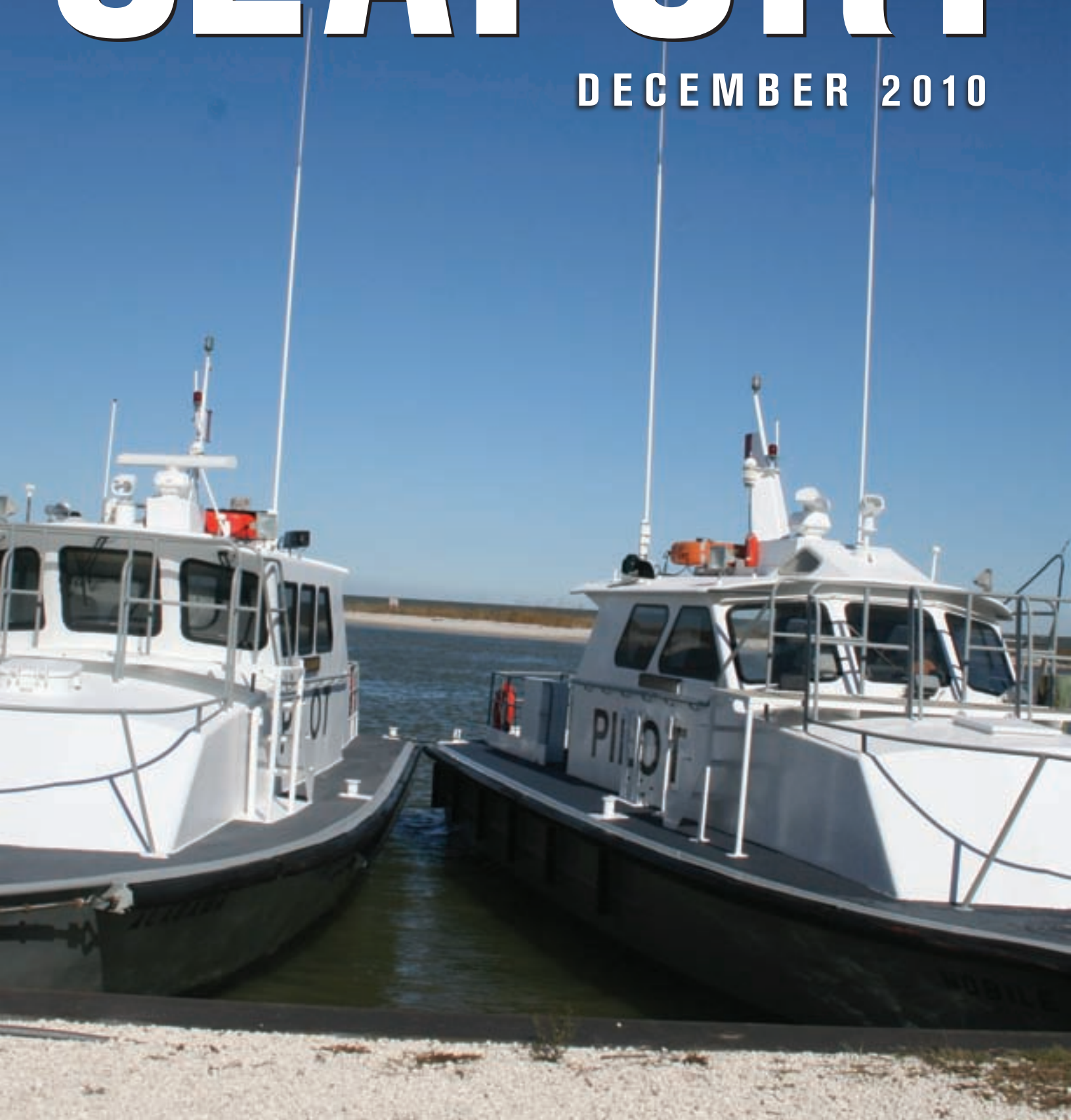


ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

DECEMBER 2010



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ALABAMA SEAPORT

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From the Mobile Sea Buoy to docking at the Port of Mobile, only Mobile Bar Pilots are allowed to move ships in that 30-mile span as well as at the ports for all inbound and outbound traffic. These pilots safely guide ships, tugs, oil rigs, barges and even cruise boats from foreign into local waters and back out, relying on their specialized knowledge of local waters, weather conditions and how these will affect particular ships. For their commute to work, the bar pilots use two aluminum hull boats: the MOBILE and the ALABAMA, built by Breaux Brothers out of Loreauville, La.



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Mobile Bar Pilots: Channeling Commerce for 300 Years

When King Louis XIV of France appointed Mobile's first permanent bar pilot in 1711, chances are he couldn't have even imagined 300 years later, bar pilots would be tracking ships by highly specialized computer systems, updating assignments via a secure website and using fuel-efficient engines in the pilot boats.

But then as well as now, bar pilots have played an integral part of the flow of commerce shipping in and out of the Mobile area. Guiding ships through the narrow Mobile Ship Channel, these pilots have specialized knowledge of local waters, weather conditions and how these will affect particular ships. For ships, tugs, oil rigs, barges and even cruise boats, Mobile Bar Pilots safely guide these ships from foreign into local waters, then back out. "It's their ship, but they don't know our channel, our currents," explained Mobile Bar Pilot President Patrick Wilson.

While there are currently about 1,000 bar pilots in the United States, Mobile has 14 serving the Port of Mobile, as well as the ports of Theodore and Bayou La Batre. From the Mobile Sea Buoy to docking at the Port of Mobile, only bar pilots are allowed to move ships in that 30-mile span as well as at the ports for all inbound and outbound traffic. From the 400-foot wide Mobile Ship Channel to navigating Mobile's new turning basin to docking at the Port of Mobile, the job requires close quarter maneuvering, skill and years of experience. "We pride ourselves on minimal business interruption," said Wilson.

Mobile Bar Pilots operate in a specific geographic area: from the Mobile Sea Buoy to the Cochran Bridge. For inbound vessels, the bar pilots board one mile south of the sea buoy, giving them time to board, make the pilot/master exchange and accommodate any necessary changes in the given weather. The outgoing exchange is made at the 1 and 2 channel buoys. While on the vessel, the bar pilot has total control, from the choice of course to steer to rudder commands and adjustments to the engine speed.

"Daylight, darkness, good weather, bad weather—we just go," said Mobile Bar Pilot Marty Stapleton. Ever-changing weather as well as each vessel's maneuverability, speed and draft makes each transit different than the last. When meeting a ship at the sea buoy, either for a bar pilot to board or disembark, the pilot launch captain matches the vessel's speed—anywhere from stop to 12 knots—maneuvering close enough for the bar pilot to climb a rope ladder on the side of the ship. "We try to never stop," said Wilson. "Suction, hydraulics, there's a lot of water being displaced." It falls to the pilot launch captain to maintain consistent speed as well as not damage either vessel in the process. "Sometimes you just get in and hang on," said Vincent Collier, who has been captaining the pilot boats since 1973.

On a ship carrying lighter or less cargo, a pilot might have to climb 30 feet up a rope ladder to the boat deck from the pilot boat. On a loaded ship, that climb may only be 10 feet. But it's still a rope ladder with 2x4s attached to prevent twisting. "Some things technology doesn't change," said Wilson.



Bob Riley, Governor of Alabama

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"The boardings become second nature to you, but you still go through every step every time. There are accidents; that's part of it."

The Mobile Bar Pilots use two aluminum hull boats, the MOBILE and the ALABAMA. "We have two boats because of what we ask out of them," said Wilson. "We push the life and maintenance out of them." Every six months the boats are pulled from the water for necessary repairs and maintenance. While the average life span of an aluminum hull boat is 20 years, thanks to scrupulous care, the bar pilots' boats can last up to 40 years. The aluminum hull pilot boats are built by Breaux Brothers out of Loreauville, La.

Based in Dauphin Island in south Mobile County, there are two crew members at the Mobile Bar Pilot Station at all times. Their job is to run the launch, board and disembark ships, communicate with ships, and remain in constant contact with the Port of Mobile for updated information in cargo delays, "speed ups," and estimated times of arrival and departure. There is also an office in downtown Mobile with a dispatcher and office manager. "There are no business hours," explained Wilson. "We never shut down. It's 24/7 every day of the year, though there is an answering service to handle logistical queries at night."

An AIS-based tracking system, a high-end electronics system similar to GPS, allows the bar pilots to monitor ships all over the world in real time for speed and distance. "Technology has changed the industry," explained Wilson. A new Web-based scheduling system allows the bar pilots to check in from any location to see what trips they are assigned to and the accompanying details, both of which can change frequently.

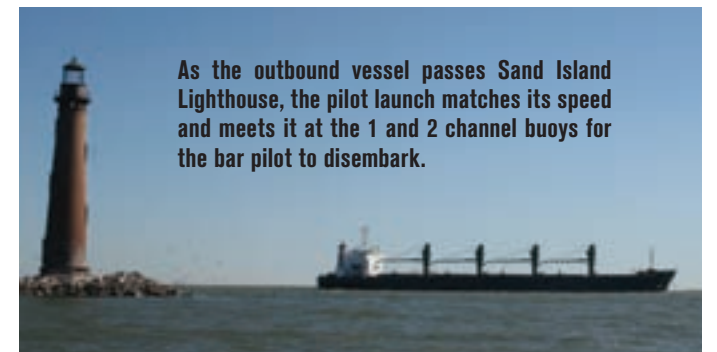
Bar pilots have an hour to an hour and a half notice before a sailing, allowing them to reach the ship in port or travel on the pilot boat out to the vessel. Assignments for inbound ships rotate. Once a pilot exceeds a certain number of hours or trips during a specified period of time, a break is mandated for safety reasons. "Things are always changing," said Wilson. "Some days you run out of pilots, so you have a rotation of standbys." Week-long shifts run from Tuesday to Tuesday.

Changing weather is an important variable for bar pilots. "We are the epitome of the good days are good, but the bad days are bad," said Wilson. From a weather front in the middle of the night to a hurricane, Wilson said there are "a lot of pieces of the pie" that could go wrong when piloting a ship. The Mobile Bar Pilots average five days out of commission in a year, mainly due to zero visibility or hurricane conditions.

During hurricane season, the bar pilots are part of a comprehensive plan between the Port of Mobile, the U.S. Coast



The pilot launch captain must match the vessel's speed, maneuver close enough for the bar pilot to climb a rope ladder on the side of the ship and not damage either vessel during the transit.



As the outbound vessel passes Sand Island Lighthouse, the pilot launch matches its speed and meets it at the 1 and 2 channel buoys for the bar pilot to disembark.



Disembarking from the vessel onto the pilot launch hasn't changed with technology: The bar pilots still use a rope ladder. The length of the climb is determined by the weight of the boat and its cargo.

Guard and the U.S. Army Corps of Engineers. "If ships are sailing, we monitor the weather," explained Wilson. "We're the last leg, then we start our shutdown. We get our boats at a minimum to the State Docks and further up the river if necessary." After a hurricane, the bar pilots assess the status of the channel from the generator-run pilot house. "It's a race to get back in business as hurricanes generally mean a slowdown of at least 48 hours, creating a backlog of ships," said Wilson.



“We are the epitome of the good days are good, but the bad days are bad,” said Mobile Bar Pilot President Patrick Wilson, left, shown with bar pilot Marty Stapleton. From the weather to changing schedules to channel traffic, the Mobile Bar Pilots keep commerce flowing through the narrow Mobile Ship Channel in Mobile Bay.

And occasionally pilots are “carried away.” Unable to disembark from the ship to the pilot boat due to inclement weather conditions, the bar pilot travels with the vessel to another port, then returns to Mobile. “We try to avoid it, but it sometimes happens,” said Wilson.

The Mobile Bar Pilots oversee an apprenticeship program for those applicants working toward becoming qualified to be branched as active pilots. Wilson said those wanting to be bar pilots spend years earning degrees, licenses, sea time and necessary training, an average of four years and approximately 200 transits in the Mobile Ship Channel, all while still working day jobs. This lends diversity in the industry with bar pilots bringing experience from maritime schools, harbor tugs, deep sea tows and barges, and other vessels. Regular continuing education, required both from the Coast Guard and from the industry, includes simulator training, radar upgrades, safety and fire fighting, and emergency ship handling, as well as health screenings and security credentials. With so few bar pilots serving Mobile-area ports, they require written permission to leave the state.

The first American bar pilots were licensed after Mobile was occupied by American troops during the War of 1812. The pilots lived on Navy Cove, across Mobile Bay from Dauphin Island, in a community known as Pilot Town. During the Civil War, many pilot boats were used as blockade runners, so by the time the war ended, the pre-war pilot boats were either captured or damaged. Following the war, the bar pilots formed the Mobile Bar Pilots Association, purchasing two boats. In the years that followed, increased channel depths changed the way cargo was moved in and out of Mobile, a

hurricane eventually destroyed Pilot Town and the pilot station moved to Dauphin Island. Since 1965, the only change has been to the organization’s name: It became Mobile Bar Pilots, LLC in 1997.

The numerous pilot boats used by the bar pilots during the last century have shared two names, cementing the pilots’ commitment to the area and its commerce. The first pilot boat was the 100-foot ALABAMA, a schooner that the pilots lived on with supplies delivered by boat once a week. Built in 1925 and retired in 1965, today it sails charters in Martha’s Vineyard. When the bar pilots moved to Dauphin Island from Pilot Town in 1965, and VHF radio was introduced, the pilots procured a 65-foot new boat, the first MOBILE. In 1975, the bar pilots received their first motor powered steel hull boat, the 55-foot ALABAMA.

In 1972, the bar pilots began using aluminum hulled boats with the 42-foot ALABAMA, then the 47-foot ALABAMA in 1977, the 47-foot MOBILE in 1996 and the 48-foot ALABAMA in 2009. Until the new ALABAMA and the refurbished MOBILE, all the pilot boats were equipped with “Detroit diesel, old-school engines” requiring heavy maintenance and lots of fuel, explained Wilson. The newest boats have fuel-efficient Tier 2 Caterpillar engines with electronic computer controls; this has also reduced emissions. “We went from slinging wrenches to computers,” said Wilson. “It’s an entirely new class.”

Mobile Container Terminal Welcomes New Leader



A crane unloads an intermodal container at the state docks.

Brian Harold joined Mobile Container Terminal, LLC (MCT) as the new director on Nov. 5, 2010.

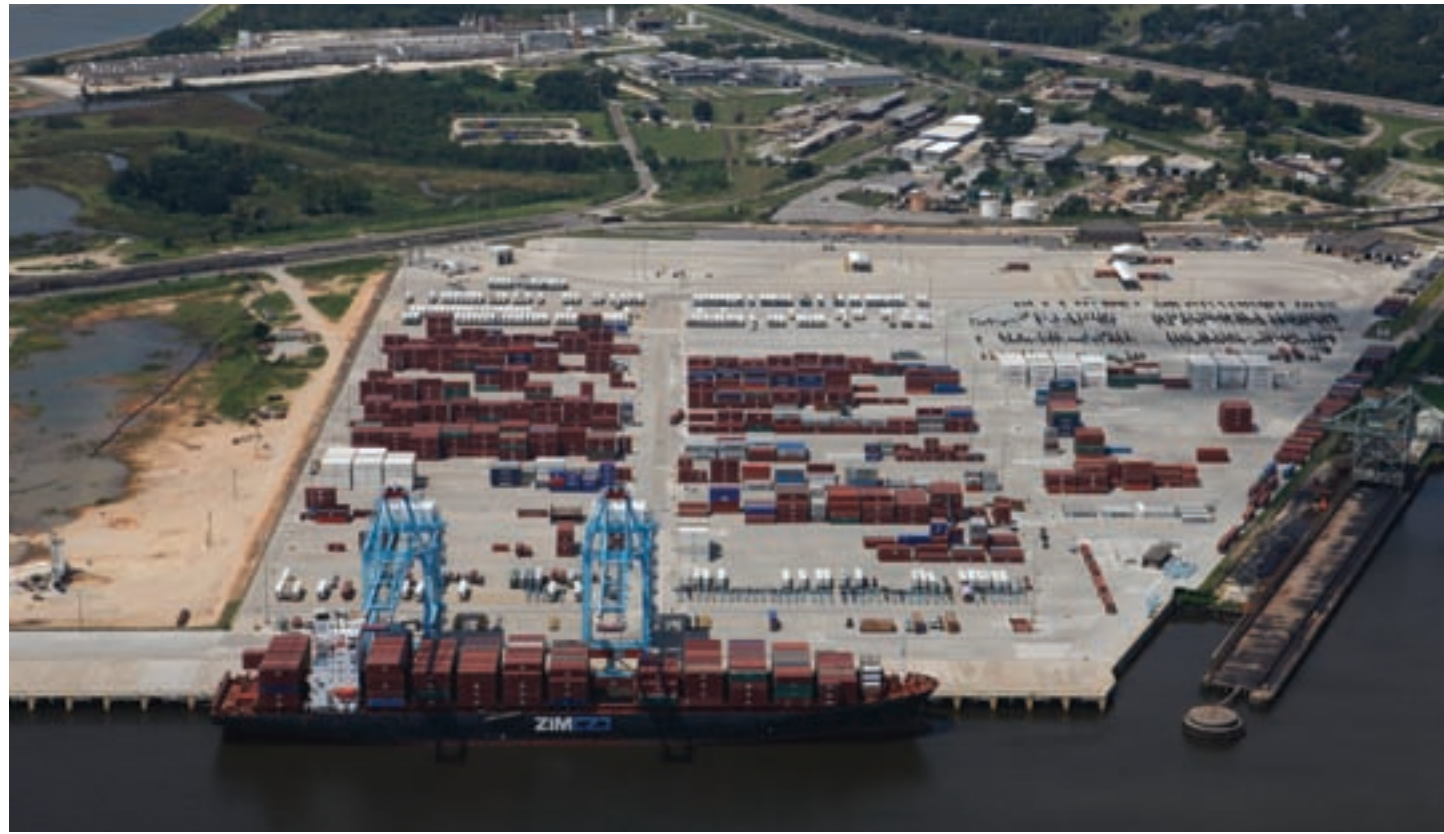
Harold is a graduate of West Virginia University and holds a degree in finance. With nine years experience in the shipping industry, Harold has held various positions in both marine and terminal operations. From 2002 until 2004, he worked for Maersk in Prague, Czech Republic, primarily focusing on intermodal logistics. He then worked for APM Terminals in the Port of New York/New Jersey from 2005 until 2010. His most recent position with APM Terminals was director of terminal operations at their Port Elizabeth facility in New Jersey. His responsibilities included daily operations management, labor relations and the strategic development of the facility.

“Brian’s extensive knowledge and experience in our industry brings the right skills to head up MCT,” said Jimmy Lyons, CEO of the Alabama State Port Authority. “We are pleased to welcome him to Mobile.”

When Harold was offered the position as director of MCT, his accepting the job was never an issue.

“The Port of Mobile has a very strong reputation of efficient and productive operations,” said Harold. “Mobile Container





Mobile Container Terminal, LLC (MCT), a joint venture between APM Terminals, Terminal Link and the Alabama State Port Authority, provides containerized cargo shippers with access to global networks covering all possible trade routes to and from the Port of Mobile.

Terminal is an excellent facility that we're very proud of and I'm looking forward to expanding business opportunities and growing trade across Alabama's docks."

In addition to increasing business services, Harold hopes to maintain the high level of customer service for the shipping lines and truckers that currently do business at MCT.

"The shipping industry is competitive, and every business has to find ways to improve customer service. Our transit times, access to highways, trucker turn times and vessel productivity are very attractive compared to other ports and I think that stands out to our customers," said Harold.

At the intersection of five Class 1 railroads, immediate access to Interstates 10 and 65, and located 30 miles from open ocean, MCT offers an enhanced option in the U.S. Gulf for reaching Midwest markets, as well as Alabama and neighboring states.

Aside from work, Harold enjoys playing sports and spending time with his wife, Lori.

Former MCT director, Brian Clark, has returned to his native city of Elizabeth, N.J., as managing director of terminal operations for APM Terminals Port Elizabeth.

Clark was hired as project director for MCT in September 2006 and two years later opened the \$300 million state-of-the-art facility. The MCT only had one customer when it opened, and over the course of two years Clark helped bring in four weekly services with a total of five shipping lines.

"Moving back to Elizabeth was an opportunity I couldn't pass up, although I miss the hard workers and great quality of life that Mobile offers," said Clark. "I want to thank the Alabama State Port Authority for the tremendous support that has made MCT a success."

In the last 10 years, Alabama's port has grown from the 14th to the ninth largest seaport in the United States with a total economic impact of \$7.9 billion. In 2005, Governor Riley championed a bill to invest \$80 million to fund a major expansion that included a container and intermodal terminal. This expansion allowed the port to more than quadruple its container capacity and contribute to the creation of more than 67,000 jobs.

ASPA New York Reception 2010

The Alabama State Port Authority (ASPA) held a customer appreciation reception in Birmingham, Ala., at the Harbert Center on Sept. 28, 2010.



1. Nigel Hawkins, N.W. Johnsen & Co.; Kelly Fuller, CG Railway 2. Louise DeMarid; Joe Ryan, Waterman Steamship; Barbara Marling 3. Marx Nicholson, Alabama State Port Authority (ASPA); Bill McAllister, FMS Logistics; Toni Warren, Central National; Stan Jahncke, Norton Lilly Cargo; Robert Keihm, Stemcor 4. Kelly Fuller, CG Railway; Mac Taul, Merchants Transfer; Mel Lundberg, Elof Hansson; Anna Ward, ASPA; Carlos Cevallos, Elof Hansson; Diane Hurst, Elof Hansson 5. Tom DeLaney, APM Terminals; Jack Murphy, Maersk Inc. 6. Nick Viscovich, Mitusi & Co.; Bobby Satter, Page & Jones; Kelly Fuller, CG Railway 7. Tom Lambard, Crescent Towing; Mike Lee, Page & Jones; John Fountain, Crescent Towing 8. Woody Gaskin, Sanko Kisen USA Corp.; Eddie Brister, Seabulk Towing 9. Ingrid Leuschner, Gerald Metal; Ledd Wagner, Boyd Brothers Transportation; Kathy Camp; Chuck Camp, ASPA 10. Tom DeLaney, APM Terminals; Dan Wilkins, CSA; Brian Clark, APM Terminals; Beth Lyons, Lyons & Crane; Brian Harold, Mobile Container Terminal; David Cooper, ASPA Board Member 11. Mike Fields, ASPA Board Member; Bill Bru, ASPA Board Member; Julia King; Keith King, Volkert & Associates



12. Jacquie Agoglia, Glencore; Katie Vassill-Zullo, Glencore; Jimmy Lyons, ASPA CEO and Director; Joe Stein, Mitsubishi International; Bill Winter, Marco Transport; Dan Danahay, Crescent Transport; Monique Danahay, Crescent Transport; Ty Crowder, Baldwin Transfer 13. Brian Clark, APM Terminals; Jimmy Lyons, ASPA; Brian Harold, MCT 14. Andy Powell, Greig Star; David Laurine, V. Alexander; Yves Seybel, V. Alexander 15. Michael Vo, Toyota; Mariana Sandoval, Mitsubishi International; Patricia Sullivan, Mitsubishi International; Bob Klide 16 Joseph Alagna, China Shipping; Todd Jones, ASPA 17. Anna Ward, ASPA; Thomas Johansen, Greig Star; Margo Brock, CWT Commodities; Anton Posner, CWT Commodities; Michael Douglas, Premier Bulk 18. Bill Owens, Cooper/T. Smith; Woody Gaskin, Sanko Risen Corp.; Angus Cooper, III, Cooper/T. Smith 19. Brian Cole, Triton Container; Mark Sheppard, ASPA 20. Keith King, Volkert & Associates; Mike Lee, Page & Jones; Bridgette Clark, US Department of Commerce; Tony Van Aken, Mobile Area Chamber of Commerce; Brian Harold, MCT 21. Rusty Barkerding, Admiral Security; Kathleen McCall, Admiral Security 22. Kevin McGee, RedBern; Louis Ferrer, NYK Line; Bill Woods, Americas Sales Agency



23. Gary Cooper, ASPA Board Member; Beth Lyons, Lyons & Crane; Skeeter McClure, Volkert & Associates 24. Judith Adams, ASPA; Clay Hare, Volkert & Associates; Shayne Hare; Julia King 25. Mike McKeon; Mike Lee, Page & Jones; Bobby Satter, Page & Jones 26. Dustin Berthelot, Nord-Sud Shipping; Lezlie Berthelot, Nord-Sud Shipping; Eddie Brister, Seabulk Towing; Jeff Berthelot, Nord-Sud Shipping; Paul Pugh, Nord-Sud Shipping; Margaret Pugh; George Manders, Seabulk Towing 27. Mac Taul, Merchants Transfer; Brian Clark, APM Terminals; Mike Lee, Page & Jones; Bill Krauss, Page & Jones 28. Marx Nicholson, ASPA; Murray Klier, Noble Americas 29. Jim Darnley, SSA Marine; Dan Wilkins, CSA; John Kirkpatrick, General Steamship 30. Michael Repohl, Hapag-Lloyd; Steve Park, Triton Container; Brian Cole, Triton Container; Marsh Salisbury, Journal of Commerce; Joe Bonney, Journal of Commerce 31. Sheri Reid, ASPA; Ty Crowder, Baldwin Transfer; Kelly Sims, ASPA 32. Bill McAllister, FMS Logistics; Rebecca Shaw, MLB; James Christian, Ipreo 33. Patricia Hart, Fibre Source International; Pat Black, Penoles; Robert Tuttle, Fibre Source International; Donna Hudson, Fibre Source International; June Little; Rich Little, Fibre Source International 34. Torin Swartout, Spliethoff/OTS; David Laurine, V. Alexander

ThyssenKrupp Opens Mills with Gala Event



Lynyrd Skynyrd closed the gala with "Sweet Home Alabama," among other classic rock favorites.

What do Lynyrd Skynyrd, the Mobile Symphony Orchestra, steel clothing, acrobats and fleece blankets all have in common? Each played a key role in opening what the governor called Alabama's largest industrial project in history. ThyssenKrupp Steel USA and ThyssenKrupp Stainless USA formally opened their mills in Calvert, Ala., Dec. 10, with a dramatic evening gala.

The \$5 billion mills will receive 4 million metric tons of carbon steel slabs annually; the stainless mill will churn out 350,000 tons when fully operational. The carbon mill imports all of its carbon slab through the Alabama State Port Authority's Pinto Terminal and ThyssenKrupp's carbon and stainless exports will ship out through the Port Authority's general cargo complex at the Port of Mobile.

ThyssenKrupp's vast complex stretches from a river terminal where slabs are offloaded from barges to Highway 43, taking up 3,700 acres, approximately four times larger than New York's Central Park. The amount of steel needed for construction would build ten Eiffel Towers. When fully operational, ThyssenKrupp expects to employ 2,700 people.



Much of the audience used fleece blankets to stay warm during the ceremony as temperatures dropped into the 40s.

The Alabama State Port Authority played a crucial role in luring ThyssenKrupp to Alabama. During the press conference the morning of the opening, ThyssenKrupp AG CEO Dr. Ekkehard Schulz spoke about the decision. "There were many important reasons in favor of Alabama: first, this loca-



The ThyssenKrupp complex in Calvert, Ala., stretches from the Tombigbee River to Highway 43. At 3,700 acres, it is four times larger than New York's Central Park. It takes 6.2 miles of fence to surround it.

tion offers outstanding logistics, with a link to the Port of Mobile via the Tombigbee River and access to the Gulf of Mexico for the cost-efficient supply of raw materials to the plant and shipment of our products."

"We understood if we were to be successful in securing the project, it was critical to ThyssenKrupp that the Port develop innovative handling solutions for millions of tons of raw materials" said Jimmy Lyons, director and CEO for the Port Authority. "So we set out to do just that and most would be surprised to know that Pinto Terminal's unique design concept was sketched out on the back of a cocktail napkin during one of our fact finding trips to Duisburg." Terminal innovations include use of magnets to lift slabs from the ship to barges or storage, Radio Frequency Identification (RFID) technology to track and identify the composition of each steel slab, and a barge haul system with barge guide units that can operate independently or in tandem during loading operations. Lyons noted, "These innovations make Pinto the most efficient and sophisticated steel handling facility in the world."

More than 3,000 employees, company leaders, elected officials and members of the media gathered starting around 5 p.m. to celebrate the opening. The evening started with a buffet reception. The party then proceeded into a warehouse that had been transformed into a high-tech theater. Unexpected and unseasonably cold temperatures prompted



Acrobats and live musicians entertained the crowd between presentations.



Models show off fashions made from steel and steel components.



From left to right, Christoph Lackinger, President and Chief Executive Officer ThyssenKrupp Steel USA; Dr.-Ing. Heinrich Hiesinger, Vice Chairman of the Executive Board ThyssenKrupp AG, Dr. Robert Bentley Governor-Elect State of Alabama; Dr.-Ing. Ekkehard D. Schulz, Chairman of the Executive Board ThyssenKrupp AG; Dr.-Ing. Ulrich Albrecht-Frueh, President & Chief Executive Officer ThyssenKrupp Stainless USA. Photo courtesy Courtland Richards.

organizers to order fleece blankets for all the guests. Red, green and blue rolls were placed in each chair and many guests were seen wrapped in them as the ceremony proceeded. A five-screen display showed videos and graphics as speakers described the construction and operation of the plants. WALA-TV anchor Bob Grip emceed the event. The Mobile Symphony provided live music throughout the event.

In his opening remarks, Schulz said the German steelmaker did not take lightly the decision to locate in Alabama and that it intended to continue investing in markets served by the North American Free Trade Agreement (NAFTA). "With the startup of the plant in Alabama and the launch of the steel mill in Brazil in the summer, ThyssenKrupp is entering a new dimension of its history," said Schulz. "These two projects are the cornerstones of our transatlantic growth strategy. We plan to achieve profitable growth in international markets of the future. That's why the investments in our plants in the USA and Brazil are true investments in the future," he added.

The CEOs of the carbon and stainless mills, Christoph Lackinger and Ulrich Albrecht-Frueh, respectively, took to the stage and explained the everyday applications and uses of their products. Stainless' CEO Albrecht-Frueh joked about the cold weather by describing in loving detail how warm the hot strip mill could be. Both also spoke of expanding their market share into automotive, construction, appliance and tube sectors. TK has already started the process of being certified to provide steel to automakers in the southeastern United States.

Between speeches, the audience was entertained by unusual offerings. The first act was Anti-Gravity, a troupe of acrobats. Men and women jumped, flipped, twirled and bungee-jumped

to a high-tech soundtrack. At one point, a pair of violinists played live while members of the troupe bounced and flipped on pogo stick-like stilts.

Another treat was a steel fashion show, including dresses, skirts, blouses and accessories made from steel and steel components. Different designers contributed pieces so each was very unique. The show itself was even a challenge for the models. Some of the pieces weighed as much as 20-30 pounds.

Lorraine Hariton, special representative for Commercial and Business Affairs at the U.S. Department of State also spoke, noting the tremendous benefits of foreign investment in the U.S.

Alabama Governor Bob Riley also got a chance to address the crowd. He thanked TK for selecting Alabama. "The American South is an engine of growth for our entire country, and the new ThyssenKrupp plant in Alabama helps secure that economic leadership position for this region," said Riley. "This enormous investment in our state provides new opportunities for even more growth, gives employees and their families good jobs, and makes Alabama and the entire region more competitive," he continued. Riley also talked about going to Germany to visit Schulz when both men retire in a couple of weeks.

Executives had referenced "Sweet Home Alabama" throughout the day. The close of the ceremony was a live performance of the song by the band that made it famous, Lynyrd Skynyrd. Attendees jumped to their feet when the song started. The band played another half-dozen songs before it closed with the iconic "Freebird."

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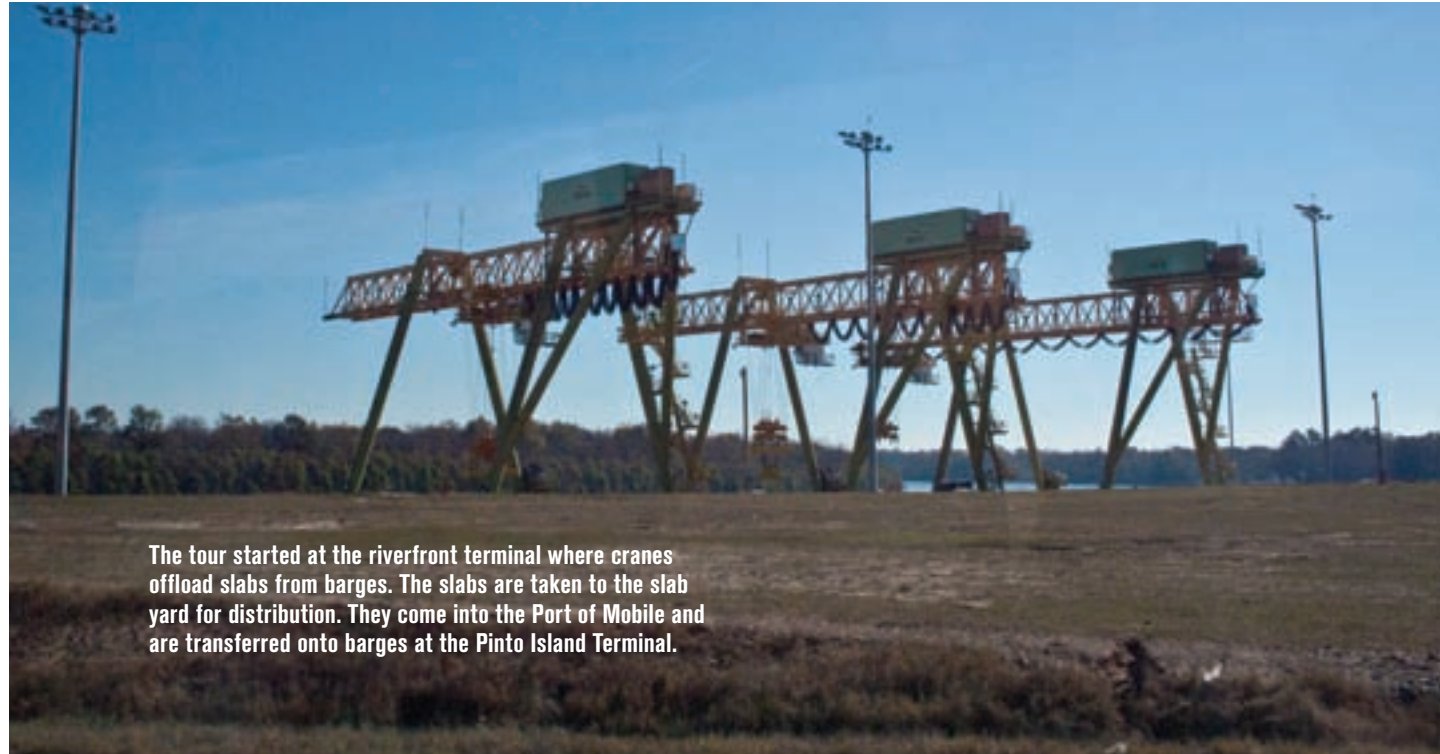
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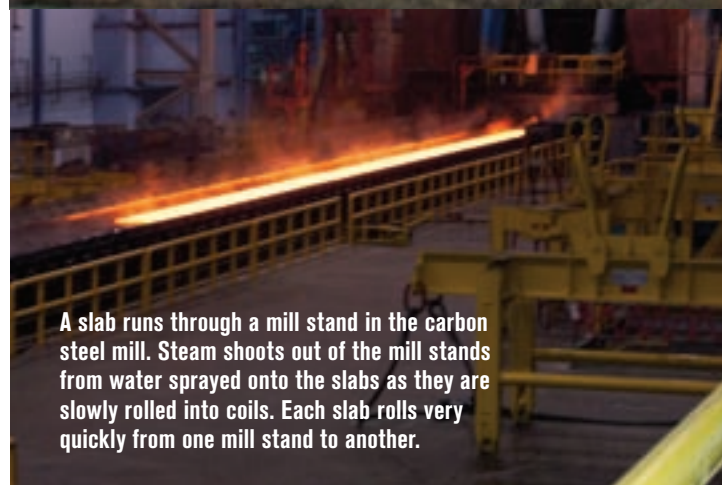


ThyssenKrupp Tour

TK Steel USA and TK Stainless USA have been processing slabs since September. The TK complex has a hot rolling mill and a cold rolling mill. On December 9, reporters were taken on a tour to see both mills at work.



The tour started at the riverfront terminal where cranes offload slabs from barges. The slabs are taken to the slab yard for distribution. They come into the Port of Mobile and are transferred onto barges at the Pinto Island Terminal.



A slab runs through a mill stand in the carbon steel mill. Steam shoots out of the mill stands from water sprayed onto the slabs as they are slowly rolled into coils. Each slab rolls very quickly from one mill stand to another.



A closer shot shows the water spraying onto the hot steel inside the mill. Photo courtesy of TK.



The operations are run from high-tech control rooms. Cameras are aimed at every aspect of the operation, allowing employees to spot and resolve problems quickly. The crew in the control room is in constant contact with those on the floor.



Workers watch a slab running through a mill stand in the stainless cold rolling mill.



A look inside a mill stand in the stainless cold rolling mill. Lubricants constantly flow through the system as part of this rolling process.



Stainless coils sit inside the mill waiting to be delivered. Currently, raw materials for the stainless mill are imported. However, TK officials announced at the grand opening that the stainless side of the company will start construction on a meltshop to be complete in about two years.



Once the steel is coiled, huge hooks move it into a storage area for transport to a coil yard.

Alabama Seaport Magazine "At the Helm"

Mobile Container Terminal LLC (MCT), a joint venture between APM Terminals and the Alabama State Port Authority, provides containerized cargo shippers with access to global networks covering all possible trade routes to and from the Port of Mobile. MCT, operated and managed by APM Terminals, has a capacity of 800,000 twenty-foot equivalent units (TEUs) annually. A 45-foot-deep channel and 2,000 of deepwater berth ensures MCT is able to handle most post-Panamax vessels.



Name/age: Brian Harold / 32
Title: Director
Company: Mobile Container Terminal
Address: 901 Ezra Trice Blvd. Mobile, AL 36603
Web: mobilecontainerterminal.us

Education: Graduate of West Virginia University with a degree in finance

Most recently read book:
Winning by Jack Welch

Favorite music/musical artist: Brad Paisley

What is your relationship with the Alabama State Port Authority?

We are a tenant of the Alabama State Port Authority. We work collectively with the ASPA to market our services and attract new business to the Port of Mobile as well as work in a joint effort to ensure that we provide a high level of service to our customers.

What is the largest/most unusual cargo shipped through the port?

To this point, it is the two ZPMC Ship to Shore Cranes that were delivered in 2008. They each stand roughly 225 feet high and weigh 1,500 tons.

What experiences in your past best prepared you for the job you have today?

I have nine years of industry experience. From 2002 to 2004, I worked for Maersk in the Czech Republic primarily focusing on intermodal logistics. I then worked for APM Terminals in the Port of NY/NJ from 2005 until 2010. My most recent position with APM Terminals was Director of Terminal Operations at their Port Elizabeth facility in New Jersey. My responsibilities there included day-to-day operations management, labor relations and the strategic development of the facility.

What single thing makes your organization stand out?

Our commitment to safety. APM Terminals is proud to be the industry leader when it comes to creating a safe work environment for our employees and customers working on our facilities. Safety is always paramount in our operational considerations. Our most important job as a terminal operator is making sure that everyone goes home healthy at the end of the day.

Tell us a little about what's in store for your organization in 2011?

In 2011, we want to continue to grow our business while maintaining a high level of customer service to the shipping lines and truckers currently working with MCT.

What word best describes your leadership style?

I like to lead by example. I won't ask anyone that I lead to do something that I wouldn't do myself.

Professional pet peeve? Not meeting deadlines.

What do you do to relieve stress? Exercise.

Favorite hobbies? I like to play sports. Basketball, softball and golf are my favorites.

It is 11:00 on Saturday morning. Where are you? Watching college football.

What is there about you that people would be surprised to learn?

I was married in the West Virginia University football stadium.

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Maiden Voyage Plaques



Maiden Voyage Plaque presented to Captain Felipe Reyes, STAR KIRKENES, pictured with John Mickler, ASPA and Chris Dennis, Nord-Sud Shipping (from L to R)



Maiden Voyage Plaque presented to Captain Jaeseon Gim, M/V K OPAL, photographed with Alec May, Wilhelmsen Lines (on the left) and John Mickler, ASPA (right)



Maiden Voyage Plaque presented to Captain Alexander Turkin, M/V OSLO BULK 2, pictured here with Zack Spaulding, Page & Jones

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Judith Adams, vice president of marketing at ASPA, conducted a tour of the Port of Mobile with the U.S. Coast Guard and their foreign counterparts in early December.

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Tagert Named to Federal Advisory Board

Mike Tagert, with the Tennessee Tombigbee Waterway Authority, has been named to the trade and advisory board with the Federal Reserve in Atlanta. The members of the bank's Board of Directors are drawn from the business community, banks, and labor and consumer organizations.

According to Tagert, this 10-member committee makes general recommendations on transportation and trade to the Atlanta Federal Reserve. They have two to three mandatory meeting times per year; otherwise, they only meet as needed. "Hopefully, it provides us with another way of promoting the industry. I am glad that they want inland waterway transportation represented on the board," Tagert said.

The Atlanta Fed territory covers the Sixth Federal Reserve District, which includes Alabama and several other Southeastern states. The Fed shares its research and expertise with the public in publications, speeches, public policy organizations and community sponsorship efforts.

Sarah Arteaga of the Regional Economic Information Network said that the Trade & Transportation Advisory Council focuses on providing economic information from the transportation sector as part of the Federal Reserve Bank of Atlanta's Regional Economic Information Network.

According to the Fed, the Trade & Transportation Advisory Council provides a deeper insight into key economic information related to the transportation sector in that district. Trade & Transportation Advisory Council members may be called upon between meetings by the Federal Reserve for specific economic industry sector questions pertinent to the economic climate.



Mike Tagert, Tennessee Tombigbee Waterway Authority, has been named to the Trade and Advisory Board of the Federal Reserve Bank of Atlanta

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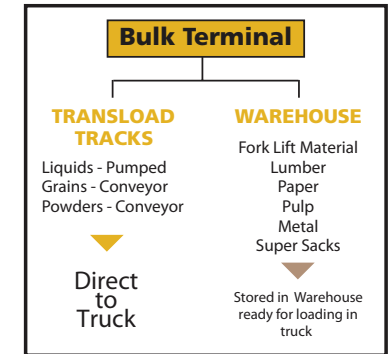
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For More Information, Contact:

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Mardi Gras: Mobile's Biggest Family-Friendly Tradition



Members on board a parade float throw out festive beads to people watching the parade. Photo courtesy of Tad Denson, MyShotz.com Photography.

Beads! Moon pies! King Cakes! All three are signature items found during the three week Mardi Gras holiday season. The larger than life parades, masquerade balls and coronations are some of the many activities to be enjoyed during the celebration. Contrary to popular belief, America's Mardi Gras originated in Mobile, Ala.

Mobile's Mardi Gras started in 1703 at Twenty-Seven Mile Bluff, Mobile's first settlement. Over one hundred years later, the first masked society was founded and named the Cowbellion de Rakin as part of a New Year's Eve celebration. Today, Mobile has more than 50 mystic societies including the two oldest in existence. The Strikers were founded in 1842 and the Order of the Myths in 1867. The latter society is still parading and is the oldest continuous parading society.

In the many years since its birth, Mardi Gras has evolved into a spectacular celebration with elaborate paper-maché floats designed and decorated by an assortment of Mobile societies. Mardi Gras is not just about parades. "Mardi

Gras has many traditions, some of which are personal traditions with individuals and some within their families or societies," explains Judi Gullede, director of the Mobile Carnival Museum. "The most well-known traditions include moon pies, king cakes, the Death and Folly emblems of the Order of Myths, doubloons, and formal dress for balls."

Death and Folly is the emblem float of the Order of Myths. It depicts folly, or fun, chasing death around the broken column of life. The Order of Myths is the last parade on Fat Tuesday. Besides beaded necklaces, it is tradition for societies to throw doubloons from their floats. Doubloons are aluminum coins minted each year by the various mystic societies. One side of the doubloon shows the society's emblem and the other side has the parade theme for the current year. Another popular tradition is masquerade balls. The formal dress attire mandatory for balls is named Costume de Rigueur. Gullede adds, "Men must wear the most formal of all formal attire, a white tie and tails. Mobile is the largest owner of formal wear in the world, per capita."



This is the Mardi Gras costume of James Van Antwerp, Jr. The juvenile king wore this outfit in 1930.



This display at the Mobile Carnival Museum showcases long, jeweled Mardi Gras robes.

Most importantly, what separates Mobile's carnival celebration from other cities is Mobile's family-friendly atmosphere. "There are a lot of families here," says Carol Hunter, communications director for the Downtown Mobile Alliance. "Mardi Gras is a family tradition. People have been coming for generations; it sets the tone for the celebration." People, young and old, line both sides of the street with hopes of filling their bags with beads and treats.

"Mardi Gras is a tradition put on for the people, by the people," Gullede says. "There are eras of families continuing their Mardi Gras traditions. Passing down traditions through generations keeps families involved. The City of Mobile supports Mardi Gras as safe, fun, family entertainment." It is a holiday the entire community gets excited about and involved in.

"Another aspect families seem to appreciate are the alcohol-free zones," says Hunter, "That adds to the different feel between Mobile's Mardi Gras and festivals in other cities." Not only are the parades a family-friendly environment, but they are safe as well. The Mobile police, as well as officers from jurisdictions around the region, are on patrol in high numbers at every parade to ensure the safety of all parade goers. There is little crime associated with Mardi Gras and many officers can be seen riding horseback along parade routes making sure everyone is having a safe and fun experience.

Mardi Gras festivities begin Saturday, Feb. 18, when the first float makes its way through downtown Mobile. The parades continue in the weeks leading up to Fat Tuesday, Mardi Gras' largest celebratory day. The following day, Ash Wednesday, marks the beginning of Lent. Hunter adds, "Our ambassadors work their hardest the night of Fat Tuesday. They have downtown Mobile spotless by 6:30 a.m. the following morning."

The street party celebration can be enjoyed at any age and there are many ways to get involved in the Mardi Gras holiday. The costumes and floats are enough to entice parade viewers but it's the promise of bags filled with beads, stuffed animals and moon pies that ensures people will leave satisfied. After just one time experiencing Mobile's largest family-friendly celebration, it will become tradition.



A brightly colored ensemble is a staple at Mardi Gras balls.



Swarms of "Yellow Bees" over the Coast

As a high school student in Florence, Ala., during World War II, Tommy Rye often found himself called out of class to fly search and rescue missions. Wearing a khaki uniform and flying a cheerful yellow Piper J-3 Cub, the teenager joined other Civil Air Patrol cadets in searching for downed training aircraft and crews from nearby Columbus Army Airfield, flying search patterns over the wooded terrain of northwest Alabama and northeast Mississippi. He later would recall that he and his buddies also relied on their uniforms to gain access to bars, figuring that the bartenders believed that the Air Corps was now enlisting "the bottom of the barrel" for its flight officers. But the Civil Air Patrol wasn't just high school students out for a lark. Originally conceived as a liaison and reconnaissance force, the Civil Air Patrol soon found itself handling serious missions and contributing directly to the war effort, including anti-submarine warfare.

The idea of a civilian aviation force to augment the nation's flying armed forces was first raised in the late 1930s as Americans traveling and working abroad witnessed the Axis Powers' severe curtailing or halting of general aviation in occupied territories. To prevent their own government from taking action to limit general aviation in the event of war, aviation enthusiasts in the U.S. knew they needed to make a strong case that civilian pilots could be of benefit during a time of war.

Following a 1938 assignment in Nazi Germany, where he saw firsthand that government's efforts to restrict civil aviation, Gill Robb Wilson, the aviation editor of *The New York Herald Tribune*, suggested a plan to New Jersey Governor A. Harry Moore to create a civilian air force that could augment the military. Moore approved the plan, which also received the blessing of General Henry H. "Hap" Arnold, chief of the Army Air Corps. Thus was born the New Jersey Civil Air Defense Services.

The Army Air Corps next introduced a refresher course for civilian pilots and established the Civilian Pilot Training program in order to have a force in waiting should the nation go to war (as seemed likely). Thomas Beck, Chairman of the Board of the Crowell-Collier Publishing Co., prepared a plan for organizing America's civilian aviation assets to present to President Franklin Delano Roosevelt. Roosevelt then established the Office of Civilian Defense in May 1941, appointing former New York City Mayor Fiorello H. LaGuardia as its director. Gill Wilson, Thomas Beck and Guy Gannett,



The Civil Air Patrol (CAP) was established on Dec. 1, 1941. Here, CAP airplanes are seen lined up on the tarmac, including a flying boat in the foreground.

the newspaper man, were appointed to create a "blueprint committee" tasked with organizing a civilian air corps.

The plan was completed by October of that year and, following a review by top military officials, was approved. The Civil Air Patrol, or CAP, initially led by Major General John F. Curry, was established on Dec. 1, 1941, just six days before the Empire of Japan bombed American military assets at Pearl Harbor. The surprise attack in distant Hawaii led to a state of war being declared between the United States and Japan on Dec. 8, and between the United States and the European Axis Powers three days later.

Within a week of Roosevelt's declaration of hostilities between the United States and Germany, the first wave of German U-boats left the sub pens at Lorient, France, bound for America's East Coast. On Jan. 14, 1942, the U-123 sank the Norwegian freighter NORNESS within sight of Long Island, thus beginning a long and frustrating open season on Allied shipping along the coast.

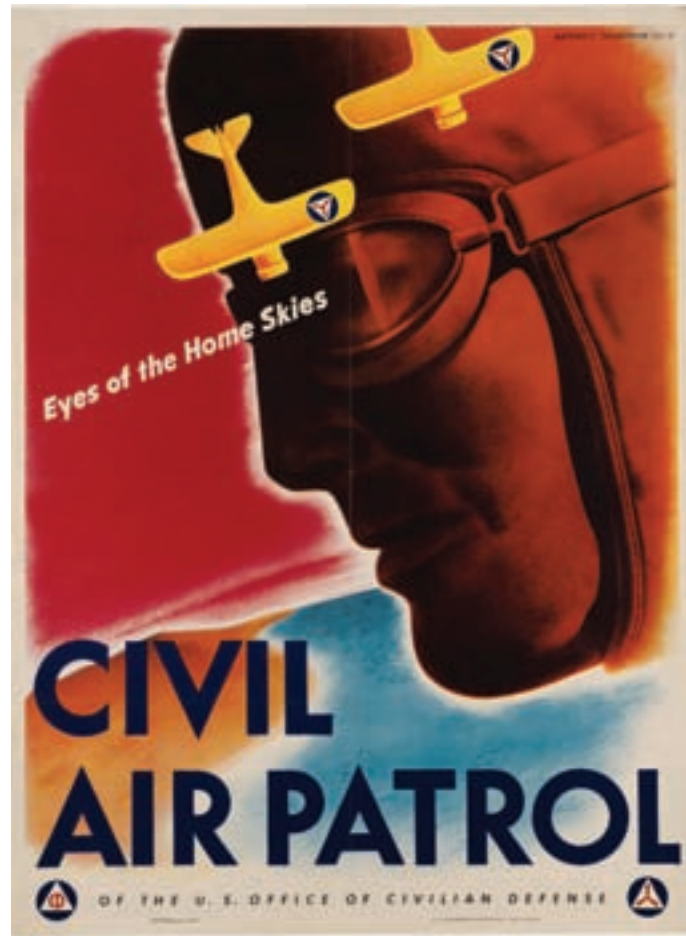
Although initially envisioned as simply a liaison force, the sudden and successful string of attacks on merchant shipping along the nation's coast provided an opportunity for the CAP. On March 5, newly appointed CAP national commander Earle E. Johnson received permission to develop a coastal patrol, with bases at Atlantic City, N.J.; Rehoboth Beach, Del.; and, later, at Lantana, Fla. The coastal patrol was given 90 days to prove itself.

Flying their own aircraft, the CAP volunteers received \$8 a day from the government. This often wasn't enough to pay for fuel and maintenance, so civic groups around the nation created "Sink-a-Sub Clubs" to raise additional dollars for the coastal patrol. The pilots and navigators wore Army Air Corps uniforms that sported CAP collar devices and a distinctive CAP insignia on their garrison caps. The planes were painted yellow and red and featured the CAP logo: a red propeller inside a white triangle situated on a circular blue field. At some point, the red propeller was dropped from the logo to prevent confusion by observers. The planes largely consisted of Piper J-3 Cubs (and later, surplus numbers of the military version, the Piper L-4 Grasshopper), Stinson Voyagers and Reliants, and a few Grumman G-44 Widgeon boat planes.

The coastal patrol experienced success from the very beginning. Fifteen minutes into the initial sortie flown from Atlantic City, a CAP crew located a torpedoed tanker and coordinated rescue efforts. Another CAP crew flying out of Rehoboth Beach sighted a U-boat as it lined up on a tanker off Cape May, N.J. Recognizing that armed military craft could not arrive on scene in time to save the tanker, the CAP crew instead performed mock bombing runs on the submarine. Rather than waiting to see if the plane was actually armed, the U-boat commander disengaged from the attack. CAP pilots soon found themselves patrolling up to 200 miles offshore, keeping watch for U-boats, but the fact that they were not armed soon became an issue.

In May, CAP crew Thomas Manning and Marshall "Doc" Rinker were patrolling the waters off Cape Canaveral when they spotted a German U-boat grounded on a sandbar. Rinker radioed the CAP base at Lantana, requesting that a bomber be dispatched to attack the stranded U-boat. Ike Vermillya, the CAP base commander, radioed Naval Air Station Banana River, an anti-submarine warfare air base that was home to Consolidated PBY Catalinas and the OS2U Kingfisher aircraft. Unfortunately, the air station had no assets that it could dispatch to the site of the grounded submarine; neither did Tampa. A bomber equipped with depth charges was finally located at Naval Air Station Jacksonville and dispatched. Helplessly, Manning and Rinker circled the U-boat for half an hour before the sub was able to free itself and escape into deeper water. It was long gone by the time the bomber arrived from Jacksonville.

As a result of this missed opportunity, Vermillya contacted General Arnold, chief of the Army Air Corps, and related the story. Arnold, sympathetic to the situation, authorized the CAP to be armed with bombs and depth charges. Civil Aeronautics Administration inspectors worked out how bomb racks could be attached to the small planes and how much



The CAP was envisioned as a force to augment military aviation—and to give civilian pilots a wartime role.



A mechanic checks out a CAP aircraft prior to takeoff. Civilian volunteers, CAP personnel received \$8 a day to defray fuel and maintenance expenses.



A CAP ground crewman starts an engine in the pre-dawn hours.



CAP aviators check their briefing packet before beginning a coastal patrol mission. The CAP coastal patrol flew nearly 87,000 missions, hunting and attacking subs, locating floating mines, escorting convoys, and aiding ships and crews in distress.

stress the frames of the Pipers, Stinson and Rearwins could take. Most of the smaller planes were configured to carry either a single 50- or 100-lb. bomb. The four-seater Fairchilds could carry two 100-lb. bombs. Stinsons could each carry a 100-lb. depth charge, but the fins had to be sawn off to clear the tarmac on takeoff. The Army Air Corps also provided a simple bomb sight for the CAP crews.

Soon, the skies over the Eastern Seaboard were swarming with what the U-boat commanders referred to as the "yellow bees." The coastal patrol had proven its effectiveness within its 90-day window, and the program was extended indefinitely. The anti-submarine effort eventually grew to include 21 CAP coastal patrol bases stretching from Maine to Texas. According to CAP lore, the civilian air corps conducted one of its most successful operations during a coastal patrol flight out of Atlantic City. Alerted by another CAP aircraft that an enemy submarine had been sighted, a Grumman G-44 Widgeon flown by Captain Johnny Haggins and Major Wynant Farr was scrambled to relieve the plane that was running low on fuel. Arriving on station, pilot Haggins and bombardier Farr sighted a submerged U-boat. Unable to determine the actual depth of the submarine, the crew radioed in to report the situation and began shadowing the U-boat, hoping that it would rise to periscope depth.

The Widgeon followed the sub for a tense three hours and was about to return to base when the U-boat ascended to periscope depth. Haggins lined up on the submarine and dropped to an altitude of only 100 feet above the waves. As the CAP plane approached the U-boat, bombardier Farr released the first of his two depth charges. The ensuing explosion blew the sub's bow out of the water. Haggins banked the aircraft for a second bombing run. Farr dropped his second depth charge on top of the oil slick that had appeared, and the crew reported debris floating on the surface before they departed the area to return to Atlantic City. The CAP had its first kill, and the sinking of the U-boat quickly became the stuff of legend. After the war, the Navy officially credited the Civil Air Patrol with sinking two U-boats, although German records do not confirm either kill.

Whether Haggins and Farr actually sank the U-boat, crippled it or fell victim to the submariners' trick of creating an oil slick and debris field to fool attackers, the CAP continued to provide much-needed support to the war effort at home. By the time the coastal patrol was discontinued at the end of August 1943, the CAP had reported 173 U-boat sightings, attacked 57 enemy subs by dropping 83 bombs or depth charges, and flown more than 86,800 sorties, logging more than 244,600 flight hours. During the 18 months that the coastal patrol was in existence, it also reported 17 floating mines, flew 5,684 missions for the Navy escorting convoys

and directed assistance to 91 ships in distress. When interviewed for an oral history of the war, one former U-boat commander quipped that the wolf packs had abandoned attacks along the American coast "... because of those damned little red and yellow airplanes." It was true that the U-boat threat had lessened: Blackouts, the implementation of convoys and evasive maneuvers by merchant vessels, placement of Navy Armed Guards on merchantmen, the use of Navy blimps and the build up of armed military aircraft to conduct more patrols all combined to eliminate the need for the CAP's coastal patrol, but there remained other work to be done.

The CAP was well-suited to conduct search and rescue operations. Civil Air Patrol aircraft could fly lower and slower than most military aircraft, and the pilots were generally knowledgeable about their local area. For inland search and rescue operations, CAP pilots coordinated efforts with CAP ground crews who could traverse rugged terrain to rescue downed airmen. For water search and rescue efforts, the Grumman Widgeons proved invaluable in the rescue of flyers who had ditched their aircraft. The first Air Medals awarded during World War II by President Roosevelt went to CAP pilots Eddie Edwards and Hugh Sharp for an at-sea rescue during which their own aircraft lost a pontoon, forcing Edwards to balance on the plane's wing for 11 cold, wet and miserable hours while Sharp taxied back to safety. During the war years, the CAP logged more than 24,000 hours flying search and rescue missions, and in one week alone located seven missing military aircraft.

In October 1942, the CAP launched its cadet program, and more than 20,000 youths between the ages of 15 and 17 and who had completed their first two years of high school signed up for the program. Just as Cadet Tommy Rye often flew search and rescue missions hunting for B-25s that had crashed in northern Alabama or Mississippi, thousands of other youths provided equally valuable service across the nation, flying search and rescue missions, ferrying war materiel or medical supplies, freeing up military-aged pilots for service with the Air Corps or Navy, and learning military etiquette while training as licensed pilots themselves.

On April 29, 1943, command of the Civil Air Patrol was transferred from the Office of Civilian Defense to the War Department, and the CAP became the auxiliary to the Army Air Forces. The CAP acquitted itself well and earned its place in history during World War II: Every pilot who logged more than 300 flight hours with the coastal patrol earned an Air Medal; 90 CAP aircraft were lost, and a total of 64 CAP aviators died while flying missions during the war—26 of them killed while flying coastal patrol missions. Following the war, the CAP kept its affiliation with the newly-created U.S. Air Force and was relegated to non-combat missions. Head-

quartered at Maxwell Air Force Base in Montgomery, Ala., today's CAP has three primary missions: emergency services, including search and rescue operations and disaster relief operations; aerospace education; and the cadet program. While the Civil Air Patrol has also been tasked with some homeland security missions, its days of hunting and attacking submarines are now only glorious memories.



Briefing for a mission. CAP pilots flew as far as 200 miles offshore as part of their anti-submarine warfare efforts.



CAP personnel wore Army Air Corps uniforms with distinctive cap and collar devices.

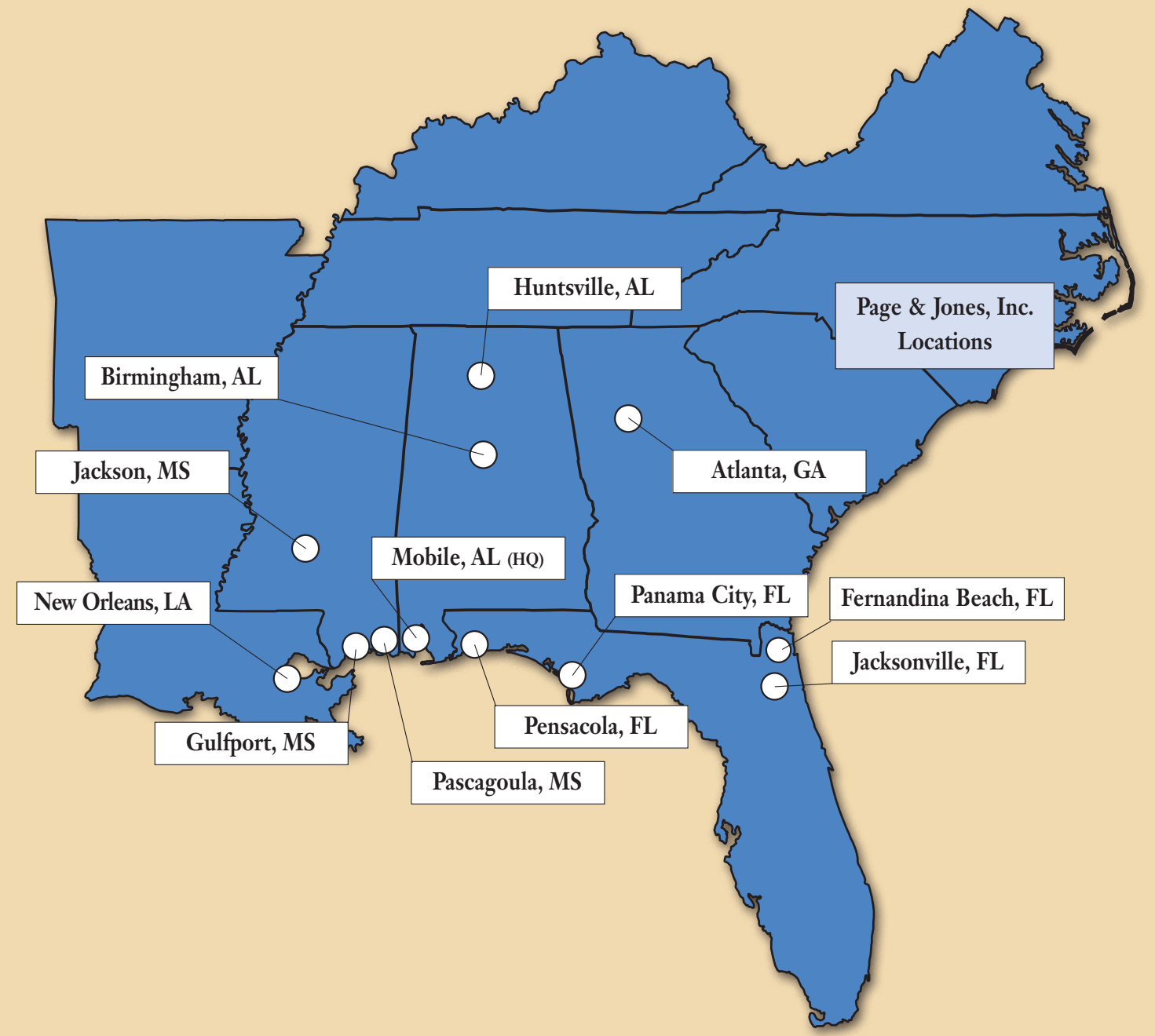
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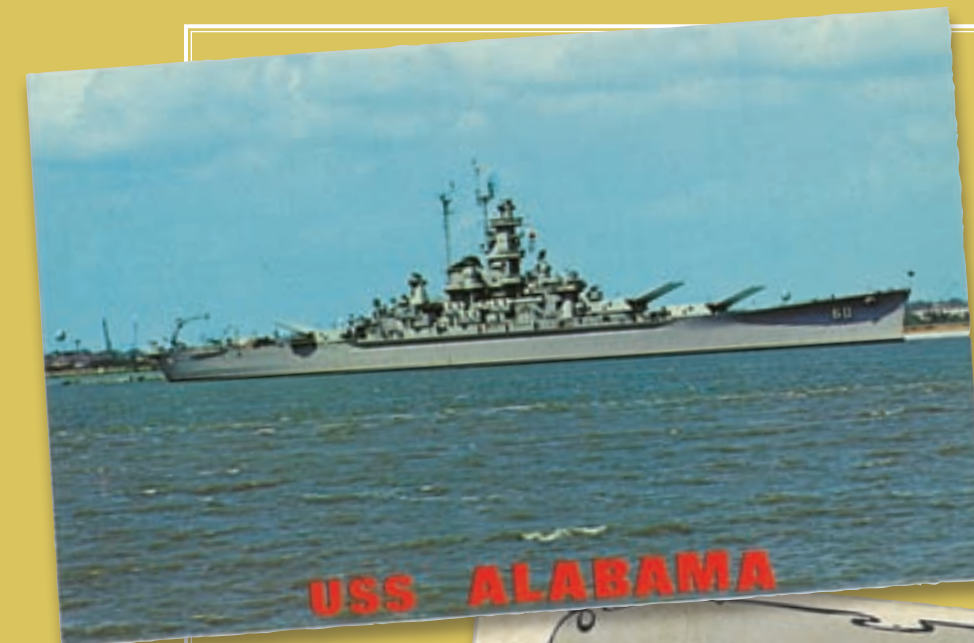
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BARRA DO RIACHO	Gearbulk	Monthly	Inchcape
BELEM	C.I.C.	Bi-weekly	Seacliff Agencies
BREVOS	C.I.C.	Monthly	Seacliff Agencies
MONTEVIDEO	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
PARANAGUA	Gearbulk	Bi-Monthly	Inchcape
PORTOCEL	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
	Gearbulk	Bi-Monthly	Inchcape
PRAIA-MOLE	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
SANTOS	Westfal-Larsen Shipping	Monthly	Westfal Larsen/Inchcape
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DAGANG	Grieg Star Shipping	Monthly	Grieg Star
QINGDAO	Grieg Star Shipping	Monthly	Grieg Star
SHANGHAI	Grieg Star Shipping	Monthly	Grieg Star
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CARTAGENA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
BARRANQUILLA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency
SANTA MARTA	Dan-Gulf Shipping	Bi-Monthly	Lott Ship Agency

CURAÇAO			
WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
DOMINICA			
ROSEAUO	C.I.C.	Monthly	Seacliff Agencies
DOMINICAN REPUBLIC			
RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
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 GEORGES	C.I.C.	Monthly	Seacliff Agencies
GUADELUPE			
BASSE-TERRE	C.I.C.	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	C.I.C. Caribbean Forest Carriers	Bi-Weekly Inducement	Seacliff Agencies 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
SHIMIZU	Grieg Star Shipping	Monthly	Nord-Sud Shipping
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
LEBANON			
BEIRUT	Nordana	Inducement	Biehl & Company
MARTINIQUE			
FORT-DE-FRANCE	C.I.C.	Monthly	Seacliff Agencies

MEXICO COATZACOALCOS TAMPICO VERACRUZ	CG Railway Spliethoff NAFTA Gulf Bridge	Every 4 Days Monthly Weekly	CG Railway Page & Jones Inc. Norton Lilly International
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
SCOTLAND MONTROSE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SOUTH AFRICA CAPETOWN DURBAN PORT ELIZABETH RICHARDS BAY	Gulf Africa Line Gulf Africa Line Gulf Africa Line Gulf Africa Line	Monthly Monthly Monthly Monthly	Biehl & Company Biehl & Company Biehl & Company Biehl & Company
SPAIN ALGECIRAS/PALAMOS BARCELONA BILBOA CADIZ GANDIA MOTRIL PALMA DE MALLORCA VIGO VALENCIA	Spliethoff Nordana Spliethoff Spliethoff Spliethoff Spliethoff Grieg Star Shipping Spliethoff Spliethoff Nordana	Monthly Inducement Monthly Monthly Monthly Monthly Monthly Monthly Monthly Inducement	Page & Jones Inc. Biehl & Company Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Nord-Sud Shipping Page & Jones Inc. Page & Jones Inc. Biehl & Company
ST. CROIX	C.I.C.	Monthly	Seacliff Agencies
ST. KITTS BASSETERRE	C.I.C.	Monthly	Seacliff Agencies
ST. LUCIA CASTRIES VIEUX FORT	C.I.C. C.I.C.	Monthly Monthly	Seacliff Agencies Seacliff Agencies
ST. MARTIN	C.I.C.	Monthly	Seacliff Agencies
ST. THOMAS	C.I.C.	Monthly	Seacliff Agencies
ST. VINCENT KINGSTOWN	C.I.C.	Monthly	Seacliff Agencies
SWEDEN STOCKHOLM	Polish Ocean Line	Weekly	Biehl & Company
TOBAGO	C.I.C.	Monthly	Seacliff Agencies
TRINIDAD PORT OF SPAIN	C.I.C.	Bi-weekly	Seacliff Agencies
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	Inducement Inducement	Lott Ship Agency Lott Ship Agency

Postcards *from the Past*



The USS ALABAMA.



Postcard from a sailor aboard the USS ALABAMA. The photo is labeled Guantánamo Bay.

Postcard reproduction courtesy of John Hunter, Owner and President of Dockside Services, Inc.

PORT OF MOBILE DIRECTORY

AIR TRANSPORT

AZALEA AVIATION.....	(251) 633-5000
CONTINENTAL AIRLINES.....	(800) 277-4622
EMERY WORLDWIDE.....	(800) 782-4605

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–261 Dauphin St., Mobile, AL.....	(251) 432-7339
Joe Connick, Director; Father Tivo, Chaplain	
INTERNATIONAL SEAMAN'S CENTER–605 Texas Street.....	(251) 433-7953
Rev. Aias DeSouza.....	(251) 344-3712

BANKS WITH INTERNATIONAL DEPARTMENTS

FIRST COMMERCIAL BANK–BIRMINGHAM.....	(205) 868-6171
WHITNEY NATIONAL BANK, MOBILE.....	(251) 662-1025

BARGE FLEETING SERVICE

DELTA MARINE SERVICE.....	(251) 937-4060
HENRY MARINE SERVICE INC.–887 Cochran Causeway.....	(251) 438-9442
MOBILE-CHICKASAW PORT FACILITIES, INC.....	(251) 456-7648

BLAST FREEZE/COLD STORAGE

MOBILE REFRIDGERATED SERVICES.....	(251) 433-4198
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BULK LIQUIDS

ALABAMA BULK TERMINALS.....	(251) 438-9991
GULF ATLANTIC.....	(251) 456-8491 Ext. 109
PLAINS MARKETING.....	(251) 456-4688
GULF COAST ASPHALT.....	(251) 432-7666
TRANSMONTAIGNE PRODUCT SERVICES.....	(251) 434-4203

BUNKERING SERVICE

CHEMOIL–777 Walker, Houston, TX 77002.....	(713) 336-1100
MIDSTREAM FUEL SERVICES, INC.–P. O. Box 2826.....	(251) 433-4972
TRANSMONTAIGNE–P. O. Box 3064.....	(251) 433-0066

CONSULATES

CONSULAR CORPS OF MOBILE–6204 Brandy Run North 36608.....	(251) 455-8182
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
GEORGIA–Matt Metcalfe–P.O. Box 2903.....	(251) 432-2600
NORWAY–L. H. Stuart, Jr.–6204 Brandy Run Road N.....	(251) 342-2151

CONTAINER REPAIR & LEASING

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
TANK SOLUTIONS, INC.....	(888) 551-8265

U.S. CUSTOMS

PORT DIRECTOR–150 N. Royal St., Suite 3004.....	(251) 441-5106
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DUNNAGE – PLYWOOD

ALL STAR FOREST PRODUCTS, INC.–7096 Stone Dr., Daphne 36526.....	(251) 626-8777
BUCHANAN LUMBER–104 Industrial Canal Rd. East.....	(251) 433-9567
CASSIDY 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 Fl., 36527.....	(251) 626-8010
SMITH COMPANIES–100 Pardue Rd. Pelham 35124.....	(800) 322-0540

EXPORT BAGGING, PACKING AND DRUMMING

CUSTOM MARKETING SERVICES INC.....	(205) 668-4042
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

FIRE SAFETY EQUIPMENT AND SERVICE

R. CARTER & ASSOC., INC.–1406 Telegraph Rd.....	(251) 452-0154
HILLER SYSTEMS, INC.–3710 Lakeside Ct.....	(251) 661-1275
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

(★) CUSTOM HOUSE BROKERS	
★ AIR/SEA FORWARDING–3812 Springhill Ave.....	(251) 460-0551
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
PAUL A. BOULO, INC.–255 N. Joachim St.....	(251) 433-5445
★ JOHN M. BRINING CO.–P. O. Box 403.....	(251) 432-6741
★ N. D. CUNNINGHAM–205 St. Louis St.....	(251) 432-4633
EMERY FORWARDING–2215 Ave. "O" Brookley Complex.....	(251) 433-0885
EMO TRANS.....	(251) 342-3313
★ EXPEDITORS INTERNATIONAL.....	(251) 431-4992
JENSEN SHIPPING CO.–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CAROLE C. LELAND–244 W. Valley Ave., Birmingham, AL.....	(205) 328-2343
★ CTB USA OF FLORIDA.....	(866) 621-0091 ext. 224
LILLIEROSE CORP.–1709 Thistlewaite Dr., Mobile 36618.....	(251) 259-5362
★ M. G. MAHER & CO., INC.–80 St. Michael's St., Ste. 315.....	(251) 433-8474
MACROTRANSPORT SERVICES–Ormond Beach, FL.....	(203) 926-9111
★ RICHARD MURRAY & CO.–109 No. Conception St.....	(251) 432-5549
★ 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
T. A. PROVENCE & CO.–P. O. Box 942.....	(251) 433-5424
★ GEO. RUEFF, INC.–P. O. Box 2962.....	(251) 433-8851
SOUTHEASTERN FREIGHT FORWARDERS–6448 Hillcrest Crossing.....	(251) 661-7284
STIEGLER SHIPPING CO., INC.–1151 Hillcrest Rd., Suite F.....	(251) 639-7300
TEAM WORLDWIDE – 3357-6 Copter Rd., Pensacola, FL 32514.....	(850) 698-1465
TRADELANES – 61 St. Joseph St., Suite 1000.....	(251) 343-8031
TRANSGROUP WORLDWIDE LOGISTICS – 162 State St. 36602.....	(251) 433-7668
★ DANIEL F. YOUNG–1215 Seminole Dr. NW, Hartselle, AL.....	(256) 773-6202
★ 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, Lawley, AL.....	(251) 964-4607
★ 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

GRAIN MERCHANTS

FGDI, LLC.....	(419) 373-6311
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LICENSED GUARD SERVICE

ADMIRAL SECURITY SERVICES OF ALABAMA INC.–305 North Joachim St., Mobile, AL 36603.....	(251) 725-6018
BAY SECURITY COMPANY, LLC–2122 Hand Avenue # D, Whistler, AL.....	(251) 330-0776
CPS/EAGLE MARITIME SECURITY–758 St. Michael Street, Suite F, Mobile, AL 36602.....	(251) 433-7850

HEAVY LIFT/SALVAGE/TRANSPORTATION

ACME TRUCK LINE.....	(251) 653-6028
AMERICAN MARINE SERVICES.....	(251) 406-9930
ATLANTIC SPECIALIZED TRANSPORT.....	(251) 433-4545
BARNHART CRANE & RIGGING–P.O. Box 2809, Daphne, AL 36526.....	(251) 654-0541
BOSARGE DIVING–Pascagoula, MS.....	(888) 762-6364
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
HYDRAULIC CRANE SPECIALISTS.....	(251) 675-000X
LEA DIVING & SALVAGE–Alabama State Docks.....	(251) 432-4480
MAMMOET.....	(404) 696-4982

INDUSTRIAL DIVING

AMERICAN MARINE SERVICES.....	(251) 443-7771
BOSARGE DIVING–Pascagoula, MS.....	(888) 762-6364
BROWN SALVAGE & DIVING CO.–P. O. Box 1415, Pensacola, FL.....	(800) 234-3471
COMMERCIAL DIVING SERVICES INC.–P. O. Box 850637, Mobile, AL 36685.....	(251) 665-0017
FATHOM INDUSTRIES–5585 Battleship Parkway, Spanish Fort, AL.....	(251) 626-7800
LEA DIVING & SALVAGE–Alabama State Docks.....	(251) 432-4480

LIGHTERING, GAS FREING AND SPILL CLEANUP

AARON OIL CO., INC.–P. O. Box 2304.....	(251) 666-8143
R. CARTER & ASSOC., INC.–507 Diaz St., Prichard, AL.....	(251) 452-0154
FERGUSON HARBOR, INC.–31153 Stagecoach Rd., Spanish Fl., 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
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, INC.....	(251) 463-4887
ATLAS PEST CONTROL.....	(251) 341-1410
BUGMASTER EXTERMINATORS, INC.....	(251) 666-4402
ORKIN EXTERMINATING CO., INC.....	(251) 666-7506
REDD PEST CONTROL.....	(251) 660-1550
TERMINIX SERVICE.....	(251) 447-0858

MARINE RADIO AND ELECTRONICS

(★) ELECTRICAL CONTROL AND AUTOMATION	
ICS–578 Azalea Rd., Mobile, AL.....	(251) 661-6061
GULF COAST AIR & HYDRAULICS INC.– 3415 Halls Mill Rd.....	(251) 666-6683
MOBILE MARINE RADIO–7700 Rlna Ave.....	(251) 666-5110
Marine Operator.....	(251) 666-3487
Radiotelephony.....	(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) 662-1758
MICHAEL H. BARRIE–263 N. Jackson St.....	(251) 433-8122
C. BAXTER, JR. & ASSOCIATES INTL, INC.....	(251) 476-1998
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.–2210 Main St., Daphne, AL 36526.....	(251) 625-0503
JOINER MARINE SERVICES–9305 Johnson Rd. S.....	(251) 633-6118
MARINE INSPECTION, LLC–63 South Royal Street, Suite 1001, Mobile, AL 36602.....	(251) 375-2020
NATIONAL CARGO BUREAU, INC.–Commerce Building, Ste. 605, 118 N. Royal St.....	(251) 432-0781
NAUTECH MARINE CONSULTANTS, INC.–7226 Bridgewood Lane, Spanish 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 ARCHTECTS, INC.....	(251) 821-1813
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
FERGUSON HARBOR, INC.–31153 Stagecoach Rd., Spanish Fl., AL.....	(251) 626-3295
INDUSTRIAL WATER SERVICE–1980 Ave. A.....	(251) 694-7500
OIL RECOVERY CO., INC.–P. O. Box 1803.....	(251) 690-9010
PSC–4531 Hamilton Blvd., Theodore, AL 36582.....	(251) 443-7701
WASTE MANAGEMENT INC.–17045 Highway 43, Mt. Vernon, AL.....	(251) 829-4006

MOTOR TRANSPORT (★) CONTAINER SERVICES)

AAA COOPER.....	(251) 653-6183
ACCELERATED FREIGHT GROUP.....	(800) 242-0952
★ ACME TRUCK LINE.....	(251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT.....	(877) 859-4577
ALABAMA CARRIERS, INC.....	(800) 721-7107
AMEREX.....	(866) 675-6495
AVERITT EXPRESS.....	(251) 443-7703
RYONDALE CONTAINERS.....	(251) 438-2248
★ BALDWIN TRANSFER CO.....	(251) 433-3391
BENNETT MOTOR EXPRESS.....	(251) 635-0048
BOYD BROTHERS TRANSPORTATION, INC.....	(205) 716-2014
★ BRIDGE TERMINAL TRANSPORT.....	(251) 443-5341
BUFFALO WOOD, INC.....	(801) 645-5965
BUMP THE DOC SERVICES.....	(334) 284-2866
BURKHALTER SPECIALIZED TRANSPORT.....	(877) 815-8334
C.H. ROBINSON WORLDWIDE.....	(251) 441-7012
★ CHICKASAW CONTAINER SERVICES, INC.....	(251) 457-7300
CHOCTAWW TRANSPORT COMPANY.....	(251) 457-9231
CONSOLIDATED FREIGHT WAYS.....	(251) 443-9100
COVAN WORLD-WIDE MOVING INC.....	(251) 653-3008
DEATON CARRIERS (Flatbeds).....	(800) 437-3548
DEEP SOUTH FREIGHT.....	(800) 824-3515
★ DIXIE DRYVAGE.....	(800) 321-0801
DOCKSIDE SERVICES.....	(251) 438-2362
DOLPHIN LINE INC.....	(251) 666-2057
E & F TRANSPORTATION, INC.....	(251) 621-0121
★ EASTMAN LOGISTICS.....	(334) 792-5661
★ ESTES-EXPRESS.....	(251) 254-4801
★ FEDEX.....	(800) 782-3787
FIKES TRUCK LINE, INC.....	(800) 643-6611
FINCH DISTRIBUTION.....	(800) 844-5381
FRIESE HAULING INC.....	(800) 654-4811
GLOBAL MARITIME LOGISTICS LLC.....	(251) 432-2000
★ GULF COAST INTERMODAL.....	(251) 443-1800
HANNA TRUCK LINES.....	(205) 783-8200
HI-GEAR EXPRESS, INC.....	(251) 259-5362
HORIZON FREIGHT SYSTEMS.....	(800) 242-9212
HORNADY TRANSPORTATION LLC.....	(801) 438-7943
ICE LINE LOGISTICS, LLC–1321 Foster Avenue, Nashville, TN 37210.....	(615) 783-7200
★ INDUSTRIAL TRANSPORTATION.....	(800) 626-5682
IHS.....	(251) 479-7600
INTEGRATED TRANSPORT LLC.....	(334) 354-3339
JAMES CARTAGE CO.....	(251) 457-1534
★ JOHN FAYARD MOVING & WAREHOUSING.....	(866) 862-0867
LANDSTAR RANGER.....	(251) 690-9050
★ LARSEN INTERMODAL SERVICES, INC.....	(800) 949-8501
MACROTRANSPORT SERVICES–Ormond Beach, FL.....	(203) 926-9111
MEADOR WAREHOUSING DIST, INC.....	(251) 457-4376
MILAN EXPRESS CO., INC.....	(251) 458-9911
★ MILLER TRANSER.....	(800) 669-8677
★ MILLER TRANSPORT & RIGGING CO.....	(251) 457-0471
MMS TRANSPORTATION CO.....	(251) 438-3658
ED MORRIS MOVING & HAULING.....	(251) 457-7734
IIM NEWSON TRUCKING (Salvage Buyer).....	(800) 748-9284
OLD DOMINION FREIGHT LINES, INC.....	(251) 452-2904
★ OVERTNIE TRANSPORTATION CO.....	(251) 456-6545
P&S TRANSPORTATION.....	(205) 788-4000
PATE STEVEDORING COMPANY, INC.–P.O. Box 12781, Pensacola, FL.....	(850) 438-3648
PRECISION TRANSPORTATION.....	(251) 653-1800
PGT TRUCKING, INC.....	(888) 372-5710
★ POINT LOGISTICS.....	(251) 452-2128
★ QUICK DELIVERY SERVICE, INC.....	(251) 471-5369
★ RICHWAY TRANSPORTATION SERVICES.....	(251) 441-7499
ROADWAY EXPRESS.....	(251) 457-9274
ROSS NEELY SYSTEMS, INC.....	(800) 366-3359
SAIA MOTOR LINES.....	(251) 452-5700
SCHNEIDER NATIONAL.....	(800) 558-6767
★ SEABREEZE TRUCKING INC.....	(251) 661-3186
SHELTON TRUCKING.....	(251) 690-9284
SOUTHEASTERN FREIGHT LINES, INC.....	(251) 443-1557
SOUTHERN CARTAGE.....	(334) 284-3033
SOUTHERN HAULERS, INC. (Dump Trucks).....	(800) 537-4621
★ SOUTHERN INTERMODAL XPRESS INC. (SIIX).....	(251) 438-2749
S/M TRANSFER.....	(888) 546-2013
SPECIALTY TRANSPORTATION CO. (Bulk).....	(888) 467-5737
★ TRANS-STATE LINE.....	(

STEAMSHIP AGENCIES AND LINES

AZTEC MARITIME SERVICE INC.

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

BIEHL & COMPANY

118 N. Royal St., Suite 705, Mobile, AL 36602
P.O. Box 1246, Mobile, 36633 • (251) 432-1605
Larry McInnis, Local Manager
biehlmob@biehco.com

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