle as regional vice president for Pacer International. He most recently served as director of strategic sales for Toll Global Forwarding.

Chard continues, “With the Pacific Northwest acting as a massive gateway to and from Asia we are confident this move will not only empower us to better serve our existing customers, but that the local presence will also be a stepping stone to continued expansion and success in the Pacific Northwest.”

ASF Logistics is a full-service international logistics provider, freight forwarder, NVOCC, and customs house broker. ASF specializes in providing customers with solutions that provide for the optimum flow of goods, materials, and information. All business conducted as an Ocean Transport Intermediary as defined by the Federal Maritime Commission is conducted only by ASF, Inc. ASF, Inc is licensed with the Federal Maritime Commission as an Ocean Freight Forwarder and Non-Vessel Operating common carrier under Ocean Transport Intermediary License No. 020898NF.



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NORWAY CONSUL GENERAL TOURS PORT



Dignitaries from Norway visited the Port of Mobile and visited with Norwegian companies in the area.

Pictured from left to right: Les Stuart, Honorary Consul, Royal Norwegian Consulate; Jimmy Lyons, Alabama State Port Authority; and Morten Paulsen, Consul General in Houston, Royal Norwegian Consulate.

PAGE AND JONES RECEIVES PRESIDENT'S "E" AWARD

In May, Page & Jones, Inc., of Mobile, Ala., was recognized in a ceremony at the nation's capital for significant contributions to the expansion of U.S. exports with the President's "E" Award.

U.S. Department of Commerce Secretary Penny Pritzker presented the award. The "E" Award is the highest recognition any U.S. entity can receive for making a significant contribution to the expansion of exports.

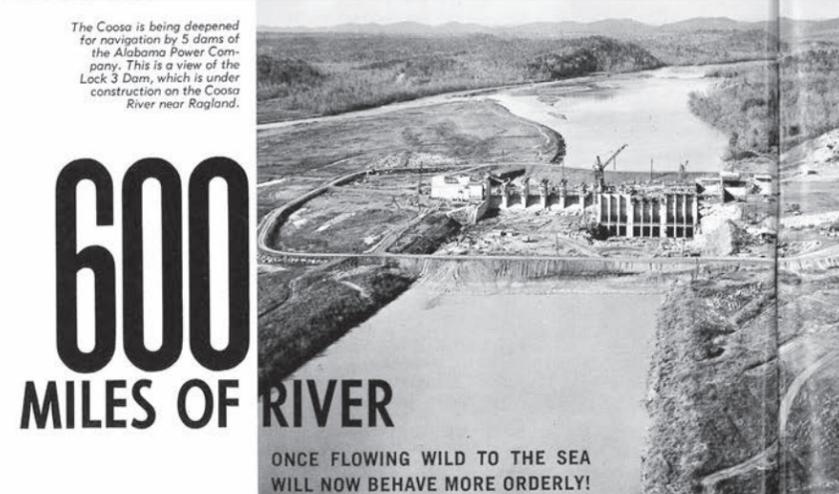
President John F. Kennedy created the award in 1961 to recognize persons, firms, and organizations that significantly contribute to increasing U.S. exports. This year's awardees contributed to the United States exporting \$2.23 trillion worth of goods and services in 2015, and the estimated 11.5 million American jobs supported by exports.

For the first time in its 54-year history, award winners represent every state and the District of Columbia. Of this year's 123 honorees, 105 are small and medium-sized businesses, and 64 firms are manufacturers, two of which are based in Alabama.

American companies are nominated for "E" Awards through the U.S. and Foreign Commercial Service office network, located within the Department of Commerce's International Trade Administration. Record years of successive export growth and an applicant's demonstration of an innovative international marketing plan that led to the increase in exports is a significant factor in selecting the overall winners.

The "E" Award ceremony is one of the highlights of World Trade Month, a month-long celebration of the benefits that U.S. exports bring to national, state, and local economies through job creation and growth.

"Congratulations to the 123 companies in all 50 states being honored today for their achievements in exporting," said Secretary Pritzker. "These companies demonstrate the opportunity inherent in selling Made-in-America products to the broad customer base that exists outside our borders. Their success contributes to growth, job creation, competitiveness, and the success of the American economy."



The Coosa is being deepened for navigation by 5 dams of the Alabama Power Company. This is a view of the Lock 3 Dam, which is under construction on the Coosa River near Ragland.

The nation's expanding waterways will be joined by 600 miles more with the Coosa-Alabama waterway.

IN THE HISTORY of the Coosa-Alabama Rivers, the name "Lay" pops up twice, but neither Alabama Power Company nor Civil War buffs have researched to find the probable family link.

In 1865, at Rome, Georgia, river-boat captain Cummins Lay, gauging rumors and communique, guessed that Union cavalry would soon arrive and capture his steamboat, LAURA MOORE.

Lay did not think he could abide seeing his LAURA MOORE in Yankee hands.

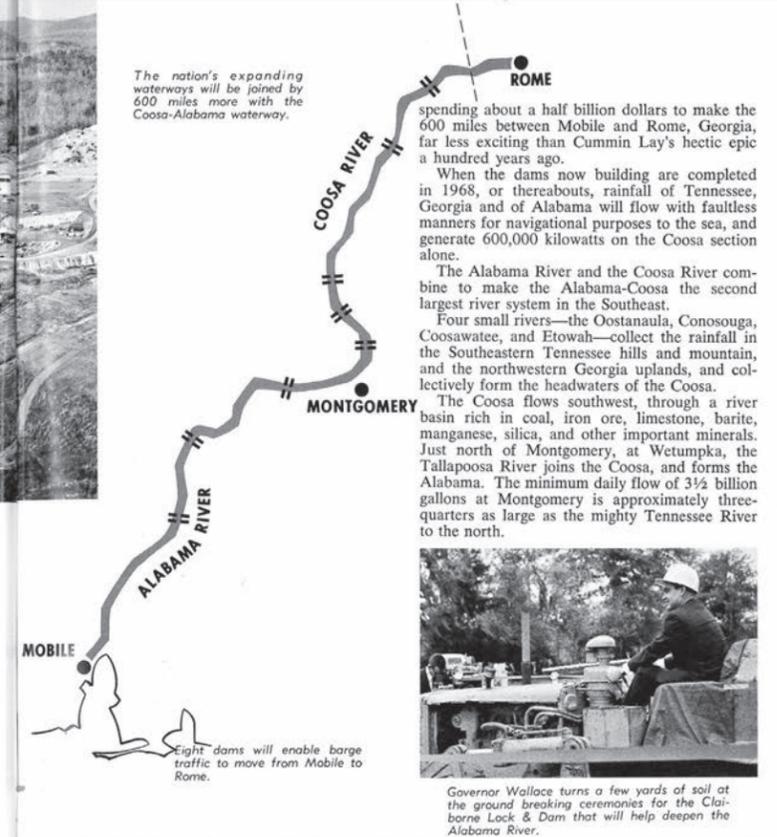
He decided to run for it, down the Coosa River to the Alabama River and to Mobile, 600 miles away.

Although nobody had ever piloted a steamboat from Rome to Mobile, Cummins Lay ordered cotton bales stacked around the pilot house and boiler room to absorb Yankee cannon balls, raised steam, and cast off on an epic river-voyage.

Captain Lay never left the wheel during the hair-raising dash over the rapids and through the boiling waters of the tortuous channel. He made Mobile, and turned the LAURA over to Confederate officials there.

About 40 years later, a certain William Patrick Lay and associates organized the Alabama Power Company, and in 1906, asked Congress for permission to build a dam and hydroelectric generating plant on the Coosa, near Clanton, Ala. President Theodore Roosevelt signed the Congressional Act in 1907. The Alabama Power Company began construction. In 1914, the Lay Dam was completed.

Whether William Patrick was kin to Cummins Lay doesn't really matter: both men are dead. What does matter is that the Alabama Power Company and the United States of America are



spending about a half billion dollars to make the 600 miles between Mobile and Rome, Georgia, far less exciting than Cummins Lay's hectic epic a hundred years ago.

When the dams now building are completed in 1968, or thereabouts, rainfall of Tennessee, Georgia and of Alabama will flow with faultless manners for navigational purposes to the sea, and generate 600,000 kilowatts on the Coosa section alone.

The Alabama River and the Coosa River combine to make the Alabama-Coosa the second largest river system in the Southeast.

Four small rivers—the Oostanaula, Conosoga, Coosawatee, and Etowah—collect the rainfall in the Southeastern Tennessee hills and mountain, and the northwestern Georgia uplands, and collectively form the headwaters of the Coosa.

The Coosa flows southwest, through a river basin rich in coal, iron ore, limestone, barite, manganese, silica, and other important minerals. Just north of Montgomery, at Wetumpka, the Tallapoosa River joins the Coosa, and forms the Alabama. The minimum daily flow of 3½ billion gallons at Montgomery is approximately three-quarters as large as the mighty Tennessee River to the north.

Eight dams will enable barge traffic to move from Mobile to Rome.

Governor Wallace turns a few yards of soil at the ground breaking ceremonies for the Claiborne Lock & Dam that will help deepen the Alabama River.

The June 1965 issue features the deepening of the Coosa River.

FATHER OF A FATHER OF A SAILOR

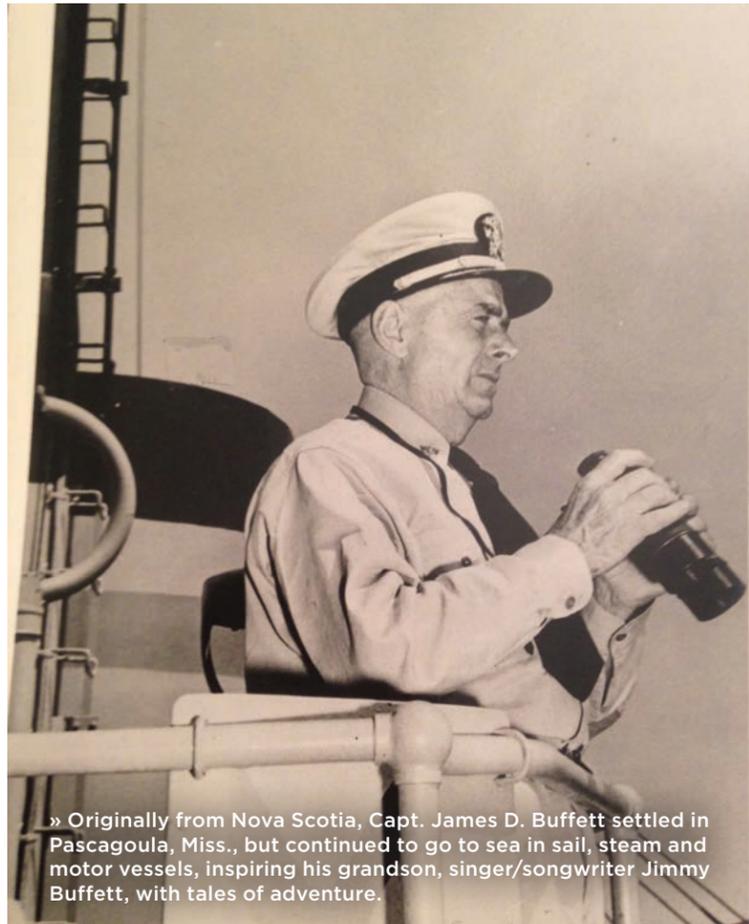
In the autumn of 2007—shortly before the real estate bubble burst—workers preparing a site for a proposed condominium development along Battleship Parkway uncovered the timbers of an old ship and sent historians, conservationists and not a few Parrot Heads scrambling.

A real estate developer had hired a commercial diver to uncover the remains of the vessel, conduct a marine archaeological survey and remove any part of the vessel that might pose a threat to mariners. The remnants of what appeared to be an old schooner lay at Shellbank Landing off the Blakeley River, right where the developer wanted to build nearly 60 boat slips for the condo project. According to the diver, he had removed several tons of silt and mud from the wreck, exposing ship's timbers. A few ribs, a hatch and various spikes and brass screws were recovered before the U.S. Army Corps of Engineers issued a cease and desist order until it could be determined whether and how the project should proceed, and whether the site was of historical value.

Long-time waterfront observers noted that the four-masted schooner CHIQUIMULA had been a landmark at Shellbank Landing for many years before vandals burned it to the waterline in 1953. And the cognoscenti knew that it was none other than merchant mariner Captain James Delaney Buffett, grandfather of singer-songwriter Jimmy Buffett, who had served as skipper of the CHIQUIMULA.

Shortly after the remains of the CHIQUIMULA were brought to light, Buffett's sister Lucy, remarked of her grandfather (known to the children as "FooFoo"), "He was very much a gentleman. He was stern. He was a master."

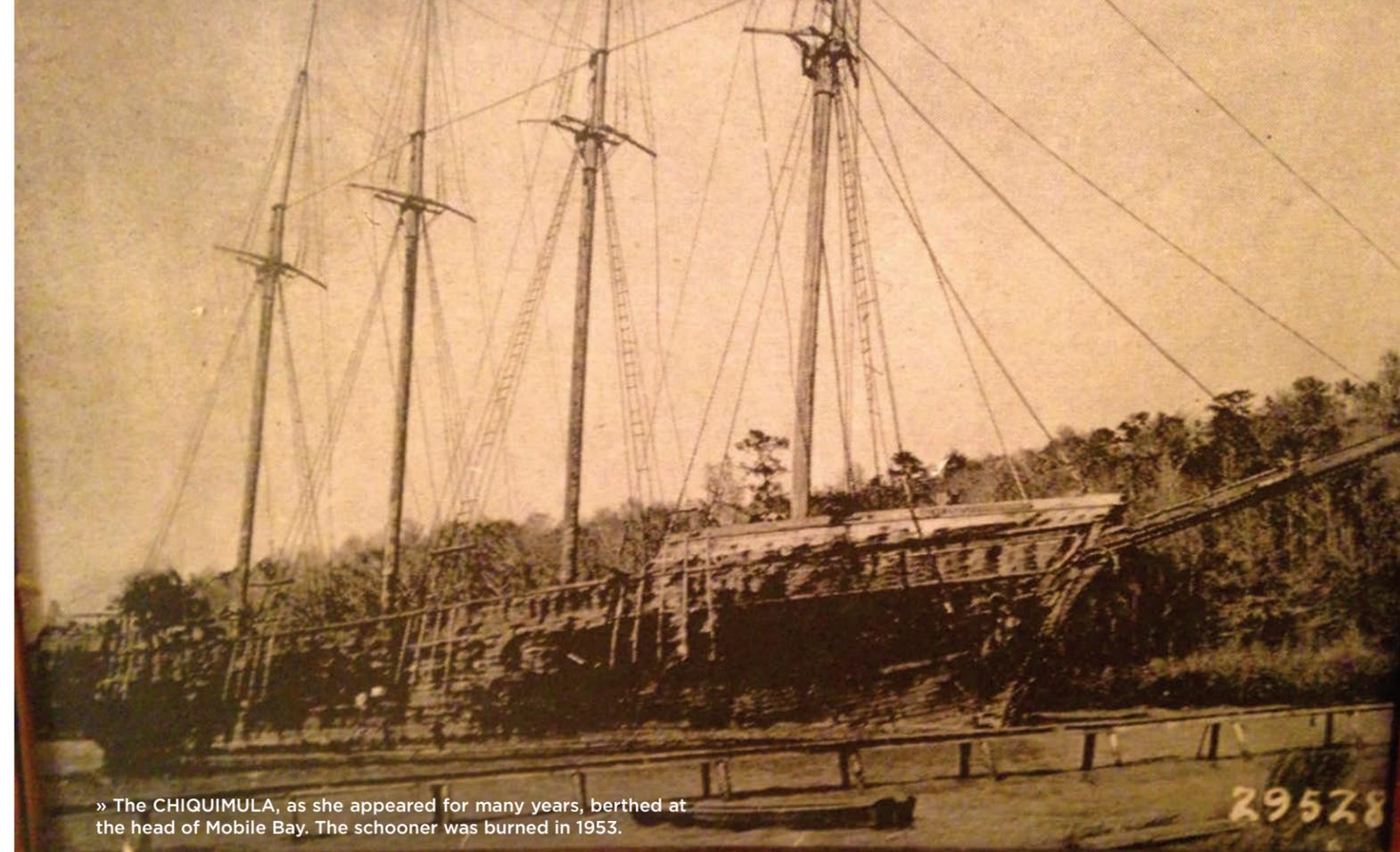
The singer's perception of his grandfather was a bit different, and it was Captain Buffett's experiences that fired the imagination of the young Buffett and made him



» Originally from Nova Scotia, Capt. James D. Buffett settled in Pascagoula, Miss., but continued to go to sea in sail, steam and motor vessels, inspiring his grandson, singer/songwriter Jimmy Buffett, with tales of adventure.

Photo courtesy of the Buffett family.

yearn to explore the world. In his song "The Captain and the Kid," Buffett wrote about his grandfather, singing, "I never used to miss the chance to climb upon his knee/ And listen to the many tales of life upon the sea/ We'd go sailing back on barkentines and talk of things he did..." In a televised interview with Whoopi Goldberg, Buffett recalled, "When he would come back from his trips, it was a big family event. He always brought things for all the kids back from his exotic travels... I wanted to know about [the world]. So, from a very early age, I was destined to be a gypsy."



» The CHIQUIMULA, as she appeared for many years, berthed at the head of Mobile Bay. The schooner was burned in 1953.

Photo courtesy of the Buffett family.

In another interview with a local television station, Buffett said, "My grandfather was quite a character... He was a great storyteller, and he made quite an impression on my life. It was he that first instilled in me the idea of traveling around the world."

Captain James D. Buffett certainly cut a romantic figure. In 1904, at the age of 16, Buffett left his boyhood home in Nova Scotia for good, shipping out as a cabin boy on a whaler, in search of his older brother, John, who had been reported shipwrecked. In 1916, James Buffett turned up in Pascagoula, Mississippi, booking a room at Mrs. Seymour's Boarding House while his ship discharged and took on a cargo of lumber at Horn Island. Mrs. Seymour's 17-year-old daughter, Hilda, was taken with the handsome young sailing captain with the twinkling blue-gray eyes and stories of distant ports, and Buffett soon began stopping over in Pascagoula every few months. The two were wed two years later, eloping to Gulfport to be married by a Justice of the Peace on Aug. 12, 1918.

Buffett had sailed in the seal trade in both the Arctic and Antarctic, but by the time that he married, Captain Buffett was engaged primarily in lumber trade in the Caribbean. Hilda Buffett sometimes would accompany her husband on his trips at sea. When he shipped out as master of the

372-foot, five-masted barkentine MONFALCONE, bound for Havana via New Orleans, Hilda and their infant son, James Jr. (called "J.D."), tagged along. Reportedly the last wooden ship constructed at Pascagoula's International Shipyard, the MONFALCONE was a brand new vessel carrying 90,000 square yards of sail. Buffett was her first captain. The graceful vessel was described as "a beautiful craft with lines modeled directly after the old clippers." The barkentine had "a deep, sweeping shear, a finely modeled stern," and at the bow, the figurehead of an American eagle.

Buffett sailed the MONFALCONE from Pascagoula to the St. Andrew's Dock in New Orleans, where she took on 3 million board feet of lumber for the passage to Havana, believed to be the largest cargo of lumber delivered to that port at the time. Three days out of New Orleans, the ship encountered a violent hurricane in the Gulf. Twenty-three years later, Captain Buffett recalled that the storm was "a beauty, but the good ship behaved well, and we came through okay." Buffett put in at Havana, only to discover that the consignee had disappeared and that all of the banks in town were closed. Buffett was forced to put the lumber up for bond and wait for funds in order to be able to pay off his crew. Young J.D.'s first birthday—



» Sketched in 1938, this drawing depicts the four-masted schooner CHIQUIMULA as she appeared in 1928, shortly after Capt. James D. Buffett served as her master.

Nov. 25, 1920—fell while the MONFALCONE still lay in port. Hilda dressed the birthday boy in a white sailor suit “with blue braid around the white collar and a star on each corner,” and the ship’s cook baked a cake in honor of the celebration. To his parents’ delight, J.D., who had been crawling about the deck of the ship, hauled himself upright and took a few uncertain steps. In celebration, Captain Buffett had the ship’s flags run up. Other vessels in harbor signaled, asking his intent, and when Buffett replied that he was celebrating his son’s first birthday, the other ships at anchor ran up their colors in return. The story became a special one in the lore of the Buffett family, earning Havana a special place in its collective heart.

Captain Buffett continued to sail the MONFALCONE for three years before the barkentine was sold to a California company. On May 30, 1923, the vessel departed New Orleans bound for Los Angeles. Once more, the MONFALCONE battled a hurricane, but this time the ship did not fare as well, becoming dismasted and losing most of her deck cargo. She eventually managed to limp into the Port of Colón “with her crew half-starved and low on water.” The once-proud ship suffered the ignominy of being towed 3,000 miles to Los Angeles by the salvage tug PEACOCK and auctioned off for \$5,250. She eventually was turned into a gambling barge in Long Beach before burning and sinking in 1930.

Buffet next sailed in the CHIQUIMULA (erroneously referred to elsewhere as the CHICKAMULLA or the CHICAMAUGA). The CHIQUIMULA was one of three four-masted schooners built by the United Fruit Co. in 1917 in Seattle and initially was engaged in hauling railroad ties and steel to plantations in Central America. Notes on a

sketch made of the CHIQUIMULA by a WPA artist in 1938 reported that, 10 years earlier, the schooner “Brought goat manure from Santo Domingo [to Tampa]. Left for Spanish ports with lumber.” She carried lumber, salt and coal throughout the West Indies.

Though at 176 feet overall the CHIQUIMULA was not as large as the MONFALCONE, she was every bit as graceful. She also provided Buffett with a number of adventures. In a March 3, 1949, interview with the Mobile Press-Register, Captain Buffett shared several tales about his tenure as master of the CHIQUIMULA from 1923 to 1927. In 1925, he recalled, he had ridden out a hurricane in the schooner during a passage from Cuba to the Canary Islands. Another time, about 1926, Hilda and two of the Buffetts’ children accompanied Captain Buffett on what should have been a grand sailing adventure, with calls in the Turks and Caicos and New York City. The adventure soon turned harrowing: only a few days out of New York, the CHIQUIMULA found herself becalmed and drifting idly on the glassy Atlantic. According to Captain Buffett, the wind “just died and the full sail vessel was helpless. There wasn’t enough wind to move us an inch, and we just sat there, hoping, praying, and nibbling away at our rations.” Within a few days, the food ran out. Then they ran out of water. According to one tale, young J.D., about seven years old at the time, discovered a can of evaporated milk and managed to open it and was gulping the contents when the ship’s cook caught him. After three days of drifting at the mercy of the currents with no food or water, a Coast Guard cutter was sighted in the distance and hailed. The cutter supplied the hungry crew and passengers with emergency provisions. Soon thereafter, the wind freshened, and the schooner resumed her course to New York. The CHIQUIMULA was reportedly the last sailing ship that Buffett skippered.

The CHIQUIMULA was retired following a passage to Mobile. According to a 1961 article in the Press-Register, the schooner initially was purchased by a contractor and employed as construction headquarters and a dormitory for workers while the Mobile Causeway was being built in 1926 and 1927 and apparently was berthed at the Shellbank Landing about 1930. Afterward, a group of developers expressed interest in turning the ship into a floating club, but the advent of World War II put an end to those plans.

A reporter wrote of the CHIQUIMULA, “She lay there for many years, graceful, even as a rotting old hulk,” until she was burned in 1953. By 1961, “The charred remains of Captain Buffett’s schooner command...” could “still be seen at the foot of Spanish Fort Hill...”



» Capt. Buffett had a number of adventures in the CHIQUIMULA, which ended her days berthed at the head of Mobile Bay.

Buffett earlier had addressed the rumors that the sight of the old schooner had inspired. As a reporter noted, “If you ask anyone about the CHIQUIMULA, they will no doubt tell you a lot of tales about smuggling and rum-running. Don’t believe them.” The schooner “was too slow and too big for such service.” Nevertheless, local citizens—and a certain son of a son of a sailor—found plenty of romance in the sight of the old schooner standing at the head of the bay, looking as if she might be ready to up anchor for parts unknown.

Buffett went on to command a number of other ships and had the distinction of holding master mariner’s licenses for sail, steam and motor vessels. By the outbreak of World War II, when his future daughter-in-law, Mary Loraine Peets—known universally as “Peets”—first met him, Captain Buffett was master of the 400-foot SS DELMUNDO, a cargo and passenger ship steaming regularly between New Orleans and South America for the Delta Line, which was owned by the Mississippi Shipping Co. Peets quickly warmed to the sea captain. “His face was tan and deeply lined, his dark crewcut had hints of gray at the temple, and under his crisp, white Arrow shirt there was a suggestion

of a pot belly. But he had the most remarkable eyes. Gray-blue and clear as crystal, they seemed to twinkle even when his expression was serious.” About a year later, the DELMUNDO fell prey to a U-boat’s torpedo and sank in the Windward Passage, near Guantánamo, Cuba. Fortunately, Buffett was no longer captain of the ship when she was attacked.

In the summer of 1969, at the age of 81, Captain James D. Buffett, accompanied by Hilda, returned to Nova Scotia for the first time since he had left 65 years earlier. He was described by a reporter as “a spry man who looks at least twenty years younger” than his age—and once more, his blue eyes were described as “twinkling.” When the captain finally reached home for a reunion with his sister Mabel, whom he had not seen since 1904, this “dreamer of dreams and a travelin’ man,” no doubt had some tales to tell.

ARRIVALS/SAILINGS

APM TERMINALS MOBILE SERVICE LINES

China Shipping AAE2
CMA CGM PEX 3 Service

MAERSK TransAtlantic TA3
MSC Gulf Feeder Service

MSC TransAtlantic N. Europe Atlantic 3
SEACORE N. Mississippi River Barge

ZIM LINES CGX Gulf Feeder

For more details visit asdd.com/arrivalssailings.html

DESTINATION	LINE	FREQUENCY	AGENT
ALGERIA			
ALGIERS	Nordana	Inducement	Biehl & Company
MOSTAGANEM	Nordana Oran	Inducement Inducement	Biehl & Company ISS RioMar
ANTIGUA			
PORT OF ST. JOHN'S	OCC	Monthly	Seacliff Agencies
ARGENTINA			
PUERTO MADRYN	Gearbulk	Bi-Monthly	Inchcape
CAMPANA	Gearbulk	Bi-Monthly	Inchcape
ARUBA			
ORANJESTAD	OCC	Monthly	Seacliff Agencies
BARBADOS			
BRIDGETOWN	OCC	Monthly	Seacliff Agencies
BELGIUM			
ANTWERP	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
BELIZE			
BIG CREEK	MCW Shipping OCC	Bi-Weekly Monthly	Bulk Shipping Seacliff Agencies
BRAZIL			
BARRA DO RIACHO	Gearbulk	Monthly	Inchcape
MONTEVIDEO	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
PARANAGUA	Gearbulk	Bi-Monthly	Inchcape
PORTOCEL	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
	Gearbulk	Bi-Monthly	Inchcape
	Grieg Star Shipping	Monthly	Grieg Star
PRAIA-MOLE	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
RIO DE JANEIRO	Grieg Star Shipping	Monthly	Grieg Star
SANTOS	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
	Gearbulk	Bi-Monthly	Inchcape
	Grieg Star Shipping	Monthly	Grieg Star
CANARY ISLANDS			
LAS PALMAS	Spliethoff	Monthly	Page & Jones Inc.
TENERIFE	Spliethoff	Monthly	Page & Jones Inc.
CAYMAN ISLANDS			
GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
CHILE			
ARICA	Grieg Star Shipping	Monthly	Grieg Star
LIRQUEN	Grieg Star Shipping	Monthly	Grieg Star
SAN ANTONIO	Grieg Star Shipping	Monthly	Grieg Star
CHINA			
DAGANG	Grieg Star Shipping	Monthly	Grieg Star
QINGDAO	Grieg Star Shipping	Monthly	Grieg Star
SHANGHAI	Grieg Star Shipping	Monthly	Grieg Star
COLOMBIA			
BARRANQUILLA	TBS Shipping	Monthly	Seacliff Agencies
CARTAGENA	TBS Shipping	Monthly	Seacliff Agencies
SANTA MARTA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency

DESTINATION	LINE	FREQUENCY	AGENT
CURAÇAO			
WILLENSTAD	OCC	Monthly	Seacliff Agencies
DOMINICA			
ROSEAUX	OCC	Monthly	Seacliff Agencies
DOMINICAN REPUBLIC			
RIO HAINA	OCC	Monthly	Seacliff Agencies
	Caribbean Forest Carriers	Inducement	Transmarine Alabama LLC
PUERTO PLATA	OCC	Monthly	Seacliff Agencies
ECUADOR			
PUERTO BOLIVAR	Grieg Star Shipping	Monthly	Grieg Star
GUAYAQUIL	Grieg Star Shipping	Monthly	Grieg Star
EGYPT			
ALEXANDRIA	Nordana	Inducement	Biehl & Company
ENGLAND			
TILBURY	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
FRANCE			
BOULOGNE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SETE	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
GERMANY			
BREMEN	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
GREECE			
PIRAEUS	Nordana	Inducement	Biehl & Company
GRENADA			
SAINT GEORGE'S	OCC	Monthly	Seacliff Agencies
GUADELUPE			
BASSE-TERRE	OCC	Monthly	Seacliff Agencies
HAITI			
PORT-AU-PRINCE	OCC	Monthly	Seacliff Agencies
ITALY			
GENOA	Nordana	Inducement	Biehl & Company
LIVORNO	Nordana	Inducement	Biehl & Company
	Grieg Star Shipping	Monthly	Nord-Sud Shipping
MONFALCONE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
NAPLES	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SAVONA	Grieg Star Shipping	Monthly	Nord-Sud Shipping
JAMAICA			
KINGSTON	OCC	Bi-Weekly	Seacliff Agencies
	Caribbean Forest Carriers	Inducement	Transmarine Alabama LLC
JAPAN			
IYOMISHIMA	Saga Forest Carriers	Inducement	Biehl & Company
MISHIMA-KAWANOE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
NIIGATA	Saga Forest Carriers	Inducement	Biehl & Company
	Grieg Star Shipping	Monthly	Grieg Star
	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SHIMIZU	Saga Forest Carriers	Inducement	Biehl & Company
TAGONOURA	Saga Forest Carriers	Inducement	Biehl & Company
TOKYO	Saga Forest Carriers	Inducement	Biehl & Company
KOREA			
INCHON	Saga Forest Carriers	Inducement	Biehl & Company
	Grieg Star Shipping	Monthly	Nord-Sud Shipping
KUNSAN	Grieg Star Shipping	Monthly	Nord-Sud Shipping
MASAN	Grieg Star Shipping	Monthly	Nord-Sud Shipping
ONSAN	Grieg Star Shipping	Monthly	Grieg Star
LEBANON			
BEIRUT	Nordana	Inducement	Biehl & Company

DESTINATION	LINE	FREQUENCY	AGENT
MARTINIQUE FORT-DE-FRANCE	OCC	Monthly	Seacliff Agencies
MEXICO COATZACOALCOS TAMPICO	CG Railway Spliethoff	Every 4 Days Monthly	CG Railway Page & Jones Inc.
MOROCCO CASABLANCA	Spliethoff	Monthly	Page & Jones Inc.
NETHERLANDS ROTTERDAM VELSEN	Grieg Star Shipping Grieg Star Shipping	Every 14 Days Monthly	Nord-Sud Shipping Nord-Sud Shipping
PERU CALLAO	TBS Shipping Grieg Star Shipping	Monthly Monthly	Seacliff Agencies Grieg Star
CHIMBOTE	TBS Shipping	Monthly	Seacliff Agencies
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	Spliethoff Nordana Spliethoff	Monthly Inducement Monthly	Page & Jones Inc. Biehl & Company Page & Jones Inc.
BILBOA	Spliethoff	Monthly	Page & Jones Inc.
CADIZ	Spliethoff	Monthly	Page & Jones Inc.
GANDIA	Spliethoff	Monthly	Page & Jones Inc.
MOTRIL	Grieg Star Shipping	Monthly	Nord-Sud Shipping
PALMA DE MALLORCA	Spliethoff	Monthly	Page & Jones Inc.
VIGO	Spliethoff	Monthly	Page & Jones Inc.
VALENCIA	Nordana	Inducement	Biehl & Company
ST. KITTS BASSETERRE	OCC	Monthly	Seacliff Agencies
ST. LUCIA CASTRIES VIEUX FORT	OCC OCC OCC	Monthly Monthly Monthly	Seacliff Agencies Seacliff Agencies Seacliff Agencies
ST. MARTIN	OCC	Monthly	Seacliff Agencies
ST. VINCENT KINGSTOWN	OCC	Monthly	Seacliff Agencies
SWEDEN STOCKHOLM	Polish Ocean Line	Weekly	Biehl & Company
TOBAGO	OCC	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

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OIL RECOVERY MARINE TERMINAL Blakely Island.....	(800) 350-0443
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THOMPSON ENGINEERING—P. O. Box 9637.....	(251) 653-4525
UNITED STATES ENVIRONMENTAL SERVICES LLC—	
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USI OIL—1900-A Broad St.	(251) 432-0775

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PEDERSEN MARINE SERVICE & SUPPLY—662 St. Louis St.....	(251) 432-6045
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MOBILE MARINE RADIO—7700 Rinla Ave.....	(251) 666-5110
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Radio Telegram.....	(251) 666-9041
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★ PRISM—200 Virginia St.....	(251) 341-1140
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TEAM ONE COMMUNICATIONS—3360 Key St., Mobile, AL.....	(888) 343-TEAM

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GEORGE BROOKFIELD—186 Ridgewood Dr., Daphne.....	(251) 626-1758
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RICHARD BESSLAAR—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.—	
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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
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SABINE SURVEYORS—851 East I-65 Service Rd. South.....	(251) 433-9997
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