

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

2019 VOL. I

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The Mobile Harbor receives state of Alabama funding through the Rebuild Alabama Act.

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ON THE COVER:

The Mobile Harbor receives state of Alabama funding through the Rebuild Alabama Act.

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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THE REBUILD ALABAMA ACT

Governor Kay Ivey held a bill signing ceremony for the Rebuild Alabama Act on Tuesday, March 12, 2019, with a bipartisan group of legislators including bill sponsors Rep. Bill Poole and Sen. Clyde Chambliss. The bill was passed by the Alabama Senate on March 12, and the Alabama House of Representatives on March 8. The governor called the Alabama Legislature into a special session that was devoted solely to addressing the state's infrastructure issues.

Ivey's Rebuild Alabama plan calls for a 10-cent increase on the state's fuel tax, rolled in over three years, to generate funding for improvements to the state's road and bridge network, and for shipping channel improvements at the Port of Mobile, the state's only deep-water seaport. Up to \$750,000 of the tax proceeds from gasoline and up to \$230,000 of the tax proceeds from diesel fuel shall be distributed first to the Alabama Highway Finance Corporation for payment towards \$150 million in bond financing to cover the state's cost share in the deepening and widening of the federal ship channel at Alabama's seaport.

"The deepening and widening of the Port of Mobile is a once-in-a-lifetime economic development opportunity," said U.S. Senator Richard Shelby. "This project has the ability to transform Mobile and our state's economy for the next 100 years."

Revenue generated by Rebuild Alabama would provide the crucial state funding match to the U.S. Army Corps of Engineers' efforts to modernize the ship channel. The proposed channel improvements would take the seaport to 50 feet in depth and create a widener in the channel to allow larger ships to pass. The improvements provide both carriers and shippers cost savings.

"Alabama's port channel needs critical improvements to ensure Alabama industries remain competitive and enjoy transportation cost efficiencies to reach global markets," said James K. Lyons, director and CEO of the Alabama State Port Authority. "The Rebuild Alabama Act and our state's leadership aim to ensure our port does not fall behind competing ports, who are already modernizing their infrastructure."

The fuel tax has not been raised since 1992, even though it is the chief revenue stream for state funding of road and bridge repairs and improvements. At first, allocating gas tax revenues toward the Port of Mobile was met with bewilderment. Some saw the provision as simply a benefit to the city of Mobile. Gov. Ivey, Sen. Del Marsh, and Speaker Mac McCutcheon already understood the importance of the port to Alabama businesses and to the state's economy, so they worked for months to create better understanding of the need for federal funding to improve the seaport's channel. The Port Authority stepped up to help the bill's sponsors and key legislative proponents educate new legislators by pinpointing on a district by district level key shipper and product information. Proponents from across the state engaged in business development and



Kay Ivey, Governor of Alabama

ALABAMA STATE PORT AUTHORITY

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Term expires July 31, 2020

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Term expires July 31, 2019

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REBUILD ALABAMA

expansion helped explain how expansion would open up all corners of the state to more export opportunities and thus enhanced economic development. For example, 364 million pounds of poultry are shipped through the port each year and how a new refrigerated facility outside the container terminal's gates could triple that capacity in a year. Within 48 hours of the start of the special session, the port allocations went from a concern to a must-have provision. Once wary lawmakers were eager to support it, and even approved an increase in port allocations from \$10.1 to \$11.7 million. Rep. Chris Pringle from Mobile was key in securing the extra port authority funds.

"The Port of Mobile, Alabama's only deep-water port, moves approximately 64 million tons of cargo each year," said Ivey. "Deepening and widening the port will increase Alabama's economic capability. This will enhance our status as a primary industrial and agricultural hub in the Southeast."

The project will deepen the river and bay channel to 50 feet and the outer bar to 52 feet, ease a bend and expand the turning basin to accommodate larger ships. A 3-mile-long, 100-foot widener will be constructed to create a ship passing lane to generate transit efficiencies. The total project cost is currently estimated to be \$396 million, with Alabama paying \$146 million of the total cost. Modernizing Alabama's Harbor will allow Alabama's only deep-water containerized cargo terminal to capture 25 percent to 50 percent of the potential containerized cargo market currently lost to competing ports. For every dollar expended by the state on the project, Alabama receives \$5 in benefits, including \$145.4 million in state and local tax revenue annually.

The project delivers to Alabama shippers both capacity and ship transit efficiencies that

can lower box shipping rates for Alabama shippers. For Alabama businesses, the Port of Mobile is the closer port option. Use of the state's seaport means less drayage/trucking costs for shippers currently moving through other ports in other states. The shorter trucking/drayage times also can provide for longer production periods for shippers. A modernized seaport also attracts more ocean carrier services looking to leverage faster vessel transit times and expand cargo capacity at the port due to ability to load ships to deeper depths.

"We are deeply appreciative of the actions taken by the Governor and our state's legislature during the special session," said Lyons. "Their leadership along with the committed investments in the port will not only help secure the competitiveness of our existing businesses in the global market, but will also serve as a catalyst for new investment and development in the state."

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MOBILE HARBOR MODERNIZATION UPDATE

The U.S. Army Corps of Engineers issued on May 10, 2019, a Notice of Availability for the Final General Reevaluation Report with Supplemental Environmental Impact Statement. The proposed project seeks to deepen the federal ship channel as well as construct a three-mile widener to accommodate larger ships transiting the port. Following a three-day public comment period, an official Record of Decision could be signed by the USACE Division Engineer this summer.

If the project receives federal approval, the Corps looks to engineering, design and contracting that could possibly start construction by fall 2020. The project is expected to take a minimum of three years to construct. As a result of a special legislative session held in early March, Governor Kay Ivey signed into law on March 12, 2019, the Rebuild Alabama Act, which sets aside the state's cost share for the harbor improvements.



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\$2 BILLION WORTH OF ALABAMA MET COAL EXPORTED THROUGH PORT OF MOBILE IN 2018

The Alabama Coal Association (ACA) recently released statistics on metallurgical (met) coal exports for the 2018 calendar year, highlighting a robust industry with a tremendous impact throughout the state of Alabama.

Met coal, sometimes referred to as coking coal, is a vital ingredient in the primary steel making process. Alabama's met coal is shipped to the world's largest steelmakers, affirming the product's reputation as some of the highest quality met coal across the globe. The bulk of the state's met coal exports go to Europe, South America and Asia. Some of the steel produced overseas ultimately becomes automobile components that are then imported through the Port of Mobile and used by Alabama's auto manufacturing industry.

In 2018 alone, 11 million short tons of high-quality Alabama-mined met coal was exported to global steelmakers. This amounted to \$2 billion worth of met coal being shipped out through the Port of Mobile last year – a dollar amount unprecedented in at least recent history.

“Met coal is a Made in Alabama product that is quietly helping fuel our state's economic engine,” said Patrick Cagle, president of the Alabama Coal Association. “The industry's impact is irreplaceable, from the thousands of high-paying jobs at underground met coal mines in the Tuscaloosa and Jefferson County area to generating almost half the revenue at Alabama's Port.”

Met coal exports accounted for 70 percent of Alabama's total coal production in 2018, while steam coal accounted for the rest. Alabama has large reserves of both steam and high-quality met coal.

Worldwide, met coal is found in fewer locations than steam coal but can sell for up to three times more than the power-generating form. Alabama's high-quality met coal is similar to and competes against the hard coking coal mined in Australia.

“Alabama has some of the highest quality met coals in the world, which possess characteristics that are required by the world's largest steel producers in order to make the highest quality steel,” said Charles Lussier, senior vice president of sales and marketing for Warrior Met Coal in Brookwood, Alabama. “Alabama's Blue Creek coal seam is well known globally. From Brazil to Argentina to Turkey to Scandinavia, all steel producers know about and appreciate the distinct qualities provided by the Alabama Blue Creek coals.”

The ability to quickly and efficiently move met coal from the mine to the Port of Mobile via both rail and inland waterways provides Alabama's coal producers with a crucial competitive advantage.

The Alabama met coal industry and the Port of Mobile enjoy a mutually beneficial partnership, as coal is an integral economic driver for the port. The McDuffie Coal Terminal generates approximately 50 percent of the total annual revenue earned by the Alabama State Port Authority for its operations at the port.

“Alabama export coal is vitally important to the port's and the state's economy,” said James K. Lyons, director and chief executive officer for the Alabama State Port Authority. “We've invested over \$150 million in shoreside infrastructure at our McDuffie Coal Terminal to support our mining industry, and we are working hard to modernize the harbor to keep our mining companies competitive with overseas coal mines.”

Moving forward, market conditions forecast continued optimism and growth for Alabama's met coal industry. With its statewide economic impact in the billions of dollars, the industry's success is lifting boats across Alabama.

APM TERMINALS EXPANSION RAPIDLY MOVES FORWARD

Making waves in the heart of Mobile Bay, Phase III of the container terminal expansion is a fast-moving project that is expected to be completed this year. The Alabama State Port Authority's partner, APM Terminals, is experiencing quick growth and in order to remain efficient and ahead of the game, the Port Authority is making room for that growth by investing nearly \$50 million in the terminal to support future import and export needs.

fencing. The Port of Mobile will soon have more space to stack and store containers, and will have more room to better service over-the-road truckers.

APM Terminals increased the number of outbound gates at the main terminal. The newly completed gates created additional capacity which will allow for higher cargo volume due to operations at the new Walmart and MTC Logistics facilities.

“These gates are crucial in preventing congestion between trucks (i.e. the bottle-neck effect) 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.

Working as a multipronged approach to construction, the \$3 million engineering and design layout was granted to APTIM Port Services. The dock extension construction contract, which costs \$18 million, was awarded to Robert J. Baggett. This project is expected to be completed in January 2020.

As ships continue to grow wider and deeper in size with the current cargo demands, the Port of Mobile must continue to adapt in order to accommodate the growth of imports and exports.

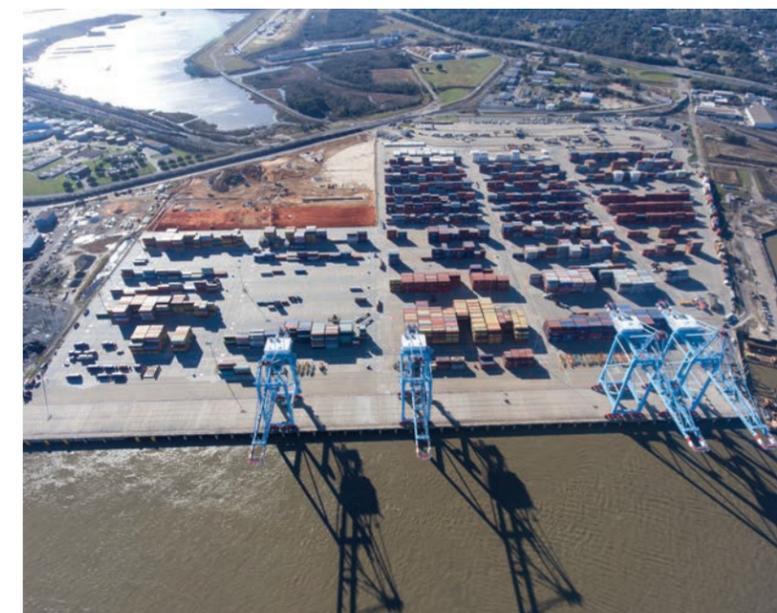
Upon its completion, the annual throughput capacity at APM Terminals Mobile will be 650,000 TEUs. The Alabama State Port Authority and its partner, APM Terminals, have the capability to grow to a capacity of 1.5 million TEUs and will grow and expand in this direction as the need arises.



“Alabama's seaport must continue to pace its growth with the current demand for importing and exporting cargo,” said James K. Lyons, director and chief executive officer of the Port Authority. “With the ever-increasing size of the vessels calling the terminal, extending the berth is crucial to reducing costly vessel delays, and the yard expansion maintains capacity to support new shippers.”

In order to service growing vessels, a \$23 million, 400-foot dock expansion became a huge and crucial portion of the Phase III project. The \$2 million dock demolition with Virginia Wrecking was completed in February 2019. That project removed approximately 265 feet of structure and two mooring cells at the former MRT facility located on the north side of the existing container terminal. The extension will prepare the dock “to service vessels without congestion or delay and will allow multiple vessels to be docked, and worked at the same time,” said Brian Harold, managing director for APM Terminals Mobile.

The yard expansion will give the terminal an additional 20 acres on their current 115-acre footprint. The \$16.4 million contract buildout with G.A. West has a projected completion of August 2019. This expansion includes soil improvements, grading, roller-compacted concrete paving and utilities – including electrical, lighting and





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Billie Jo Underwood, Baldwin County Commission
Chris Pringle, Alabama House of Representatives
- 2 Alan Baker, Alabama House of Representatives
Beth Mariette Lyons, Lyons Law Firm
Matt Simpson, Alabama House of Representatives
- 3 Tom Williams, Mayor of Satsuma
James Thomasson, Saraland Chamber of Commerce
- 4 Newton Cromer, Saraland City Council
Adline Clarke, Alabama House of Representatives
- 5 David Baker, Mayor of Semmes
Terry Downey, Mayor of Bayou La Batre
Jerry Carl, Mobile County Commission
Jim Hamby, Mayor of Elberta
Shane Stringer, Alabama House of Representatives
- 6 David Keeler, Dauphin Island Property Owners Association
Aleisa Tarver
- 7 Will Ruzic, Coastal Gateway Regional Economic Development Alliance
Judith Adams, Alabama State Port Authority
Jim Staff, Mayor of Atmore
- 8 Napoleon Bracy, Alabama House of Representatives
Terry Williams, Mayor of Mt. Vernon
- 9 Camille Bracy
Napoleon Bracy, Alabama House of Representatives
Brooklynn Bracy
- 10 Brian Henderson, Mt. Vernon Town Council
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- 11 Tom Gannaway
Chip Brown, Alabama House of Representatives
Aimee Brown
- 12 Margie Wilcox, Alabama House of Representatives
Julia Wilcox
- 13 Will Ruzic, Coastal Gateway Regional Economic Development Alliance
Jimmy Lyons, Alabama State Port Authority
Jim Staff, Mayor of Atmore
Tom Williams, Mayor of Satsuma

COASTAL ALABAMA PARTNERSHIP ECONOMIC SUMMIT PORT TOUR | FEBRUARY 28, 2019



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Dan Roberts, Alabama State Senate

2 Brian Harold, APM Terminals Mobile
Doug Ludwig, A.P. Moller-Maersk

3 Wiley Blankenship, Coastal Alabama Partnership
Andrew Jones, Alabama State Senate

4 Steve Windom, Gulf Distributing
Nathaniel Ledbetter, Alabama House of Representatives

5 Terri Collins, Alabama House of Representatives
Beth Marietta Lyons, The Lyons Firm
Napoleon Bracy, Alabama House of Representatives

6 Tom Collins
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7 April Weaver, Alabama House of Representatives
Margie Wilcox, Alabama House of Representatives
Connie Rowe, Alabama House of Representatives

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Lt. Gov. Will Ainsworth, State of Alabama
Bestor Ward, Alabama State Port Authority Board Member

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Bill Stanhouse, Warrior Met Coal
Horace Horn, Alabama State Port Authority Board Member

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Howard Sanderford, Alabama House of Representatives

11 David Wheeler, Alabama House of Representatives
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Chad Carlough, Rep. Bradley Byrne's office

18 Wesley Britt, Alabama Power
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19 Billy Beasley, Alabama House of Representatives
Rebecca Beasley

20 Linda Coleman-Madison, Alabama State Senate
C.W. Madison



AIRBUS KICKS OFF CONSTRUCTION ON A220 ASSEMBLY LINE IN MOBILE

In January, Airbus CEO Tom Enders led a groundbreaking ceremony to launch construction of the company's new A220 aircraft manufacturing facility in Mobile. He welcomed more than 700 attendees including Airbus and other industry executives, Airbus manufacturing employees, state and national dignitaries, and local community leaders to the groundbreaking at the Mobile Aeroplex at Brookley.

The assembly line will satisfy the strong and growing United States demand for the A220 aircraft, the newest offering in Airbus' commercial aircraft product line. The project will create more than 400 full-time jobs in Mobile.

"This is a great day for Mobile and for Alabama," Governor Ivey said. "Airbus' growth plans will not only create new jobs for Alabamians, but also strengthen the bonds that have developed between the global aerospace company and our state. Alabama has a long history in flight and, as this project shows, a bright future in the aviation industry."

Jeff Knittel, chairman and CEO of Airbus Americas, said Airbus' expansion in the United States reflects the company's growing partnerships with customers, as well as with United States supplier-partners and the communities in which the company operates across the nation.

"Our partnerships are growing again with the addition of an A220 manufacturing facility that will employ some 400 more employees at full rate," Knittel said. "Together we've already put Mobile on the map in the world of global aviation, and together we are making a new mark for the future."

Airbus manufactures the A320 Family aircraft in Mobile, and last year delivered its 100th Alabama-built plane to Frontier Airlines. It also operates an engineering center and a military aircraft maintenance repair, and overhaul (MRO) in Mobile, as well as producing helicopters and satellites elsewhere in the United States.

Greg Canfield, secretary of the Alabama Department of Commerce, said the A220 assembly line project represents an important milestone for the state's robust and expanding aerospace sector. "Airbus' decision to launch production of A220 aircraft at a new assembly line in Mobile will act as a powerful catalyst for sustained growth in an industrial sector that is key to Alabama's future," Secretary Canfield said.

The new assembly line will be located at the Mobile Aeroplex at Brookley, adjacent to the A320 Family production line and will facilitate assembly of A220-100 and A220-300 aircraft for United States customers.

Airbus plans to add new positions on its A320 Family assembly line, built with a \$600 million investment. Altogether, the company plans to create 600 new jobs at its Alabama production complex over the next 18 months.

Airbus will receive assistance from AIDT, the state's primary workforce development agency, which operates a \$7 million training center at Mobile Aeroplex at Brookley.

The new A220 production facilities will be complete by 2020, with aircraft production planned to begin in the third quarter, with first delivery of a Mobile-assembled A220 aircraft scheduled for 2020.



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ALIGNMENT SIMPLE SOLUTIONS - QUICKTRICK

It does not take much to knock a vehicle out of alignment - potholes, curbs and even regular wear and tear can take a toll on your vehicle's suspension system and steering components. Once that happens, your tires, vehicle and steering wheel will soon feel it. That's where Alignment Simple Solutions saw a need and created a solution for customers across the globe.

Alignment Simple Solutions started in 2011 as a hobby in Pelham, Alabama, creating tools to adjust car alignment. It wasn't until Gary Gann, co-founder, inventor and chief innovation officer, noticed a need for a new tool for weekend race car drivers. Gann, who has been in the automotive industry for more than 50 years, invented QuickTrick to adjust a race car's alignment for each track and for all three angles of caster, camber and toe.

In 2013, Alignment Simple Solutions was approached by one of the nation's top five trucking fleet owners to help solve issues with tire wear. After working to develop QuickTrick for large trucks and bus size vehicles, the company's growth accelerated beyond weekend racers and consumer "do-it-yourselfers" into business-to-business and business-to-government solutions. Since then, the same top fleet company has saved approximately \$1.5 million a year in tires alone by using the QuickTrick product.

"We saw a need for a solution and were pleasantly surprised to find others were looking for the same thing and were enthusiastic to purchase the product," said Tess Winningham, CEO and co-founder of Alignment Simple Solutions - QuickTrick. "Our product creates the ability to improve performance and lengthen tire life through early and fast diagnosis of wheel alignment issues on

any vehicle. QuickTrick also reduces risk and damage through early detection without cumbersome equipment, and eliminates the need for a lift when measuring."

Within 16 months of creating their e-commerce website, their products were being sold in more than 68 countries and the company was awarded the Governor's Excellence award for exports. Additionally, Alignment Simple Solutions has been nominated for the Manufacturer of the Year Award, received national industry recognition and is a certified member of the 50-year-old Specialty Equipment Marketing Association. In early 2018, Alignment Simple Solutions was also awarded their first General Services Administration of Multiple Award Schedule contract to supply military and government agencies with the various QuickTrick products. As of



» The City of Mountain Brook truck using the QuickTrick alignment tool.

today, Alignment Simple Solutions has sold products in more than 105 countries and has customized numerous systems, including one for a jet fighter alpha jet plane.

"The state of Alabama has been vital to our growth, visibility and stability," said Winningham. "Our region has such a healthy and supportive atmosphere for small businesses. Our biggest fans and supporters have been within the Alabama Small Business Development Center, the Shelby County 58, Inc. organization and the Alabama International Trade Center. I believe our greatest asset in growing our business has been a willingness to seek advice from others and curiosity to find a way to push through the challenges."

Alignment Simple Solutions' plans for the future consist of continued growth and larger global reach. They believe the General Services Administration Multiple Award Schedule contract, which allows them to sell to government purchasers through bid and GSA Advantage, will help the company tremendously.

However, the company does face challenges with potential customers understanding the cost and is working to let people know how inexpensive Alignment Simple Solutions is. For example, when most fleet and logistics companies spend \$40,000 or more for equipment that provides the same solution as a QuickTrick product for under \$1,000, it is sometimes seen as too good to be true.

"We are extremely proud of our ability to keep costs low, while also having a flat organization that can customize and make change happen for our clients on an easy curve without red tape. Making this more known to potential clients is a goal for the future," said Winningham.

What started as a small manufacturing business providing accuracy for automotive alignment needs in Pelham, grew into an international business solving automotive problems across the globe. Alignment Simple Solutions has grown from one solution for weekend racers into a full line of solutions for all automotive industries from passenger vehicles to fleet and military. With a mission to provide quality portable and affordable wheel alignment products, it is no secret they work hard to understand the needs of their customers. From state to international success, this Alabama startup is here to stay and will continue to develop products to fulfill the needs of the automotive industry.



» Tess Winningham, CEO and co-founder of Alignment Simple Solutions - QuickTrick, believes their greatest asset in growing their business has been a willingness to seek advice from others.

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PORT CALLS: ALABAMA DRAGON BOAT RACES

Cultural, historical and action-packed, dragon boat racing has become a popular recreation across the state of Alabama. Festivals feature teams racing in 46-foot-long ornamental dragon boats, while team members race to the finish line in their athletic efforts for a charitable cause. Dragon boat racing has quickly grown to become the world's eighth fastest growing sport. Not only is this sport adrenaline-pumping, it creates a level of teamwork and human connectivity unlike anything else. Participants rave about the excitement, friendly competition and community spirit of the sport. Surrounded by friends, family, fun and philanthropy, dragon boat racing is represented in more than 35 countries and dates back to its origin more than 2,300 years ago in China. Today, its active presence in Alabama is making waves.

In Decatur, Alabama, the Decatur Morgan Hospital Foundation Dragon Boat Race and Festival raises donations at their annual event for the community hospital. The Eighth Annual Decatur Morgan Hospital Foundation Dragon Boat Festival took place on May 11 at Point Mallard Aquatic Center Beach.



» Teams push forward at the Guntersville Dragon Boat Race with maximum effort as they approach the finish line.

The oars begin splashing each June in Guntersville, Alabama, where the annual dragon boat race benefitting Habitat for Humanity takes place. As crowds gather at Lake Guntersville, the festivities begin at 8:00 a.m. and last until 2:00 p.m. This year's race is set to take place on Saturday, June 1.

"Come out and have fun while raising money for a worthy cause," said Chad Hallcox, executive director of Habitat for Humanity of Marshall County. "Help us create a world where everyone has a decent place to live."

Keeping the dragon boat spirit alive in the port city, Fuse Project in Mobile, Alabama, creates the ultimate team building experience each year with their Dragon Boat Festival. Fuse Project helps fund projects for the youth on Alabama's Gulf Coast. This community event continues to improve the quality of life for kids and families in Southwest Alabama, with this year's festival scheduled for Saturday, June 8, at the USS ALABAMA Battleship Memorial Park.

"Hargrove Engineers + Constructors has participated in the Fuse Project Dragon Boat Festival since its inception back in 2014," said Patrick Byrne, five-year participant. "Our company is passionate about giving back to our community, and this festival gives us the opportunity to



» Participants in the Montgomery Dragon Boat Race & Festival paddle out to the starting line as they prepare to race.



» Team captains cheer on their teams and are filled with excitement as they prepare for the annual Dragon Boat Race in Mobile.

do that in a unique and competitive environment. It's a win-win as this event provides not only a team-building activity for our Hargrove teammates, but an avenue where we can contribute and impact our community in a positive way."

The dragons return in Montgomery, Alabama, for their ninth year in a row on August 25. The Montgomery Dragon Boat Race and Festival is an all-day event featuring races, local artists, food, drinks and live music. The festival is an annual fundraiser for local nonprofits that has chartered much success over the years. Nearly 40 teams will gather at Riverfront Park this August to compete for the grand championship trophy, while the rest of the community watches in anticipation and engages in the day's activities. This event has become the largest in the city of Montgomery due to the overwhelming community involvement.

Dragon boat racing has made its splash across Alabama while helping those in need. As the sport continues to grow, the state's festivals look forward to more involvement, more charitable efforts and more impact on local and state levels.



» Competitors in the Decatur Morgan Hospital Foundation Dragon Boat Race & Festival begin the race as they paddle to raise donations in support of the community hospital.



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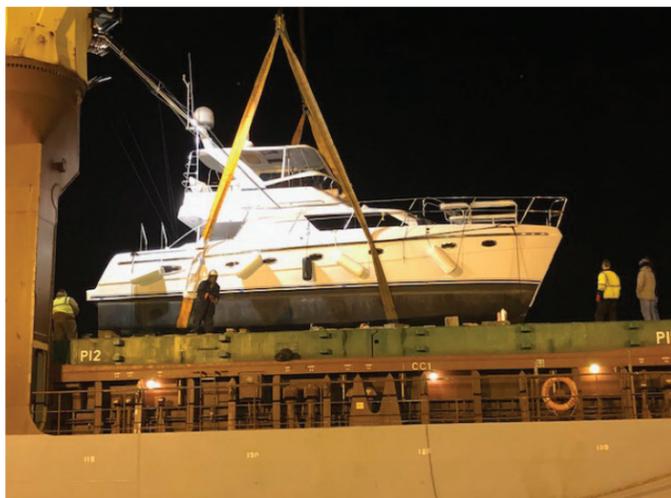
LEADERSHIP ALABAMA CLASS OF 2019 TOURS THE PORT

The Leadership Alabama Class of 2019 toured the Port of Mobile in January. The group toured all of the port's facilities. This year's Leadership Alabama class includes: **Valerie Abbott**, Birmingham; **Frank Adams**, Birmingham; **Stephanie Azar**, Montgomery; **Connie Baggett**, Brewton; **Robert Broadway**, Huntsville; **Anthony Brock**, Montgomery; **Joette Brown**, Jasper; **Kevin Carey**, Mobile; **Tom Carruthers III**, Birmingham; **Matt Clegg**, Auburn; **Gary Cobbs**, Montgomery; **Donna Coleman**, Huntsville; **Greg Curran**, Birmingham; **JT Dabbs**, Birmingham; **Anthony Daniels**, Huntsville; **Bob Dixon**, Eufaula; **Melody Eagan**, Birmingham; **Ernest Finley**, Montgomery; **Paul Finley**, Madison; **Margaret Forsythe**, Florence; **Carlos Gant**, Mobile; **Dale Greer**, Cullman; **Troy Haas**, Birmingham; **Mary Helmer**, Birmingham; **Jan Hess**, Huntsville; **Truman Hobbs**, Montgomery; **Teri Hunt**, Decatur; **Neil Lamb**, Huntsville;

Steven Leath, Auburn; **Richard Marsden**, Huntsville; **Lee Marshall**, Huntsville; **John Mazyck**, Montgomery; **Cynthia McCarty**, Anniston; **Cliff Mendheim**, Dothan; **Patrick Murphy**, Birmingham; **Karen Musgrove**, Birmingham; **Stuart Obermann**, Huntsville; **Ninon Parker**, Tuscumbia; **Paul Pinyan**, Montgomery; **Jordan Plaster**, Tuscaloosa; **Jim Purcell**, Montgomery; **Forrest Register**, Dothan; **Kellee Reinhart**, Tuscaloosa; **Eva Robertson**, Birmingham; **Deak Rushton**, Birmingham; **Kevin Savoy**, Abbeville; **Jimmy Shaw**, Florence; **Jim Smith**, Birmingham; **Lolly Steiner**, Auburn; **Roberta Swann**, Mobile; **Reginald Sykes**, Mobile; **Karen Thompson**, Tuscaloosa; **David Walker**, Birmingham; **Ronda Walker**, Montgomery; **Wade Weaver**, Decatur; **Matt White**, Mobile; **Avis Williams**, Selma; **Kelli Wise**, Montgomery; **Bennet Wright**, Montgomery and **Morri Yancy**, Guntersville.

OSLO BULK 4 MOVES CATAMARAN

A catamaran traveling from Texas arrived at the port in January headed to Barber's Marina in Lillian for repairs. The catamaran was lifted with ship's gear and loaded aboard the Oslo Bulk 4 at North A. The agent was Sealiff and the stevedore was Premier Bulk. Following its repairs, the catamaran was destined for the Cayman Islands.



ALABAMA STATE PORT AUTHORITY ANNOUNCES SENIOR MANAGEMENT PROMOTIONS



BILL INGE



DANNY BARNETT



LINDA PAAYMANS



PARRISH LAWLER

Following recent and pending retirements, the Alabama State Port Authority director and chief executive officer James K. Lyons announced in January 2019 four promotions within his senior management team to meet organizational needs in the port's administration and operating areas. "We've had a number of announced retirements and these personnel changes will allow us continue to provide excellent service to both our customers and to our organization," said Lyons. All appointees will report to Lyons.

Lyons elevated Linda Paaymans from her current position as senior vice president of finance to chief financial officer. Paaymans has more than 35 years of financial, IT, procurement, planning and production management experience in both the private and public sectors. Since 2008, the Authority's recently retired chief financial officer, Larry Downs, mentored her to take the reins of the Authority's financial services division. In 2011, Paaymans was promoted to senior vice president of financial services with oversight of day-to-day financial management and information management systems. The Port Authority's board of directors also named Paaymans secretary/treasurer in December 2018. Paaymans graduated from Yale University, and holds a master's degree in business administration from the Lubin School of Business at Pace University.

Lyons also promoted Danny Barnett to vice president of human resources. This division oversees the Authority's personnel, medical services, training and safety programs. Barnett is a 43-year veteran at the Port having served in a number of supervisory and management positions in general cargo and bulk operations, billing and human resources. During his tenure at the Port Authority, Barnett served 23 years with the Alabama Army National Guard, which included a tour in Iraq during Operation Iraqi Freedom. He retired from the Guard in 2007 with the rank of Major. Since 2003, Barnett has managed the Port Authority's human resources, medical services and

employee training departments. He holds a bachelor's degree in management of human resources from Faulkner University.

In another promotion, Lyons named Bill Inge as vice president, general cargo and central services. This expanded division will oversee general cargo, maintenance, fleet services, Port Police and the Harbormaster offices. Inge holds more than 38 years of experience in maritime transportation and terminal operations. In 2007, the Port Authority recruited Inge from Dole Fresh Fruit where he had served in the company's U.S. East, West and Gulf Coasts, Puerto Rico, Mexico and Central America operations. In 2011, Inge was named manager of the Port Authority's general cargo and intermodal division. He holds a bachelor's degree from the University of the South at Sewanee, Tennessee.

In the Port Authority's trade division, Lyons promoted Parrish Lawler to director of trade and development. He joined the Port Authority in 2014 as manager of trade and development with more than 20 years of experience in transportation, logistics, sales and marketing. In his new role, Lawler will direct container carrier sales and containerized cargo business development for the Port Authority. Over the course of his career, he has worked in operations, customer service and sales management for companies including Inchcape, CH Robinson and Norton Lilly. He also oversaw railroad sales for the GC Railway. Lawler is a graduate of Elon University in North Carolina.

The Alabama State Port Authority owns and operates the public deep-water port facilities at Alabama's only seaport handling over 25 million tons of cargo in 2018. Currently, Alabama's seaport is ranked the 11th largest of the nation's sixty deep-water seaports. The Authority's container, general cargo and bulk facilities have direct access to two interstate highway systems, five Class 1 railroads and nearly 15,000 miles of inland waterway. Learn more at www.asdd.com.



MOBILE HOSTS MARDI GRAS SHIPS

The Navy League of Mobile, the Alabama State Port Authority and GulfQuest Maritime Museum of the Gulf of Mexico hosted two Mardi Gras Ships, the USS JAMES E. WILLIAMS (DDG 95) and the USCG CUTTER MANOWAR. The USS JAMES E. WILLIAMS was berthed at the Alabama State Port Authority's Pier 2 Terminal located on Water Street in downtown Mobile, Alabama. The USCG CUTTER MANOWAR was berthed at GulfQuest located on South Water Street, downtown Mobile, Alabama.

The Navy ship, whose motto is "Lead from the Front," transited the Mobile Ship Channel shortly after daybreak the morning of March 1, 2019, and arrived at Pier 2 around 11 a.m. The U.S. Navy hosted a welcome ceremony as well as a press forum with the Commanding Officer, the Executive Officer and the Command Chief.

The USS JAMES E WILLIAMS (DDG 95) is an Arleigh Burke-class destroyer in the U.S. Navy. The ship was named for First Class Petty Officer James Elliott Williams (1930-1999), a River Patrol Boat commander and Medal of Honor recipient from the Vietnam War who is considered the most decorated enlisted man in Navy history. Commissioned on December 11, 2004, Northrop Grumman Ship Systems built the USS JAMES E WILLIAMS at Ingalls Shipbuilding in Pascagoula, Mississippi. The ship's leadership includes Commander Joseph E. Fals, as her Commanding Officer,



Commander Christopher Norris, as her Executive Officer, and Command Master Chief, Vernon Al Milligan, as her Command Master Chief.

The USCGC MANOWAR is a Marine Protector class of coastal patrol boats of the U.S. Coast Guard. The 87-foot-long vessels are based on the Stan 2600 design by Damen Group, and built by Bollinger Shipyards of Lockport, Louisiana. Each boat is named after a marine predator. This vessel class, which can reach speeds of 26 knots, carries a mission to combat drug smuggling, illegal immigration, marine fisheries enforcement and search and rescue support. Since the September 11, 2001 attacks, many have a homeland security mission in the form of ports, waterways and coastal security (PWCS) patrols. The Commanding Officer of the MANOWAR is LTJG Julia Mundy. The motto of the U.S. Coast Guard is Semper Paratus, meaning "Always Ready."

The public was allowed to tour the ships while in port.

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Pages from the Past

PORT of MOBILE NEWS
and Shippers Guide



Secretary Ball had high words of praise for Congressman Callahan's efforts to restore homeport funding.

the wholesale sector and \$29 million each year for ship operations and repair. Some \$75 million will be invested in building the base. Construction is to begin immediately, with completion scheduled for 1991. The ships will arrive on station in 1991 and 1992.

The groundbreaking for Naval Station Mobile is the latest indicator of an economic upswing at Alabama's seaport. As reported in recent issues, the Alabama State Docks is handling record amounts of general cargo and near-record tonnages of coal. The first two phases of the Docks' new Forest Products Terminal have now been completed, which should mean additional business in port. On the drawing board are plans for a Steel and Heavy Lift Operations Berth that would make the Port of Mobile the premiere lead center on the U.S. Gulf for steel and iron cargoes.

On another sweltering August day, 124 years ago, Admiral David Farragut steamed into Mobile Bay, uttering the legendary words, "Full speed ahead." Today, those words come back to us as Alabama's seaport moves ahead toward a prosperous future.



The sleek warship made a stirring sight as she entered Mobile's harbor.

Thousands Visit USS SELLERS at State Docks

The guided missile destroyer USS SELLERS received a warm and colorful welcome at the Alabama State Docks.



Perfect summer weather welcomed the officers and crew of the guided-missile destroyer USS SELLERS (DDG-11) as she arrived at the Alabama State Docks to participate in groundbreaking ceremonies for Naval Station Mobile.

On hand at the Docks' Pier 5 to greet the ship were the lovely Azalea Trail Maids, city officials and a crowd of well-wishers. Commander Robert J. Shade, ship's captain, exchanged plaques with Theresa Dixon of the Mobile Jaycees. Commander Shade said, "This marks the beginning of a close association between Mobile and the Navy. We are proud and very thankful that the city invited us and the SELLERS to participate in this moment."

Later, on board the SELLERS, Commander Shade told us that he was very impressed by the welcome the ship had received from the Alabama State Docks. "Everyone has been terrific," he said. "It's one of the friendliest welcomes we've ever had. The State Docks has been very accommodating and helpful."

Thousands of people toured the vessel during the two days that she was open to the public, underscoring Mobilians' enthusiasm for the U.S. Navy.

The men of the sleek warship had a busy schedule of events during their weekend stay. Besides giving free tours of the destroyer while berthed at the State Docks, the officers and men also were treated to a picnic by the USS

SEPTEMBER 1988

Alabama Commission and participated in a basketball tournament with personnel from the USS LEXINGTON and USS WISCONSIN at the University of South Alabama. The aircraft carrier LEXINGTON is in port for repairs, and the battleship WISCONSIN will be re-commissioned next month in nearby Pascagoula, Mississippi.

Commissioned in 1961, the 437-foot-long USS SELLERS is powered by a 70,000 horsepower powerplant and is able to sprint at speeds in excess of 30 knots. She is armed with Harpoon and Standard missiles, eight anti-submarine rockets, two five-inch .54 caliber rapid fire guns and two triple torpedo tubes. Homeported in Charleston, S.C., the ship has a complement of 351.



Commander Robert J. Shade expressed his satisfaction with the welcome the crew of the SELLERS received at Alabama's seaport.

The Port of Mobile welcomes the USS SELLERS in September 1988.



STRANDED ON AN ENEMY ISLAND, ALABAMA'S LT. HUGH MILLER SURVIVED AGAINST INCREDIBLE ODDS



» The Fletcher-class destroyer USS STRONG (DD 467) was commissioned August 7, 1942, and escorted convoys to the Caribbean and North Africa before reporting to the Pacific Theater in January 1943.

Navy Lieutenant Hugh Barr Miller lay dying, partially hidden under a tree. Seriously wounded, he now found himself marooned deep behind enemy lines, alone, and armed only with a broken pocket knife. How he came to be in such a desperate state was a remarkable story. What lay ahead was even more remarkable.

Born to a prominent family in Tuscaloosa, Alabama, the 33-year-old Miller had spent his youth roaming the forests in Alabama and Mississippi, hunting, fishing and honing his outdoor skills. Like many of his boyhood friends, Miller dreamed of attending the University of Alabama and playing football. At only 140 pounds, he was an unlikely gridiron star, but Miller earned a spot on the 1929 and 1930 Crimson Tide squads as quarterback. In 1930, the team enjoyed an undefeated season, resulting in a trip to the Rose Bowl game, played on January 1, 1931, in Pasadena, California. Alabama handily won the game, beating Washington State University 24 to 0 and earning a national championship.

Miller had gone on to law school and was a practicing attorney when America entered World War II. Miller

promptly enlisted in the Navy but found himself assigned to staff duty in Florida, far from the action. A chance encounter with Lieutenant Commander Joseph H. Wellings, who was en route to assume command of the new destroyer USS STRONG (DD 467), gained Miller a berth in the ship's wardroom.

A Fletcher-class destroyer, the STRONG was launched on May 17, 1942, at Maine's Bath Iron Works and was placed into commission on August 7. Following her shakedown cruise, the STRONG had accompanied convoys to the Caribbean and then to ports in North Africa before transiting the Panama Canal in December and reporting to the Pacific Theater in January 1943.

By early July, the crew of the STRONG already were veterans of the Solomons Campaign, having patrolled "the Slot" nightly, attacking the Japanese logistics effort known as "the Tokyo Express." Lt. Miller, fondly known to the crew as "Rose Bowl," served as the 20-millimeter and Stores (Supply) Officer, as well as the ship's legal officer. Miller had charge of four weapons and 26 men, whom he trained as one "would train a football team..."



» The officers of the USS STRONG. Second from the left on the first row is then-Lieutenant (junior grade) Hugh Barr Miller. The former quarterback for the University of Alabama Crimson Tide's 1931 National Championship team, Miller was known as "Rose Bowl" to his men.

During combat, the naval officer directed the aim of the anti-aircraft gunners as they targeted enemy aircraft. Like the best quarterbacks, Miller had proven adept at reading "the pattern" and communicating quickly and effectively to his team as they picked off incoming targets.

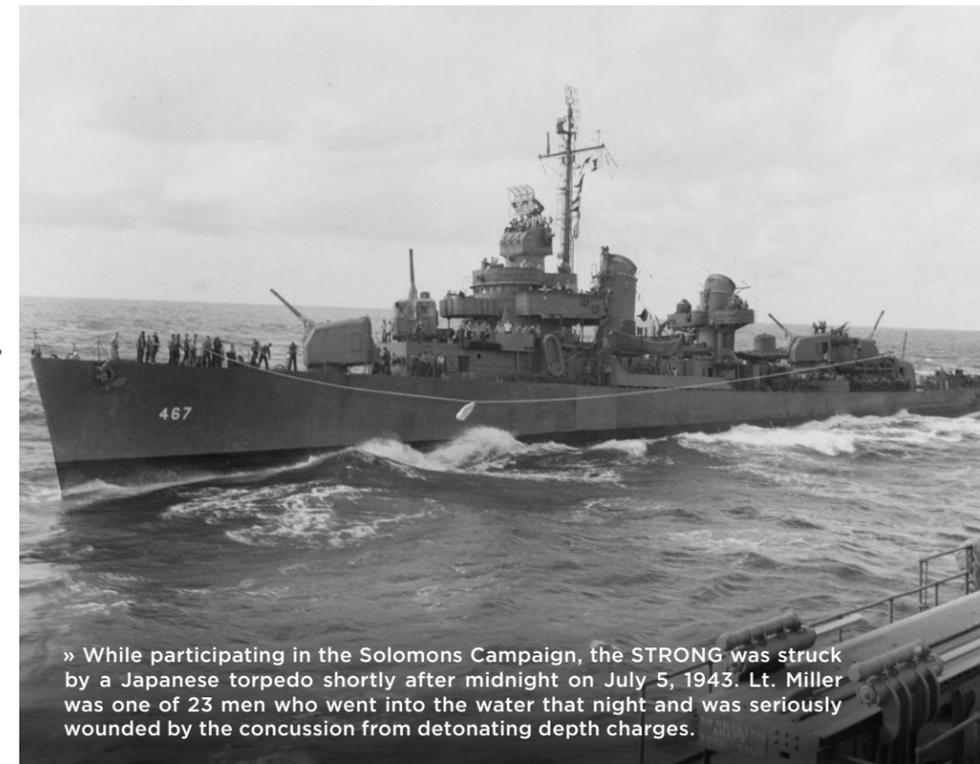
On the night of July 4, 1943, the destroyer joined sister ships USS NICHOLAS (DD 449), O'BANNON (DD 450) and CHEVALIER (DD 451) and the cruisers HONOLULU (CL 48), HELENA (CL 50) and ST. LOUIS (CL 49) in softening up Japanese shore installations in preparation for an American landing at Rice Anchorage. STRONG and NICHOLAS entered the harbor and opened fire shortly after midnight. The barrage, while intense, only lasted a few minutes. As Miller later recalled, "Within a very few minutes, the batteries ashore ceased firing. Our job was done, and we sped for the mouth of the [Kula] Gulf."

Unfortunately, the STRONG didn't escape to freedom. A torpedo from a lurking Japanese submarine struck the destroyer amidships, detonating and making the ship shake "like a leaf." The STRONG heeled over to starboard and began sinking. The CHEVALIER intentionally rammed the STRONG in an effort to take on crewmen from the sinking ship. Some three-fourths of the crew managed to cross over to the CHEVALIER before that ship had to disengage or face dire consequences herself. Lt. Miller had been busy helping to free two crewmen tangled in netting on the deck of the STRONG and missed his opportunity to effect escape onto the CHEVALIER. He went unharmed into

the water with another 22 men, but his luck wouldn't hold. As she slipped beneath the waves, the STRONG's depth charges exploded. The shock waves caused serious internal injuries to Miller.

Over the next few days, Miller—supported on the open sea by life nets and bits of a raft—slipped in and out of consciousness. Four days after the loss of the ship, he and three others washed ashore Arundel (Kohinngo) Island, an enemy-held island in the New Georgia archipelago in the Solomons. The men walked inland about three miles and hunkered down, living on coconuts. Miller's condition worsened, and he soon found he could barely walk.

On July 14, Miller suffered what he described as "a severe hemorrhage," and as he lay awake that night, alert to the noises of the jungle around him while the others slept, Miller was certain that he was about to die. As the only officer present, Miller made a painful decision and next morning informed the three other men they should abandon him and to seek help. They knew that a coconut plantation lay further down the coast. Miller thought the men might find assistance there, and he knew that not only was he in no condition to make the journey, he would have severely hampered the other men's chances of making it had he tried to march. Rose Bowl Miller made his call; he ordered the men to abandon him. One of the sailors was barefoot, so Miller gave the youth his boots. He also made the men take all of their meager provisions, which included Miller's own sheath knife, rainproof parka, and a few tins of emergency rations.



» While participating in the Solomons Campaign, the STRONG was struck by a Japanese torpedo shortly after midnight on July 5, 1943. Lt. Miller was one of 23 men who went into the water that night and was seriously wounded by the concussion from detonating depth charges.

In return, his sailors filled two empty beer bottles and an empty cracker tin with water from a spring they had found, and punctured a couple of coconuts for their milk.

After the men departed late on the morning of July 15, 1943, Miller took stock of his situation. Severely wounded, in enemy territory, with no food other than the coconuts and a little water, no weapon or tool other than a broken pocket knife and a single snapped off blade, exposed to the elements, wearing an oil-soaked uniform and now having no boots, he didn't expect to last long. As he phrased, it, he "lay down to die." Having little hope, he drank all of the water in the bottles and his tin.

To his surprise, Miller awoke the next morning. He lay where he was all day, and on July 17, he felt a little better. Though his situation seemed hopeless, Miller decided that he wasn't going to die without a fight, but he knew he had to have food and water if he were to survive. He wrote later that he prayed, asking God that if he could have just a little water, he would "do something about this situation." He fell asleep, but about 9:00 p.m., the heavens opened up, and a heavy rain fell. Miller filled and refilled his cracker tin again and again, drinking deeply.

The next morning, Miller drank his tin of water, keeping the two bottles of water in reserve. He rolled up his blanket, stood, and struck off in the direction he and his crew had come from, headed for a spring they had seen days before. Miller had barely shuffled 100 yards before his bare feet were badly cut by the coral, but he hobbled on. As he crossed a salt flat shortly before dark, a Japanese Zero appeared overhead, with Marine Corps aircraft in pursuit. The Japanese pilot had just enough time to squeeze off a single burst at the exposed figure below him. Thankfully, the bullets missed Miller, but shrapnel struck him in the neck and arm. Reaching the spring, he drank some water and bedded down under a log. The following morning, after drinking his fill of water, Lt. Miller made his way to a coconut grove about 100 yards away. He managed to break the husk of a coconut by striking it against a sharp piece of coral, then used his broken knife blade to puncture the coconut. He drank the milk and ate some of the meat—the first solid food he'd had in 15 days.



» Pictured here following his rescue 43 days after abandoning ship, Miller displays a flag he took from a Japanese soldier that he killed on Arundel Island. Despite his injuries, Miller managed to evade frequent enemy patrols and attack two enemy machine gun positions. The officer also provided intelligence that proved vital in the capture of the island.

boat opened fire, giving Miller a 50-yard-line view of the action. As soon as the shelling had ceased, Miller tried to gain the attention of the PT boat's crew by singing the Marine Hymn as loudly as he could, but his voice couldn't be heard over the roar of the boat's big Packard engines.

The next morning, Miller discovered the body of a Japanese soldier that had washed up on the reef about 40 yards offshore. The Navy man dragged the body ashore and stripped it of everything of value. Finding a bar of soap, Miller bathed himself in an effort to remove some of the oil from his own body. He put on the dead man's uniform under his own to protect his irritated skin from the oil that still saturated his own uniform. He pulled on socks and shoes and armed himself with a bayonet and two live grenades. Of equal importance, he relieved the corpse of five tins of what Miller described as "the worst-tasting meat I ever had to choke down," rationing himself to a single tin every other day. Vile tasting or not, Miller knew that the meat would help him to regain his strength.

Later that same day, Miller heard the sound of an approaching American airplane. He ran out onto the salt flat and waved his arms until he attracted the pilot's attention. The plane circled a few times, and the pilot dropped him a packet that contained iodine and some Army D rations—each D ration or "D Bar" contained three four-ounce bars of thick, high-calorie chocolate

That night, a noise awoke Miller. Unsure of the source, he retreated further into the jungle, just in time to avoid a Japanese patrol making its way down the beach. Over the next day or so, he scouted the surrounding area until he found a better hiding place among the roots of a mangrove thicket. He fashioned a lean-to of palm fronds and was able to conceal himself within the tangle of roots and branches. Miller also found himself growing stronger each day as he ate coconuts and drank water and coconut milk. Every night, he observed Japanese troop barges and supply boats moving down Hathorn Sound. On the night of August 2, Miller saw a U.S. Navy PT boat come up the channel and lie in ambush. As a string of Japanese troop barges approached from the opposite direction, the PT

developed for the service by the Hershey company and meant specifically as a survival food. Miller quickly took off his shoes and socks and slathered the festering wounds on his feet with the iodine. Shortly thereafter, a Japanese patrol found the naked body of the dead soldier and that night sent out a patrol to search for whoever had rifled the body.

Miller spotted the five-man party when they were about a quarter of a mile away. Rather than fleeing, the Navy man slipped into his thicket and waited. When the patrol paused, bunched up in the moonlight between two thickets, the former quarterback seized his opportunity and, in his words, "lobbed a nice 30-yard pass with one of the grenades." The effect of the subsequent explosion was devastating, killing four of the men instantly. Miller used his captured bayonet to kill the fifth man, who had been severely wounded. The next morning, Miller stripped the men of what equipment he could salvage, including six grenades and five more tins of meat. He took insignia from their uniforms and mail he found in their pockets to provide to intelligence officers, buried the bodies and covered their mass grave with branches.

The Japanese began looking for Miller in earnest now, sending out daily patrols. Each one came within 100 yards of the naval officer. Meanwhile, as victims of the PT boat attack continued to wash ashore, Miller carried on his grisly task of searching the bodies for food, weapons and any information that might prove beneficial to Naval Intelligence. He soon had an arsenal of grenades and a larder of tinned meat.

On the night of August 7, Miller observed a boat landing a team of Japanese machine gunners. The next two nights saw the enemy set up in the same location as they awaited the potential arrival of another American boat. Prior to the third night, Lt. Miller cleared a path to within about 30 yards of the machine gun emplacement. On the night of August 10, Miller planned to ambush the ambushers and got into position well before the arrival of the gun crew. The enemy party landed and set up their gun, just as they had on previous nights. About midnight, an American reconnaissance plane flew overhead. Just as it passed over their position, Miller stood and threw three grenades in quick succession. Miller returned to the scene the next morning. He didn't find any bodies, but there was blood on the ground, telling him that he had wounded or killed at least one of the enemy.

Miller repeated his attacks on the nights of August 12 and 14 at different locations. Each following morning, he found evidence that his passing game still had deadly effect. Finally, on the morning of August 16, 1943, Lt. Miller heard the welcome sound of an American plane. As he trotted out to the salt flat, Miller recognized the plane as a Grumman TBF Avenger and began waving a small towel he had salvaged from one of the dead soldiers. The Marine Corps pilot marked his location and banked

away. An hour later, another plane appeared, this one an amphibious Grumman J2F Duck, which landed beyond the reef. Miller tried wading toward the boat, but the crew took immediate notice of his weakened state and called that they would pick him up by rubber raft.

Miller made it back to the beach and hustled to retrieve all of the intelligence material he had gleaned from the dead soldiers. By the time he returned to the beach, the raft was waiting for him at the reef. Lt. Miller made his way to the raft, where he was greeted by Marine Major Vernon Peterson, in charge of the three-man rescue party. As soon as Peterson, Miller and the raft were recovered, the Marines cranked up the Duck and took to the air.

They reached Munda, on New Georgia Island, in time for lunch at the hospital. Lt. Miller sat down to a real meal—his first in the 43 days since he'd gone into the water. During that period he'd lost 40 pounds. But he had survived. After being debriefed by intelligence officers, Miller was evacuated to the Naval Hospital in Nouméa, New Caledonia. On September 15, 1943, as Admiral William "Bull" Halsey, Commander, South Pacific Force and South Pacific Area, looked on, First Lady Eleanor Roosevelt pinned the Navy Cross and the Purple Heart with Gold Star on Miller's blouse. Demonstrating integrity, accountability, initiative, and toughness, and credited with killing at least half a dozen enemy soldiers, Miller went on to receive two Silver Stars, six Bronze Stars and numerous other decorations for his war-time service. He remained in the Navy following the war, serving as a lawyer with the Judge Advocate General's Corps before retiring with the rank of captain.

The wreck of the USS STRONG was discovered by the research vessel PETREL in early February 2019, lying in 1,000 feet of water at the bottom of the Kula Gulf. Forty-six sailors went down with the ship.



» First Lady Eleanor Roosevelt (far right) shakes hands with Lt. Hugh Barr Miller after pinning on the Navy Cross and the Purple Heart with Gold Star presented by Admiral William "Bull" Halsey.

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)	MONTHLY BI-MONTHLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORD SUD 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 G2 OCEAN SAGA WELCO	BI-MONTHLY MONTHLY MONTHLY MONTHLY MONTHLY	NORTON LILLY INCHCAPE NORTON LILLY NORTON LILLY INCHCAPE
PRAIA MOLE	G2 OCEAN SAGA WELCO	MONTHLY MONTHLY	NORTON LILLY INCHCAPE
RIO DE JANEIRO SANTOS	G2 OCEAN G2 OCEAN SAGA WELCO	MONTHLY BI-MONTHLY MONTHLY	NORTON LILLY NORTON LILLY INCHCAPE
CHINA DAGANG	MAERSK (TP18 Service) MSC (LONE STAR Service)	WEEKLY WEEKLY	NORTON LILLY NORTON LILLY
NINGBO	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)	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
SHANGHAI	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	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY MONTHLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
SHEKOU	WALLENUS WILHELMSSEN CMA CGM (PEX 3 Service) COSCO (PEX 3 Service) EVERGREEN (PEX 3 Service) OOCL (PEX 3 Service)	BI-MONTHLY WEEKLY WEEKLY WEEKLY WEEKLY	WILHELMSSEN SHIP SERVICE NORTON LILLY NORTON LILLY NORTON LILLY
TIANJIN XIAMEN	WALLENUS WILHELMSSEN COSCO (GME Service) MAERSK (TP18 Service) MSC (LONE STAR Service)	BI-MONTHLY WEEKLY WEEKLY WEEKLY	WILHELMSSEN SHIP SERVICE NORTON LILLY NORTON LILLY NORTON LILLY
YANTIAN	MSC (LONE STAR Service) COSCO (GME Service) MAERSK (TP18 Service) MSC (LONE STAR Service)	WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
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)	WEEKLY WEEKLY	NORTON LILLY GLOVIS AMERICA
PUERTO PLATA	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
RIO HAINA	OSLO CARIBBEAN CARRIER	WEEKLY	SEACLIFF
ENGLAND FELIXSTOWE	MAERSK (TA3 Service) MSC (TA3 Service) HAPAG-LLOYD (AL4 Service) K LINE (AL4 Service) MOL (AL4 Service) NYK GROUP (AL4 Service)	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
SOUTHAMPTON	YANG MING LINE (AL4 Service)	WEEKLY	
FRANCE LA HAVRE	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)	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
SAINT NAZAIRE/MONTOIR SETE	LD SEAPLANE G2 OCEAN	BI-MONTHLY BI-MONTHLY	NORTON LILLY NORTON LILLY
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)	MONTHLY BI-MONTHLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORD SUD NORTON LILLY NORTON LILLY 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 NAPLES SAVONA	G2 OCEAN G2 OCEAN G2 OCEAN	MONTHLY MONTHLY MONTHLY	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 MOBILE DIRECTORY

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

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W. T. AMES & ASSOCIATES—149 Fairway Dr., Daphne..... (251) 626-1172
GEORGE BROOKFIELD—186 Ridgewood Dr., Daphne..... (251) 626-1758
M. H. BARRIE—P.O. Box 1164, Mobile, AL 36693..... (251) 433-8122
C. BAXTER, JR. & ASSOCIATES INT'L, INC..... (251) 476-1998
RICHARD BESSELAAR—2809 Cottage Hill Rd..... (251) 476-9909
C. E. COLLIER & ASSOCIATES, INC.—5050 Lossing Rd., Coden, AL..... (251) 873-4382
CAPT. JOHN D. SMITH—P. O. Box 2585, Daphne..... (251) 626-8394
CARMACK MARINE IND. SVC. INC.—1609 B Rochelle Street..... (251) 662-5765
COOK CLAIMS SERVICE—P. O. Box 160461..... (251) 470-0774
GENERAL MARINE SERVICE—P. O. Box 2533..... (251) 928-6728
C. L. HAMILTON—P.O. Box 302..... (251) 433-9997
DC MARITIME TECHNOLOGIES INC.—
2210 Main St., Daphne, AL 36526..... (251) 625-0503
JOINER MARINE SERVICES—9305 Johnson Rd. S..... (251) 633-6118
MARINE INSPECTION, LLC—
63 South Royal Street, Suite 1001, Mobile, AL 36602..... (251) 375-2020
MOSLEY MARITIME SERVICES, LLC..... (251) 610-7882
NATIONAL CARGO BUREAU, INC.—
Commerce Building, Ste. 605, 118 N. Royal St..... (251) 432-0781
NAUTECH MARINE CONSULTANTS, INC.—
7226 Bridgewood Lane, Spanish Fort, AL 36527..... (251) 447-0422
PAGE MARINE—4153 Tamworth Dr..... (251) 661-1520
PORT CITY MARINE SURVEYORS—D. J. Smith..... (251) 661-5426
SABINE SURVEYORS—851 East I-65 Service Rd. South..... (251) 433-9997
SGS MINERALS—P. O. Box 1962..... (251) 432-2781
SHIP ARCHITECTS, INC..... (251) 621-1813
WOODRUFF INDUSTRIES INC—4021 Shana Drive..... (251) 473-5327

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AARON OIL CO., INC.—P. O. Box 2304..... (251) 666-8143
BROWNING-FERRIS INDUSTRIES—P. O. Box 16504..... (251) 666-5724
R. CARTER & ASSOC., INC.—1406 Telegraph Rd..... (251) 452-0154
DOCKSIDE SERVICES, INC.—P. O. Box 122..... (251) 438-2362
FCC ENVIRONMENTAL..... (205) 482-1574
FERGUSON HARBOUR, INC.—31153 Stagecoach Rd., Spanish Ft., AL..... (251) 626-3295
LIQUID ENVIRONMENTAL SOLUTIONS—1980 Ave. A..... (251) 694-7500
OIL RECOVERY CO., INC.—P. O. Box 1803..... (251) 690-9010
PSC.—4531 Hamilton Blvd., Theodore, AL 36582..... (251) 443-7701
TRASH DOCTORS, LLC..... (504) 222-2471
WASTE MANAGEMENT INC.—17045 Highway 43, Mt. Vernon, AL..... (251) 829-4006

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AAA COOPER..... (251) 653-6183
ACCELERATED FREIGHT GROUP..... (800) 242-0952
★ ACME TRUCK LINE..... (251) 653-6028
ADMIRAL MERCHANTS MOTOR FREIGHT..... (877) 859-4577
A.I.M. LOGISTICS A T.G. MERCER COMPANY..... (225) 303-6012
ALABAMA CARRIERS, INC..... (800) 721-7107
AMERICA 1, LLC..... (251) 378-9980
ARGOSY TANSPORTATION..... (713) 668-3388
ASF INTERMODAL LLC..... (251) 287-8152
A&S KINARD..... (769) 572-7144
AVERITT EXPRESS..... (251) 443-7703
AVONDALE CONTAINERS..... (251) 438-2248
★ BALDWIN TRANSFER CO..... (251) 433-3391
BARNHART CRANE & RIGGING..... (251) 654-0541
BELLCOR LOGISTICS..... (251) 802-8558
BENNETT MOTOR EXPRESS..... (251) 635-0048
★ BILLY BARNES ENTERPRISES..... (800) 788-9333
BOYD BROTHERS TRANSPORTATION, INC..... (205) 716-2014
BR WILLIAMS TRUCKING WAREHOUSING & LOGISTICS..... (800) 523-7963
BUFFALO WOOD, INC..... (601) 645-5965
BURKHALTER SPECIALIZED TRANSPORT..... (877) 815-8334
★ CALIFORNIA CARTAGE EXPRESS, LLC..... (251) 287-2412

C.H. ROBINSON WORLDWIDE..... (251) 441-7012
★ CHICKASAW CONTAINER SERVICES, INC..... (251) 457-7300
CHOCTAW TRANSPORT COMPANY..... (251) 457-9231
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COVAN WORLD-WIDE MOVING INC..... (251) 653-3008
COYOTE LOGISTICS, LLC..... (888) 805-2883
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DAVIS TRANSPORTATION..... (251) 214-1377
DEEP SOUTH FREIGHT..... (800) 824-3515
★ DIXIE DRAYAGE..... (800) 321-0801
DOCKSIDE SERVICES INC..... (251) 438-2362
DOLPHIN LINE INC..... (251) 666-2057
E & F TRANSPORTATION, INC..... (251) 621-0121
★ EASTMAN LOGISTICS..... (800) 228-9595
ED MORRIS MOVING & HAULING..... (251) 457-7734
★ ESTES-EXPRESS..... (251) 964-4801
FEDEX..... (800) 762-3787
FIKES TRUCK LINE, INC..... (800) 643-6611
FINCH DISTRIBUTION..... (800) 844-5381
FRIESE HAULING INC..... (800) 654-4811
GENERATIONS UNITED LLC..... (251) 404-6054
GLOBAL MARITIME LOGISTICS LLC..... (251) 432-2000
★ GULF COAST INTERMODAL..... (251) 653-1880
GULF WINDS INTERNATIONAL..... (770) 231-7066
HANNA TRUCK LINES..... (205) 783-8200
HARBOUR RESOURCES LLC..... (251) 338-9151
HEARTSDALE TRUCKING LLC..... (251) 604-0591
HI-GEAR EXPRESS, INC..... (251) 259-5362
HISPEED TRANSPORT INC.—2017 4th St. SW., Cullman AL 35057..... (256) 739-9194
HODGES LOGISTICS..... (334) 280-2033
★ HORIZON FREIGHT SYSTEMS..... (800) 242-9212
HORNADY TRANSPORTATION LLC..... (800) 633-1313
HTP LOGISTIC MANAGEMENT..... (251) 666-4766
ICE LINE LOGISTICS, LLC—
1321 Foster Avenue, Nashville, TN 37210..... (615) 782-7200
★ INDUSTRIAL TRANSPORTATION..... (800) 626-5682
INTEGRATED TRANSPORT LLC..... (334) 354-3339
INTERSTATE FREIGHT USA..... (205) 338-9595
J.A. LOGISTICS INC..... (334) 371-5506
JAMES CARTAGE CO..... (251) 457-1534
JIM NEWSON TRUCKING (Salvage Buyer)..... (800) 748-8931
★ JOHN FAYARD MOVING & WAREHOUSING..... (866) 862-0867
KNIGHT TRANSPORTATION..... (678) 596-8678
LANDSTAR RANGER..... (251) 690-9050
★ LARSEN INTERMODAL SERVICES, INC..... (800) 949-8501
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MARITIME & COMMODITY SERVICES, LLC..... (251) 432-0511
McCARRON SERVICES, LLC..... (251) 406-2335
MEADOR WAREHOUSING DIST., INC..... (251) 457-4376
MERCER TRANSPORTATION..... (251) 300-6060
MILAN EXPRESS CO., INC..... (251) 456-8571
MILLER TRANSER AND RIGGING—1891 Ninth St., Mobile, AL..... (251) 418-4090
★ MILLER TRANSPORTERS..... (251) 457-0471
MILS GULFCOAST TRANSLOAD & DISTRIBUTION..... (601) 709-8003
MMS TRANSPORTATION CO..... (251) 438-3658
MOBILE BAY TRANSPORTATION COMPANY—
D/B/A YELLOW CAB..... (251) 476-7711
MONTGOMERY TRANSPORT LLC..... (205) 454-9068
★ OLD DOMINION FREIGHT LINES, INC..... (877) 666-7485
★ OVERNITE TRANSPORTATION CO..... (251) 456-6545
P&S TRANSPORTATION..... (205) 788-4000
PRECISION TRANSPORTATION..... (866) 877-5623, FAX: (601) 898-0553
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★ QUICK DELIVERY SERVICE, INC..... (251) 471-5369
RACE LOGISTICS INC..... (251) 210-6614
RENZENBERGER INC..... (800) 968-8685
★ RICHWAY TRANSPORTATION SERVICES..... (251) 441-7499
ROADWAY EXPRESS..... (251) 457-9274
ROSS NEELY SYSTEMS, INC..... (800) 366-3359
SAIA MOTOR LINES..... (251) 452-5700
SCHNEIDER NATIONAL..... (800) 558-6767
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SOUTHEASTERN FREIGHT LINES, INC..... (251) 443-1557, (866) 888-7335
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SOUTHERN HAULERS, INC. (Dump Trucks)..... (800) 537-4621
★ SOUTHERN INTERMODAL XPRESS INC. (SIX)..... (251) 438-2749
★ S/M TRANSPORTATION..... (251) 679-8200, (888) 546-2013
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★ TCI TRANSPORTATION CONSULTANTS, INC..... (251) 643-9652
TOTAL QUALITY LOGISTICS..... (251) 580-3101
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WONDERLAND EXPRESS (Heavy Haul)..... (251) 653-7348
WRIGHT TRANSPORTATION, INC..... (800) 342-4598
XPO LOGISTICS..... (800) 338-3372
YRC..... (800) 610-6500

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MOBILE BAR PILOTS ASSOC.—P. O. Box 831..... (251) 432-2639
MOBILE INNER HARBOR PILOTS..... (251) 441-7251

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ALABAMA & GULF COAST RR..... (251) 694-2883
BURLINGTON NORTHERN/SANTA FE..... (205) 320-3637
CANADIAN NATIONAL/ILLINOIS CENTRAL RAILROAD..... (800) 342-5424
CG RAILWAY..... (877) 606-2477
CSX RAIL TRANSPORT..... (251) 434-1300
KANSAS CITY SOUTHERN..... (601) 933-4701
NORFOLK SOUTHERN CORP..... (205) 951-4761
TERMINAL RAILWAY ALABAMA STATE DOCKS..... (251) 441-7301

SAFETY SPECIALISTS AND CONSULTANTS

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JOINER MARINE SERVICES—9305 Johnson Rd. S..... (251) 633-6118
MARITIME SAFETY & SECURITY COUNSEL, LLC..... (251) 767-9430

SHIP CHANDLERS/SERVICES

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ATLAS MARITIME SERVICES CO.—P. O. Box 2901..... (251) 432-4533
AUTRY GREER & SONS—2850 W. Main St..... (251) 457-8655
AZALEA GLASS & MIRROR—251 St. Louis St..... (251) 434-0000
CTW LAUNDRY/LINEN SVC.—2750 Mauvilla Dr..... (251) 476-2229
CHINA SHIPPER SUPPLY—456 Dauphin Island Pky..... (251) 479-7443
CORTNEY COMPANY, INC..... (888) 267-8639
DIVERSIFIED LIFTING SYSTEMS—Elgg Bertens..... (800) 752-1214
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Corrosion Control..... (251) 341-9189
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GLASCOW-MOORES—808 Executive Park Dr..... (900) 659-7000
GLOBAL SUPPLY CO.—5570 Rangeline Rd., Suite B..... (251) 443-6456
GULF COAST AIR & HYDRAULICS INC.—3415 Halls Mill Rd..... (251) 666-6683
GULF COAST MARINE SUPPLY CO.—P. O. Box 2088..... (251) 452-8066
HILLER SYSTEMS, INC. (Marine Decking / Repair)—
3751 Joy Springs Drive..... (251) 661-1275
CHINA SHIPPER SUPPLIES—456 Dauphin Island Parkway..... (251) 479-5746
KAMIL SHIP SUPPLY—500-504 St. Louis St..... (251) 432-0762
KENNEDY INDUSTRIAL SUPPLY, INC.—P. O. Box 9939..... (251) 666-8615
KLOMAR SHIP SUPPLY—P. O. Box 1118..... (251) 471-1153
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MARINE & INDUSTRIAL SUPPLY CO.—150 Virginia St..... (251) 438-4617
MARINE SPECIALTY CO.—111 Short Texas St..... (251) 432-0581
MIDSTREAM FUEL—P. O. Box 2826..... (251) 433-4972
MOBILE SHIP CHANDLERY CO.—210 St. Louis St..... (251) 432-3501
PEDERSEN MARINE SERVICE & SUPPLY—662 St. Louis St..... (251) 432-6045
PERFORMANCE PERSONNEL SERVICES, LLC—
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SMITH SERVICES OF ALABAMA—701 Bill Myers Dr..... (251) 675-0855
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STANDARD EQUIPMENT CO.—75 Beauregard St..... (251) 432-1705
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940 Martin Luther King Dr., Prichard..... (251) 457-8681
WILSON DISMUKES (pumps/room AC/generators)—
2646 Government Blvd..... (251) 476-9871
WORLD SHIP SUPPLY (MOBILE), INC.—
5880 I-10 Industrial Pkwy, Theodore..... (251) 662-7474

SHIPBUILDING AND REPAIRING

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AUSTAL USA—P. O. Box 1049..... (251) 434-8000
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HARRISON BROS. DRY DOCK AND REPAIR—P. O. Box 1843..... (251) 432-4606
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MARINE & MAINLAND HYDRAULIC SERVICES..... (251) 479-6081
MARINE SPECIALTY SERVICES (Plumbing & Piping)—
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MARINE SYSTEMS INC.—840 Dumaine Rd..... (251) 456-4507
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ABS AMERICAS—Regions Bank Bldg..... (251) 433-8416
BUREAU VERITAS— Richard D. Carmack—1609 B Rochelle Street..... (251) 662-5765

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CSA EQUIPMENT COMPANY..... bob.cowart@csaequpt.com • 251-433-0203
CORE INDUSTRIES, INC..... mbmyle@southernrgroup.com • 251-602-1308
SEAONUS STEVEDORING MOBILE..... rsellers@seaonus.com • 251-433-4198
GOLDEN STEVEDORING &
LOGISTICS, INC..... mike@richardsoncompanies.com • 251-432-0081
PREMIER BULK
STEVEDORING, LLC..... mdouglas@premierstevedoring.com • 251-433-1196
RICHARDSON STEVEDORING
AND LOGISTICS SERVICES, INC..... mike@richardsoncompanies.com • 251-432-0081
TRI-STATE MARITIME
SERVICES, INC..... tsmal@tsmsal.com • tadger@tsmsal.com • 251-432-1054

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BSI INSPECTORATE..... (504) 392-7660
CHALLENGE ENGINEERING & TESTING INC —
4234 Halls Mill Rd., Mobile, AL 36691..... (251) 666-1435
CRANE INSPECTION SVC., INC.—P. O. Box 461, Fairhope..... (251) 928-6262
DEVAN INSPECTION CO. —
63 South Royal Street, Suite 1001, Mobile, AL 36602..... (251) 709-8119
DIXIE LABORATORIES, INC.—1011 S. Beltline Hwy..... (251) 602-5502
GUARDIAN SYSTEMS—P. O. Box 190, Leeds, AL..... (251) 879-1850
INDUSTRIAL N.D.T. CO.—1901 Brookdale Dr. W..... (251) 479-7560
INSPECTORATE AMERICA, INC.—P. O. Box 190755..... (251) 666-4000
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500 Spanish Fort Blvd..... (251) 626-4452
JOINER MARINE SERVICES—9305 Johnson Rd. S..... (251) 633-6118
MOSLEY MARITIME SERVICES, LLC..... (251) 610-7882
ROYAL ST. JUNK CO.—P. O. Box 2185..... (251) 432-6392
SAYBOLT, LP—P. O. Box 432, Saraland, AL..... (251) 679-1113
SGS CONTROL SERVICES, INC.—P. O. Box 617..... (251) 679-1500
SGS MINERALS—P.O. BOX 1962..... (251) 432-2781
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A. W. WILLIAMS INSPECTION CO.—P. O. Box 2107..... (251) 438-3691

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COOPER MARINE & TIMBERLANDS—P. O. Box 1484..... (251) 434-5000
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DANA MARINE SERVICE—210 St. Louis St..... (251) 432-2775
GRAESTONE LOGISTICS..... (251) 380-7972
HENRY MARINE SERVICE..... (251) 438-9442
MARQUETTE TRANSPORTATION COMPANY—
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NATURES WAY MARINE..... (251) 599-1815
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PARKER TOWING CO.—P. O. Box 20908, Tuscaloosa, AL 35402..... (205) 349-1677
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SEABULK TOWING—P. O. Box 1644..... (251) 432-2611
WARRIOR & GULF NAVIGATION CO.—P. O. Box 11397, Chickasaw..... (251) 452-6000
WATERWAYS TOWING & OFFSHORE SERVICES, INC.—
P. O. Box 1821..... (251) 438-5240

TRANSLATORS/INTERPRETERS

NATHALIE S. GARRIZ—nthsilva@juno.com..... (251) 634-3280
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DR. SOPHIA LASZLO..... (251) 342-6707
MARIA PAPP..... (251) 929-1889
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PORT STATE CONTROL..... (251) 441-5279
VESSEL ARRIVAL DESK..... (251) 441-5279
SR. INVESTIGATING OFFICER—
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AZALEA BOX COMPANY..... (251) 457-6940
★ ★ ELITE LOGISTIX..... (251) 433-3391
BR WILLIAMS TRUCKING WAREHOUSING & LOGISTICS..... (800) 523-7963
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★ ★ DOCKSIDE SERVICES INC..... (251) 438-2362
★ DOTAN WAREHOUSE..... (334) 793-6003
★ EQUITY TECHNOLOGIES CORP..... (251) 415-3806
J.A. LOGISTICS INC..... (334) 371-5506
★ ★ JOHN FAYARD MOVING & WAREHOUSING..... (251) 443-9125
FINCH COMPANIES..... (251) 457-6671
★ ★ GULF COAST INTERMODAL..... (251) 653-1880
HODGES WAREHOUSE & LOGISTICS..... (334) 280-2033
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★ MEADOR WAREHOUSE..... (251) 457-4376
★ MERCHANTS TRANSFER COMPANY..... (251) 457-8691
MILS GULF COAST TRANSLOAD & DISTRIBUTION..... (601) 709-8003
★ MOBILE MOVING & STORAGE CO..... (251) 438-3658
NORDEN WAREHOUSE MOBILE..... (251) 338-4026
PORT CITY WAREHOUSING & DISTRIBUTION, LLC..... (251) 824-2193
★ ★ QUICK DELIVERY SERVICE, INC..... (251) 471-5369
RELOAD ALABAMA..... (251) 432-2568
★ S/M WAREHOUSE..... (251) 679-3344
WIREGRASS WAREHOUSE—DOTHAN..... (334) 685-1862

STEAMSHIP AGENCIES & LINES

*AMERICAN SHIPPING AND CHARTERING

107 St. Francis Street, #2470, Mobile, AL 36602
Bartley Wilkins • 251-436-0116
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*AZTEC MARITIME SERVICE INC.

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Mark Fenton, President
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*BIEHL & COMPANY

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251-432-1605
Joe Withers, Local Manager
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Columbus Line - Aust/N.Z.
Columbus Line - South America
Concorde Line
Gulf Africa Line
Hinode Lline
National Shipping Co., of Saudi Arabia
Navinter Line
Pan Ocean Line
U. S. Africa Navigation Line

*BLUE WATER SHIPPING COMPANY

1901 Alabama State Docks Blvd., Bldg. 50, Ste. 224
Mobile, AL 36602
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*CG RAILWAY

11 North Water St., Ste. 18290, Mobile, AL 36602
Ph: 251-243-9228 • Fax: 251-706-6937
Email: wildkm@intship.com

601 Poydras St., Ste. 1625, New Orleans, LA 70130
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Email: kwild@cgrrailway.com

CMA CGM

CMA-CGM (America) LLC
300 Colonial Parkway, Ste. 325, Roswell, GA 30076
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*CRIMSON SHIPPING CO., INC.

Ken Wear, Terminal Operations Manager
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*FILLETTE, GREEN SHIPPING SVC. (USA) CORP.

261 N. Conception Street, Mobile, AL 36603
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*GAC SHIPPING (USA) INC.

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Email: hub.us@gacworld.com
Tom Nasman, President & CEO
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Ph: 251-443-7504 • Fax: 251-443-7507
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*GENERAL STEAMSHIP CORP.

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