

ALABAMA SEAPORT

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

2018 VOL. IV



MTC Logistics temperature-controlled distribution center
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ALABAMA SEAPORT

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ON THE COVER:

Designed for, owned and operated by MTC Logistics, this distribution center will be built on a piece of property recently purchased from ASPA and located directly adjacent to ASPA's container terminal.

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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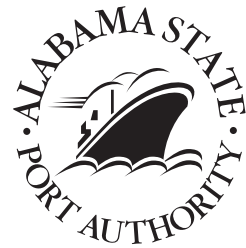
MTC LOGISTICS EXPANDS AT THE PORT OF MOBILE

Big things are coming to Mobile – the growing port city has taken on its next endeavor. Designed for, owned and operated by MTC Logistics, this international, temperature-controlled distribution center will be built on a piece of property recently purchased by MTC and located directly adjacent to ASPA's container terminal. The main responsibility of this international distribution center is to receive, store and distribute temperature-controlled import or export international products, particularly seafood, vegetables and poultry.

In order to ultimately determine where to purchase the property for this distribution center, MTC performed a due diligence strengths, weaknesses, opportunities and threats (SWOT) analysis of every port and port city in the southeastern United States. Simultaneously, MTC's largest customer performed their own logistics study independent of MTC's and the result of both concluded that the Port and City of Mobile were the ideal location.

F. Brooks Royster III, president of MTC Logistics, stated the reasons for choosing Mobile as being, "a viable international port, the nexus of I-10 and I-65 in Mobile, the positive reception that we received from the state, county and city, the cost of energy needed to operate our refrigeration equipment, and the incentives placed before us by the municipal city, county and state bodies – made it very clear to us that Mobile was the right place to be if we could secure land close to the Port." He added, "2018 marks the 90th anniversaries for both ASPA and MTC. What a great way to celebrate these milestones by building a state-of-the-art international distribution center in Mobile. MTC will invest approximately \$60 million and directly employ 50 to 70 associates at the new facility."

This distribution center will cause major growth for the Port and MTC Logistics. This growth will stem from community — quality jobs with great benefits, more business, more jobs, and the recognition of Mobile as a logistical center on a national level. This expansion has provided an opportunity for MTC to step out from being a regional player in the mid-Atlantic to a multi-regional company and provider. With the expansion, MTC will operate four distribution centers with more than 40 million cubic feet of refrigerated and frozen space,



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serving ports of Mobile, Alabama; Baltimore, Maryland; Philadelphia, Pennsylvania; and Wilmington, Delaware.

Director and CEO for the Alabama State Port Authority Jimmy Lyons stated, "We're extremely proud to see this world class services company invest in both our region and our port. MTC's investment will create new jobs and add new products to the port's container intermodal operations."

In regard to the size and stature of this distribution center, Royster added, "This new facility will be more than 12 million cubic feet in size with approximately 40,000 racked pallet positions. Built and designed by Arco Design Build, this facility will have more than 70 reefer plugs, 30 doors, and will occupy approximately 300,000 square feet on 18 acres."

The distribution center is set to open and operate within the second quarter of 2020, given the weather cooperates and the materials are on time within the delivery schedule.

"We take our responsibilities very seriously when it comes to importing and exporting these international products, knowing that they will make their way to someone's dining room table. We have been in the temperature-controlled logistics business for 90 years and are thrilled that Mobile will be a part of our future," said Royster.

Currently ranked the 11th largest United States seaport in total trade and with more than \$1 billion invested in public infrastructure, ASPA operates deep-water terminals

serving bulk, general cargo, container intermodal, RO/RO, and over dimensional cargoes. With poultry being the leading agricultural export for the state, this partnership embarks on a significant investment and great addition to the growing operations at the Port of Mobile.

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ELECTED OFFICIALS, ALABAMA COAL ASSOCIATION, AND BUSINESSES TOUR ALABAMA'S SEAPORT

The Alabama State Port Authority management toured members of the Alabama State Senate and House, and representatives from the Alabama Coal Association, Manufacture Alabama and associated maritime and shipper companies through its McDuffie Coal Terminal and its container terminal, operated by APM Terminals. The group was briefed first on McDuffie operations, investments and Alabama seaport infrastructure necessary for Alabama coal producers to compete globally in the metallurgical coal market.

“Approximately 80 percent of Alabama’s coal production is comprised of high-quality metallurgical coal, an essential ingredient in the global production of steel,” said Patrick Cagle, president of the Alabama Coal Association.

The Port Authority’s McDuffie Terminal in fiscal year 2018, which ended September 30, handled a cumulative 13.6 million tons of coal, representing a 25 percent increase over the previous fiscal year. Of that total volume, Alabama export metallurgical coal represented over 10 million tons, valued at \$1.5 billion.

“McDuffie Terminal is the primary export point for Alabama mined metallurgical coal,” said Jimmy Lyons, director & chief executive officer of the Alabama State Port Authority. “With over \$1 billion invested in the port and another \$200 million in improvements underway, we seek to keep pace with our seaport competitors in the United States. One of the critical initiatives we are addressing is the modernization of our ship channel. Improvements to this channel will ensure Alabama’s place amongst the nation’s leading ports as well as ensure cost competitive infrastructure for Alabama businesses.”

Senator Greg Reed (AL-SD 5) visited the port representing three major metallurgical coal production counties: Tuscaloosa, Jefferson and Walker counties. “Coal is a critical part of my district’s economy and directly employs over 4,000 Alabamians, many of which are my constituents,” said Reed. “Most folks do not realize the starting salary of an underground Alabama coal miner is approximately \$85,000 per year. Both coal producers and workers rely on our state’s only seaport to cost competitively reach global steel production markets.”

Senators Greg Albritton (AL-SD 22) and Clay Scofield (AL-SD9) and State Representative Randall Shedd (AL-HD 11) also traveled to the Port to see firsthand the infrastructure needs critical to Alabama shippers in their home district. The officials saw firsthand how



» Alabama elected officials, manufacturing and mining representatives tour the Port Authority’s McDuffie Coal and Container Terminals.

Alabama manufacturing, agribusiness and retail/distribution investments were leveraging the efficiencies at the container terminal. Representatives accompanied them from Manufacture Alabama. Also in attendance were representatives from Warrior Met Coal, Drummond Co. and Parker Towing, an inland waterway carrier and leading advocate for waterborne transportation in the state.

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CHRISTENING OF THE M/V IRELAND

» Continuing the tradition of christening a new ship by breaking a bottle of champagne for good luck and safe travels.

The christening of the M/V IRELAND was held at Blakeley Terminal at the Port of Mobile on November 14, 2018, hosted by Vulcan Materials Company and its wholly-owned subsidiary shipping company, “Vulica.” The M/V IRELAND will transport crushed limestone for use in a wide variety of infrastructure construction applications to ports along the Gulf Coast from Brownsville, Texas, and around the Atlantic coast to Jacksonville, Florida.

M/V IRELAND is named after the founding family of Vulcan Materials Company, who took their private company public in 1957 to serve President Dwight D. Eisenhower’s new interstate highway system. Vulcan Materials Company became the largest producer of construction aggregates in the United States overnight, a position it continues to occupy to this day. Members of the Ireland family spanning four generations attended the event, and the ship was named and sponsored by Mrs. Mallie Ireland, widow of founding director Glenn Ireland II, and their daughters, Mallie and Noni.

The IRELAND is a conveyor type, gravity-fed, self-unloading ship, built in China and delivered in March 2018. The ship is 751 feet long, with a breadth of 105.8 feet and a depth of 66.1 feet. The Maritime Report and Engineering News selected the IRELAND as one of its “Great Ships of 2017.” The IRELAND achieved recognition for a variety of reasons, including:

- The optimization of the hull form for its operations;
- Installation of a completely new propeller design to improve propulsion efficiency, resulting in 10 percent more cargo capacity than its predecessors and requiring 25 percent less propulsion power;
- The ability to meet emissions regulations both current and future with the use of two scrubbers: one for the main engine and the other for the auxiliary engines that are used to generate electricity in port;



» Photographed L to R: Captain Rahman, Mallie Ireland, Lenora “Noni” Brown, Mrs. Mallie Ireland and Captain Lele.

- A permanent magnet shaft generator in the propulsion shaft line, for the cheapest form of electricity generation on board. This along with the use of VFD motors and LED lights also reduces electrical power requirements and thus the amount of fuel consumed;
- Two ballast water treatment systems to prevent transportation of aquatic invasive species through the ballast water;
- Replacement of the typical hydraulic-driven equipment on deck with VF electrical drives, thus eliminating the possibility of oil spills on the main deck;
- A self-unloading system optimized for discharging at 4,500 MT/hour and fitted with the most advanced sensors for monitoring vibration, temperature, heat, and fire, and including the most modern fire extinguishing system. The IRELAND and a sister ship are the only self-unloaders with such systems for crew and ship safety in the world; and
- The IRELAND is considered to be one of the most energy efficient self-unloading ships in the world operating in the construction materials supply market.

U.S. CORPS OF ENGINEERS SURVEY VESSEL DAMRELL CHRISTENING

The U.S. Army Corps of Engineers Mobile District christened the Survey Vessel DAMRELL in a ceremony November 8, 2018, at the Cooper Riverside Park Amphitheater in Mobile, Alabama. Colonel Sebastien P. Joly, Mobile District Commander, presided over the ceremony to honor Colonel Andrew N. Damrell. Among the speakers and guests were Sandy Stimpson, mayor of Mobile, Wynne Fuller, chief of operations division Mobile District, as well as William F. Henderson and Ken Niemeyer, direct descendants of Col. Damrell.

The vessel is named after Col. Andrew N. Damrell, who was the first and longest serving District Engineer, serving from 1873-1895. Under his command, Damrell was responsible for the development of Mobile Harbor and the current Mobile Ship Channel. He was also responsible for the construction of the 17 locks and dams along the Black Warrior Tombigbee Waterway extending commercial navigation to the Tuscaloosa and Birmingham areas.



» Members of the Damrell Family, along with Col. Sebastien Joly and Corps Leadership join Port Director Jimmy Lyons in front of the newly christened Survey Vessel DAMRELL.

Dr. Brooke Henderson, who is a major in the U.S. Army Reserve and the great-great granddaughter of Damrell, was the one chosen to christen the vessel. Henderson said it was a great honor to her ancestor’s vision.

“They called the Mobile Harbor ‘Damrell’s Ditch’ and laughed at him,” Henderson said of the current Mobile Harbor. “He was ahead of his time. I’m so excited and thrilled to be a part of this ceremony. It is a huge honor and a nice tribute to a visionary.”

Damrell was a strong advocate on the Engineering Board, approving navigation improvements in Mobile which lead to the current alignment of the Mobile Ship Channel. Joly said it was fitting that they recognized a predecessor like Damrell, who did a lot to benefit not only the District, but also the city of Mobile and the state.



“It’s an honor to recognize someone who did so much to make Mobile and the state of Alabama competitive economically,” Joly said. “This vessel will be an added strength to the District and we are excited about the new capabilities this vessel brings to the District. It will help us provide better support in Mobile and the Gulf Coast.”

Fuller said the ceremony was a fitting tribute to Damrell’s legacy. “Col. Damrell left a great legacy for navigation in the Gulf Coast region,” he said. “He made major improvements to the Port of Mobile, and when you look at it today, you see how important he was to this city and to this region.”

Neaf Henderson, another descendant of Damrell, said the ceremony was a fitting tribute to his forefather and his family. “I think it was great idea to invite the family and the extended family - it was kind of like a family reunion and it was a good memorial for Col. Damrell,” Henderson said.

Following the ceremony, guests were invited to tour the DAMRELL, a 69-foot long by 24-feet 5-inches wide vessel which has a draft of 3 foot 9 inches and displaces 55 tons. The DAMRELL was designed by Technology Associates, Inc. of New Orleans, Louisiana, and built in Harvey, Louisiana, by Aluma Marine, Inc. to replace its predecessor the IRVINGTON. She is powered by two man diesel engines that drive Hamilton water jets and combined with hull mounted hydrofoils propel the vessel to approximately 33 knots.

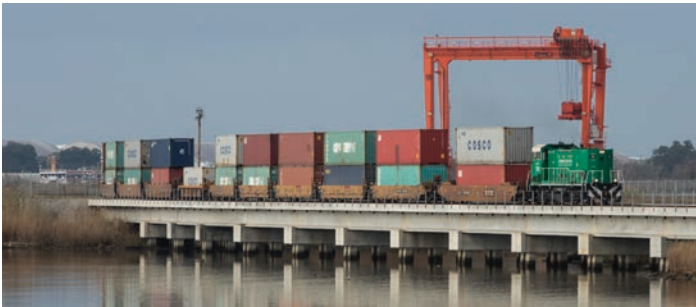
A first for the Mobile District, the jet-driven DAMRELL is expected to leverage its reduced draft, increased maneuverability and satellite network connectivity to expand survey capabilities over the IRVINGTON. She will be used for operation and maintenance activities across the federal projects on the northern Gulf Coast from the panhandle of Florida to the Louisiana state line.

TASD RECEIVES SAFETY AWARDS

The American Short Line and Regional Railroad Association (ASLRRRA) values and recognizes safe practices across terminal railway industry. Annually, members are recognized for their contributions and achievement. The ASLRRRA Safety Award, known as the Jake Award, along with the President's Awards and the Safety Person of the Year Award are distributed at the ASLRRRA Connections Conference each year.

The Alabama State Port Authority's Terminal Railway (TASD) continues to bring home the top safety awards to the Port of Mobile. The railroad's employees and safety culture earned the TASD two President's Awards from the ASLRRRA for 2017, having earned two President's Awards for 2016. One President's Award recognized the railroad for the most hours of injury-free operation, with zero accidents in 2017. The second President's Award honored the TASD for the best safety rate for 150,000-250,000 man hours worked in 2017.

While at the conference, the TASD also earned the Association's 2017 Jake Award with Distinction for the Southern Region for the second year in a row. Jake and Jake with Distinction Safety Awards recognize railroads with above-industry average safety performance during 2017, based on the average Class II and III injury frequency rate reported by the Federal Railroad Administration (FRA) during the prior year. To receive a Jake with Distinction Safety Award, railroads must have had an FRA-reported injury-free performance in 2017. Of the 330



railroads that received the award in 2017, 282 merited Jake with Distinction recognition. The Jake Awards are named after Lowell S. "Jake" Jacobson, Copper Basin Railway's president and COO, who created the awards in 1995 and has been a longtime advocate of short line and rail safety.

The TASD provides switching services for seven railroads and operates the rail ferry terminal at Alabama's only seaport. The Terminal Railway handled more than 141,000 rail cars in 2017, while earning these safety distinctions.

Jimmy Lyons, director and chief executive officer for the Port Authority, congratulated the railroad on their dedication to safety and noted, "Our management and employees not only embrace safety, it's part of their culture. These types of awards given by their peers demonstrate that commitment. Well done!"

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Wynne Fuller, U.S. Army Corps of
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25 Matt Sparks, SSA
Wendy Robertson, APM Terminals

26 George Nelson Jr., Parker Towing
Cole Shiver, Seaonus
Michelle Miller, Seaonus

27 Mark Redditt, Maynard Cooper & Gale
Mary Mullins Redditt, MPACT Public Affairs Consulting
Bob Galloway
Kellie Hope, Mobile Area Chamber of Commerce
Tom Sharp, Maynard Cooper & Gale

28 Bob Harris, ASPA
Wesley Jackson, ASPA
Larry Parson, U.S. Army Corps of Engineers
David Newell, U.S. Army Corps of Engineers
Justin McDonald, U.S. Army Corps of Engineers
Julie McGuire, U.S. Army Corps of Engineers

29 Kevin Hamilton, ASPA TASD
D.W. Lynd, ASPA TASD
Mike Russell

30 Norman Stockman, Hand Arendall
Taylor Lewis, JJPR Agency
Judith Adams, ASPA
John Adams, University of South Alabama
Joy Washington, University of South Alabama
Alice Jackson, University of South Alabama
Rep. Adline Clarke, Alabama House of Representatives

31 Alec May, Host Agency
Parrish Lawler, ASPA
Kenny Hirsch, CSA
Doug French, CSA

32 Marty Stapleton, Mobile Bar Pilots
John Hunter, Dockside Services
Bob Galloway

33 Randy Hancock, Drummond Coal Sales
Mark Kenny, Southern Co.
Chuck Camp, ASPA
Bill Luther, Peabody Energy

34 Matt Yelverton, AM/NS Calvert
Roy Matthews, AM/NS Calvert
Chuck Greene, AM/NS Calvert
Logan Boswell, Alabama Steel Terminals
Jordan Covington, Alabama Steel Terminals



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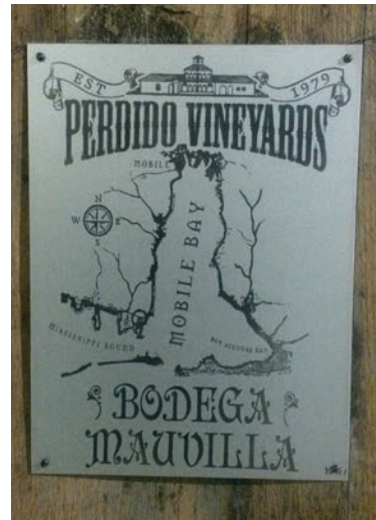
PERDIDO VINEYARDS

Lower Alabama may not be your first thought when it comes to Wine Country, but locals and tourists alike know where to go for the finest table wine in the region – Perdido Vineyards Winery. Bringing his love for ships and sea home to his farming roots, Jim Eddins along with his wife, Marianne, established the 50-acre vineyard in Perdido, Alabama, in 1972 to produce grapes for Bartels Winery of Pensacola, Florida.

Seven years later, Perdido Vineyards became Alabama's First Farm Winery producing red, white and rosé wines made from the finest varieties of Muscadine grapes, including the flavorful Scuppernong grape native to the area. The wine list includes varieties made with fresh locally-grown fruits including apple wine, made from Alabama apples, a favorite for fans of full-bodied wines.

Each Perdido Vineyards wine has a significance behind it including the first vintage, Sweet Muscadine, that represents Alabama at the California Wine Museum, and the fan-favorite Rose Cou Rouge. French for “Redneck Rose,” Rose Cou Rouge has made the menu at restaurants across the nation, traveled with Willy Nelson and even been mentioned on the popular television show Family Feud.

In addition to his love for the Atmore-Bay Minette-Perdido area, Eddins' extensive career in the U.S. Marine Corps fuels his passion and often provides him with the



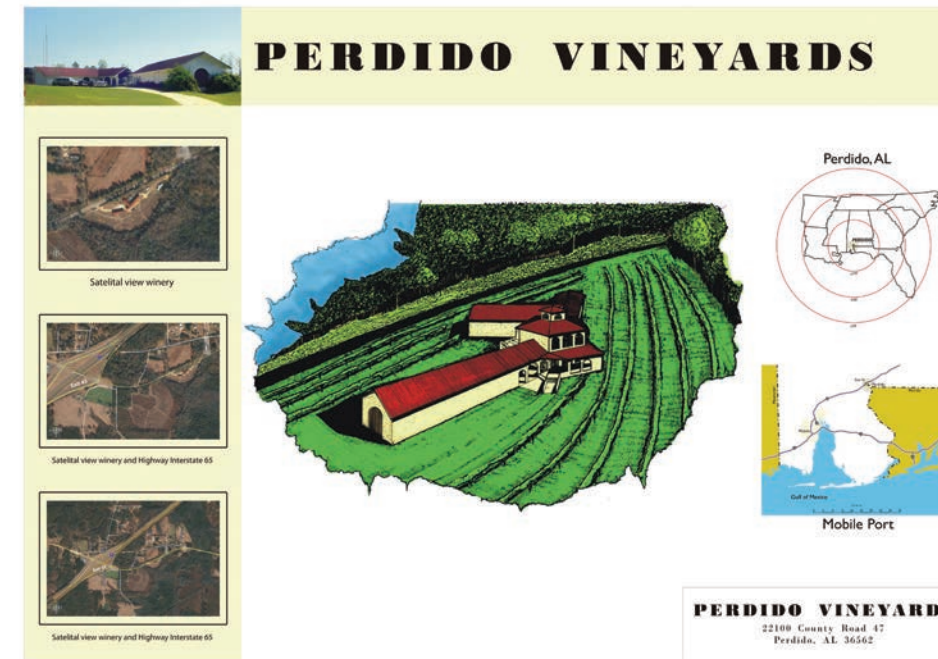
inspiration behind the wine – from the label artwork to the actual name of each wine.

“Our wine labels are an important art form that is traditional at Perdido Vineyards,” said Eddins. “We have always engaged local artists and designers to create labels of historical significance.”

To honor the U.S. Navy's 243rd birthday in October, Perdido Vineyards released four Navy-themed wine labels including Freedom, Ghost Ship, Men & Ships, and Iron Men & Ships. The latter two labels were designed by Eddins' classmate from the U.S. Naval Academy, Frank Parker. The Ghost Ship label depicts the BB 60 ALABAMA battleship at its final

berth at Battleship Parkway on Mobile Bay. Each of the wines in this Navy-themed collection is a semi-dry white wine made from Scuppernong grapes, designed to complement local cuisine.

Another notable wine produced by Perdido Vineyards is Bodega Mauvilla, Spanish for “Little Mobile Winery.” A tawny port-style dessert wine that is oak-aged for about seven years, Bodega Mauvilla was awarded top honors in the Alabama Commercial Wine Competition in 2017. According to Eddins, Perdido Vineyards is one of about 200 U.S. wineries out of nearly 10,000 overall that produces port wines. Other options from their port-style dessert wines that celebrate local Alabama fruits include Blueberry Jubilee, Daphne, Satsuma Jubilee, Apple Jubilee, Queen of Carnival and King of Carnival.



In 2009 and 2010, changes in legislation permitted production of fortified wines in Alabama. Since then, Perdido Vineyards has been hustling to bring its small-town wines to cities across the U.S. Their modern 90,000-gallon winery with cold fermentation and temperature controlled storage allows for larger production quantities while delivering retailers and consumers the finest quality table wines produced and sold in the South.

“We are now set up to begin importing containers of wine and spirits from Chile and Argentina through the Port of Mobile,” said Eddins. “We think the logistical economics is considerably improved versus importation from the West and East coast ports of entry. Wine is similar to handling fresh milk – it is vulnerable to heat and cold between the hemispheres when shipping and receiving. The facilities at Perdido Vineyards are only about an hour from the Port of Mobile, and we have gotten good service from ND Cunningham and Baldwin Transfer on expediting our shipments.”

Currently, Perdido Vineyards products are available at local retail and Alabama ABC stores. Eddins is optimistic about becoming more successful now with the Port of Mobile as an important part of the logistical network from the central Gulf Coast area providing convenient access to Interstate 65, Interstate 10 and railway.

“Perdido Vineyards has non-alcoholic products too, including wine vinegars and other processed foods, so we anticipate expanding these product lines as we develop our facilities and administration,” Eddins noted.

Open daily for free tours and tastings, Perdido Vineyards welcomes individuals and small groups and is able to accommodate large groups and celebrations.



PORT CALLS: VULCAN ORIENTEERING CLUB



Oak Mountain State Park is known for its picturesque landscapes, hiking and camping. What many people do not know is that once a month the Vulcan Orienteering Club meets to hold a competition at Oak Mountain. Orienteering is a unique sport in which participants must navigate a terrain, in this case the woods of Oak Mountain State Park, to reach certain control points using a map and compass as their only guides. The purpose is to navigate to the control points as quickly as possible.

“We call it a thinking man’s sport,” said James Pilman of Vulcan Orienteering Club. “Using learned skills to make the best route choices to find control points.”

According to the International Orienteering Federation, the sport officially began with its first public competition in Norway in 1897. Before this competition, orienteering had been used as land navigation practice for the military. The sport has now spread worldwide and over the last decade, the number of countries to become members of the International Orienteering Federation has risen by almost 50 percent.

Vulcan Orienteering Club was formed by a group from the Vulcan Trail Association, a local hiking club. The club is part of Orienteering USA, the national governing organization for the sport, and also part of the International Orienteering Federation. Vulcan Orienteering Club is the only group recognized by Orienteering USA in the state of Alabama. However, the club does not have an official membership process or dues. Anyone who participates in a meet can consider themselves a member of Vulcan Orienteering Club, which creates a very diverse and unique club atmosphere.

Members range from beginners to experts and the different courses reflect the varied level of experience among participants. The courses range from three to seven kilometers, based on skill level. Orienteering is suitable for all ages, from young children to adults, as long as the participant has the navigational skills and sense of adventure needed to succeed in this sport.

Vulcan Orienteering Club offers “foot orienteering.” In this variation of orienteering, participants must find their way through the wilderness using a very detailed map of the terrain and a compass while on foot. The maps include

details about a starting point, various control sites, and a finish. Participants check in at specified control sites, which are electronic stations where competitors will use a small “e-stick” to confirm that they reached the destination detailed on the map. These e-sticks keep track of the competitors time as they check into the control sites so that winners can be confirmed at the end of the event.

“The most challenging part of orienteering is finding the best route choices to have the best time,” Pilman said. These control sites typically must be visited in order, however sometimes the club offers orienteering events in which the participants’ main objective is to reach as many control sites as possible in a specified time period, meaning that timing is key for these events.

Events are open to the general public and do not require registering in advance. Each meet has a variety of courses available including beginner, intermediate, advanced, and long advanced. Vulcan Orienteering Club also offers a free, short beginner instruction at each event and occasionally holds an all-day training session for beginners. The events are held about once a month from September to May at Oak Mountain State Park and occasionally at Wind Creek State Park.

“For not having official club memberships, our club has a loyal following for each event,” Pilman said. “We average between 60-70 competitors. Most are from the area, but we do draw from bordering states.”

Vulcan Orienteering Club also has two permanent orienteering courses available year round for recreational use for participants to practice on their own, outside of monthly events. The two permanent courses include one course for beginners and one for advanced participants, offering a great way for those interested to continue practicing their skills.

The Spring 2019 event dates at Oak Mountain State Park are February 16, March 9, April 20 and May 11 (Wind Creek State Park). The events allow participants to choose a start time between 9 a.m. and noon, as long as they finish before 2 p.m. For more information visit vulcanorienteering.org or email Pilman at james@vulcanorienteering.org.



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EPIC ALABAMA SHIPYARD PURCHASES BAE SYSTEMS SOUTHEAST SHIPYARDS ALABAMA, LLC

In October, Epic Alabama Shipyard, LLC purchased BAE Systems Southeast Shipyards Alabama, LLC and all of its related shipyard facilities in Mobile, Alabama. Epic will provide ship repair and maintenance services to its customers utilizing the existing facilities and dry docks including the Alabama Dry Dock, which is one of the largest in the Gulf of Mexico.

Epic is owned by Epic Companies, LLC, a Houston, Texas, based global offshore construction and decommissioning company which will service vessels from its own fleet in Mobile. Epic is also exploring opportunities to fabricate offshore structures and newbuild barges and small vessels in Mobile.

Rob Gilbert with Epic said, “Mobile is perfectly situated to support the maritime and energy sector, both in the Gulf of Mexico and throughout the Caribbean. Epic will work closely with the city of Mobile and the state of Alabama in developing a local workforce as its operations grow.”

Epic provides support services to the offshore energy sector, including diving, pipelaying, plugging & abandonment of wells, wireline and downhole well services, cutting, platform and pipeline decommissioning, and the construction of offshore structures, including LNG offshore terminals.

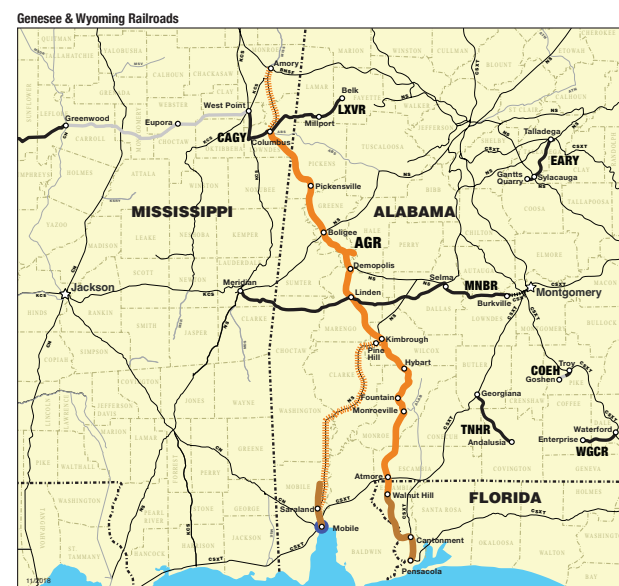


» Epic purchased the former BAE Systems Southeast Shipyards Alabama, LLC and all of its related shipyard facilities in Mobile, Alabama. Epic is based in Houston, Texas.

ALABAMA & GULF COAST RAILWAY COMPLETES CAPACITY INCREASE UPDATES

In late November, the Alabama & Gulf Coast Railway (AGR) completed a major project to increase the capacity of a large portion of the rail line to 286,000 pounds maximum weight on rail.

The AGR now accepts and transports rail traffic up to 286,000 pounds on rail between Amory, Mississippi, to Walnut Hill, Florida, and to Mobile, Alabama. All points south of Walnut Hill, Florida, and the Mobile Subdivision (Saraland, Satsuma, Creola, and Axis) remain at 268,000 pounds maximum weight.



Alabama & Gulf Coast Railway LLC
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Monroeville, Alabama 36460
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● Port Operations
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ALABAMA STATE PORT AUTHORITY EARNS FINANCIAL EXCELLENCE AWARD

The Alabama State Port Authority (ASPA) was recently awarded a Certificate of Achievement for Excellence in Financial Reporting for its comprehensive annual financial report (CAFR) by the Government Finance Officers Association of the United States and Canada (GFOA). The authority's financial services team members also received an Award for Financial Reporting by the association.

ASPA's Chief Financial Officer Larry Downs was notified in October and credited his financial services division staff with the awards as a result of their work in the day-to-day financial accounting of the Port. Jimmy Lyons, CEO for ASPA, praised the financial services team noting, “Their hard work throughout the year consistently delivers financial accountability and public trust for our management, board of directors and our customers. I am extremely proud of our team.”

The GFOA's Certificate of Achievement for Excellence is the highest form of recognition in the area of governmental accounting and financial reporting techniques. CAFRs are judged by an impartial panel grading a governmental entity's accounting methodology and financial disclosure practices that clearly communicate a financial story to financial stakeholders. The GFOA is a nonprofit professional association serving government finance professionals.

For 21 consecutive years, ASPA has received awards in Achievement for Excellence in Financial Reporting by the GFOA. In total, the Port Authority has earned 26 certificates under Downs's leadership.



APICS TOURS PORT

In November, Anna Ward and Parrish Lawler of the Alabama State Port Authority hosted a port tour for the local chapter of the Association for Supply Chain Management (APICS.) The group visit, led by Joe Tuzil of Ascend Performance, toured the port facilities to better understand what happens once their cargo arrives to the Port. They toured the general cargo area as well as APM Terminals.

SSAB INVESTS TO INCREASE Q&T STEEL PRODUCTION CAPACITY

SSAB will invest more than \$110 million, or SEK 1 billion, in SSAB Americas' steel mill in Mobile, Alabama, to increase production capacity for quenched and tempered (Q&T) steels and to reduce costs. The investments will take place over a period of three years, 2019-2021, and will increase the annual capacity of Q&T in Mobile from 300,000 tons to 400,000 tons.

Taking into account the cost savings, the payback time is estimated to be less than four years. The investment is targeted at three areas: formatting, blasting and painting, as well as shipping capacity.

In parallel, a new, accelerated cooling system will also be installed improving the potential to grow volumes of more advanced premium products while reducing the need for

alloys. The investment has been designed to include the potential to build additional Q&T capacity through direct quenching similar to the technology currently used at SSAB's production facilities in Finland and Sweden.

SSAB President and CEO Martin Lindqvist said, “SSAB is a global leader in Q&T steels and we have largely driven market growth through application development together with customers. Over the past 20 years, we have increased Q&T volumes by an average of 7 percent a year. There is great market potential as Q&T penetration is still relatively low in, for example, North and South America, where we now plan to increase capacity.”

ASPA IMPLEMENTS ENVIRONMENTAL BEST PRACTICES

Earlier this year, the Alabama State Port Authority (ASPA) was presented with a certification from Green Marine, the largest voluntary environmental certification program for the maritime industry in North America. This certification indicates the Port's commitment to sustainability of the whole industry, along with showing transparency and environmental leadership.

To continue in the development of environmental programs aimed at reducing the Port's impacts on the environment, ASPA has implemented best practices including smart idle. This policy states employees in state vehicles and truck drivers visiting the properties cannot be idle for more than 10 minutes. As a reminder, stickers and educational posters were distributed in both the truck loading and unloading areas, and common employee parking areas.

As further practice to encourage eco-friendly commuting, ASPA is continuing education with employees on the environmental impacts of daily ridesharing or mass transit options in the area. A bike rack was recently installed at ITC and Lime Bikes are available for use to boost alternative transportation. In addition, the Port Authority became a

participating employer in the CommuteSmart program to coordinate ride matching with fellow employees.

To be part of Green Marine's environmental program, every company must adhere to the guiding principles and respect the laws and applicable regulations to demonstrate corporate leadership. The Port Authority continues to meet and exceed the requirements in all four environmental indicators: Spill Prevention; Dry Bulk Handling & Storage; Environmental Leadership; and Waste Management.

Though rigorous, the certification process remains important to the Port Authority, as it strengthens the North American marine sector's environmental performance through a process of continuous improvement, stronger relations with stakeholders, and increased overall awareness of the marine industry's activities and environmental benefits.

To learn more about the Alabama State Port Authority's Green Marine certification, visit <https://www.green-marine.org>.



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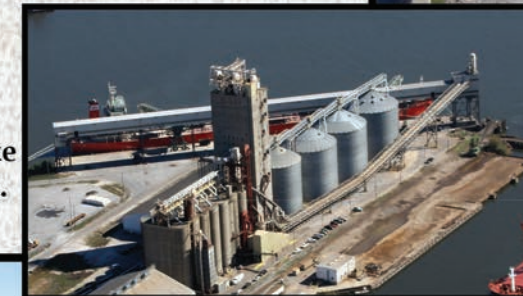
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Pages from the Past


PORT of MOBILE NEWS

and Shippers Guide

Maiden Voyage



At 1,026 feet, the BARBER TAMPA is one of the three largest RO/RO vessels in the world and ties the record as the largest ship ever at the Port of Mobile.



Pressley Jackson (far right), sales rep, Alabama State Docks, presents the traditional Maiden Voyage plaque to ship's master Captain Knut Helminsen as Tom Johnston, managing director, Gulf World Shipping Corp. looks on.

Calling at the Port of Mobile on National Maritime Day recently, the mammoth BARBER TAMPA tied the record established earlier this year by her sister ship BARBER TEXAS as the largest ship to enter Alabama's seaport.

Some 12 stories high, the huge roll on/roll off vessel measures 1,026 feet long, 106 feet across her beam and features a dead weight capacity for cargo of 44,000 tons.

Local port and city officials gathered for the traditional shipboard Maiden Voyage ceremonies. City councilwoman Jane Q. Baxter presented a key to the city to ship's master Captain Knut Helminsen.

While in port, the BARBER TAMPA took on a cargo of forest and paper products bound for Great Britain. The vessel will call at European and Asian ports before returning to the U.S. West Coast, moving through the Panama Canal and calling at the Port of Mobile. The round-the-world-trip is scheduled



The decks of the BARBER TAMPA were stacked high with containers.

to take 120 days, according to Gulf World Shipping Corp. Managing Director Thomas E. Johnston. In the meantime, Alabama's seaport will be serviced every 15 days by similar RO/RO vessels.

Although the BARBER TAMPA is among the largest ships to ever call at the Port of Mobile, the vessel is surprisingly maneuverable. Despite being nearly as long as the port's turning basin, the RO/RO ship used no tugs for docking. The vessel features 360-degree thrusters that help keep the ship highly steerable, even in tight spaces.

Built by Hyundai Heavy Industries of South Korea, the BARBER TAMPA is owned by Wilh Wilhelmsen of Oslo, Norway. Agent for the vessel and her sister ships is Gulf World Shipping Corp. Freight forwarder for the cargo was Godwin Shipping Co., Inc. Stevedoring services were provided by Ryan-Walsh Stevedoring Co., Inc.



During the shipboard ceremonies, Mobile City Councilwoman Jane Q. Baxter presented Captain Helminsen with a key to the city, as Haken Forander, managing director, Gulf World Shipping Corp., watches.



A view down the ship's self-contained RO/RO ramp. A truck hauling paper products is approaching the ramp and will drive directly into the vessel's hold.

18

PORT OF MOBILE

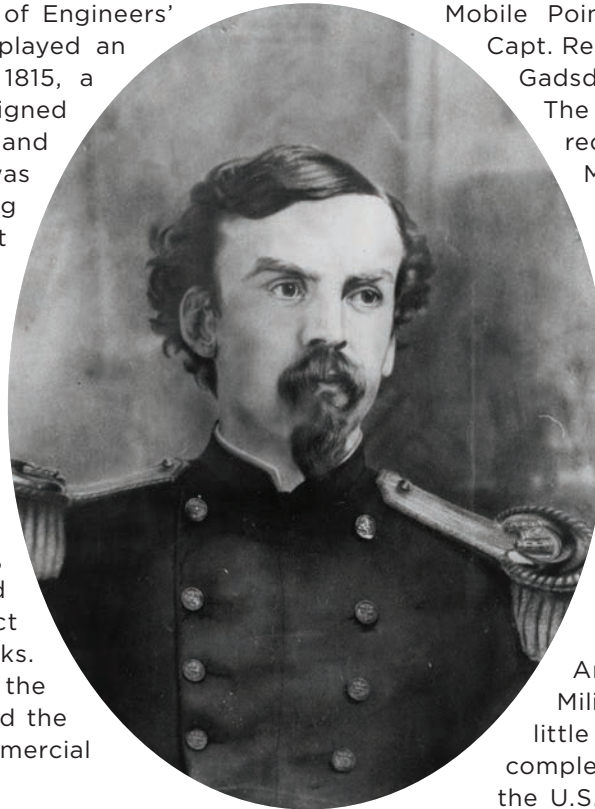
JULY 1986

In 1986, the BARBER TAMPA tied the record as the largest ship to enter Alabama's Seaport.

COLONEL ANDREW N. DAMRELL, USACE, AND THE MOBILE DISTRICT

From the U.S. Army Corps of Engineers' earliest days, Mobile has played an integral role. On Jan. 3, 1815, a certificate of appointment signed by President James Madison and Secretary of War James Monroe was given to Hipolite Dumas, making the 1813 graduate of West Point a first lieutenant in the Corps of Engineers. Dumas' assignment from Chief Engineer General Joseph G. Swift instructed him to proceed to "Mobile and New Orleans and examine the state of the works erected for the defense of those places..." The young officer was to "examine water courses, roads, and passes, leading to and from Mobile and New Orleans" in order to select sites for additional defensive works. The area was seen as vital to the defense of the United States and the assurance of access to key commercial ports.

Dumas was relieved as Supervising Engineer of the Gulf Frontier in 1818 by Capt. James Gadsden. Gadsden reported that Mobile Bay was spacious and could provide anchorage to "vessels of any burthen," but noted that the old fort in the city, Fort Charlotte (originally the French Ft. Conde), and Fort Bowyer at Mobile Point were inadequate to defend the growing seaport and mouth of the bay. Contracts were let in 1818 to build Ft. Gaines on Dauphin Island and Ft. Morgan, which would replace the earthen and timber stockade Fort Bowyer at Mobile Point. Construction of Ft. Gaines began in 1819, but construction was halted in 1821 due to a Congressional request for additional surveys. Gadsden personally oversaw the construction of Ft. Morgan, and a number of engineers worked on the brick and masonry fort at



» Andrew N. Damrell was not only the longest serving District Engineer in the Army Corps of Engineers' Mobile District, he was also one of the most influential in terms of major projects completed.

Mobile Point, including legendary engineer Capt. René Edward De Russy, who relieved Gadsden as Supervising Engineer in 1821. The fort was completed in 1834 and received troops that same year. Ft. Morgan initially served as home to the U.S. Army Corps of Engineers' Mobile office.

Six years after the completion of Ft. Morgan, William S. and Adeline Naef Damrell welcomed into the world their third son, Andrew. They would have had no way of knowing it at the time, of course, but the name and fate of Andrew Naef Damrell, a native of Massachusetts, would become inextricably linked with Mobile, Alabama.

Andrew Damrell entered the U.S. Military Academy on July 1, 1860, a little over a year after his father had completed his second and final term in the U.S. House of Representatives. Upon his graduation on June 13, 1864, Andrew received a commission as a second lieutenant in the Army Corps of Engineers. After serving at Willett's Point in Queens, overseeing the movement of "torpedoes" (mines) and other matériel, Damrell was posted to Franklin, Tenn., where he served with distinction during the battle there, receiving first a brevet promotion to captain and then to major for "meritorious services in the battles before Nashville." Damrell's next assignment took him to Sandy Hook, N.J., as assistant engineer in charge of constructing the fort there, where he remained until Sept. 1867.

In the runup to the American Civil War, several projects for deepening the harbor at Mobile and improving adjacent waterways had been proposed, but lack of funding



» When Damrell assumed command of the Mobile District in 1873, only vessels with drafts of less than seven feet could call at the Port of Mobile due to silt in the ship channel.

continued to be a perennial problem. Nevertheless, a dredging project overseen by the Corps was completed in the mid-1830s that enabled ships drawing up to 10 feet of water to navigate all way to the city. Funding dried up in 1840, and by 1852, significant navigation problems were reported at Dog River Bar and elsewhere in Mobile Bay. Federal forces, including members of the Corps of Engineers withdrew from Mobile in 1861 and did not return until the end of the war.

Following the Civil War, America saw an expansion of infrastructure improvements, including a number of river and harbor projects. While the bulk of these projects were located in the Northeast, the Federal government eventually turned its sights toward the South. Capt. Damrell (he had reverted to the lower rank after the cessation of hostilities) reported to Mobile in November 1868 after spending a year teaching engineering to the cadets at West Point.

The U.S. Army Corps of Engineers officially reestablished its Mobile office in 1870, under the command

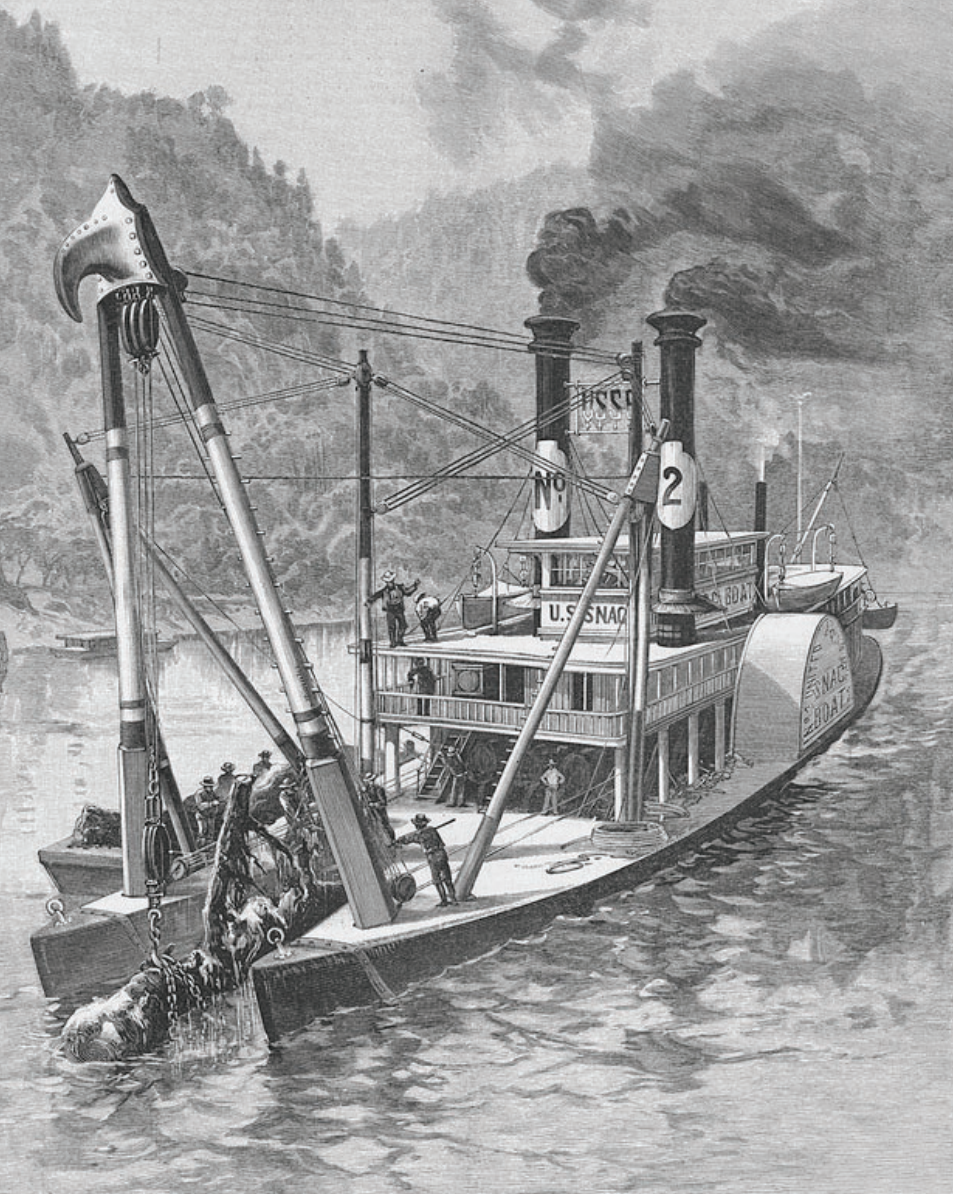
of Maj. C.B. Reese. The Mobile District stretched from the St. Marks River in Florida to the Pearl River on the Mississippi-Louisiana border. Its civil responsibilities included northwest Florida, most of western Georgia, all of Alabama except the Tennessee Valley, and all of Mississippi from the Pearl River watershed eastward. Reese's command of the district was short lived: he succumbed to yellow fever on Sept. 22, 1870. Capt. Damrell assumed command as acting District Engineer until the arrival of Colonel John H. Simpson, on Dec. 12.

Simpson served in the position until August 1872, followed by Col. W.F. Reynolds, who held the job until April 1873.

Damrell was named District Engineer following Reynolds' departure, and he would go on to become the longest serving and arguably one of the most influential men to lead the district. It was Andrew Damrell who was responsible for the improvements made to the harbor at the Port of Mobile and the Mobile Ship Channel. Sometimes disparaged as "Damrell's Ditch,"



» The young engineer recognized the commercial potential of Mobile and undertook a series of dredging projects that ultimately resulted in a ship channel of 23 feet deep and 200 feet wide by the turn of the century.



» In addition to harbor and channel projects at Mobile and ports in Mississippi and Florida, Damrell deployed snag boats such as this one to clear obstructions from the inland waterways and improve navigational safety.

the improvements came to be recognized as the single most important civil engineering project undertaken by the Corps of Engineers' Mobile District at the time.

No serious work to the ship channel had been conducted since 1852, and Choctaw Pass had silted over to a depth of only seven and a half feet. A program devised by former Confederate General Braxton Bragg to deepen the channel had only served to build up additional silt at Choctaw Pass, and a board was held to compare Bragg's program with one proposed by the young engineer from Massachusetts. Inevitably, the Corps of Engineers prevailed, and Damrell let contracts in 1873 to dredge the channel to a depth of 13 feet and a width of 300 feet. The dredging companies were paid 39 1/2 cents for every cubic yard of sand removed. Additional contracts were let in 1874 for continued dredging at Choctaw Pass and Dog River Bar. By 1877, the 13-foot-deep Mobile Ship Channel ran from the harbor to deep

water, 300 feet wide at Choctaw Pass and 200 feet wide at Dog River.

Damrell wasn't satisfied, however. Many ocean-going vessels had drafts of 21 feet and had to anchor at the outer bar—some 27 miles from the inner harbor—and lighter their cargoes to and from the wharves. Under Damrell's leadership, another deepening project began in 1880 to dredge the Mobile Ship Channel to a depth of 17 feet and was completed in 1886. Damrell, who had been promoted to the rank of major in 1882, recognized the commercial value of the Port of Mobile and continued to press for improvements. Thanks to his efforts, an Aug. 11, 1888, Act of Congress authorized deepening the channel to 23 feet.

That same year, the Corps of Engineers was reorganized, establishing divisions within the Corps, each overseen by a Division Engineer. The Mobile District became part of the new Southeast Division. A new district, the Montgomery District, was created, assuming responsibility for what had been the eastern area of the Mobile District. Maj. Damrell remained in charge of the Mobile District and continued his work unabated.

By 1896, the Mobile Ship Channel had been deepened to 23 feet, but it was only 50 feet wide at the entrance. The next project, completed in 1901, saw the channel widened to 200 feet. The value in having a deeper, wider channel was made evident by the increase in tonnage moving through the port. In 1873, the year that Damrell assumed command of the Mobile District, 213 vessels carrying 88,514 tons of cargo called at the Port of Mobile, with 195 ships exporting 88,206 tons. Total exports for the year were valued at \$12,975,115. In 1901, the year that the ship channel projects culminated, cargo moving through the port totaled 1,616,446 tons valued at \$28,482,331.

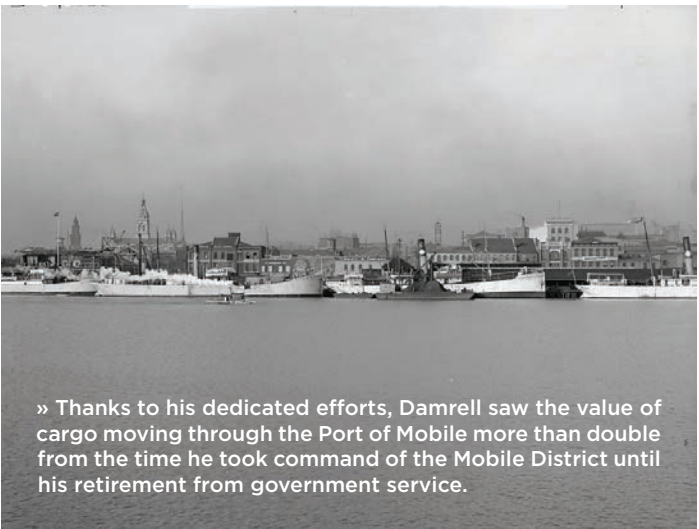
Damrell served as District Engineer until Oct. 12, 1895, when he was promoted to the rank of lieutenant colonel. While he had focused on improvements to the Mobile Harbor and ship channel, Damrell had also overseen river surveys, the clearing of obstructions on the inland waterways, initiated the construction of 17 dams and 18 locks on the Black Warrior and Tombigbee rivers, and authorized major improvement projects at Pascagoula, Biloxi and Gulfport on the Mississippi Sound and the harbors at Pensacola and Apalachicola in Florida, deepening old channels, dredging new ones and constructing turning basins to improve navigation and safety.



»Damrell and his wife, Leonora, made the Georgia Cottage their home in 1879.

Following his 22-year tenure as District Engineer, Lt. Col. Damrell was transferred to Portland, Me., where he was in charge of fortifications and river and harbor works in the states of Maine and New Hampshire until May 1, 1897. He had fallen in love with his adopted city of Mobile, however, and returned there after his Maine assignment. Damrell had married local Mobile girl Leonora Hartwell in June 1875, and the two had purchased the Georgia Cottage, former home of Mobile novelist Augusta Evans Wilson, in 1879. The couple had three children. Upon his return to Mobile, Damrell assumed the position of engineer for the 7th and 8th Lighthouse Districts, remaining in that capacity until his retirement from government service on Jan. 29, 1903. He was promoted to the rank of colonel on April 23, 1904.

Col. Andrew Naef Damrell died on June 27, 1909, at the age of 68, and is buried in Mobile's Magnolia Cemetery. He left an extraordinary legacy of civil engineering achievements over a two-decade period resulting in improvements to navigational safety and access that restored commercial and economic opportunity to the Gulf Coast.



» Thanks to his dedicated efforts, Damrell saw the value of cargo moving through the Port of Mobile more than double from the time he took command of the Mobile District until his retirement from government service.

ARRIVALS / SAILINGS

For more details visit asdd.com/arrivalssailing

PORT OF CALL	LINE	FREQUENCY	AGENT
ANTIGUA ST. JOHN'S	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
ARGENTINA PUERTO MADRYN CAMPANA	G2 OCEAN G2 OCEAN	BI-MONTHLY BI-MONTHLY	NORTON LILLY NORTON LILLY
ARUBA ORANJESTAD	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
BARBADOS BRIDGETOWN	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
BELGIUM ANTWERP	G2 OCEAN BBC CHARTERING HAPAG-LLOYD (AL4 Service) K LINE (AL4 Service) MAERSK (TA3 Service) MOL (AL4 Service) MSC (TA3 Service) NYK GROUP (AL4 Service) YANG MING LINE (AL4 Service)	BI-MONTHLY BI-MONTHLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORD SUD NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
BELIZE BIG CREEK	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
BRAZIL PARANAGUA PORTOCEL	G2 OCEAN SAGA WELCO G2 OCEAN	BI-MONTHLY MONTHLY MONTHLY	NORTON LILLY INCHCAPE NORTON LILLY
PRAIA MOLE	G2 OCEAN SAGA WELCO	MONTHLY MONTHLY	NORTON LILLY INCHCAPE
RIO DE JANEIRO SANTOS	G2 OCEAN G2 OCEAN SAGA WELCO	MONTHLY MONTHLY MONTHLY	NORTON LILLY NORTON LILLY INCHCAPE
CHILE ARICA LIRQUEN SAN ANTONIO	G2 OCEAN G2 OCEAN G2 OCEAN	INDUCEMENT INDUCEMENT INDUCEMENT	NORTON LILLY NORTON LILLY NORTON LILLY
CHINA DAGANG	MAERSK (TP18 Service) MSC (LONE STAR Service) CMA CGM (PEX 3 Service)	WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY
NINGBO	COSCO (PEX 3 Service) COSCO (GME Service) EVERGREEN (PEX 3 Service) MAERSK (TP18 Service) MSC (LONE STAR Service) OOCL (PEX 3 Service)	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
SHANGHAI	MAERSK (TP18 Service) MSC (LONE STAR Service) OOCL (PEX 3 Service) CMA CGM (PEX 3 Service) COSCO (PEX 3 Service) COSCO (GME Service) EVERGREEN (PEX 3 Service) MAERSK (TP18 Service) MSC (LONE STAR Service) OOCL (PEX 3 Service) HOEGH WALLENIOUS WILHELMSSEN CMA CGM (PEX 3 Service) COSCO (PEX 3 Service)	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY MONTHLY BI-MONTHLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY WILHELMSSEN SHIP SERVICE NORTON LILLY NORTON LILLY
SHEKOU	EVERGREEN (PEX 3 Service) OOCL (PEX 3 Service) WALLENIOUS WILHELMSSEN COSCO (GME Service) MAERSK (TP18 Service) MSC (LONE STAR Service) COSCO (GME Service) MAERSK (TP18 Service) MSC (LONE STAR Service)	WEEKLY WEEKLY BI-MONTHLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
TIANJIN XIAMEN	DAN GULF SHIPPING DAN GULF SHIPPING DAN GULF SHIPPING	INDUCEMENT INDUCEMENT EVERY 3 WEEKS	LOTT SHIP LOTT SHIP LOTT SHIP
COLOMBIA BARRANQUILLA CARTAGENA SANTA MARTA	DAN GULF SHIPPING DAN GULF SHIPPING DAN GULF SHIPPING	INDUCEMENT INDUCEMENT EVERY 3 WEEKS	LOTT SHIP LOTT SHIP LOTT SHIP

PORT OF CALL	LINE	FREQUENCY	AGENT
CURACAO WILLEMSTAD	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
DOMINICA ROSEAU	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
DOMINICAN REPUBLIC CAUCEDO	MSC (CGX Service) ZIM (CGX Service) OSLO CARIBBEAN CARRIER	WEEKLY WEEKLY MONTHLY	NORTON LILLY GLOVIS AMERICA SEACLIFF
PUERTO PLATA	OSLO CARIBBEAN CARRIER	WEEKLY	SEACLIFF
ECUADOR PUERTO BOLIVAR	G2 OCEAN	INDUCEMENT	NORTON LILLY
GUAYAQUIL	G2 OCEAN	INDUCEMENT	NORTON LILLY
ENGLAND FELIXSTOWE	MAERSK (TA3 Service) MSC (TA3 Service) G2 OCEAN HAPAG-LLOYD (AL4 Service) K LINE (AL4 Service) MOL (AL4 Service) NYK GROUP (AL4 Service) YANG MING LINE (AL4 Service)	WEEKLY WEEKLY INDUCEMENT WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
LIVERPOOL SOUTHAMPTON			
FRANCE BOULOGNE LA HAVRE	G2 OCEAN HAPAG-LLOYD (AL4 Service) K LINE (AL4 Service) MAERSK (TA3 Service) MOL (AL4 Service) MSC (TA3 Service) NYK GROUP (AL4 Service) YANG MING LINE (AL4 Service) G2 OCEAN	MONTHLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY BI-MONTHLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
SETE			
GERMANY BREMEN	G2 OCEAN BBC CHARTERING HAPAG-LLOYD (AL4 Service) K LINE (AL4 Service) MAERSK (TA3 Service) MOL (AL4 Service) MSC (TA3 Service) NYK GROUP (AL4 Service) YANG MING LINE (AL4 Service)	BI-MONTHLY BI-MONTHLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORD SUD NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
BREMENHAVEN			
HAMBURG	BBC CHARTERING	BI-MONTHLY	NORD SUD
GRENADA SAINT GEORGE'S	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
GUADELOUPE BASSE TERRE	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
GUYANA GEORGETOWN	DAN GULF SHIPPING	INDUCEMENT	LOTT SHIP
HAITI PORT AU PRINCE	OSLO CARIBBEAN CARRIER	BI-MONTHLY	SEACLIFF
HONG KONG	CMA CGM (PEX 3 Service) COSCO (PEX 3 Service) EVERGREEN (PEX 3 Service) OOCL (PEX 3 Service)	WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY
ITALY LIVORNO MONFALCONE NAPLES SAVONA	G2 OCEAN G2 OCEAN G2 OCEAN G2 OCEAN	MONTHLY MONTHLY MONTHLY MONTHLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
JAMAICA KINGSTON	MSC (CGX Service) OSLO CARIBBEAN CARRIER ZIM LINES (CGX Service)	WEEKLY MONTHLY WEEKLY	NORTON LILLY SEACLIFF GLOVIS AMERICA
JAPAN IYOMISHIMA NIIGATA TAGONOURA TOKYO	SAGA WELCO SAGA WELCO SAGA WELCO SAGA WELCO	INDUCEMENT INDUCEMENT INDUCEMENT INDUCEMENT	INCHCAPE INCHCAPE INCHCAPE INCHCAPE

PORT OF CALL	LINE	FREQUENCY	AGENT
KOREA BUSAN	CMA CGM (PEX 3 Service) COSCO (PEX 3 Service) EVERGREEN (PEX 3 Service) OOCL (PEX 3 Service) MAERSK (TP18 Service) MSC (LONE STAR Service)	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY
INCHON KUNSAN MASAN	SAGA WELCO G2 OCEAN HOEGH	INDUCEMENT INDUCEMENT MONTHLY	NORTON LILLY INCHCAPE NORTON LILLY NORTON LILLY
MARTINIQUE FORT-DE-FRANCE	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
MEXICO ALTIMIRA CHARTERING	CLIPPER STEEL SERVICES HAPAG-LLOYD (AL4 Service) K LINE (AL4 Service) MOL (AL4 Service) NYK GROUP (AL4 Service) YANG MING LINE (AL4 Service) CG RAILWAY CLIPPER STEEL SERVICES	INDUCEMENT WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY EVERY 4 DAYS WEEKLY	AMERICAN SHIPPING & NORTON LILLY NORTON LILLY
COATZACOALCOS TAMPICO CHARTERING VERACRUZ	HAPAG-LLOYD (AL4 Service) K LINE (AL4 Service) MOL (AL4 Service) NYK GROUP (AL4 Service) YANG MING LINE (AL4 Service)	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY
MONTSERRAT PLYMOUTH	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
NETHERLANDS ROTTERDAM	G2 OCEAN MAERSK (TA3 Service) MSC (TA3 Service)	BI-MONTHLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY
PERU CALLAO	G2 OCEAN	INDUCEMENT	NORTON LILLY
POLAND GDYNIA	G2 OCEAN	MONTHLY	NORTON LILLY
SINGAPORE, SG	CMA CGM (PEX 3 Service) COSCO (PEX 3 Service) EVERGREEN (PEX 3 Service) OOCL (PEX 3 Service)	WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY
SPAIN MOTRIL	G2 OCEAN	MONTHLY	NORTON LILLY
ST. KITTS BASSETERRE	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
ST. LUCIA CASTRIES VIEUX FORT	OSLO CARIBBEAN CARRIER OSLO CARIBBEAN CARRIER	MONTHLY MONTHLY	SEACLIFF SEACLIFF
ST. MARTIN PHILIPSBURG	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
ST. THOMAS CHARLOTTE AMALIE	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
ST. VINCENT KINGSTOWN	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
SURINAME PARAMARIBO	DAN GULF SHIPPPING	INDUCEMENT	LOTT SHIP
TOBAGO SCARBOROUGH	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
TRINIDAD PT LISAS PT LISAS	OSLO CARIBBEAN CARRIER DAN GULF	MONTHLY MONTHLY	SEACLIFF LOTT SHIP
TURKEY LIMAS	G2 OCEAN	BI-MONTHLY	NORTON LILLY
VENEZUELA GUANTA MARACAIBO	DAN GULF SHIPPING DAN GULF SHIPPING	MONTHLY INDUCEMENT	LOTT SHIP LOTT SHIP

PORT OF MOBILE DIRECTORY

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NORWAY—L. H. Stuart, Jr.—6204 Brandy Run Road N..... (251) 342-2151

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★CAROLE C. LELAND—244 W. Valley Ave., Birmingham, AL..... (205) 328-2343
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EQUITY TECHNOLOGIES CORP..... (251) 432-7784
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★BIRMINGHAM, AL—Shaw Warehouses..... (205) 251-7188
S/M WAREHOUSE..... (251) 679-3344
HODGES WAREHOUSE-MONTGOMERY (334) 280-2033

GRAIN MERCHANTS
AGREX, LLC (419) 373-6311

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U.S. MARITIME SECURITY, LLC..... (251) 459-1578

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ACME TRUCK LINE (251)-653-6028
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BOSARGE DIVING—Pascagoula, MS..... (888) 762-6364
BURKHALTER SPECIALIZED TRANSPORT (228) 762-0888
HORIZON FREIGHT (800) 242-9212
HYDRAULIC CRANE SPECIALISTS (251) 675-000X
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BOSARGE DIVING—Pascagoula, MS..... (228) 762-0888
COMMERCIAL DIVING SERVICES — P. O. Box 850637, Mobile, AL (251) 665-0017
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R. CARTER & ASSOC., INC.—507 Diaz St., Prichard, AL..... (251) 452-0154
ES&H—5400-A Willis Rd., Mobile, Ala..... (251) 382-0199
FERGUSON HARBOUR, INC.—31153 Stagecoach Rd., Spanish Ft., AL..... (251) 626-3295
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INDUSTRIAL WATER SVCS., INC.—P. O. Box 50236 (800) 447-3592
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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—
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USI OIL —1900-A Broad St. (251) 432-0775

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BERT'S LINE HANDLING—P. O. Box 2213..... (251) 432-1611
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MO-BAY SHIPPING SVCS., INC.—P. O. Box 1842..... (251) 433-1621
PEDERSEN MARINE SERVICE & SUPPLY—662 St. Louis St. (251) 432-6045
PRESTIGE MARITIME —P.O. Box 1074..... (251) 680-8833
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RESEARCH FUMIGATION (IMPORT/EXPORT)..... (985) 536-4932

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Marine Operator..... (251) 666-3487
Radioteletype..... (251) 666-9042
Radio Telegram..... (251) 666-9041
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★ PRISM—200 Virginia St. (251) 341-1140
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BULK MARINE RESOURCES..... (251) 295-4838
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GEORGE BROOKFIELD—186 Ridgewood Dr., Daphne..... (251) 626-1758
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C. L. HAMILTON—P.O. Box 302..... (251) 433-9997
DC MARITIME TECHNOLOGIES INC.—
2210 Main St., Daphne, AL 36526..... (251) 625-0503
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Commerce Building, Ste. 605, 118 N. Royal St..... (251) 432-0781
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HTP LOGISTIC MANAGEMENT..... (251) 666-4766
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★ OVERNITE TRANSPORTATION CO..... (251) 456-6545
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