

ALABAMA

THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

# SEAPORT

2019 VOL. III



Col. Sebastien Joly, USACE and James K. Lyons, ASPA execute agreements to deepen and widen Mobile Harbor.

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# ALABAMA SEAPORT

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**ON THE COVER:**

Construction on Mobile Harbor modifications to begin in late 2020.  
 See story on page 4



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

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# RECORD OF DECISION ISSUED: MOBILE HARBOR DEEPENING AND WIDENING UPDATE

The Alabama State Port Authority announced in September it received federal authorization to modernize Mobile Harbor to accommodate larger vessels and improve transit efficiencies at Alabama's only deep-water seaport – the Port of Mobile. The U.S. Army Corps of Engineers (USACE) South Atlantic Division signed the Record of Decision for the Mobile Harbor General Reevaluation Report (GRR) and Integrated Supplemental Environmental Impact Statement (SEIS) on September 6, 2019, in Atlanta, Georgia. The Corps executed a Design Agreement with the Alabama State Port Authority in October to begin the preconstruction, engineering and design phase. The engineering and design phase establishes the construction parameters to deepen and widen the Port of Mobile. Construction on the modifications could begin in late 2020.

“This agreement is a critical step toward realizing the port’s ability to accommodate the larger ships serving the world’s major trade lanes, while improving vessel transit efficiencies and safety in our port,” said James K. Lyons, director and chief executive officer for the Port Authority. “The beneficiaries of this critical project will be Alabama businesses and Alabama jobs that compete in the global marketplace.”

The harbor improvement project is keeping pace with ongoing terminal investments in Alabama’s seaport to ensure economies of scale and competitive rates for the seaport’s shippers. The proposed project would deepen the existing bar, bay and river channels to 52 feet, 50 feet and 50 feet, respectively. The project also includes widening the bay channel by 100 feet for three nautical miles to accommodate two-way vessel traffic, expanding the current post-Panamax sized turning basin, and incorporating a minor bend easing in the lower bay channel. Shoreside, the Alabama State Port Authority and its partner, APM Terminals, have been expanding the terminal to meet year over year growth. A \$50 million expansion was completed in late 2017, and in 2018, another \$50 million expansion launched.

“With completion of the Phase 3 expansion, the Port of Mobile and its partner, APM Terminals, will have nearly \$500 million in container intermodal assets to serve our customers,” said Lyons. “As demand dictates, we’re positioned to respond quickly to further expansion.”

The Phase 3 expansion, when completed in early 2020, extends the dock to allow for simultaneous berth of two post-Panamax sized vessels and brings annual throughput capacity to 650,000 TEUs. The dock extension leverages operational efficiencies generated by newly constructed yard capacity, applied technology, additional outbound gates, and two super-post-Panamax and two post-Panamax ship to shore container cranes.



Kay Ivey, Governor of Alabama

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In June 2014, the Port Authority requested the Corps initiate the necessary studies to achieve justified improvements to support the seaport’s rapid growth in manufacturing, mining, retail/distribution and agribusiness markets. The resulting Mobile Harbor GRR and SEIS underwent a \$7.8 million, comprehensive four-year study to evaluate the benefits and potential impacts of the project. Throughout the study process, the Port Authority and the Corps jointly conducted public scoping meetings, general public meetings in both the open house and town hall formats, numerous meetings with cooperating agencies, and extensive focus group meetings with seafood interests, commercial fishermen, environmental non-governmental organizations, Dauphin Island property owners and environmental justice communities. In May 2019, the Environmental Protection Agency released the draft GRR/SEIS for public comment to be considered in the preparation of the Record of Decision.

During the study process, the Port Authority’s container carriers servicing Asia trade lanes added new market options and some have shifted to 7000-8500 TEU class ships. Fueled by growth and Alabama shipper demand, Governor Kay Ivey signed into law the Rebuild Alabama Act in March. Rebuild Alabama is a bipartisan measure passed by the Alabama State Legislature that allocates a portion of state fuel tax proceeds to support up to \$150 million in bonds to meet the federal cost-share requirements for the harbor project.

» Colonel Sebastien Joly, Mobile district commander, USACE, and James K. Lyons, director and chief executive officer for the Port Authority.



# MARITIME EXECUTIVE NAMED DEPUTY DIRECTOR OF THE ALABAMA STATE PORT AUTHORITY

James K. Lyons, director and chief executive officer of the Alabama State Port Authority, named Richard T. Clark as deputy director for the Port Authority in July.

“We conducted a nationwide search with one of the country’s premier maritime and port industry recruiting firms and the Port Authority received resumes from quite a few qualified candidates,” said Lyons. “Mr. Clark stood out amongst all the applicants and was selected for this position. We are excited to have him join the Port Authority team.”

Clark, with more than 30 years of maritime industry experience, began his career at Cooper T. Smith in New Orleans before joining Puerto Rico Marine Management, Inc. to direct the company’s terminal, cargo and warehouse operations. In the years to follow, Clark held a number of senior management positions with both ocean carriage and terminal stevedoring companies. Clark most recently served as interim chief operating officer at GT USA Wilmington and U.S. manager of operations at GT USA, LLC, a subsidiary of GulfTainer, an independent port management and third-party logistics company with operations in six countries.

While at GT USA, Clark led the company’s U.S. based port operations at the Ports of Wilmington, Delaware, and Canaveral, Florida.

“I have been privileged to work a career surrounded by some brilliant leaders and look forward to bringing the knowledge and experience gained through those many years to serve the Alabama State Port Authority team,” said Clark.

Clark is a native of Mobile, Alabama. He is a business management graduate of Trinity Southern University and attended the University of South Alabama and the U.S. Merchant Marine Academy. Clark is active in numerous industry boards and community organizations, and is the recipient of the Community Partner Impact Award from the University of North Florida Transportation and Logistics Flagship Program.



## KEMIRA EXPANSION AND GROUNDBREAKING

Kemira, a leading global polymer producer serving pulp and paper, oil and gas, and water treatment industries, held a groundbreaking ceremony at its manufacturing site in Mobile, Alabama. The groundbreaking was the official kickoff of the expansion announced earlier this year. Set to bring a \$70.8 million investment and promise of new jobs to the area, the expansion will also significantly increase production of high molecular weight emulsion polymers primarily used in the oil and gas industry.

The existing site first opened in 1938, initially focused on the area’s lumber, pulp and paper businesses. Over time, the site began serving the wider industrial water treatment industry and more recently the oil and gas industry.

Construction for the new site is officially underway and commercial production is scheduled for early 2021. The new facility is designed with the best available technology and the most automated and sophisticated control system to ensure the highest level of safety,

quality and efficiency. Once completed, the expansion will create 20 new full-time positions at the Mobile site, which currently employs about 60 workers.

Joe Alexander, vice president, polymers manufacturing, welcomed the attendees stating, “We are totally committed to operate all sites in a manner where employees are engaged and help ensure the safety of our operations and extend that same commitment to our contractors, the environment and the communities in which we operate.”

For Pedro Materan, senior vice president, oil and gas, the groundbreaking ceremony was a very special milestone. “Mobile was the first polymer plant that I visited when starting my career more than 20 years ago and has a special place in my heart. For Kemira, this is a key strategic investment for our growth in the Americas region and demonstrates our commitment to the oil and gas industry. We look forward to completing construction and beginning production here in Mobile,” said Materan. “We are excited to take this time to celebrate as we continue to invest in our customers, in our future and in the future of the Mobile community.”

In addition to Kemira leadership, Alabama Governor Kay Ivey shared a special video message with the attendees and Mobile Mayor Sandy Stimpson, members from the Africatown community and government also spoke and took part in the official groundbreaking ceremony.

For more information on the groundbreaking and expansion of Kemira’s Mobile facility, visit kemira.com.



» A groundbreaking ceremony was held at the Mobile, Alabama site, kicking off the expansion announcement.



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Lars Paulsen, Oslo Caribbean Carriers Ltd.  
Heino Winkler, Global Project Services LLC



# NEW CONTAINER CARRIER SERVICES

In September, the Alabama State Port Authority and APM Terminals received the first vessels in an expanded container carriage between Far East Asia and the Port of Mobile. Maersk announced in July changes to its vessel sharing agreements with Mediterranean Shipping Company (MSC) due to exponential growth in the U.S. Gulf of Mexico/Asia trade lanes. The vessel owners added ZIM lines to the vessel rotation and have split that vessel capacity and the ports of call amongst two services calling key Asian ports. The original service, Maersk's TP18 and MSC's Lone Star, added ZIM's ZGC Service and now call the ports of Ningbo, China, Shanghai, China and Busan, Republic of South Korea. The second service consists of Maersk's TP88, MSC's Pelican Service and ZIM's ZGX Service calling Xiamen, China, Yantian, China and Busan, Republic of South Korea. The new arrangement provides six day faster transit times from East China into the U.S. Gulf.

Additionally, the TP18 service added the Port of Miami to the Houston and Mobile rotation to expand U.S. East Coast and U.S. Gulf shipper capacity. Under the TP88 service the Port of Tampa was added to the Houston and Mobile rotation to attract Florida market shippers. Currently, the Ports of Houston, Mobile and Tampa jointly market the U.S. Gulf trade in Far East markets.

"The additional capacity is reflective of our growing market in this trade and we are certainly happy to welcome ZIM back to the Gulf with direct all water service from Asia. The Port Authority and its partner, APM Terminals, continue to engage with both BCOs and carriers in an effort to attract additional services and options for our end users," said Parrish Lawler, director of trade and development for the Port Authority.

## MAERSK/SEALAND TP18 / MSC LONE STAR / ZIM ZGC

IMPORT	TRANSIT	EXPORT	TRANSIT
Ninbo, CN	34	Freeport, BH	5
Shanghai, CN	32	Arraijan, PA	7
Busan, S. Korea	28	Busan, S. Korea	34
		Ningbo, CN	36
		Shanghai, CN	37

## MAERSK TP88 / MSC PELICAN / ZIM ZGX

IMPORT	TRANSIT	EXPORT	TRANSIT
Xiamen, CN	34	Manzanillo, PA	7
Yantian, CN	32	Balboa, PA	8
Busan, S. Korea	28	Busan, S. Korea	33
		Xiamen, CN	36
		Yantian, CN	37



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- 3 Andy Bryars, Tri-State Maritime Services  
Tom Sullivan, Gulf Coast Intermodal
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Stacey Singleton, Wright Transportation  
Ty Jordan, Wright Transportation  
Trent Stone, Wright Transportation  
Daniel Wright, Wright Transportation
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Ron Davis, Dunavant  
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- 6 Jimmy Ramer, GREIF  
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Ty Crowder, Baldwin Transfer
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Ben Smith, S/M Transportation  
Andraes Aviles, Southern Intermodal Xpress
- 8 Stephanie Woolsey, Jubilee Specialties  
Gray Englebert, Jubilee Specialties  
Lee Anne Jackson, Davison Fuels & Oil  
Lila Davis, XPO Logistics
- 9 Van Grundmann, MSC  
Don Boykin, C&C Maintenance  
Francisco Orellana, MSC  
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- 11 Sam Bena, Container Point Group Inc.  
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Laura Ayer, Container Point Group Inc.  
Victoria Everett, Container Point Group Inc.
- 12 Mac McPhillips, Ocean Freight Express  
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## FROGG TOGGS®

For 23 years, frogg toggs® has been providing some of the world's best rainwear, waders, cooling products, footwear and accessories to the masses - all from right here in Alabama.

The frogg toggs brand and company began in 1996 with an idea to provide an affordable, breathable rain suit to a market that was not being served by available products. Their mission has always been to keep people comfortable while they pursue their passions in the great outdoors.

"Our goal was to keep common folks comfortable in their outdoor environments," frogg toggs President and Marketing Director Will Fowler said. "We did not approach this by cheapening or copying an existing product. We created a new and unique fabric that provided the properties we knew were important to our customers, at a price that made it affordable to the masses."

To those passionate about the outdoors, the name frogg toggs means trust, affordability, selection, and protection.

"Our customers depend on our gear to get them through anything mother nature can throw their way on a day spent off the beaten path," Fowler said.

Being Alabama based has played a key role in the success of frogg toggs. In the early days of the company, the products were designed and manufactured in Guntersville, Alabama, by Kappler International. As the company grew it became clear that other sources of manufacturing were needed, so frogg toggs relocated to Arab, Alabama, a small town situated just south of the Tennessee River Valley.

"Our current location provides a great labor pool, easy access to major interstates, no traffic congestion, ample recreation opportunities and one of the best school systems in the entire state," Fowler said. "Arab also provides a community-minded police force, a well-established religious infrastructure serving a diversity of denominations and beliefs, and a true small-town atmosphere. Occasionally, we have to look outside of our area for an employee with a specific skill set, but that is a tradeoff we are willing to accept."



In its 23-year history, frogg toggs has been a market and industry leader in technology advancements and innovations, offering many firsts. frogg toggs was the first company of its kind to use extruded, non-woven plastic fabrics in consumer goods (rainwear); the first to market an affordable, breathable rain suit; the first to pair non-woven fabrics with traditional woven fabrics to create a "hybrid" waterproof fabric; and the first to market a personal cooling towel, the Chilly Pad. frogg toggs was also the first to offer a breathable insulated hunting wader with removeable insulated liner to effectively create a single wader that could be used in warm or cold weather.

Guaranteed performance, well thought-out feature sets, value and affordability, selection, warranty and outstanding customer service has allowed frogg toggs to deliver "the best gear in the world."

"It's not just the gear itself - it's the consumer experience," Fowler said. "We make sure our customers are taken care of, from shopping and selection to service after the sale and quick response to warranty issues. The gear speaks for itself, but when someone purchases our gear, they are not just getting the gear, they are getting all of us as well."

One of frogg toggs' missions is to connect with their consumer on a personal level. That task is easy for the team at frogg toggs, because they share similar interests and passions with their consumers.

"Growing up in north Alabama, raising my family in Alabama and building the frogg toggs brand and company in Alabama has provided so many great days outdoors, so we know from experience how gear should perform and what serious outdoorsmen and women need from their gear," Fowler said. "Our company is comprised of serious outdoorsmen, hunters, fishermen and lovers of nature and the great outdoors. The great state of Alabama gives us ample opportunity, anytime of year, to use and perfect the products we put our name on."

frogg toggs has active customers in all 50 U.S. states, Canada, Mexico, Europe, South Africa, South America, Australia, Japan and China. You can find their products at any major outdoor sporting goods store, as well as online platforms such as Amazon, Walmart and Zoom. For the most diverse selection and product detail, customers can purchase directly from the company's website: [www.froggtoggs.com](http://www.froggtoggs.com).



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The National Memorial for Peace and Justice finds its home in Montgomery, Alabama, as the nation's first memorial dedicated to the legacy of African American people who were enslaved, terrorized by lynching, humiliated by racial segregation and Jim Crow, and burdened with contemporary presumptions of guilt and police violence.

Using sculpture, art and design to contextualize racial terror, the memorial commemorates those who lost their lives with more than 800 six-foot monuments symbolizing thousands of racial terror lynching victims in the United States.

The memorial is the physical manifestation of years of research by the staff of the Equal Justice Initiative (EJI), documenting acts of racial terrorism in the American South. EJI is a nonprofit based in Montgomery, Alabama. The organization provides legal assistance to death row prisoners, confronts abuse of the incarcerated and the mentally ill, and aids children prosecuted as adults. EJI also works to educate people on the undocumented history of racial terror and change the current landscape in equality across the nation.

EJI staff began investigating thousands of racial terror lynchings in the American South in 2010. The nonprofit's goal was to understand the full scope of the terror and trauma created by this sanctioned violence against the African American community, and to help other people understand.

After documenting thousands of racial terror lynchings that were otherwise undocumented in twelve states with *Lynching in America: Confronting the Legacy of Racial Terror* in 2015, EJI staff embarked on a journey to memorialize this part of America's history with The National Memorial for Peace and Justice.

The National Memorial for Peace and Justice was conceived with the hope of creating a sober, meaningful site where people can gather and reflect on America's history of racial inequality.

Partnering with artists like Kwame Akoto-Bamfo, whose sculpture on slavery confronts visitors when they first enter, EJI's vision for the memorial was to lead visitors on a journey through the history of racial terror with text, narrative and monuments to victims of lynching, the civil rights era, and ending with contemporary issues of police violence and racially-biased criminal justice. The memorial concludes with meditation on discrimination in the contemporary criminal justice system, expressed in a sculpture by Hank Willis Thomas. Displays of writing from Toni Morrison and Elizabeth Alexander, and words from Dr. Martin Luther King Jr. can also be found at the memorial. The memorial also includes a reflection space in honor of Ida B. Wells.

The 800 monuments on display at the memorial represent each county in the United States where racial terror lynching took place. The names of the lynching victims are engraved on the columns.

This installation is more than just a static monument, however. In the six-acre park surrounding the memorial is a field of identical monuments, waiting to be claimed and installed in the counties they represent.

According to EJI's website, "The national memorial, over time, will serve as a report on which parts of the country have confronted the truth of this terror and which have not. The hope is that this memorial will change the built environment of the deep south and beyond to more honestly reflect America's history."



EJI believes that publicly confronting the truth about America's history is the first step towards recovery and reconciliation.

The EJI website states, "The history of racial injustice in this country must be acknowledged. Mass atrocities and abuse must be recognized and remembered before a society can recover from mass violence. Having that violence commemorated publicly plays a significant role in prompting reconciliation."

Modeling the memorial after important projects used to overcome difficult histories of genocide, apartheid and horrific human rights abuses in other countries, The National Memorial for Peace and Justice is designed to promote a more hopeful commitment to racial equality.

"Our nation's history of racial injustice casts a shadow across the American landscape," said EJI Director Bryan Stevenson. "This shadow cannot be lifted until we shine the light of truth on the destructive violence that shaped our nation, traumatized people of color and compromised our commitment to the rule of law and to equal justice."

The memorial is only one part of EJI's work to advance truth and reconciliation around race in America and to more honestly confront the legacy of slavery, lynching, and segregation. It parallels with The Legacy Museum as an engine for education about the legacy of racial inequality. To date, over 600,000 people have visited the museum and memorial. For more information or to purchase tickets for admission to the museum and the memorial, visit [museumandmemorial.eji.org](http://museumandmemorial.eji.org).





## ALABAMA IRON AND STEEL COUNCIL PORT VISIT

In conjunction with the Manufacture Alabama Legislative Annual Fall meeting, the Alabama Iron & Steel Council (AISC) met with James K. Lyons, director and chief executive officer, and Judith Adams, vice president of marketing for the Port Authority, and toured the iron and steel handling facilities at the port. The Alabama Iron & Steel Council was formed in 2008 to promote and advise public officials on strategies to enhance the nationwide and global competitiveness of Alabama's iron and steel manufacturing sector. The AISC represents the interests of iron and steel producers and their supplier-vendor partners throughout the state. The Council's focus centers on industry awareness and promotion, preparing the next generation of iron- and steel-workers and public policy.



» George Clark, president of Manufacture Alabama, and James K. Lyons, director and chief executive officer for the Port Authority, hosted a port tour for members of the Alabama Iron & Steel Council on September 25, 2019.



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## ALABAMA STATE PORT AUTHORITY REPRESENTATIVES VISIT WARRIOR MET COAL MINE

Rick Clark, Alabama State Port Authority (ASPA) deputy director and Ben Stimpson, ASPA board member, recently visited the Warrior Met Coal No. 7 Mine North in November. Warrior Met Coal is a leading producer of metallurgical coal for the global steel market. The company's mines are 1,400 to 2,100 feet underground, making them some of the deepest vertical shaft mines in North America.



From left to right: Walter Scheller, Warrior Met; Ben Stimpson, ASPA board member; Rick Clark, ASPA deputy director; D'Andre Wright, Warrior Met; and Barry Kimbrell, Warrior Met.

## MOBILE-BASED ATTORNEY M. KATHLEEN MILLER NAMED HONORARY CONSUL OF NORWAY

M. Kathleen Miller, an attorney with Mobile-based Armbrecht Jackson LLP, has been appointed Norway's Honorary Consul for the state of Alabama.

The approval of the position by the United States Department of State was announced by Royal Norwegian Consul General Morten Paulsen at a reception in Mobile in July honoring retiring Honorary Consul Leslie H. Stuart Jr. Gen. Paulsen recognized Stuart for his 35 years of steady performance of the consular mission.

Gen. Paulsen noted that Miller's practice of maritime law and involvement in the maritime and shipping industry in Mobile makes her well suited for her role as Honorary Consul. Miller's duties as consular include providing information and assistance to Norwegian citizens in Alabama and promoting commercial trade, scientific and cultural relations between Norway and Alabama.

Miller said she "is honored to be asked to serve as Norway's official presence in Alabama." She has practiced law with Armbrecht Jackson since receiving her Juris Doctor from Tulane University School of Law in 1980.

James K. Lyons, director and chief executive officer for the Alabama State Port Authority noted, "Les Stuart has over 50 years of service in the promotion of the port and its maritime community. Norway is home to both ocean carriers and manufacturers that rely on the port, and their Honorary Consul is key to their success in Alabama. I congratulate Les on his retirement, and I look forward to working with Kathleen and the Consular Corps moving forward."



» Les Stuart, Honorary Consul Of Norway M. Kathleen Miller and Morten Paulsen, Consul General.

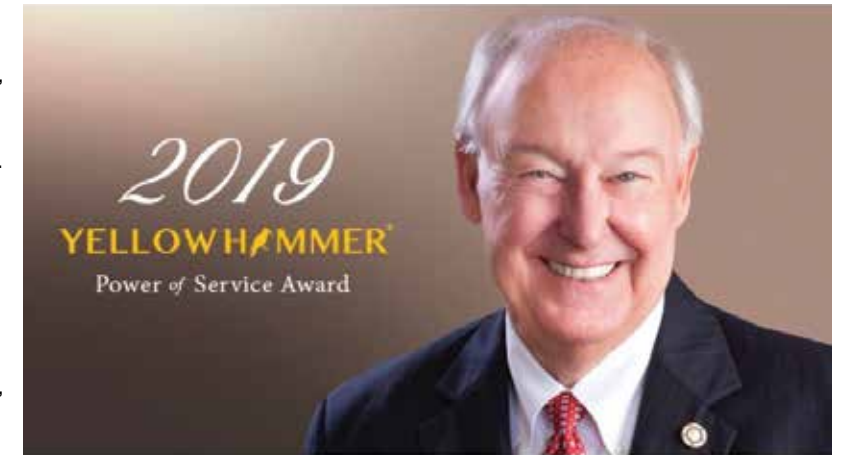
## HORN RECEIVES HONOR FROM YELLOWHAMMER

In October, Horace Horn, vice president of external affairs at PowerSouth and fourth chairman of the Alabama State Port Authority, was presented with the Power of Service Award from Yellowhammer Multimedia for his years of exemplary service to the state of Alabama. The award was presented at Yellowhammer's fifth annual Power of Service event held in Montgomery.

"Horace Horn has an incredible record of economic development success stories, and he has been a champion for rural Alabama throughout his entire career," said Tim Howe, owner of Yellowhammer Multimedia. "We are thrilled at the opportunity to recognize Horace for the work he has done to improve our communities across the state."

This is the fifth year that Yellowhammer has presented the Power of Service Award. Past recipients include Johnny Johns, Senate President Pro Tem Del Marsh, Jimmy Rane, Sen. Jabo Waggoner, Congressman Gary Palmer, Mark Crosswhite, Swaid N. Swaid, MD and Speaker Mac McCutcheon.

Horn began his career in poultry farming and commercial construction before his service at USDA Rural Development. He joined PowerSouth in 2000. Among the organizations Horn has served are the Alabama State Port Authority, Tennessee Tombigbee Waterway Development Authority, Alabama World Trade Association, Coosa Alabama River Improvement Association, Alabama Rural



Rehabilitation Corporation, the Southeastern Federal Power Customers, Alabama Wildlife Federation, Business Council of Alabama, Alabama World Affairs Council and the Alabama Department of Archives and History. He also testified in front of the board of governors for the Federal Reserve System regarding the effect of federal policy on production agriculture.

James K. Lyons, director and chief executive officer for the Alabama State Port Authority praised Yellowhammer for their recognition of one of the hardest working people in the state. "Horace has been a champion of economic development and policies that have bettered the state, our port and our citizens. I heartily congratulate Horace on this well-deserved honor."





## APOSTLESHIP OF THE SEA SERVES MARITIME COMMUNITY

32,000 seafaring workers move in and out of the Port of Mobile each year, sailing under flags from distant corners of the world. Deacon John Archer, who leads the Apostleship of the Sea, a Catholic Maritime Ministry of the Archdiocese of Mobile, Alabama, ministers to these sailors by fostering their growth and renewal through prayer, study and Christian service.

Maritime workers often spend countless months at sea. Spotty cellular service makes regular family contact difficult. Limited shore time, due to a combination of regulatory rules and too much work to be done, makes going to church almost impossible.

"I call it a 'ministry of passing time,'" Archer said. Aboard these vessels, downtime typically involves sitting around waiting to see who comes aboard. Archer spends much of his time simply being present to the sailors.

"We sit together prayerfully for long quiet periods," he said. "Eventually, the sharing begins and the needs emerge."

Archer serves the workers in various ways such as conducting Mass aboard, acting as escorts to take them from the ship to local shopping sites and other needs as they arise. When the MV TRANS GULF was berthed



for several weeks at the port awaiting repairs, Archer and the Apostleship of the Sea brought the crew needed items.

"In both hard and happy times, it is a privilege to be present to others," Archer said.

Through his proactive outreach, he has accessed funding sources and partnered with others to bring support to the needs of seafarers. Frequently, Archer will provide a free wireless "hot spot" to improve internet access for calls back home. Shopping services are also popular among sailors who can't leave port due to visa restrictions. For those who can leave, transportation to the mall or the gym rank high on their list.

This ministry, Archer explained, allows him to put his faith into action and to provide light to those who experience the darkness of loneliness and isolation due to long times away from loved ones.

For his service to the maritime community, Archbishop of Mobile Thomas J. Rodi nominated Archer for the Lumen Christi Award, which is presented by Catholic Extension, a nonprofit that provides grants to build the Catholic faith in the poorest areas of the United States.

## HEAVY LIFT CARGO ARRIVES AT THE PORT OF MOBILE

In November, a heavy lift transformer weighing 259 tons arrived at the Port of Mobile on STAR JUVENTAS. The transformer was lifted off STAR JUVENTAS by BIG AL and loaded to rail car at Pier 3. The transformer was then taken to Alabama Power's Miller Steam Plant. The stevedore was CSA, and the agent was Norton Lilly.



Photo Credit: CSA

## MOTUS INTEGRATED TECHNOLOGIES ANNOUNCES NEW MANUFACTURING FACILITY IN ALABAMA

Motus Integrated Technologies, a Tier 1 supplier of automotive interior products to the world's automakers, selected Gadsden, Alabama, as the location for its new manufacturing facility. Motus will invest more than \$15 million and create 90 jobs at the facility, which will manufacture interior automotive parts and headliners.

Working closely with the state of Alabama and local leaders, Motus conducted an extensive search for its new plant location before deciding to build in Etowah County's largest city. The site is close to a heavy concentration of automotive manufacturing facilities within the region and several current and potential customers.

"Motus is a premier global automotive supplier and we are thrilled that they have selected the state of Alabama and Gadsden as the site for their new facility," Alabama Gov. Kay Ivey said. "We're excited to partner with the company as they invest millions into a new manufacturing plant in Gadsden and create 90 new jobs. This is yet another example of how Alabama continues to lead the way in growing manufacturing here at home," she added.

Those jobs will have an anticipated average wage of more than \$20 per hour. Motus committed to invest \$15 million in construction of the Gadsden facility and related technology. Motus will bring its "safety first" culture to the plant, along with state-of-the-art headliner forming, injection molding and assembly operations. Construction of the facility has begun and is anticipated to be concluded in mid-2020.

"The primary mission of Alabama's economic development team is to help high-caliber companies like Motus grow and create jobs in the state," said Greg Canfield, secretary of the Alabama Department of Commerce. "Motus' decision to locate a manufacturing plant in Gadsden is

great news for the community and for the state's expanding auto sector."

Motus' plans for the new Alabama facility build on powerful growth trends in the state's auto industry. It will also allow Motus to capitalize on the rapidly growing automotive industry across the broader southeastern United States. In 2018 alone, auto manufacturing companies announced new Alabama projects involving nearly \$3.3 billion in capital investment and almost 5,500 anticipated jobs.



A leading provider of headliners and automotive interior door and console armrests to the world's leading original equipment manufacturers (OEMs) and Tier 1s, Motus holds a leading market position in this sector and has one of the industry's broadest and most technologically advanced product portfolios. The company operates a global manufacturing platform with more than 2,000 employees operating its five facilities. Motus is a trusted employer and valued community partner, and its customer relationships average more than two decades in length.

"It was clear from the beginning of our process to find a location for this new facility that Governor Ivey, Secretary Canfield, the state of Alabama and the leaders in Gadsden wanted Motus to call their community home, and we are excited to make that happen," said Shannon White, chief executive officer of Motus. "Motus prides itself on ensuring the safety of our team each day, the superior quality of our products, the partnership with our community and the outstanding service we provide to our customers. This new plant will allow for each of those principles to be achieved. We cannot wait to welcome new colleagues and get to work in Gadsden."

Gadsden and area officials welcome Motus' plans for the facility. "We are proud to be able to recruit high-paying jobs and welcome an innovative company like Motus to our community and our state," Mayor Sherman Guyton said. "This is confirmation that our ongoing investment in infrastructure, education and the Gadsden-Etowah Industrial Development Authority has enabled us to compete with other areas to land this important worldwide automotive supplier. We are thankful for the support and trust of Governor Ivey and Secretary Canfield, and for Motus in locating this important project in our city."





## PORT OF MOBILE COMMUNITY AIDS IN RELIEF EFFORTS FOR BAHAMAS

The Port of Mobile's maritime community collected 146,390 pounds of supplies for the Bahamas after Hurricane Dorian slammed into the islands as a CAT 5 hurricane. Freeport, Bahamas is one of the Port of Mobile's transshipment hubs. The Mediterranean Shipping Company, APM Terminals Mobile and the Alabama State Port Authority collected donations of food, water, clothing, personal hygiene, paper, cleaning and pet food supplies for distribution through relief agencies on the ground in the Bahamas.

The entire Port of Mobile region responded to the call. The efforts began with port employees across Mobile and Baldwin counties, and the network of contributors grew from there. Donations came from students from Council Elementary School, churches, business and industry, citizens, banks and government employees.



## THE CAROL D HEADS TO CURACAO

In November, the CAROL D crew boat arrived via water at the Port of Mobile from Panama City and was lifted out of water by the Gottwald crane. The crane held the crew boat over the pier while the OSLO BULK 7 shifted down, and the Gottwald loaded the boat on deck. The CAROL D was headed to Curacao. The agent was Seacliff Agency, and the stevedore for the heavy lift cargo was Premier Bulk.



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# PORT of MOBILE NEWS and Shippers Guide

## TRADE LEADS

### imports

**WOOL**  
*South Africa*—The following producers of wool are interested in establishing contacts in the southeastern United States:  
Cape Produce (Pty.) Ltd.; P. O. Box 278; Port Elizabeth. Dealers in wool, mohair, hides and skins.  
L. J. Racussen & Co., (Pty.) Ltd.; P. O. Box 394; Port Elizabeth. Suppliers of wool used in felt manufacture, Cape scoured and carbonized wools.  
J. L. Gluceman & Co.; P. O. Box 206; Port Elizabeth. Suppliers of scoured wools and tops.  
Sch. Karstaedt & Co. (Pty.) Ltd.; P. O. Box 2144; Port Elizabeth. Wool merchants. Producers of Cape tops, noils, snow-whites, Karakul scoureds, coarse scoureds and carbonized wool.

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



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### CAR SAFETY SEAT BELTS, HINGES, LOCKS

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

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

**PEARL ACCESSORIES**  
**JAPAN**—  
Periodica Japonica, Inc.; Hongo 1; Tokyo. Tie tacks, cuff links, scarf pins, earrings, rings, broaches. "Designing supervised by expert jewelers. Actual cultured pearls, not imitations. Each attractively packaged."

**ELECTRIC WIRE**  
Frick & Nilsson Department Store, Ltd.; 11, Nakamura-cho, Itabashi-ku, Tokyo. Exporters, Y. Nakagaki, manager of foreign trade department, seeking contacts in U.S. markets. Banking reference; Mitsubishi Bank Ltd., Ikebukuro Branch.

### exports

**MATERIALS FOR LADIES' HANDBAGS**  
*Japan*—Continental Boeki Co., Ltd.; P. O. Box Showa 48; Nagoya. Want to contact producers or exporters of material to make ladies' handbags and other accessories.

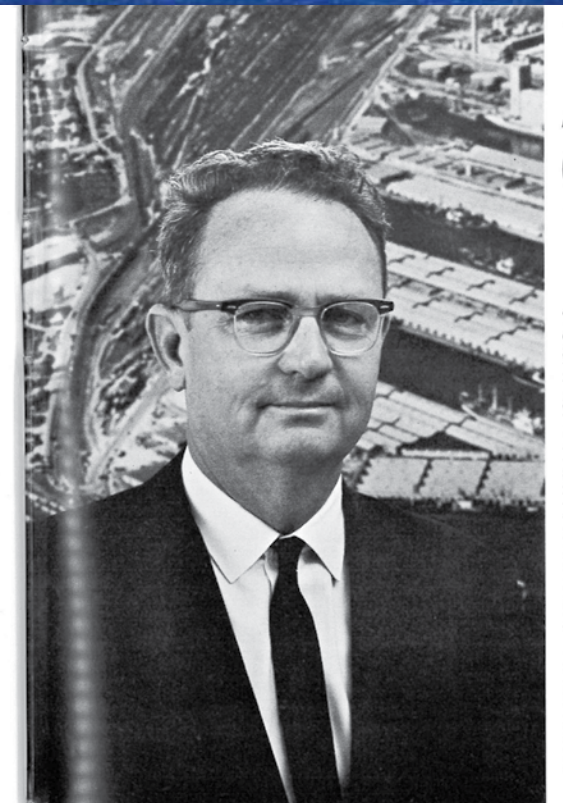
**PIECE GOODS**  
*South Africa*—John E. Massey & Associates (Pty.) Ltd.; 365 Grand Parade Center; Adderley Street; Capetown. Manufacturers agent, interested in agency for piece goods of types suitable for the manufacture of men's and women's garments.

### representations

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

## A Growing Port



THE PORT OF MOBILE is modernizing and expanding under State Docks Director Houston H. Feaster, and the program could be called a boot-strap deal: the State Docks must pay its own bills, and provide for its own future, and pull itself up on its own. No tax funds can take up any slack, or finance any improvements. On the other hand, the profits that the Docks earns, go back into capital improvements that (a) provide better service and thereby (b) earn more profits to plow back into more capital improvements. None of the earnings get away into the state's general coffers.  
Meanwhile, net earnings for the first six months of the current fiscal year reached \$792,967.88, \$17,000 more than earnings for the corresponding period last year, when the State Docks earned more net profit than in any previous year. Profits, plowed back, make a port grow.

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## ONE OF THE OLD BREED FROM MOBILE



» The Sledge family at their home in Mobile, 1942. Edward Jr., second from right, home on leave from the Army, advised his younger brother to seek a commission as an officer before going off to war. Photo courtesy of the Auburn University Libraries.

Prior to the 1981 publication of his memoir about his service in World War II, Dr. Eugene B. “E.B.” Sledge was probably best known as a beloved professor of biology, a popular teacher who led students on field trips to the environs surrounding the University of Montevallo.

With the Old Breed: At Peleliu and Okinawa initially made Sledge a celebrity among a coterie of historians, World War II enthusiasts and military personnel. The harrowing narrative of savage combat and its effects on those who endure it was critically acclaimed and hailed by military historian John Keegan as “one of the most important personal accounts of war that I have ever read.”

Documentarian Ken Burns called the book “... the real deal. Unvarnished, brutal, without a shred of sentimentality or false patriotism...” The New York Review of Books opined, “Of all the books about the ground war in the Pacific, [With the Old Breed] is the closest to a masterpiece,” and The Wall Street Journal raved, “There are some brilliant memoirs about the battle for Okinawa, but E.B. Sledge’s is by far the most haunting.”

The book and its author were introduced to a larger audience via Studs Terkel’s 1985 Pulitzer Prize-winning oral history *The Good War*, and Sledge figured as one of the main characters in HBO’s “*The Pacific*,” the 2010 Emmy Award-winning follow-up to “*Band of Brothers*,” which delivered his story to millions of viewers.

The grandson of Confederate officers, Eugene Bondurant Sledge was born in Mobile in 1923, the second son of Dr. Edward S. Sledge and Mary Frank (nee Sturdivant), and grew up in the Georgia Cottage, an antebellum home best known for having belonged to 19th century novelist Augusta Evans. Though described as “bookish and frail,” Sledge enjoyed an idyllic childhood, hunting, fishing and exploring the countryside with his best friend, Sidney Phillips.

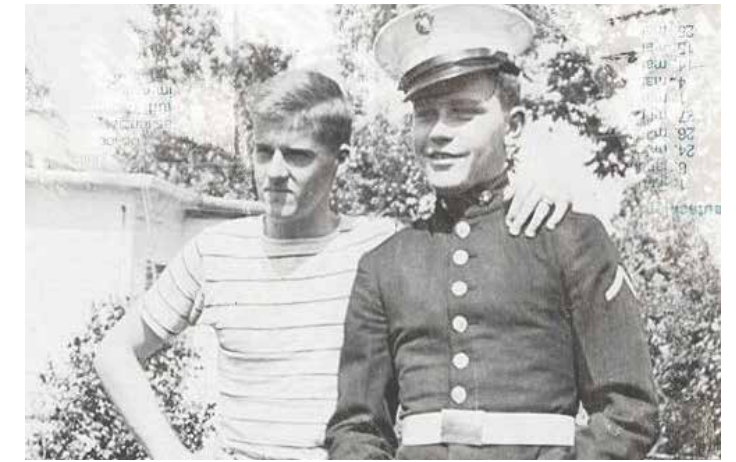
Some 10 months his junior, Phillips would prove to be a role model for Sledge. The day after the Japanese bombed Pearl Harbor, Phillips enlisted in the U.S. Marine Corps and soon left for boot camp, followed by assignment as a mortarman with How Company, Second Battalion, First

Marine Regiment, First Marine Division. Phillips went on to see combat in the Pacific Theater.

Sledge was also influenced by his older brother, Edward Sledge Jr., a graduate of the Citadel who was commissioned as a second lieutenant in the Army and assigned to the Eighth Infantry Regiment, Fourth Infantry Division. Ed would go on to land in Normandy on D-Day and experience combat across the European Theater, including the Battle of the Bulge. He would attain the rank of major by the end of the war.

E.B. completed his senior year, graduating in 1942 from Murphy High School, where Sidney Phillips’ father served as principal. Sledge enrolled in Marion Military Institute that fall and enlisted in the Marine Corps on December 3, 1942. At the urging of his brother and parents, Sledge enrolled in the V-12 Navy College Training Program and transferred to the Georgia Institute of Technology in July 1943, with the intention of becoming an officer. The program was meant to include two years of college instruction, followed by officers’ training at Quantico. However, eager to get to the war and not miss out on combat, Sledge intentionally failed out at the end of his first semester. As a result, he was sent to boot camp in San Diego to train as an enlisted Marine, graduating on Christmas Eve, 1943. Following boot camp, Sledge was sent to nearby Camp Elliott, where, like his friend Sidney Phillips, he trained as a mortarman.

On the last day of February, 1944, Sledge embarked on the troopship *PRESIDENT POLK* and shipped out for



» Young E.B. may have been more influenced by his best friend, Sidney Phillips, right, who enlisted in the Marines the day following the attack on Pearl Harbor.

the Pacific Theater. Sledge trained on first, the island of New Caledonia, and then Pavavu. It was during his time on the latter that the young Marine began to discover his appreciation for what he called, “the old breed,” the veteran Marines who had served since before the war and who both preserved and handed down the Marine Corps’ sense of discipline, rich lore and traditions.

Serving with Company K, Third Battalion, Fifth Regiment, First Marine Division, Sledge and his fellow Marines embarked in an LST toward the end of August, en route to the island of Peleliu. They stopped along the way for more training at Guadalcanal, departing on Sept. 4.



» E.B. graduated from Marine Corps boot camp on Christmas Eve, 1943. Eager to get into the fight, he could not have imagined what lay ahead. Photo courtesy of the Auburn University Libraries.





» Sledge, front row, right, with his cap pushed back, is pictured in the South Pacific with some of the men from his company. They experienced horrific losses on Peleliu and Okinawa. Photo courtesy of the Auburn University Libraries.

The Marines hit the beach on the morning of Sept. 15, 1944. U.S. Navy ships fired salvo after salvo from offshore to

“soften up” the enemy, who, nevertheless, offered strong resistance to the amphibious assault. Pinned down by machine gun fire and mortars, Sledge felt a sense of both terror and helplessness, but he survived that first day and many others that were to follow. The fighting was, he recalled, “savage, brutal, inhumane, exhausting and dirty...”

As a mortarman, Sledge was otherwise lightly armed. He carried an M-1 carbine rather than the heavier M-1 rifle; he wore a pistol and had a K-bar knife and several grenades. With no sense of irony, he described having to cross several hundred yards of open territory as enemy mortars and shells rained down on the advancing Marines, calling the experiencing of being targeted by mortars as “absolutely terrifying.” It was, he wrote later, “the worst combat experience I had during the entire war.”

Against regulations, Sledge began keeping a journal of his experiences, jotting notes in the pocket-sized New Testament that he had been issued. He noted atrocities but also remarked on the beauty of birds, a colorful snake and the sunsets that reminded him of Mobile Bay.

Still, Sledge witnessed war at its most brutal and horrific on Peleliu. He remarked on the callousness of his fellow

Marines who searched enemy corpses for trophies and wondered if he, too, would become as dehumanized. As the battle ground on, he found his answer: “The fierce struggle for survival in the abyss of Peleliu eroded the veneer of civilization and made savages of us all.”

The fighting on Peleliu was incredibly fierce, made worse by the 100-degree-plus heat and the island’s coral base that made finding shelter nearly impossible. Anticipated to last no more than three or four days, the battle raged for two and a half months. Sledge and his fellow Marines were shipped back to Pavavu for rest and rehabilitation before returning to battle on Okinawa on April Fools’ Day 1945. This was a different kind of warfare for Sledge, but no less brutal. Where Peleliu had been hot and rocky, Okinawa was a nightmarish mire of mud and feces.

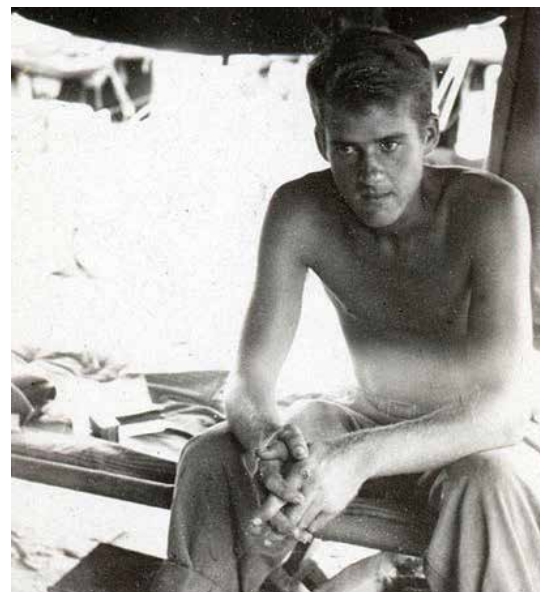
The fight for Okinawa would become the deadliest single campaign of the war in the Pacific, with more than 50,000 U.S. soldiers, sailors, and Marines killed, wounded, or missing in action. Sledge served in combat on Okinawa for 82 days straight, until the island was declared secured on June 23, 1945. Of the 65 veterans of the Battle of Peleliu who landed with Company K on Okinawa, only 26 survived death, injury or illness and were present at the end of the Battle of Okinawa.

“War is brutish, inglorious and a terrible waste,” Sledge wrote. “Combat leaves an indelible mark on those who are forced to endure it. The only redeeming factors were my comrades’ incredible bravery and their devotion to each other.”

After the Japanese surrender, Sledge served in China before being honorably discharged from the Marine Corps with the rank of corporal in February 1946. In April of that year, Sledge served as best man at the wedding of his friends Sidney Phillips and Mary Houston.



» Sledge and some of his buddies pose with war trophies on Okinawa. By then, he had grown accustomed to the practice of pilfering from the dead. Photo courtesy of the Auburn University Libraries.



» On Peleliu and Okinawa, Sledge had experienced some of the most savage fighting in the Pacific. He would be haunted by his experiences the rest of his life.



» Sledge served in China after the end of the war and before returning home.

Convinced that there was no way to explain battle to those who had not experienced it, Sledge threw himself into academic work, earning degrees from Alabama Polytechnic Institute (now Auburn University) and a doctorate from the University of Florida. Along the way, he married Jeanne Arceneaux and had two sons, John—a historian and author of

note in his own right whose work has often been featured in this magazine—and Henry.

E.B Sledge worked for the Florida State Department of Agriculture for about three years before accepting a position as an assistant professor of biology at what is now the University of Montevallo. He became a full professor in 1970 and remained at Montevallo until his retirement in 1990.

Haunted by his memories of the war and experiencing what now likely would be diagnosed as Post Traumatic Stress, Sledge was encouraged by his family to write

about his experiences. The notes that he made in battle served as the basis for *The Old Breed*. A second book, *China Marine: An Infantryman’s Life after World War II*, was published posthumously.

Dr. Eugene B. Sledge died on March 3, 2001.

Long-time “*Of Men & Ships*” columnist Scott Rye has been recalled to active duty and is currently serving with *Combined Joint Task Force – Horn of Africa* and *Joint Special Operations Task Force – Somalia*.



» He received an honorable discharge from the Marines as a corporal, and pursued an academic career. Sledge wrote an outline for *With the Old Breed* as early as 1946, and writing helped him to face his experiences in the war. The book has been hailed as a masterpiece and the best to describe the ground war in the Pacific.

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<b>ARUBA</b> ORANJESTAD	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
<b>BAHAMAS</b> FREEPORT	MAERSK MSC SEALAND	WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY
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<b>BELGIUM</b> ANTWERP	G2 OCEAN BBC CHARTERING MAERSK MSC	BI-MONTHLY BI-MONTHLY WEEKLY WEEKLY	NORTON LILLY NORD SUD NORTON LILLY NORTON LILLY
<b>BELIZE</b> BIG CREEK	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
<b>BRAZIL</b> PARANAGUA PORTOCEL  PRAIA MOLE  RIO DE JANEIRO SANTOS	G2 OCEAN SAGA WELCO G2 OCEAN G2 OCEAN SAGA WELCO G2 OCEAN G2 OCEAN SAGA WELCO	BI-MONTHLY MONTHLY MONTHLY MONTHLY MONTHLY MONTHLY BI-MONTHLY MONTHLY	NORTON LILLY INCHCAPE NORTON LILLY NORTON LILLY NORTON LILLY INCHCAPE NORTON LILLY NORTON LILLY INCHCAPE
<b>CHILE</b> ARICA LIRQUEN SAN ANTONIO	G2 OCEAN G2 OCEAN G2 OCEAN	INDUCEMENT INDUCEMENT INDUCEMENT	NORTON LILLY NORTON LILLY NORTON LILLY
<b>CHINA</b> 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 WALLENIOUS WILHELMSSEN CMA CGM COSCO EVERGREEN OOCL	MONTHLY BI-MONTHLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY WILHELMSSEN SHIP SERVICE NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
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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

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<b>DOMINICAN REPUBLIC</b> PUERTO PLATA RIO HAINA	OSLO CARIBBEAN CARRIER OSLO CARIBBEAN CARRIER	MONTHLY WEEKLY	SEACLIFF SEACLIFF
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<b>GERMANY</b> 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
<b>GRENADA</b> SAINT GEORGE'S	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
<b>GUADELOUPE</b> BASSE TERRE	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
<b>GUYANA</b> GEORGETOWN	DAN GULF SHIPPING OSLO CARIBBEAN CARRIER	INDUCEMENT BI-MONTHLY	LOTT SHIP SEACLIFF
<b>HAITI</b> PORT AU PRINCE	OSLO CARIBBEAN CARRIER	BI-MONTHLY	SEACLIFF
<b>HONG KONG</b>	CMA CGM COSCO EVERGREEN OOCL	WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
<b>ITALY</b> LIVORNO MONFALCONE NAPLES SAVONA	G2 OCEAN G2 OCEAN G2 OCEAN G2 OCEAN	MONTHLY MONTHLY MONTHLY MONTHLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
<b>JAMAICA</b> KINGSTON	OSLO CARIBBEAN CARRIER	MONTHLY	SEACLIFF
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<b>KOREA</b> BUSAN	CMA CGM COSCO EVERGREEN OOCL MAERSK MSC ZIM	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
INCHON	SAGA WELCO G2 OCEAN G2 OCEAN	INDUCEMENT INDUCEMENT INDUCEMENT	INCHCAPE NORTON LILLY NORTON LILLY
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ONAN	G2 OCEAN		NORTON LILLY
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<b>MEXICO</b> ALTIMIRA	CLIPPER STEEL SERVICES	INDUCEMENT	AMERICAN SHIPPING & CHARTERING NORTON LILLY NORTON LILLY NORTON LILLY
COATZACOALCOS TAMPICO	MAERSK MSC SEALAND CG RAILWAY CLIPPER STEEL SERVICES	WEEKLY WEEKLY WEEKLY EVERY 4 DAYS WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
VERACRUZ	MAERSK MSC SEALAND	WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY
<b>MONTSERAT</b> PLYMOUTH	OSLO CARIBBEAN CARRIER	INDUCEMENT	SEACLIFF
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<b>PANAMA</b> CRISTOBAL	MAERSK MSC SEALAND MAERSK MSC SEALAND	WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY WEEKLY	NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY NORTON LILLY
<b>PERU</b> CALLAO	G2 OCEAN	INDUCEMENT	NORTON LILLY
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<b>SPAIN</b> MOTRIL	G2 OCEAN	MONTHLY	NORTON LILLY
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PRESTIGE MARITIME — P.O. Box 1074 ..... (251) 680-8833  
TRI-STATE MARITIME SVCS.—P. O. Box 2725..... (251) 432-1054

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

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(★ 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

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BULK MARINE RESOURCES ..... (251) 295-4838  
W. T. AMES & ASSOCIATES—149 Fairway Dr., Daphne ..... (251) 626-1172  
GEORGE BROOKFIELD—186 Ridgewood Dr., Daphne ..... (251) 626-1758  
M. H. BARRIE—P.O. Box 1164, Mobile, AL 36693. .... (251) 433-8122  
C. BAXTER, JR. & ASSOCIATES INT'L, INC. .... (251) 476-1998  
RICHARD BESSELAAR—2809 Cottage Hill Rd. .... (251) 476-9909  
C. E. COLLIER & ASSOCIATES, INC.—5050 Lossing Rd., Coden, AL..... (251) 873-4382  
CAPT. JOHN D. SMITH—P. O. Box 2585, Daphne..... (251) 626-8394  
CARMACK MARINE IND. SVC. INC.—1609 B Rochelle Street ..... (251) 662-5765  
COOK CLAIMS SERVICE—P. O. Box 160461..... (251) 470-0774  
GENERAL MARINE SERVICE—P. O. Box 2533 ..... (251) 928-6728  
C. L. HAMILTON—P.O. Box 302 ..... (251) 433-9997  
DC MARITIME TECHNOLOGIES INC.—  
2210 Main St., Daphne, AL 36526..... (251) 625-0503  
JOINER MARINE SERVICES—9305 Johnson Rd. S..... (251) 633-6118  
MARINE INSPECTION, LLC—  
63 South Royal Street, Suite 1001, Mobile, AL 36602 ..... (251) 375-2020  
MOSLEY MARITIME SERVICES, LLC..... (251) 610-7882  
NATIONAL CARGO BUREAU, INC.—  
Commerce Building, Ste. 605, 118 N. Royal St. .... (251) 432-0781  
NAUTECH MARINE CONSULTANTS, INC.—  
7226 Bridgewood Lane, Spanish Fort, AL 36527 ..... (251) 447-0422  
PAGE MARINE—4153 Tamworth Dr. .... (251) 661-1520  
PORT CITY MARINE SURVEYORS—D. J. Smith..... (251) 661-5426  
SABINE SURVEYORS — 1509 Government St., Suite 103..... (251) 433-9997  
SGS MINERALS — P. O. Box 1962 ..... (251) 432-2781  
SHIP ARCHITECTS, INC..... (251) 621-1813  
WOODRUFF INDUSTRIES INC—4021 Shana Drive ..... (251) 473-5327

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BROWNING-FERRIS INDUSTRIES—P. O. Box 16504 ..... (251) 666-5724  
R. CARTER & ASSOC., INC.—1406 Telegraph Rd. .... (251) 452-0154  
DOCKSIDE SERVICES, INC.—P. O. Box 122 ..... (251) 438-2362  
FCC ENVIRONMENTAL ..... (205) 482-1574  
FERGUSON HARBOUR, INC.—31153 Stagecoach Rd., Spanish Ft., AL..... (251) 626-3295  
LIQUID ENVIRONMENTAL SOLUTIONS—1980 Ave. A ..... (251) 694-7500  
OIL RECOVERY CO., INC.—P. O. Box 1803..... (251) 690-9010  
PSC.—4531 Hamilton Blvd., Theodore, AL 36582..... (251) 443-7701  
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ACCELERATED FREIGHT GROUP ..... (800) 242-0952  
★ ACME TRUCK LINE ..... (251) 653-6028  
ADMIRAL MERCHANTS MOTOR FREIGHT ..... (877) 859-4577  
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ALABAMA CARRIERS, INC. .... (800) 721-7107  
AMERICA 1, LLC ..... (251) 378-9980  
ARGOSY TANSPORTATION..... (713) 668-3388  
ASF INTERMODAL LLC. .... (251) 287-8152  
A&S KINARD..... (769) 572-7144  
AVERITT EXPRESS..... (251) 443-7703  
AVONDALE CONTAINERS ..... (251) 438-2248  
★ BALDWIN TRANSFER CO ..... (251) 433-3391  
BARNHART CRANE & RIGGING..... (251) 654-0541  
BELLCOR LOGISTICS ..... (251) 802-8558  
BENNETT MOTOR EXPRESS ..... (251) 635-0048  
★ BILLY BARNES ENTERPRISES ..... (800) 788-9333  
BOYD BROTHERS TRANSPORTATION, INC..... (205) 716-2014  
BR WILLIAMS TRUCKING WAREHOUSING & LOGISTICS ..... (800) 523-7963  
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BURKHALTER SPECIALIZED TRANSPORT ..... (877) 815-8334  
★ CALIFORNIA CARTAGE EXPRESS, LLC ..... (251) 287-2412

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CHOCTAW TRANSPORT COMPANY ..... (251) 457-9231  
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COYOTE LOGISTICS, LLC ..... (888) 805-2883  
CUSTOM MARKETING SERVICES INC..... (205) 668-4042  
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ED MORRIS MOVING & HAULING ..... (251) 457-7734  
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GLOBAL MARITIME LOGISTICS LLC ..... (251) 432-2000  
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GULF WINDS INTERNATIONAL ..... (770) 231-1706  
HANNA TRUCK LINES..... (205) 783-8200  
HARBOUR RESOURCES LLC..... (251) 338-9151  
HEARTSDALE TRUCKING LLC ..... (251) 604-0591  
HI-GEAR EXPRESS, INC. .... (251) 259-5362  
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★ HORIZON FREIGHT SYSTEMS ..... (800) 242-9212  
HORNADY TRANSPORTATION LLC ..... (800) 633-1313  
HTP LOGISTIC MANAGEMENT ..... (251) 666-4766  
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McCARRON SERVICES, LLC ..... (251) 406-2335  
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MERCER TRANSPORTATION..... (251) 300-6060  
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MILLER TRANSER AND RIGGING—1891 Ninth St., Mobile, AL ..... (251) 418-4090  
★ MILLER TRANSPORTERS ..... (251) 457-0471  
MILLS 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 TRUCK LLC ..... (205) 454-9068  
★ OLD DOMINION FREIGHT LINES, INC. .... (877) 666-7485  
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★ SOUTHERN INTERMODAL XPRESS INC. (SIX) ..... (251) 438-2749  
★ S/M TRANSPORTATION ..... (251) 679-8200, (888) 546-2013  
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MOBILE INNER HARBOR PILOTS ..... (251) 441-7251

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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  
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MARITIME SAFETY & SECURITY COUNSEL, LLC ..... (251) 767-9430

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ATLAS MARITIME SERVICES CO.—P. O. Box 2901 ..... (251) 432-4533  
AUTRY GREER & SONS—2850 W. Main St. .... (251) 457-8655  
AZALEA GLASS & MIRROR—251 St. Louis St. .... (251) 434-0000  
CTW LAUNDRY/LINEN SVC.—2750 Mauvilla Dr. .... (251) 476-2229  
CHINA SHIPPER SUPPLY—456 Dauphin Island Pky..... (251) 479-7443  
CORTNEY COMPANY, INC. .... (888) 267-8639  
DIVERSIFIED LIFTING SYSTEMS—Elgg Bertens ..... (800) 752-1214  
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  
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MOBILE SHIP CHANDLERY CO.—210 St. Louis St..... (251) 432-3501  
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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  
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STEVEDORING, LLC ..... mdouglas@premierstevedoring.com • 251-433-1196  
RICHARDSON STEVEDORING  
AND LOGISTICS SERVICES, INC ..... mike@richardsoncompanies.com • 251-432-0081

TRI-STATE MARITIME  
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CRANE INSPECTION SVC., INC.—P. O. Box 461, Fairhope..... (251) 928-6262  
DEVAN INSPECTION CO. —  
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GUARDIAN SYSTEMS—P. O. Box 190, Leeds, AL ..... (251) 879-1850  
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INSPECTORATE AMERICA, INC.—P. O. Box 190755..... (251) 666-4000  
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500 Spanish Fort Blvd..... (251) 626-4452  
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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  
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COOPER MARINE & TIMBERLANDS—P. O. Box 1484..... (251) 434-5000  
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GRAESTONE LOGISTICS ..... (251) 380-7972  
HENRY MARINE SERVICE ..... (251) 438-9442  
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NATURES WAY MARINE..... (251) 599-1815  
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★ ★ ELITE LOGISTIX ..... (251) 433-3391  
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★ EQUITY TECHNOLOGIES CORP..... (251) 415-3806  
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