

ALABAMA SEAPORT

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

2020 VOL. 1



Largest bulk vessel to call the Port of Mobile.

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ALABAMA SEAPORT

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ON THE COVER:

The Newcastle Max class bulk carrier **MARAN COURAGE** loads at McDuffie Coal Terminal.

See story on page 4



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The ALABAMA SEAPORT Magazine has been a trusted news and information resource for customers, elected officials, service providers and communities for news regarding Alabama's only deepwater Port and its impact throughout the state of Alabama, region, nation and abroad. In order to refresh and expand readership of ALABAMA SEAPORT, the Alabama State Port Authority (ASPA) now publishes the magazine quarterly, in four editions appearing in winter, spring, summer and fall. Exciting things are happening in business and industry throughout Alabama and the Southeastern U.S., and the Port Authority has been investing in its terminals to remain competitive and meet the needs of shippers.

CONTENTS

Largest Bulk Vessel to Call Port of Mobile4
 Harbor Channel Project Receives Funding.....5
 AIT Signs Concession Agreement with ASPA.....6
 ASPA Year in Review.....7
 Project Cargo Moves Through Port of Mobile9
 CAP Leadership Summit10
 Made in Alabama: PERFORMACIDE®12
 Port Calls: Bankhead National Forest14
 Currents.....15
 Pages from the Past19
 Of Men and Ships: Miracle on the Bay20

DEPARTMENTS

Arrivals/Sailings.....28
 Port of Mobile Directory.....31
 Steamship Agencies & Lines.....34

LARGEST BULK VESSEL TO CALL PORT OF MOBILE LOADS ALABAMA EXPORT METALLURGICAL COAL

In March, the Alabama State Port Authority announced the largest bulk carrier to call the Port of Mobile loaded more than 133,000 short tons (121,000 metric tons) of export metallurgical grade coal at McDuffie Coal Terminal. The Newcastle Max class bulk carrier, MARAN COURAGE, measures 984.2 feet (300 meters) in length overall and has a width of 164.3 feet (50 meter beam). All of her cargo loaded at McDuffie consisted of Alabama metallurgical grade coal bound for Asian markets.

James K. Lyons, director and chief executive officer for the Port Authority, noted the Newcastle Max call along with a steady increase in post-Panamax vessels at the port, are due in part to past and ongoing infrastructure investments. The U.S. Army Corps of Engineers is leading the recently approved and fully-funded harbor modernization program to deepen and widen the Port of Mobile over the next few years.

“We’ve already made investments to service and turn these large ships at the port, and today, we are deepening the port to a 50 foot draft to leverage capacity opportunities afforded by the post-Panamax class ship,” said Lyons. “When our channel is deepened, the Newcastle Max will be able to load far more tonnage, which in turn provides our customer more capacity and more competitive transportation rates to service international market opportunities.”

The Port Authority, its partners and the federal government have invested more than \$1.2 billion since 2000 in shore-side and channel improvements to service growth in the region’s mining, manufacturing, agriculture and retail distribution industries. The harbor improvements will primarily serve coal and containerized shippers using the larger, post-Panamax sized vessels, but will also create vessel transit efficiencies for general cargo and bulk cargo carriers servicing Alabama industry. Alabama’s metallurgical coal market is also in demand and on the upswing with nearly \$1.4 billion in recent or planned mining investments. Alabama’s low sulfur, high quality coking coal is ideally suited for steel makers. Currently, Alabama holds about four billion tons of economically recoverable coal reserves, with 80% of those reserves comprised of metallurgical grade coal, according to a 2019 Auburn University at Montgomery economic impact study.



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» Work to begin in late 2020 on Mobile ship channel widening project.

MOBILE HARBOR CHANNEL PROJECT RECEIVES FUNDING FOR DEEPENING AND WIDENING

The U.S. Army Corps of Engineers (USACE) recently released its Fiscal Year 2020 Work Plan, allocating \$274.3 million to the Port of Mobile to initiate and complete construction of the deepening and widening of the navigation channel. The funding for the project will help Alabama’s only seaport remain competitive in attracting larger ships that provide economies of scale and lower costs to shippers utilizing the port.

“Today marks a historic moment and victory for Mobile and the entire state of Alabama. Over the last decade, I have been advocating for the deepening and widening of the Port of Mobile,” said U.S. Senator Richard Shelby (R-AL), who announced the federal appropriation.

“The completion of this transformative project is expected to stem immeasurable economic growth and will position Alabama and the Gulf Coast region for success for generations to come,” Senator Shelby continued. “I am grateful to the Army Corps of Engineers for allocating the full federal share of the project cost and to the state of Alabama for providing the required funds. I look forward to its completion and the resulting impact.”

The deepening gives Mobile Harbor Channel the depth, but the widening allows for larger or wider ships to more efficiently transit the channel in two-way traffic, which in turn eliminates costly delays at berth or the sea buoy.

James K. Lyons, director and chief executive officer of the Alabama State Port Authority, praised Shelby for leading the federal process, and called the funding a “game changer.”

“This innovative program generates efficiencies in the Corps’s civil works program, affirms our project’s value to the state and the nation, and delivers the federal funding to complete our project much faster than anticipated,” Lyons added.

The construction will include the expansion of the Port of Mobile from its current dimensions of 45 feet deep and 400 feet wide. The plan approved in September of 2019 allows for the deepening of the existing bar, bay, and river channels (south of station 226+ 16) to a depth of 50 feet, with an additional 2 feet for entrance channel wave allowances, an additional 2 feet for advanced maintenance, plus 2 feet of allowable overdepth for dredging (with total depths of 56, 54, and 54 feet, respectively).

As one of the nation’s fastest growing container seaports, The Port of Mobile currently has an economic impact of \$22.4 billion, with further plans to aid in impact post-construction. The construction project is financed by a split of 75% federal funds and 25% state-sponsored funds. Through federal legislation, Senator Shelby increased the federal government’s share of funding for deep draft ports from 50% to 75%.

Currently, the Port of Mobile can fit post-Panamax I and II ships, which can carry around 6,000 and 8,500 shipping containers. The new Panamax class can carry around 12,500 containers and can also be served by the deepening and existing shoreside infrastructure investments. Following the required preliminary steps, construction is expected to begin on the Mobile Harbor Channel project toward the end of 2020.



» The project was authorized by the U.S. Army Corps of Engineers, which allocated \$274.3 million of federal funds for a project through its Fiscal Year 2020 Work Plan.

AUTOMOBILE INTERNATIONAL TERMINAL (AIT) SIGNS CONCESSION AGREEMENT WITH ALABAMA STATE PORT AUTHORITY

The Alabama State Port Authority and AutoMOBILE International Terminal (AIT) recently signed a concession agreement for the \$60 million automobile roll on/roll off (RO/RO) terminal currently under construction.

The 57-acre under-construction terminal is located on Alabama State Port Authority's main port multimodal complex and will have an annual throughput of 150,000 units once completed. The facility is located on Mobile Harbor and is serviced by five Class I railroads and a rail ferry service with connections throughout North America and immediate, unencumbered access to major U.S. interstate and highway systems.

"We're extremely pleased to see these world class service companies invest in both our region and our port. AIT's investment will create a new U.S. gateway for shipping finished automobiles for both U.S. and global manufacturing and consumer markets," said James K. Lyons, director and chief executive officer of the Alabama State Port Authority.

In 2019, Alabama State Port Authority received federal authorization to modernize Mobile Harbor to accommodate larger vessels and improve transit efficiencies. With funds being allocated from the U.S. Army Corps of Engineers and the state of Alabama, construction is expected to begin sometime in late 2020. The deepening of the harbor and channel widening will not only accommodate post-Panamax ships with an expanded turning basin to serve larger ships calling the port today, it will eliminate any costly delays for all ships transiting the channel to reach port terminals, including the new RO/RO facility.

AIT is a joint venture between Terminal Zárate S.A., a Grupo Murchinson company headquartered in Buenos



» The concessionaires commit to a finished automobile logistics terminal at the Port of Mobile. Pictured left to right: James K. Lyons, director and chief executive officer, Alabama State Port Authority; Roberto Murchison, general manager and chief executive officer of Grupo Murchison; Fernando Reveco, development manager of Neltume Ports; Daniel Alexander, director of corporate development, Grupo Murchison.

Aires, Argentina, and Neltume Ports, headquartered in Santiago, Chile, and will operate the facility when completed in early 2021.

Terminal Zárate S.A. is a port services company specializing in cars, containers and project cargo handling operations, as well as storage and logistic services. Terminal Zárate is amongst the largest RO/RO terminals in South America with a 10 million-vehicle throughput to date. Neltume Port has a portfolio of multipurpose, bulk and container cargo terminals entailing 16 port operations and two stevedoring companies in four South American countries. In 2018, Neltume Ports formed a strategic partnership with ATCO Ltd. with a focus on expansion and the development of new port business in the Americas. Established in 1947, ATCO Ltd. is a diversified global holding corporation with investments in structures and logistics, energy, transportation and commercial real estate.

Alabama's port is currently the 11th largest deepwater seaport in the United States, handling more than 58 tons annually. With the expansions and construction underway, the Port of Mobile continues to remain competitive and attract more business in Alabama.



» AIT will operate the facility when completed in early 2021.



PORT POSTS INCREASED CARGO FOR FY 2019

The Alabama State Port Authority (ASPA) fiscal year 2019 volumes recorded increased activity in the coal, steel, containerized cargo and Terminal Railway business. The port handled 25.9 million short tons of cargo through ASPA-owned seaport terminals at Mobile.

According to James K. Lyons, director and chief executive officer of ASPA, "Key sectors showed continued improvement last year due to our ongoing investment and focus on customer service."

The largest increase in volume occurred in containerized cargo movements. Container volumes for fiscal year 2019 increased 30% above the previous year's volume, totaling 402,079 twenty-foot equivalent units (TEUs). Automotive components, consumer goods and forest products were the leading commodities imported and exported through the container terminal.

Coal marked a 10% increase over the prior fiscal year with over 15.2 million short tons moving through McDuffie Terminal. Steel also brought in a respectable 9% gain with over 5.3 million short tons handled at the Authority's steel facilities. Overall, breakbulk forest products held steady with over 1.1 million short tons handled through the main docks, with lumber and cut wood volumes showing a 9% gain over the previous fiscal year at 341,213 short tons. Woodpulp registered just over 732,400 short tons handled through the general cargo/intermodal terminals.

Vessel traffic recorded 1,595 ships transiting the port, of which 861 ships called on the Authority's terminals. Fiscal year 2019 also registered a 9% increase in post-Panamax and wide body ships furthering the need for the harbor deepening and widening scheduled to begin construction in late 2020. On the railroad, ASPA's Terminal Railway (TASD) posted an 8% increase in volume with 171,144 revenue rail cars moving through the short-line's switch and terminal yards.

The year also focused on new investment and expanding market opportunity. The Authority completed its \$50 million Phase III container yard expansion, bringing the annual throughput capacity to 650,000 TEUs. The Phase III expansion added 20 acres and extended the dock to 2,400 feet to allow for simultaneous docking of post-Panamax sized ships. APM Terminals also added four new outbound gates to the footprint.

"These improvements provide the efficiency levels our customers have come to expect, while also creating the extra capacity needed to support potential future economic growth in our market," said Brian Harold, director of APM Terminals at Mobile.

MTC Logistics also broke ground on a \$61 million temperature-controlled international distribution center. MTC, by early 2021, will add new blast freeze capability that can accommodate 30 truckloads per day and provide 40,000 racked pallet positions of storage. "The project brings much needed capacity and efficiencies for our refrigerated container cargo shippers," said Lyons.

The Port Authority also got the green light on modernizing its ship channel when the U.S. Army Corps of Engineers (USACE) signed, on September 6, 2019, the Record of Decision for the Mobile Harbor General Reevaluation Report (GRR) and Integrated Supplemental Environmental Impact Statement (SEIS). The Port Authority and the Corps then executed the design agreement to begin the preconstruction, engineering and design phase of the project to keep with a late 2020 construction start schedule.

The biggest news for the port went public in March 2019, when the harbor improvement project received a huge vote of confidence from Alabama state leadership. The Alabama Legislature passed and Governor Kay Ivey (R-AL) signed into law the Rebuild Alabama Act, which allocated a portion of state fuel tax proceeds to support approximately \$150 million in bonds to meet the federal cost-share requirements for the harbor project. The measure secured the necessary local cost share to construct the federal project.

The year also delivered a Green Marine milestone, when the Authority submitted its goals and objectives to further reduce its carbon footprint at the port. The environmental division also oversaw initiatives that helped the port achieve the program's Level IV greenhouse gas and air pollutant reductions standards in 2019. The Green Marine program is the largest voluntary and independently verified environmental certification program for the maritime industry in North America. Each year, the Authority sets goals and achieves milestones that build upon earlier environmental stewardship initiatives like recycling, diesel emissions reductions, energy efficiency upgrades in buildings and equipment, and both shore-side and shoreline litter removal efforts. The Port Authority also implemented a no idle policy for vehicles and equipment.

"The Green Marine program is our guide to establish new programs and build upon successes in environmental stewardship," said Gretchen Barrera, environmental section manager. "We are very pleased with our progress."

In looking back, and with all respect to Ervin Drake and the great Frank Sinatra, *it was a very good year.*



PROJECT CARGO MOVES THROUGH THE PORT OF MOBILE



- 1 In February, a 60-foot Phantom yacht traveling from New Orleans, Louisiana, to St. Marteen was loaded from water to M/V OSLO BULK 6 at Pier 2. The stevedore was Premier Bulk Stevedoring and the agent was Seaclyff Agency.
- 2 Project cargo was discharged from the M/V STAR JAPONICA at Pier 2 in February. Amongst the shipment were two pieces, each weighing around 100,000 pounds. The first piece was loaded direct to a large multi-axle specialized truck and the second piece was discharged to dock, both bound for Continental Motors at Mobile Aeroplex at Brookley. Page & Jones acted as project manager and arranged the complete movement, as well as land and sea clearances from the factories in Europe to the plant site in Mobile. The stevedore was CSA and specialized transport services were provided by Tex-AL Freight Services, LLC.
- 3 A boat arrived via water under its own power from Panama City, Florida, onto M/V OSLO BULK 3 heading for Curacao. The stevedore was Premier Bulk Stevedoring and the agent was Seaclyff Agency.
- 4 Heavy lift pieces were loaded to a barge from the BBC EVEREST in January. The pieces were GE HRSG modules for a gas plant from Masan, Korea, to a natural gas plant in Carmichaels, Pennsylvania. The stevedore was Premier Bulk Stevedoring and the agent was Nord-Sud Shipping Inc. Ceres Barge Line arranged the barges and Edwards Moving and Rigging handled the discharge of the barges in Pennsylvania.

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COASTAL ALABAMA PARTNERSHIP LEGISLATIVE LEADERSHIP SUMMIT

The Coastal Alabama Partnership Legislative Leadership Summit was held in Mobile in February. The state ethics approved program focused on economic development initiatives in the Port City region that drive jobs creation and investment. James K. Lyons, director and chief executive officer for the Alabama State Port Authority, hosted attendees for a tour of Alabama's only seaport. The state legislators began their program with a tour of the Austal USA shipyard, followed by a working lunch at GulfQuest National Maritime Museum of the Gulf of Mexico, where the group was briefed on U.S. trade policy and tariffs. The legislative leadership then boarded the Perdido Queen for a waterside tour of port facilities, the planned automobile logistics terminals and the container intermodal investments at APM Terminals.

"We are incredibly appreciative of the time our leaders in Montgomery take to understand the port and its economic value across the state," said Lyons.

"Our investments in Mobile help generate taxes and jobs across the state, while providing cost competitive shipping solutions for Alabama businesses."

In addition to the port activities, the leaders were able to observe the benefits of legislation supporting historic rehabilitation. Bestor Ward, vice chair of the Coastal Alabama Partnership board of directors, and president and CEO of Ward Properties, Inc., led a tour of the St. Louis Street corridor rehabilitation projects to demonstrate the economic value of the Alabama Historic Rehabilitation Tax Credit supported renovations. The credit, originally passed by the Alabama legislature in 2013 and renewed in 2017, provides a 25% tax credit to residential and commercial property owners that substantially rehabilitate historic properties. Since its inception, the program has catalyzed 29 real estate projects in Mobile with a total projected capital investment of nearly \$120 million.

Once a poster child of blight, investors have meticulously restored buildings along St. Louis Street in downtown Mobile with the aid of historic tax credits.



» Buick building before renovations.



» Buick building after renovations.



» Olde Mobile after renovations.



» Olde Mobile before renovations.

CAP LEADERSHIP EDUCATIONAL SUMMIT PORT TOUR ON PERDIDO QUEEN | FEBRUARY 7, 2020



- 1 Judith Adams, Alabama State Port Authority
Sen. Clyde Chambliss, Alabama State Senate
- 2 Johnny Adams, Alabama Poultry & Egg Association
Bestor Ward, Alabama State Port Authority Board Member
- 3 Wiley Blankenship, Coastal Alabama Partnership
Susan Shaw
Sen. Chris Elliott, Alabama State Senate
- 4 Mark Saliba, Mayor of Dothan
Jon Barganier, Alabama Petroleum Council
- 5 Allen Meadows
Rep. Charlotte Meadows, Alabama House of Representatives

- 6 Rep. Rod Scott, Alabama House of Representatives
Rep. Margie Wilcox, Alabama House of Representatives
Rep. Jeremy Gray, Alabama House of Representatives
Rep. Alan Baker, Alabama House of Representatives
- 7 Rep. Van Smith, Alabama House of Representatives
Fran Smith
- 8 David Cole, Business Council Alabama
Alec May, Host Agency
- 9 Patrick Byrne, Hargrove Engineers & Constructors
James K. Lyons, Alabama State Port Authority
Chad Carlough, Congressman Bradley Byrne's Office



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In unprecedented times, the businesses that rise to the occasion to help the community can be found making lasting impact on history, all while building brand awareness and customer loyalty on the way. Star brite's manufacturing facility, Kinpak Inc., is doing just that during the battle to fight the spread of COVID-19.

Located in Montgomery, Alabama, Kinpak Inc. is a 300,000-square-foot manufacturing and distribution facility. PERFORMACIDE® is a chlorine dioxide-based viral disinfectant that is being produced at the Star brite facility in the state's capitol. Star brite is known for producing other products in industries like automotive, oil lubes, and boat maintenance chemicals and cleaners. This particular disinfectant meets the EPA requirements for use against the coronavirus (SARS-CoV-2), which is the cause of COVID-19.

According to the company's website, PERFORMACIDE® is currently approved for use in homes, hospitals, medical facilities, first responder facilities, rehabilitation facilities, diagnostic centers, and food processing and serving facilities.

While there is currently no vaccine or antiviral drug to treat the coronavirus, it has been suggested to take preventative measures in hygiene and cleaning by disinfecting hard surfaces and objects. PERFORMACIDE®

can be applied safely to most surfaces including food contact surfaces, walls, floors and furniture.

"What is so unique about PERFORMACIDE® is that it's a gas dissolved in water. ClO2 is the active ingredient," said Peter Dornau, president and CEO of Star brite. "When you spray it, it kills just about every germ known to man."

This disinfectant, which comes as a sealed packet, is mixed with water and then can be sprayed and wiped onto surfaces. After killing any viruses and bacteria, PERFORMACIDE® dissolves into the air and does not require a wipe or rinse to remove harmful residue. The company states the disinfectant can also be used on previously cleaned glassware, plates, eating utensils, and food and beverage



» Born and raised in Montgomery, Alabama, Leroy Williams has been working at the Kinpak facility for 40 years.



processing equipment, as it also has proven effective against E. coli, and E. coli O157:H7, Staphylococcus aureus, and Salmonella typhimurium.

"We know that we will be looking at things differently as a nation from this time," said Dornau. "With PERFORMACIDE® being such a unique product on the market, we hope people continue to use this safe disinfectant in their homes as we go forward. Disinfecting with a safe product is so important. Our product doesn't have to be cleaned up after, like competitors."

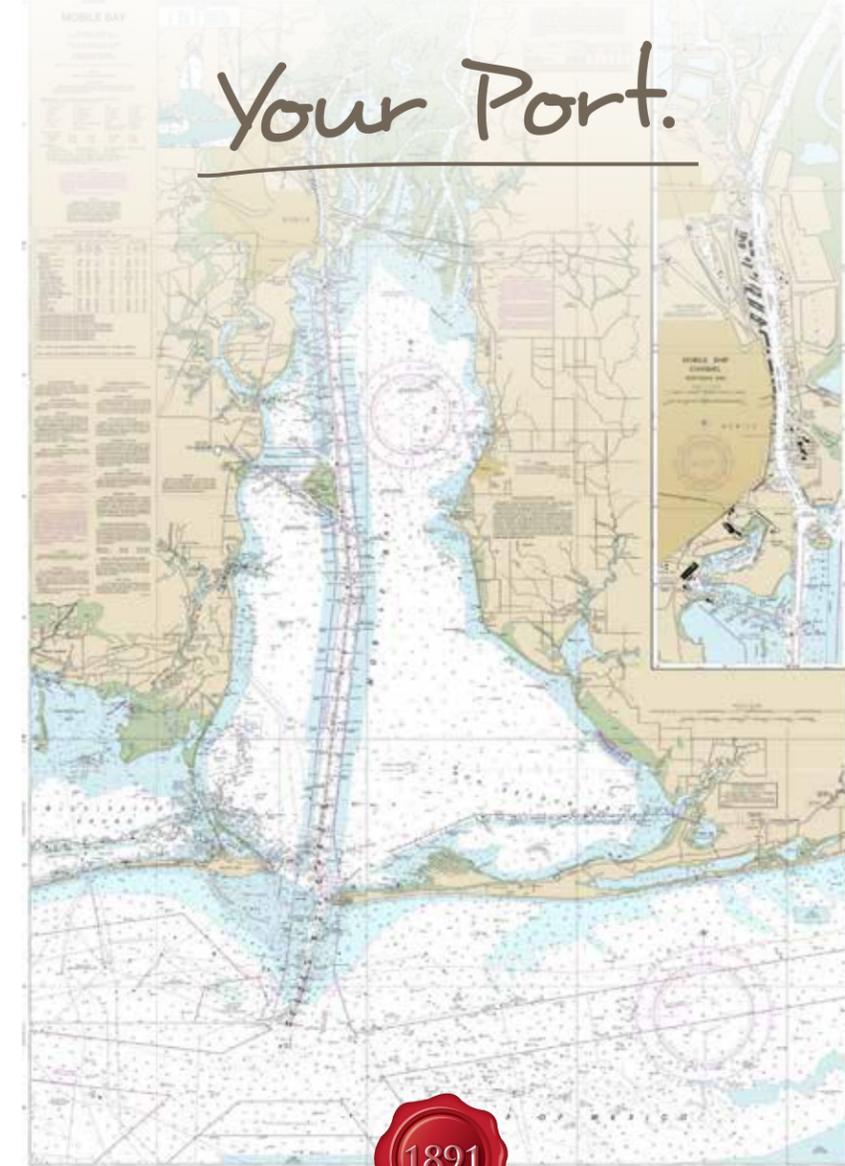
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PORT CALLS: BANKHEAD NATIONAL FOREST



Planning a weekend getaway in Alabama gets easier when you head to the Bankhead National Forest. Spanning over Lawrence, Winston and Franklin counties within the Cumberland Plateau Region of North Alabama, this forest gives guests the unique ability to connect with nature in multiple different realms. With over 180,000 acres home to wildlife and agriculture, and over 90 miles of recreational trails fit for the explorer, the William B. Bankhead National Forest holds vast opportunities for park visitors looking for adventure.

The Bankhead National Forest has been open since 1954 but holds a rich history years before. Beginning back in 1913, Haleyville, Alabama, was discovered by foresters from the Yale School of Forestry, as they came to explore the possibilities of a national forest in Alabama in the headwaters of the Tombigbee and Sipsey rivers. By the late 1920s, people discovered the forest as a recreational site. Local sportsmen and hunters found the forest to be great promotion for hunting and fishing, with regular outings to the park.

As the nature is diverse at the Bankhead National Forest, so are the recreational activities it offers. Today, park visitors have the chance to explore the environment in many different ways. Avid hikers can find miles of canyons, fields and forests to explore. Equestrians can enjoy a horseback ride on the 25-mile Owl Creek non-motorized trail while ATV enthusiasts can even explore the forest via designated trails.

One of the unique offerings at the Bankhead National Forest that draws national attention is the opportunity for bird watching. The Bankhead National Forest holds expansive forested habitats on the grounds creating the perfect ecosystem for various creatures, including birds. The American Bird Conservatory has named the forest as an Important Bird Area with over 84 different types of species of birds having been recorded at the park during breeding season. The best time to experience bird activity is between early spring migration and late spring to early summer nesting season.

The Bankhead National Forest also hosts history sprinkled throughout the trails. Bee Branch, one of Alabama's oldest poplar trees at over 500 years old, can be found standing in the park. In the state park, archeologists have found what they believed to be burial mounds dating back over 8,000 years, as well as Native American relics like trails and sites, and rock carvings. The Bankhead National Forest is also home to the longest natural bridge east of the Rocky Mountains. Dating back nearly 200 million years to the Triassic Period, the natural wonder is found in a secluded area of the forest, waiting to be discovered by explorers and hikers.

To learn more about the Bankhead National Forest, visit www.fs.usda.gov to plan your excursion.

CURRENTS



SOUTHEASTERN LUMBER MANUFACTURERS ASSOCIATION VISITS PORT OF MOBILE

The Southeastern Lumber Manufacturers Association (SLMA) visited the Port of Mobile in January. Led by Judith Adams, vice president of marketing for the Alabama State Port Authority, the group toured general cargo terminals handling a wide variety of export forest products, and the container intermodal facilities at APM Terminals Mobile.

SLMA represents the interests of solid sawn lumber manufacturers from 17 states spanning from Texas to Maryland with the goal of helping their members' business grow and prosper. The association develops programs around the needs of southeastern solid sawn

lumber manufacturers and supports members through governmental affairs, marketing, management and operational issues.

The Southeastern Lumber Manufacturers Association membership includes sawmills, lumber treaters and lumber remanufacturers from 81 companies operating in approximately 125 locations who manage over 2 million acres of timberland. These companies employ almost 10,000 people directly in mills, in addition to providing countless indirect jobs to people in the rural Southeast.

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GE RENEWABLE ENERGY REPRESENTATIVES TOUR PORT

In January, Anna Ward, director of sales and customer service for the Alabama State Port Authority, toured a group from GE Renewable Energy's Pensacola location through the public port terminals. The group was visiting the port to inspect the durability of new packaging being used on some of their products being imported from Asia. While visiting, they went aboard the M/V HOEGH DETROIT to see how well the new packaging held up during the voyage. SSA was the stevedore for the product discharged from M/V HOEGH DETROIT. GE Renewable Energy's Pensacola facility is a wind energy plant that manufactures wind turbines, each with the capacity to provide the annual power needs for up to 1,500 homes. The 300,000-square-foot plant overlooks Pensacola Bay and is the only wind turbine manufacturer in Florida. GE is the largest wind power supplier in the United States.

PORT HOSTS LEADERSHIP MOBILE AND LEADERSHIP BALDWIN COUNTY

The classes of 2020 from Leadership Mobile and Leadership Baldwin County toured the Port of Mobile in January during their respective studies of the region's economic development.

The day was sponsored by the Alabama State Port Authority and Alabama Power. In addition to their visit to the port, the classes visited GulfQuest National Maritime Museum of the Gulf of Mexico and Austal USA.



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PORT OF MOBILE WELCOMES USS MCFaul (DDG 74) AND USCG CUTTER GANNET FOR MARDI GRAS 2020

In February, the Navy League of Mobile, the Alabama State Port Authority and GulfQuest National Maritime Museum of the Gulf of Mexico hosted this year's Mardi Gras ships, the USS MCFaul (DDG 74) and the USCG CUTTER GANNET.

The USS MCFaul (DDG 74) transited the Mobile Ship Channel shortly after daybreak on February 21, arriving just after 12 p.m. CST at the Alabama State Port Authority's Pier 2, located on Water Street in downtown Mobile. The USS MCFaul (DDG 74), whose motto is "Courage Honor Sacrifice", is the 24th Arleigh Burke-class destroyer in the US Navy. The ship was named for Engineman Chief Petty Officer Donald L. McFaul (1957-1989), a member of SEAL Team ONE where he served three deployments in support of Special Operations out of Subic Bay, Philippines. Chief McFaul returned to civilian life in 1985 and then returned to the Special Warfare Community assigned to SEAL Team FOUR. Chief McFaul deployed to both the Persian Gulf and to Panama. As the Platoon Chief of

Gulf Platoon, he gave his life during combat on December 18, 1989. Chief McFaul was a recipient of the Navy Achievement Medal with Gold Star, Navy Unit Citation and Good Conduct Medal with Bronze Star. He was posthumously awarded the "Purple Heart" and the "Navy Cross." The ship is led by her Commanding Officer Cmdr. Rusty J. Williams, Executive Officer Cmdr. Bobby J. Rowdan and Command Master Chief Jason Kutsch.



The USCGC GANNET arrived at 9 a.m. CST on February 24, and berthed at the GulfQuest Maritime Museum. The cutter is the 34th Marine Protector-class Coastal Patrol Boat in the U.S. Coast Guard, and is currently homeported in Mobile, Alabama. GANNET's primary missions include protecting domestic fisheries in the U.S. Territorial Seas and Exclusive Economic Zones, Search and Rescue, and Ports, Waterways, and Coastal Security. The cutter's leadership includes Commanding Officer Lieutenant Junior Grade Michael Palomba, Executive Officer Chief Boatswain's Mate Francis Kinsey and Chief Machinery Technician John Smith, as her Command Chief.

Both the USS MCFaul and the USCGC GANNET welcomed the public for tours during their visit to the Port of Mobile.





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U.S.S. SPRINGFIELD VISITS MOBILE'S MARDI GRAS

Not literally but certainly figuratively, there is an umbilical cord linking the carefree carnival called Mardi Gras to the port, the waterfront, the sea. The association is quite distinctive. Mull over it for a minute and you'll see.

In the first place, how else but by water can that mirthful Lord of Misrule named Felix III get to his favorite merrymaking city? Every year on the Monday before Fat Tuesday, of course, he comes from his legendary Isle of Joy to take charge of all activity in Mobile and it's a water route that takes him up Mobile harbor to a disembarkation point at the foot of Government Street.

In the second place, one of the outstanding features of the annual Mardi Gras observance is the traditional presence in port of some ship of the United States Navy — in some years, more than one.

This year's Mardi Gras naval visitor, for example, turned out to be one of the most outstanding ever, the U.S.S. SPRINGFIELD (CLG-7), a large guided missile cruiser serving as the flagship for Vice Admiral Benedict J. Semmes, Jr., commander of the U.S. Second Fleet based at Norfolk, Virginia.

It's no longer the case, but Mardi Gras' direct connection with the waterfront was demonstrated for many years when the



This year's Mardi Gras naval visitor: the U.S.S. SPRINGFIELD.

Coronation of the Queen, the central highlight of the carnival celebration, was a traditional outdoor ceremony held on the wharves.

And over the years, who could possibly guess the number of parades and individual floats that have had an aquatic or seafaring theme?

Just as the Port of Mobile is the central economic force of Alabama's only seaport, Mardi Gras is an important economic facet of the city where mystics were born. Expenditures for the trappings of carnival funmaking — putting on the many parades and balls, purchase of tons of throwaways for the float riders, investments in dresses, gowns and costumes — run high, indeed. An immeasurable amount of outside money flows into Mobile, too, as visitors from around the country

flock into town to have a fling at the merrymaking.

It happens to be sort of a tradition at Mardi Gras to go down to the State Docks and go aboard the Navy ship in port.

Visitors aboard the SPRINGFIELD this year will see a ship that has undergone an amazing metamorphosis from a World War II light cruiser to one of the Navy's most modern instruments of missile warfare.

Back in the closing months of World War II, SPRINGFIELD participated in the final offensive of the war against the Japanese mainland, operating in anti-shipping raids and coastal bombardment. For several years, she languished in reserve status, but by March, 1960, she was converted and re-commissioned in her new role. From then, she served as flagship



16

PORT OF MOBILE

FEBRUARY 1970

17

Mardi Gras in 1970 brought the U.S.S. SPRINGFIELD to the Port of Mobile.

Of Men & Ships

MIRACLE ON THE BAY

Seventeen-year-old Lennard Luiten had been in the water for nearly six hours without a life jacket and was being swept inexorably toward the deep and unforgiving waters of the Gulf of Mexico. Darkness had long since descended on Mobile Bay. A number of boats had passed within sight, and the youth had attempted to hail them but with no luck. An avid sailor and strong swimmer, Luiten nevertheless knew the chances of being rescued diminished with each passing minute. The day had begun with such promise...

The morning of April 25, 2015, saw partly cloudy skies and light but steady winds of 15 to 16 knots out of the southwest. It had looked like a perfect day for a sailing regatta. None of the sailors that day could have imagined what lay ahead.

Since its inception in 1959, the Dauphin Island Race had quickly grown to become the biggest sailing event on Mobile Bay. The 18-mile, point-to-point race attracted upwards of 400 sailboats in the 1980s and 1990s, when it was hailed as the largest single-day regatta in the United States. Participation had declined after back-to-back Hurricanes Ivan and Katrina struck the Gulf Coast in 2004 and 2005, respectively. Nevertheless, with 125 boats registered for the event, the 57th Annual Dauphin Island Race still ranked as one of the largest single-day sailing events in the nation.

Race weekend traditionally started with a captains' meeting the night prior to the race, but it was oftentimes as much of a party as a meeting, with food, drink, entertainment and stories of past regattas shared and re-told. Race day saw the boats sail a course that began at a point off the Eastern Shore between the cities of Daphne and Fairhope, then once past Middle Bay Light doglegged to the west, crossing the finish line within sight of the Dauphin Island Bridge.

After the race, many of the captains would opt to join the Island Raft-Up party in Aloe Bay. Trophies were awarded, and there was more celebrating, with a number of captains and crews spending the night on Dauphin Island. Those who did were encouraged to participate in races back to their home yacht clubs the following day.

Traditionally, the organizing and hosting duties rotated among three yacht clubs on the bay—The Mobile Yacht Club (founded in 1847 and the second oldest yacht club in the U.S.), Buccaneer Yacht Club and Fairhope Yacht Club. The latter hosted the 2015 regatta.



» The all-female crew of the 34-foot BORA were all smiles at the Mobile Yacht Club prior to the race. Captain Susan Kangal is at far right. Photo courtesy of Susan Kangal.



» Kangal at the helm of the BORA as the crew sailed out of Dog River and toward the starting line of the 57th Annual Dauphin Island Race on April 25, 2015. Photo courtesy of Susan Kangal.



» By race time, the skies had turned leaden, but no one could have imagined what lay ahead. Photo courtesy of Alec Thigpen.

The day got off to an inauspicious start: a little less than two hours before start time, a message appeared on the Fairhope Yacht Club's website informing sailors that the Dauphin Island Race was canceled "due to inclement weather." Twenty-six minutes after the cancellation was posted, it was taken down, causing confusion among the captains. Simply a miscommunication, organizers said, but it pushed back the start time by an hour. Meanwhile, eight boats had withdrawn from the race.

Another snag, common enough, came in the form of a false start by several boats, which delayed start time for the Division 2 and 3 boats another half hour, so that the majority of racers didn't get underway until 11 a.m. Fifteen minutes earlier, just as the Division 1 boats began racing, the National Weather Service had warned of thunderstorms rolling in from the west, some of which could be "strong or severe with gusty winds and large hail..." Once the race had begun, though, crews found the conditions favorable, despite having to beat to windward.

Not all the boats on the bay that day were racing. In addition to the usual assortment of sport fishermen, there were a number of boaters who had ventured out simply to take in the regatta. Among them were Scott and Hope Godbold in the 36-foot WIND NUTS, out for a day's sailing and to watch their son compete in the race. The sailing community is a tight-knit one; Godbold had many friends and acquaintances racing that day, including Lennard Luiten, who had been a Sea Scout under Godbold's leadership. Godbold could not have forecast the incredible role he would later play.

Meanwhile, to the west, a storm had begun to build. At 7:15 a.m., the National Weather Service had issued a Severe Thunderstorm Watch for coastal Texas and southwestern Louisiana, warning of

the possibility of damaging wind gusts of up to 70 miles per hour. At 10:10 a.m., the National Data Buoy Center Station 110 in Louisiana recorded winds of 83 miles per hour.

On the bay, the 117 participating boats and an estimated 476 sailors jockeyed for position as their captains sought to gain the advantage. On board the 16-foot catamaran KYLA, Ron Gaston, sailing with his daughter's 15-year-old friend Hana, headed due west to smoother water before turning south toward the finish line. He meant to outrun his brother Shane and nephew Connor Gaston, who were manning an identical Hobie cat and

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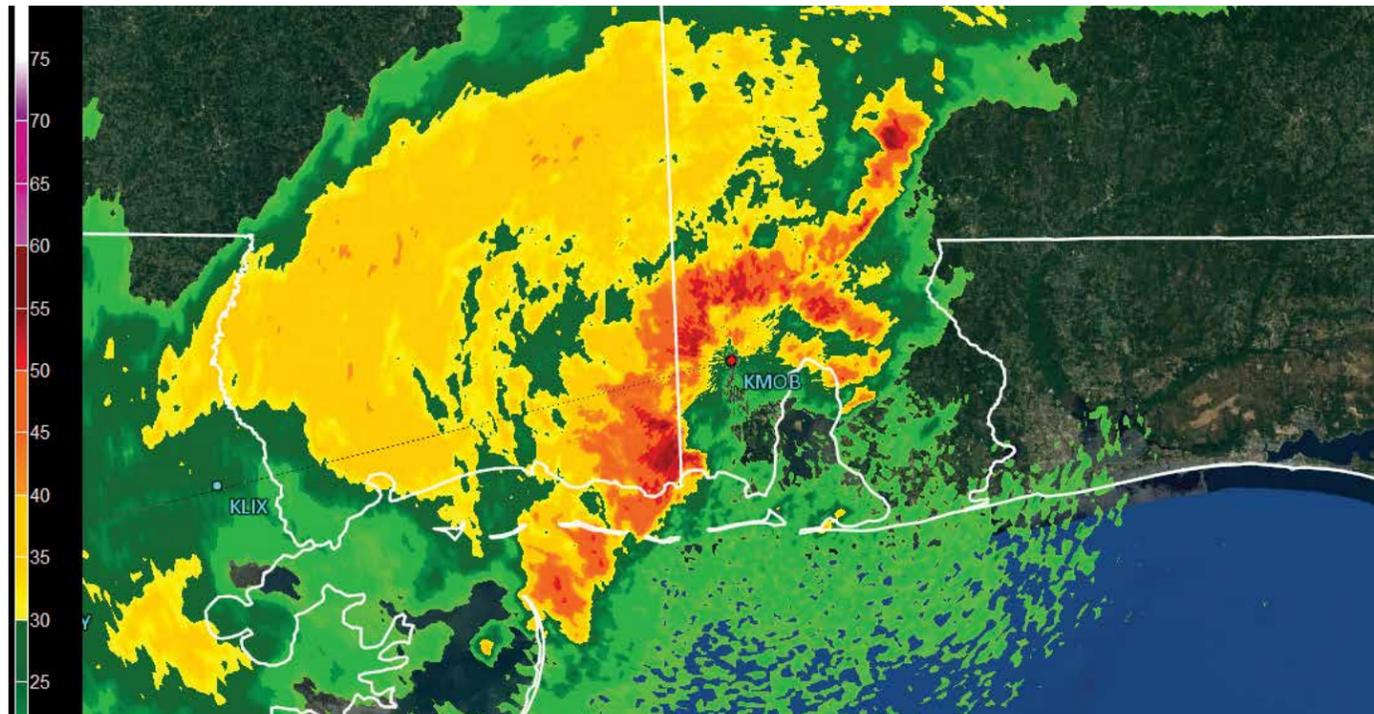
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» Doppler radar image of the storm bearing down on Mobile Bay at 2:50 p.m., April 25, 2015.

who had led them for the first half of the race. Sailing was a family affair for the Gastons: Ron's daughter, 17-year-old Sarah, was captain of her own boat, sailing with 74-year-old Jim Gates.

Veteran sailor Susan Kangal was at the helm of the 34-foot BORA with an all-female crew, including two other women, her own teenaged daughters and three of their friends. It was meant to be a day of fun for the girls. "We were out for a good time," Kangal said. "We were happy. It was going to be a good day." Another friend who was meant to be on the BORA, Kimble Walch, had her boys that day and couldn't join the crew. Nonetheless, Kimble was on Dauphin Island, looking forward to seeing her friends cross the finish line.

Joshua Edwards was skipping his parents' 36-foot ST. SOMEWHERE, along with his parents and a couple of friends. The Dauphin Island Race was the one regatta they looked forward to all year, and Edwards felt good about the way they were racing that day. "It was our wind, it was heavy, it was throwing, it was our day," he would later recall.

Robert Luiten and son Lennard were in the 24-foot RAZR, which they had rebuilt and restored over the course of a year, along with a crew of three friends. They, too, felt good about the race and were making good headway. There were plenty of others with similar stories: Eddie Cornell in his 39-foot LIGHT O MOBILE with a crew of seven friends; Larry Goolsby and two crew members sailing the 22-foot TEAM 4G, and dozens more.

However, the weather soon began to deteriorate on the bay. At about 1 p.m., the Coast Guard Auxiliary, which had been on hand to ensure safe passage by the racers

across the Mobile Ship Channel, requested and received permission from the Coast Guard Station on Dauphin Island to head to port due to weather. At 1:28 p.m., the National Weather Service issued a Severe Thunderstorm Warning for southeastern Mississippi and southwestern Alabama, warning of the possibility of "damaging winds over 60 miles per hour."

At 1:50 p.m., the first race boats crossed the finish line near Dauphin Island, but there were scores of boats strung out for miles across the bay. At 1:53 p.m., Coast Guard Station Dauphin Island informed race organizers of approaching thunderstorms moving eastward from Pascagoula, Mississippi, and toward Mobile Bay with gusts of up to 58 miles per hour, and at 2:21 p.m., the National Weather Service issued a Severe Weather Thunderstorm Warning for southwestern Mobile County. A thunderstorm near Grand Bay, Alabama, was moving east at 70 miles per hour and capable of producing quarter-sized hail and damaging winds over 60 miles per hour.

On Dauphin Island, Kimble Walch saw the storm coming. "I knew it was huge," she said, and wanted to make sure the crew of the BORA knew what was headed their way. "I called Susan to give her a heads up. Angie Dixon answered her phone. I told her what I was seeing, and she said she thought they would be okay as they were on the west side of the Bay."

The KYLA, with Ron Gaston and Hana on board, had swept across the finish line about 2 p.m., a full minute ahead of Shane and Connor Gaston's matching catamaran. Knowing a storm was headed their way, the brothers decided to skip the party and award ceremony and head for home.

There were "high fives and cheers" aboard the ST. SOMEWHERE as she crossed the finish line and sailed underneath the Dauphin Island Bridge. "We were very excited because we were very optimistic we had done the best we'd ever done in the race," remembered Joshua Edwards. Then "it all kind of went south very quick." With the approach of heavy weather, the crew shifted into rain gear and personal flotation devices, lowered the sails and began to motor north.

TEAM 4G was within a quarter mile of the finish line when the storm hit a few minutes after 3 p.m. "We had done really well in the race. The boat was working great, and we had the finish line in sight. It hit, literally in what seemed like two minutes," skipper Larry Goolsby said. Goolsby and his two crewmen were standing on the rail in an effort to keep their boat upright in the teeth of a 73-mile-per-hour wind (as recorded by the National Data Buoy Center Station Middle Bay Light at 3:15 p.m.).

Further up the bay, Susan Kangal had set her cruising sails rather than her racing sails in anticipation of heavy winds. Now, as the storm approached and the sky turned black, she sent everyone below. Susan donned her foul weather gear, got the jib down and the mainsail reefed, and started the engine. Suddenly, the BORA was in white-out conditions. "In a millisecond, we were laid over," she recalled. "I was thrown down on the deck between the helm and the aft of the boat and caught the horseshoe as it flew off. I was looking straight down at the water, holding on with feet and hands, bracing [myself] from falling in."

The main slung over when the wind hit, and the sheet line got hung up in the mainsheet traveler. BORA heeled all the way over, with the main sail in the water pulling the boat further over until co-captain Angie Dixon could stand in the companionway opening, holding on and kicking the line free. Then the boat started to right. The

main halyard had broken due to the heavy wind load, which made the sail go down, fall into the water and wrap itself around the shaft. That's what caused the boat to come upright.

Susan tossed lifejackets to the terrified girls below. "If anyone had come out of the hatch, they'd have gone overboard," she said. "It was like being in a blender, just bucking." She fought the near-hurricane-force winds and seas that were approaching 15 feet, and she and Angie eventually managed to get the storm anchor out. The engine was dead now, the shredded remnants of the mainsail wrapped around the rudder—but captain and crew were alive. They were later towed into port.

The 26-foot SCOUNDREL had finished the race and was headed north when the front slammed into it. Before her captain, Lee Creekmore, could lower the sails, the boat broached. Creekmore went into the water in an attempt to take down the sails, but the boat righted herself. A crew member had gone overboard in the melee and was holding onto a line trailing behind the boat. Creekmore tried to pull his crewman back on board, but before he could do so, the latter was swept away by the heavy seas.

The KYLA had made her way well north of Dauphin Island when she was struck by the storm. She stood on her stern for a moment and then was rolled sideways, her mast breaking in two. Ron Gaston had managed to hang on to the boat, but Hana had gone into the water. Ron let go of the boat to stay with his daughter's friend, and the wind flung the catamaran away into the gloom. The two clung tightly to one another in the foaming waves. Fortunately, both were wearing lifejackets.

Further south, Shane and Connor Gaston's catamaran was knocked over three times and had her mast snapped in two, sending father and son into the water. The two managed to right their boat; their biggest fear was the lightning cracking all around. They finally were able to



» The ST. SOMEWHERE had already completed the race and was headed back up the bay when the storm struck.

rig the jib sail to the stump of their mast and limp in to the western shore of Mobile Bay.

Sarah Gaston's boat suffered a similar fate, rearing up and dumping the sailors into the water. The boat was dismasted, but Sarah and Jim pulled themselves back onboard the now-crippled vessel. A Coast Guard rescue boat located them and took them on board, Sarah suffering from hypothermia and an injury to her leg.

TEAM 4G was knocked on her beam ends despite the efforts of Goolsby and his crew. The boat righted herself, only to be knocked over again by the wind. As the boat slowly righted herself for a second time, crew member Rob Eaves warned that a 40-foot boat was bearing down on them at speed. Just before the bigger boat smashed into TEAM 4G, the men jumped clear. The wreckage of TEAM 4G was pulled along and then shoved beneath the waves by the other boat. Goolsby managed to grab the port lifelines and haul himself onto the offending boat, whose crew made no effort to slow or turn back. Seeing his crew in the water with no lifejackets, Goolsby snatched a life ring from the bigger boat and leaped back into the heavy seas that were building to 10 feet. He struck off toward Eaves and Tony Cellamare, calling for them to swim toward him. Reaching them, the three men clung to the life ring as the boat that had collided with them quickly disappeared. The boat was never identified, and apparently her crew never made a distress call to report the collision or the men in the water.

On the ST. SOMEWHERE, Joshua Edwards had strapped on a GoPro camera and was recording their wild ride up the bay, which, in his words had "just exploded." Even with no sails flying, the boat can be seen to heel over. At one point in the video, the 23-foot Cape Dory SWEET LOUISE is seen under sail off to starboard. Edwards turned to look at his father, and when he turned back, the smaller boat had vanished. A few minutes later, the ST. SOMEWHERE rescued a family of three in a 22-foot boat, taking the latter in tow.

The winds hit the RAZR so fast and so hard that the sails were pressed firmly against the mast with no way to take them in. The boat flipped over, sending all five of the crew into the water. The boat literally rolled over, pulling Lennard Luiten and one of the crew back onto the deck. But then the boat's back broke, and the two were dumped back into the water. As the other man struggled, Lennard swam around the boat in search of his father, whom he found with one of his teenaged friends. After 20 minutes of fighting the heavy seas, Lennard decided to swim for help. Despite his efforts, the current began pulling him in an east-southeasterly direction, away from land. Away from help.

The LIGHT O MOBILE was about a mile from the finish line and under full sail when her crew spotted the captain and crew of TEAM 4G in the water. Skipper Eddie Cornell had turned over the helm to one of his crew and was assisting the others in trying to reduce sail. Seeing the



» The day after the race, the hulls of a capsized catamaran floating near Dauphin Island were the only indication of the tragedy that had occurred. *Sharon Steinmann, AP.*



» Battered sailboats, like this one with its sails in tatters, limped into Dauphin Island after the storm passed. *Photo courtesy of Kimble Walch.*

men in the water, Eddie and his crew tossed all available life jackets into the water in an effort to assist them, but to no avail. Eddie yelled to the men in the water to hang on, and that the LIGHT O MOBILE would be back as quickly as possible. According to Eddie, "We ultimately got some semblance of control over the boat and returned to pick them up." In fact, Eddie deftly maneuvered his boat in the midst of the raging storm and directed his crew in the successful rescue of Goolsby, Eaves and Cellamare, despite losing one of his sails in the attempt.

27-year-old crewman who had gone overboard from the SCOUNDREL. At the Coast Guard Station, Godbold learned that Robert Luiten and another crew member from the RAZR had been rescued, but two others were missing, as was 17-year-old former Sea Scout Lennard Luiten. Godbold didn't hesitate. Taking his father on board the WIND NUTS, Godbold headed out once more, in search of the missing teen. It seemed an impossible task as night fell. Coast Guard cutters, Marine Police and other agencies all were involved in search and rescue operations by now. What chance would the WIND NUTS have of finding one person in the rough seas?

Undeterred, Godbold searched for nearly two hours before he heard a voice. Godbold's father swept the beam of his flashlight back and forth across the choppy water until it reflected a flash of white. A face. Lennard Luiten, still alive after six hours in the water with no lifejacket. A miracle.

Search and rescue efforts continued for the next five days before the Coast Guard called them off. Eight boats had sunk during the storm, including the GYPSY, MISS SCARLET, NONO 9, RAZR, SHAKEDOWN, SWEET LOUISE, TEAM 4G, and the WINDSONG III (and two others lost, including the catamaran KYLA). Forty people who had gone overboard had been rescued from the water by the Coast Guard, Marine Police and Good Samaritans like Scott Godbold and Eddie Cornell. Tragically, six sailors had perished.

For his selfless actions in leaping from safety back into the water to rescue his crew members, TEAM 4G Captain Larry Goolsby was awarded the Arthur B. Hanson Rescue Medal by the U.S. Sailing Safety at Sea Committee. The same honor was bestowed upon Captain Eddie Cornell and the crew of the LIGHT O MOBILE for coming to the aid of the TEAM 4G crew.

For Scott Godbold, pulling Lennard Luiten to safety from the waters of Mobile Bay was reward enough.

Far up the bay, Ron Gaston and Hana were being carried further away from shore. They had been in the water for more than two hours when Ron remembered the old cell phone that he'd been using to track their location. The phone had no service, but it was still enabled to make an emergency call. Hana retrieved a GPS tracker she had tucked into her lifejacket. She took the phone and called 911. By utilizing the GPS unit, she was able to guide a Marine Police rescue boat to their location. Both sailors were pulled to safety.

For Scott Godbold in the WIND NUTS, a pleasure cruise had turned into a rescue operation. By sunset, Godbold had rescued three sailors from the water, and he brought them in now to the Coast Guard Station on Dauphin Island. Godbold had also recovered the body of the



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ECUADOR PUERTO BOLIVAR GUAYAQUIL	G2 OCEAN G2 OCEAN	INDUCEMENT INDUCEMENT	NORTON LILLY NORTON LILLY
ENGLAND LIVERPOOL FELIXSTOWE	G2 OCEAN MAERSK MSC	INDUCEMENT WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY
FRANCE LAHAVRE BOULOGNE SAINT NAZAIRE/MONTOIR SETE	MAERSK MSC G2 OCEAN LD SEAPLANE G2 OCEAN	WEEKLY WEEKLY MONTHLY BI-MONTHLY BI-MONTHLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
GERMANY BREMEN BREMERHAVEN HAMBURG	G2 OCEAN BBC CHARTERING MAERSK MSC BBC CHARTERING	BI-MONTHLY BI-MONTHLY WEEKLY WEEKLY BI-MONTHLY	NORTON LILLY NORD SUD NORTON LILLY NORTON LILLY NORD SUD
GRENADA SAINT GEORGE'S	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
GUADELOUPE BASSE TERRE	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
GUYANA GEORGETOWN	DAN GULF SHIPPING OSLO CARIBBEAN CARRIER	INDUCEMENT BI-MONTHLY	LOTT SHIP SEACLIFF
HAITI PORT AU PRINCE	OSLO CARIBBEAN CARRIER	BI-MONTHLY	SEACLIFF
HONG KONG	CMA CGM COSCO EVERGREEN OOCL	WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
ITALY LIVORNO MONFALCONE NAPLES SAVONA	G2 OCEAN G2 OCEAN G2 OCEAN G2 OCEAN	MONTHLY MONTHLY MONTHLY MONTHLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
JAMAICA KINGSTON	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
JAPAN IYOMISHIMA MISHIMA-KAWANOE NIIGATA SHIMIZU TAGONOURA TOKYO	SAGA WELCO G2 OCEAN SAGA WELCO G2 OCEAN G2 OCEAN SAGA WELCO SAGA WELCO	INDUCEMENT MONTHLY INDUCEMENT MONTHLY MONTHLY INDUCEMENT INDUCEMENT	INCHCAPE NORTON LILLY INCHCAPE NORTON LILLY NORTON LILLY INCHCAPE INCHCAPE
KOREA BUSAN	CMA CGM COSCO EVERGREEN OOCL MAERSK MSC ZIM	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
INCHON	SAGA WELCO G2 OCEAN	INDUCEMENT INDUCEMENT	NORTON LILLY INCHCAPE NORTON LILLY

PORT OF CALL	LINE	FREQUENCY	AGENT
KUNSAN MASAN	G2 OCEAN HOEGH G2 OCEAN G2 OCEAN	INDUCEMENT MONTHLY INDUCEMENT INDUCEMENT	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
ONSAN			
MARTINIQUE FORT-DE-FRANCE	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
MEXICO ALTIMIRA	CLIPPER STEEL SERVICES	INDUCEMENT	AMERICAN SHIPPING & CHARTERING NORTON LILLY NORTON LILLY NORTON LILLY
	MAERSK MSC SEALAND CG RAILWAY CLIPPER STEEL SERVICES	WEEKLY WEEKLY WEEKLY EVERY 4 DAYS WEEKLY	AMERICAN SHIPPING & CHARTERING NORTON LILLY NORTON LILLY NORTON LILLY
COATZACOALCOS TAMPICO			
VERACRUZ	MAERSK MSC SEALAND	WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY
MONTERRAT PLYMOUTH	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
NETHERLANDS ROTTERDAM	G2 OCEAN MAERSK MSC	BI-MONTHLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY
PANAMA COLON CRISTOBAL	OSLO CARIBBEAN CARRIER MAERSK MSC SEALAND	INDUCEMENT WEEKLY WEEKLY WEEKLY	SEACLIFF NORTON LILLY NORTON LILLY NORTON LILLY
BALBOA	MAERSK MSC SEALAND	WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY
PERU CALLAO	G2 OCEAN	INDUCEMENT	NORTON LILLY
POLAND GDYNIA	G2 OCEAN	MONTHLY	NORTON LILLY
SINGAPORE, SG	CMA CGM COSCO EVERGREEN OOCL	WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
SPAIN MOTRIL	G2 OCEAN	MONTHLY	NORTON LILLY
ST. KITTS BASSETERRE	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
ST. LUCIA CASTRIES VIEUX FORT	OSLO CARIBBEAN CARRIER OSLO CARIBBEAN CARRIER	MONTHLY MONTHLY	SEACLIFF SEACLIFF
ST. MARTIN PHILIPSBURG	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
ST. THOMAS CHARLOTTE AMALIE	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
ST. VINCENT KINGSTOWN	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
SURINAME PARAMARIBO	DAN GULF SHIPPING	INDUCEMENT	LOTT SHIP
TOBAGO SCARBOROUGH	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
TRINIDAD PT LISAS PT LISAS	OSLO CARIBBEAN CARRIER DAN GULF	MONTHLY MONTHLY	SEACLIFF LOTT SHIP
TURKEY LIMAS	G2 OCEAN	BI-MONTHLY	NORTON LILLY
VIETNAM VUNG TAU	CMA CGM COSCO EVERGREEN OOCL	WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
VENEZUELA GUANTA MARACAIBO	DAN GULF SHIPPING DAN GULF SHIPPING	MONTHLY INDUCEMENT	LOTT SHIP LOTT SHIP

PORT OF MOBILE DIRECTORY

AIR CARGO

FEDEX EXPRESS BFMR/AGFS (251) 432-6705

ALABAMA INTERNATIONAL TRADE CENTER

THE UNIVERSITY OF ALABAMA—Tuscaloosa, AL—P. O. Box 870396 (205) 348-7621

AUXILIARY SERVICES

CATHOLIC MARITIME CLUB—406 Government St., Mobile, AL (251) 432-7339
Deacon John Archer, Director; Father Lito Capeding, Chaplain
FISHERS OF MEN MINISTRIES INTERNATIONAL (251) 233-6621
INTERNATIONAL SEAMAN'S CENTER—605 Texas Street (251) 433-7953

BANKS WITH INTERNATIONAL DEPARTMENTS

BB&T—MOBILE (251) 340-8706
BBVA COMPASS BANK, RYAN NEW (251) 470-7408
FIRST COMMERCIAL BANK—BIRMINGHAM (205) 868-6171
HANCOCK/WHITNEY BANK—MOBILE (251) 662-1025
REGIONS BANK—MOBILE (251) 690-1187

BARGE FLEETING SERVICE

COOPER MARINE & TIMBERLANDS (251) 431-6100
HIGH MARINE SERVICES, INC. (251) 433-1732

BLAST FREEZE/COLD STORAGE

SEANOUS (251) 433-7399

BULK LIQUIDS

ALABAMA BULK TERMINALS (251) 438-9891
ZENITH TERMINALS (251) 421-1651
GULF COAST ASPHALT (251) 432-7666
CENTER POINT TERMINALS (251) 456-8491
PLAINS MARKETING (251) 456-4688; (251) 377-8864
RADCLIFF/ECONOMY MARINE SERVICES (251) 433-0066

BUNKERING SERVICE

ATLANTIC GULF BUNKERING (251) 431-5900
BUFFALO MARINE (713) 923-5571
MIDSTREAM FUEL SERVICES, INC.—P. O. Box 2826 (251) 433-4972
RADCLIFF/ECONOMY MARINE SERVICES—P. O. Box 3064 (251) 433-0066
UNITY BUNKERING INC. (251) 929-5153

CAB SERVICE

A-1 Taxi & Transportation (251) 214-4889
UBER www.uber.com

CONSULATES

CONSULAR CORPS OF MOBILE—6204 Brandy Run North 36608 (251) 455-8182
BOLIVIA—Thomas J. Purvis—3413 Canacee Dr. (251) 666-6969
DENMARK—Martin H. Cunningham—205 St. Louis St. (251) 432-4633
DOMINICAN REPUBLIC—Luis Frias—951 Government St., Suite 520 (251) 432-2332
FRANCE—Maxanna Nichols—18 Houston St. (251) 366-0051
NORWAY—Kathy Miller (251) 405-1220

CONTAINER REPAIR & LEASING

AFFORDABLE CONEX (251) 947-1944
CHICKASAW CONTAINER SERVICES, INC. (251) 457-7300
CSA (251) 432-5404
DOCKSIDE SERVICES (251) 438-2362
JOHN FAYARD MOVING & WAREHOUSING (866) 862-0867
EXSIF WORLDWIDE, INC. (800) 231-7781
★ MILLER TRANSPORTERS (251) 457-0471

U.S. CUSTOMS & BORDER PROTECTION

PORT DIRECTOR—150 N. Royal St., Suite 3004 (251) 441-5111

DUNNAGE — PLYWOOD

ALL STAR FOREST PRODUCTS, INC.—7096 Stone Dr., Daphne 36526 (251) 626-8777
BIG RIVER CYPRESS & HARDWOOD (850) 674-5991
BUCHANAN LUMBER—104 Industrial Canal Rd. East (251) 433-9567
CASSIDEY LUMBER—P. O. Box 391, Mobile 36601 (251) 456-0099
McGINNIS LUMBER COMPANY, INC.—P.O. Box 2049 Meridian, MS 39302(601) 483-3991
MIDWAY FOREST PRODUCTS—P. O. Box 7667, Spanish Ft., 36527 (251) 626-8010
SMITH COMPANIES—100 Pardue Rd. Pelham 35124 (800) 322-0540

EXPORT BAGGING, PACKING AND DRUMMING

CUSTOM MARKETING SERVICES INC. (205) 668-4042
HORIZON FREIGHT (800) 242-9212
MEADOR WAREHOUSING & DIST., INC.—1750 N. Craft Hwy. (251) 457-4376
MITCHELL CONTAINER SERVICES—226 Saraland Blvd. S. (251) 675-3786
MMS PACKAGING COMPANY—P. O. Box 2066 (251) 438-3658
PORT CITY MOVERS & DELIVERY—
5235 Kooiman Rd., Bldg. 4, Theodore, AL (251) 342-7079
STEM PRODUCTS—P. O. Box 66531 (251) 457-5557
L. H. STUART CO., INC.—2064 Ave. C, Brookley (251) 441-0770
TEAGUE BROS. TRANSFER & STG. CO.—519 Bayshore Ave. (251) 476-6122
WONDERLAND EXPRESS (251) 653-7348

FIRE SAFETY EQUIPMENT AND SERVICE

FIRETROL PROTECTION SYSTEMS, INC. (251) 661-1699
HILLER SYSTEMS, INC.—3751 Joy Springs Drive (251) 661-1275
INTERNATIONAL FIRE PROTECTION, INC.—5462 Able Court (800) 554-9695
R. CARTER & ASSOC., INC.—P.O. Box 902 (251) 452-0154
SAFETY SOURCE INC.—6161 Rangeline Road (251) 443-7445
UNITOR SHIP SERVICES—500 St. Louis St. (251) 432-0762

FOREIGN FREIGHT FORWARDERS (★H CUSTOM HOUSE BROKERS)

★ AIR/SEA FORWARDING—3812 Springhill Ave. (251) 460-0551
BARTON CONSULTING LLC (251) 378-5540
★ CAROLE C. LELAND—244 W. Valley Ave., Birmingham, AL (205) 328-2343
C.H. ROBINSON WORLDWIDE (251) 441-7012
★ CORE INDUSTRIES (251) 660-0962
★ CTB USA OF FLORIDA (866) 621-0091 ext. 224
★ D.J. POWERS COMPANY, INC.—205 St. Louis St. (251) 432-4633
EMO TRANS (251) 342-3313
★ EXPEDITORS INTERNATIONAL (251) 431-4992
FEDEX TRADE NETWORKS (404) 831-8237
★ GEO. RUEFF, INC.—P. O. Box 2962 (251) 433-8851
INCHCAPE SHIPPING SERVICES, INC.—11 N. Water St., Mobile, AL (251) 461-2700
JENSEN SHIPPING CO.—244 W. Valley Ave., Birmingham, AL (205) 328-2343
KUEHNE + NAGEL—2101 Clinton Ave. W., Ste. 403, Huntsville, AL (205) 516-1402
N.D. CUNNINGHAM — D.J. Powers
205 St. Louis St, Mobile, AL 36602 (251) 300-3782
OEC MOBILE—52 North Jackson St., Mobile, AL 36602 (251) 287-8767
★ PAGE & JONES, INC.—52 N. Jackson St. (251) 432-1646
Birmingham, P. O. Box 320126 (205) 595-8429
Huntsville, P. O. Box 6025 (256) 772-0231
★ RICHARD MURRAY & CO.—109 No. Conception St. (251) 432-5549
RIEDL NORTH AMERICA CORPORATION — Daphne, AL 36526 (251) 525-8802
T. A. PROVENCE & CO.—P. O. Box 942 (251) 433-5424
STIEGLER SHIPPING CO., INC.—1151 Hillcrest Rd., Suite F (251) 639-7300
TEAM WORLDWIDE—799 James Record Rd., Ste. A-12, Huntsville, AL (251) 461-7770
TRADELANES—61 St. Joseph St., Suite 1000 (251) 343-8031
TRANSGROUP MOB — 820 Saraland Ave. S Ste. E, Saraland, AL 36571(251) 433-7668
★ W.R. ZANES & CO. OF LA, INC.—P. O. Box 1006 (251) 438-1597

FOREIGN TRADE ZONES

(★FTZ PUBLIC WAREHOUSES)
★ AZALEA BOX COMPANY—1401 St. Stephens Road, Prichard (251) 452-3451
★ BALDWIN TRANSFER CO., INC. (251) 433-3391
★ BIRMINGHAM, AL—Shaw Warehouses (205) 251-7188
★ CORE INDUSTRIES (251) 660-0962
HODGES WAREHOUSE—MONTGOMERY (334) 280-2033
★ EQUITY TECHNOLOGIES CORP. (251) 432-7784
★ HUNTSVILLE, AL—P. O. Box 6241 (256) 772-3105
★ KEYPORT WAREHOUSING—30427 County Rd. 49 N, Loxley, AL (251) 964-4607
★ MOBILE, AL—Brookley Complex & Airport (251) 438-7338
★ MERCHANTS TRANSFER COMPANY (251) 457-8691
★ MOBILE MOVING & STORAGE (251) 438-3658
S/M WAREHOUSE (251) 679-3344

GRAIN MERCHANTS

AGREX, LLC (419) 373-6311

LICENSED GUARD SERVICE

ALABAMA LINE SERVICES (251) 661-1205
ADMIRAL SECURITY SERVICES OF ALABAMA, INC. (251) 725-6018
U.S. MARITIME SECURITY, LLC (251) 459-1578

HEAVY LIFT/SALVAGE/TRANSPORTATION

1ST CRANE & LOGISTICS, INC.—Alabama State Docks (251) 653-3333
ACME TRUCK LINE (251) 653-6028
AMERICAN MARINE SERVICES (251) 406-9930
ATLANTIC SPECIALIZED TRANSPORT (251) 433-4545
BARNHART CRANE & RIGGING—P.O. Box 2809, Daphne, AL 36526 (251) 654-0541
BLUE DIVING & SALVAGE—4032 Dauphin Island Pkwy., Mobile, AL (800) 882-5043
BOSARGE DIVING—Pascagoula, MS (888) 762-6364
★ BURKHALTER SPECIALIZED TRANSPORT (228) 762-0888
★ CORE INDUSTRIES (251) 660-0962
HORIZON FREIGHT (800) 242-9212
HYDRAULIC CRANE SPECIALISTS (251) 675-000X
LEA DIVING & SALVAGE—Alabama State Docks (251) 432-4480
MAMMOET (404) 696-4982
★ MILLER TRANSPORTERS (251) 457-0471
RIEDL NORTH AMERICA CORPORATION — Daphne, AL 36526 (251) 525-8802
WONDERLAND EXPRESS (251) 653-7348

INDUSTRIAL DIVING

BLUE DIVING & SALVAGE—4032 Dauphin Island Pkwy., Mobile, AL (800) 882-5043
BOSARGE DIVING—Pascagoula, MS (228) 762-0888
COMMERCIAL DIVING SERVICES — P. O. Box 850637, Mobile, AL (251) 665-0017
FATHOM INDUSTRIES—5385 Battleship Parkway, Spanish Fort, AL (251) 626-7800
LEA DIVING & SALVAGE—Alabama State Docks (251) 432-4480
MOSLEY MARITIME SERVICES, LLC (251) 610-7882

LIGHTERING, GAS FREEING AND SPILL CLEANUP

AARON OIL CO., INC.—P. O. Box 2304 (251) 666-8143
R. CARTER & ASSOC., INC.—507 Diaz St., Prichard, AL (251) 452-0154
ES&H—5400-A Willis Rd., Mobile, Ala. (251) 382-0199
FERGUSON HARBOUR, INC.—31153 Stagecoach Rd., Spanish Ft., AL (251) 626-3295
INDUSTRIAL WASTE SERVICES, INC.—1980 Ave. A (251) 694-7500
INDUSTRIAL WATER SVCS., INC.—P. O. Box 50236 (800) 447-3592
LIQUID ENVIRONMENTAL SOLUTIONS MARINE FIELD SERVICES—
1890 3rd St., Mobile (251) 243-4128
OIL RECOVERY CO., INC.—P. O. Box 1803 (251) 690-9010
OIL RECOVERY MARINE TERMINAL Blakely Island (800) 350-0443
PROTECT ENVIRONMENTAL—
3537 Desirrah Drive S., Mobile, AL 36618 (251) 470-0955

THOMPSON ENGINEERING—P. O. Box 9637.....	(251) 653-4525
UNITED STATES ENVIRONMENTAL SERVICES LLC— 4230 Halls Mill Road, Mobile, AL 36693.....	(251) 662-3500
USI OIL —1900-A Broad St.....	(251) 432-0775

LINE HANDLING

ALABAMA LINE SERVICES—P. O. Box 9308.....	(251) 661-2105
BERT'S LINE HANDLING—P. O. Box 2213.....	(251) 432-1611
DOCKSIDE SERVICES, INC.—P. O. Box 122.....	(251) 438-2362
MO-BAY SHIPPING SVCS., INC.—P. O. Box 1842.....	(251) 433-1621
PEDERSEN MARINE SERVICE & SUPPLY—662 St. Louis St.....	(251) 432-6045
PRESTIGE MARITIME — P.O. Box 1074.....	(251) 680-8833
TRI-STATE MARITIME SVCS.—P. O. Box 2725.....	(251) 432-1054

MARINE FUMIGATION SERVICES

CENTRAL STATES FUMIGATION (IMPORT/EXPORT).....	PAT MACK (800) 527-8215
DA MARINE FUMIGATION (IMPORT/EXPORT).....	JERRY MATHERNE (504) 888-4941
ECOLAB SPECIALTY PEST SERVICES (IMPORT/EXPORT).....	RODNEY BELOSO (504) 616-6426

MARINE RADIO AND ELECTRONICS

(★ ELECTRICAL CONTROL AND AUTOMATION)	
ICS—578 Azalea Rd., Mobile, AL.....	(251) 661-6061
GULF COAST AIR & HYDRAULICS INC.—3415 Halls Mill Rd.....	(251) 666-6683
MOBILE MARINE RADIO—7700 Rinla Ave.....	(251) 666-5110
Marine Operator.....	(251) 666-3487
Radioteletype.....	(251) 666-9042
Radio Telegram.....	(251) 666-9041
RADIO-HOLLAND USA, INC.—701 S. Conception St.....	(251) 432-3109
★ PRISM—200 Virginia St.....	(251) 341-1140
SPERRY MARINE SYSTEMS—2756 Dauphin Island Pkwy.....	(251) 471-5008
TEAM ONE COMMUNICATIONS—3360 Key St., Mobile, AL.....	(888) 343-TEAM

MARINE SURVEYORS

ALPHA MARINE SURVEYORS—180 Country Club Dr., Daphne.....	(251) 626-7299
BULK MARINE RESOURCES.....	(251) 295-4838
C. E. COLLIER & ASSOCIATES, INC.—5050 Lossing Rd., Coden, AL.....	(251) 873-4382
COOK CLAIMS SERVICE—P. O. Box 160461.....	(251) 470-0774
M. H. BARRIE—P.O. Box 1164, Mobile, AL 36633.....	(251) 433-8122
MOSLEY MARITIME SERVICES, LLC.....	(251) 610-7882
PORT CITY MARINE SURVEYORS—D. J. Smith.....	(251) 661-5426
SABINE SURVEYORS — 1509 Government St., Suite 103.....	(251) 433-9997
SGS MINERALS — P. O. Box 1962.....	(251) 432-2781
SHIP ARCHITECTS, INC.....	(251) 621-1813
W. T. AMES & ASSOCIATES—149 Fairway Dr., Daphne.....	(251) 626-1172

MARITIME WASTE DISPOSAL

AARON OIL CO., INC.—P. O. Box 2304.....	(251) 666-8143
ALABAMA LINE SERVICES - 4184 Alden Dr.....	(251) 661-2105
R. CARTER & ASSOC., INC.—1406 Telegraph Rd.....	(251) 452-0154
DOCKSIDE SERVICES, INC.—P. O. Box 122.....	(251) 438-2362
LIQUID ENVIRONMENTAL SOLUTIONS—1980 Ave. A.....	(251) 694-7500
OIL RECOVERY CO., INC.—P. O. Box 1803.....	(251) 690-9010
STERICYCLE - 5785 Ironworks Rd.....	(251) 583-8788
TRASH DOCTORS, LLC.....	(504) 222-2471
WASTE MANAGEMENT INC.—17045 Highway 43, Mt. Vernon, AL.....	(251) 829-4006

MOTOR CARRIERS (★ CONTAINER SERVICES)

1ST CRANE & LOGISTICS, INC.—Alabama State Docks.....	(251) 653-3333
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 TANSPORATION.....	(713) 668-3388
ASF INTERMODAL LLC.....	(251) 287-8152
A&S KINARD.....	(769) 572-7144
AVERTIT 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.....	(334) 282-3927
★ 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
CONSOLIDATED FREIGHT WAYS.....	(251) 443-9100
COVAN WORLD-WIDE MOVING INC.....	(251) 653-3008
COYOTE LOGISTICS, LLC.....	(888) 805-2883
CUSTOM MARKETING SERVICES INC.....	(205) 668-4042
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) 231-1706
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
LANDSTAR TRANSPORTATION LOGISTICS.....	(251) 690-9050
★ LARSEN INTERMODAL SERVICES, INC.....	(800) 949-8501
MACROTRANSPORT SERVICES—Ormond Beach, FL.....	(203) 926-8911
MARITIME & COMMODITY SERVICES, LLC.....	(251) 432-0511
McCARRON SERVICES, LLC.....	(251) 406-2355
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
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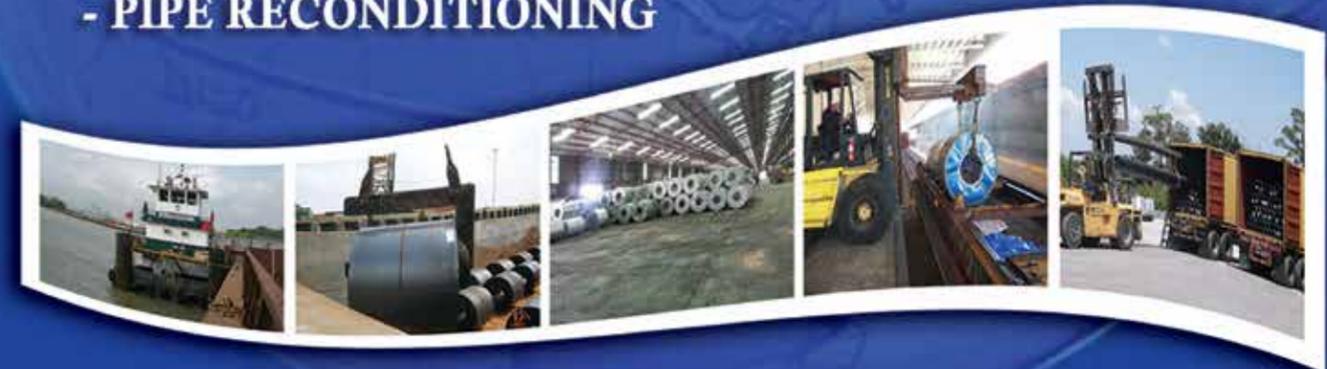
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