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ALABAMA SEAPORT

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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. Exciting things are happening in business and industry throughout Alabama and the Southeastern U.S., and the Port Authority continually invests in its terminals to remain competitive and meet the needs of shippers.

FEATURES

- 4 **A Record Year In Containerized Cargo Combined With Rebranding Position Port For Future Growth**
- 7 **Alabama Business Leaders Meet with Port Officials**
- 8 **Alabama's Supply Chain Fix: Alabama-USA Rail Corridor and CSX Intermodal Service**
- 10 **On The Road**
- 11 **Port Authority Director Appointed to Federal Reserve Bank Board**
- 12 **New Logistics Park to Be Largest in the Southeast**
- 14 **Lineage Logistics Acquires MTC Logistics**
- 15 **In Memoriam: Nolan Richardson**
- 16 **Warrior-Tombigbee Waterway Association Names Wynne Fuller as New President**

LETTER FROM THE DIRECTOR



John C. Driscoll, Director, CEO

Our port facilities aren't the only thing we're modernizing! In January, the Alabama Port Authority launched its new brand and redeveloped its website. It is only appropriate that ALABAMA SEAPORT also take on a new look. These changes are aimed at highlighting the capabilities and connectivity at one of the nation's largest deepwater seaports. The new website - www.ALPorts.com - utilizes imagery reflective of the port's infrastructure investment and provides a streamlined format of information important to the port's customers, service providers, stakeholders and the public at large. The new brand reflects the Alabama Port Authority's dual mission. Nationally, and around the world, the Alabama Port Authority at the Port of Mobile is recognized for its cargo diversity, efficiency, business-friendly service and connectivity. The "M" denotes the Port of Mobile and its services: containerized, breakbulk, bulk, RO/RO and over-dimensional cargo movements across major global trade lanes. The Alabama Port Authority represents our second and equally important mission. As Alabama's statutory authority over Alabama's deepwater seaport, navigable rivers and inland intermodal facilities, we are charged with developing transportation solutions to support Alabama's, and the nation's, shippers to drive economic development and generate jobs. Currently, the Port Authority's vessel and cargo activities support over 150,400 jobs and generate \$25.4 billion in economic value in Alabama alone. I hope you like our new look. Our website and our magazine are important tools to connect people with our port. We hope you remain engaged to learn more about our objectives to modernize your port.

Sincerely,
John C. Driscoll

ALABAMA SPOTLIGHTS

Made in Alabama: Frios Gourmet Pops	20
Port Calls: Dauphin Island Bird Destination	22
Currents	24
Pages from the Past	29
Of Men and Ships:	30

DIRECTORY

Arrivals/Sailings.....	35
Port of Mobile Directory	38
Steamship Agencies & Lines	41

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A RECORD YEAR IN CONTAINERIZED CARGO COMBINED WITH REBRANDING, POSITION PORT FOR FUTURE GROWTH

A record year in containerized cargo volume combined with the rebranding of the Alabama Port Authority is positioning the port for future growth.

In calendar year 2021, the Alabama Port Authority saw containerized cargo volumes climb to a record 502,623 TEUs, up nearly 21 percent from 2020. To date, the terminal has handled more than 3.6 million TEUs since containerized operations began in 2008.

“Mobile continues to perform, attracting new customers seeking out terminal efficiency, services and inland connectivity to key US markets,” said John C. Driscoll, director and chief executive officer of the Alabama Port Authority. In 2021, the Port experienced minimal to no congestion, no vessel delays at anchor and posted vessel-to-rail turn times within 24 hours.

With the new cold cargo international distribution facility coming online in 2021, refrigerated containers

posted a robust 50% gain compared to 2020. MTC Logistics officially opened its new \$61 million international cold cargoes distribution center in October 2021 to meet cold cargo supply chain demand at the Port of Mobile. The 12.6 million cubic foot refrigerated space is capable of storing 40,000-plus pallets of perishable proteins, vegetables and seafood. In March of this year, Lineage Logistics, LLC acquired the newly constructed facility (see pg. 14).

Mobile continues to perform, attracting new customers seeking out terminal efficiency, services and inland connectivity to key US markets.

Calendar year (CY) 2021 also posted impressive intermodal rail growth. The port’s Intermodal Container Transfer Facility (ICTF) ended the year with 23,776 TEUs handled. The year-end volume represents a 139% increase over 2020 volumes.

Added vessel calls to support Asia trade, coupled with domestic retail consumption and increasing congestion through traditional west and east coast gateways, contributed to shifts in supply chains as shippers seek both capacity and faster service into Memphis, Tennessee and Chicago, Illinois, via the Port’s intermodal container transfer facility (ICTF) at Mobile. APM Terminals operates both the marine and intermodal container transfer facility at the Port of Mobile.

In the general cargo division, overall volumes were up 20 percent with 7,630,113 tons handled in CY 2021. Iron, steel and forest products delivered double-digit growth in CY 2021 representing a 20 percent gain over the prior year with 5,998,137 tons handled. Forest projects totaled 1,331,187 short tons delivering a 13 percent gain over CY 2020. Specialty chemicals also did well registering 960,314 tons, a 37% gain over CY 2020.

In an effort to modernize and revolutionize the port to better serve the maritime community as well as positively impact Alabama’s economy and be positioned for future growth, the Alabama Port Authority began 2022 with the launch of its new

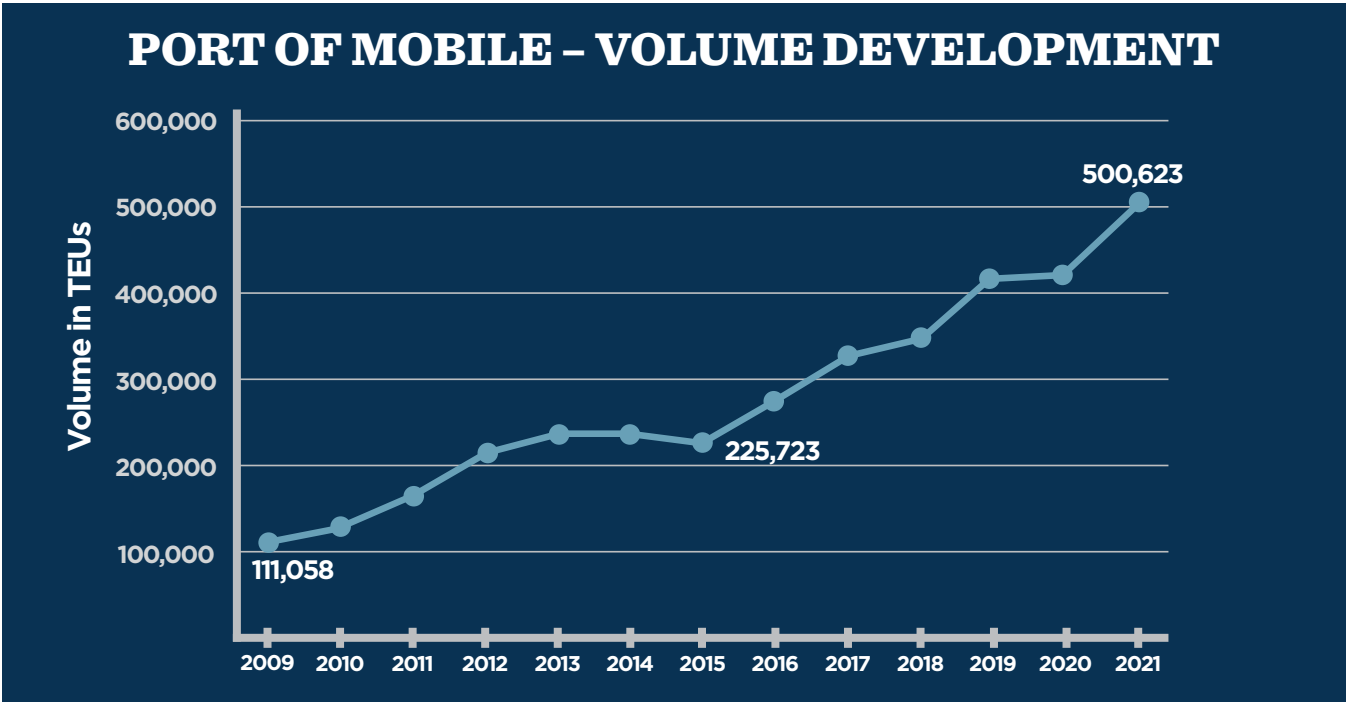
website and reveal of a harmonious family of new brandmarks aimed at highlighting the modernity, capabilities and connectivity at one of the nation’s largest deep-water seaports.

We are embarking on telling the story of the Port of Mobile to a wide audience – locally and statewide, but also nationally and internationally.

The new website, www.ALPorts.com, utilizes imagery reflective of the port’s infrastructure investment and communicates information in a streamlined format important to the port’s customers, service providers, stakeholders and the public at large.

The brandmark’s streamlined “M” design illustrates the modernization of the port. Since 2001, the Alabama Port Authority has invested more than \$1.3 billion in public seaport, terminal rail and waterway infrastructure geared toward diversifying its business lines and servicing the larger vessels calling North American ports. With more than \$750 million in new infrastructure in the implementation or planning stages, the Port Authority continually strives to provide cost-efficient transportation solutions to its current customers while meeting new customer growth demands.





“We are telling the story of the Port of Mobile to a wide audience – locally and statewide, but also nationally and internationally. The Port has seen exceptionally strong growth with minimal operational disruptions,” said John C. Driscoll, director and chief executive officer for the Alabama Port Authority. “In launching our new brand and website, we want to communicate our unsurpassed efficiency, reliability and connectivity.”

The newly unveiled family of brand iconography reflects the Alabama Port Authority’s dual mission. Nationally, and around the world, the Alabama Port Authority at the Port of Mobile is recognized for its cargo diversity, efficiency, business-friendly service and connectivity. The full-service public seaport terminals support import and export containerized, breakbulk, bulk, RO/RO and over-dimensional cargo movements across major global trade lanes. Additionally, the Alabama Port Authority is the statutory authority over Alabama’s navigable waterways, rivers and deep-water ports. In this context, the Port Authority’s mission is to develop transportation solutions to support first, Alabama’s, and then the nation’s, shippers to foster economic development and generate jobs. Currently, the Port Authority’s vessel and cargo activities support more than 150,400 jobs and generate \$25.4 billion in economic value in Alabama alone.

The family of brand colors are representative of the Alabama Port Authority’s commitment to its employees, customers and stakeholders. Blue represents trust and responsibility; red represents energy and passion; and green represents reliability and sustainability.

The new website and branding campaign reflect more than six months of work with contributions from the Port Authority’s management, public relations and information technology teams. Much of the information conveyed in the port’s new website was derived with the input of the port’s front-line managers and supervisors engaged in day-to-day communications with customers and stakeholders. The creative work for both the brand and the website was developed by the Port Authority’s national and regional award-winning firm, JJPR Agency.

The Alabama State Port Authority oversees the deep-water public port facilities at the Port of Mobile. The Port Authority’s container, general cargo and bulk facilities have immediate access to two interstate systems, five Class 1 railroads, nearly 15,000 miles of inland waterways and air cargo connections.

Learn more at www.ALPorts.com.



ALABAMA BUSINESS LEADERS MEET WITH PORT OFFICIALS

PowerSouth Energy hosted statewide industry leaders at a conference in Mobile, Alabama, in November 2021 to tour the port, see its growth and learn about its capital investment program.



- | | |
|--|---|
| <p>1. Sen, Clay Scofield, Alabama State Senate
 Taylor Williams, PowerSouth Energy
 John Ashford, The Hawthorn Group</p> | <p>6. Zeke Smith, Alabama Power
 Jimmy Rane, Great Southern Wood Preserving
 Jimmy Sanford, Home Place Farms</p> |
| <p>2. Angus Cooper, III, Cooper/T. Smith
 Horace Horn, PowerSouth Energy, APA Board of Directors
 Kevin Savoy, Great Southern Wood Preserving</p> | <p>7. Beth Branch, Alabama Port Authority
 Brooks Royster, MTC Logistics
 Ralph Hargrove, Hargrove Engineers + Constructors</p> |
| <p>3. Bill Jackson, Petry Wholesale
 Mike Kemp, Kemp Management Solutions</p> | <p>8. Jerry Kyser, Kyser Builders
 Gary Smith, PowerSouth Energy
 Marc Crosswhite, Alabama Power
 Greg Barker, Economic Development Partnership of Alabama
 Rick Clark, Alabama Port Authority</p> |
| <p>4. John Driscoll, Alabama Port Authority
 Knox Kershaw, Knox Kershaw Inc.</p> | |
| <p>5. Bob Geddie, Fine Geddie & Associates
 Judy Adams, Alabama Port Authority</p> | |



ALABAMA'S SUPPLY CHAIN FIX: ALABAMA-USA RAIL CORRIDOR AND CSX INTERMODAL SERVICE

The first step to solving the nation's supply chain problems lies within the transportation modes of connectivity. As one of the nation's fastest-growing ports, the Port of Mobile has a history of benefitting from large-scale expansions, growth opportunities and major developments. However, the new Alabama-USA (A-USA) corridor isn't a rail line or a major expansion, but instead a series of improvements that may seem small, but create a big impact on operations including upgrades to bridges, signals and other connectivity lines. This \$231 million network upgrade to infrastructure is not only growing port access but ramping up capacity and reliability. The 280-mile corridor expands from Mobile and travels as far as the Birmingham and Gadsden areas.

A few miles south in Montgomery, the Alabama Port Authority and CSX Transportation are building an intermodal container transfer facility (ICTF). The \$58 million, 272-acre terminal reestablishes CSX intermodal service at the Port of Mobile. The project is fully funded, thanks in large part to Senator Richard

Shelby (R-AL) securing funding through the U.S. Department of Transportation. The Alabama Port Authority and CSX will also contribute capital toward the project.

Alabama Port Authority CEO John Driscoll said, "The project will provide our shippers cost-competitive transportation services to and from one of the nation's fastest growth containerized cargo gateways." The Montgomery facility will serve the region's manufacturing, distribution centers and other businesses utilizing containerized cargo.

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The Montgomery facility will serve the region's manufacturing, distribution centers and other businesses utilizing containerized cargo.

Intermodal rail investment is crucial to not only the port's growth, but also to add much needed capacity and fluidity due to overly congested east and west coast gateways. Driscoll shared the impetus to move quickly. "Constructing this infrastructure provides regional shippers transportation options through our fluid gateway," he said.

The obvious, but crucial, segway from the competition is the A-USA corridor. Customers are looking now more than ever to make changes when it comes to their supply chain management based on recent events with delays and congestion.

"Working together with the Port of Mobile to build out our infrastructure to move the commerce for Alabama and the greater Southeastern region of the country must be one of our top priorities," Gov. Kay Ivey said.

"Creating good port access to central Alabama is a key part of this initiative, and it can provide options for freight containers to reach new destinations inland, which our country has struggled with during the supply chain crisis."

With access to five Class I railroads, the Port of Mobile is more than ideal for transporting cargo. The Canadian National Railway company (CN) is usually seen carrying double-stacked containers out of Mobile and has been a driver for business from the Port of Mobile. However, only one of those railroads has been able to balance and carry extensive amounts of cargo. The CSX and Norfolk Southern (NS) investments in Alabama expand Class I intermodal service for regional shippers moving over other gateways.

The Alabama Port Authority's Chief Commercial Officer Beth Branch said, "The CN runs from Mobile straight up the spine of the middle of the country. The Canadian National has been a fantastic partner since the ICTF in Mobile opened in 2016. They've really grown the business from Mobile up into Memphis and then Chicago. With the CSX and NS investments, we'll capitalize on our capacity at the port and more importantly provide new growth for both our customers and our rail partners."

The A-USA Corridor plan calls for more than \$230 million in investment. The initial phase will enable container service from Mobile to major sites throughout the state such as AM/NS Calvert, McCalla and the Little Canoe Creek Mega Site.

An engine for job creation, more than 50% of the A-USA corridor is being funded by NS. "The A-USA Corridor is an innovative public-private partnership that will strengthen the nation's supply chain at a critical time and boost the regional economy," said Alan Shaw, president of NS. "We look forward to working with Gov. Ivey and the Port of Mobile to make the A-USA Corridor an engine for job creation in Alabama for years to come."

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ON THE ROAD

The Alabama Port Authority’s board of directors traveled to Albertville and Guntersville, Alabama, to meet with industry leadership, economic developers and shippers. The team toured Tyson Foods, AlaTrade, Progress Rail, Southern Parallel Forest Products and Mitchell Grocery Corporation to learn more about the industries and jobs that rely on the port.



1. **Rep. Nathaniel Ledbetter**, Alabama House of Representatives
Tony Cochran, APA Board of Directors
Chris Blankenship, Alabama Department of Conservation and Natural Resources
2. **Bestor Ward**, APA Board of Directors
Melissa Ponder, Southern Parallel Forest Products
Lyle Disher, Southern Parallel Forest Products
Randy Jones, Randy Jones & Assoc.
3. **Laura Braswell**, Marshall County Economic Development Council
Ben McGovern, Albertville City Council
Phil Sims, Marshall County Sherriff’s office
4. **Kevin Parnell**, Alatrade Foods
Beth Ann Parnell
Beth Stewart
Nathan Broadhurst, Albertville City Council
5. **Brock Colvin**, Ameriprise Financial
Chris Ross, CDG Engineering
6. **Jerry Fowler**, Albertville Industrial Development Board
Richard Glazier, Southern Parallel Forest Products
7. **Judy Adams**, Alabama Port Authority
Zach Lee, Marshall County Economic Development Council
Carl Jamison, APA Board of Directors
8. **Horace Horn**, APA Board of Directors
The Honorable Leigh Dollar, Mayor of Guntersville
Chris Blankenship, Alabama Department of Conservation and Natural Resources
9. **Alan Murray**, Marshall Precision Manufacturing Inc.
Jennifer Palmer, Marshall County Legislative Office
Jennifer Amos, Marshall Medical Center
Shay Walston, Marshall Precision Manufacturing Inc.
10. **Parrish Lawler**, Alabama Port Authority
Ben Stimson, APA Board of Directors
Lane Joyner, Guntersville Marine
Bill Inge, Alabama Port Authority
11. **Horace Horn**, APA Board of Directors
Carl Jamison, APA Board of Directors
Stephanie Hill
The Honorable Corey Hill, Mayor of Douglas
12. **Shirl Dollar**, Randy Jones & Assoc.
Tracy Honea, Mayor of Albertville
13. **Bestor Ward**, APA Board of Directors
Matt Arnold, Marshall County Economic Development Council
Sen. Clay Scofield, Alabama State Senate
Randy Jones, Randy Jones & Assoc.
Horace Horn, APA Board of Directors
Carl Jamison, APA Board of Directors



PORT AUTHORITY DIRECTOR APPOINTED TO FEDERAL RESERVE BANK BOARD

On January 1, 2022, The Federal Reserve Bank (Fed) of Atlanta announced the appointment of Alabama Port Authority CEO John Driscoll to its New Orleans branch board of directors. The board of governors appointed Driscoll to serve a three-year term, beginning January 1, 2022, and ending December 31, 2024.

“Being asked to serve is a privilege,” said Alabama Port Authority CEO John Driscoll. “Functional ports and supply chains are critical to the flow of raw materials and goods supporting this nation’s commerce. I look forward to this appointment and hope I can help broaden understanding on how ports and transportation systems impact the regional and national economy.”

The Federal Reserve Bank is responsible for overseeing the monetary system of the nation. As the nation’s economy became more integrated and complex through advances in technology, communications, transportation and financial services, the effective conduct of monetary policy began to require increased collaboration and coordination throughout the system. This was partially accomplished through revisions to the Federal Reserve Act in 1933 and 1935.

The central bank is made of 12 reserve banks as well as the Washington, DC-based Board of Governors.

The Atlanta Fed territory includes Alabama, Florida, Georgia and portions of Louisiana, Mississippi and Tennessee with branches in Birmingham, Jacksonville, Miami, Nashville and New Orleans. In his role with the Atlanta Fed, Driscoll will participate in the formulation of monetary policy by sharing diverse perspectives on business activity, labor markets and credit conditions. Acting as a link between the Federal Reserve System and the public, he will serve as an ambassador for the Fed’s mission in the community.

Fed appointments represent industry expertise from all parts of the economy, including but not limited to bankers, manufacturers, labor representatives and the hospitality industry. These appointees provide insight into their own industries and relay key drivers in regional economies.

Driscoll has over 30 years of maritime marketing, sales, operations and trade development in the United States, the Caribbean, Central America and South America for companies like Sea-Land, Maersk and CMA-CGM. Prior to leading the Alabama Port Authority at the Port of Mobile, Driscoll was the director of maritime at the Port of Oakland responsible for operational and marketing responsibility for one of the nation’s top 10 container seaports.

NEW LOGISTICS PARK TO BE LARGEST IN THE SOUTHEAST



A 1,300-acre logistics park is coming to south Mobile County. In March 2021, the City of Mobile announced a development project to build what will be the largest industrial park in both the Southeast and the State of Alabama.

In August 2021, Team Mobile (Alabama Power Company, Alabama Port Authority, City of Mobile, Mobile Airport Authority, Mobile Area Chamber of Commerce, Mobile County, Spire and University of South Alabama) and Burton Property Group broke ground to commence phase one of the project. The groundbreaking event is the result of a three-year, collaborative effort between the Alabama Port Authority, Burton Property Group, the City of Mobile and the Mobile Area Chamber of Commerce.

The 1,300-acre park will feature infrastructure and construction designed to attract warehouse, distribution and manufacturing operations in the southern part of Mobile County. Upon its completion, the park will offer 12 million square feet of industrial warehouse and distribution space. The park will feature Class A facilities targeting the growing number of shippers and light manufacturers that need to be positioned near the Port of Mobile or Mobile Aeroplex at Brookley. New York-based media product and automotive equipment manufacturer DC Safety is relocating its entire headquarters and operations to SALP, and Averitt Express, a Cookeville,

Tennessee-based provider of freight transportation and supply chain management solutions, will be expanding its existing Mobile operations there. Combined, the operations represent an investment of more than \$56 million.

The total investment for phase one, once fully developed, will be over \$350 million, and we are projecting over 1,000 jobs for south Mobile County.

Burton Property Group CEO Philip Burton emphasized the importance and value of this logistics park and how it will affect economic development efforts. “Having the support of the city and county of Mobile has been a major catalyst to bringing this project and the stimulus it will create to reality,” said Burton. “The total investment for phase one, once fully developed, will be over \$350 million, and we are projecting over 1,000 jobs for south Mobile County.”

The Mobile County Commission and Mobile City Council each voted to spend \$3 million to develop roads and infrastructure to further the development



of the logistics park. Additionally, local officials are confident the site will capitalize on the road, rail and water connections that come together at the Port of Mobile. “Nowhere else in the country does a top 10 seaport sit immediately next to an international passenger and cargo airport and directly connect to five Class I railroads, two interstates and 15,000 miles of inland waterways,” Burton added. Burton Property Group will provide speculative sites for companies to lease for warehousing, distribution

and manufacturing operations to be positioned to respond quickly to potential tenants’ needs as well as built-to-suit options.

South Alabama Logistics Park is located at 6501 Theodore Dawes Road, near the I-10 Theodore Dawes exit and south of the Amazon sortation center in south Mobile County. The first phase of the logistics park is projected to be completed by summer 2022.



LINEAGE LOGISTICS ACQUIRES MTC LOGISTICS

In March, Lineage Logistics, LLC announced its acquisition of MTC Logistics, a premier cold storage facility with four distribution centers along the East and Gulf Coasts. Lineage Logistics is the world's largest temperature-controlled industrial real estate investment trust with a global network of 400 facilities spanning over 2 billion cubic feet of capacity in 19 countries. The acquisition will add four facilities and 38 million cubic feet of refrigeration and frozen space.

MTC planted roots in Mobile, Alabama, last October at its new refrigerated cargo facility, which is one of the largest distribution centers of its kind in the Southeast. The facility is designed to provide shippers with seamless supply chain solutions focused on global commerce. Recent investments created more than 75 jobs, boosting economic impact and providing much-needed resources to the logistics industry.

Chairman of MTC Logistics and CEO of Hoffberger Holdings Inc. Harry Halpert sees astounding value in the acquisition. "As part of MTC's nearly century-long commitment to the refrigerated and frozen warehousing and transportation industry, we have always sought opportunities to be a warm, responsive and dedicated partner to our customers," said Halpert. "Our customers and associates will benefit from Lineage's scale and industry-leading technology, and we are fortunate to find a strong partner who shares our values and customer-centric approach."

Founded in 2012, Lineage Logistics has grown to become one of the world's leading cold storage

companies through acquiring family-owned and operated businesses with similar growth mindsets. In addition to extra capacity, the MTC Logistics acquisition will create over 113,000 pallet positions.

President and CEO of Lineage Logistics Greg Lehmkuhl looks forward to the new partnership. "MTC Logistics' strong presence at key ports along the U.S. East and Gulf Coasts and focus on best-in-class service and innovation will help better connect our customers to the global food supply chain," said Lehmkuhl. "We look forward to welcoming the MTC team into the One Lineage family and leveraging their expertise to fulfill our vision of becoming the world's most dynamic temperature-controlled logistics company."

Through this acquisition, Lineage will continue to add to their industry expertise of logistical solutions, a robust real estate network and innovative technology to minimize waste and help feed the world.



A dreamer always looking to embark on new endeavors, Richardson created a legacy and made a mark on the maritime and trucking industry.

IN MEMORIAM: NOLAN RICHARDSON

Nolan Dale Richardson passed away on July 9, 2021, in Humble, Texas. In 1969, Richardson married Bobbie Tangney and the pair moved to Houston, Texas. Nolan and Bobbie founded Richardson Steel Yard, which is still in operation today. Richardson became a "port legend," moving from the Mack B series model to giant forklifts, cranes and push boats. A dreamer always looking to embark on new endeavors, he created a legacy and made a mark on the maritime and trucking industry.

In 2001, Richardson started Richway Transportation Services in Axis, Alabama, opening IPSCO Steel Mill, which is now SSAB. With a vision of growth for the Alabama Port Authority, he applied for a stevedoring license in 2004. That same year, the new Hyundai auto plant opened in Hope Hull, Alabama. Richardson Stevedoring & Logistics, a company created from Richardson's business ventures, managed and transported 100,000 tons of steel coils imported in 2005 through the Port of Mobile to support the Hyundai plant.

In 2010, the Port of Mobile opened Pinto Island Terminal for steel handling and, in 2013, partnered with Richardson and Tri State Maritime Services to build a steel

coil warehouse facility. The Alabama Steel Terminal, which opened in January 2015, handles and warehouses an annual throughput of 650,000 tons of steel coil product.

Today, Richardson Companies, previously Richardson Stevedoring & Logistics, is comprised of eight privately held corporations in the stevedoring, transportation, container, rail service, product handling and equipment industries.

Richardson was preceded in death by his parents, Opal and Harlen Richardson; father-in-law, Thomas Tangney; mother-in-law, Faye Kozlowski; brother, Donald Lee; sister, Lucy Tangney; brothers-in-law, Louis and S.E. Tangney; and sisters-in-law Virginia Richardson, Sharon Richardson and Monita Tangney. He is survived by his wife, Bobbie; sons, Ricky, Kelly, Chance and Michael; seven grandchildren and two great grandchildren. His rich history with the Port of Mobile has left a lasting impression and legacy that will carry on for years to come.



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WARRIOR-TOMBIGBEE WATERWAY ASSOCIATION NAMES WYNNE FULLER AS NEW PRESIDENT

The Warrior-Tombigbee Waterway Association (WTWA) board of directors announced the appointment of W. Wynne Fuller as president following Larry Merrihew's retirement after 14 years of service with the association and a long career in economic development and banking.

The WTWA is a nonprofit corporation comprised of members across the business community, from the shipping industry to municipalities and state agencies. The association has a long-standing history of working with the U.S. Army Corps of Engineers to obtain data and analytics such as estimates of impact and waterway traffic data which are beneficial to potential developers. Since 1949, the WTWA has successfully aided in the completion of several projects benefitting commercial shippers, recreational boaters and consumers who rely heavily on the Warrior-Tombigbee River system economically to move their goods and products to market.

Fuller is a graduate of the Industrial College of the Armed Forces as well as the Army's Command and General Staff College. He also holds a master's degree in national resource strategy from the National Defense University and two bachelor's degrees, one in civil engineering from the University of South Alabama and the other in natural science from the University of Tennessee.

His long and distinguished career in service to the U.S. Army Corps of Engineers and contributions as a civilian have been recognized with several awards including the Department of Defense's Distinguished Civilian Service Award, the Superior Civilian Service Award and the Decoration for Exceptional Civilian Service. Fuller was recognized as the U.S. Army Corps of Engineers Emergency Manager of the Year in 1989 and was the Civilian of the Year in 1991. For his military service, he received the Legion of Merit, the Meritorious Service Medal and the Army Commendation Medal. For his service as an Army engineer, he received both the silver and bronze De Fleury medals.

In 2000, following a series of national and international command and staff assignments, Fuller retired as a colonel with 30 years of service. For over 25 years, he has served as chief of the Mobile District Operations Division of the U.S. Army Corps of Engineers supervising operations and management of the district civil works infrastructure including more than 2,000 miles of inland and coastal waterways such as the Tennessee-Tombigbee Waterway and the Black Warrior-Tombigbee Waterway. As president, Fuller will continue the association's mission to work toward continued development and proper maintenance of the Warrior-Tombigbee River System.

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FRIOS GOURMET POPS EXPANSION WELCOMES OVER 100 NEW JOBS



FGP Manufacturing LLC (FGP), owner of Frios Gourmet Pops (Frios), recently announced its plans to expand in the Mobile, Alabama, area.

FGP is a Mobile-based manufacturing company that specializes in private labeling, co-packing and product innovation in the frozen novelty and consumer packaged goods industry. Their product focus ranges from stick products and cones to packaged items like ice cream sandwiches. With over 25 years of industry experience, FGP sets the standard when it comes to not only managing company manufacturing needs, but also keeping up with the current demand companies are facing.

Owner and CEO Cliff Kennedy explained the expansion could not come at a better time. "This expansion for FGP is needed due to the dearth in current space," Kennedy said. "The demand far outweighs the capacity."

Frios was started in a garage in Gadsden, Alabama, with its original owner, Andy Harp, making the frozen pops and selling them at local events as an escape from corporate life. Harp, along with support from Kay Moore of Downtown Gadsden Inc. and the Alabama Teacher's Credit Union, took a chance on the community of Gadsden, Alabama, in its entirety to propel the business by word of mouth into what it is today under Kennedy. "The success of this company hasn't always been me," Harp said. "What the new owner will be able to bring to the table is a fantastic brand and product and put a new team in place."

The years following, Frios grew and, in 2017, sold its first franchise. In 2018, Cliff Kennedy invested and became a Frios franchisee. "There is no nationally recognized brand for gourmet pops," Kennedy said. "There's a real opportunity for the brand." Kennedy went on to purchase the company in December 2018 and moved its headquarters to Mobile, Alabama.

With a capital investment totaling more than \$20 million in production and expansion, the company expects more than 200 full-time jobs to be generated over the next three years. FGP will be moving into Crown Products' former facility at 3107 Halls Mill Road in Mobile, with the space expanding from 30,000 square feet to 130,000 square feet.

With both Frios and FGP based in Mobile, the franchise has grown to become the nation's largest gourmet pop franchising company. In their retro, tie-dye-wrapped vans and stands stretching from the southeast to Michigan, Frios has more than 40 franchise locations nationwide. By the end of 2022, Frios is expected to have more than 100 locations as a result of the expansion. Their main goal is to create the best team to ship out high-quality products from the frozen novelty industry in an efficient way.



By moving into the new 130,000-square-foot facility, FGP can increase production, implement growth strategies, build the team with hundreds of new job opportunities and provide additional support for their franchisees. "This expansion will solve a shortage of capacity in the frozen novelty industry," said Kennedy.

According to dairyfoods.com, the frozen novelties category of dollar sales rose by 8.4% to more than \$6.8 million and unit sales jumped up 4.0% to more than \$1.8 million in October 2021. With demand rising and sales in the frozen novelty industry increasing, Kennedy has positioned Mobile to meet this demand with FGP's expansion of production and capacity.

As a native Mobilian, the success that Kennedy has brought to his hometown is both a humbling and exciting experience. "Mobile is the perfect place to grow our dream of being a dynamic player in the frozen novelty industry," Kennedy said. "Through the economic support and strategic location of our city, I feel lucky to be able to make this dream a reality in my hometown."

With direct access to five Class I railroads, four short-line railroads, port and air access, direct access to inland and intracoastal waterways and direct interstate access, Mobile is an ideal location for entrepreneurs as they start and grow business. FGP's expansion is one major example of the countless success stories of economic growth in the port city.

The support behind Kennedy is extensive from various leaders throughout Mobile County and the state of Alabama. The Mobile County Commission fully supports the expansion and has promoted both business growth and support. Mayor Sandy Stimpson said FGP's expansion project highlights how Mobile can support entrepreneurs as they begin their careers and businesses. "We are thrilled to support the

expansion of FGP, which will add 200 new jobs and continue to set this locally headquartered company up for future success and expansion," Stimpson said. "The growing success that FGP has had in Mobile, Alabama, is a testament to the company's leadership and local support and further shows what is possible in Alabama."

Though the expansion is underway, it has not gone without its challenges. "COVID-19 has caused a national supply chain issue which has driven up costs and delayed materials," said Kennedy. However, Kennedy's excitement to expand his dream and create growth in Mobile has not slowed him down. Despite supply chain shortages, he expects the expanded manufacturing phase of the project to be fully operational by first quarter of 2023.



PORT CALLS



DAUPHIN ISLAND: PRIME DESTINATION FOR BIRD MIGRATION

A leading bird migration destination globally, the archipelago of barrier beach islands in Coastal Alabama has a dominant habitat of barrier beaches, dunes and maritime forests ideal for housing birds during the spring and fall migration seasons. Among the enclave sits Dauphin Island, a 14-mile-long barrier island positioned off of Alabama's Gulf Coast. A popular birding destination, Dauphin Island is the first island passing birds see on their journey across the Gulf of Mexico.

Containing areas that are densely populated with residential properties on the eastern end of the island, Dauphin Island contains the archipelago's main population center. Most of the island measures up to three meters, or 10 feet, in elevation with the highest point located in a dune area along the island's south shore at approximately five meters, or 16 feet. The elevation of surrounding islands averages up to a mere 0.6 meter, or two feet, above sea level.

Upon landing on the island, birds seek shelter on the uninhabited land and begin nesting, breeding and feeding during the month of March through February of the following year. With ideal sheltering conditions

and an abundant food supply, the island aids its seasonal migrants in more ways than one.

The coastal habitat of Dauphin Island and its surrounding beaches include wild food resources and resting areas for numerous shorebird species — sandpipers, plovers and turnstones as well as various waterbirds — gulls, terns, cormorants and pelicans. For long-legged waders, other shorebirds and rails, the brackish wetlands and ponds serve as a necessity for residency. Dauphin Island's maritime forests are especially important for neotropical migrants — warblers, vireos, flycatchers, thrushes, gnatcatchers, wrens, kinglets, mimic thrushes and tanagers — as it allows the ideal growth environment, proper vegetation and foliage to accommodate the influx of birds during weather-dependent seasons.

With Dauphin Island's prime migration area, a portion of the local economy is built around ornithological events. Popular locations on the island made specifically for bird watching include Indian Shell Mound Park, the fishing pier and Audubon Bird Sanctuary. A bird sanctuary spanning across 137 acres of maritime forests, marshes and dunes including a

lake, swamp and beach, the three-mile trail system within the Audubon Sanctuary has been designated as a National Recreational Trail. The Audubon Sanctuary is vitally important to bird habitants largely because it is the most sizeable segment of protected forest on the island.

Of the 445 bird species documented in Alabama, 420 have been observed on Dauphin Island with about 95% during the spring and fall migration periods. As the birds' first and final stop in preparation for returning to Central and South America, the migrants are often exhausted and weakened from severe weather during the flight. On the island, they can recharge and find food and shelter before their next trip. An oasis for birds, the Audubon Bird Sanctuary has allowed Dauphin Island to be recognized by the American Bird Conservancy and the National Audubon Society as "globally important" for bird migrations.

While Dauphin Island is a birding paradise, there are underlying threats to the other bird communities present in the area. Continued development, rising sea levels and high-intensity coastal storms can cause disrupting changes to the land's features, resulting in the damage of bird habitats. The Coastal Alabama beaches are prevalent to potential hurricanes, human disturbances associated with recreational activities and an increase of exotic species — Chinese tallow, Cogongrass (*Imperata cylindrica*) and common reed

(*Phragmites australis*), which are invasive plants that can take over wetlands with their dense, stiff hairs causing both economic and ecological damages impacting forestry, agriculture, rangeland and natural ecosystems.

March through May are the peak months of spring migration. By mid-February, swallows and other passerine species begin to trickle in. March welcomes waterthrushes, ruby-throated hummingbirds and a host of shorebirds. By April, bird species of every feather and kind can be found on the island and may result in a "fall-out." A "fall-out" is when birds are everywhere — in the trees, on the ground, in the air or on the beach causing a congested area. "Fall-outs" are most commonly seen before or after harsh weather subdues. While some species may be all-year residents, most birds stop in on Dauphin Island during their journey from the Caribbean and Central and South America up north to their summer residence. Some may migrate as far north as Canada.

Each year, Dauphin Island attracts not only birds, but bird watchers from across the continent. Humans visit Dauphin Island to rest and refuel, and birds do the same before continuing their journey north or south. While birdwatching when visiting Dauphin Island, tourists and permanent residents can witness extreme biodiversity. Named as one of the top four locations in North America for viewing spring and fall migrations, Dauphin Island is the epitome of a birds-eye view.

CG RAILWAY CELEBRATES NEW RAIL FERRY'S MAIDEN VOYAGE

CG Railway's new state-of-the-art rail ferry, the MV CHEROKEE, completed its round-trip maiden voyage with record results for transportation speed and railcar volumes in late 2021. A joint venture between Genesee & Wyoming Inc. and SEACOR Holdings Inc., CG Railway, LLC (CGR) operates a U.S. Class III freight railroad transporting approximately 10,000 annual carloads of diversified commodities across the Gulf of Mexico.

The MV CHEROKEE departed the Port of Mobile on September 12, 2021, hauling 122 railcars and arrived at the Port of Coatzacoalcas in Veracruz, Mexico, on September 15, 2021. The vessel began its return trip from Coatzacoalcas on September 18, 2021, with 130 railcars onboard and docked in Mobile, Alabama, three days later. The MV CHEROKEE measures 590 feet in length and is designed to carry up to 135 railcars, a 17% capacity increase per sailing compared to CGR's previous rail ferries.

"We were extremely pleased with the Cherokee's performance during its maiden voyage," said Todd Biscan, CGR vice president of sales and marketing. "The rail ferry transported more than 22,500 tons of diverse commodities, including chemicals, plastics, pulp and paper, agricultural



Representatives from CG Railway, LLC and Genesee & Wyoming visited the Port of Mobile in late 2021.

products and food. CGR is excited to enhance service quality to customers and safely move railcars from the U.S. to Southern Mexico in three days with customs cleared en route."

The trip across the Gulf currently takes approximately five days, or half the time required for the overland route. The new, 590-foot-long ferries are designed to carry 135 railcars each, up from 115 railcars on the previous ferries, with an expected top speed of 14 knots, up from seven knots. With their additional capacity and faster speed enabling more sailings per month, the new vessels increase CGR's potential annual carload capacity by 40 percent.

CGR also took delivery of an identical second new rail ferry, the MV MAYAN, in late September to replace CGR's existing vessel, the BANDA SEA.

"Offering greater capacity and more sailings per week between the Southeast U.S. and Mexico, CGR service is better than ever," said CGR President Hoffman Lijeron. "In addition, both the Cherokee and Mayan will generate lower CO₂ emissions than land alternatives and our legacy ferries. These collective benefits provide a long-term, sustainable supply chain solution for existing and prospective customers."



Capt. Michael Manzano, left, and Capt. Joerel Sevilla, middle, of the MV CHEROKEE were presented with a maiden voyage plaque from Parrish Lawler with the Alabama Port Authority.



An aerial image shows the MV CHEROKEE, the newest rail ferry in operation at CG Railway, LLC in Mobile, AL.

NATIONAL WEATHER SERVICE LAUNCHES NEW MARINE CHANNELS FORECAST IN MOBILE

In December, NOAA's National Weather Service went live with its new Marine Channels Forecast, a product suite designed to aid local pilots and other mariners by providing meteorological and oceanographic forecasts at 14 stations located along Mobile Bay's marine channels. The Port of Mobile is only the second port in the U.S. where the forecast has been launched.

According to Jason Beaman, warning coordination meteorologist for the U.S. National Weather Service Mobile-Pensacola, "We are very excited to provide this new forecast tool for the Port of Mobile, and it's significant that we are only the second port in the country to have this capability. NWS Mobile and NOAA have long been dedicated to providing the marine community with the most accurate and detailed weather information to make sound decisions and to keep the public safe." He added, "We believe this new tool further expands on this commitment. Our efforts won't stop here as we will continue to refine and improve this tool based on the feedback from our marine partners."

In development for several years, the project was a collaboration between the National Weather Service in Mobile and the Port of Mobile to produce the stations which forecast information on current, winds, salinity, visibility, probability of precipitation, water levels and waves. The forecasts are provided by NOAA National Weather Service (NWS) Mobile Bay Area Weather Forecast Office and by the National Ocean Service (NOS) Center for Operational



Oceanographic Products and Services (CO-OPS) Northern Gulf of Mexico Operational Forecast System (NGOFS2)'s Mobile Bay subdomain. The water level observation data is from the NOS/CO-OPS Mobile Bay PORTS®.

The Alabama Port Authority's Harbormaster and Facility Security Officer Capt. Terry Gilbreath said, "This is a result of our hard work over the past 15 years and collaborative efforts between the Port and NOAA to provide needed services for meteorological and weather resources for the marine transportation system."

The forecast can be accessed at <https://bit.ly/marinechannels>.



SIKORSKY HELICOPTER CARGO MOVES THROUGH THE PORT

A Sikorsky S-92 helicopter from PHI originating from Broome, Western Australia, traveled into the Port of Mobile in late summer 2021. CSA was the stevedore. Helicopter International Shipping Services (HISS) served as freight forwarder, and IMT provided trucking services. The helicopter was destined for Lafayette, Louisiana, to PHI's headquarters. PHI provides service for the energy industry, air medical services, pilot training and comprehensive MRO capabilities.



APM TERMINALS ADDS NEW CRANES TO SUPPORT INTERMODAL RAIL GROWTH

This past fall, APM Terminals Mobile took delivery of two, new rubber-tire gantry cranes to support growth at the port's intermodal container transfer facility (ICTF). APM Terminals Mobile operates the ICTF, which has experienced increased volume as shippers opt to utilize Mobile for rail service into Midwest and Canadian markets. APM Terminals Mobile had its highest throughput ever in calendar year 2021 with a record 502,623 TEUs, up nearly 19 percent from 2020 volumes.

Brian Harold, managing director of APM Terminals Mobile, noted, "Volume through Mobile is growing at an accelerated pace as customers take advantage of consistent service and ample capacity."

Added vessel calls to support Asia trade coupled with retail consumption and congestion through traditional west coast gateways has contributed to shifts in supply chains as shippers seek both capacity and faster service into Memphis and Chicago.

"Mobile has steadily invested in its container terminals to provide growth-oriented capacity, streamline operations and enhance services," said Beth Branch, chief commercial officer for the Alabama Port Authority. "The port expects growth will remain constant primarily due to shipper confidence in Mobile's ability to service these markets."



PROJECT POWER CARGOES ARRIVE FROM JAPAN AND THAILAND

Two heavy lift cargoes used in power generation originating from Japan and Thailand moved through the Port of Mobile in late 2021.

A generator stator for PowerSouth originating from Hitachi, Japan, was discharged from the MV HELVETIA to rail car on August 18, 2021. The heavy lift cargo was destined for the Lowman Power Project in Leroy, Alabama. Nord-Sud Shipping, Inc. was the agent, and the stevedore was Premier Bulk Stevedoring. Rail services were provided by BNSF Logistics.

Project cargo from Vogt Power, which originated from Thailand, was discharged from the AAL HONG KONG on November 3, 2021. The steamship agent for the project cargo movement was Norton Lilly International, and the stevedore was Premier Bulk Stevedoring. Barge services were provided by Barnhart Crane and Rigging, and truck services were provided by Conceptum Logistics. The cargo was destined for Barry Steam Plant.



This past fall, the Port's TASD Terminal Railway took delivery of its fifth new green locomotive, #801.

TERMINAL RAILWAY (TASD) RECEIVES NEW GREEN LOCOMOTIVE

In its ongoing efforts to integrate environmental sustainability principles into its business, the Alabama Port Authority's Terminal Railway (TASD) took delivery of another new "green" locomotive this past fall.

The port has been on a mission to better the environment by transforming all of its locomotives into eco-friendly engines, repowering them to smart idle and/or EPA-certified, off-road industrial engines to reduce diesel emissions. This is the fifth of eight trains to be transformed, with the sixth locomotive on its way.

Converting its old diesel locomotive engine technology to tier 4 EPA-certified technology is costly but an important investment the port is committed to making to reduce impact on the environment. The total cost to convert these locomotives is more than \$1.7 million dollars, but is being offset by Diesel Emissions Reduction Act (DERA) grants from the EPA. For each locomotive converted, the EPA estimates the result will be a lifetime reduction of nearly 102.2 tons of nitrogen oxides and 3.4 tons of particulate matter.

Certified in 2018 by Green Marine, the largest voluntary environmental certification program in North America for the maritime industry, the Alabama Port Authority is dedicated to continuous improvement practices and environmental stewardship initiatives pertaining to air quality, water quality, soil and sediment quality, wildlife habitat, waste management and minimization and energy consumption to protect and improve the environmental conditions in Mobile, the surrounding communities and the State of Alabama.

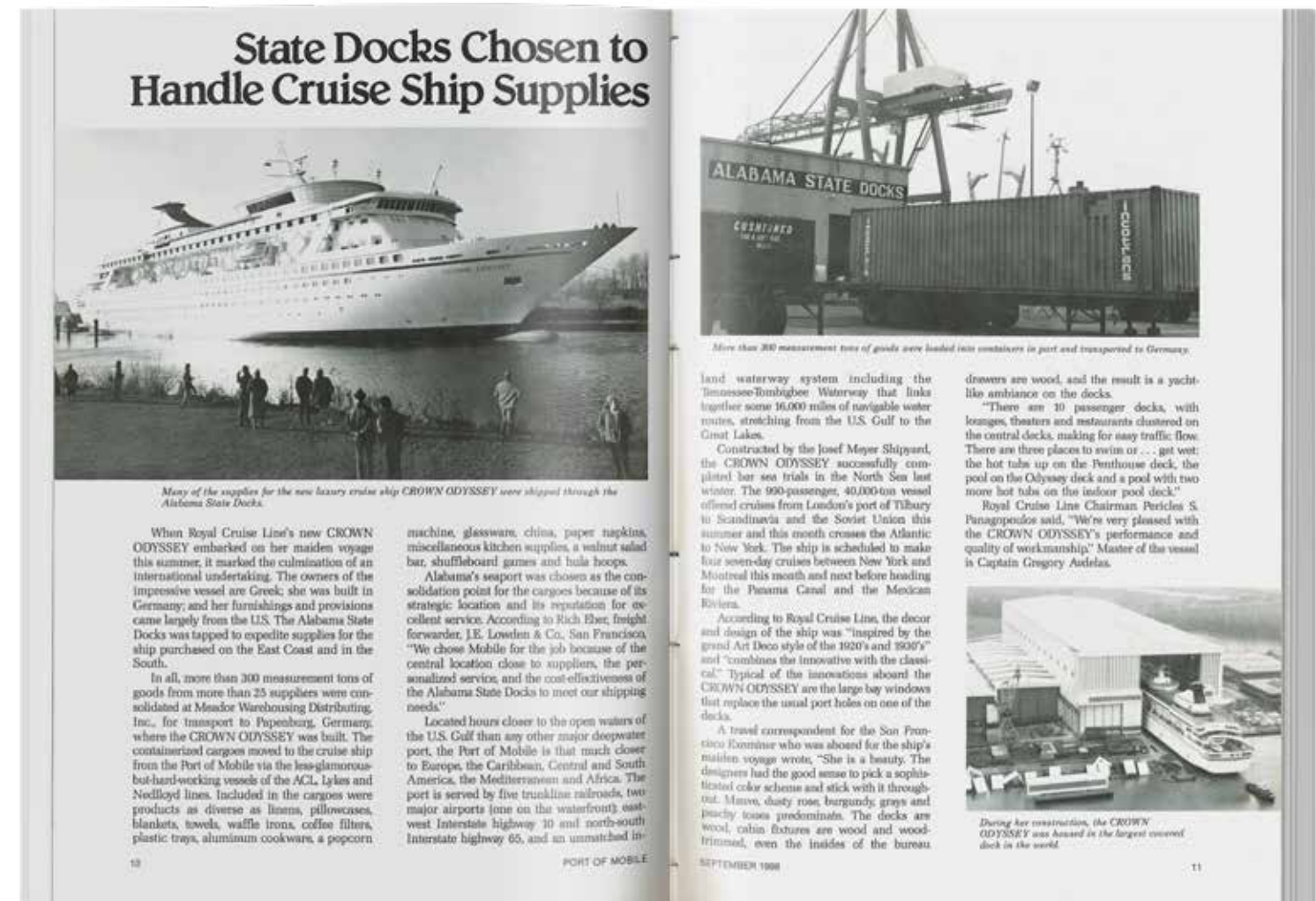


STAR JUVENTAS ARRIVES WITH HEAVY LIFT CARGO

In December, a heavy lift cargo was offloaded from the MV STAR JUVENTAS. The carrier was G2 Ocean. The stevedore was CSA Equipment Co., and the shipping agent was Norton Lilly International. The cargo was delivered by truck.



PAGES FROM THE PAST



State Docks Chosen to Handle Cruise Ship Supplies



Many of the supplies for the new luxury cruise ship CROWN ODYSSEY were shipped through the Alabama State Docks.

When Royal Cruise Line's new CROWN ODYSSEY embarked on her maiden voyage this summer, it marked the culmination of an international undertaking. The owners of the impressive vessel are Greek; she was built in Germany, and her furnishings and provisions came largely from the U.S. The Alabama State Docks was tapped to expedite supplies for the ship purchased on the East Coast and in the South.

In all, more than 300 measurement tons of goods from more than 25 suppliers were consolidated at Meador Warehousing Distributing, Inc., for transport to Papenburg, Germany, where the CROWN ODYSSEY was built. The containerized cargoes moved to the cruise ship from the Port of Mobile via the less-glamorous-but-hard-working vessels of the ACL, Lykes and Nedlloyd lines. Included in the cargoes were products as diverse as linens, pillowcases, blankets, towels, waffle irons, coffee filters, plastic trays, aluminum cookware, a popcorn

machine, glassware, china, paper napkins, miscellaneous kitchen supplies, a walnut salad bar, shuffleboard games and hula hoops.

Alabama's seaport was chosen as the consolidation point for the cargoes because of its strategic location and its reputation for excellent service. According to Rich Eber, freight forwarder, J.E. Lowden & Co., San Francisco, "We chose Mobile for the job because of the central location close to suppliers, the personalized service, and the cost-effectiveness of the Alabama State Docks to meet our shipping needs."

Located hours closer to the open waters of the U.S. Gulf than any other major deepwater port, the Port of Mobile is that much closer to Europe, the Caribbean, Central and South America, the Mediterranean and Africa. The port is served by five truckline railroads, two major airports (one on the waterfront's east-west Interstate highway 10 and north-south Interstate highway 65, and an unmatched in-



More than 300 measurement tons of goods were loaded into containers in port and transported to Germany.

land waterway system including the Tennessee-Tombigbee Waterway that links together some 16,000 miles of navigable water routes, stretching from the U.S. Gulf to the Great Lakes.

Constructed by the Josef Meyer Shipyards, the CROWN ODYSSEY successfully completed her sea trials in the North Sea last winter. The 900-passenger, 40,000-ton vessel offered cruises from London's port of Tilbury to Scandinavia and the Soviet Union this summer and this month crosses the Atlantic to New York. The ship is scheduled to make four seven-day cruises between New York and Montreal this month and next before heading for the Panama Canal and the Mexican Riviera.

According to Royal Cruise Line, the decor and design of the ship was "inspired by the grand Art Deco style of the 1920's and 1930's" and "combines the innovative with the classical." Typical of the innovations aboard the CROWN ODYSSEY are the large bay windows that replace the usual port holes on one of the decks.

A travel correspondent for the San Francisco Examiner who was aboard for the ship's maiden voyage wrote, "She is a beauty. The designers had the good sense to pick a sophisticated color scheme and stick with it throughout. Mauve, dusty rose, burgundy, gray and peachy tones predominate. The decks are wood, cabin fixtures are wood and wood-trimmed, even the insides of the bureau

drawers are wood, and the result is a yacht-like ambience on the decks.

"There are 10 passenger decks, with lounges, theaters and restaurants clustered on the central decks, making for easy traffic flow. There are three places to swim or ... get wet; the hot tubs up on the Penthouse deck, the pool on the Odyssey deck and a pool with two more hot tubs on the indoor pool deck."

Royal Cruise Line Chairman Pericles S. Panagopoulos said, "We're very pleased with the CROWN ODYSSEY's performance and quality of workmanship." Master of the vessel is Captain Gregory Andeas.



During her construction, the CROWN ODYSSEY was housed in the largest covered dock in the world.

In September 1988, the Port of Mobile was chosen to consolidate and supply over 300 measurement tons of goods to the Royal Cruise Line's CROWN ODYSSEY because of the port's strategic location.



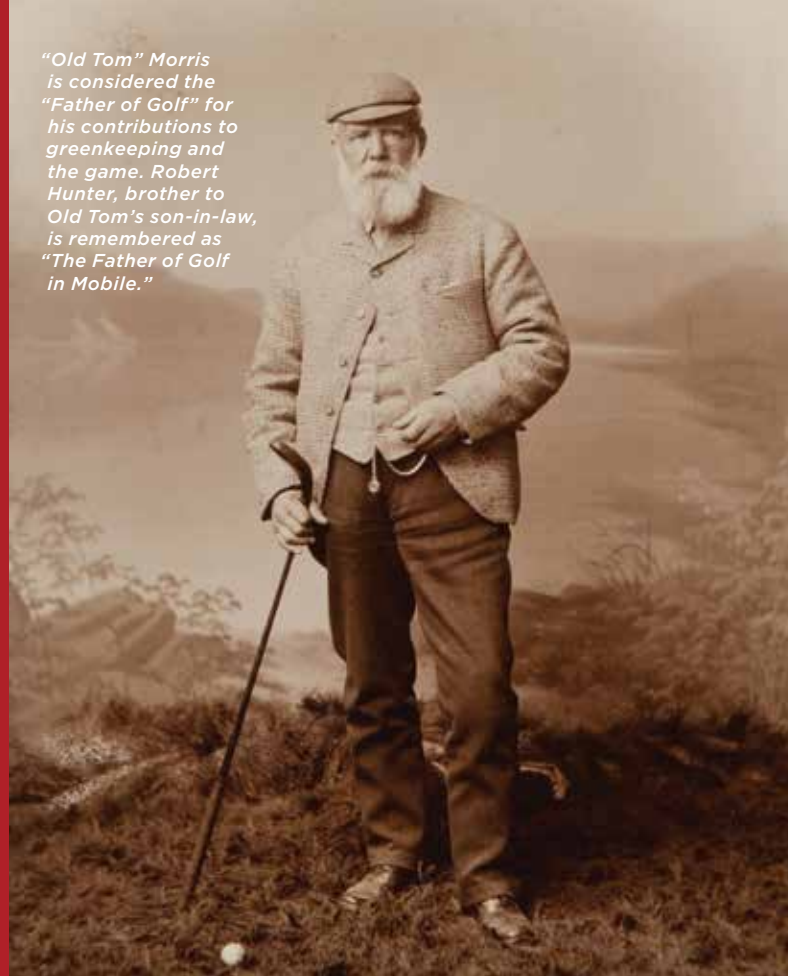
OF GOLF ROYALTY & TIMBER BARONS

The Port of Mobile ranks as one of the premier forest products ports in the world, handling everything from raw timber to lumber to Kraft paper, pulp and more. The greater Mobile area is also known as a golf haven that boasts world-class courses and where a PGA Tour win in 1960 enabled Arnold Palmer to shatter the record for golf earnings in a single year. Numerous PGA and LPGA tournaments have been held in Mobile, and in December 2021, Mobile's Magnolia Grove Golf Course hosted the LPGA's Q-Series first week of competition to determine playing status for the 2022 LPGA tour season. But what is the connection among the timber business, golf and Mobile?

Even most non-golfers know that St. Andrews, Scotland, is considered the home of golf due to the Royal and Ancient Golf Club of St. Andrews, founded in 1754. The club is the site of the Old Course, which has hosted more Open Championships (aka the British Open) than any other venue. The Royal and Ancient also had legislative authority over the game of golf worldwide, with the exceptions of the United States and Mexico, until 2004. St. Andrews owes much of its well-deserved fame to a man by the name of Tom Morris, or "Old Tom Morris," as he came to be known.

Born in St. Andrews in 1821, Tom Morris naturally gravitated to the game of golf and soon became caddy to Allan Robertson, who is considered the world's first professional golfer. As he honed his own game, Morris often served as Robertson's partner. All was well until one day in 1851, when Morris was discovered using a new-fangled gutta percha ball

"Old Tom" Morris is considered the "Father of Golf" for his contributions to greenkeeping and the game. Robert Hunter, brother to Old Tom's son-in-law, is remembered as "The Father of Golf in Mobile."



instead of the traditional "featherie," which was a leather ball stuffed with feathers. While Morris insisted he only played the ball because it had been loaned to him after he had lost all of his featheries during the match, he was terminated for this breach of etiquette and tradition. His firing by Robertson turned out to have monumental consequences for the world of golf.

On July 2, 1851, a group of golfers gathered at Prestwick, Scotland's Red Lion Hotel, which was owned by William Hunter. The group agreed to start a new golf club at Prestwick, and one of its first actions was to hire Tom Morris to design and maintain the greens. In 1860, Morris played an integral part in launching the first Open Championship at Prestwick, finishing second in the tournament. Morris would go on to win the British Open in 1861, 1862, 1864 and 1867 and held the record for the largest margin of victory in a major golf championship from 1862 until it was shattered by two strokes by Tiger Woods at the 2004 U.S. Open. Morris returned to St. Andrews in 1864, greatly improving the course and introducing greenkeeping techniques he had developed at Prestwick. He continued working at the Royal and Ancient until his death in 1908 at the age of 86 but designed numerous courses in the United Kingdom. His influence on the game cannot be overestimated.

One of Old Tom Morris's acolytes in Prestwick had been young James Hunter, a member of the same Hunter family that owned the Red Lion Hotel, birthplace of the Prestwick Golf Club. An avid golfer, Hunter was eager to make his fortune and subsequently sailed



Morris's son-in-law, James Hunter, came to Mobile in 1875, purchasing thousands of acres of prime timberland and sawmills. Pictured here is a group of men timbering pine, using cattle to haul logs to waiting steam engines for transport to the Port of Mobile.

Photo courtesy T. E. Armitstead Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.

for the New World in 1863. Hunter initially landed in Canada, where he remained for about four years, learning the timber shipping business in various ports. In 1868, Hunter moved to Darien, Georgia, initially working as an agent for the Stewart Company, a U.K.-based timber importer. James Hunter soon founded his own timber shipping company, purchasing some 400,000 acres of timberland and bringing his brother Robert—another keen golf enthusiast—to Darien to help with the business.

In 1875, James Hunter returned to Scotland to marry Lizzie Morris, daughter of Old Tom Morris. The couple resided briefly in Quebec, Canada, where James was instrumental in establishing the Royal Quebec Golf Club—one of the earliest in North America—before moving to Mobile. Lured by the abundance of cheap, top-grade timber and the deep-water Port of Mobile, James quickly established a thriving business. While there is no question that King Cotton drove the economy and reigned as the state's leading export in the 19th century, it was timber and forest products that would come to dominate general cargo for much of the 20th century. James Hunter had the prescience to see this and established his dominance in the market quickly.

With Robert Hunter running the business in Darien, James Hunter concentrated on building his timber shipping business in Mobile and nearby Pascagoula, Mississippi. According to a report in The Daily Register, Hunter secured in Monroe County "mill property so as to place himself upon an even footing in the shipping business," but soon recognized such tremendous demand in the U.K. and other overseas destinations that he contracted with numerous other mills to handle their output. He eventually controlled some 20 mills in Alabama and Mississippi, employed more than 500 people, and owned more than 100,000 acres of prime timberland in Mobile, Choctaw, Monroe and Washington counties. Hunter told a reporter that Mobile offered "natural advantages superior to anything enjoyed by any other timber shipping port"

and that the seaport was "destined to lead in this business."

While he owned a home on Mobile's Government Street, Hunter habitually lived in a suite of rooms at the Battle House Hotel. Lizzie and the four Hunter children resided in St. Andrews for most of the year, but there were regular visits between Scotland and Alabama. Lizzie Hunter was said to have spent "several seasons" in Mobile and had many friends in the city. Her husband invested \$10,000 in constructing wharves in Mobile—a staggering sum at the time—and chartered a fleet of more than 100 ships calling at Mobile, Pascagoula and Darien. By 1885, James Hunter was counted among the wealthiest men in the Southeast and was the largest timber shipper at the Port of Mobile.

At about five o'clock on the evening of January 31, 1886, James Hunter and two friends, Dr. Rhett Goode and Mr. J.G. Motley, rowed two miles upriver to Hunter's wharf at One Mile Creek to visit the master of the Norwegian bark MARTIN LUTHER and his wife.

By 1885, Hunter chartered a fleet of more than 100 vessels calling at Mobile, Pascagoula and Darien. Pictured here are schooners and a larger ship along the Mobile waterfront in the late 19th century. Note the large stack of lumber to the left.



Photo courtesy T. E. Armitstead Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.



Following Hunter's tragic death, his brother, Robert, partnered with Arthur Shirley Benn (seen here) in 1888 to create Hunter Benn & Co. Benn, a popular figure in Mobile, eventually was elevated to the peerage in the U.K., becoming Lord Glenravel.

Plans to depart an hour later were abandoned when the captain's wife, Mrs. Arnesen, invited the visitors to stay for tea. The party broke up just before 9:00 p.m., following pleasant conversation. As they were taking their leave, Goode lowered himself into the bow of the boat, and Motley sat in the stern. Hunter stepped down into the skiff, which he owned, amidships near the oar seat.

Goode afterward related, "He jumped from the ladder into the boat and stood in the middle facing me. I expected him to take his seat, but he whirled half around and fell over into the water between the boat and the ship's side." Goode initially thought that Hunter, who was known to be a strong swimmer, was pulling a practical joke on the men, but Motley gave a shout and thrust an oar over the side of the boat and asked the doctor to hold up the lantern. Captain Arnesen, standing on the ladder and holding a lantern of his own, reached down in an attempt to grab Hunter, but the latter sank from view. Arnesen and two of his crew immediately cast off in the ship's boat and rowed downstream, where they found Hunter floating face down.

Arnesen and the sailors pulled Hunter from the water and rowed to the wharf, where the men began trying to resuscitate him. Goode and Motley joined the men on the wharf, and the doctor stopped the men long enough to check whether Hunter was breathing or had a pulse. Hunter appeared to be dead, but Goode instructed the men to continue their efforts to revive him. They worked on Hunter for nearly an hour to no avail. Goode finally pronounced Hunter dead, and



the body was wrapped in the ship's flag and rowed downstream to Mobile proper, arriving at 10:30. Hunter was determined to have died of a sudden heart attack. He was 37 at the time of his death.

Hunter's body was laid out in Rooms 14 and 15 of the Battle House Hotel for visitation on Tuesday, February 2, 1886, and a funeral was held at 4:00 p.m. that day at Government Street Presbyterian Church, Dr. J.R. Burgett officiating. Hunter's remains then were transported to St. Andrews for interment in the St. Andrews Cathedral Burial Ground.

Running the business fell to Robert Hunter, who now moved into his late brother's Government Street home. With Robert's move to Mobile, his nephew, Robert Manson, took over as manager of the timber business in Darien. In 1887, the business in Mobile was known simply as Robert Hunter & Co., but by the next year, Hunter had brought in a new partner, Arthur Shirley Benn, to form Hunter Benn & Co. The 27-year-old Benn was the British Vice Consul at Mobile. The Irish-born Benn had arrived in Mobile in 1885 after working in the lumber business in Canada. From their upstairs offices on the northwest corner of St. Michael and Water streets, Robert Hunter and A.S. Benn continued to grow their business until it was, in the words of 1904 British periodical, "well known to timber dealers in every English seaport" and points beyond. So well respected was Benn that he was elected President of the Mobile Chamber of Commerce, despite being a British subject. In 1888, Benn married Alice Luling of New Orleans. He was a member of the Order of Myths mystic society and reportedly served as president of the organization.

Robert, like his brother before him, was engaged in numerous social activities, including Mardi Gras, but the ability to participate in golf was the one activity that eluded him: there were no golf courses in Mobile. Taking matters into his own hands, and with encouragement of like-minded friends, Robert Hunter joined A.S. Benn and George Fearn, Jr., in launching the Country Club of Mobile in March 1899. Hunter was president; Benn was vice president; and Fearn served as secretary/treasurer. The site of the club—and the city's first golf course—was situated on the Bay Shell Road, overlooking Mobile Bay and just south of the old Frascati Park. The first order of business was the design and creation of the course, which featured nine holes. According to a published history of the country club, the course offered "ideal turf, a blanket of carpet grass and a variation of splendid golf holes that only the genius of such a golfer as Mr. Hunter could produce." Cattle were put to work keeping the

At the height of the company's success, Hunter Benn & Co., had some 200 ships under charter sailing to and from ports of call worldwide. Pictured here are two barks photographed in 1896 as they took on cargoes of lumber. The ship on the right, the HENRY NORWELL, foundered off the Outer Banks of North Carolina later that same year.

Photo courtesy T. E. Armitstead Collection, The Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.



Robert Hunter and his sons on the links in 1915. By then, Hunter was well-established as the "Father of Golf in Mobile." Photo courtesy of the Country Club of Mobile.

Bermuda grass trimmed. A publication dating from 1903 noted that Civil War fortifications had to make way for the course, which was described as both "one of the sportiest in the country" and "matchless for beauty."

A clubhouse was opened in the spring of 1900, and tennis, ping pong and bowling soon were added. Still, it was golf that was the main attraction, with duffers able to take to the links year-round. The country club officially was incorporated in 1912, and it moved to its current location in Spring Hill in 1917.

Benn returned to England in 1903 but remained a managing director of Hunter Benn & Co., which continued to expand its business. Looking at a sailing schedule for a typical four-week period in 1917, one finds barks and schooners registered in the U.K., Russia, the Netherlands, Norway, Spain, Brazil and the U.S. calling to take on or discharge cargoes for Hunter, Benn & Co. Vessels bearing names such as M.J. TAYLOR, MONTROSA, VAN LEAR BLACK, FAUNA, RALPH M. HAYWOOD and CUMBERLAND COUNTY sailed for ports of call including Havana;

Robert Hunter and Arthur Benn became two of the three founding officers of the Country Club of Mobile in 1899. The first clubhouse and golf course overlooked Mobile Bay.



Photo courtesy of the Country Club of Mobile.

Fort-de-France, Martinique; St. George, Grenada; Georgetown, Guiana; Trinite Bay, Martinique; Las Palmas, Canary Islands; San Fernando, Trinidad; Lisbon, Portugal; and Garston, England. Sample cargoes included 338,000 feet of pine lumber, 757 bundles of cypress shingles, 418,000 feet of pine lumber and 357,000 feet of sawn pine lumber. At the height of the company's success, Hunter Benn & Co., had some 200 ships under charter sailing to and from ports of call worldwide.

After returning to England, Benn continued to be a champion of business, serving as the head of various British trade delegations, as president of the Association of British Chambers of Commerce and later as a director of the International Chamber of Commerce. He was first elected to Parliament in 1910, serving until 1929 and then again from 1931 until 1935. In 1918, Benn was appointed to the Order of the British Empire as a Knight Commander. In 1926, he was created a baronet, and in 1936, Benn was elevated to the peerage, becoming 1st Baron Glenravel. Lord Glenravel died June 13, 1937.

Robert Hunter remained in Mobile, continuing to oversee the company and cultivate a growing appreciation of golf. He served two terms as president of the Country Club of Mobile and saw his younger brother Andrew and his sons follow him into the business. Hunter Benn & Co. built a mill and founded the company town of Prestwick—named for the Hunters' birthplace—in Washington County, Alabama. Andrew Hunter made Prestwick his home and in 1904 built a residence there that today is listed on the Alabama Register of Landmarks and Heritage (although, it has since been relocated). Though he became a timber baron and shipping magnate, Robert Hunter is best remembered today as "The Father of Golf in Mobile."

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ARUBA ORANJESTAD	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
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CHILE ARICA LIQUEN SAN ANTONIO	G2 OCEAN G2 OCEAN G2 OCEAN	INDUCEMENT INDUCEMENT INDUCEMENT	NORTON LILLY NORTON LILLY NORTON LILLY
CHINA NINGBO	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
QINGDAO SHANGHAI	G2 OCEAN G2 OCEAN CMA CGM COSCO EVERGREEN OOCL MAERSK MSC ZIM	INDUCEMENT INDUCEMENT WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
SHEKOU	HOEGH WALLENIUS WILHELMSEN CMA CGM COSCO EVERGREEN OOCL	MONTHLY BI-MONTHLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY WILHELMSEN SHIP SERVICE NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
TIANJIN XIAMEN	WALLENIUS WILHELMSEN CMA CGM COSCO EVERGREEN MAERSK MSC OOCL ZIM	BI-MONTHLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	WILHELMSEN SHIP SERVICE NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
YANTIAN	CMA CGM COSCO EVERGREEN MAERSK MSC OOCL ZIM	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
COLOMBIA BARRANQUILLA CARTAGENA SANTA MARTA	OSLO CARIBBEAN CARRIER OSLO CARIBBEAN CARRIER DAN GULF SHIPPING OSLO CARIBBEAN CARRIER	INDUCEMENT INDUCEMENT EVERY 3 WEEKS EVERY 3 WEEKS	LOTT SHIP LOTT SHIP LOTT SHIP SEACLIFF

PORT OF CALL	LINE	FREQUENCY	AGENT
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DOMINICAN REPUBLIC PUERTO PLATA RIO HAINA	OSLO CARIBBEAN CARRIER OSLO CARIBBEAN CARRIER	MONTHLY WEEKLY	SEACLIFF SEACLIFF
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 LE HAVRE 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
GUATEMALA PUERTO BARRIOS	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
GUYANA GEORGETOWN	DAN GULF SHIPPING OSLO CARIBBEAN CARRIER OSLO CARIBBEAN CARRIER	INDUCEMENT BI-MONTHLY MONTHLY	LOTT SHIP SEACLIFF SEACLIFF
HAITI PORT AU PRINCE	OSLO CARIBBEAN CARRIER	BI-MONTHLY	SEACLIFF
HONDURAS PUERTO CORTES	OSLO CARIBBEAN CARRIER	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 INCHON KUNSAN MASAN ONSAN	CMA CGM COSCO EVERGREEN OOCL MAERSK MSC ZIM SAGA WELCO G2 OCEAN G2 OCEAN HOEGH G2 OCEAN G2 OCEAN	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY INDUCEMENT INDUCEMENT INDUCEMENT MONTHLY INDUCEMENT INDUCEMENT	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY INCHCAPE NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY

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NETHERLANDS ROTTERDAM	G2 OCEAN MAERSK MSC	BI-MONTHLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY
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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
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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
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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).....DAN DALTON (561) 312-0775	

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 TNSPORTATION.....	(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.....	(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) 231-7066
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
★ KEYPORT WAREHOUSING.....	(251) 964-4615
KNIGHT TRANSPORTATION.....	(678) 596-8678
LANDSTAR RANGER.....	(251) 690-9050
LANDSTAR TRANSPORTATION LOGISTICS.....	(251) 690-9050
★ LARSEN INTERMODAL SERVICES, INC.....	(800) 949-8501
MACROTANSPORT SERVICES—Ormond Beach, FL.....	(203) 926-8911
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
PGT TRUCKING, INC.....	(888) 372-5710
★ POINT LOGISTICS.....	(251) 452-2128
★ 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
SCALE LOGISTICS.....	(205) 480-9734
SCHNEIDER NATIONAL.....	(800) 558-6767
★ SEABREEZE TRUCKING INC.....	(251) 661-3186
SHELTON TRUCKING.....	(251) 690-9294
SOUTHEASTERN FREIGHT LINES, INC.....	(251) 443-1557, (866) 888-7335
SOUTHERN CARTAGE.....	(334) 284-3033
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
SPECIALTY TRANSPORTATION CO. (Bulk).....	(888) 467-5737
SUMMA TRANSPORTATION SERVICES.....	(251) 666-6287
★ TCI TRANSPORTATION CONSULTANTS, INC.....	(251) 643-9652
TOTAL QUALITY LOGISTICS.....	(251) 580-3101
★ TRANS-STATE LINE.....	(800) 643-2140
TRISM SPECIALIZED CARRIERS.....	(800) 292-3829
VENTURE EXPRESS.....	(251) 653-4947
WATKINS TRUCKING CO., INC.....	(800) 633-8238
WILLIS SHAW FROZEN EXPRESS.....	(251) 661-9420
★ WILSON TRUCKING CORP.....	(251) 452-0668, (866) 645-7405
WMM MARTIN TRANSPORT.....	(850) 607-2880
WOERNER TRANSPORTATION.....	(800) 547-6828
WONDERLAND EXPRESS (Heavy Haul).....	(251) 653-7348
WRIGHT TRANSPORTATION, INC.....	(800) 342-4598
XPO LOGISTICS.....	(800) 338-3372
XYRC.....	(800) 610-6500

RAIL TRANSPORT	
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	
BESSELAAR & ASSOCIATES—P. O. Box 16542.....	(251) 476-9909
JOINER MARINE SERVICES—9305 Johnson Rd. S.....	(251) 633-6118
MARITIME SAFETY & SECURITY COUNSEL, LLC.....	(251) 767-9430

SHIP CHANDLERS/SERVICES	
AIR GAS GULF STATES—5480 Hamilton Blvd, Theodore, 36582..	(251) 653-8743
ALABAMA LINE SERVICES—P. O. Box 9308.....	(251) 661-2105
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
ENVIRONMENTAL SAFE MARINE & IND. COATINGS—Corrosion Control.....	(251) 341-9189
GENERAL MACHINERY, INC.—P. O. Box 5174.....	(251) 473-1588
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
L & M WELDING SUPPLY INC.—51 S. Hallett St.....	(251) 432-3615
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—881-C Deakle Dr., Mobile, Ala. 36602.....	(251) 405-0067
PORT CITY CLEANERS/K&K ENTERPRISES (Laundry/Repairs).....	(251) 452-0813
Separator Spares & Equipment—8610 Highway 188, Irvington, AL.....	(866) 218-0013
SHANGHAI TRADING CO.—2000 Airport Blvd.....	(251) 473-6446
SMITH SERVICES OF ALABAMA—701 Bill Myers Dr.....	(251) 675-0855
SOUTHERN MARINE SUPPLY CO.—1920 Avenue A.....	(251) 432-5657
STANDARD EQUIPMENT CO.—75 Beauregard St.....	(251) 432-1705
WESCO Gas & Welding Supply—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	
ALABAMA SHIPYARDS LLC — 660 Dunlap Dr.....	(251) 230-4169
AUSTAL USA—P. O. Box 1049.....	(251) 434-8000
BLAKELEY BOATWORKS - 401 Cochrane Bridge Rd.....	(251) 694-1300
COOPER MARINE & TIMBERLANDS—P. O. Box 280, Mt. Vernon.....	(251) 829-5063
COOPER WILKINS WELDING AND MACHINE CO. - 999 Dekle St.(251) 438-4505	
DEPENDABLE Sheetmetal.....	(251) 473-3515
Gulf Coast Air & Hydraulics Inc.— 3415 Halls Mill Rd.....	(251) 666-6683
HARRISON BROS. DRY DOCK AND REPAIR—P. O. Box 1843.....	(251) 432-4606
Ideal Marine Service — 3251 Brookdale Dr. S.....	(251) 432-8962
M.A.R.R.S. — 601 S. Royal St., Mobile.....	(251) 338-7400
Marine & Mainland Hydraulic Services.....	(251) 479-6081
MARINE SYSTEMS INC.—840 Dumaine Rd.....	(251) 456-4507
MASTER MARINE, INC.—P. O. Box 665, Bayou La Batre.....	(251) 824-4151
Offshore-Inland Marine & Oilfield Services.....	(251) 443-5550
OUTFITTERS INTERNATIONAL— 4223 St. Stephens Rd.....	(251) 452-9500
SOUTHEASTERN PROPELLER - 301 Cochran Causeway.....	(251) 675-9993
THREE MILE DRYDOCK & REPAIR.....	(251) 380-7970
UNIVERSAL MARINE SERVICES, INC.—958 S. Conception St.....	(251) 432-7708

SHIPPING REGISTRY	
ABS AMERICAS—Regions Bank Bldg.....	(251) 433-8416
BUREAU VERITAS— Richard D. Carmack—1609 B Rochelle Street(251) 662-5765	

STEVEDORING COMPANIES	
APM TERMINALS - mobcs@apmterminals.com.....	(251) 410-6100
ARGOS CEMENT LCC - obarreto@argos-us.com.....	(912) 401-2279
CSA EQUIPMENT COMPANY.....	
britton.cooper@coopertsmith.com.....	(251) 432-5404
COOPER MARINE & TIMBERLANDS.....	
jason.anderson@coopertsmith.com.....	(251) 431-6100
CORE INDUSTRIES, INC. - mbmyles@southernrgroup.com.....	(251) 660-0962
SEANOUS STEVEDORING-MOBILE - rsellers@seanous.com.....	(251)433-4198
GOLDEN STEVEDORING & LOGISTICS, INC - mike@richardsoncompanies.com.....	(251) 433-3726
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. - tsmsal@tsmsal.com • tadger@tsmsal.com.....	(251) 432-1054
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TESTING, SAMPLING, WEIGHING, CARGO CERTIFICATION AND CRANE INSPECTION	
AL DEPT. OF AGRICULTURE & INDUSTRIES—P. O. Box 244.....	(251) 415-2531
AMERICAN AERO CRANES—9500 Bellingrath Road, Theodore.....	(251) 973-0450
C. BAXTER, JR. & ASSOCIATES INT’L, INC.....	(251) 476-1998
RICHARD BESSELARR—P. O. Box 16542.....	(251) 476-9909
CALEB BRETT USA, INC.—505 N. Craft Hwy., Chickasaw, AL.....	(251) 457-8751
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
INTERNATIONAL CARGO GEAR BUREAU INC.—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
THOMPSON ENGINEERING—3707 Cottage Hill Rd.....	(251) 666-2443
A. W. WILLIAMS INSPECTION CO.—P. O. Box 2107.....	(251) 438-3691

TOWING COMPANIES	
AMERICAN COMMERCIAL BARGE LINE.....	(251) 408-7655
COOPER MARINE & TIMBERLANDS—P. O. Box 1484.....	(251) 434-5000
CRESCENT TOWING & SALVAGE—118 North Royal Street.....	(251) 433-2580
GRAESTONE LOGISTICS.....	(251) 380-7972
MARQUETTE TRANSPORTATION COMPANY—5228 A Halls Mill Rd., Mobile, AL 36619.....	(251) 661-0531
PARKER TOWING CO.—P. O. Box 20908, Tuscaloosa, AL 35402.....	(205) 349-1677
RADCLIFF/ECONOMY MARINE SERVICES—P. O. Box 3064.....	(251) 433-0066
SEABULK TOWING—P. O. Box 1644.....	(251) 432-2611
WATERWAYS TOWING & OFFSHORE SERVICES, INC.—P. O. Box 1821.....	(251) 438-5240

TRANSLATORS/INTERPRETERS	
NATHALIE S. GARRIZ—nthsilva@juno.com.....	(251) 634-3280
JOSIANE LANDMAN—Cultural Connections.....	(251) 767-2747
DR. SOPHIA LASZLO.....	(251) 342-6707
MARIA PAPP.....	(251) 929-1889
LUIS SEBASTIANI.....	(251) 344-5207

TRUCK TANK LINES	
INTRANSIT—Hwy. 43, Malcoln, AL.....	(888) 299-0069
MCKENZIE TANK LINES, INC.....	(251) 457-2331
MILLER TRANSPORT.....	(251) 457-0471

U.S. COAST GUARD	
COMMAND CENTER - 24 HRS.....	(251) 441-5976
WATERWAYS.....	(251) 441-5940
PORT STATE CONTROL.....	(251) 441-5279
VESSEL ARRIVAL DESK.....	(251) 441-5279
SR. INVESTIGATING OFFICER—Bldg. 102 Brookley Complex, S. Broad St.....	(251) 441-5207
VESSEL INSPECTION.....	(251) 441-5203

USDA PLANT PROTECTION AND QUARANTINE	
RICHARD F. WALCK 3737 Government Blvd., Suite 517.....	(251) 661-2742

WAREHOUSES (★ U.S. Customs Bonded Warehouse) (★ ★ U.S. Customs Bonded Carrier)	
★ ATLAS SHIP SERVICES.....	(251) 432-4533
AVERITT EXPRESS.....	(251) 443-7703
AZALEA BOX COMPANY.....	(251) 452-3451
BR WILLIAMS TRUCKING WAREHOUSING & LOGISTICS.....	(800) 523-7963
C.H. ROBINSON.....	(251) 441-7012
★ CORE INDUSTRIES.....	(251) 660-0962
CUSTOM MARKETING SERVICES INC.....	(205) 668-4042
★★ DOCKSIDE SERVICES INC.....	(251) 438-2362
★ DOTHAN WAREHOUSE.....	(334) 793-6003
★★ ELITE LOGISTIX.....	(251) 433-3391
★★ GULF COAST INTERMODAL.....	(251) 653-1880
HODGES WAREHOUSE & LOGISTICS.....	(334) 280-2033
HORNADY SAWYER.....	(800) 334-6597
J.A. LOGISTICS INC.....	(334) 371-5506
★★ JOHN FAYARD MOVING & WAREHOUSING.....	(251) 443-9125
JOHNSON DEVELOPMENT ASSOCIATES, INC.....	(864) 594-5838
★★ KEYPORT WAREHOUSING.....	(251) 964-4607
★ MEADOR WAREHOUSE.....	(251) 457-4376
★ MERCHANTS TRANSFER COMPANY.....	(251) 457-8691
MILS GULF COAST TRANSLOAD & DISTRIBUTION.....	(601) 709-8003
MISSISSIPPI EXPORT RAILROAD.....	(228) 474-3355
MMS WAREHOUSE CO.....	(251) 438-3658
★ MOBILE MOVING & STORAGE CO.....	(251) 438-3658
NORDEN WAREHOUSE MOBILE.....	(251) 338-4026
OHC INTERNATIONAL.....	(251) 330-7705
★★ QUICK DELIVERY SERVICE, INC.....	(251) 471-5369
★ S/M WAREHOUSE.....	(251) 679-3344
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