

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

2018 VOL. III



APM Terminals Expansion Phase III



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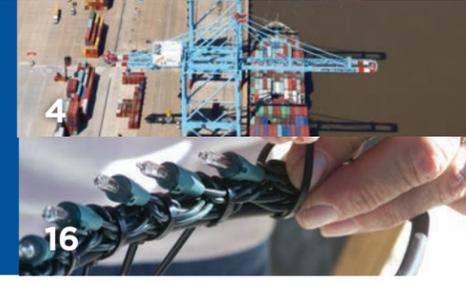
ALABAMA SEAPORT

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ON THE COVER:

APM Terminals' Phase III expansion is underway.

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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APM TERMINALS EXPANSION

Tucked in the heart of Mobile Bay and greeting 1100-plus foot vessels weekly, stands one of the largest cargo ports in the United States, the Port of Mobile. With the need for more throughput capacity and with the consistent growth of container ships, expansion is inevitable. Herein lies Phase III of the APM Terminals expansion.

In order to create additional capacity for current and new business, as well as improve efficiency, Phase III of the APM Terminals expansion has been implemented and is currently underway. The Port must continue to pace its growth with the current demand for import and export cargo, as well as with the everchanging size of the vessels traveling inbound and outbound of the channel. This \$50 million expansion will enable APM Terminals' container throughput capacity to increase to 650,000 TEUs annually. The capacity stood at 500,000 TEUs following the Phase II expansion and was 350,000 prior to that. This calendar year the terminal is estimated to handle about 350,000 TEUs. However, as surrounding and new businesses ramp up, especially with the new Walmart and MTC Logistics international distribution centers, it is expected near term volumes could reach 450,000 to 500,000 TEUs.

"The key to this consistent growth is efficiency," said Brian Harold, managing director for APM Terminals Mobile. "The current expansion will prevent congestion between the inbound and outbound vessels in order to transport cargo in a timely manner. We want to provide

support for future import and export needs. We want to stay in front of the ability to support future economic growth in lower Alabama, and we want to be a good marketing tool for our economic developers."

With this 20-acre terminal yard expansion, which is projected to cost \$21 million, Alabama's only seaport now has more room to store containers and more room to better service over-the-road truckers. Since 2008, there have been four total outbound lanes for trucks to travel through. The Phase III gate expansion plans to increase to six lanes total and will roughly cost less than half a million dollars. This need is driven by higher cargo volume due to operations at the new Walmart facility.

"These gates are crucial in preventing congestion between trucks (i.e. the bottleneck effect)



Kay Ivey, Governor of Alabama

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and are important for time-sensitive cargo. Allowing a truck to be in and out of the yard in thirty minutes rather than two hours is better for both sides of the business," said Harold.

By expanding outbound capacity, the Port must now house additional radiation portal monitors. These monitors scan each container - outbound - for radiation at every gate. The United States Customs and Border Protection (USCBP) plays a major role in the scanning process. APM Terminals carries a great partnership with USCBP, as they provide the needed radiation monitors. In totality, this sophisticated and computerized gate process aids in expediting the time that a transaction takes place. This portion of the Phase III expansion is projected to be completed in November 2018.

In order to service growing vessels, a \$28 million dock expansion became a huge and crucial portion of the Phase III project. The Port Authority is expanding the length of its docks from 2,000 to 2,400 linear feet. This is the only way to service vessels without congestion or delay and will allow multiple vessels to be docked at the same time. According to Harold, flexibility is key to staying on schedule, especially when it comes to working with

two ships simultaneously. The dock expansion is expected to be completed by year-end 2019.

As these ships continue to grow wider and deeper in size with the current cargo demands, Alabama's only seaport must continue to accommodate for the growth of imports and exports. Jimmy Lyons, director and CEO of the Alabama State Port Authority said, "Container intermodal growth continues to drive investment at the seaport." The growth comes with multiple projects still to come in the foreseeable future. Phase III is just the beginning of what needs to be completed.

"The Alabama State Port Authority is currently working to schedule and implement plans for a deepening and widening of the channel - a massive project which will allow for more vessels, carrying more cargo, with less lag time. ASPA also has the capability to grow to a capacity of 1.5 million TEUs," said Harold.

A timeline has not yet been set for the upcoming phases of the terminal expansion, but Alabama's seaport has plans to continue to expand and grow as the demand rises.



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U.S. ARMY CORPS OF ENGINEERS HOLDS PUBLIC OPEN HOUSE FOR MODERNIZING ALABAMA'S SHIP CHANNEL PLAN

A proposal to enlarge the Mobile Ship Channel took a step forward in September with a public open house where information on all segments of the study process were presented to the public. The purpose of the open house was to inform all stakeholders of the status of the ongoing studies, manage expectations concerning the array of alternatives that will result from the studies, build stronger relationships with the Mobile Bay residents and groups, and inform various audiences of the overall role of the U.S. Army Corps of Engineers Mobile District as it relates to the Mobile Harbor General Reevaluation Report (GRR).

Held at the Arthur R. Outlaw Mobile Convention Center, the open meeting was set up with booths staffed by subject matter experts for the Corps, ready to explain to attendees the different aspects of the project, such as environmental, engineering and economics. After visiting with personnel at each booth, attendees had the option of filling out comment cards, or dictating either support for or concerns over the project to a waiting court reporter.

The session offered a chance to get more details about the Tentatively Selected Plan (TSP) laid out in what is formally known as the Mobile Harbor Draft GRR with Supplemental Environmental Impact Statement (SEIS). Public comments are being considered as the Corps prepares a final version of the GRR/SEIS.

The TSP addresses navigation concerns including three main types of problems: larger size vessels experience transit delays due to existing width of channel; existing channel depths limit vessel cargo capacity; and existing traffic congestion has increased safety concerns. The TSP includes the following navigation improvements: deepen the existing bar, bay and a portion of river channels by 5 feet; incorporate bend easings in the bar channel; widen the bay channel to 500 feet on lower Mobile Bay northward for 3 nautical miles; and expand the Choctaw Pass turning basin 250 feet to the south.

After incorporating public comments and responses, district-level Corps officials will pass the GRR to the national level. "Feasibility-level analysis" will produce a

final SEIS in summer 2019. The final GRR approval could come in November 2019 and a "Record of Decision" could be signed in December 2019.

Colonel Sebastien P. Joly, who took over command of the Mobile District in June, said he anticipates a three-to five-year construction schedule. That was seconded by Pete Taylor, deputy for programs and management for the Mobile District. After the report is approved, the year-long process of pre-construction engineering and design will begin.

Alabama's congressional delegation filed a letter expressing unanimous support, and Mobile Mayor Sandy Stimpson filed one saying that his administration was "ready to assist in any way we can to ensure this project is successful."

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AMERICAN MOTORCYCLE'S LEGENDARY JOURNEY

In June, the Alabama State Port Authority, GulfQuest National Maritime Museum of the Gulf of Mexico and members of the Port of Mobile maritime community had the unique pleasure of taking temporary possession of a vintage, 1918 Harley-Davidson Model J motorcycle, which serviced the United States and her Allies during World War I.

"This is the first time the motorcycle has rolled on U.S. soil since its export to France 100 years ago," said Jimmy Lyons, director and chief executive officer for the Port Authority.

Christophe de Goulaine of the Château de Goulaine, in the Loire Valley near Nantes, France, owns the vintage motorcycle. The story began about 10 years ago, when de Goulaine discovered the dilapidated motorcycle and purchased her. de Goulaine asked his friend, Pierre Lauvergeat, to restore the motorcycle to her former glory. Both de Goulaine and Lauvergeat intended to repatriate the vintage Harley to the U.S. with plans to take the motorcycle on a cross-country journey. "This motorcycle was built to liberate Europe," stated de Goulaine.

The motorcycle's journey originated in Port Saint-Nazaire, France, in May and arrived stateside in June at the Alabama State Port Authority's Pier 8 RO/RO Terminal aboard the vessel M/V STENA FORECASTER. On June 20, the U.S. leg of their journey began at the Port of Mobile and both owner and restorer motored the bike to Jacksonville, Florida, the following week to begin their cross-country tour. One of the stops included the motorcycle's birthplace, the Harley-Davidson headquarters in Milwaukee, Wisconsin.

Prior to its motor voyage across the U.S., the vintage 1918 Harley-Davidson Model J sidecar was on display at GulfQuest. "We thought it was a rare opportunity for us to showcase a piece of military history that transited seaports 100 years ago, assisted the war effort, and found its way back home through the Port of Mobile," said Brent Beall, interim executive director for the museum.

The vintage motorcycle's war effort also has other Alabama roots. On June 13, 1917, General John J. Pershing arrived in France to establish the American Expeditionary Force (AEF) following America's declaration of war on Germany. On June 26, the first American Division, commanded by Alabama native and original State Docks builder, General William L. Sibert, arrived at Port Saint-Nazaire aboard the USS TENADORES. General Sibert went on to command the initial four regiments of the AEF, which formed the 1st Infantry Division (nicknamed "The Big Red One") in France.



The Port of Saint-Nazaire located in Nantes, Northern France, was transformed to serve the first contingent of the AEF. Infrastructure was built to accommodate hundreds of thousands of military personnel, including warehouses, fridges, dormitories and training camps. Among these supplies was a shipment of 400 Harley-Davidson and Indian motorcycles. Over the course of the war, Harley-Davidson would provide more than 20,000 motorcycles to the U.S. military. The involvement of Harley-Davidson in World War I later contributed to the development of the company's legendary brand. By 1918, more than two million Americans landed in France.

After traveling 5,600 miles on the 1918 motorcycle without any special technical assistance, de Goulaine completed his U.S. journey in September and returned to Nantes Saint Nazaire, stating "This has been a lifetime adventure and we love America so much after this epic journey!"

The following maritime companies provided in-kind services to ensure her transit between the U.S. and France was seamless:

Ship: M/V STENA FORECASTER, an LD SEAPLANE managed ocean carrier. LD SEAPLANE is a business unit of Louis Dreyfus Armateurs.

Stevedore: Tri-State Maritime Services

Vessel Agent: Norton Lilly International

Motorcycle Freight Forwarder/Customs House Broker: Page & Jones

Logistics: Alabama State Port Authority General Cargo Division



ALABAMA NAMED TOP MANUFACTURING STATE BY GLOBAL TRADE MAGAZINE

Global Trade, a publication focusing on international business, selected Alabama as the nation's top state for manufacturing in a new ranking. Global Trade cited the growth of Alabama's auto manufacturing industry and its leadership position in aerospace production, as well as job training provided by AIDT, the state's primary workforce development agency.

In addition, the publication credited the AdvantageSites program for the state's success in the manufacturing industry. This program pre-certifies sites for development and is known for rapid permitting, which is coordinated by the Alabama Department of Environmental Management to accelerate projects.

"Alabama has a strong heritage in manufacturing, which remains a key pillar in the state's growing economy," said Alabama Governor Kay Ivey. "Alabama workers have shown the world that they have the expertise to manufacture high-quality products that set industry standards, and this ranking is more confirmation of that fact."

There are more than 270,000 manufacturing workers in Alabama, representing over 13 percent of the state's workforce. That is the fifth highest concentration among the states, according to data from the National Association of Manufacturers.

"Alabama's manufacturing workers bring energy and passion to their jobs, and they're always willing to learn new skills that will enhance productivity," said Greg Canfield, secretary of the Alabama Department of Commerce. "These qualities set them apart from their counterparts in other states and allow them to manufacture a sweeping variety of top-flight products that are in demand all over the world."

Global Trade's selection of Alabama as the top manufacturing state comes one month after Business Facilities, a publication focused on economic development, named Alabama the No. 1 state in a business-climate ranking. In addition, a 2017 Gallup Poll found that Alabama has the highest percentage of highly involved and enthusiastic workers among U.S. states.

These rankings come at a time when Alabama is moving to streamline and improve its overall workforce development program, with new initiatives such as AlabamaWorks and Apprenticeship Alabama. Earlier this year, Governor Ivey launched Success Plus, a new strategic workforce development initiative that targets the addition of 500,000 high-skilled employees to Alabama's workforce by 2025 in response to increasing employer demands for the higher levels of talent needed in modern workplaces.

GULF OF MEXICO REGIONAL AMSC RECEIVES HONORABLE MENTION FOR MARITIME SECURITY ACHIEVEMENTS

The U.S. Coast Guard recently gave honorable mention to the Northeast Gulf of Mexico Regional Area Maritime Security Committee (AMSC) located in Mobile, Alabama, for its outstanding work and substantial impacts to bolster maritime security. The Northeast regional committee is comprised of local, state and federal law enforcement and terminal operators engaged in port security at five regional seaports (Gulfport, Pascagoula, Mobile, Pensacola and Panama City).

Jimmy Lyons, director and chief executive officer for the Alabama State Port Authority and member of the AMSC Advisory Committee noted, "This recognition is reflective of the Committee's commitment and close collaboration to ensure our international ports of call are safe and secure."

Out of 43 AMSC annual reports reviewed by the award selection panel, the Charleston Area Maritime Security Committee was chosen as the recipient of the 2017 Area Maritime Security Committee of the Year award. Additionally, four AMSCs were given honorable mention, including the Gulf of Mexico Regional AMSC - Outer Continental Shelf, Long Island Sound AMSC, Puget Sound AMSC, and Port of New York/New Jersey and the Port of Albany AMSC.

The awards are given to AMSCs that have exhibited exceptional achievements and contributions in safeguarding the Marine Transportation System (MTS), including port areas, adjacent waterways, coastal/shoreside areas, waterfront facilities and other critical maritime infrastructure.

ASPA BIRMINGHAM RECEPTION SEPTEMBER 25, 2018 | HARBERT CENTER



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Josh Oliver, Thompson Tractor

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Andreas Christensen, Norton Lilly International

14 Richard Walker, Xcoal Energy
Justin Sawyer, ASPA

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J.T. Smith, Glovis America

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NANTES SAINT-NAZAIRE RECEPTION JUNE 5, 2018 | GULFQUEST



24 Cody Gilliland, WATCO
Matt Nelson, BR Williams

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Shelby Glover, Mobile Area Chamber of Commerce
Colton Cureton, Mobile Area Chamber of Commerce

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Brian Sewell, Drummond Coal Sales

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Charles Ivey, Drummond Coal Sales
Mark Kenny, Southern Co.
Rick Simon, Fuel Management Resources

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John Murray, Cooper/T. Smith

30 Lowell Stewart, Dan-Gulf Shipping
Clifford Drouet, Nucor Steel
Jonathan Burford, Nucor Steel
Brian Jones, Nucor Steel

31 Chuck Camp, ASPA
Tris Swindle, Southern Co.

32 Chris Blankenship, Department of Conservation Natural Resources
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12 Jean-Louis Cadoret, LD Seaplane
Lamar Finch, Transgroup Global Logistics
Anna Ward, ASPA

KIMBERLY-CLARK

Kimberly-Clark Corporation has been an integral part of Mobile's manufacturing base since 1995, offering Alabamians more than 680 jobs and supplying bath tissue and paper towels under Scott, Cottonelle and K-C Professional brand names. Establishing a presence in Mobile more than 20 years ago, Kimberly-Clark has continued their vision to "Lead the World in Essentials for a Better Life" and serve the everchanging needs of people at all stages of life. Aiming to boost production of bath tissue at its Mobile site, the personal and health care product makers at Kimberly-Clark recently announced their capacity expansion project.

But first, who is Kimberly-Clark and why are they important to Alabama's economy? Since 1872, the corporation had the foresight to find new ways to make lives better. In 1995, the company established a presence in Mobile by acquiring an existing mill owned by Scott Paper Company. From creating new categories to starting new conversations, constantly innovating products and practices to serve and care for customers. With a portfolio of brands including Huggies, Kleenex, Scott, Kotex, Cottonelle, Poise, Depend, Andrex, Pull-Ups, GoodNites and many more, Kimberly-Clark holds true to use sustainable practices that support a healthy planet, build stronger communities and ensure business thrives in all areas.

Kimberly-Clark and its trusted brands are an indispensable part of life for people in more than 175 countries. Fueled by ingenuity, creativity, and an understanding of people's most essential needs, the corporation creates products that help individuals experience more of what's important to them.

That being said, a corporation producing large amounts of products brings a large quantity of jobs to Alabama, thus aiding in our local and statewide economic growth.

To keep up with the maturity of the area and deliver improved capacity, greater manufacturing efficiency and enhanced product quality, Kimberly-Clark Corporation is committing an estimated \$100 million for a two-year project to begin at the Mobile site. This significant reinvestment will allow the corporation to save 80 high-paying positions with the first of their multi-investment with \$50 million in capital at the start of 2019. It is expected to be delivered over the next two years to boost the Mobile mill's overall competitiveness within Kimberly-Clark and deepen the partnership with the city.



"The Mobile team is excited about the role we will play in supporting the projected growth of the bath tissue category in North America as a result of this capacity expansion project," said Todd Visscher, mill manager for Kimberly-Clark's Mobile operations. "This investment, the commitment of our employees, and the community support will together bolster the Mobile mill's competitive position within Kimberly-Clark."

The new project is a capacity expansion to increase the production of bath tissue products for K-C Professional, a branch of Kimberly-Clark that serves institutional clients such as hospitals, schools, stadiums, manufacturers and corporate offices.

Kimberly-Clark has invested over \$200 million in improvements and continued growth to their plant in Mobile and employs more than 680 workers at the Mobile site. Less than a year ago, Kimberly-Clark announced another significant investment of \$75 million in the Mobile facility for the construction of an on-site state-of-the-art combined heat-power plant and various other production enhancements to decrease long-term costs and emissions. The construction is expected to take about two years, with the new plant expected to go online in the first quarter of 2019, and is part of the company's overall goal to increase efficiency and sustainability.

"It's rewarding to see Kimberly-Clark make another significant reinvestment in its Mobile mill, which has been a major employer in the area for more than two decades," said Greg Canfield, secretary of the Alabama Department of Commerce. "We've forged a great partnership with Kimberly-Clark over the years, and the state and local teams will continue to support the company's future successes."



» Kimberly-Clark's portfolio of brands includes Huggies, Kleenex, Scott, Kotex, Cottonelle and many more.



» The plant in Mobile employs more than 680 workers to produce products reaching 175 countries.

Kimberly-Clark's overarching goal is to reduce greenhouse gas emissions by 20 percent over 2005 levels by Kimberly-Clark's 150th anniversary in 2022.

This rewarding partnership with Kimberly-Clark and Alabama over the past two decades will only continue to form future successes for both upon the completion of the expansion and investment into the Mobile mill. Modernizing the Mobile plant guarantees to protect jobs, reinvest money into Mobile, and grow the state's only Kimberly-Clark facility.

"This expansion by Kimberly-Clark is about more than just jobs — it's about a global, Fortune 500 company reinvesting in our city and deepening a partnership that dates back more than 20 years," said City of Mobile Mayor Sandy Stimpson. "When existing businesses are thriving in combination with new jobs and investment, that's a winning formula. That's how we're transforming Mobile into the most business-friendly city in America."

To learn more about the company's 146-year history of innovation or on the Mobile mill's capacity expansion, visit kimberly-clark.com.

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PORT CALLS: BELLINGRATH GARDENS AND HOME 'MAGIC CHRISTMAS IN LIGHTS'



» The Bellingrath Home decorated in full holiday décor.



» The Flower Walk display features lit up images of poinsettias, reflective of the ones inside the home.



» The light display in the gardens features over 3 million lights.

Walk through a winter wonderland this holiday season at Bellingrath Gardens and Home 23rd annual Magic Christmas in Lights, a dazzling nighttime light display featuring over 3 million lights, 15 scenes, and 1,100 set pieces throughout the 65-acre property. The light display is located at the historic Bellingrath Gardens and Home in Theodore, Alabama, and will run every night from November 23 until December 31, 2018 (closed December 25) from 5 to 9 p.m.

Bellingrath Gardens and Home, which has been open to the public as a museum since 1956, is the historic home and gardens of the late Walter and Bessie Bellingrath. The inside of the Bellingrath home will be open in addition to the gardens during Magic Christmas in Lights and will be decorated in full, festive holiday décor. The décor, including beautiful poinsettias, will reflect how the Bellingrath family would have decorated the home for the holidays in the 1920s and 1930s. The home, built in 1936, features the Bellingrath's original antique furniture and collections. There will be nightly guided tours of the home that start every hour and half hour, with the final home tour beginning at 8 p.m.

The celebration will include live choral performances on the South Terrace of the home. Hot chocolate and popcorn will be sold on the Live Oak Plaza for a festive snack and hot meals will be sold from 4 to 8 p.m. each evening in the Magnolia Café. Meanwhile, Santa Claus will be on hand each evening for professional and casual photos until December 23.

Magic Christmas in Lights provides an exceptional experience for guests as it is a handmade display that is designed and built on Bellingrath grounds to fit the garden itself. In fact, Bellingrath has three full-time employees who are dedicated to planning and preparing the light show year-round. Every year, new bulbs are placed in the displays in order to prepare for the holiday season to ensure that every light is shining brightly for guests.

"Magic Christmas in Lights is also unique because it is a walking tour, which makes it a special event for families and

friends," said Sally Pearsall Ericson, director of marketing and public relations for Bellingrath Garden and Homes. "Everyone walks together and enjoys being together while exploring one beautiful scene after another."

Magic Christmas in Lights began in 1995 and has grown steadily in attendance each year, proving to be a magical event for all. Attendance has nearly doubled since 2000, rising from 35,309 to 69,000 in 2017. The display itself continues to grow in response to the rise in attendance, with new attractions added almost every year. This year, Magic Christmas in Lights has added a new display on the Great Lawn, called "The Emerald Forest" with timed lights coordinated to music, that is sure to amaze guests.

In 2014, Magic Christmas in Lights was ranked sixth in USA Today's list of "10 Best Public Light Displays in America," which was compiled by votes from online readers. When asked what she believes is the must-see attraction this year, Ericson said, "The Underwater Garden is so delightful, because you have sea creatures all around you and the waves overhead. Children especially enjoy this section of the tour. Mirror Lake is also a highlight, with the glowing swans reflected in the water."

General admission is \$16 for adults and \$8 for ages 5-12. There is no charge for members of the Friends of Bellingrath, or for ages four and younger. Gardens-and-Home combination tickets are \$25 for adults and \$14 for children, with group rates available for groups of 20 or more, however must be reserved in advance. Bellingrath will also have Military Mondays, which offers a 15 percent discount on Gardens-only tickets to members of the military and their family members with a military ID. The Military Monday dates are November 26 and December 3, 10 and 17.

Bellingrath Gardens and Home is operated by the Bellingrath Gardens and Home Foundation, a charitable, not-for-profit organization.

For more information, visit bellingrath.org or call 251.973.2217.



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Katie Scoggins
Maire Pose
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PROJECT CARGO DISCHARGED AT PIER NORTH A

In June, the OSLO BULK 6 sailed from the island of Tortola, British Virgin Islands, into the Port of Mobile to discharge a yacht at Pier North A. The yacht was bound for Dog River to undergo repairs. The agent for the project cargo shipment was Seacliff, and Premier Bulk was the stevedore.



MV TITUS CALLS PORT OF MOBILE ON MAIDEN VOYAGE

On July 21, the Port of Mobile welcomed the M/V TITUS, one of the world's most advanced, High-Efficient RO/RO (HERO) ships, sailing her maiden voyage from Asia to the North America trade route. The M/V TITUS is the first in a series of four new Post-Panamax vessels entering the Wallenius Wilhelmsen Ocean (WW Ocean) fleet. The ship was designed to handle a wider range of cargo types with increased capacity and optimized fuel efficiency, reducing its energy consumption and emissions.



» Pictured left to right are Wade F. Marbut, Wilhelmsen Ships Service and Capt. Ulf Marderyd, Master of the TITUS, at the plaque presentation commemorating the vessel's maiden voyage to the Port of Mobile.



MV SAGA FREYA TAKES MAIDEN VOYAGE

The MV SAGA FREYA, a general cargo vessel, called the Port of Mobile on July 17, during her maiden voyage.

» Pictured left to right are Capt. Siddarth V.S. Kadan, Master of the SAGA FREYA, and Swepson Fraser, Inchcape Shipping Services.

EASTERN SHORE CHAMBER OF COMMERCE TOURS PORT



The Eastern Shore Chamber of Commerce recently launched a series of port tours to familiarize business leaders from Baldwin County on the regional importance of Alabama's only seaport. Chamber President Casey Gay Williams began bringing her members to the port in early May and invited the Port Authority to speak at the August board of directors meeting.

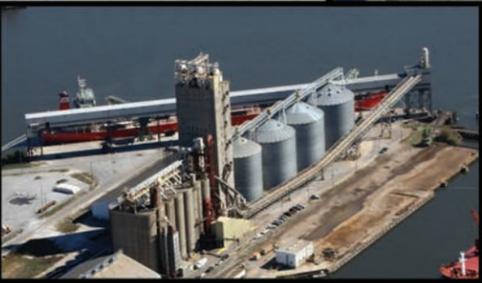
» Eastern Shore members tour the general cargo and container intermodal facilities learning about the cargoes handled for Alabama businesses.

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Anna Ward, ASPA
Ty Crowder, Baldwin Transfer
Doug Connell, Georgia Pacific
- 2** J. T. Smith, Hyundai Glovis
Melissa Campbell, Southern Intermodal Xpress
Harry Fredriksen, H.G.F. Logistics Inc
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Paul Averitt, Gulf City Body & Trailer
Rad Latham, Baldwin Special Services
Trent Stone, Wright Transportation
Daniel Wright, Wright Transportation
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LeeAnn Rowland, Gulf Coast Intermodal
- 5** Traveis Cunningham, ASF Logistics
Jeremy Law, Container Port Group
- 6** Pam Bickering, Hakan
Andres Aviles, Southern Intermodal Xpress
John Stimpson, Southern Intermodal Xpress
Ben Taul, Merchants Transfer
Nonie Taul
- 7** Michelle Brown, Seabulk Towing
Anna Ward, ASPA
Chris Kitsos, Host Agency
Alec May, Host Agency
Cliff Dees, Global Maritime Logistics
- 8** Parrish Lawler, ASPA
Laura Williams, APM Terminals
Vann Bodden, S/M Transportation
- 9** Chris Rivette, XPO Logistics
Brad Levy, XPO Logistics
Kevin Maxwell, Milestone Chassis
- 10** Christian Waara, APM Terminals
Jason Hilner, Southern Intermodal Xpress
Lindsey Hilner, Point Logistics
Brian Doyle, APM Terminals
Katie Morgan, APM Terminals
- 11** Gene Mezick, Gulf Coast Intermodal
Martin Cunningham, D.J. Powers Co.
Lynn Mezick
Cliff Dees, Global Maritime Logistics
- 12** Pam Burnet, Dan-Gulf Shipping
Diana Patrick, BBC Chartering
Anna Ward, ASPA

THORNE NAMED MARITIME PERSON OF THE YEAR

Smitty Thorne was selected as Maritime Person of the Year for 2018 by the Propeller Club of Mobile, and was honored during the club's September membership meeting. Thorne, deputy director and chief operating officer for the Alabama State Port Authority, has been with the Alabama State Port Authority for more than 17 years. He oversees all bulk and general cargo operations of the port as well as its Terminal Railway, the Port Police Department and Trade Development.



With more than 50 years in the maritime industry, Thorne spent more than 29 years with Ryan-Walsh Stevedoring Company and its successor Stevedoring Services of America serving as division vice president of operations working in Panama City, Florida; New Orleans, Louisiana; the South Atlantic ports from Norfolk, Virginia, to Jacksonville, Florida; and the West Gulf ports from Houston, Texas, to the Sabine. He served as vice president of operations for the Jackson Kearney Group in New Orleans prior to joining the Alabama State Port Authority.

Thorne is a graduate of the University of Tennessee Executive Development Program and the Tulane Institute of Port Operations. He is actively involved with many professional and maritime organizations. He and his wife, Earline, have five children and 12 grandchildren.

TERMINAL RAILWAY (TASD) PERFORMANCE GATEWAY MEETING HELD

The Alabama State Port Authority Terminal Railway (TASD) met for their annual Performance Gateway meeting with railroads at the Port of Mobile. The annual meeting facilitates discussions amongst regional rail managers to address gateway performance improvements.



» Pictured are Cliff Melton, TASD; Jamie Nichols, AGR; Blake Loper, AGR; Rob Golden, TASD; William Keough, AGR; Justin Sims, TASD; Todd West, AGR; D.W. Lynd, TASD; Tom Lobello, CSXT; Stuart Sweat, CSXT; David Laney, CSXT; Clint Broderick, NS; Joe Liska, CSXT; Lavetta Singletary, NS; Allan Hill, TASD; and Shannon Radford, CG Railway LLC.

ALABAMA STEEL TERMINALS BEGINS SERVICE WITH NEW GOTTWALD CRANE

Alabama Steel Terminals, LLC recently began offering service with its newest crane, a 110 short ton capacity Gottwald Mobile Crane 9 (FYG). This crane provides additional capability for handling throughput tonnage of steel coils for terminal barge operations, as well as equipment support for vessels calling Alabama Steel Terminals.

The crane provides versatility of mobilization, handling speed and lift capacity for Alabama Steel Terminals's operation and supports its customer base by providing equipment to achieve operational efficiencies through this state-of-the-art facility. The crane's radius spans 11.0 - 51.0 meters and has a boom pivot point ranging from 17.6 to 26.0 meters with extension.

"We are proud of the fact that the addition of this crane also supports the Alabama State Port Authority infrastructure for handling cargoes that may require crane use, as well as providing the port additional handling capability for service to its customers," said Tom Adger, executive manager of Alabama Steel Terminals.



» The Gottwald crane, which was purchased from the Port of Gulfport, was transported by barge to the Port of Mobile.



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PORT of MOBILE NEWS
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TRADE LEADS

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L. J. Racussen & Co., (Pty.) Ltd.; P. O. Box 394; Port Elizabeth. Suppliers of wool used in felt manufacture, Cape scoured and carbonized wools.
J. L. Gluceman & Co.; P. O. Box 206; Port Elizabeth. Suppliers of scoured wools and tops.
Sch. Karstaedt & Co. (Pty.) Ltd.; P. O. Box 2144; Port Elizabeth. Wool merchants. Producers of Cape tops, noils, snow-whites, Karakul scoureds, coarse scoureds and carbonized wool.

HANDICRAFTS
Taiwan—Taiwan Southeastern Asia Enterprise Corp., Ltd.; P. O. Box 670; Taipei. Bamboo, Wood, Brass products; imitation ancient Chinese ceramics; Taiwan aboriginal arts and paintings. Bank reference; Overseas Chinese Commercial Bank, Taipei.

CAR SAFETY SEAT BELTS, HINGES, LOCKS
SWEDEN—
AB Stil-Industri; Vargarda, Sweden. Manufacturers, offer car safety seat belts, hinges of iron and brass, magnetic locks. Offer as banking reference: Sveriges Kreditbank; Alingsas, Sweden. Also business associate, Messrs. Klemm's; 5048 Roosevelt Way, N.E.; Seattle.

HACK SAW BLADES
SWEDEN—
Frick & Nilsson AB; Ingenjorsgatan 1 B; Gothenburg C. Produce and export hack saw blades for metal and twist drills.

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Japan—Metal Department Store, Ltd.; 11, Nakamura-cho, Itabashi-ku, Tokyo. Exporters. Y. Nakagaki, manager of foreign trade department, seeking contacts in U.S. markets. Banking reference; Mitsubishi Bank Ltd., Ikebukuro Branch.



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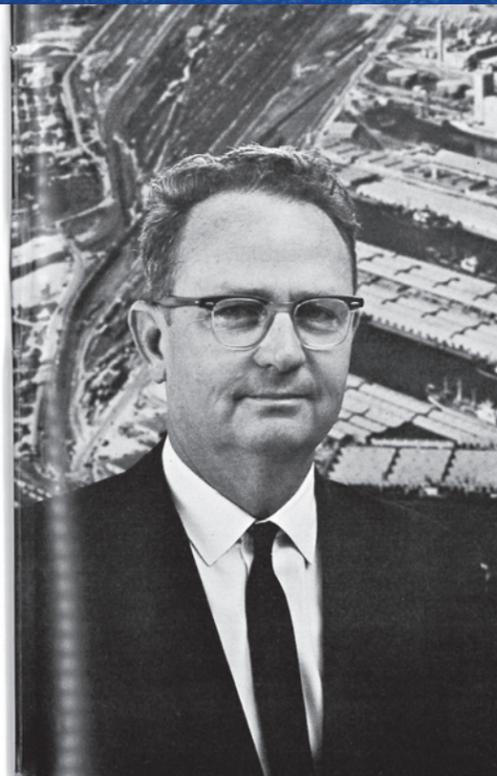
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representations

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Armando Ulled, president; COSARI; Bouchard 432; Buenos Aires. Argentine purchasing agents (with U.S. references such as Goodman Manufacturing Co., Chicago; Buckman Laboratories, Inc., Memphis), offer their services as purchasing agents in Argentina for U.S. firms, for all types of hides, skins, leather and leather goods, namely saddlery, shoes, typical gaucho boots, ladies handbags, billfolds, belts, gloves, work gloves, leather jackets, portfolios, desk articles, etc.
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A Growing Port

THE PORT OF MOBILE is modernizing and expanding under State Docks Director Houston H. Feaster, and the program could be called a boot-strap deal: the State Docks must pay its own bills, and provide for its own future, and pull itself up on its own. No tax funds can take up any slack, or finance any improvements. On the other hand, the profits that the Docks earns, go back into capital improvements that (a) provide better service and thereby (b) earn more profits to plow back into more capital improvements. None of the earnings get away into the state's general coffers.

Meanwhile, net earnings for the first six months of the current fiscal year reached \$792,967.88, \$17,000 more than earnings for the corresponding period last year, when the State Docks earned more net profit than in any previous year. Profits, plowed back, make a port grow.

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TERMINALS IN PRINCIPAL SOUTHERN CITIES



PROTECTING SAILORS AND THE CITY: MOBILE'S MARINE HOSPITAL AND QUARANTINE STATION

The April 1942 issue of Port of Mobile News (one of the earlier names of this magazine) includes a two-page spread marking the centennial of Mobile's Marine Hospital, opining that the hospital's "... spacious grounds, well-appointed buildings, including a very modern nurses' home, combine to make it as imposing to the eye as has been its hundred years of service."

The City of Mobile purchased approximately 3.5 acres of land in 1837 for the site of a new marine hospital following destruction by fire of the city's first marine hospital, which had been constructed in 1817 at the corner of Government and Marine streets. The new hospital was built to last, its brick walls measuring between 36 and 40 inches thick. The hospital was also intended to impose a sense of confidence in both its patients and the general populace of Mobile. Built in the Greek Revival style, the brick edifice was covered with painted masonry, and stately Corinthian columns lined the front of the hospital. The four-story structure featured a fireplace in every room for the comfort of patients and staff. A 10-foot-high wall was erected around the grounds, covering two complete city blocks between Bayou and Jefferson streets.

While the hospital was still under construction on St. Anthony St., Mobilian Dr. Henry S. LeVert wrote to U.S. Representative James Dellet of Alabama in December 1840, asking to be considered for appointment as "surgeon to the Marine Hospital." Levert was perhaps best known as husband of Madame Octavia Le Vert (who retained the original French spelling of the surname), the "Belle of the South." One of the city's leading ladies of letters, Madame Le Vert often hosted lavish parties at the LeVert home, was on intimate terms with authors Washington Irving and Edgar Allan Poe, and had been presented to a number of the crowned heads of Europe, including Queen Victoria and Prince Albert.

The Marine Hospital opened its doors in April 1842. While operated as a general hospital, as its name implied, one of the primary purposes of the Marine Hospital was to provide medical treatment to mariners. Appropriately, its very first patient was Ira A. Brainard, a sailor from the ship ARKANSAS, who was admitted to the hospital on April 3, 1842.

The hospital operated as a first-class general hospital until the outbreak of the American Civil War. The Confederate



» Mobile's Marine Hospital admitted its first patient on April 3, 1842, a sailor from the ship ARKANSAS. Photo courtesy T.E. Armistead Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.

Government assumed operation of the Marine Hospital in 1861, turning it into a military hospital for the treatment of Confederate Army, Navy and Marine Corps personnel. In April 1865, the occupying Union Army took over the hospital and retained it as a military medical treatment facility. It remained as such until late 1867, when U.S. military officials evacuated the hospital, and it reopened as a second-class hospital.

In the 1870s, the newly designated U.S. Marine Hospital—once more a first-class hospital—found itself on the front lines of treating tropical diseases, being described as "a tower of strength in the yellow fever epidemic" that was devastating the city. The facility continued to expand and modernize. In 1901, the building became one of the first in Mobile to boast electric lighting and indoor plumbing, and in 1912, the hospital became the first headquarters for the U.S. Public Health Service's malaria investigations. During this time, the hospital and staff also took part in the teaching medical students from the Mobile Medical College. In 1915, Ruby Gordon became the first female nurse employed at the facility, and during the Great War, the Marine Hospital served members of the U.S. Navy and U.S. Army, in addition to its role in providing public healthcare.



» After early quarantine stations on Dauphin Island and at Ft. Morgan, a new U.S. Quarantine Station was opened in 1927 on Sand Island (present day McDuffie Island). Photo courtesy Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.

Every foreign flagged vessel entering Mobile Bay was required to fly a red flag, indicating that it had not been checked by health officials, before calling at Mobile's Quarantine Station. A boarding officer—a Public Health Service physician—reviewed the captain's papers and ship's records and inspected passengers and crew for any sign of anthrax, bubonic plague, cholera, leprosy, pneumonia, septicemic plague, smallpox, typhus or yellow fever. Anyone found to have symptoms of any of these diseases would be disembarked and held at the station. Passengers with other illnesses, such as scarlet fever or tuberculosis, were offered treatment at the Marine Hospital but not quarantined.

If a ship was found to have sickness on board—or if a suspicious death had occurred at sea—the vessel was quarantined. The vessel was fumigated to kill rats, fleas and mosquitoes; mariners were given baths, and their clothes were laundered. The dead vermin were then incinerated. Now flying a yellow flag to indicate its quarantined status, the vessel would proceed to Mobile. Quarantined vessels were not allowed to moor closer than four feet from the docks. Mooring lines were fitted with special steel rat guards, and lights were made to shine on these lines throughout the night.

Quarantine cases ran the gamut. On July 8, 1912, the Munson Steamship Liner SIGNE called at the Quarantine Station, where it was determined that her most recent port of call was Havana, where bubonic plague had been reported. As a result, the ship was quarantined. Fumigation of the vessel took six hours, after which inspectors found more than 100 dead rats in the ship's hold. In July 1921, medical officers boarded a windjammer arriving from South America and discovered a leper on board. The ship was quarantined, and the man was placed in isolation at the Quarantine Station for two months before eventually being sent to a lepers' colony in Louisiana.



» The Quarantine Station included offices, a sick bay and hospital, detention facilities, a fumigation station, laundry facilities and living quarters for doctors and staff. Photo courtesy Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.

It was while assigned to the Marine Hospital in the early part of the 20th century that Dr. Edward R. Francis became the first person to study the epidemiology of tularemia or "rabbit fever" in humans. Francis discovered that the disease was transmitted through contact with the infected meat of rabbits and rodents.

In 1933, the hospital was expanded to 200 beds, and an adjoining Nurses' Home was completed the same year, providing two suites, 26 rooms and a staff of 23 graduate nurses. By the time of America's entry into World War II, Dr. E.M. Townsend, a 20-year veteran of the U.S. Public Health Service, was serving as the senior surgeon and medical officer at Mobile's Marine Hospital. In the 1942 Port of Mobile News article, Dr. Townsend estimated that the hospital—by then the oldest hospital in the U.S. Public Health Service—had treated some 250,000 patients in its first 100 years. In addition to treating mariners in person, the U.S. Marine Hospital in Mobile offered another valuable service: ships at sea that were without medical officers were encouraged to radio the Marine Hospital, which could in turn provide instructions via radio for the care of the sick seaman until such time the sailor could be transported to a hospital.

The Port of Mobile News article, wedged between wartime news and stories of the commercial life of the port, also noted, "The war has increased the work of the quarantine service, a work primarily concerned with the medical inspection of aliens and the enforcement of quarantine laws." As head of the Marine Hospital, Dr. Townsend also led the U.S. Quarantine Station at Mobile.

One of the better-known quarantine cases in Mobile had occurred in 1862, when the Confederate warship CSS FLORIDA had run the federal blockade to arrive from Cuba with a skeleton crew suffering from yellow fever. The cruiser had been placed in quarantine in deep water off the Eastern Shore community of Montrose.

In 1882, a quarantine station for the Port of Mobile had been established at Dauphin Island, one of 100 such facilities around the United States designed to protect the country "from the invasion of tropical diseases." In 1903, the U.S. Public Health Service relocated the quarantine station to Fort Morgan, initially housed on board a ship, but in 1907, the facility was enlarged to include nine buildings near the fort.

As early as 1918, State Senator John Craft of Mobile had introduced a bill in the Legislature to build a new quarantine station closer to the port. In 1925, a dredge spoil island known as Sand Island (present day McDuffie Island) was deeded by the State for use as a quarantine station. Receiving \$300,000 in federal funding, construction began that year, and the new U.S. Quarantine Station at Mobile was opened in 1927. Under the supervision of the chief medical officer at the U.S. Marine Hospital, the Quarantine Station was manned by a 12-person staff, including three Public Health Service physicians. Built of buff faced brick, the facility included offices, a 24-bed hospital for passengers, a sick bay for crew members, detention facilities for both, a fumigation station, laundry facilities and quarters for medical officers and staff who lived on the island. The boarding doctor had absolute authority to detain any ship, crewman or passenger. If the captain of the vessel protested, the doctor could call upon the Coast Guard, the Mayor of Mobile—even the Navy or Army—to enforce the regulations of the U.S. Public Health Service.

During World War II, both the Marine Hospital and the Quarantine Station played important roles in the health and well-being of mariners and the citizens of Mobile, but the advent of modern technology and reduced budgets spelled the end of both institutions. The Quarantine Station closed in 1950, although the Quarantine Service remained active in Mobile until 1973, when it was shut down across the nation. In August 1952, the U.S. Public Health Service announced that the Marine Hospital would cease to offer healthcare other than on an outpatient basis. The hospital in Mobile was one of only 21 U.S. Marine Hospitals still in operation in the United States, and Mobile's facility remained the oldest. Some 125 patients were being treated when the announcement was made, and accommodations had to be made for them. Despite protests by the Propeller Club of Mobile, the National Maritime Union in Mobile and state and federal officials of the Disabled American Veterans, the Public Health Service proceeded with closing most of the hospital on Sept. 1, 1952. Staff was reduced from 128 personnel to 18. A report at the time stated, "The hospital's dispensary is open to outpatients who are merchant seamen."



» By the time of its centennial, the U.S. Marine Hospital was estimated to have treated 250,000 patients. In 1942, the hospital offered 200 rooms, all available modern amenities and an adjacent Nurses' Home. Photo courtesy Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.

In December 1955, the old Marine Hospital reopened as the Sixth District Tuberculosis Hospital. The need was great. By 1964, Alabama ranked fourth in the nation for new incidence of TB, and Mobile was the number one city for the disease. The hospital had a staff of 150, with an average patient census of 170, most of whom stayed at the hospital for 12 to 14 months. There were recreation facilities, a children's ward and even a school for minor patients.

Following strides in the treatment of the disease and a national trend to treat tuberculosis in general hospitals, the State Health Department announced in April 1973 that the newly renamed Frank S. Keeler Memorial Hospital would close on Oct. 1, 1973 (the Quarantine Service shuttered its operations in Mobile on June 21, 1973), but the TB hospital remained open through June 1974. Since shortly thereafter, Mobile's old Marine Hospital has served as headquarters for the Mobile County Health Service and still provides healthcare services to the citizens of Mobile, more than 176 years after the hospital first opened its doors.

» The Quarantine Station and the Marine Hospital each played a vital role during World War II, screening incoming foreign vessels and treating merchant mariners and Allied Navy men, many of whom had been torpedoed and wounded during their wartime service. Photo courtesy Erik Overbey Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.




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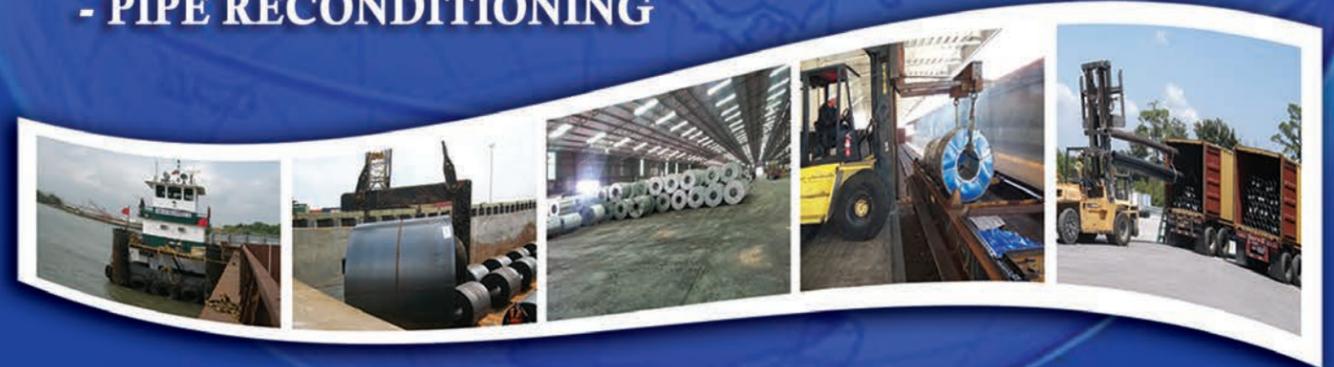
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