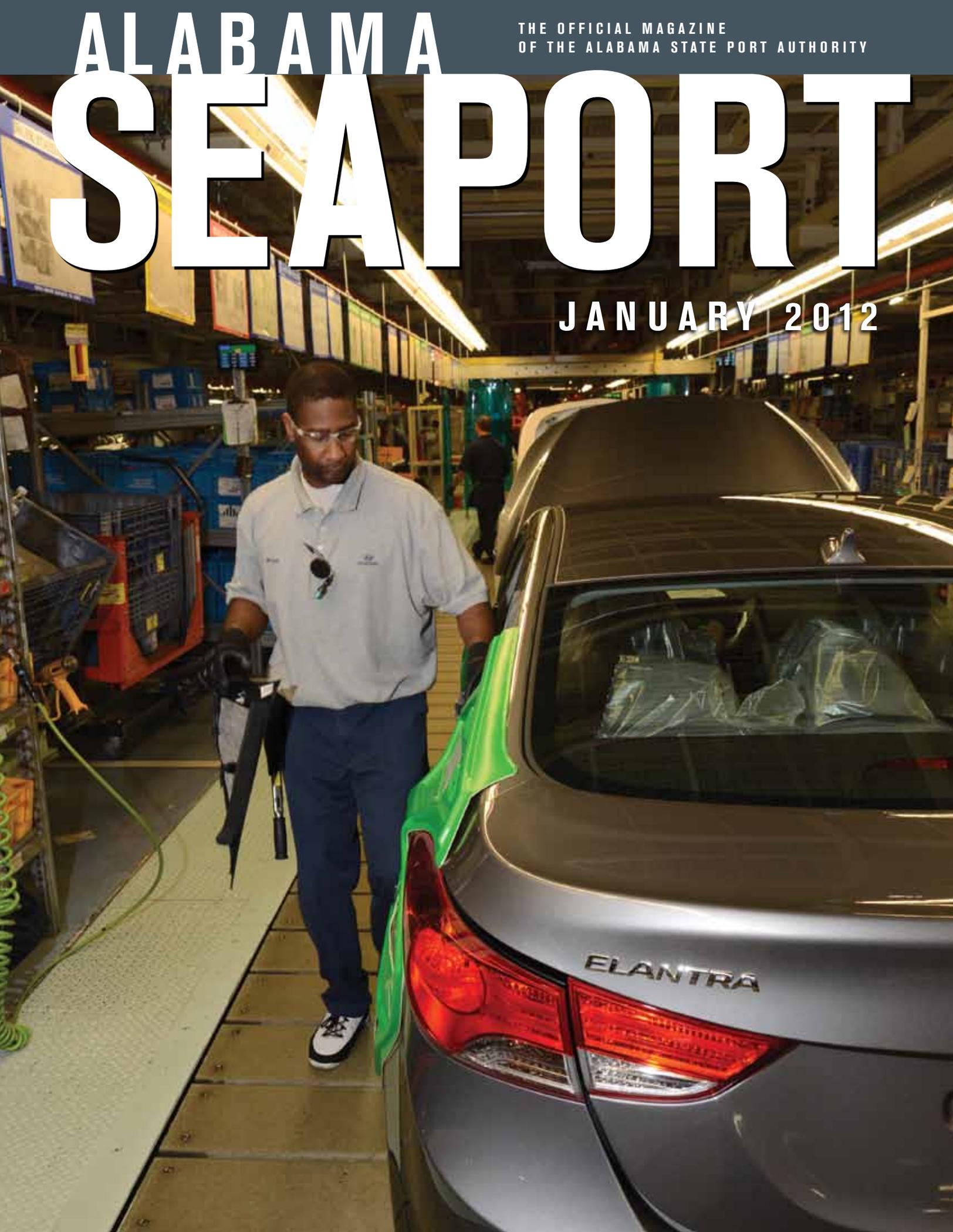


ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

JANUARY 2012



ALABAMA SEAPORT

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On The Cover:

Hyundai Motor Manufacturing of Alabama employee Michael Thomas works to assemble the Hyundai Elantra at the automaker's facility in Montgomery, Ala. The vehicle was recently recognized as the 2012 North American Car of the Year at the North American International Auto Show in Detroit.



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Alabama-built Elantra Named North American Car of the Year



The Hyundai Elantra is shown here at a quality control station during the production process.

It was the engine heard 'round the world. The Montgomery, Ala.-made Hyundai Elantra was named the 2012 North American Car of the Year at the opening of the North American International Auto Show in Detroit, Mich., edging out the Ford Focus and the Volkswagen Passat.

"Elantra speaks to the success of our recipe of bold design and great fuel economy," said John Krafcik, president and chief executive officer of Hyundai Motor America. "In a year with some truly breakthrough competitors, we are honored that the jury recognizes Elantra's far-reaching impact on the industry."

The recognition puts Hyundai in an enviable position of supply and demand; the company is already selling as many Elantras as it can make at the Montgomery, Ala., plant. What the award will increase is brand recognition. "It confirms the solid progress the Hyundai brand is making to go from a value brand to a valuable brand," said Robert Burns, senior manager of public relations and sales at Hyundai Motor Manufacturing Alabama (HMMA).

To be eligible for the car of the year award, the vehicle must be new or sport a new design. A group of 50 automotive journalists voted on the group of vehicle finalists, ranking them on innovation, comfort, design, safety, handling, driver satisfaction and value. Last year, the Hyundai Sonata came in second in the competition.

"It proves the Southeast and certainly Alabama is gaining further notoriety as an automotive epicenter because of the skills and capability of the Alabama workforce," said Burns. "Our team members are very, very proud of being recognized for this. It really is a team effort."



Robert Bentley, Governor of Alabama

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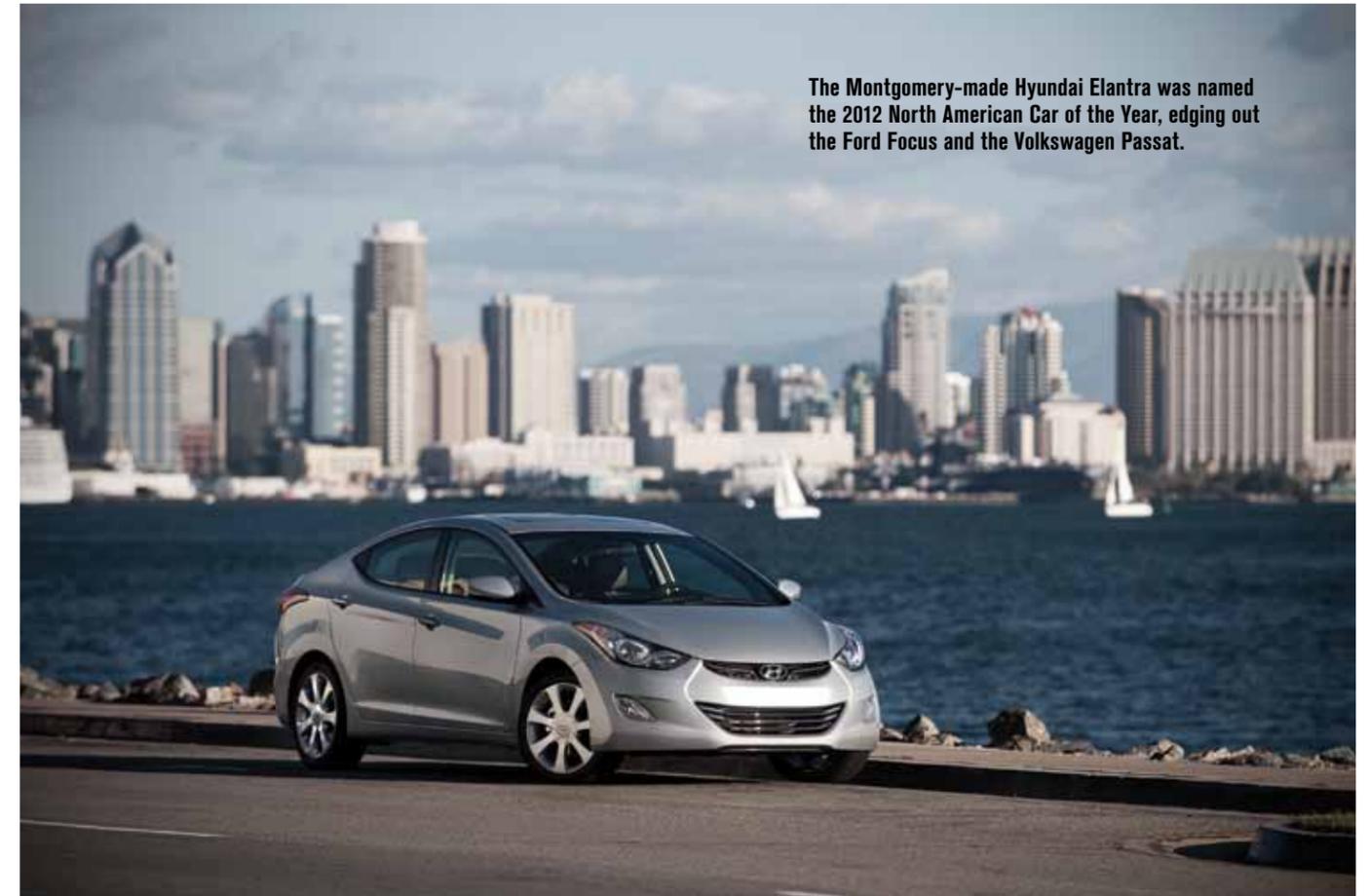
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The Montgomery-made Hyundai Elantra was named the 2012 North American Car of the Year, edging out the Ford Focus and the Volkswagen Passat.

What sets the Elantra apart is what Hyundai calls its attractive "fluidic sculpture," or its design, which is similar to the mid-size Hyundai Sonata and incorporates the impact of wind on rigid surfaces to create an illusion of motion. With a low drag coefficient of .28, it compares to the Chevrolet Volt (.29), a plug-in, hybrid electric vehicle. The Elantra also boasts the overall interior room of a mid-size sedan, but in a compact car.

Its attractive fuel economy also puts the Elantra in a class by itself. It is EPA rated at 29 mpg in the city and 40 mpg on the highway, giving it a highway-only driving range of up to 500 miles. The Elantra has a 1.8-liter, four-cylinder engine with 148 horsepower. With its advanced clean engine technology, most Elantras sold in California, Oregon and several Northeastern states are certified as partial zero emission vehicles (PZEV) by the EPA. It is also available as an ultra low emission vehicle (ULEV).

More than 186,300 people purchased Elantras in 2011, a 41 percent increase over the previous year's sales. It is the second-highest selling car in Hyundai's lineup. For Burns, this confirms Hyundai is on the right track with design, fuel economy and amenities. "The consumer is coming to the

brand, shopping the brand and buying the vehicle," said Burns. Designed at Hyundai's North American Design Center in Irvine, Calif., the Elantra's base price is \$16,445.

The company will do its best to meet consumer demand, said Burns, explaining the Elantra is also produced in Korea. For now, the focus is on a commitment to build safer, higher-quality cars. "Once we bring in the shoppers, we need to make sure they're satisfied with the purchase," said Burns. And Hyundai hopes its plan of building quality cars with zero defects will translate into another recognition in the next six months: segment winner in the annual J.D. Power and Associates Initial Quality Study. The car manufacturer would like to see both the Elantra and Sonata at the top of that list.

Hyundai entered the North American market in 1986. HMMA's \$1.4 billion commitment to the American market began with its Montgomery location announcement in April 2002; construction of the manufacturing facility began that November. Vehicle production began in spring of 2005. Production of the Elantra began in November 2010. In May of 2011, the plant was named Alabama's Large Manufacturer of the Year. HMMA is capable of producing 300,000 vehicles per year for the North American market.

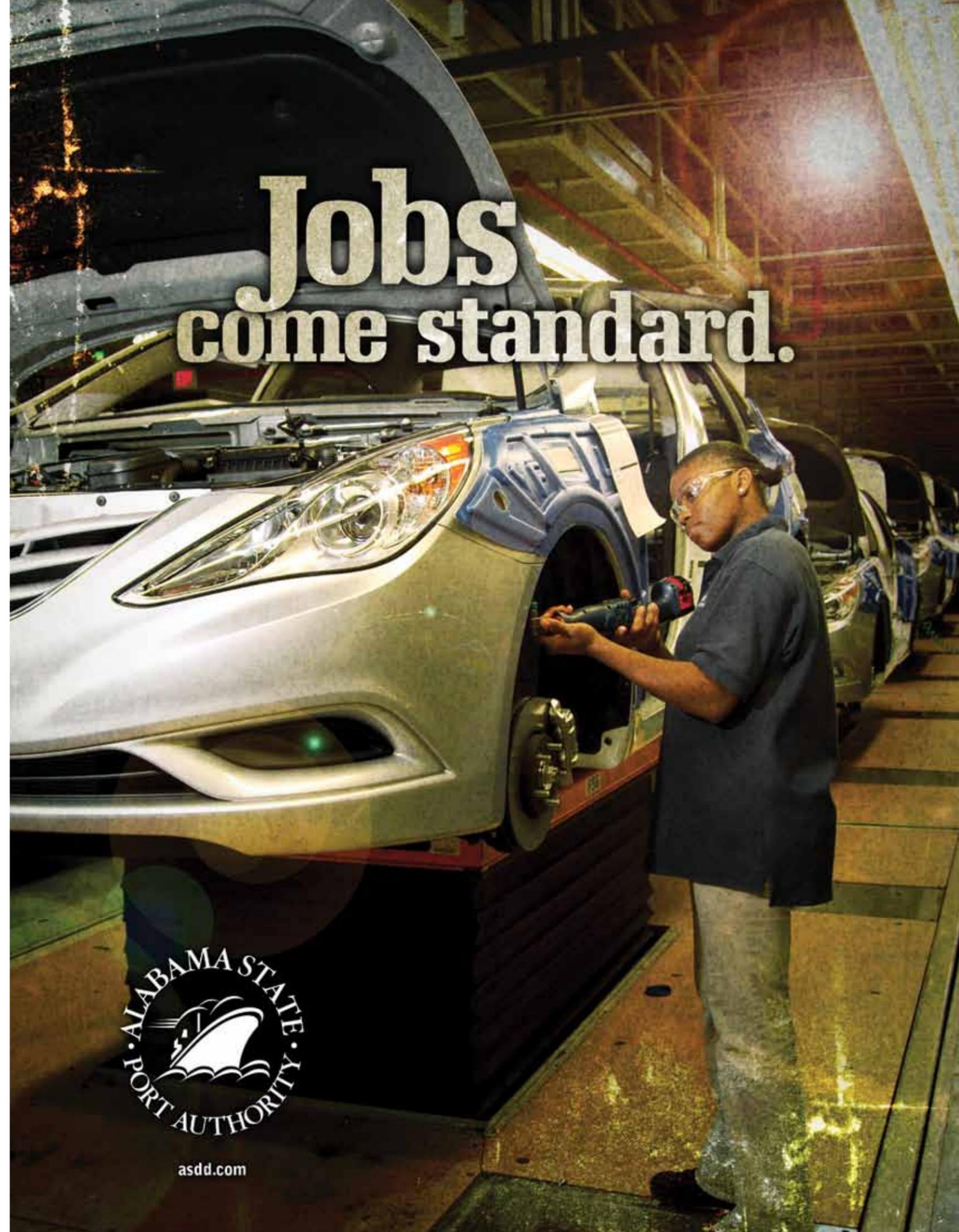


Montgomery's Hyundai plant began producing the Elantra in November 2010. It is the second-highest selling car in Hyundai's lineup.

An Auburn University at Montgomery study showed HMMA and its suppliers generated a \$3.8 billion total impact on Alabama's economy in 2010, or two percent of the state's real gross domestic product. More than 2,750 people are employed at the \$1.7 billion automotive assembly and manufacturing plant. Together with its suppliers, HMMA was responsible for 34,000 full-time equivalent jobs statewide in 2010.

The study also reported Hyundai's local tax impact was approximately \$8.3 million; along with its suppliers, the company generated an estimated \$53 million in tax revenue for Alabama. "Hyundai Motor Manufacturing Alabama could not be more pleased with our contributions to Alabama's economy and employment," said Y.D. Lim, president and chief executive officer of HMMA. "We are proud of our track record as an important and rapidly growing Alabama employer, and as a manufacturer of high-value, high-quality and high-efficiency vehicles for American consumers."

Sung Hyun Park, left, president, Hyundai Research and Development Division, and John Krafcik, president, Hyundai Motor America, accept the 2012 North American Car of the Year award presented to the Hyundai Elantra at the opening of the North American International Auto Show in Detroit, Mich., in early January 2012.



**Jobs
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USS CORONADO (LCS 4) Christened at Austal USA



Susan Ring Keith, ship sponsor for the USS CORONADO, breaks a bottle of Hotel Del Coronado champagne on the bow of the ship during christening ceremonies for the littoral combat ship (LCS) at Austal USA on Saturday, Jan. 14.

The USS CORONADO (LCS 4), an Independence-variant littoral combat ship (LCS) built by Austal USA, was christened on Jan. 14, 2012. The event took place at the Arthur R. Outlaw Mobile Convention Center in downtown Mobile. Austal USA President and Chief Operating Officer Joseph J. Rella began the ceremony with a warm welcome to dignitaries and an acknowledgement to the hard work and dedication of Austal's talented shipbuilders. Rella stated that he is "proud of our accomplishments and honored to be building these magnificent warships that are already shaping the future of the modern-day Navy."

The launch of the CORONADO was completed just days before the official christening. Launch occurs when a ship is complete enough to safely be waterborne. A new roll-out method was involved in the CORONADO launch, which implemented a self-propelled modular transporter system that carefully transferred the ship from the yard's final assembly bay to a barge and then onto a floating dry dock. The new roll-out method is a major accomplishment in itself for Austal, improving the safety and efficiency of LCS deliveries, as well as shaving hours off the transfer process.

LCS ships are fast and agile, designed for operation in near-shore environments yet capable of open-ocean operation.

The CORONADO is outfitted with reconfigurable payloads, called Mission Packages, which can change out quickly when needed. These packages help protect the homeland from littoral threats including mine, undersea and warfare craft.

The CORONADO, a 127-meter, all-aluminum vessel has a maximum speed of over 45 knots and can operate in waters less than 20-feet deep. The ship also boasts a flight deck larger than any other U.S. Navy surface combatant. The CORONADO is Austal's 12th ship to be launched and the third to be christened as a U.S. Navy vessel.

Hundreds of employees of Austal USA attended the christening ceremony, along with Navy sailors and the ship's commanding officer, John Kochendorfer. He explains that the name "Coronado" is deeply rooted in Naval history. The LCS 4 will be the third ship to carry the Coronado name. "For me," Kochendorfer stated, "a second-generation, born-and-bred California boy, I am utterly honored to be a part of this historic namesake."

Susan Ring Keith, of Coronado, Calif., had the honor of officially christening the ship with the time-honored maritime tradition of breaking a bottle of champagne, in this case from the Hotel Del Coronado, across the bow of the ship.



An aerial photo shows the sheer size of the Austal USA complex. The company is Mobile's largest industrial employer with a workforce of 2,400 that is expected to swell to 4,000 by the end of next year.



The littoral combat ship, USS CORONADO, is rolled out of one of two Mobile riverside bays at the Austal USA facility in preparation for its christening ceremony.

New Operations Office in Washington, D.C.

Austal USA announced in December the opening of an operations office in Washington, D.C. The new office will allow government programs and business development personnel to use the location as a base of operations for the U.S. Capitol.

The Washington office director position was appointed to Ronald Mahaffey. A veteran of Huntington Ingalls Shipbuilding, where he served as director of surface combatant operations, Mahaffey also spent nearly 14 years in the post-delivery environment with Ingalls Planning Yard. He retired from the Navy in 1989 as a chief warrant officer with more than 30 years of expertise in the electronics field.

The Washington Business Development team will be represented by Mike Webster, who transferred from chief naval architect to fill the position of technical and business development manager.



The USS CORONADO is flagged and ready as it awaits christening in the Mobile River.

Keith was nominated for the special designation by the mayor of Coronado, Casey Tanaka, and a few of her good friends from her beloved hometown. Ultimately, it was the Secretary of the Navy who made the final decision that Keith would be the sponsor.

Keith's connections to the Navy go back to her childhood days. Both of her grandfathers were in the Navy's Supply Corp, while her father and stepfather were classmates at the Naval Academy and both early naval aviators. Her brothers were surface officers – one passed away on active duty while the other retired as a rear admiral. Keith's husband and son were surface sailors, and, additionally, she has two uncles and a father-in-law who were naval officers. "My fingers are crossed that with nine grandchildren, one might choose to serve in the Navy, but I'll have to wait and see about that," said Keith.

In 1966, Keith's mother, Eleanor Ring, was selected to serve as the sponsor for the USS CORONADO (LPD 11), the previous ship to bear the name. She attended the christening ceremony in Seattle and proudly represented the position of Maid of Honor. At the christening of CORONADO in Mobile, Keith's daughter, Isabella (Belle) Keith Drouin followed in her mother's footsteps as the ship's Matron of Honor.

Keith blessed the ship before her departure from Mobile and wished "fair winds and following seas" (like its namesake city's weather) for the crew and vessel as they later join the Navy fleet.

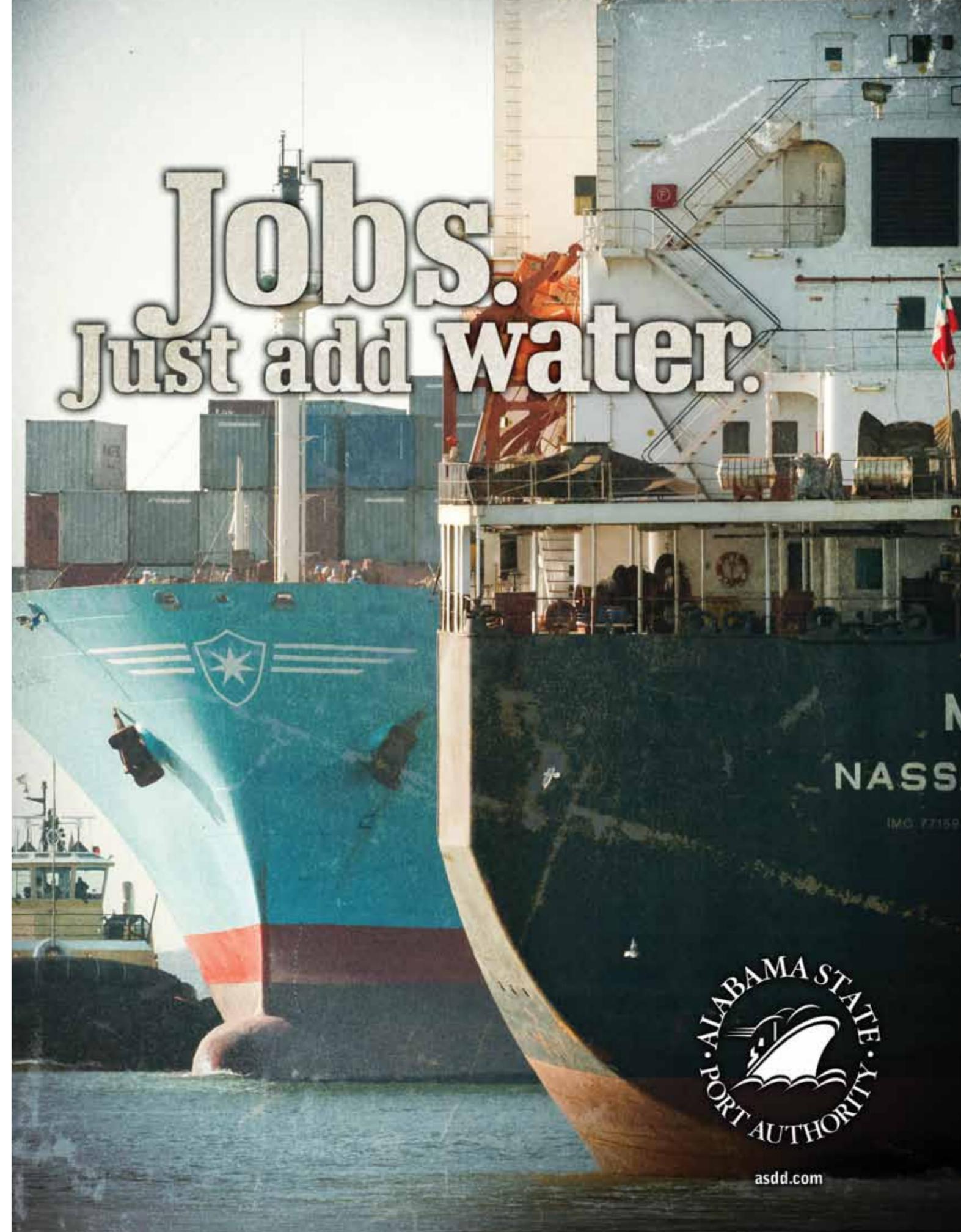
Austal, in the meantime, had its own celebration as January marked its 11-year birthday. Not much celebrating occurred as the yard is moving full steam ahead with its latest 10-ship LCS order worth over \$3.5 billion and a JHSV program worth \$1.6 billion. Austal has grown into one of southern Alabama's largest employers with over 2,400 employees on staff hailing from the Gulf Coast region. Austal expects to continue job growth and employ significantly more workers by 2013.

Alabama House and Senate Tour Austal USA and AIDT Maritime Facility

Austal USA and the Alabama Industrial Development Training (AIDT) Maritime Facility opened their doors for the Alabama House and Senate in mid-November. A special tour of the large shipbuilding facility and the invaluable training center that flanks it was given on Nov. 17, 2011. The visit and tour highlighted the AIDT Center's economic contribution to Mobile and the state of Alabama.

AIDT is a critical resource to Austal USA as it ambitiously seeks to double its number of employees in the next couple of years. The training facility's mission is to provide quality workforce development for Alabama's new and expanding businesses. AIDT is an institution of the Alabama Community College System and encourages economic development through job-specific training. Many of the employees Austal USA hires are graduates of the AIDT programs.

The tour and visit concluded with a presentation by an Austal employee who was homeless before she was hired by the company. The employee successfully completed the AIDT Maritime Center training program and is now a valuable Austal USA employee. As an inspiration to others, her face is now featured on Austal USA recruiting materials across the country.



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Accelerate Alabama: New Goals for Statewide Economic Development

The Alabama Development Office (ADO) and Alabama Gov. Robert Bentley recently announced a new strategic plan for economic development, Accelerate Alabama, which targets specific business sectors and outlines new goals for job creation. The plan was showcased at the Economic Development Association of Alabama's winter conference in Hoover, Ala.

Though unemployment has decreased since Bentley took office, 8.1 percent of Alabamians are still without work. This new strategic plan is intended to recruit new jobs and outline state legislative goals to help improve existing state resources.

"We have not yet used the bright minds we have in this state," said Bentley in a recent interview with *The Associated Press*.

Included in the newly defined goals is a revised branding and marketing strategy for the state, which would potentially change the name of the Alabama Development Office to the Department of Commerce – similar to other states' recruitment agencies.

The Accelerate Alabama plan has three targeted goals, which include recruiting new work projects and retaining existing businesses in the state. The proposal centers on job creation through innovation, or "renewal," entrepreneurship among small businesses and commercialization through globalization, as well as research and development.

The ADO identified 11 key business sectors, which include aerospace/defense, automotive, agricultural products/food production, steel/metal, forestry products, chemicals, biosciences, information technology, enabling technology, distribution/logistics and corporate operations.

ADO Director Greg Canfield said the new plan is largely comprised of a focus on innovation in Alabama. "[Accelerate Alabama is] the recognition that our research universities and private research institutions are creating great R&D across all disciplines," Canfield said. "There's a golden opportunity for us to commercialize and create businesses that spring out of that research and development."



Gov. Robert Bentley appointed Greg Canfield as director of the Alabama Development Office on July 18, 2011. Prior to joining the ADO, Canfield served in the Alabama House of Representatives as chairman of the Commerce & Small Business Committee. Graduating from Huffman High School in Birmingham, he went on to attend The University of Alabama and UAB where he earned a finance degree in 1983.

According to Canfield, the key sectors identified by the ADO are areas in which we excel as a state – even more than some of our neighboring states. The research and development is available in the state, and the production/follow-through should be available as well. "If we're going to be engaged in the research and development here, let's keep the jobs here," he said.

Accelerate Alabama is a broad, all-inclusive plan that incorporates more than just basic recruiting. It's structured to retain existing business, strengthen the state's workforce and capitalize on existing state projects, like research and development in educational institutions and the private sector.

Bill Taylor, president of the Economic Development Partnership of Alabama (EDPA) and a member of the Alabama Economic Development Alliance (AEDA), believes that it is in these 11 sectors that we will find jobs for Alabamians and lower the state unemployment level.

"We understand these industries well enough to drill down deeper into them," said Taylor. "We're not opposed to new sectors also, but this is our starting point."

Two of those key growth opportunities are found within the aerospace and defense sector – increased demand for maintaining, repairing and replacing aging commercial and military aircraft, and the demand for private companies to provide affordable commercial space transportation post-NASA.

The U.S. Army's Redstone Arsenal and NASA's Marshall Space Flight Center, both in Huntsville, Ala., are viewed as recruitment advantages for the state. In addition to these large government organizations, Alabama is home to more than 250 aerospace and aviation companies.

In the automotive sector, there are more than 350 companies, including the state's three assembly plants for automotive companies: Mercedes-Benz, Honda and Hyundai. These three companies have announced upcoming facility and production expansions, which would involve a combined



investment of more than \$2.5 billion and 1,800 new jobs. Other companies, like Audi and Volvo, are in the process of seeking new sites for U.S. production, and Alabama is poised to be a top contender.

In the realm of agriculture, the food production industry in Alabama employs nearly 35,000 workers and occupies nearly 10 million acres of farmland. Even in times of recession, the need for food does not fluctuate very much – neither does the demand for quality products, like those produced by Alabama's farmers and fishermen. Biofuel production, an industry that's been getting a lot of buzz lately, has been increasing steadily – 20 percent per year – for several years now.

Other areas of technology are also seeing consistent annual progress. The growth rate for jobs in the information technology sector is expected to be nearly four percent per year for at least another six years. This growth includes

Left: Employees at Honda Motor Manufacturing of Alabama roll out the one-millionth Honda made in the state. (Courtesy of ADO online)
Middle: Workers at an aerospace facility in Mobile, Ala. (Courtesy of ADO online)
Right: The HudsonAlpha Institute is the cornerstone of a 150-acre biotech campus strategically located in Huntsville's Cummings Research Park, the nation's second largest research park. The non-profit institute is an integral part of Alabama's life sciences community. (Courtesy of ADO online)

companies that provide cyber-security, data centers, software development and more.

The ADO rebranding campaign, new incentive programs and a statewide innovation council are all included in a legislative agenda that is being drafted to complement Accelerate Alabama. If all goes well, Alabama's unemployment level should continue to decrease for the next several years.

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In Memoriam: Glenn Reibe

Glenn Reibe was critical in many firsts at the Port of Mobile, including a new rail ferry operation, an innovative steel terminal and a re-designed truck control building. In November 2011, Mobile's maritime community lost Glenn after his battle with cancer.

Glenn spent the entirety of his career working on waterfronts, starting with what would become Cooper/T. Smith in New Orleans. According to his wife, Sharon Reibe, Glenn was "not one for office work," so he went from a desk job into stevedoring for the company.

Glenn and his family came to Alabama in 1994 when considering a job opportunity here. "We came and saw Mobile and the Eastern Shore and just fell in love with it," said Sharon.

Glenn also worked for International Shipholding Corp. within the CG Railway (CGR) division. Senior Vice President of CGR Kevin Wild said Reibe had friends all along the waterfront. "He was truly dedicated and passionate about his work – always looking for ways to improve things," said Wild. Reibe helped start CGR's rail ferry service to Mexico.

The system was a first. Fully loaded rail cars were rolled onto a vessel and taken to a port in Mexico where they were hooked directly to trains, saving time and money for shippers. Wild says Glenn was a great asset to the team. "I have always thought if you could get a staff full of Glenn Reibes, you'd be in good shape."

The Alabama State Port Authority (ASPA) hired Glenn to work in their truck control unit when CGR moved to New Orleans for a period. When Hurricane Katrina wiped out the truck control facility, Sharon says her husband and his co-workers just kept going. "They had a porch, a table and a fan. They made do," she said. He went on to help design a new truck control for the Port, working with engineers to make the best facility possible.

The next stop was Pinto Island. He took trips to Germany and Korea as part of the effort to build a one-of-a-kind innovative facility to handle steel slabs. He was on the team that designed the Pinto Island steel terminal. This groundbreaking terminal uses magnets to move steel slabs between deepwater vessels, barges and a storage yard.

"When it opened, he was there to work," said Sharon. By that time, Glenn was already sick. "He was there when the first ship came in. It was one of the things he really wanted to do, and I am glad he got to do it," she added.



Glenn pictured here with his catch of the day.



An avid outdoorsman, Glenn is pictured here with two whitetail bucks. One weekend – two deer.



Glenn on a beautiful day in Colorado.

ASPA Executive Vice President and COO Smitty Thorne agreed the Pinto facility was Reibe's "crowning glory." He described Reibe as "a bright light and a joy to work with – just bigger than life."

Glenn was a lifelong fan of Louisiana State University (LSU) football. Every year, he placed the same bet with an avid Alabama fan at the Port. The fan of the losing team had to push the winner in a wheelbarrow around the circle in front of the International Trade Center on Water Street in downtown Mobile, according to Thorne. "Glenn would wear his LSU shirt and wave a little LSU flag. He always waited until traffic got particularly heavy to start his ride," he said.

"He was the life of a party, just so good with people," Thorne went on to say. "When he was with CGR, he would bring doughnuts to the rail crews and visit with them. It certainly helped improve the loading and unloading time." Thorne said Reibe moved successfully into a number of positions at the Port because of his way with people. His ability to connect and train people made him a good fit for many jobs. Thorne said when Reibe became ill, his friends at the Port tried to tell him to slow down, but "he only had two speeds – wide open and wider open."

When Glenn was not working, he loved to travel with his family. Sharon fondly remembered trips to national parks, camping and more. She says the family always traveled together, including daughter Lauren, on their adventures.

"Our vacations were intense traveling vacations. He loved to travel and we always did it as a family. Lauren was with us for birthdays, anniversaries, everything. We did everything as a family," she said. Last year, Glenn and Sharon made a scrapbook of their trips for Lauren as a birthday present.

Glenn worked until October. "He was always very positive, even when he was sick," said Thorne.

"He loved his job; he loved it," said Sharon. "He loved the excitement, the action, the camaraderie, just all of it." The family made a donation to the Shriners Hospitals for Children in Glenn's honor. Sharon said he always hoped to be a volunteer driver, taking children to hospitals for burn treatments for the organization when he retired.

Glenn is survived by his wife, Sharon, and their daughter, Lauren.



Glenn, daughter Lauren, and wife Sharon celebrate parents' night for Birmingham-Southern volleyball.



On business in Mexico for CG Railway, Glenn is pictured here with the Mexican marine police.



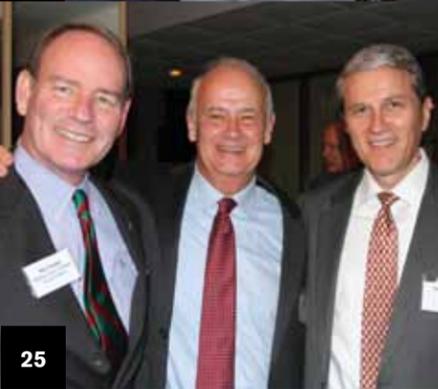
Glenn visiting Korea on behalf of the Alabama State Port Authority.



Mobile Customer Appreciation Reception • Dec. 20, 2011

1) Michael Douglas, Premier Bulk Stevedoring; Virginia Macpherson, Scotch Gulf Lumber; Murray Douglas; Ritchie Macpherson, SeaCliff Agency; Elaine Nicholson; Marx Nicholson, ASPA 2) Paul Jones, Oil Recovery Co. Inc.; Eddie Brister, Seabulk Towing 3) Anna Ward, ASPA; Lee Robinson Jr., OHC; Brenda Jones, OHC 4) Rob Constantine, Paul A. Boulo Inc.; Tela Constantine; David Vella, Richard Murray & Co.; Tadd Willcutt, Crescent Towing; Tyler Boulo, Paul A. Boulo Inc.; Jane Boulo 5) Laura Walker, PowerSouth Energy; Terah Huckabee, Parker Towing; Perry Studstill, Oil Recovery Co. Inc. 6) Zemmie Murray, Richard Murray & Co.; Joe Barnes, Page & Jones 7) Kazumi West, Glovis America; Kurt Sumerall, TradeLanes 8) Will Givhan, Hand Arendall; Will Bru, Point Logistics; Jimmy Lyons, ASPA; Rep. Victor Gaston, Alabama House of Representatives; Preston Bolt, Hand Arendall 9) Tom Leatherbury, SSA; Bob Collins, Bay Steel; Beth Marietta Lyons, Lyons & Crane; Rep. David Sessions, Alabama House of Representatives

10) Chris Ritter, Kuehne + Nagel; Denson White, Standard Furniture 11) Matt Bell, Volkert & Associates; Todd Sirmon, Global Stevedoring; Ned Mattingly, Page & Jones 12) Justin Sims, ASPA TRR; Tim Williams, ASPA TRR; Corolene Anderson, ASPA TRR; Ken Barefield, ASPA TRR; Mike Russell, ASPA TRR; Brenda Miller; Chuck Miller, ASPA TRR; Ginger Hamilton; Kevin Hamilton, ASPA TRR; Paul Ashcraft, ASPA TRR; Shana Ashcraft; Terri Williams; Angela Burton; Steve Burton, ASPA TRR 13) Brian Harold, APM Terminals Mobile; Bill Bru, ASPA Board Member 14) Paige Suttles; Green Suttles, Gulf States Engineering; Don Jameson, APM Terminals Mobile 15) Tom Adger, Tri-State Stevedoring; Charlie Boswell, Tri-State Stevedoring; Janet Taylor; Gene Mezick, Gulf Coast Intermodal; Paul Bridges, Shaw GBB 16) Frank Leatherbury, Norton Lilly Sabrina Shipping; Ty Crowder, Baldwin Transfer 17) Marion Quina, Burr & Forman; Neil Turner, Grieg Star Shipping 18) Barbara Frennea, Page & Jones; Cecilia Sudduth, Biehl & Co.; Polly Wilkins, ASPA; Sheree Largilliere, Empire Stevedoring; Charlie Carroll, John M. Brining Co.



28) Rep. Randy Davis, Alabama House of Representatives; Martha Davis; Beth Marietta Lyons, Lyons & Crane; Rep. James Busby, Alabama House of Representatives; Rep. Napoleon Bracy, Alabama House of Representatives 29) Laurie Wiggins, Standard Furniture; Danyell Hicks, Standard Furniture; Sarah Green, *Lagniappe*; Chris Ritter, Kuehne + Nagel 30) Hal Hudgins, ASPA; Judith Adams, ASPA; Patrick Collins, The Collins Agency; Randy Hancock, Drummond Coal; Sharon Hancock 30) Jimmy Lyons, ASPA; Tucker Dorsey, Baldwin County Commission; Richard Davis, Mobile Airport Authority

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19) Antonio Balzano, Mediterranean Shipping; Angelo LaTona, Mediterranean Shipping; Todd Jones, ASPA; Warren Day, Custom Logistics 20) Jeff Overstreet, Norton Lilly; Jessica Overstreet; Tracy Mock, Atlas Ship Services; Josie Mock, Inchcape Shipping; Stephanie Milbrath, Glovis America 21) Alan Snapp; Linda Snapp, Clark, Geer, Latham & Associates Inc.; Meg McGovern, Alabama Power; Geoff McGovern, Mobile Ship Chandlery; Jimmy Lyons, ASPA Director & CEO 22) Parrish Lawler, CGR; Anna Phillips; Ryan Frost, Baldwin Transfer 23) Keith Kettinger, Crescent Towing; Kevin Wild, CGR; Tad Willcutt, Crescent Towing; Buddy Greene, Cooper/T. Smith 24) John Glover, Cowles, Murphy, Glover & Associates; Gary Cowles, Cowles, Murphy, Glover & Associates; Paul Bridges, Shaw GBB; Jerald Kichler, ASPA 25) Win Hallett, Mobile Area Chamber of Commerce; Bill Taylor, EDPA; Steve Sewell, EDPA 26) Ned Mattingly, Page & Jones; Bruce McGowan, Hand Arendall; Mike Lee, Page & Jones 27) Connie Hudson, ASPA Board Member; Tricia Winter, Page & Jones; Stan Winter, Glovis America

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Port Calls: Delicious in Dixie – The Year of Alabama Food Celebrates State’s Tastiest Creations



What do sea bass in banana leaves, jalapeño truffle chocolate soufflé and whiskey steak have in common? For starters, they’re all delicious – but the real wonder of these savory dishes is that they’re all Dixieland delights, and they are just a few of the “Famous Dishes” featured on The Year of Alabama Food website.

The Year of Alabama Food is a special marketing initiative of the Alabama Tourism Department that seeks to emphasize the diversity of local dishes and the restaurants that create them. The effort showcases the range of items offered throughout the state from down-home delicacies to cotton white tablecloth cuisine. The crispy, cream meal coatings on Irondale Cafe’s fried green tomatoes and the seafood-packed saffron broth bouillabaisse at Hot and Hot Fish Club in Birmingham are some of the palate sensations that entice both tourists and locals through the doors of these Alabama establishments – and keep them coming back for more.

In 2005, the Alabama Tourism Department launched the initiative for the first time. The original edition of The Year of Alabama Food was produced in conjunction with *100 Dishes to Eat Before You Die*, a brochure noting a plethora of the state’s best eats. “There was such a high demand after the first one, and we thought there had been enough time and space between then and now to bring it back,” said Edith Parten, media relations director for the Alabama Tourism Department. Parten noted that the 2012 version of The Year of Alabama Food will include an updated *100 Dishes to Eat Before You Die* brochure. “The new brochure will feature a few new dishes and have an updated look,” she said of the guide, slated to be available sometime in February both online and at Alabama’s eight welcome centers.



Award-winning Chef Frank Stitt is the culinary master behind Birmingham’s Highlands Bar and Grill. Pictured here is establishment’s elegant dining room.



Vibrant veggies brighten the scene at Pepper Place Market in Birmingham, Ala.



Local goods like the honey shown here comprise the Saturday Market on the Square in Mobile, Ala.

The Alabama Tourism Department has taken great strides to make navigating the array of restaurants an attainable goal for hungry patrons everywhere. The Year of Alabama Food website presents “Alabama Food Trails” to allow for easy travel through the mouthwatering wonders offered in the Heart of Dixie. These are divided by region and list the must-visit locations in different parts of the state. The trails illuminate Alabama’s succulent offerings, each as unique as the regional landscapes themselves.

The Lower Alabama Trail takes food enthusiasts through some of the state’s oldest cities and towns to sample Gulf-fresh cuisine and hearty Deep South fare. The first stop is Radley’s Fountain Grill – a spot named after a character in Monroeville resident Harper Lee’s *To Kill a Mockingbird*. The BLT there is said to be as much a classic as the literary masterpiece for which the restaurant takes its name. Other stops include Market By the Bay in Daphne and Mobile’s own The Brick Pit, Wintzell’s Oyster House and Three Georges. From po’ boys and house-smoked pork to creamy milkshakes and Heavenly Hash, The Year of Alabama Food helps showcase south Alabama as a spice-laden scene steeped in tradition.

Along with the regional food trails, Parten mentioned an exciting update to The Year of Alabama Food – a statewide barbecue trail. “This is our first-ever barbecue trail. It will include Alabama chains and local mom and pop shops that

offer the best barbecue in the state,” said Parten. This trail of red and white sauce will be available in a brochure and on The Year of Alabama Food website. Parten urges those who love barbecue to “stay tuned,” as the newest element of this tasty initiative is coming soon.

In addition to the stunning selection of local restaurants, The Year of Alabama Food accentuates the wealth of farmers’ markets that pop up on Saturday mornings across 67 counties in Alabama. Mason jars glistening with ruby red pepper jelly, pyramids of vine-ripened tomatoes, bundles of moss-hued okra spheres and plump figs overflowing in wooden crates are just a few of the products available to take home from these bustling farmers’ markets.

In Birmingham, from mid-April to late October, Pepper Place Market boasts live music, cooking demonstrations, and an array of farm-fresh produce, meats and dairy. Mobile’s lively Market on the Square beckons foodies and music lovers alike with an impressive selection of fruits, veggies and artisan goods set to the tune of local crooners with as much flavor as the food being sold. These farmers’ markets stimulate the local economy and provide the perfect opportunity for a Saturday morning stroll filled with vibrant colors, tastes and sounds.

Another bonus of the most recent edition of The Year of Alabama Food is Restaurant Week. Occurring Aug. 17–26,



Hot Apple Fruit *(yields 6 servings)*

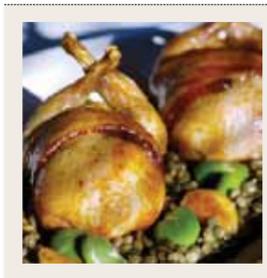
As served by Mountain Laurel Inn in Mentone

Ingredients

4–6 apples, peeled and sliced
1 can cranberry sauce
1/2 cup butter
1 cup of brown sugar
2 cups oatmeal
Pecans (optional)

Directions

Fill the bottom of a Pyrex dish with apples. Spread the cranberry sauce on top. In a saucepan, melt and mix the butter, sugar and oatmeal. Cover the apples and cranberry sauce with the mixture. Garnish with pecans. Bake at 350 degrees for 40 minutes.



Shrimp-Stuffed Quail *(yields 6 servings)*

As served by Martha Rutledge Catering in Mobile

Ingredients

1 medium onion, chopped	2 teaspoons coarsely ground pepper
3/4 cup unsalted butter	1/2 cup chicken stock
9 cups soft bread crumbs	1/2 cup cream sherry
1 cup fresh or dried chopped parsley	1/2 cup peeled, fresh, uncooked shrimp, chopped
2 tablespoons fresh chopped rosemary	6 boneless quail
1 teaspoon chopped fresh sage leaves	6 slices hickory smoked bacon
1/2 teaspoon dried summer savory	Cavender’s Greek seasoning
2 teaspoons salt	Chopped fresh or dried rosemary to taste

Directions

Sauté the onion in the butter in a large skillet until the onion is opaque. Combine the sautéed onion, bread crumbs, parsley, 2 tablespoons rosemary, sage, summer savory, salt and pepper, chicken stock, and sherry in large bowl and mix well. Add the shrimp and mix well. Spoon into the cavity of the quail. Wrap each quail with a slice of bacon. Sprinkle with Cavender’s seasoning and dried rosemary to taste. Place in greased baking dish. Bake at 350 degrees for 25–30 minutes or until the quail are cooked through. If boneless quail are unavailable, remove the backbone from the quail by cutting through the bottom of quail using sharp scissors, leaving the legs intact.

Restaurant Week will consist of special discounts applicable to particular dishes at locally owned restaurants. "It's a week where people can visit participating restaurants across the state and enjoy dishes on fixed-price menus. Patrons can sample dishes at a special discount, so something that might normally be \$20 may only be \$10," said Parten. This budget-friendly addition to The Year in Alabama Food provides an opportunity for guests to enjoy the full taste of the state's best restaurants for only a fraction of the regular price.

Along with deals, markets and charcuteries, The Year of Alabama Food website includes statewide food-centric festivals and events. With seafood celebrations, pie-gobbling showdowns and cook-offs almost as serious as the Iron Bowl, these Alabama events offer something for every appetite. "If the pictures on the site don't get them hungry, the food festivals will!" noted Parten. And growling stomachs don't have to wait long – the Orange Beach Seafood Festival, River City Chili Cook-Off and 11th Annual Taste of Homewood will be serving up food-fun combinations in late February.

Flounder with Lady Pea Succotash *(yields 4 servings)*

As served by Highlands Bar and Grill in Birmingham

(If lady peas are not available, substitute favas or sweet peas.)

Succotash

- 1/2 small red onion, cut into 1-inch-thick slices
- 1 cup cooked lady peas
- 1/4 cup pot liquor from the peas, reserved
- 2 tomatoes, seeded and cut into 1/4-inch dice
- 2 ears corn, husked, boiled for 4 minutes, kernels cut off the cob
- 1/2 small shallot, finely minced

- 4 basil leaves, torn into small pieces
- 4 sprigs dill leaves, coarsely chopped
- A few chives, finely chopped
- 1 tablespoon sherry vinegar
- Kosher salt and freshly ground white pepper to taste
- 3 tablespoons extra-virgin olive oil, extra for drizzling if desired



Flounder

- Four 6- to 8-ounce flounder fillets, skin on or skinless
- Salt and pepper
- 1 tablespoon vegetable oil, such as canola
- 1 lemon, cut into wedges

Directions

To make the succotash, prepare a hot grill or preheat the broiler. Grill or broil the onion slices, turning once, until lightly charred on both sides, 3 to 4 minutes per side. Let cool, then cut into 1/4-inch dice.

In a large bowl, combine the charred onion, peas, tomatoes, corn, shallot, basil, dill and chives. Stir in the sherry vinegar and season with salt and pepper. Stir in the olive oil; taste, and adjust the seasoning. Set aside.

To prepare the fish, heat a heavy skillet just large enough to hold the fillets over medium-high heat. Season the fish with salt and pepper. Add the oil to the hot skillet and heat until simmering. Reduce heat to medium, place fillets skin-side up in the skillet, and cook until nicely golden on the first side, 3 to 4 minutes. Carefully turn the fish and cook until just done, another 3 to 4 minutes. (Peek inside one fillet to check for doneness – the thickest part should have turned to pearly white.) While the fish finishes cooking, add the succotash and pea pot liquor to a sauté pan and cook over medium heat until heated through. Transfer the fish to serving plates and serve with the succotash and lemon wedges. Drizzle each fillet with a splash of olive oil, if desired.

Excerpted from *Frank Stitt's Southern Table* by Frank Stitt (Published by Artisan Books). Copyright © 2004.

For those inquisitive epicureans, The Year of Alabama Food website also presents recipes for some of state's tastiest creations and libations. Step-by-step guides to scrumptious Southern vittles like Lucy Buffett's gumbo and Frank Stitt's flounder with lady pea succotash appear for would-be culinary masters to try at home. And if a home-cooked effort at these entrées isn't up to snuff, food aficionados can always experience them at the restaurants in which they originated. The Year of Alabama Food is the perfect fete for local fare. "You're going to experience and uncover some of Alabama's best kept secrets. I think sometimes people associate us with meat and threes, but there is so much more here. In our state, it's not uncommon to have a barbecue joint across the street from an award-winning restaurant, so there's something for everyone. I expect people will be pleasantly surprised," said Parten.

Savor Alabama's culinary arts by sinking your teeth into the event website at www.yearofalabamafood.com.



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East Coast Port Agency Purchases Gulf Shipping Agency: NSA Agencies has been renamed T. Parker Host in the Gulf.

T. Parker Host Inc. recently announced the acquisition of NSA Agencies Inc., a company with a long maritime history working in the Port of Mobile and along the Gulf Coast. In early fall of 2011, T. Parker Host purchased all of the outstanding shares of NSA Agencies with offices in Houston, New Orleans, Mobile and Tampa.

"We're expanding the unique agency package provided on the East Coast to the U.S. Gulf to include not only traditional ship agency, but freight forwarding, reporting, supervision and logistical support services as well," said T. Parker Host Chairman and CEO David Host.

T. Parker Host invited customers, both globally and locally, to attend a grand opening reception in mid-October at Latrobe's in New Orleans to thank them for their business and to announce the purchase. "We are really excited about the opportunities the two groups bring to each other in the Gulf," said Capt. Joe Bridges, senior vice president of T. Parker Host Gulf.

New Orleans, La.-based NSA Agencies has worked in the Gulf since 1981 and has a reputation for exceptional work.

In serving the East Coast, T. Parker Host has become the predominant ship agent to the coal export industry and handles nearly 70 percent of all coal exports on the East Coast. They also provide a variety of professional services to a wide range of maritime disciplines. T. Parker Host retained the NSA management team and employees, and now has more than 100 employees in 14 locations. This allows the group to set up the same unique agency services in the Gulf as they had on the East Coast. Adam Anderson succeeds George Duffy as president but will remain in Norfolk, Va.

T. Parker Host Sr., a lifelong maritime leader on the East Coast, founded T. Parker Host in 1923. Assuring third-generation management, Tom and David Host, sons of T. Parker Host Jr., joined the company in 1977, followed by fourth-generation management when David's son, Finn Host, joined the company in 2005.

NSA Agencies recently changed its name to T. Parker Host on Jan. 1, 2012. "There is more synergy marketing the group as a single brand," said Bridges.

M/V STAR FRASER Offloads Gulf Power Transformers

The M/V STAR FRASER offloaded a transformer bound for Gulf Power. The transformer was lifted from the vessel by BIG AL, the port's barge mounted heavy lift crane, and then carried up river to Pier 5. Once at Pier 5, BIG AL lowered the unit onto a rail car that eventually moved through the ASPA's interchange and handed off to the CSX railroad. The transformer weighed 272,000 lbs. and its dimensions were 29' L x 12' W x 13'5" H. Barnhart Crane & Rigging, CSA Equipment Company, and Albacore Shipping were all involved with logistics or handling services.





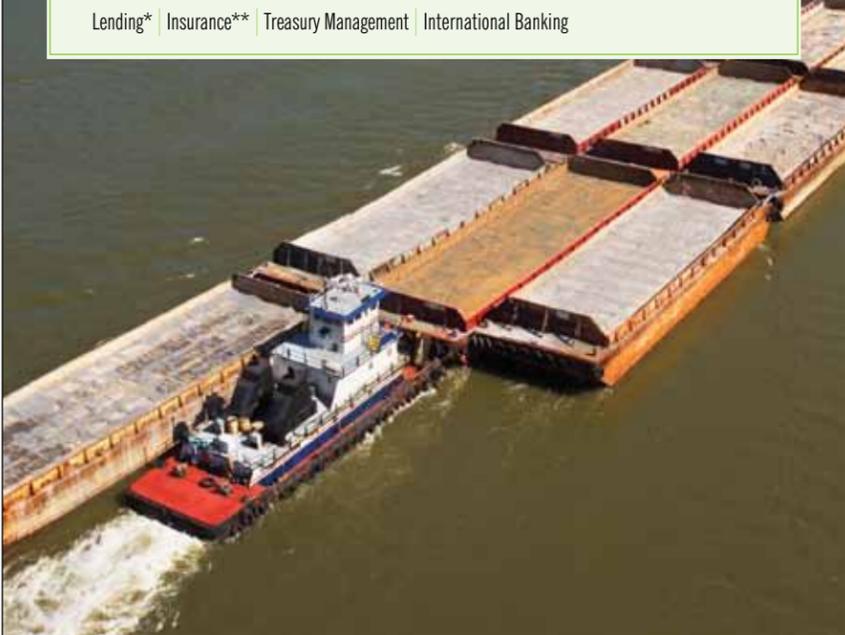
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MAERSK ILLINOIS Reflagged as an American-Flagged Ship

Bill Inge (left), ASPA's manager of general cargo/intermodal division, presented a plaque to Jason Stancil, Captain of the MAERSK ILLINOIS, during a Dec. 30 reflagging ceremony held at the Port Authority's Pier 2 Terminal. The newly flagged U.S. vessel took on a load and then departed for the Port of Tema in Ghana, Africa.

Kia Completes Expansion of West Georgia Plant

In early January, Kia Motors Manufacturing Georgia Inc. (KMMG) announced the completion of a \$100-million expansion that has increased the annual production capacity of the plant from 300,000 vehicles annually to more than 360,000.

“Our more than 3,000 team members continue to demonstrate outstanding dedication to building world-class, high-quality vehicles at our West Point manufacturing facility,” said Mr. Byung Mo Ahn, group president and CEO for Kia Motors America (KMA) and KMMG. “The new jobs and increased volume at KMMG are continued evidence of our commitment to the United States and local economies. Kia experienced record-breaking growth again in 2011, led by the best-selling Sorento and the critically acclaimed Optima, both of which are being built at KMMG.”

The new \$100-million investment by Kia Motors is in addition to the \$1 billion already invested into KMMG. The expansion includes:

- A second 5,400-ton transfer press in the stamping shop
- Additional robots in the welding shop related to the production of the Optima
- Expansion of the paint shop to accommodate additional capacity
- Expansion of the production line in the general assembly shop (within the existing facilities) and installation of new equipment
- Expansion of the railroad spur to efficiently handle additional volume
- More than 500 additional parking spaces added to the team member parking area
- Over 1,000 new team members were hired at KMMG during 2011 to bring the total number of hires at the plant to more than 3,000



About Kia Motors Manufacturing Georgia

Kia Motors Manufacturing Georgia Inc. (KMMG) is the first manufacturing site in North America for Kia Motors Corporation based in Seoul, Korea. KMMG is located on 2,200 acres in West Point, Ga., and began mass production of the 2011 Kia Sorento on Nov. 16, 2009. Beginning in 2012, the plant will have the ability to build 360,000 vehicles annually from U.S.-and globally-sourced parts.

Tennessee-Tombigbee Waterway Development Council Welcomes New Members

The Tennessee-Tombigbee Waterway Development Council has welcomed four new members. The new additions include Joe Barker, executive director of the Southwest Tennessee Development District; Larry Hall, transportation manager at Severstal; Craig Stepan, president of Superior Shipping; and Charles A. Knowles, research coordinator at the University of Kentucky. The Council, which complements the Tennessee-Tombigbee Waterway Development Authority, is governed by an independent board of directors and officers elected by its membership. The organization's 200+ dues-paying members represent 15 states.

The Council represents commercial users in the operation and maintenance of the project, and addresses research needs and technical matters that may impact its potential benefits. It advises public entities of action needed to capitalize on the waterway's potential for development. The economic interests of its membership are far-ranging, including industrial development, recreation, tourism and trade.



The Battle of New Orleans

This year marks the 200th anniversary of the beginning of the War of 1812, often cited as “the second American War of Independence,” and the war that decisively freed the United States from Britain's thrall. This month marks the 197th anniversary of the Battle of New Orleans, the last major battle of the War of 1812.

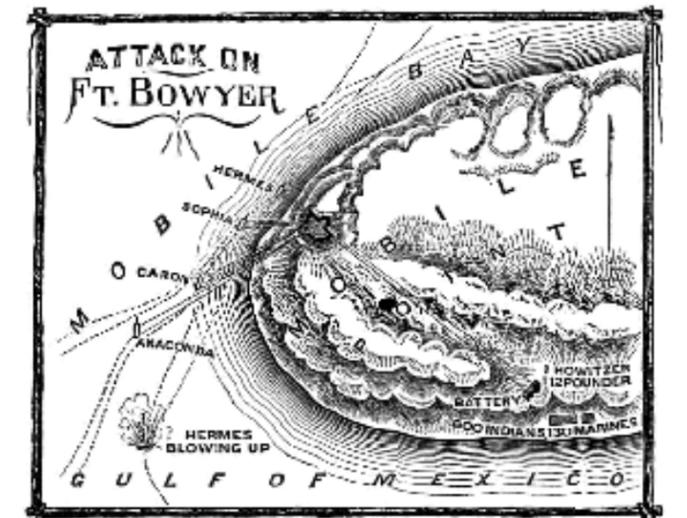
While the U.S. Navy had performed surprisingly well against the Royal Navy, considered to be the finest navy in the world, the young republic had suffered humiliation at the hands of the British: two towns in Maine, as well as areas surrounding the Great Lakes were occupied by the British; the U.S. capitol had been invaded and burned on Aug. 24, 1814; and the blockade of New England ports had all but stopped American foreign trade, leaving some citizens in the Northeast considering seceding from the Union. Despite this, the British populace had also grown weary with the war: John Bull found the taxes levied to pay for the war onerous, and British merchants in Canada and the West Indies who depended on trade with the United States were suffering.

While both parties had sent commissioners to Ghent, Belgium, in early August 1814 to begin peace negotiations, Lord Castlereagh, Britain's Secretary of State for Foreign Affairs, had one more gambit that could prove the decisive move in the war. By capturing the strategic city of New Orleans, it might be possible to take control of the Mississippi River, establish a crown colony in Louisiana, reclaim the lands around the Great Lakes, establish an Indian buffer state between the Americans and British, and restrict Americans to the area between the East Coast and the Mississippi, in effect making them “prisoners in their own land.”

It was a bold plan, and Britain chose from among its finest officers to lead the attempt. Vice Adm. Sir Alexander Forrester Inglis Cochrane, commander-in-chief of the Royal Navy's North American station, would be in overall command of the combined forces, while Lt. Gen. the Honorable Sir Edward Michael Pakenham, commander of British forces in North America, would lead in the field. Both men were outstanding officers, although Cochrane recently had been criticized for his ineffectual efforts at Baltimore in September 1814. Pakenham, famously, was the Duke of Wellington's brother-in-law and had served honorably with him in the Peninsular War. At 37, he was considered one of Britain's finest officers. Lord Castlereagh's plan called for landing British forces at



In August 1814, the United States and the United Kingdom sent commissioners to Ghent to negotiate an end to the War of 1812. Despite the negotiations, Britain was planning a bold move to capture New Orleans and seize control of the Mississippi River.



The British plan called for landing troops at Mobile and marching overland to Baton Rouge. The plan was foiled by a relative handful of men who defended Fort Bowyer at Mobile, repulsing the attack.

Mobile, taking the city and then marching overland to Baton Rouge. From there, the British would attack and take New Orleans. Once the city had fallen, the British Army would proceed up the Mississippi Valley as another contingent of British troops swept down the Mississippi from Canada, effectively cutting off any possibility of westward expansion by the Americans.

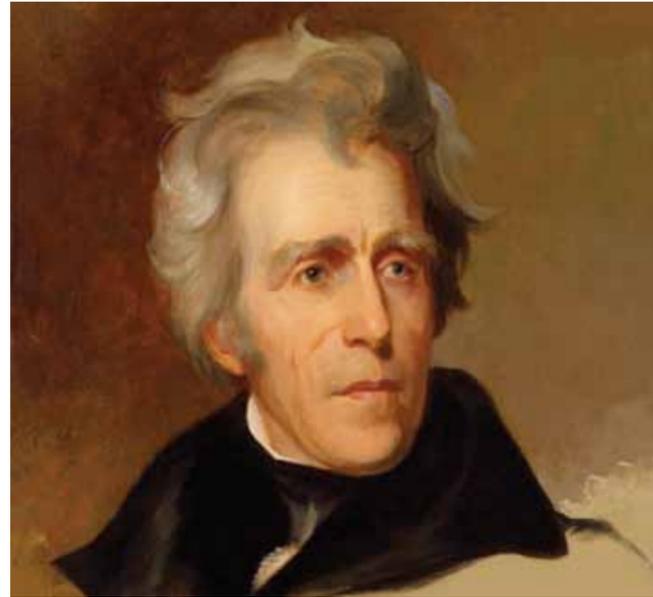


The Royal Navy offered pirate leader Jean Lafitte a commission, a land grant and a cash bounty of \$30,000 if he and his men would fight against the Americans. Lafitte immediately offered his services to U.S. forces.

British Army Lt. Col. Edward Nicholls was dispatched to Spanish-held Pensacola in August to establish a headquarters and to recruit forces to fight the Americans. A few days later, Cochrane sent Royal Navy Capt. Nicholas Lockyer in HMS SOPHIA to the barrier island of Grand Terre, La., to meet with Jean Lafitte, the well-known smuggler, pirate and leader of a band of smugglers who operated from the island of Barataria, located in Barataria Bay. Lockyer presented Lafitte with a letter from Nicholls offering him a captain's commission in the Royal Navy, \$30,000 in cash and the promise of a land grant if Lafitte would "cease all hostilities against Spain, or the allies of Great Britain." Lafitte's men and ships were to be placed under the command of the Royal Navy during the planned attack on the Americans at New Orleans. Lafitte asked for a fortnight in order to attend to his affairs and the following day alerted the authorities in the city. Lafitte wrote, "I may have evaded the payment of duties at the custom house, but I have never ceased to be a good citizen..." He asked that consideration be given to his brother, Pierre, who was in jail in New Orleans, and offered his service to the Americans.

On Sept. 12, a combined British force under the command of Lt. Col. Nicholls launched an attack on Mobile. The force landed nine miles east of Fort Bowyer (site of present day Fort Morgan) and attacked the fort on Sept. 14. Nicholls, ill, observed the action from onboard HMS HERMES. Brevet Capt. George Woodbine, Royal Marines, led 130 men of the Third Battalion of the Royal Marines, plus a force consisting of some 100 Spanish troops and 600 Creek Indians wearing British Army redcoats. American forces, under the command of Maj. William Lawrence, totaled about 120 men – all U.S. Regulars assigned to the Second Infantry Regiment.

The Americans repulsed the land forces, and the following day, the naval forces, led by Commodore William Henry Percy and consisting of the sloops HERMES and CARRON, and the brigs ANACONDA, SOPHIA and CHILDERS, sailed into Mobile Bay. Artillery from the fort opened fire at



Maj. Gen. Andrew Jackson, fresh from victories in the Creek War, commanded forces along the Gulf Coast. After forcing the British from Pensacola, he hurried to New Orleans to prepare the defense of the city.

4:16 p.m. The HERMES closed to within point-blank range and began firing on the fort at 4:30. HMS SOPHIA engaged the fort 10 minutes later. After two hours of bombardment, the HERMES ran aground just under the guns of the fort. Boats from the SOPHIA took off the crew of the HERMES, and Commodore Percy ordered his flagship put to the torch. The ships withdrew to treat their wounded and assess their situation. The British had suffered a total of 32 killed and 40 wounded in the engagement; they had lost a sloop of war; and one brig had sustained severe damage. American casualties included four dead and four wounded. Accepting defeat, Percy weighed anchor and sailed away the following morning. They may not have realized it at the time, but the soldiers at Fort Bowyer had just prevented an overland attack on New Orleans and forced the British to radically change their plans.

Maj. Gen. Andrew Jackson had located his headquarters at Mobile. Following the attack on Fort Bowyer, he reinforced the fort with additional troops and formulated a plan to stop British machinations in Pensacola. Once reinforcements for his own command arrived, Jackson led a force of 4,000 men toward Pensacola, arriving on Nov. 6. Jackson demanded that the British evacuate the forts there and allow U.S. forces to occupy the forts until Spanish troops could man them. The Spanish governor refused to comply, and the following morning saw Jackson attack the city with 3,000 of his men. A line of Spanish troops met the Americans in the center of the city, but after Jackson's men captured the Spanish battery, the Spanish forces surrendered. Jackson ordered the immediate surrender of the city's forts. The British

decamped from all of the forts but not before attempting to flow up Fort Barrancas.

With the British foiled at Mobile and Pensacola, Jackson returned to Mobile and now turned his attention to New Orleans. Jackson departed Mobile on Nov. 21. Whether the citizenry of New Orleans would rally to an American cause was the matter of much debate. The city had been acquired by the United States only 10 years earlier, and the majority of residents were "Creoles," which originally meant Louisiana-born people of French or Spanish descent, or immigrants. Only about 13 percent of the white population were "Americans" who had come to New Orleans from other states and territories. The rest of the populace consisted of slaves, free men of color and Native Americans.

Shortly after his arrival on Dec. 1, Jackson established his headquarters in Royal Street and began an inspection of the city's defenses. On Dec. 8, he held a review of troops in front of St. Louis Cathedral in the Place d'Armes (modern day Jackson Square). Parading before nearly the entire population of New Orleans were Maj. Jean Baptiste Plauché's New Orleans Militia, made up of French and Spanish Creoles and a handful of Americans; Capt. Thomas Beale's Rifle Company, consisting mostly of Americans; the Louisiana Militia, consisting of young men from the outer parishes; Maj. Pierre Lacoste's militia, which consisted of 300 free men of color; a group of immigrants from Santo Domingo (modern-day Haiti) under the command of Maj. Louis Daquin; and a small contingent of Choctaw Indians.

Suffering from dysentery and weary from years of warfare, Jackson addressed the populace through an interpreter, but as he spoke, he seemed resolute and full of vigor, promising the residents of the Crescent City to drive their enemies "into the sea, or perish in the effort." Cries from the crowd of "Vive Jackson!" could be heard. The people of New Orleans would fight the British.

While he initially dismissed Jean Lafitte's men as "hellish banditti," Jackson met with the pirate leader in mid-December and was impressed by the man. He accepted Lafitte's offer of assistance, offering him and his men a "free and full pardon," which was speedily enacted by the Louisiana legislature.

Meanwhile, Vice Adm. Cochrane's fleet of 50 ships had arrived from Jamaica, transporting 8,000 troops, 10,000 sailors, 1,500 Marines and an additional 500 engineers and artillery personnel. Defending the coasts were six small sloops of war, two revenue cutters and two lighthouse service cutters, all under the command of 29-year-old Commodore Daniel Todd Patterson. While Patterson's gunboats were small enough to navigate the shallow Lake



Vice Adm. Sir Alexander Forrester Inglis Cochrane commanded the combined forces at New Orleans. He envisioned an easy victory over the rag-tag force that Jackson had assembled.

Borgne, Cochrane's larger warships had to anchor offshore, some 70 miles from the city. On Dec. 12, British sailors and Marines were dispatched in seven barges to attack the U.S. Lighthouse Service Cutter SEAHORSE at Bay St. Louis. Vastly outnumbered, the sailing master in command of the SEAHORSE ordered his cutter and the battery destroyed after a half-hour engagement to prevent their falling into enemy hands.

On the morning of Dec. 14, a force of more than 40 British barges commanded by Capt. Nicholas Lockyer engaged five American gunboats under the command of Lt. Thomas ap Catesby Jones in Lake Borgne. Despite being outgunned and outmanned, the Americans managed to sink several of the barges before eventually being defeated in the Battle of Lake Borgne. Despite the destruction or capture of most of the American fleet, the British were still forced to row some 30 miles across Lake Borgne in order to land their troops.

On Dec. 23, an advance contingent of 1,800 British soldiers under the command of Gen. John Keane reached the east bank of the Mississippi River, some nine miles below the city. Rather than press an attack, Keane ordered his men to set camp to await the arrival of additional troops. Word reached General Jackson that afternoon, and he hastily drew up a plan of attack, which was carried out under cover of darkness and included a bombardment by the U.S. Revenue Cutter CAROLINA. Casualties were fairly even during the engagement. Although the British managed to rally – and did not retreat – they had been disabused of the notion of an easy capture of the city. Keane, now cautious, held his position and did not advance.

Gen. Pakenham arrived on Christmas Day and complained of the position in which he found his army. His preference was to march into New Orleans along the Chef Menteur Road, but Vice Adm. Cochrane overruled his decision. In the meanwhile, Jackson's men had been busy building breastworks along the Rodriguez Canal, four miles south of the city. The British succeeded in hitting the cutter CAROLINA with hot shot on Dec. 27, destroying her and silencing her guns. British forces probed the line the following day and again on Jan. 1, 1815, which resulted in a three-hour exchange of artillery fire before the British withdrew to await the arrival of the main battle force.

In the early morning hours of Jan. 8, Pakenham ordered the attack. A brigade under the command of Col. William Thornton was delayed by 12 hours by the collapse of a temporary canal and dam, forcing Cochrane's sailors to drag the boats of the assault force through deep mud. The main attack force, approaching Jackson's line at Chalmette Plantation under the cover of darkness and fog, was exposed prematurely when the fog burned off unexpectedly. Jackson's troops were ready and poured fire mercilessly into the neat files of redcoats advancing in precise formation. Troops firing grapeshot from Jackson's artillery pieces included gunners trained by Jean Lafitte's men, and many a Tennessee long rifle belonging to American reinforcements who had joined Jackson's rag-tag defense force now found their targets.

Much of the senior British leadership was killed or wounded early in the engagement, and the 93rd Highlanders suffered high casualties when they were ordered to detach from Keane's column along the river and march at the oblique across the field of battle to join the main force on the right side of the field. Gen. Keane fell wounded as he marched with the Highlanders, and both Gen. Pakenham and his second in command, Maj. Gen. Samuel Gibbs, were mortally wounded by grapeshot. With their officers dead or wounded, the majority of the British troops, many of them seasoned veterans of the Napoleonic Wars, hesitated, unsure of what to do. Jackson's men did not hesitate, cutting down their enemy with deadly fire. Maj. Gen. John Lambert, whose brigade had been held in reserve, assumed command after a bloody 20 minutes and ordered the British troops from the field.

While the main assault had been a disaster for the British, Col. Thornton's brigade, including the 85th Regiment and a contingent of sailors and Royal Marines, had defeated American defenses on the west bank of the river. Nevertheless, it was too little to affect the outcome. British casualties that day included 291 killed, 1,267 wounded and 484 captured or missing. Jackson's forces sustained losses of 13 killed, 39 wounded and 19 missing.



On Dec. 14, Royal Navy sailors and Marines in 42 barges under the command of Capt. Nicholas Lockyer, RN, attacked and defeated five American gunboats in what became known as the Battle of Lake Borgne, opening the way for an amphibious assault against New Orleans.



The main battle occurred on Jan. 8, 1815, when British forces met Jackson's men on Chalmette Plantation. Jackson's artillerists, trained by the pirate Lafitte, and his sharpshooters slaughtered the British as they marched across the field of battle shoulder-to-shoulder. The Battle of New Orleans was the last major land battle of the war, effectively ending British ambitions and freeing the United States from Britain's thrall.

The next day, the British began an unsuccessful 10-day naval bombardment of Fort St. Philip before breaking off the attack and withdrawing on Jan. 18. The British had been defeated in the Battle of New Orleans. The Union had been preserved, and, for the first time, the residents of New Orleans found themselves united as a uniquely American city. News arrived in February that a peace treaty had been signed between the two nations on Dec. 24, a full two weeks before the main battle. Nevertheless, had the British succeeded in capturing New Orleans, the course of history – and the fate of the United States – no doubt would have been different.



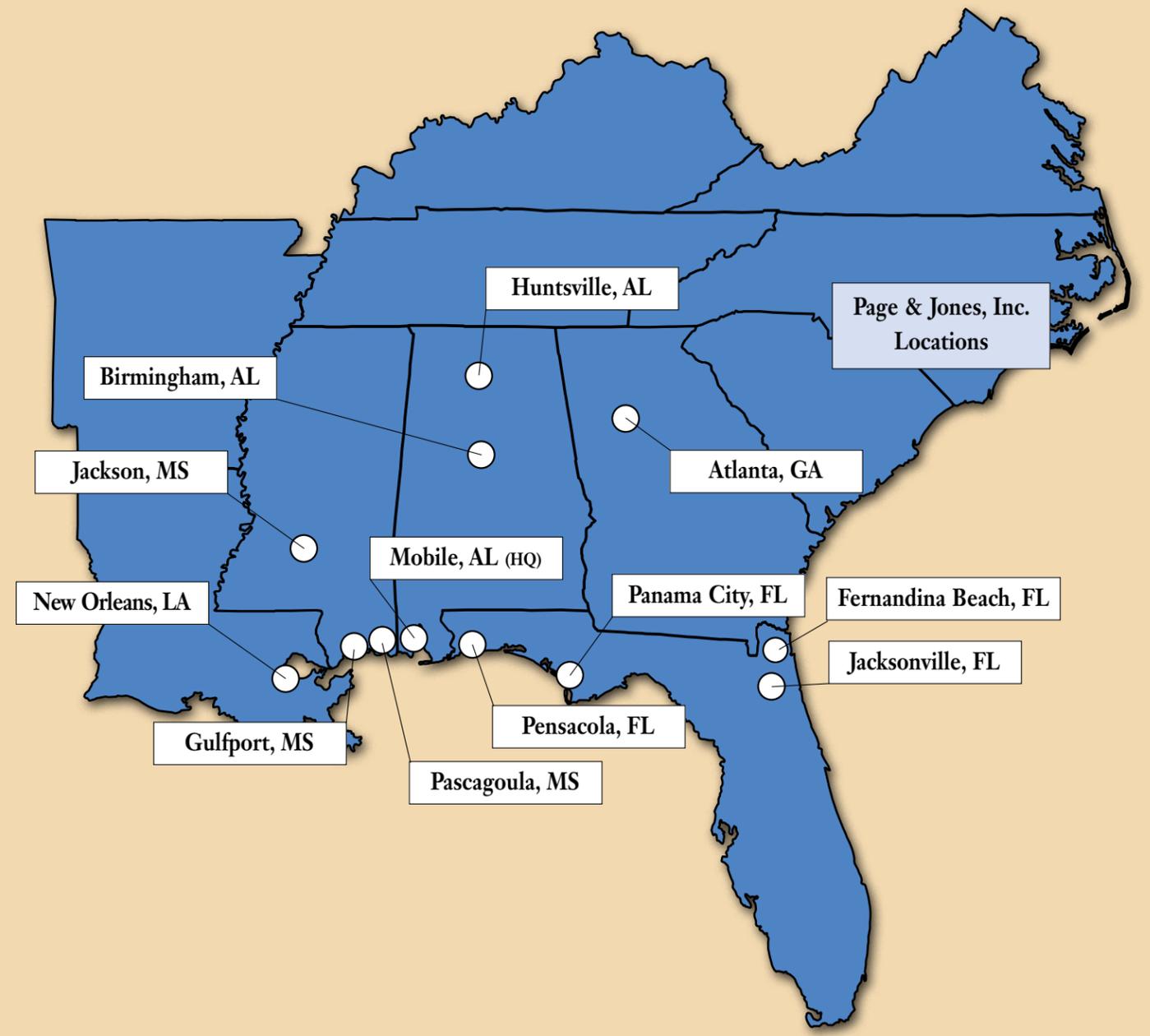
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