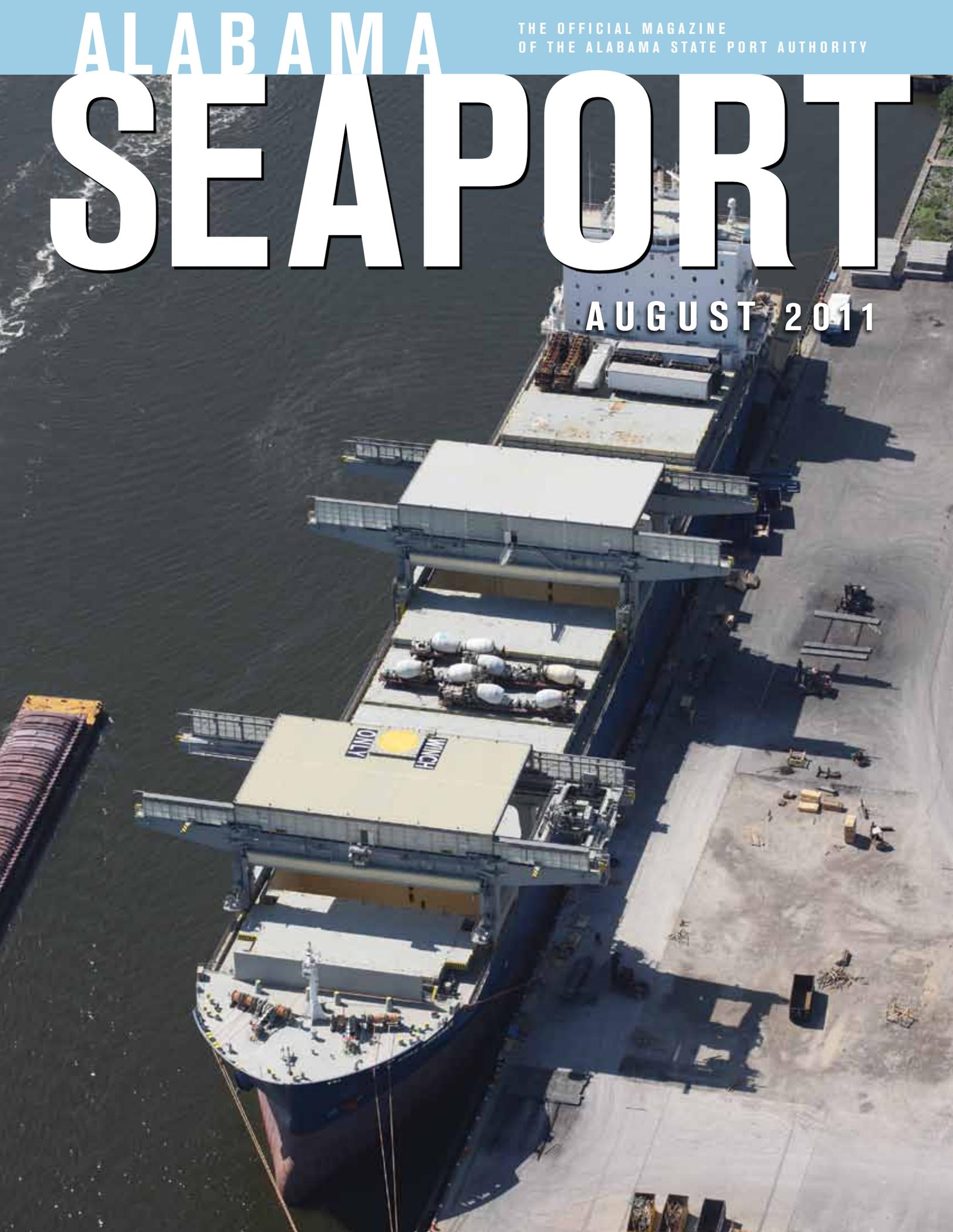


ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

AUGUST 2011



ALABAMA SEAPORT

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On The Cover:

The MV STAR KIRKENES docks at the ASPA's Pier D2. The KIRKENES is the first vessel in the new West Coast of South America route.



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Alabama State Port Authority
P.O. Box 1588, Mobile, Alabama 36633, USA
P: 251.441.7200 • F: 251.441.7216 • asdd.com

James K. Lyons, Director, CEO
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F: 251.441.7231
CUSTOMER SERVICE Marx Nicholson, Manager 251.441.7047
TRAFFIC/SALES Anna Ward, Manager 251.441.7516
LOGISTICS Chuck Camp, Manager 251.441.8179
PORT POLICE CHIEF Jimmie Flanagan P: 251.441.7777
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TRUCK CONTROL Lester Davidson 251.441.7098
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Grieg Star Shipping Begins Additional Service in Mobile

Starting this summer, the Port of Mobile can offer more options and efficiency to its clients, thanks to Grieg Star Shipping's new breakbulk monthly service from the East Coast and Gulf Coast ports to the West Coast of South America. The first vessel in the service, MV STAR KIRKENES, arrived to Mobile in late July taking on a load of steel and project cargo. The other loading ports included Houston, Baltimore and Fernandina Beach, Fla. It then called in Puerto Bolivar and Guyaquil in Ecuador, and San Antonio and Arica in Chile, with steel and forest projects, along with project cargo. Ports in Peru will be added to the service if required.

"Grieg Star Shipping has served the Port of Mobile since the mid '70s," said Alabama State Port Authority Executive Vice President and COO Smitty Thorne. It began with Alabama River Pulp, located in Monroeville on the Alabama River. The plant began moving its pulp through Mobile to be shipped out with Star Shipping. "We've had a longstanding, meaningful relationship with them through the years," Thorne explained. In fact, Grieg Star Shipping brought in much of the heavy equipment for the ThyssenKrupp steel mill in Calvert, Ala. Then, in February 2010, the first shipment of steel slabs for the mill arrived at the Port's Pinto Island Terminal aboard the STAR EVVIA.

The success of the Port of Mobile and Grieg Star Shipping relationship is based on several factors. The design of its vessels matches well with products shipped out of Mobile. "They are all open-hatch vessels, a big box with no overhang. This is extremely good for our specialty, forestry products – wood pulp, lumber, liner board, plywood and fluff pulp. They're just made for that service," said Thorne. In addition, Grieg Star Shipping transports a good deal of project cargo.

With its state-of-the-art open-hatch design, Grieg Star Shipping has been involved with the wood pulp and paper industry since its inception in 1961, and at one time, these products made up 90 percent of its business. But since other industries have discovered the benefits of the carrier's vessel design and how it accommodates their products, forest products now account for slightly more than half of the shipping company's business.

"Although our main focus is still on the forest products industry, we now regularly ship a variety of cargoes such as steel pipes and coils, wind mill components, and other project cargoes, which all stow well on our vessels," said Grethe Hoyvik, vice president and general manager for Grieg Star Shipping in Atlanta.

Currently Grieg Star Shipping calls about 55 times each year in Mobile. The new service will add an additional call each month, making it one of the largest movers of break bulk cargo out of the port. "We're very excited about the new service," said Thorne. "It's always great to offer port users more options."



Robert Bentley, Governor of Alabama

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EDITORIAL CONTRIBUTORS

Blake Herndon

Niki Lim

Vicky Rye

Greta Sharp

Scott Thornburg

Jamie Walden

PHOTOGRAPHY

AIDT Communications

Alabama Historical Commission

Grieg Star Shipping

Elaine Henderson

Johnny Hunter

Sheri Reid

Thigpen Photography

Editorial offices of ALABAMA SEAPORT magazine are located at the International Trade Center, 250 N. Water Street, Mobile, AL 36602. To be added to or deleted from the mailing list, contact the Alabama State Port Authority Marketing Office at 251.441.7001.



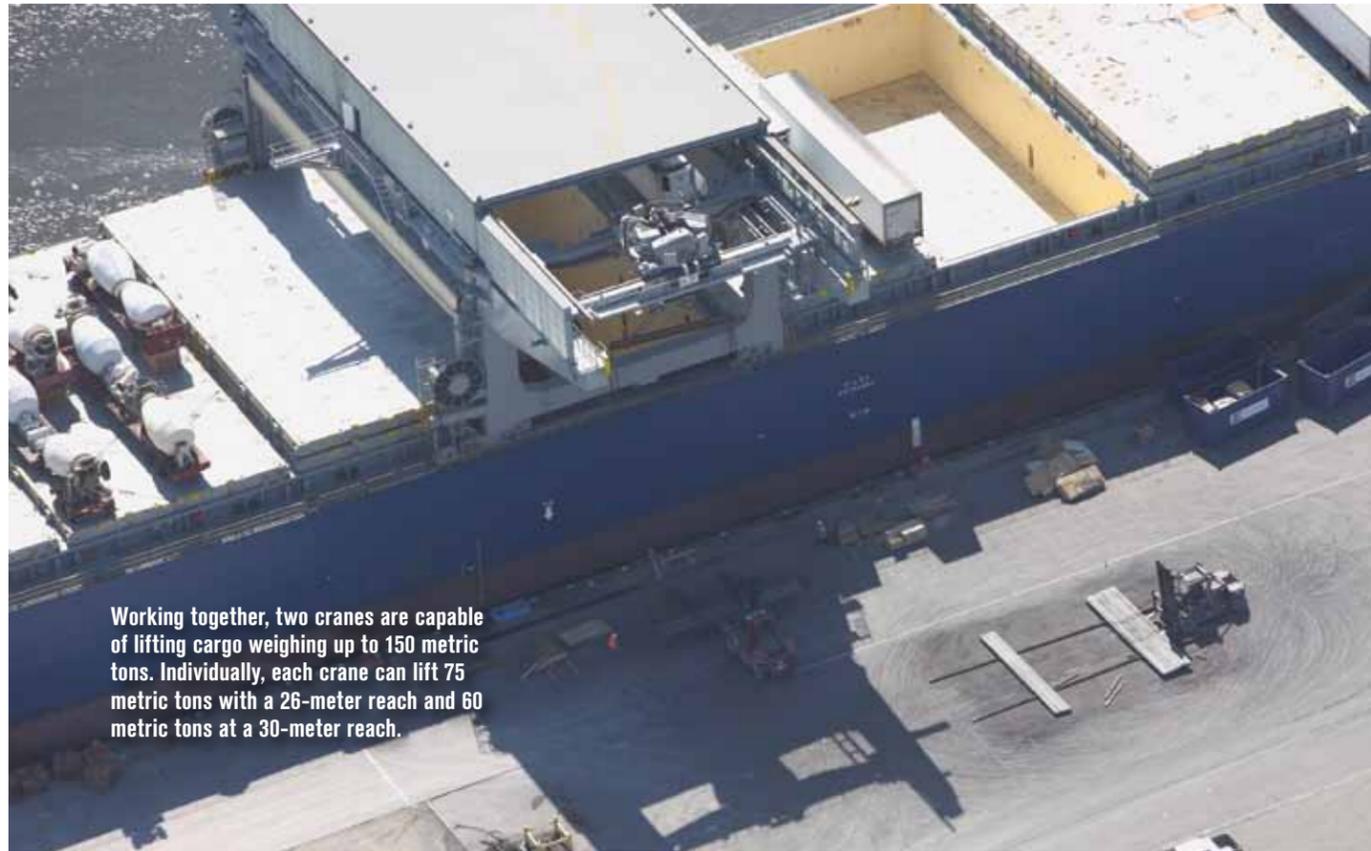
A Grieg Star open-hatch ship unloading cargo at the Port of Mobile. The design of Grieg Star's ships is just one factor influencing a successful relationship with the Port of Mobile.

Grieg Star Shipping brings inbound cargo to the Port of Mobile, discharges and then loads outbound cargo headed for another area of the world. "It's not unusual for a Grieg Star Shipping vessel to arrive with several thousand tons of imported cargo from Northern Europe and other trades lanes, then load 20,000 tons of cargo bound for the Far East, the Mediterranean or back to Northern Europe," said Thorne. "It takes a lot of careful work with all the interests – stevedores, agents, port operations – to make these moves work." But when they do, the vessel is able to discharge and load cargo from the same berth. "We work hard to make that work for everybody," he said.

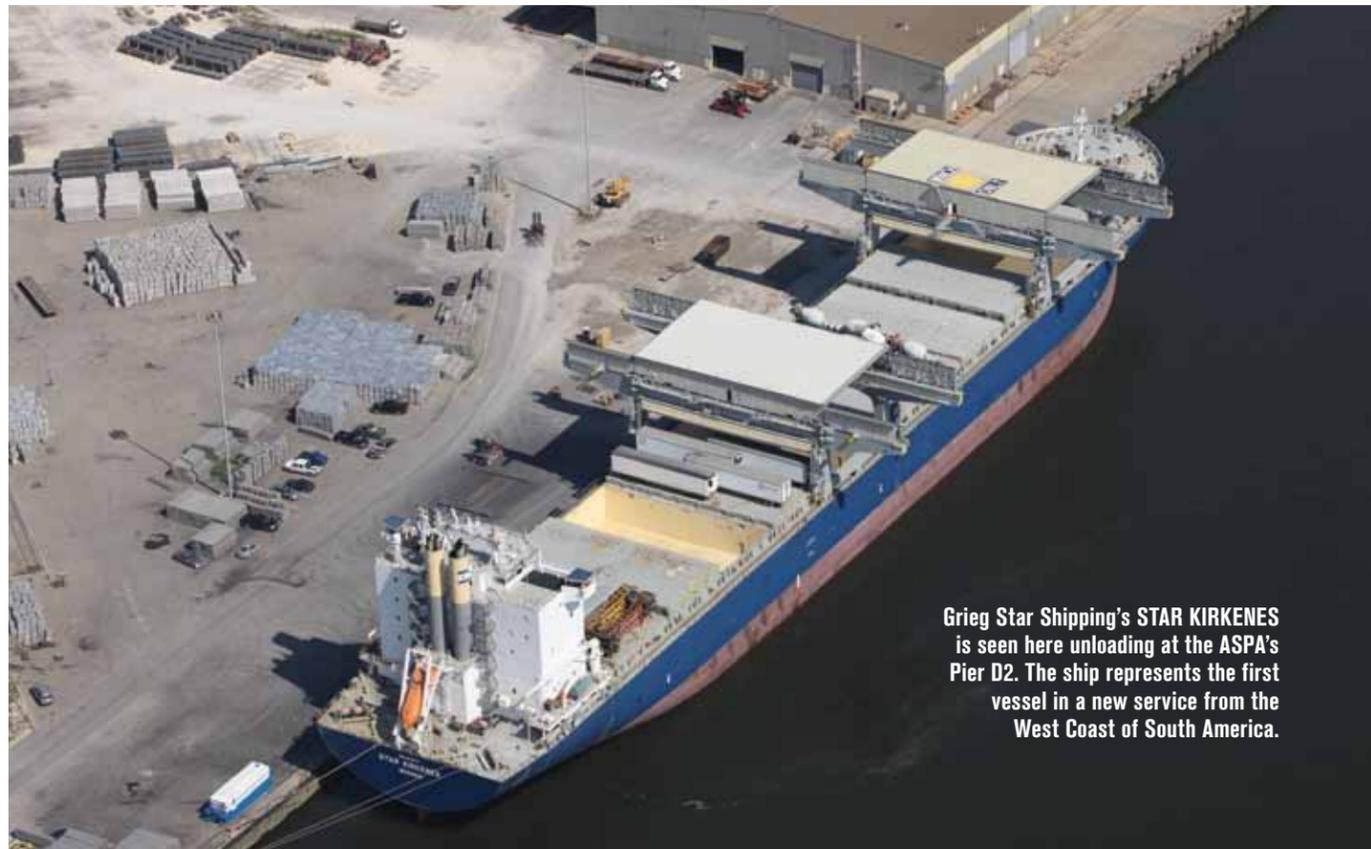
Project cargo and heavy lifts moved by Grieg Star Shipping can be easily handled with Big Al, the Port of Mobile's heavy lift crane, even though Grieg Star Shipping's vessels come equipped with on-board gantry cranes. Big Al is barge-mounted and can service most vessels calling at the port; it is capable of handling cargo up to 400 short tons from ship to barge, shore, rail or truck. "Mobile is a good port for us as we can use the new heavy lift crane when our own cranes are not big enough," said Hoyvik.

Grieg Star Shipping has 50 years of experience with open-hatch shipping and has one of the world's largest open-hatch fleets. It is growing that fleet with contracts for 10 new open-hatch vessels and two supramaxes. Hyundai Mipo Dockyard in South Korea is building the open-hatch ships; it also built four state-of-the-art vessels for Grieg Star Shipping in 2009 and 2010. Yangzhou Dayang Shipbuilding in China is constructing the two dry bulk vessels, which will be used by Grieg Star Shipping's conventional bulk cargo division. The shipping company will take delivery of the new vessels between 2012 and 2014.

The 10 open-hatch vessels represent the newest version and innovations of Grieg Star Shipping's traditional open-hatch design with the box-shaped hold and gantry cranes. The open-hatch design of these Panamax ships is specifically tailored to the logistical requirements of Grieg Star Shipping's main cargo – wood pulp, other forestry products and steel products. The new version took into account suggestions from the line's commercial and technical departments, as well as sailing personnel.



Working together, two cranes are capable of lifting cargo weighing up to 150 metric tons. Individually, each crane can lift 75 metric tons with a 26-meter reach and 60 metric tons at a 30-meter reach.



Grieg Star Shipping's STAR KIRKENES is seen here unloading at the ASPA's Pier D2. The ship represents the first vessel in a new service from the West Coast of South America.

The new vessel class has a hold capacity of 66,700 cubic meters in its nine cargo holds. Its service speed is 15.5 knots. Each ship is 50,000 dwt and instead of gantry cranes, which have been used on previous models, these vessels feature four 75 metric ton slewing jib cranes. Grieg Star Shipping chose to make the switch based on the flexibility of the slewing jib cranes and the fact they can handle more cargo types. Manufactured by Cargotech, the cranes are fully electric and use 35 percent less energy than similar cranes, which is significant as Grieg Star Shipping looks to minimize its energy consumption. The design of the crane also allows the operator better visibility into the vessel's open hold. Working together, two cranes are capable of lifting project cargo weighing up to 150 metric tons. Individually, each crane can lift 75 metric tons with a 26-meter reach and 60 metric tons at a 30-meter reach.

Other features of the new class include removable tween decks, rain covers over unprotected holds and cell guides. It is capable of handling project cargo, pipes, metals, newsprint, bulk cargo, containers, and even a fairly new cargo, windmills for wind energy manufacturing, thanks to the vessels' large, flat decks and square holds. Grieg Star Shipping is one of the leading carriers of towers, blades, hubs and nacelles.

"The unobstructed decks are perfect for stacking wind tower modules as well as wind mill blades. The hubs and nacelles are loaded under the deck on the tween decks to optimize space utilization," explained Hoyvik.

Headquartered in Bergen, Norway, Grieg Star Shipping is part of The Grieg Group. It has branch offices around the globe that deal directly with local and regional customers from contracts and bookings to local stevedores and agents. Its North American offices include Mobile, Ala.; Atlanta; Savannah, Ga.; and Long Beach, Calif., as well as two Canadian offices in Vancouver and Squamish. Grieg Star Shipping owns the Squamish Terminal, a deep water, break bulk terminal on the north end of Howe Sound. In Europe, Grieg Star Shipping's offices are in Brussels; Gothenburg, Sweden; and Livorno, Italy. Grieg Star's Far East offices include Shanghai, Seoul and Tokyo. The South American office is located in Rio de Janeiro.



Barnhart Crane & Rigging Company's first lift with its heavy lift barge crane was to transload to barge a 120-metric-ton down coiler machine from Grieg Star Shipping's vessel the M/V STAR GRIP at the Alabama State Port Authority's Pier 2 Terminal. Project cargo and heavy lifts moved by Grieg Star Shipping can be easily handled with Big Al, the Port of Mobile's heavy lift crane, even though Grieg Star Shipping's vessels come equipped with on-board gantry cranes. Big Al is barge-mounted and can service most vessels calling at the port; it is capable of handling cargo up to 400 short tons from ship to barge, shore, rail or truck.

Grieg Star Shipping Celebrates 50 Years

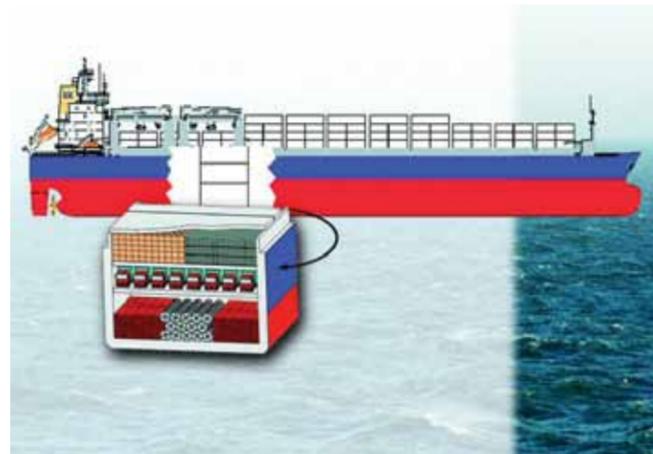


A Grieg Star vessel passes Cooper Riverside Park as it heads north on the Mobile River.

Grieg Star Shipping celebrates its 50th anniversary this year, but the company has a history that spans back more than 125 years to when Capt. Joachim Grieg established a shipbroking business in Bergen, Norway. Today, that company still exists as part of The Grieg Group, which operates a variety of maritime businesses, with offices in Bergen and Oslo. It officially became The Grieg Group when the company restructured for its 100th anniversary in 1984.

The Grieg Group changed over the years. Per Grieg Sr., reorganized the company, and Star Shipping was founded in 1961. Eight years later, Grieg Logistics was introduced. In 1992, Grieg Seafood was added. In 1998, Grieg Insurance merged with Aon Norway, renamed Aon Grieg, and Grieg Investor was established.

In 1999, The Grieg Group reorganized again, with members of the fourth generation of the Grieg family leading their respective companies within the organization. This includes Per Grieg Jr., Elisabeth Grieg, Camilla Grieg and Elna-Kathrine Grieg. In 2002, the Grieg Foundation was established with a 25 percent ownership of the various operative companies of The Grieg Group. Grieg Seafood merged with the Volden Group in 2006, and the resulting Grieg Seafood ASA was listed on the Oslo



This image shows the twin-deck layout of a Grieg Star open hatch ship.

Stock Exchange in 2007. That same year, The Grieg Group acquired 40 percent of Norwind, which focuses on offshore wind energy. In 2008, Star Shipping was demerged. Star Shipping continues as Grieg Star Shipping, a company in The Grieg Shipping Group.

The Grieg Group celebrated its 125th anniversary in 2009. During that time, The Group and its affiliated companies have adhered to a Corporate Social Responsibility Policy, with

an accompanying interest in environmental awareness and performance. As part of The Grieg Group, the associated companies recognize their collective environmental and social impact, and share values and a company culture that is reflected internally and externally. It is a member of the United Nations' Global Compact, and the company promotes responsible business practices in the areas of human rights, labor standards, the environment and anti-corruption.

The Grieg Foundation derives its main income from its 25 percent ownership of the various companies of The Grieg Group. Income received as dividends and interest is distributed as a contribution to the support and education of children and young people on a global basis. This is mainly done through SOS Children's Villages and similar international institutions. The foundation also supports musical, artistic and other cultural activities, as well as medical research and other beneficial projects, mainly in Norway. The Grieg Foundation paid out 50 million krone (\$9 million) in 2010.

While shipping by water can be more environmentally friendly than other transportation options, it still involves emissions with the potential to affect the sea and the air, including CO₂, SO_x, NO_x emissions, waste handling and ballast treatment. Additionally, accidents in the water can damage fragile marine environments. Grieg Star Shipping has dedicated itself to a long-term commitment of no emissions by reducing its energy consumption.

The Grieg Shipping Group has set a goal of reducing its energy consumption by 20 percent by 2015, as compared to its 2006 level. This includes installation of the Propeller Boss Cap Fin on the K-class, reducing related energy losses, installation of the Mewis Duct on four ships for improved water flow to the propeller, evaluation of polishing and painting intervals for the propeller, and tests for several vessel classes to select optimum trim. Additionally, the K-class features a new on-board energy management system, which provides the crew with real-time information so corrective measures can be taken regarding energy use. The entire fleet uses weather routing systems to determine the optimal route based on wind, waves and current forecasts. The shipping company plans to recycle the older D-, E-, F- and G-class ships upon delivery of its new vessels. Grieg Star Shipping is dedicated to Green Ship Recycling. Grieg Green was established in 2010 and provides environmentally and ethically sound recycling of ships to its customers.

In 2009, Grieg Star Shipping's Ship Management Operations were awarded the ISO 14001 certification, which is an international environmental standard.



This view from the bridge of a Grieg Star vessel docked in the Port of Mobile illustrates what an "open-hatch gantry crane" ship looks like when the hatch cover is removed.



Pictured is the STAR HARMONIA, a Grieg Star "H-class" vessel.

Bringing Cutting-Edge Technology to the People of Alabama



Phase I opened fall of 2010 and Phase II in August of 2011. If all goes as well as expected, Phase III will open in 2012.

Normally, when people think of Alabama, they think about Southern food, beautiful antebellum homes and the magnificent waterfront. People typically don't think of cutting-edge robotic technology. Yet the Alabama Robotics Technology Park is just that – cutting-edge. In fact, there is no other facility in the world that offers the training that can be found right here in sweet home Alabama.

Located just across the river from Decatur, Ala., the Alabama Robotics Technology Park (RTP) is the result a collaborative effort between the state of Alabama, Calhoun Community College, Alabama Industrial Development and Training (AIDT), Programmable Logic Controllers (PLC) and robotics manufacturers from across the nation. The project began as an idea of former Alabama Gov. Bob Riley to construct three training facilities each targeted to a specific industry need. The entire project, funded by the state, will cost an estimated \$71 million, including site construction and robotics equipment.

The RTP site is designed to deal with stormwater runoff in a more constructive way than other similar buildings by constructing wetlands, rather than the typical storm detention structure. Constructed wetlands and landscaping was planned strategically to use many native plants that require less maintenance, irrigation and fertilization to promote growth.

The building boasts a high-performance glass system that allows daylight to serve as the indoor lighting when available, which will minimize power usage. A lighting control system in

the building responds to lighting conditions to dim or turn off interior lights if daylight conditions are sufficient. This eco-friendly building has many components made of low volatile organic compound (VOC) materials, which are recycled to minimize impact on the environment and improve indoor air quality. The building is technologically advanced by itself, even without all of the robots inside.

Some of the robotic and PLC partners include Mitsubishi Automation, OMRON Electronics, LLC, Rockwell Automation, ABB Robotics, CLOOS Robotic Welding Inc., FANUC Robotics, Kawasaki Robotics, USA, KUKA Robotics, Motoman Robotics, OTC Robotics and Stäubli Robotics. These companies will be training Alabama's up and coming workforce to use some of the world's most advanced robotic and automation technology.

The program is designed to develop highly skilled and educated workers to operate current and future automation and robotic technologies by providing niche training to public and private companies in the state. This will not only position the state of Alabama as a leader in the robotics field, but will also promote the growth and expansion of Alabama companies that use robotic and automation technology.

"We're really interested in helping businesses grow and create jobs," said RTP Director Terry Griffin.

The project is split into three phases including the Robotic Maintenance Training Center, the Advanced Technology



Constructed wetlands and landscaping were planned strategically to use many native plants that require less maintenance, irrigation and fertilization to promote growth.



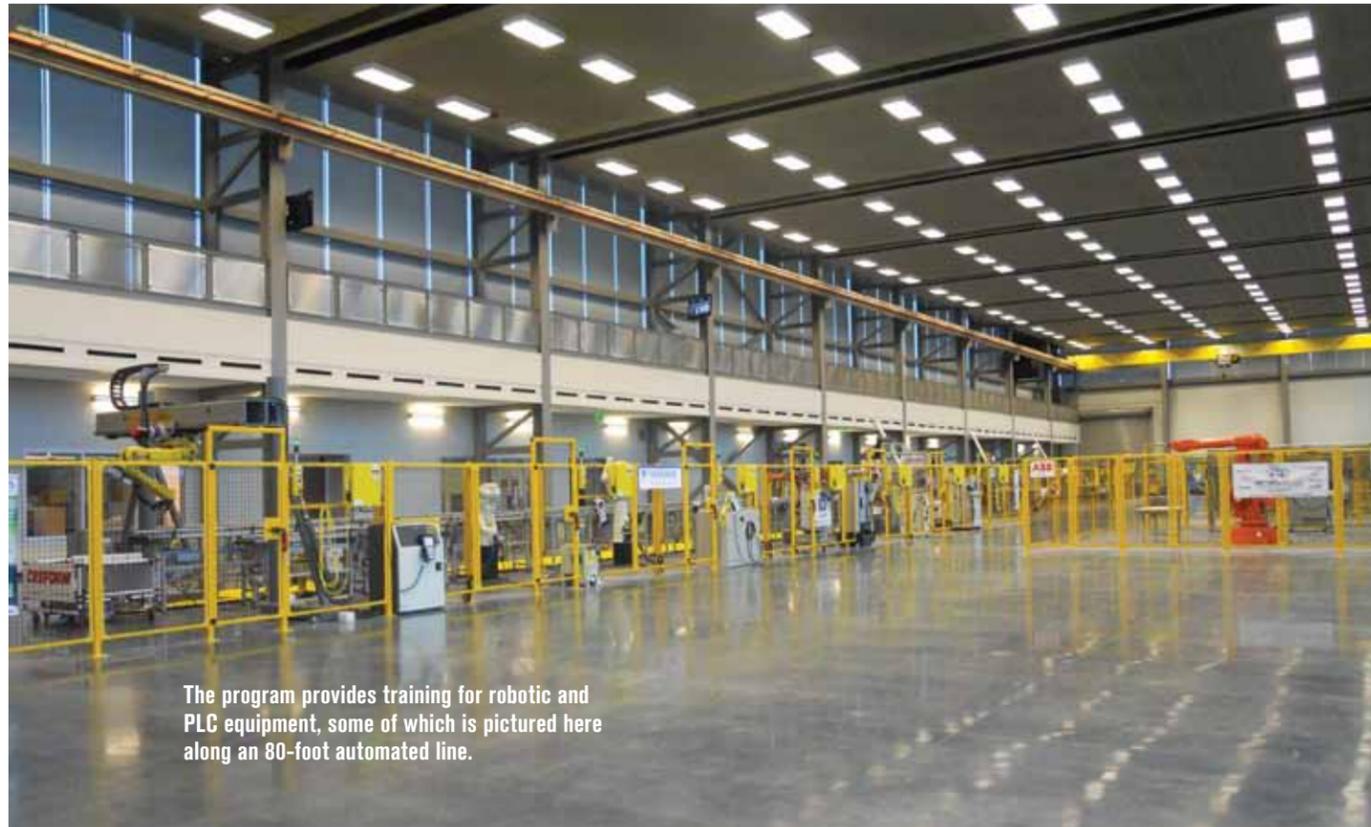
The large windows are made from a high-performance glass that allows in sunlight to save energy costs. An internal system monitors lighting conditions to dim or turn off lights if there is adequate sunlight.

Research and Development Center, and the Integration and Entrepreneurial Center. Phase I opened in November of last year, and Phase II opened Aug. 24, 2011. "While prospects for funding in 2012 are bright, several possibilities exist that include delays," Griffin said. "If fully funded in 2012, Phase III would open in 2013."

Phase I is all about training for Alabama's companies that currently use robotic and automation technology. The Robotic Maintenance Training Center provides approximately 60,000 square feet of training under one roof. Classes are separated into basic, intermediate and advanced levels, and are taught by the OEMs (manufacturers) and vendors who design the technology and equipment. Currently, day classes are taught in a 40-hour, one-week segment, with the possibility of night classes when the demand arises.

There are seven robots along an 80-foot automated line, including models made by ABB Robotics, OTC Robotics, KUKA Robotics, Kawasaki Robotics, FANUC Robotics, Motoman Robotics and Mitsubishi Automation. There are three PLCs on that line as well: Mitsubishi Automation, OMRON Electronics, LLC and Rockwell Automation. The program provides training and custom classes for each section of robotic technology.

In addition to the automated line, there is a weld lab for training in manual and robotic welding with CLOOS Robotic Welding Inc. and others. They offer American Welders Society (AWS) Manual Weld Certification as well as Certified Robotic Automated Welding (CRAW); they will become the only program that offers this in the Southeast.



The program provides training for robotic and PLC equipment, some of which is pictured here along an 80-foot automated line.

Phase II consists primarily of research and development – the testing and evaluation of automation, autonomy and interoperability. This side of the program gets quite technical and sounds a bit like science fiction. Top priority topics for research and development include autonomy, when different robots made by different companies can all interface with one another as products come down an assembly line; cross-domain interoperability, the ability of one robot to collaborate with other robots in multiple domains (airspace, ground and maritime); common control, the idea that all robotic technology can run using similar commands; and remotely operated vehicles. Remotely operated vehicles may be more familiar to some, as they were used extensively in the aftermath of the Deepwater Horizon oil spill last summer.

The 30,000-square-foot facility is for companies who are in the research phase for military projects, space exploration and more. There are four 6,000-square-foot cells that are available to companies as well as a 0.95-mile circular test track with the ability to change terrain features. They hope to fill up the four cells and have demand for more work, which would enable them to expand to other areas in the state.

Phase III, the Integration and Entrepreneurial Center, is a joint consolidation of technology from higher education and the robotics industry. The facility, which has not been built yet, will allow companies to build and adapt robotic

technology for new industries. Manufacturing lines will be offered to start-ups as a way to integrate new software and equipment, test systems, and train a company's workforce.

According to Rick Maroney, RTP Project Manager, there are just two ways to get in to the program: by going through the college system and taking all of the academic prerequisites, or being sent by an affiliated company with the state of Alabama.

Students can begin working on their education at any two-year college in Alabama, then complete the technical portion at RTP by transferring to Calhoun Community College. The University of North Alabama, The University of Alabama at Huntsville, Athens State University and Alabama A&M University all have four-year programs in the works.

The facility is set up to become a southeast regional training facility for Alabama companies. The state is funding the program for the first two years and they hope that the partnership continues. Out-of-state trainees will have to pay additional fees; administrators are in the process of getting that set up. "It's the only training center like this in the world," said Maroney. "It's an awesome thing."

For more information, visit AlabamaRTP.org.

Port of Mobile Lands 2012 RICA Annual Meeting and Conference

When the Railway Industrial Clearance Association (RICA) presented its 2011 Customer Service Awards at their annual meeting and conference in Portland, Ore., the Port of Mobile was highly recognized.

The Alabama State Port Authority (ASPA) and the Port of Duluth tied for the 2011 Port of the Year. The ASPA also received the Most Improved Port Award for Customer Satisfaction. Both awards were presented for providing excellent and improved service to dimensional shippers. An Award of Appreciation was also given to ASPA for being a gold-level sponsor at the event.

"Receiving these awards is a tremendous honor for us," said John Mickler, manager of general cargo and intermodal for the ASPA. "We were chosen for our service and commitment to this industry, and we look forward to continued involvement with RICA."

The service awards are based on an annual survey of worldwide RICA members of several facets of the cargo handling/transportation industry including, among others, railroads, ocean carriers, rigging companies, logistics providers, manufacturers and trucking companies. Members also include companies involved in moving over-dimensional products such as wind turbines, transformers and other power generation equipment; heavy machinery such as combines, harvesters and mining equipment; and all sorts of manufacturing equipment.

The three categories representing these awards are Customer Service, Facilities and Overall Satisfaction. The ASPA received high grades in all three categories, but was particularly strong in Customer Service where it led all of the ports receiving votes.

John Mickler was also honored with one of RICA's four individual awards, the 2011 Unsung Hero Award, which was given to him for his continual hard work for RICA and its members. Mickler accepted his award to a standing ovation and thanked members for their support.

In addition to receiving such high praise at this year's meeting, the ASPA and the City of Mobile were formally announced as the hosts of the 2012 RICA Annual Meeting and Conference. The 44th annual meeting will be held June 17–20, 2012, at the Renaissance Mobile Riverview Plaza Hotel.



The Port of Mobile was presented with two prestigious awards at the 2011 RICA Annual Meeting and Conference, receiving Most Improved Port Award for Customer Satisfaction and the Port of the Year. Both awards were presented for providing excellent and improved service to dimensional shippers.



The four-day conference concludes with the Annual Awards Dinner. This year, the City of Mobile was formally announced as the host of the 2012 RICA Annual Meeting and Conference.

"Hosting this event will bring great exposure to the city of Mobile," said Mickler. "We are looking forward to showing a great mix of people what our city and Port have to offer."

Slated to bring in more than 400 people to Mobile, the conference will include speakers from different facets of the over-dimensional industry, as well as several discussion panels. Aimed at bringing together North American power industry manufacturers, logistics specialists, forwarding companies, riggers and heavy haulers, barge operators, port authorities, railroads, and rail-car owners, the event will also include an exhibit hall and port tours.

"In the long history of RICA, we have never seen a community come together and work so hard to bring an event to their city. Mayor Jones, Fred Richardson, Jimmy Lyons and several other industry leaders made it clear they wanted RICA to come to Mobile," said Steve Evans, president of RICA. "With the help of the ASPA, we are going to make this the most successful annual meeting and conference ever."

Founded in 1969, RICA is dedicated to serving the heavy and dimensional transportation industry. The non-profit organization's annual conference addresses solutions to loading, transporting and off-loading problems arising from the excessive weight, height and width of large dimensional

freight. The association's 400-plus members include major Class 1 railroads, regional and short line railroads, shippers, receivers, riggers, port authorities, expeditors, heavy-haul motor carriers, barge and steamship lines, and consultants.

For more information on the meeting, please visit RICA's website, rica.org.



John Mickler was honored with one of RICA's four individual awards, the 2011 Unsung Hero Award, which was given to him for his continual hard work for RICA and its members.

Meet Alabama's Newest Warrior: Greg Canfield, Director of the Alabama Development Office



Whether assisting existing business in growth or customizing proposals and presentations to show Alabama at its best, Alabama Development Office Director Greg Canfield is concentrated on creating jobs for the state.

Alabama Gov. Robert Bentley appointed Greg Canfield as the director of the Alabama Development Office (ADO) on July 18. Canfield replaces Seth Hammett, who was tapped for the position shortly after the governor was elected in November. Canfield and the ADO have been on the move ever since, forging relationships that he believes are crucial to the strategic vision and plan for the state of Alabama.

"The job of the ADO is a unique role in state government in that we are the sole agency given the responsibility of creating jobs," said Canfield. "It's our primary focus, and we are going to continue to do that and build on our success by fostering and improving relationships."

In July, Gov. Bentley announced the creation of the Alabama Economic Development Alliance. The Alliance, created by Executive Order, was charged with more effectively utilizing the job creation and workforce assets of the state and creating a statewide economic development strategic plan. The group will focus on recruitment of new business and

industry, retaining and expanding existing businesses, and creating jobs through innovation, entrepreneurship, research and development.

"For the first time in Alabama, we are bringing together economic development groups on both the state and local levels, as well as our four-year and two-year institutions at one table," said Gov. Bentley. "Creating jobs is my number one priority. This Alliance will work to develop Alabama's first statewide strategic plan to ensure the people of this state have the jobs they need and deserve."

"It's still a business about relationships, and those relationships are very important to economic development and securing new companies to invest their capital in Alabama," added Canfield. "Through the leadership of my predecessor [Seth Hammett], we created the Alabama Economic Development Alliance to clearly define the structure and role for each of the organizations involved."



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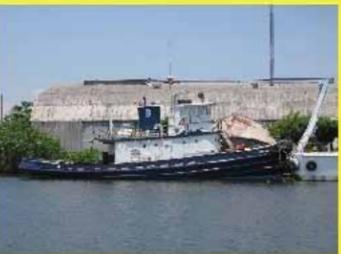
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According to Alabama Development Office Director Greg Canfield, Alabama can expect growth in the automotive industry and hopefully the technology and aerospace sector to name a few.

According to Canfield, partners in this Alliance are the ADO; the Economic Development Partnership of Alabama; the Alabama Marketing Allies, which include most of the major utilities; the Alabama workforce training system, which is a part of the Alabama Community College System; our local and regional economic development organizations; and the state's four-year universities and their research organizations.

"We can't be successful without preparation, vision and teamwork," stated Canfield. "Teamwork is critical to what we do. I'm building on the existing trust that is shared between ADO and the local and regional economic development organizations, with whom I am spending some time getting to know."

In addition to this newly formed Alliance, Canfield cites Alabama's infrastructure as vital to economic development success. "The Port is going to be very critical, as it always is, when we're involved in recruiting industry and business," said Canfield. "We are unique in that we have more navigable miles of rivers and waterways than any other state in the Southeast. With the Port and its handling facilities, it makes Alabama very attractive to heavy industry and manufacturers."

Also up for the challenge is Canfield's team at ADO. "Our strategy at ADO is that we have a great team.

No director can do this by himself or herself," he stated. "We have a team of project managers that become intimately knowledgeable at working in detail, putting together packages and bringing together members of the Alliance in a team fashion to make these presentations to prospective companies. In every presentation, businesses are impressed by Alabama and the teamwork among the partners. 'Seamless' is the word they use."

Of course, at the head of any great team is its leader, and Canfield is no stranger to economic development. Prior to joining the ADO, he served in the Alabama House of Representatives as chairman of the Commerce and Small Business Committee. His past experience includes sales with a Fortune 500 company as well as opening a small business in insurance and financial products from 1993 to 2008.

Canfield also played an active role as a public servant and in local and state economic development activities as president of the Vestavia Hills Chamber of Commerce, president of the Vestavia Hills City Council and as a member of the Government Affairs Committee for the Birmingham Business Alliance.

"Greg is a salesman at heart and will be a tremendous asset to the Alabama Development Office. He knows both



"The job of the ADO is a unique role in state government in that we are the sole agency given the responsibility of creating jobs," said Alabama Development Office Director Greg Canfield.

large and small business, having worked for Fortune 500 companies and started a small business from the ground up," said Gov. Bentley. "As a longtime leader in one of the economic centers of Alabama, Greg has been deeply involved in significant job recruitment efforts at both the state and local level. I am pleased that he is willing to serve in this important role, and I look forward to continuing to work with our entire ADO team as we put Alabama back to work."

Former ADO Director Seth Hammett, who will be returning to his position with PowerSouth Energy, said, "It has been an honor and a privilege to serve Governor Bentley in the Alabama Development Office. His mission to create jobs is one that the staff at ADO takes seriously. I have a lot of respect for Greg Canfield and will help him in any way I can in leading this important state agency."

While the nation's economy is not at its best, Canfield remains extremely optimistic about Alabama's outlook. "We're facing probably one of the most difficult economic challenging times I've seen in my lifetime," he said. "But we're seeing signs of improvement and talking to many companies looking at Alabama and bringing operations to our state. That's a good sign. I'm confident that it is a good omen for the future of Alabama in the coming years."



"Now, more than ever, we must elevate Alabama as the preeminent state for business and job creation. This is Alabama. Let's do business," said Greg Canfield, newly appointed director of the Alabama Development Office.

In his short time in the position, Canfield has become quite the road warrior. Having already visited with companies and local economic development organizations in the Decatur and Opelika area, he has plans in the near future to make a similar visit to Mobile and the Alabama State Port Authority.



The HudsonAlpha Institute is the cornerstone of a 150-acre biotech campus strategically located in Huntsville at Cummings Research Park, the nation's second largest research park. An integral part of Alabama's life sciences community, one of the nonprofit organization's main missions is to spark economic development.

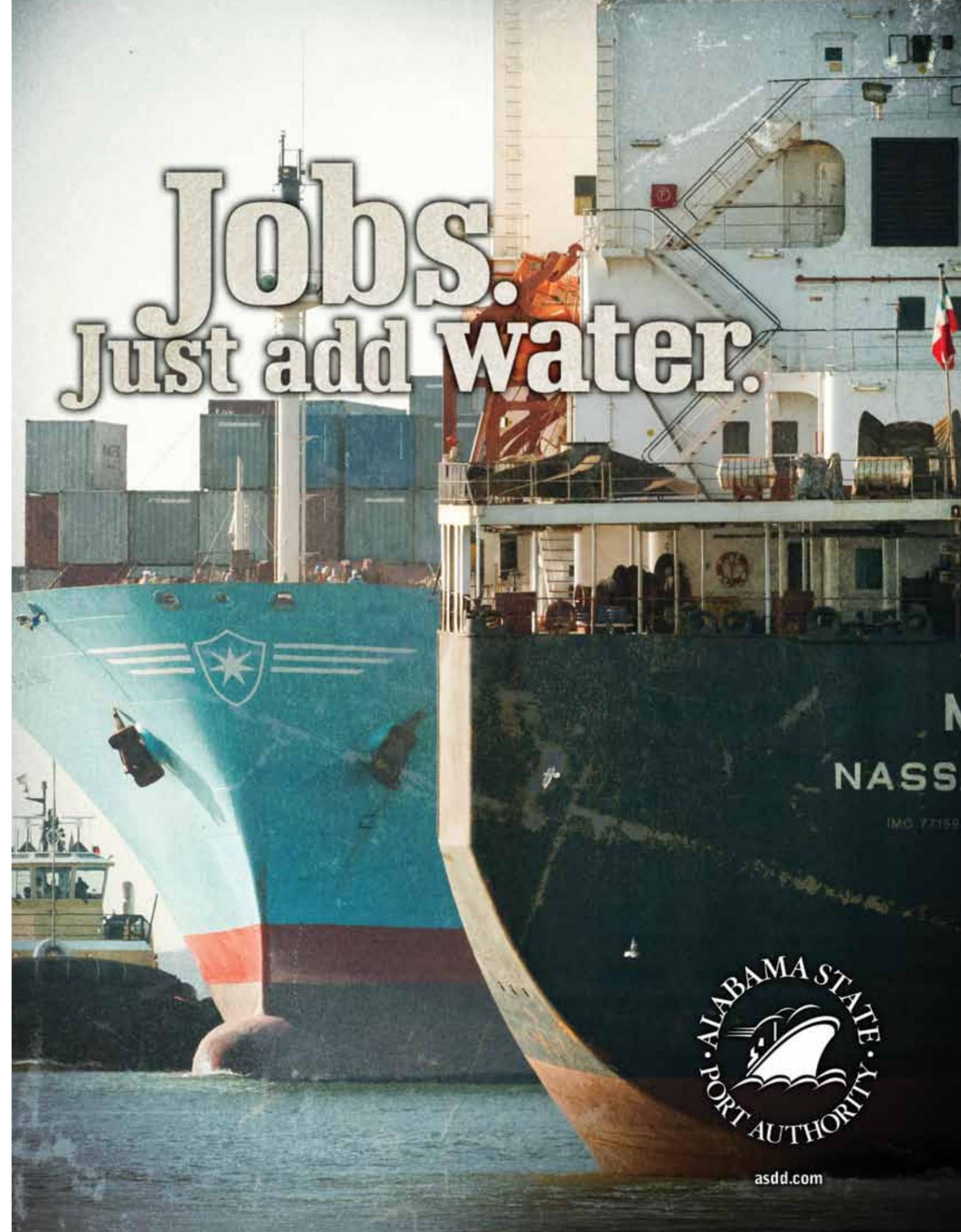
"I've been getting out and moving around the state quite a bit," said Canfield. "Every week is filled with offering incentive packages to prospective companies that are interested in coming to the state and visiting existing businesses that make up 70 percent of job growth."

Canfield recently spent time at the Mercedes-Benz production facility in Tuscaloosa County. "They just announced their new M-Class line, and they are very pleased with their decision to be here," he said.

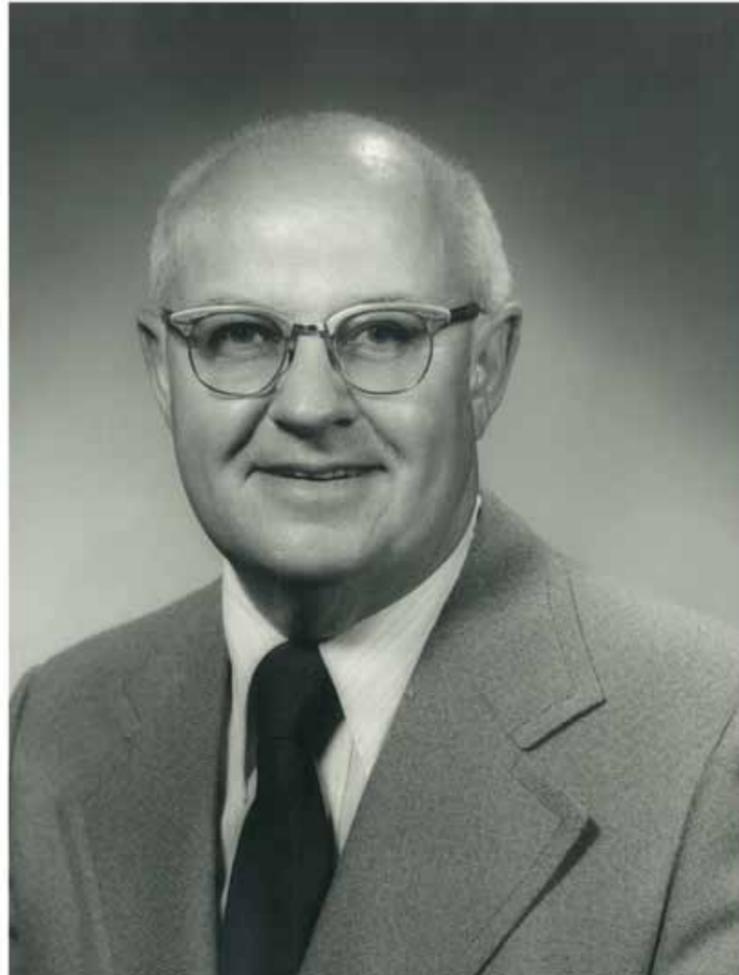
Whether assisting existing businesses in growth or customizing proposals and presentations to show Alabama at its best, Canfield is concentrated on creating jobs for the state. "Either way, these businesses are investing capital. When they invest capital, our role is to minimize the risk of their capital by properly positioning them or providing a properly trained workforce or whatever they need to grow and excel," explained Canfield. "Our second goal is to put

them in a position to maximize their return, and we do that in a variety of ways, including offering incentive packages."

Utilizing his team and network of relationships, Canfield is ready to take on the challenge of creating jobs. "I'm very excited Governor Bentley is giving me the opportunity to build on Alabama's legacy as one of the most desirable states in which to locate business and industry," he said. "Now, more than ever, we must elevate Alabama as the preminent state for business and job creation. This is Alabama. Let's do business."



IN MEMORIAM:
Murrell Kearns



Murrell Augustine Kearns, native Mobilian and devoted member of the maritime community, passed away Friday, June 17, 2011, at the age of 92.

In 1935, 17-year-old Kearns rode his bicycle to Waterman Steamship Corporation, where he began his career from the bottom up. In high school, he mopped floors and worked in the mailroom, preparing mail to be transported by vessel.

"He was so happy to have a job during the Depression," said his son, Doug Kearns. Kearns worked at Waterman for the next 48 years and retired in 1984 as traffic manager. "He was always grateful to Waterman. His commitment gave me and my siblings an unparalleled work ethic," added his son.

"He was truly a 'Waterman man.' He lived and breathed Waterman," said Kearns' niece, Elaine Henderson. She

added that upon retirement, the company gave Kearns an engraved gold watch that he wore until he died. "His work with Waterman was his life. He really loved it."

Kearns' devotion to the city of Mobile and its maritime industry reached beyond his work at Waterman. He was a key member in maritime volunteer organizations and a respected community leader.

During his time at Waterman, Kearns served as president of the Port of Mobile Chapter of the Propeller Club, an organization that promotes the maritime industry. He was also president of the Mobile Traffic and Transportation Club. In addition, Kearns was an active member of the Mobile Steamship Association, the Mobile Freight Traffic Bureau and the Mobile Area Chamber of Commerce.



Pictured (L to R) are Hoagy Kearns and Murrell Kearns with Elaine Henderson and Mike Lee of Page & Jones, Inc.

"He was an inspiration to others. He was always so positive," said Henderson. Although he was "scared to death when he was promoted to traffic manager," he soon filled the position with a strong, comfortable leadership. "He was a committed leader, always striving for the best in those who worked under him. His kindhearted and humble spirit earned him respect and friendship from those around him."

Kearns, nicknamed "Wood" by an older brother, was the youngest of six children. His father and several of his older brothers had a fruit business on Water Street called Warley Fruit and Produce Co. When Kearns was asked why he never entered into the family business, he replied, "I guess I was lucky."

Kearns was "enamored by the maritime industry," said Doug Kearns. "He loved that no two days were the same. His job allowed him to meet different kinds of people, do different things and experience different parts of the world." Kearns' passion for his work also inspired his son to enter into the transportation industry.

After Kearns married his first wife, Mable Donnelly, he served in the U.S. Navy during World War II, where he was stationed in the Philippines.

Although Kearns' jobs took him to different places, Mobile was always his home. Kearns "loved the water, and his family was fortunate enough to have a house on the bay that they could enjoy in the summers." His son remembers his father always saying, "I grew up in God's country." When

Waterman asked Kearns to transfer to a branch in New York City, Kearns politely declined. He did not want to leave the city that he knew and loved. Because "Waterman was so fond of him, they let him and his department stay in Mobile," said Doug Kearns. "He was a true Mobilian, through and through."

After retiring, Kearns continued to enjoy the coastal lifestyle he always loved. He was especially fond of Baldwin County, where he spent the last years of his life, and liked to watch the sunset from Fairhope Pier. "He was an avid golfer, although not a very good one," joked Doug Kearns. He had a group that golfed together at least three or four times a week, and at 70 years old, he hit his first and only hole-in-one. Kearns' son chuckled at the memory of his father's surprise at finding the golf ball in the hole after searching everywhere else for it.

Family friend Mike Lee, of Page and Jones Inc., brought Kearns as his guest to a recent Propeller Club luncheon where he was able to catch up with people he had not seen since his retirement. Lee remembers meeting Kearns as he was just beginning his own career in the maritime industry. "He was already an experienced and well-respected individual, but he was always very kind and helpful to a rookie like me. He was always smiling and ready to lend a hand. I was proud to take him to the Club one last time," said Lee.

Murrell Kearns' dedication and enthusiasm for life will be remembered by his family, friends and all of Mobile's maritime community. Kearns is survived by two sons, four step-children, two granddaughters and two great-grandchildren.

PORT CALLS:

Freedom Rides Museum Commemorates Struggle for Peace and Equality in the South



Pictured here is the interior of the historic bus station. Left: Monument, assemblage (burned suitcases) by Terry S. Hardy; and Freedom Riders-May 1961, a quilt by Nora Ezell. Middle: Colorless Dreams I, mixed media by Kevin Cole. Right: Liberté, cast bronze by Vinnie Bagwell.

Separate drinking fountains, different entrances, segregated bathrooms, mandatory back-of-bus seating – these were the harsh realities of the American South in the 1960s. At the height of racial inequality and violent aversion towards individuals based solely on skin color, one group of volunteers sought peaceful gathering and literal movement toward fair treatment for all. Despite the perils of Jim Crow Laws and rampant racism, a ride toward freedom was born.

In 1960, the Supreme Court's ruling in *Boynton v. Virginia* declared segregation in interstate bus and rail stations unconstitutional. In an effort to test this seemingly massive stride toward racial equality, a civil rights group referred to as the Congress of Racial Equality (CORE) organized the Freedom Rides in early May of 1961. The Freedom Rides consisted of both black and white passengers traveling from Washington, D.C., into the Deep South. This journey supposedly involved at least one interracial pair sitting in adjoining seats and at least one black Rider sitting up front (seats typically reserved for white patrons).

The CORE volunteers sought to peacefully demonstrate desegregated interstate passage. However, despite the court-mandated decision regarding travel in the United States, the South remained obstinate in their long-held segregation ideals. The initial Freedom Rides to Virginia and North Carolina were met with minor disapproving responses. However, upon arrival to both Anniston, Ala., and Birmingham, Ala., the nonviolent CORE members were attacked by mobs organized by both the Ku Klux Klan (KKK) and members of the Birmingham police force.

Though the wounds of those beaten during the previous rides to Alabama cities were still fresh, a group of students with the Student Nonviolent Coordinating Committee (SNCC) led by Diane Nash were convinced that adhering to the whims of the South would send the wrong message in their quest for racial equality. Despite the threat of more bloodshed from KKK mobs in the State Capitol, the Freedom Rides resumed on May 20, 1961. This time, under orders



The Freedom Rides Museum features various forms of artwork to depict the heroic journey of the Freedom Riders. Left: Detour, mixed media assemblage by Stephen Hayes. Right: Transforming Hate: Freedom Riders, 1961, mixed media by Jean Grosser.

from the Kennedy administration, Greyhound provided a driver and Alabama Gov. John Patterson promised to keep the bus safe from Klansmen and snipers on the journey from Birmingham to Montgomery with a contingent put in place allowing the bus to travel at 90 miles per hour with protection from the Alabama State Highway Patrol.

It seemed as though this would be a triumph without incident until the bus arrived within the city limits of Montgomery. Upon entering the city limits, Highway Patrol abandoned the group and was supposed to be replaced by the State Police. However, this new protection never took place, leaving the Riders subject to a horde of angry white citizens at the bus station on South Court Street. The Freedom Riders were beaten with baseball bats and iron pipes while local law enforcement turned a blind eye to the brutality occurring. White Riders were singled out for their so-called "disloyalty" to their race and attacked with a particular brand of fervor and hatred. Local African-Americans rescued the wounded as ambulances refused to take the bloody victims to the hospital.

After an initial "cooling off" period was proposed by President John F. Kennedy and Attorney General Robert Kennedy,

members of CORE and other Civil Rights supporters formed a Freedom Ride Coordinating Committee to keep the Riders in motion through June, July, August and September. On May 29, 1961, after pressures from both Rev. Martin Luther King, Jr. and other leaders along with international outrage over the cruelty the Freedom Riders continued to face, Attorney General Robert Kennedy sent a petition to the Interstate Commerce Commission (ICC) to comply with the initial bus-desegregation ruling. Finally, in September 1961, the ICC issued the necessary orders and the desegregation ruling was at last enforced. Under this rule, passengers were permitted to sit wherever they wanted on interstate buses and trains; "white" and "colored" signs were removed from terminals; separate drinking fountains, toilets and waiting rooms were fused; and establishments began serving people regardless of race.

The Freedom Riders and the incident at the bus station on South Court Street sent shockwaves throughout the nation that inevitably led to the equality that CORE so fervently sought. In May 2011, on the 50th anniversary of the atrocity that occurred in Montgomery, Ala., the Freedom Rides Museum opened to the public. The museum is the actual



A man and child visit the historic site at South Court Street in Montgomery, Ala.

bus station where the Riders faced merciless beatings for their cause. According to Mark Driscoll, director of historic sites at the Alabama Historical Commission in Montgomery, this location is different from other Historical Commission historic site museums because it's an "average building where something special happened on one day."

This historic site features art work inspired by the Freedom Rides. "It's a little bit site museum and a little bit art museum," said Driscoll. The bus station museum features 17 works of art by 15 artists selected and commissioned by the Historical Commission and the Alabama State Council on the Arts. He pointed out that the works were "specially produced" by artists who live and/or work along the Freedom Rides route, or have a body of civil rights related work. "The art is their [the artists'] visual interpretation and their narrative. Some look at the broad picture while others focus on a particular thought or feeling. It is a different way for visitors to experience this event," explained Driscoll. "Even the labels are the words of the artists. In this way, they are more personal and thought-provoking than getting the story from historians."

The exhibit, Road to Equality – The 1961 Freedom Rides, also showcases a Nora Ezell story quilt inspired by the Freedom Rides. While the other works of art are rotating pieces, this is a permanent fixture in the museum. Another permanent element of the Freedom Rides Museum includes a sculptural representation of the Freedom Riders' routes that fills the inside room of the station. "This really orients people to the distance traveled and the adversity faced by the Freedom Riders," said Driscoll. A mural representing the bus station as it was in the '60s is also present on the walls of the interior.

The exterior of the bus station is just as much part of the museum as the interior, according to Driscoll. There, visitors can see where the sign signifying the "colored entrance" was once present. A panel explains the existence of the Jim Crow-style entrance for African Americans and draws attention



The Freedom Rides Museum is the actual bus station where the Freedom Riders experienced beatings for their cause. Shown here is the exterior of the station.



A museum visitor views what was once the "colored only" entrance to the bus station.

to the holes in the wall where the sign was displayed. "It's important to embrace our entire history – the good and the bad. This historic site is instrumental in conveying what happened and why it happened," said Driscoll.

Currently, the Freedom Rides Museum is open Fridays and Saturdays from noon to 4 p.m., and groups of 10 or more can contact the museum to request its opening by appointment. Admission is \$5.00 for adults and \$3.00 for children, and a discounted rate of \$4.00 is offered for college students, seniors and military. The Freedom Rides Museum is a Blue Star museum and offers free admission for active duty military and their families from Memorial Day until Labor Day. For more information about the Freedom Rides Museum and the history of the State of Alabama, contact preserveal.org or www.archives.state.al.us/BA/.

All photos appear courtesy of the Alabama Historical Commission.

Alabama State Port Authority Welcomes Trade and Development Interns

Students from Alabama colleges and universities participate in the Port's trade and development department's intern program. The intern activities include market research on exporters and importers, preparing reports on trade statistics, and updating the customer data base.

Pictured (L to R) Todd Jones, ASPA director carrier services, Kathleen Hammons, international financial management and Spanish major at the University of Alabama; Sean Christie, international business major at Spring Hill College; Jamie Smith, international business major at University of South Alabama; Emily Newton, international studies major at Spring Hill College; Mark Sheppard, ASPA vice president, trade and development.




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New Southern Company Crane Arrives via Grieg Star's STAR EAGLE

A crane purchase by Southern Company for one of its Florida plants arrived via Grieg Star's STAR EAGLE at the Alabama State Port Authority's Pier 5. The cargo was discharged from the STAR EAGLE and loaded to barge for transport to Florida via the Intracoastal Waterway. CSA handled the stevedoring for both the ship and the barge load out.



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Men of Color, Men of Valor At the Battle of Mobile Bay

Early on the morning of Aug. 5, 1864, a fleet of U.S. warships under the command of Rear Admiral David G. Farragut weighed anchor in a heavy fog and began their approach to the mouth of Mobile Bay. Mobile – then known as the “Gem of the Gulf” – was the last major Confederate port still open to shipping on the Gulf of Mexico and therefore served as a critical lifeline to both military forces and the citizenry in the Southern states.

Farragut had been eyeing the port for the majority of the year, waiting for his chance to attack. His plans had been delayed time and again. Finally, by late July, the forces that Farragut needed had arrived. A division of soldiers had been landed on the west end of Dauphin Island on Aug. 3, and the fleet of 14 wooden ships under Farragut's command had been bolstered by the addition of four ironclads, the last of which arrived off the mouth of Mobile Bay on Aug. 4.

The entrance to Mobile Bay was guarded on both sides by military installations. To the west, on Dauphin Island, lay Ft. Gaines. While its guns protected the shallow western approaches, they didn't have the range to effectively engage vessels entering the main ship channel farther east. That fell to Ft. Morgan. Not only did Ft. Morgan bristle with heavy cannon, but a number of artillery pieces had been arranged along the beach adjacent to the fort. Additionally, the channel itself had been mined with what were then known as “torpedoes.” These 200 mines blocked most of the channel, leaving only a narrow entrance that would lead any ships directly in range of Ft. Morgan's guns.

Confederate naval forces were less impressive than the armada assembled by Farragut. Commanded by Admiral Franklin Buchanan, CSN, the Confederate fleet consisted of the flagship ironclad CSS TENNESSEE and the sidewheel gunboats GAINES, MORGAN and SELMA. The TENNESSEE was the largest ironclad in the Confederate Navy, featuring six-inch armor forward and five-inch armor on her casemate. She boasted two 7-inch Brooke guns, forward and aft, and four 6.4-inch Brooke rifles mounted in broadside (two per side).

The Union line of battle included the four monitors leading the way: the single-turreted USSTECUMSEH and MANHATTAN, each armed with two 15-inch Dahlgren guns, followed by the double-turreted WINNEBAGO and CHICKASAW, both



Unlike the U.S. Army, the U.S. Navy had fully-integrated enlisted ranks since its inception. These African-American crewmen were photographed mending and sewing – a commonplace activity for any enlisted sailor in the 19th century.

of which sported four 11-inch guns. Next in line came the wooden ships, cabled together in pairs: USS BROOKLYN and OCTORARA, HARTFORD and METACOMET, RICHMOND and PORT ROYAL, LACKAWANNA and SEMINOLE, MONONGAHELA and KENNEBEC, OSSIPEE and ITASCA, and ONEIDA and GALENA. The first ship of each named pair was the starboard vessel and therefore closest to the guns of Ft. Morgan. The larger sloops of war towered over their smaller gunboat companions to port. USS HARTFORD served as Farragut's flagship.

Unlike the U.S. Army, which didn't begin accepting African-American soldiers until the fall of 1862, the U.S. Navy had been integrated since its earliest days. Also, unlike the Army, the Navy didn't segregate African-Americans. Whereas the Army fielded all-African-American regiments commanded by white officers, men of color served shoulder to shoulder



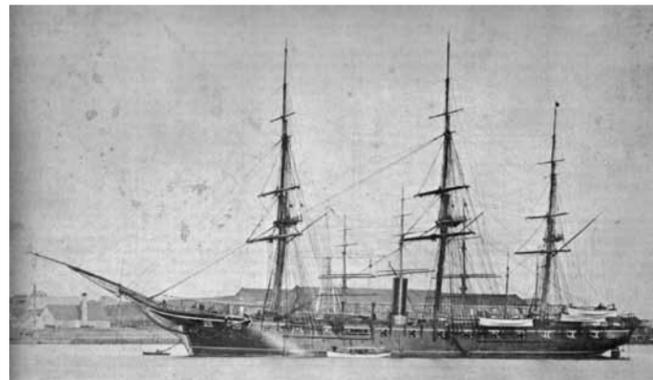
Rear Admiral David G. Farragut commanded the U.S. Navy fleet during the Battle of Mobile Bay on Aug. 5, 1864.

with their white counterparts in the Navy. Further, all enlisted occupations were open to black sailors. This would change in later years as the Navy suffered several decades of institutional racism following the Civil War and into the 20th century, but in 1864, blacks and whites held the same duties and received the same pay. Again, the Navy was ahead of the Army, which paid its soldiers of color 35 percent less than it paid white soldiers. During the war, approximately 16 percent of the sailors in the U.S. Navy were men of color, and there were a number of black sailors manning the ships of Farragut's fleet that foggy morning as they stood into Mobile Bay. Several of these men would be recognized for their outstanding bravery during the ensuing battle, engraving their names in the annals of naval history.

At approximately 6:45 a.m., the lead ship in Farragut's column, USS TECUMSEH, fired the first shot of the battle. She would only have the chance to fire one more round. Chained together, the sloop BROOKLYN and gunboat OCTORARA steamed ahead, nearly placing themselves between the guns of Ft. Morgan and those of



Following four ironclads, the fleet steamed into Mobile Bay cabled together two-by-two.

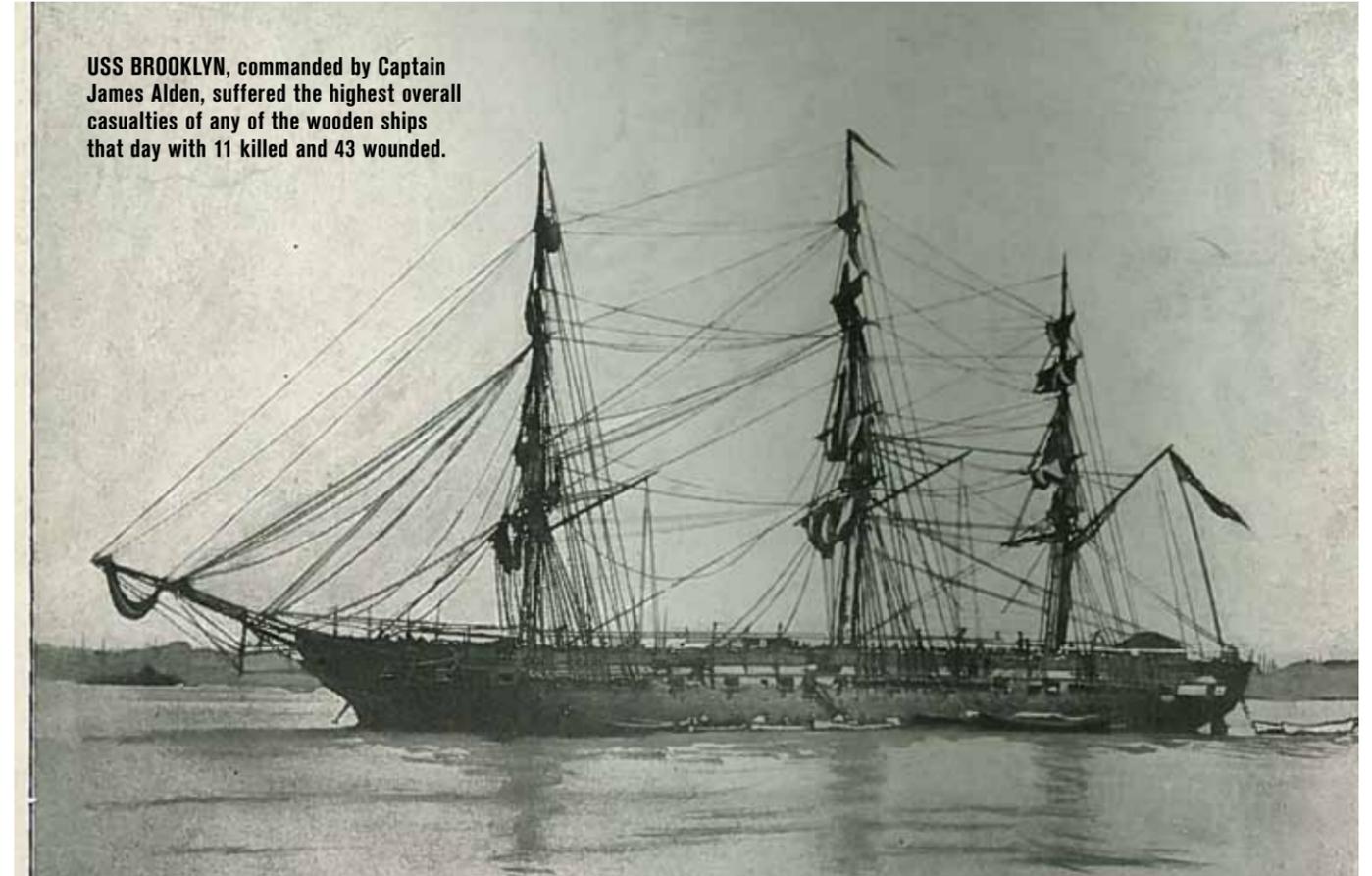


Farragut's flagship, the USS HARTFORD, sustained the highest death toll of any of the wooden ships during the battle, with 25 killed and 28 wounded.

the WINNEBAGO and CHICKASAW, the hindmost of the ironclads. The BROOKLYN's commander, Captain James Alden, ordered a full stop and signaled the flagship for instructions. Meanwhile, the Confederate artillerymen fired round after punishing round into the idled ship.

Admiral Farragut's flag lieutenant signaled, "Order the monitors ahead and go on." Several hundred yards ahead of the rest of the warships, the ironclad TECUMSEH plunged ahead into the minefield, detonating one of the submerged torpedoes. The vessel heeled violently to one side as men desperately scrambled up the ladder to abandon ship. Only a handful managed to escape before the TECUMSEH rolled over and sank, taking 93 of her crew to their deaths, including her captain, Commander Tunis A.M. Craven.

The rest of the column stopped dead in the water, their captains unsure of how to proceed. As BROOKLYN lay there in the water, the gunners in Ft. Morgan poured volley after volley into the wooden warship. One of the men in the BROOKLYN that day was James Mifflin, an African-



USS BROOKLYN, commanded by Captain James Alden, suffered the highest overall casualties of any of the wooden ships that day with 11 killed and 43 wounded.

American sailor who was working in the powder division. Born in Richmond in 1839, Mifflin enlisted in the Navy from his home state of Virginia and by 1864 was serving as an engineer's cook in the BROOKLYN. As he worked moving gunpowder from the ship's magazine to the berth deck, Mifflin saw exploding enemy shells clear his immediate vicinity of men on two separate occasions. Despite the slaughter and chaos, "Mifflin remained steadfast at his post and performed his duties ... throughout the furious action," according to his award write-up.

Another sailor in the BROOKLYN that morning was Landsman William H. Brown, a 28-year-old native of Baltimore, Md. Brown had been serving in the Navy only four and a half months when he found himself in combat in Mobile Bay. Just as Mifflin was, Brown was working one of the ship's "shell whips," devices for swaying up boxes of gunpowder from the magazine. A shell exploded forward, killing or wounding every man at the whips and destroying one of the whips. A new whip was rigged, and a second shell similarly killed or wounded all those around it. The paymaster's clerk, a man named Baker, took charge of the after whip as there were no officers to oversee the work. Brown remained at his post and carried on despite the hail of gunfire and shells raining down all around him. Brown and Mifflin, along with several

others, were recommended for the Medal of Honor for being "conspicuous for bravely performing their duty ... at a point where the ship was riddled very much," according to an after-action report.

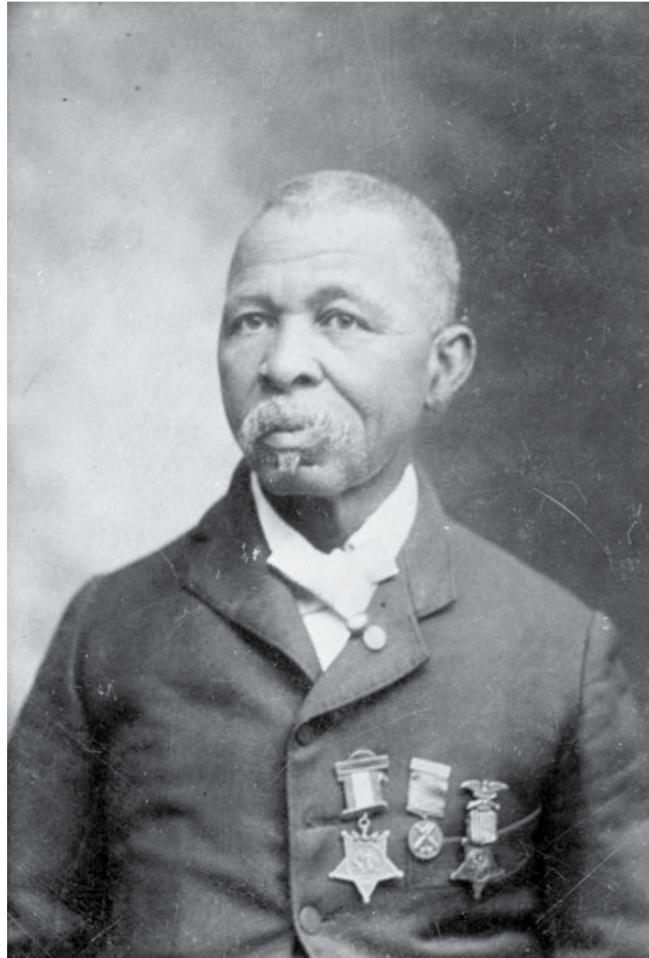
President Abraham Lincoln had signed a bill into law on Dec. 21, 1861, authorizing the Medal of Honor "to be bestowed upon such petty officers, seamen, landsmen, and Marines as shall most distinguish themselves by their gallantry and other seamanlike qualities during the present war." (An Army version of the Medal of Honor was authorized some seven months later.) Lt. Commander Edward P. Lull, executive officer of the BROOKLYN, recommended both Mifflin and Brown, along with other sailors, for the Medal of Honor in a report submitted on Aug. 6. The report was endorsed by the captain of the BROOKLYN, Captain James Alden.

Rear Admiral Farragut had climbed into the rigging of the flagship to get a better view of the situation. He ordered the fleet to get underway again. Farragut's response to a question about the torpedoes gave rise to one of the Navy's enduring catchphrases: "Damn the torpedoes! Full speed ahead!" Farragut ordered his own ship and its gunboat partner METACOMET to swing out of line and steam past the indecisive Alden in the BROOKLYN.

HARTFORD was now taking the brunt of fire coming from Ft. Morgan. In addition, the Confederate gunboat SELMA now approached and began firing broadsides into the flagship. As the HARTFORD's gunners targeted the gunboats MORGAN and GAINES, Admiral Buchanan's flagship, TENNESSEE, hove into view and approached HARTFORD. Every gun in the Union fleet that could be brought to bear began firing at the TENNESSEE, and she veered away from the HARTFORD and began exchanging volleys with the rest of Farragut's ships. The TENNESSEE eventually retreated farther up Mobile Bay, along with the MORGAN. Severely damaged, the GAINES had been run aground and fired by her crew to prevent her falling into enemy hands. After a pause in the battle, the TENNESSEE re-engaged and eventually was forced to surrender. While the battle closed Mobile to blockade-runners, the city itself would not fall until the following spring on April 12, 1865.

During the engagement, Landsmen John Lawson and Wilson Brown were working on the HARTFORD's berth deck, where they were moving gunpowder and shells from the magazine. Lawson, a 27-year-old native of Philadelphia, and Brown, a 23-year-old sailor from Natchez, Miss., were part of a group of six men engaged in the work when a Confederate shell struck their work area and exploded. Lawson was thrown against a bulkhead and wounded in the leg by shrapnel. The concussion blew Wilson through a hatch and knocked him unconscious. He regained consciousness and found himself one deck down and underneath the body of a sailor who had been killed in the blast. Brown made his way back to the berth deck. As noted in his award citation, "[A]lthough urged to go below for treatment," Lawson had refused and was back at his station, keeping the gun crews supplied. Brown similarly refused medical attention "and zealously continued to perform his duties," according to his citation. The rest of their working party had all been killed or wounded in the explosion. Lawson and Wilson, both men of color, were recommended for the Medal of Honor for their actions while under fire that day.

A total of seven African-American sailors earned the Medal of Honor for heroic service during the Civil War – four of those seven were awarded for gallantry during the Battle of Mobile Bay. On Dec. 31, 1864, under General Order Number 45, James Mifflin, William H. Brown, John Lawson and William Brown (no relation) were awarded the Medal of Honor, the nation's highest military award.



John Lawson, a landsman assigned to the HARTFORD, was one of four African-Americans awarded the Medal of Honor for his actions during the Battle of Mobile Bay. The others included James Mifflin and William H. Brown, both of the USS BROOKLYN, and Wilson Brown, USS HARTFORD.



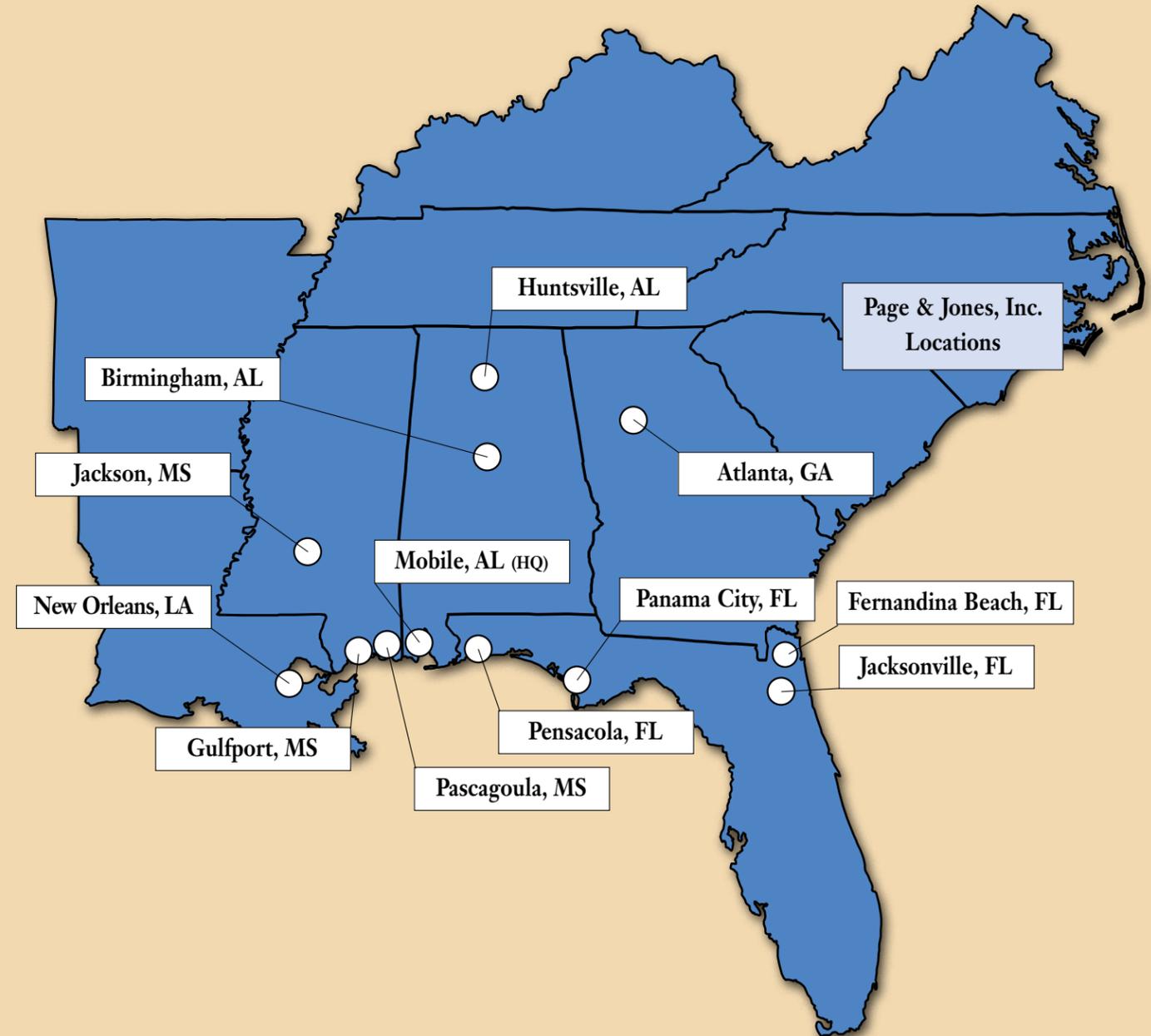
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