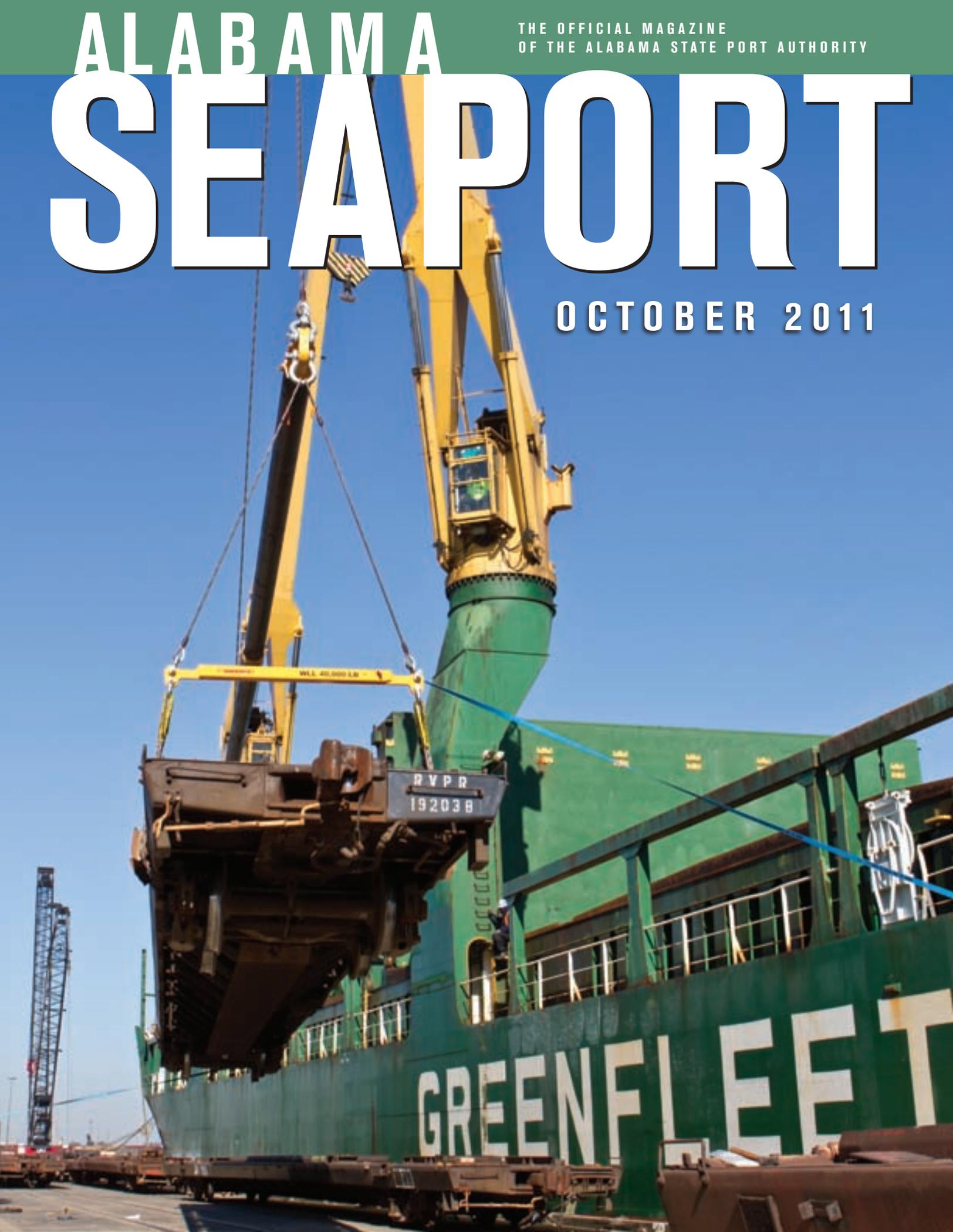


ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

OCTOBER 2011





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ALABAMA SEAPORT

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On The Cover:

Recently, the MV MARINUS GREEN, a Clipper Projects vessel, loaded a shipment of railcars bound for Nouadhibou, Mauritania. The railcars weighed 68,000 tons each. Stevedoring was handled by Premier Bulk Stevedoring and the vessel agent was Seacliff.



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MSC Adds Call at APM Terminals Mobile

Business continues to grow at APM Terminals Mobile, formerly known as the Mobile Container Terminal. Mediterranean Shipping Company (MSC), the world's second-largest containerized shipping company, began calling in Mobile in September. The new service adds more depth to the Port of Mobile's offerings, opening up opportunities previously not available to port clients. Prior to arriving in Mobile, the ship visits Panama, making the Port of Mobile its first call in the United States. Next, it travels to New Orleans and Houston, then on to Altamira and Veracruz, Mexico, and finally Cristobal, Panama.

"It allows us to go into markets our shippers, importers and exporters have not currently been able to get into," said Mark Sheppard, vice president for trade and development for the Alabama State Port Authority (ASPA). For instance, the west coast of South America is now accessible to Mobile clients thanks to MSC's transship hub in Panama. Additional service to Europe via the Mexican ports extends service to the Mediterranean. "For markets the port already services, it will provide additional services," said Sheppard. "Markets we're not in, it will open up."

"Panama is the key to this service," said Brian Harold, director of APM Terminals Mobile. Cristobal is MSC's main transshipment port in Central America, taking cargo anywhere in the world, but primarily the east and west coasts of Latin America and the Far East. Altamira is also an important transshipment port, with vessels from there traveling to Europe, West Africa and the Mediterranean. Veracruz provides a different potential: Auto parts are manufactured in that region, and Harold said "this may provide opportunities for MSC to import cargo for that market to Alabama's many automotive industry businesses."

"It shows the potential this port has," said Harold. "It's not a huge area, but a strategic location for my company. It has a strong import market and a strong export market, and obviously the steamship lines are agreeing with us. It goes to show there is a lot more potential here."

One of the most important variables in the shipping business is transit time. While there are certain locations serviced by both MSC and other carriers, MSC offers better transit times in some instances. Exported cargo includes many of Alabama's top industry products. "We're loading a little bit of everything, but mainly forest products and poultry," said Harold.

MSC's ship will be the fifth vessel offering weekly services to APM Terminals Mobile. The lineup includes Maersk, with two ships that call in Mobile, CMA CGM and Zim Integrated Shipping Services. Adding MSC not only allows more markets to be served out of the Port of Mobile, but it also adds capacity to the area and allows more shippers the opportunity to move materials out of Mobile. "MSC is the second largest container shipper in the world by capacity," explained Sheppard. "Maersk is the first. CMA is the third. All three call in Mobile."



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Sheppard is already marketing the new service. Prior to MSC adding Mobile as a port call, some cargo had to be transported in and out of the area to ports on the South Atlantic. The ability to ship out of Mobile adds both a convenience factor and significant savings on inland transportation costs. "It really gives our shippers and receivers of cargo more options," said Sheppard. "We're excited about it. The more lines that call [here], the more attractive we become." It continues a growth trend at the Port of Mobile—business at the container terminal has grown steadily since its opening in October 2008, despite the nationwide economic downturn.

"One way we'll grow is with existing carriers carrying more cargo and adding services that don't compete with existing services. But if it does in some cases, let the best one win," said ASPA Director and CEO James K. Lyons. "It gives us more container capacity. It's very, very positive and so far has been a big success, just in a short period of time."

Lyons, throughout his career, has worked with the steamship line and had been in discussions with the carrier well before the container terminal opened. To announce the service, after several months of negotiations, APM Terminals Mobile announced the new service in late August and welcomed its new shippers during a Sept. 19 ceremony. Allen Clifford, executive vice president, Mediterranean Shipping Company (USA) Inc., attended in support of the announcement.

He remarked favorably on the terminal, as well as the accommodating nature of the port authority—the stevedores and the local rail services—all of whom were in attendance at the event. "They hope MSC will bring a lot of business to Mobile, which we believe we will," said Clifford.

Mobile fills a niche market on the Gulf Coast for MSC. It also calls in New Orleans, but MSC makes a concerted effort to offer clients the most convenient and closest port to their import/export locations. By adding another major region on the Gulf Coast with an additional port, MSC provides its clients with a choice. "Mobile is a very strategic port, a very important place—not to minimize any other place or any other port authority," Clifford said.

MSC's weekly vessel call also brings with it the potential for more business in the future. Clifford was quick to say this depends on the world economy, the reception of MSC's current and future clients, and business in general, but the company always has growth of its position in the future in mind.

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MSC Reception • Sept. 19, 2011 • APM Terminals Mobile

APM Terminals hosted shippers, agents, brokers, carriers and the Alabama State Port Authority's management at a reception honoring Mediterranean Shipping Company (MSC)'s newly announced service at the Port of Mobile. The MSC Gulf Feeder Service calls at ports located in Mexico and Panama. Chief Operating Officer of APM Terminals (Americas Region) Jack Craig and Managing Director of APM Terminals Mobile Brian Harold welcomed Executive Vice President of MSC Allen Clifford and his team during the Sept. 19 event.



Top left – Brian Harold, managing director for APM Terminals Mobile, opened the welcoming reception at APM Terminals Mobile. Seated (L to R) are James K. Lyons, director and chief executive officer, Alabama State Port Authority; Jack Craig, chief operating officer, APM Terminals (Americas Region); and Allen Clifford, executive vice president, Mediterranean Shipping Company.
Top right – Jack Craig, chief operating officer for APM Terminals (Americas Region), hosted the celebration, welcoming APM Terminals' newest customer, Mediterranean Shipping Company, and other maritime industry guests to APM Terminals Mobile.
Bottom left – James K. Lyons, director and chief executive officer of the Alabama State Port Authority, welcomes Allen Clifford, executive vice president of Mediterranean Shipping Company, to the Port of Mobile.
Bottom right – Following his remarks, Allen Clifford, executive vice president of Mediterranean Shipping Company (MSC), shows guests the APM Terminals Mobile and Alabama State Port Authority plaque welcoming MSC and its new Gulf Feeder Service to the Port of Mobile.

ThyssenKrupp Stainless USA Starts Production of 72-Inch Stainless Steel Flat Products



ThyssenKrupp Stainless USA workers pose with the first roll of 72-inch-wide, flat-rolled steel coils. To date, no stainless steel producers have manufactured 72-inch coils within the NAFTA region, and only small volumes have been imported.

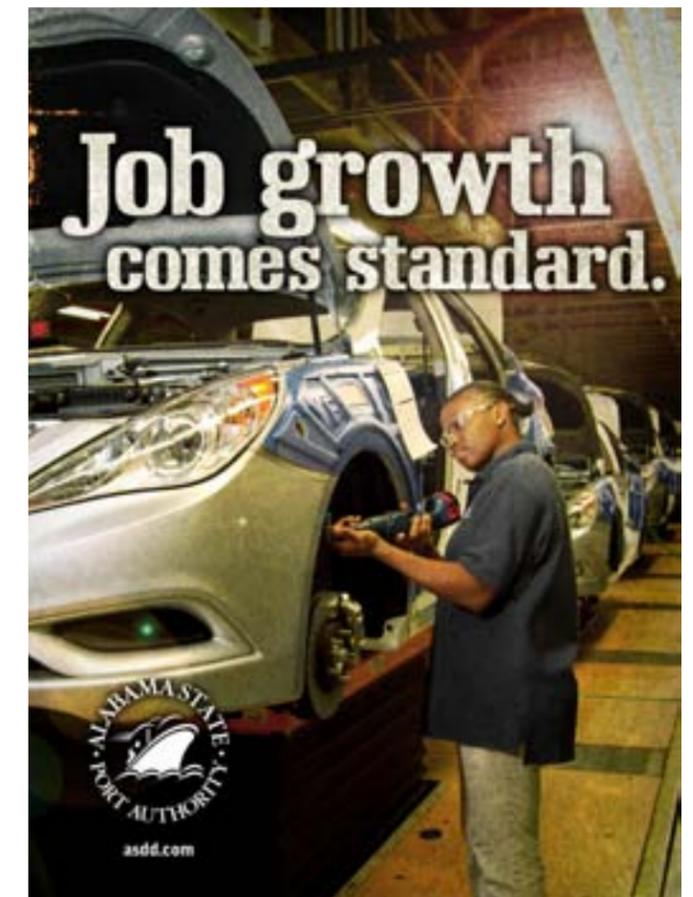
For the first time, customers in NAFTA countries can now buy stainless steel flat products in widths of 72 inches (183 centimeters) produced in the USA. The corresponding units have gone into operation at ThyssenKrupp Stainless USA's Alabama plant and are currently being ramped up. "Both customers and service centers have expressed great interest in 72-inch products. We are the only manufacturer in the USA and the NAFTA region who can offer this width," said Dr. Ulrich Albrecht-Frueh, CEO of ThyssenKrupp Stainless USA, a company of the Inoxum group. "This is an important signal for the market in North and Central America."

To date, no stainless steel producers have manufactured 72-inch coils within the NAFTA region, and only small volumes have been imported. This special size is used, e.g., in the manufacturing of large tanks for the chemical, oil and gas industries, and also for milk tanks. The extra-wide coils and sheet, in part, cut to 36 inches, offering processing and welding advantages for customers. "This addition to our product portfolio gives us a unique selling point in the USA and enables us to move into a new market with great potential," explained Dr. Albrecht-Frueh.

A hot-strip annealing and pickling line, along with a second Sendzimir, or 20-roll, cold-rolling mill, have gone into operation in Alabama to manufacture the 72-inch coils. They have since been ramped up step-by-step, and initial volumes have already been produced. Production began at the Calvert site back in September 2010 with one cold-rolling mill (width: 64 inches, roughly 162 centimeters). To process this cold-rolled strip, a cold-rolled annealing and pickling line, a skin pass mill, and various polishing, slitting and cut-to-length lines were also put into operation.

The additional cold-rolling mill, which has now come on stream, has expanded capacity to over 200,000 metric tons of cold-rolled strip per year. "This further milestone shows that we are making steady progress in the development of our stainless steel location in the USA," said Dr. Albrecht-Frueh.

Construction work on the one-million-ton-per-year capacity melt shop is continuing to proceed on schedule. The first 350-ton teeming crane has already been installed. The melt shop is scheduled to go into operation in December 2012. Until then, the Calvert plant will continue to be supplied with hot band and slabs from the European mills. ThyssenKrupp Stainless USA currently employs around 549 people. In addition to the production facilities in Alabama, the company has a sales office in Chicago which also markets products from the ThyssenKrupp Mexinox cold-rolling mill in San Luis Potosí and from European suppliers.



U.S. Navy Christens New Military Vessel at Austal USA



Retired Chief Warrant Officer 4 Kenneth Wahlman, U.S. Army, ship's sponsor, looks on as his daughter, Staff Sgt. Catherine Wahlman, Army ROTC, Virginia Tech University, assists him in the christening. Mr. Wahlman's wife, Chief Warrant Officer 5 Linda Wahlman, supported the proceedings from afar, while on deployment with the 645th Regional Support Group in Kandahar, Afghanistan.

The Navy recently christened the Joint High Speed Vessel (JHSV) SPEARHEAD during a ceremony at the Austal USA facility in Mobile, Ala.

Retired Chief Warrant Officer 4 Kenneth Wahlman, U.S. Army, ship's sponsor, looked on as his daughter, Staff Sgt. Catherine Wahlman, Army ROTC, Virginia Tech University, assisted him in the christening. Mr. Wahlman's wife, Chief Warrant Officer 5 Linda Wahlman, supported the proceedings from afar, while on deployment with the 645th Regional Support Group in Kandahar, Afghanistan.

The 338-foot-long aluminum catamaran, SPEARHEAD, the ship and nine other JHSVs under contract are ideal for fast, intra-theater transportation of troops, military vehicles, supplies and equipment. They are capable of transporting 600 short tons 1,200 nautical miles at an average speed of 35 knots, and can operate in shallow-draft ports and waterways, providing U.S. forces additional mobility and flexibility.

The JHSVs also have an aviation flight deck to support day and night air vehicle launch and recovery operations. JHSVs have berthing space for up to 146 personnel and airline-style seating for up to 312.

"USNS SPEARHEAD and her MSC crew will be indispensable as they perform critical logistics and fleet support missions around the world," said Rear Adm. Mark H. Buzby, commander of Military Sealift Command (MSC), during his address to an audience of more than 1,200 people, including leaders from the military services, Congress and maritime industry. U.S. Sen. Jeff Sessions served as the principal speaker at the ceremony.

Military commanders will have the flexibility to use the JHSV in a variety of roles to include supporting overseas contingency operations, conducting humanitarian assistance and disaster relief, supporting special operations forces, and supporting emerging joint sea-basing concepts.

The Westpac Express, an Austal-built aluminum catamaran used as a prototype for the JHSV, has, over the past decade, served as a logistical transport for the III Marine Expeditionary Force (III MEF) of the U.S. Marine Corps based in Okinawa, Japan. The Westpac Express paved the way for the JHSV, supporting disaster recovery operations after the Indian Ocean earthquake and tsunami in 2004, and the Japanese earthquake and tsunami this year.

Upon delivery to the MSC, SPEARHEAD will be designated as a United States Naval Ship (USNS), and will have a core crew of 21 civilian mariners who will operate and navigate the ships. The first four JHSVs—including SPEARHEAD—will be crewed by federally employed civil service mariners, and the remaining six will be crewed by civilian contract mariners working for private shipping companies under contract to MSC. Military mission personnel will embark as required by the mission sponsors.

"Flexibility may be the best attribute of this ship," said civilian Capt. Douglas D. Casavant Jr., SPEARHEAD's civil service master who has been sailing for MSC for 22 years. "Our 20,000-square-foot mission bay area can be reconfigured to quickly adapt to whatever mission we are tasked with, for instance, carrying containerized portable hospitals to support disaster relief or transporting tanks and troops. It's going to be very interesting working with the fleet commanders to develop the ship and see how we can best support all of the services," said Casavant. "This is going to change the way a lot of people think about moving equipment and personnel."

Construction of the JHSV began in July 2010. As a world leader in the design and construction of customized aluminum and defense vessels, Mobile, Ala.-based Austal USA employs more than 2,000 employees. "Our workforce is our foundation. We have the finest ship designers and builders in the country, and their dedication to this project and others is immeasurable," said Joe Rella, Austal USA president and chief operating officer.

Austal USA is Mobile's largest industrial employer with 2,000 shipbuilders. SPEARHEAD was the first ship built from modules fabricated entirely in Austal's state-of-the-art Module Manufacturing Facility. The company is in the midst of a \$160-million facility expansion and plans to nearly double its workforce to complete an estimated \$5.2 billion in contracts with the U.S. Navy.

Following acceptance trials, delivery to the Navy and operational testing, SPEARHEAD will be based in Little Creek, Va., and is expected to begin conducting missions for the Navy in the first quarter of fiscal year 2013.



The platform group for the christening of the JHSV SPEARHEAD gathers in the Mobile Convention Center prior to the christening of the vessel.



Construction of JHSV SPEARHEAD began in July 2010. As a world leader in the design and construction of customized aluminum and defense vessels, Mobile, Ala.-based Austal USA employs more than 2,000 employees.





Birmingham Customer Appreciation Reception • Oct. 3, 2011

1. Chuck Beveridge, ACIPCO; Andy Whitlow, ACIPCO; Brad Monk, ACIPCO; Rance Wetzel, ACIPCO; and George Nahas, CG Railway 2. Jimmy Lyons, ASPA; and Rep. Bill Roberts 3. Sidney Hoover, EDPA; Rick Davis, Birmingham Business Alliance; and Ron Scott, EDAA 4. Zemmie Murray, Richard Murray & Co.; Bobby Satter, Page & Jones; Ron Ackerman, International Shipholding; Jim Darnley, SSA; Chuck Camp, ASPA; and Mike Lee, Page & Jones 5. John Grant, Thompson Tractor; Tom Delaney, APM Terminals; Mike Fields, ASPA board member; Terah Huckabee, Parker Towing; and Mark Sheppard, ASPA 6. Tim Williams, ASPA TRR; Shawn Blanchard, CSX; and Mike Russell, ASPA TRR 7. Winchester Thurber, Norton Lilly; John Fountain, Crescent Towing; and John Turner, Jr., Regions Bank 8. Skeeter McClure, Volkert & Associates; and Debra Fox, Marengo EDA 9. Mac McPhillips, Richard Murray & Co.; David Usher, TradeLanes; Kurt Sumrall, TradeLanes; and Christina Simpson, Mobile Area Chamber of Commerce 10. Capt. Kenneth Ivery, U.S. Coast Guard; and Al Stanley, ASPA board member 11. Mark Kenny, Southern Co.; Charlie Haun, Parker Towing; Rick Simon, Louis Dreyfus Highbridge Energy; and Melvin Barnett, ASPA 12. Ben Rankin, Mid-Continent & Coke; and Mike Landsell, Walter Coke 13. Brooks Wilbourn, Kuenhe-Nagel; and Craig Callis, Paccar Engine Co. 14. Jeff Traywick, Birmingham Business Alliance; Patrick Murphy, Birmingham Business Alliance; and John Stivender, Brasfield & Gorrie 15. Mike Hackmeyer, Norton Lily International; Nick Ryan, LaFarge; and Tom Leatherbury, CSA 16. David Cooper, ASPA board member; George Wilbanks, Drummond Coal; and John McClellan, Drummond Coal Sales 17. Greg Adams, Custom Marketing; Walter LaGroue, Custom Marketing; and Dennis O'Brien, Custom Marketing 18. John Grant, Thompson Tractor; Tobie Sheils, Thompson Tractor; Larry Downs, ASPA; Hamilton Moody, Thompson Tractor; and Doug Roberts, T. A. Hall Contractors 19. Ted Lee, NSA Agencies; Britt Tuggle, U.S. Steel; Chris Bair, USS Raw Materials; Jeff Gage, U.S. Steel; Joseph Bridges, T. Parker Host; Chris Kitson, NSA Agencies; and Adam Anderson, T. Parker Host 20. Mike Landsell, Walter Coke; John Murray, Cooper/T. Smith; Clint Carpenter, Jim Walter Resources; Richard Walker, Walter Energy; and Ben Rankin, Mid-Continent Coke 21. Richard Weavil, ASPA board member; Wayne Walker, Alabama Dept. of Agriculture; Maria Mendez, ASPA; and Commissioner John McMillan, Alabama Dept. of Agriculture 22. Michael Douglas, Premier Bulk Stevedoring; Dennis Steul, Drummond Coal Sales; Vicky Nelson, Premier Bulk Stevedoring; and Randy Hancock, Drummond Coal Sales 23. Andy Whitlow, ACIPCO; Marx Nicholson, ASPA; Rance Wentzel, ACIPCO; Brad Monk, ACIPCO; and Shawn Blanchard, CSX 24. Raymond Dearmon, ASPA; Mike Fields, ASPA board member; Connie Hudson, ASPA board member; Randy Craver, Walter Energy; and Skeeter McClure, Volkert & Associates 25. Ben Smith, S/M Transportation Coke; and Matt McWhorter, NAFTA Gulfbridge 26. Jeff Allen, Global Stevedoring; Mike Richardson, Richardson Stevedoring; George Nahas, CG Railway; and Todd Sirmon, Global Stevedoring 27. Charlie Haun, Parker Towing; Brad Ojard, ASPA; and Jared Phillips, Parker Towing



Coming Soon to Mobile – The American Association of Port Authorities’ 101st Annual Conference

The American Association of Port Authorities (AAPA) has chosen the Port of Mobile as the location for its 101st annual meeting. The 2012 conference will attract over 800 delegates, industry experts, vendors and guests to the Port City. The conference will be held Oct. 20–27, 2012.

“We are so excited to host this event in Mobile,” said James K. Lyons, director and CEO of the Alabama State Port Authority (ASPA). “The Port is steadily growing and advancing the maritime industry in the region. This is a fantastic opportunity for us to show the world that Mobile does in fact compete on a global level.”

“AAPA is extremely excited that the grand finale of our yearlong Centennial Celebration will be hosted by the Port of Mobile, one of the 11 Charter Members of the AAPA that participated in the very first meeting in December of 1912,” said AAPA President and CEO Kurt Nagle. “Conducting this momentous program in the historic and delightful port city of Mobile is most fitting, given its long history of active participation in the AAPA; its sizable infrastructure investments positioning the Port well for the future; and, as the location of America’s first Mardi Gras in 1703, Mobile clearly knows how to celebrate significant events!”

The AAPA is comprised of port authorities from the U.S., Canada, Latin America and the Caribbean. Conference events will highlight recent investments made by the ASPA, such as the Pinto Island Terminal that was built specifically for ThyssenKrupp AG to transfer steel slabs from ocean-going vessels up river to its plant in Calvert, Ala. APM Terminals Mobile, along with other upcoming renovations and construction projects, will also be showcased.

“The AAPA selecting Mobile as the site of the 2012 Annual Convention shows that what we are doing here can be emulated around the world. Our Port has played a major role in nearly every major economic development project that we have taken on recently, which has brought thousands of jobs to the Mobile area,” said Mobile Mayor Sam Jones.

Guests of the event will stay in downtown hotels, visiting many locations throughout the city and metropolitan area as they attend conference sessions and events.

“The AAPA is a very prestigious association with members from all over the world,” said David Randel, interim president

of the Mobile Bay Convention and Visitors Bureau. “It is a great opportunity to display what our port can do. The city has made a major investment to bring this association to Mobile. We are very honored and excited. It will take a city effort to make this a success.”

Earlier this year while attending this year’s conference, the ASPA hosted a reception at the Seattle Aquarium in Seattle. More than 650 delegates, exhibitors, staff and guests attended the ASPA’s 2012 AAPA Host Port Reception held at the Seattle Aquarium, overlooking Puget Sound’s Elliott Bay.

During the over two-hour-long reception, guests were treated to Alabama coastal specialties such as shrimp and grits, pralines, and Mobile’s very own Mardi Gras throw, the Chattanooga MoonPie. The entire aquarium was open to the AAPA conventioners, providing both an interactive and passive excursion of the Pacific Northwest’s aquatic culture. The Seattle Aquarium is the nation’s seventh-largest, hosting more than 800,000 visitors each year.

AAPA delegates, exhibitors, staff and guests were greeted by ASPA board members and management at Pier 59, and led to the viewing decks overlooking Elliott Bay. From there, ASPA officials welcomed guests in the Great Hall, which featured a large floor-to-ceiling aquarium filled with aquatic species from Washington state’s Pacific waters. The Great Hall also featured a full-length feature video inviting conventioners to the AAPA 2012 Annual Convention and showcased beautiful, revitalized downtown Mobile, the USS ALABAMA, Bellingrath Gardens, Robert Trent Jones Golf Trail and Alabama’s sugar-white beaches. The convention was not over at this point—nor was the recognition of the Port of Mobile.

While in attendance at the event, the ASPA was awarded the AAPA’s top honor in engineering for innovation and handling technology deployed at the ASPA’s Pinto Terminal. “The Alabama State Port Authority was very honored to receive this award,” said Jimmy Lyons, director and CEO of the ASPA. “We have an excellent team of engineers and operations managers who developed a terminal concept designed to reduce handling and costs associated with transitioning steel slab from ocean-going vessels to barges. It is good to receive recognition from our peers on these achievements.”



The Pinto Terminal at the Port of Mobile was designed to reduce handling and costs associated with transitioning steel slab from ocean-going vessels to barges for transport to ThyssenKrupp Steel USA LLC’s mill, located 43 miles north of the terminal on the Tombigbee River. “Optimizing technology and reducing operating expenses were the primary objectives for this terminal and a driving factor in recruiting a major industry to our region,” said Lyons. Innovations at Pinto Terminal can be seen on the Pinto Terminal Video at asdd.com.

The resulting terminal layout consists of a 45-foot draft, 1,050-foot-long ship berth, a slab storage yard, and barge-handling slip positioned between the ship’s berth and shore-side storage yard. The three post-Panamax ship-to-shore cranes measure 200 feet high in operating position with a rail gauge of 120 feet. Each crane’s boom has an outreach of 150 feet and a back reach of 165 feet. The cranes carry a 78-metric-ton maximum capacity and are equipped with magnet lift devices capable of lifting steel slabs weighing up to 36 metric tons. These magnets are the first to be utilized in any ship-to-shore cargo handling operation in North America.

Another key feature of the Pinto Terminal is the uniquely designed barge haul system. This system is another first for the marine terminal industry with three units that independently and simultaneously control three barges during cargo-loading operations. Today’s barge haul systems require barges be lashed or tethered during loading or unloading; and simultaneously move through the barge haul system. Pinto Terminal’s independent action allows the cranes to load barges independently creating a more efficient system of loading.

Technology also extends to the Port Authority’s use of Radio Frequency Identification (RFID) technology at the terminal. The RFID system is capable of identifying and recording each slab, which can vary in size, weight and metallurgy. The RFID technology allows the crane operator’s computer to communicate directly with the customer to identify steel slabs needed for production at the steel mill. “This technology really streamlines cargo-handling operations as it allows for inventory tracking and extremely efficient delivery to the plant,” said Lyons.

Pinto Terminal’s annual throughput capacity is about 5 million tons with a slab storage yard capacity of 150,000 tons. At full production, ThyssenKrupp will process some 5.1 million tons of carbon and stainless steel annually and employ 2,700 people. Following ThyssenKrupp’s May 2007 decision to build in Calvert, Ala., the ASPA had until December 2010 to complete a steel-handling terminal that would accommodate post-Panamax vessels carrying some 4.1 million tons of

inbound carbon steel slab annually from Brazil and Germany, and transload the slab to inland river barges bound for the mill’s processing line on the Tombigbee River.

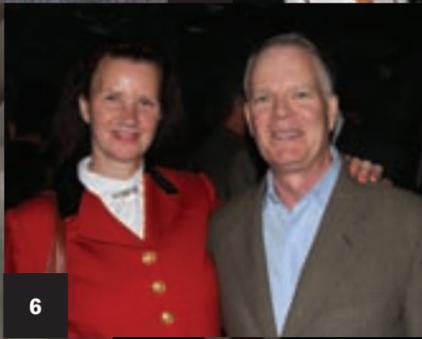
“Jimmy Lyons’ and the ASPA’s decision to build the Pinto Island Terminal was the key factor in securing ThyssenKrupp for Mobile,” said Troy Wayman, vice president of economic development for the Mobile Area Chamber of Commerce. “The AAPA Convention coming to Mobile shows that our port is finally being recognized as the major player that it is in the maritime world.”

“We are very excited to share our great port with others from around the nation and beyond during the AAPA Annual Convention. With our strategic location along the central Gulf Coast, Mobile, Alabama, is the perfect venue for the AAPA to continue its mission of connecting their represented communities with the global transportation system,” said Mobile Mayor Sam Jones.

The ASPA board of directors voted a few months ago to allocate up to \$1.2 million for its staff to organize and promote the event. Most of the Port’s expenses will be paid back in registration fees, sponsorships and advertising revenues. The ASPA will have a short amount of time to plan an event of this prominence, since its anticipated 2015 bid was moved up to 2012.



The Alabama State Port Authority was recognized for achievements in innovation at its Pinto Steel Terminal during the American Association of Port Authorities’ 2011 Annual Meeting Awards Luncheon held in Seattle. Kurt Nagle, president of the AAPA, presented the Association’s Facilities Engineering Award to James K. Lyons, director and chief executive officer of the ASPA. Pictured (L to R) are Mike Fields, ASPA board member; Connie Hudson, president of the Mobile County Commission; James K. Lyons, president and chief executive officer of the ASPA; Kurt Nagle, president of the AAPA; and David Wallace, Shaw GBB (Alabama State Port Authority’s consulting engineer for Pinto Terminal).



ASPA Reception at Seattle AAPA Conference Seattle Aquarium • September 13, 2011

1. AAPA Booth 2. Mike Fields, ASPA board member; Steven Rothberg, Mercator International; and Aaron Ellis, AAPA 3. Aaron Ellis, AAPA; Susan Montevondo, AAPA; Adolph Ojard, Duluth Seaway Port Authority; and Jean Godwin, AAPA 4. Jodie Dailey; Peter Dailey, Port of San Francisco; and Ed O'Connell, AAPA 5. Steve Cernak, Port of Galveston; Jimmy Lyons, ASPA; Dana Chaney; and Grady Bryant, Gallaghan Bryant & Assoc. 6. Betsy Reis; and Daniel Reis, NTELX 7. Scott Sherman; and Darren Wright, NOAA 8. Tony Fernandez, Phoenix Products Co. Inc.; Betty Ann White, Port of Pascagoula; and Warren Gautier, Port of Pascagoula 9. Carlos Valero, ESL Power Systems; Rob Thompson, Cavotec USA Inc.; Michael Hellmers, ESL; and Michael Larkon, Cavotec USA Inc. 10. Meredith McRoberts, McRoberts Maritime Security; Ravi Singhania, Port of Freeport; Bill Terry, Port of Freeport; Lee Terry; Peggy Krester; Paul Krester, Port Of Freeport; and Charles Hausmann, Calhoun Port Authority 11. Mike Field, ASPA board member; Connie Hudson, ASPA board member; and Jimmy Lyons, ASPA 12. Janis Rhodes, Kimley-Horn & Associates; and Emily Meador, Kimley-Horn & Associates 13. Rick Revoir, Duluth Port Authority; Tony Jueneman, Zepol Corp.; Mark Segner, Zepol Corp.; and John Hunter, Port of Pascagoula 14. Ed O'Connell, AAPA; Mary Beth Long, AAPA; Scott Brotemarkle, AAPA; and Cindi Herperns, Alliant Insurance Services 15. Carlos Enrique De le Cerda Zelada, Comision Portuaria Nacional; Stan Payne, Cañaveral Port Authority; and Carlos Enrique Claverie Diaz, Comision Portuaria Nacional 16. Charles Hendrick, CH2M Hill; Beth Battles; and John Corley, CH2M Hill 17. Allen Domaas, Nordic Star Services; Sharon Domaas; and Michael Rallon, U.S. Army Corps of Engineers 18. Rick Revoir, Duluth Port Authority; Kurt Nagle, AAPA; Alicia Fuentes, AAPA; Kerry Simpson, URS Corp.; and Jimmy Lyons, ASPA 19. Steve Rauker, Duluth Port Authority; Julie Houston; Philip Hadfield, URS; and Ken Friman, URS 20. Scott Fredrick, Phoenix Products Co. Inc.; Ryan Hertel, Phoenix Products Co. Inc.; Tony Fernandez, Phoenix Products Co. Inc.; and Evan Matthews, Quonset Development Corp. 21. Clare Singleton, Skansta USA Civil; Joe Howers; and LaQueitta Harrington 22. Steve Wanders, CH2M Hill; John Corley, CH2M Hill; Charles Hendrick, CH2M Hill; Ruth Battles; and Wade Battles, Atkins 23. Warren Gautier, Port of Pascagoula; and James Colmer Jr., Port of Pascagoula 24. Paul Scott Abbott, AAPA; Letricia Saenz, Cardiso; Aaron Ellis, AAPA; and Alvaro Sanabria, Cardiso



PORT CALLS:

Experience Alabama's Rich History on the Civil War Trail



With the recent publication of The Civil War Trail brochure, tourists and locals alike are provided with a detailed tour guide to keep handy while traveling through some of the South's most cherished Civil War sites. With festivals, monuments and historic homes to see, there's no better way to celebrate the 150th anniversary of the Civil War than to visit these history-laden locations and actually stand where soldiers stood all those years ago.

Nestled on the banks of the Alabama River, Selma, Ala., is home to a wealth of landmarks and scenes that resonate with Civil War enthusiasts. Heralded for its role as a production center during the War, the town still houses many of the wartime-manufactured munitions at the Joseph T. Smitherman Historic Building. The three-story red brick building with its four emblematic white columns served as a hospital for wounded and sick Confederate soldiers during the War Between the States. It is said that the benevolent service provided within the walls of the Joseph T. Smitherman Building even inspired Federal General J.H.

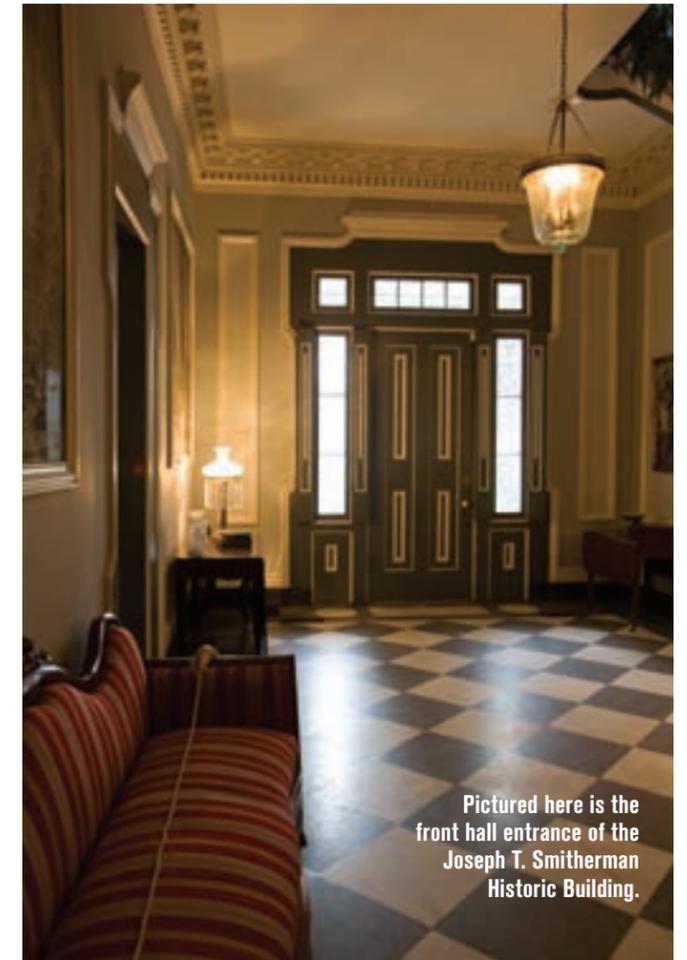
Wilson to spare the structure when his troops stormed the arsenal of the Confederacy in early April of 1865. The Joseph T. Smitherman Historic Building now exists as a museum. Guests are treated to a plethora of Civil War-era relics including coins, stamps and old glass. Much of the ammo on display was salvaged from the Alabama River and provides those looking on with a sense of what sort of weaponry was used during the Civil War. The house has been restored to its original mid-1800s appearance with period furniture, lush red carpet and an ornate crystal chandelier. In visiting this Selma historic site, visitors are given the unique opportunity to witness wartime materials in the city where they were produced.

While venturing through Alabama on the Civil War Trail, the Gorgas House is a must see for its diverse history and resilience. Located on the campus of The University of Alabama in Tuscaloosa, this is one of the only places that managed to survive Union burning attacks during the War Between the States. The structure was built in 1829 and

originally served as a dining hall and steward's residence, according to Gorgas House Director Erin Harney. "The University has taken huge steps to make it a cornerstone, which ties in with the fact that it was the first structure to be built on campus. It has served various roles, and it's amazing that this one building has seen the entire history of the University," noted Harney. In addition to being the oldest building on campus, Josiah Gorgas, for whom Gorgas House is named, played a crucial role for the South during the Civil War. During the War, he served as chief of ordinance for the Confederate Army, creating and running the weapons and ammunition department. Harney encourages people to view the house as a means of stepping back into the 1800s to "really see what life was like then." The interior of the Gorgas House was renovated in 2005 to reflect the décor of the time period, with the downstairs altered to mimic the color scheme it employed during the Civil War. "The house itself is absolutely gorgeous," she said. Harney also mentioned the structure's recently re-landscaped lawn, stating, "A landscape architect scoured old news articles to find out which plants would've been growing in Alabama during the 1800s. They've really tried to recreate the look and feel of the house at the time when the Gorgases were its occupants." The newly re-introduced plants and shrubs, coupled with the remodeled interior of the house, make this museum a wonderful way to travel back to the Civil War years, if only for an afternoon. "It really takes a little piece of the campus back in time," stated Harney.

In Double Springs, Ala., there stands an inimitable monument commemorating the Alabama county that refused to join the Confederacy. The Dual Destiny Monument speaks to the internal struggles of a Civil War soldier. The statue is a half-Yankee, half-Rebel soldier and serves to commemorate Winston County's "Free State" status during the Civil War. The soldier's clothes are worn, his sword is broken, and his outfit signifies the dichotomous fate of Winston County. Most of Winston County's residents during the War suspected that the Confederacy had ulterior motives of simply maintaining political control of the wealthy planter class, thus causing them to exist mainly as a neutral area of the state. With few slaves and a strong opposition to the Confederacy, Winston County remained disassociated with the Southern troops. The result was devastating to the area as Confederate Home Guards and Union men warred within the county, inevitably decimating property and farm land. Today, the monument in Double Springs stands in front of the Winston County Courthouse, reminding those who pass it of the county conflict that occurred amidst the war happening between the North and South.

For a fascinating, family-friendly Civil War Trail experience, stop by the Old Baker Farm in Harpersville, Ala. The farm is



Above left—Shown here is the fourth-generation farmhouse located at the Old Baker Farm.

Above right—Old Baker Farm in Harpersville, Ala., showcases Civil War reenactments during their annual Cotton Pickin' Festival and boasts an entrenchment used by Confederate soldiers.

owned and operated by Jerry Baker, a fourth-generation cotton farmer. According to Baker's wife Pam Baker, a self-proclaimed "farmer's wife," the Old Baker Farm is the oldest homestead in Shelby County and is home to a Civil War entrenchment that Confederates used for shelter during various battles. "We didn't know what it was at first, but then we found out that it was essentially a dirt fort built to protect the Confederates from Union soldiers. We're lucky that this area was spared by

the Northern troops, so now we can share it with the public," she said. The property boasts a farmhouse, pumpkin patch and around 13 acres of USDA-allotted cotton land. During October, the Baker family holds their annual Cotton Pickin' Festival where visitors are treated to an opportunity to hand-select what was once the South's most lucrative crop. "We sit baskets out, and families can pick the cotton. We take that to the cotton gin, where it is then taken to a marketing farm and sold. It's a great way for people to see how farmers made their living in the Civil War period," said Baker. She mentioned that the rich, red soil of Shelby County is famous for growing cotton, noting, "If you can't grow cotton in Shelby County, you can't grow cotton anywhere." In addition to being able to pick cotton, the festival features Civil War re-enactments, mule-driven wagon rides, live bluegrass and gospel music, a corn and hay maze, and what Mrs. Baker swears is the "best homemade kettle corn and barbeque you've ever tasted." The Bakers encourage guests to stop by and experience acres of living history. "It's a quaint, lovely old farm, and people always have a great time," said Baker. The Cotton Pickin' Celebration occurs in late October and is open from 9 a.m.–5 p.m. For more information about Old Baker Farm or the Cotton Pickin' Celebration, visit oldbakerfarm.com or call 205.672.7209.

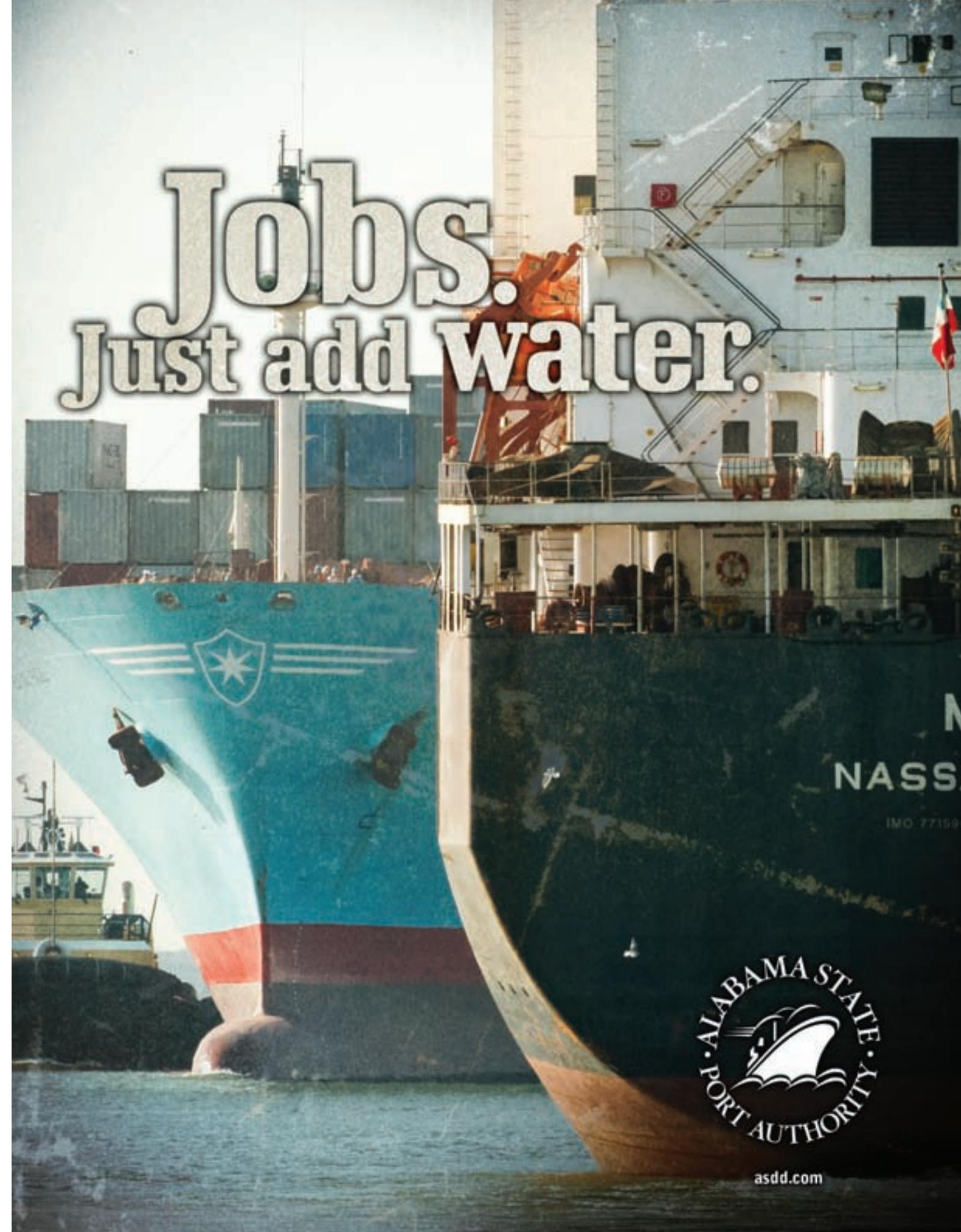
From cotton fields to historic homes, Alabama's history is as rich as its deep red clay. Honor the 150th anniversary of the Civil War by stopping by these and other intriguing attractions in Alabama the Beautiful. For more information, you can pick up The Civil War Trail brochure at any of the eight welcome centers in the state, or you can print one at www.alabama.travel.



The Joseph T. Smitherman Historic Building features various Civil War-era relics such as stamps, ammunition, coins and glass. This gold parlor is filled with period furniture, providing a sense of what this room would've looked like in the 1800s.



Pictured here is the Gorgas House in Tuscaloosa, Ala. Recently, the structure's lawn and flora have been re-landscaped to reflect the types of plants that would've grown there during the 1800s.



asdd.com

General Motors and ThyssenKrupp Castors Tour Pinto Island Terminal

Pictured (L to R) - Chuck Camp, ASPA; Alan Pearson, General Motors; Chad Cannon, General Motors; Matt Tomczak, ThyssenKrupp; Jim Harpster, ThyssenKrupp; Jason Coryell, General Motors; David Bray, ASPA; Andy Ptashnik, ThyssenKrupp; George Beck, ThyssenKrupp; Domenic Micheli, ThyssenKrupp; and Bobbie Hesley, ThyssenKrupp



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EPA Provides Funding in Clean Diesel Upgrades – Alabama State Port Authority To Reduce Diesel Emissions at Its Terminal Railway

EPA Region 4 recently awarded a \$953,921 grant to the Alabama State Port Authority (ASPA) to improve air quality by rapid deployment of clean diesel technologies. This was made possible through assistance funding from the Diesel Emissions Reduction Act (DERA) of 2010. The ASPA will use \$1.5 million to repower a current 1980 GM EMD MP-15 diesel-electric switching locomotive with state-of-the-art GenSet technology. The repowered locomotive will utilize EPA-certified off-road industrial diesel engines that meet the EPA's locomotive emission regulations for 2012 under Tier 3. With the addition of diesel particulate filters, the locomotives will then meet Railroad Tier 4 compliant standards established by the EPA and are recognized by the California Air Resources Board as an Ultra-Low Emitting Locomotive (ULEL). Upon receiving the Notice of Funding, the ASPA estimates the locomotive conversion will take approximately six to eight months to complete.

The project will retrofit one of 10 locomotives that power the public seaport's shortline railroad at the Port of Mobile. The ASPA Terminal Railway provides switching services for five national railroads, rail ferries and manufacturers located at the Port of Mobile. Both the EPA and the ASPA continually seek out programs such as DERA that leverage significant resources to reduce diesel emissions, improve public health and promote clean diesel technology. "EPA is pleased to support the Alabama State Port Authority's actions to improve air quality and public health for the citizens of



Mobile," said EPA Regional Administrator Gwen Keyes Fleming. "Reducing diesel emissions will bring cleaner, healthier air for workers and surrounding neighborhoods."

James K. Lyons, director and chief executive officer for the ASPA, was appreciative of the opportunity provided by the EPA. "The grant will accelerate our efforts to reduce diesel emissions and compliments a number of emission reduction efforts in the seaport," stated Lyons. To date, the Alabama State Port Authority has converted to flex fuel and hybrid vehicles in its police and administrative vehicle fleets, and has deployed electric cranes and lift machinery in its new terminals in an effort to reduce the port's overall carbon footprint.

Diesel engine exhaust has been linked to health risks, including aggravated asthma and other respiratory symptoms. The Port Authority's goal is to significantly reduce existing nitrogen oxide, particulate matter and hydrocarbon locomotive emissions by up to 95 percent; and reduce fuel consumption by 50 to 70 percent with this locomotive repower. Due to the ULEL's highly favorable economic impact on fuel savings, tractive effort capability, noise reduction and reduced maintenance cost, the Port Authority will realize a fast overall return on investment, which will allow future budget allocations for additional locomotive repowers. "This program and the EPA grant help us aggressively pursue emissions reduction associated with our rail operations," said Lyons.



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Alabama State Port Authority Trade & Development Interns Complete Program

Students from Alabama colleges and universities participated in the Alabama State Port Authority's (ASPA) Trade & Development Internship Program. Intern assignments included market research on exporters and importers, preparing reports on trade statistics, and updating the Port Authority's customer data base. Pictured (L to R) are Todd Jones, director of trade development, ASPA; Kathleen Hammons, University of Alabama; Sean Christie, Spring Hill College; Jamie Smith, University of South Alabama; Emily Newton, Spring Hill College; Mark Sheppard, vice president, trade & development, ASPA.



Benin Delegation



James K. Lyons, director and CEO of the Alabama State Port Authority (ASPA), hosted a delegation from the Republic of Benin and the Port of Cotonou. Meeting with the director and Mark Sheppard, vice president of trade and development, was Pascal Yves Assogba, minister counselor of the Embassy of the Republic of Benin; Maroufou Alli Tiamiyou, charge de missions for the Port of Cotonou (Benin); Landry Quenum with the Embassy of Benin in Washington, D.C.; and Eusèbe Agbangla, director of America at the Ministry of Foreign Affairs in Benin.

The Beninese delegation has met with the ASPA several times over the years in conjunction with the Alabama-Benin Forum. The ASPA and the Port of Cotonou discussed port operations as well as best practices for port security through training programs overseen by the U.S. Department of Homeland Security. The Port of Cotonou's larger vision is to improve the security and functionality of Benin's growing seaport and to boost trade between Benin and the United States.

To learn more about Benin, visit state.gov/r/pa/ei/bgn/6761.htm.



L to R: Joel Daves, South Alabama Area President; David Cooper, Board of Directors Regions Financial Corporation; John Turner, Central Region President; Bill Seifert, Chairman of South Alabama Advisory Board

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MV PELICAN ARROW Makes Maiden Voyage

Pictured (L to R) - Maegan Cloutier, Gearbulk; David Karasz, Gearbulk; Capt. Eduardo H. Abiga, MV PELICAN ARROW; Bill Inge, ASPA; Webb Winsor, Inchcape Shipping Services; and Swepson Fraser, Inchcape Shipping Services



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Against the Sea

Air Force First Lieutenant Louis “Lucky Louie” Zamperini headed toward the gate with a couple of fellow officers. He was looking forward to a little R&R in Honolulu, and no one could blame him after what he had been through.

Zamperini had been the bombardier onboard a *B-24 Liberator* nicknamed *Super Man*. The aircraft and crew had participated in the bombing of an airfield and phosphate works on the occupied island of Nauru on April 17, 1943. *Super Man* had led the attack and had subsequently been heavily damaged by anti-aircraft guns on Nauru and by *Mitsubishi Zeros* defending the island. The gunners on *Super Man* had been able to shoot down two of the *Zeros* but at grave cost—half of the crew of the bomber had been wounded, one of them mortally. The plane itself had sustained nearly 600 hits—flak, shrapnel, cannon fire and machine-gun bullets—and would never fly again after her pilot, First Lieutenant Russell “Allen” Phillips, heroically managed to land her in one piece on the island of Funafuti.

That night, the crew of *Super Man* and the other planes that had returned from the bombing run found themselves on the receiving end of a strike attack, when Japanese bombers conducted a retaliatory raid on Funafuti. Zamperini and Phillips, who had been bivouacked in a tent in a coconut grove, dived for the only cover they could find—underneath a native hut on stilts. Moments later, their tent was destroyed by a bomb. As frightening as their battle in the air had been, the airmen were even more terrified as bombs dropped around them.

The crew of *Super Man* had been broken up, with one dead and several suffering from grievous wounds. On May 24, the others were transferred to the 42nd Squadron of the 11th Bomb Group, stationed on Oahu. Three days later, Zamperini, along with Lt. Phillips and Lt. Charleton Cuppernell, the pilot and co-pilot of *Super Man*, respectively, borrowed a car with the intention of driving into Honolulu. They only got as far as the front gate of the base before they were flagged down and tasked with mounting a search and rescue mission. On the previous day, a *B-24* had taken off from Hickam Field bound for Australia and was overdue.

With *Super Man* a wreck, Phillips, Cuppernell, the rest of the surviving crew members and a number of replacement personnel were assigned to a *B-24* called *Green Hornet*.



First Lieutenant Russell “Allen” Phillips was pilot of the *B-24s Super Man* and *Green Hornet*, and was the best friend of First Lieutenant Louis “Lucky Louie” Zamperini.

B-24s were notoriously difficult to fly, and they were known variously as “The Flying Boxcar,” “The Flying Brick,” even “The Flying Coffin” for their less-than-aerodynamic design. Newly arrived in Hawaii, the *Green Hornet* had already earned a reputation for being exceedingly difficult to fly, even for a *B-24*. Riddled with bullet holes, its paint worn and splattered, *Green Hornet* tended to fly with its tail lower than its nose. Crewmen from other aircraft had been pulling parts from the plane, and it probably should have been designated as a “down bird” and not allowed to sortie. Nevertheless, Zamperini joined the rest of the crew in climbing into the bomber and preparing for the search mission. The pilots of the *Green Hornet* and another *B-24*, the *Daisy Mae*, were instructed to fly search patterns all day and land at Palmyra

Atoll, located almost due south of the Hawaiian Islands and approximately halfway between Hawaii and Samoa. If necessary, the crews were to continue their search efforts the following day.

Green Hornet and *Daisy Mae* took off in tandem and flew side by side for a while as they headed toward the search area. *Green Hornet* began falling behind, her dragging tail reducing her airspeed. Lt. Phillips radioed his counterpart in the *Daisy Mae* to go ahead, and the two planes soon lost sight of one another. The *Green Hornet* reached the search area around 2 p.m. Phillips took the plane beneath the cloud ceiling and began flying a search pattern from an altitude of only 800 feet off the deck. Lt. Zamperini scanned the water from his perch in the nose of the airplane before Phillips called him up to the flight deck. The co-pilot, Cuppernell, asked if he could get some “left-seat time,” a typical request allowing co-pilots to gain experience as the aircraft pilot. Phillips and Cuppernell swapped positions in the cockpit, and Zamperini sat just aft of the aviators.

A few minutes later, one of the officers noted that the engines on one side of the aircraft were burning fuel at a faster rate than the other side. To distribute the weight of the aircraft more equally, the crew began transferring fuel to the lighter side. Suddenly, the Number 1 engine stopped. The *Green Hornet* dipped to the left and dropped her nose toward the sea, only 800 feet away. Lt. Cuppernell called for the crew’s new engineer to feather the prop on engine Number 1. The engineer reached between Cuppernell and Phillips and flipped a switch. Unfortunately, he hit the wrong switch, shutting down engine Number 2. The aircraft shuddered and swung further to the left—both engines on the left side were shut down and the Number 1 propeller had yet to be feathered, that is, turned parallel to the wind’s direction to stop rotation and decrease drag.

From his unaccustomed position in the right seat, Phillips wrestled with the aircraft, shoving the throttles of the two remaining engines to full in a futile effort to keep the *Green Hornet* airborne long enough to restart engine Number 2. Instead, the plane began a death spiral, spinning to the left and ever downward. Phillips hauled on the yoke to try to level the plane before impact. Zamperini moved quickly from the flight deck, ordering men to take their crash positions. They had only seconds to act. Despite his efforts, Phillips was unable to pull the *B-24* out of its spiral, and the *Green Hornet* struck the ocean’s surface hard.

Phillips was thrown forward on impact, hitting his head. As the plane sank toward the ocean floor, Phillips saw his co-pilot make his escape. The pilot pushed himself through the cockpit window, which had been blown out in the crash,



The original crew of *Super Man* (L to R): Pilot Russell “Allen” Phillips; temporary co-pilot Gross; bombardier Louis Zamperini; navigator Robert Mitchell; engineer and waist gunner Clarence Douglas; top turret gunner Stanley Pillsbury; and belly gunner Frank Glassman. Not pictured were the second waist gunner Harry Brooks and tail gunner Ray Lambert.



The battle over Nauru—note the multiple trails of bullets and anti-aircraft fire in the sky.

and swam to the surface. His head was bleeding heavily, and he had a broken ankle and finger. Far below, Zamperini had been wedged underneath the waist gun mount, and he was wrapped in a mass of wires that had broken free. He struggled to free himself before blacking out. He “came to” in darkness and found himself both free from the ensnaring wires and the gun mount. The bombardier managed to orient himself—he was at the right waist window. Zamperini pushed through and inflated his life vest.

Zamperini had been a world class athlete before the war. Overcoming a troubled childhood, he had become a standout runner in high school and college and had competed in the 1936 Olympics. What would come next would require all the strength and discipline that he had achieved as an athlete. Zamperini managed to acquire the two life rafts that had surfaced, lash them together, and rescue the only other survivors of the crash—Lt. Allen Phillips, who was badly injured, and the new tail gunner, Sgt. Francis “Mac” McNamara, who was in relatively good condition. With his head injury, Phillips was in no shape to make decisions, and he relinquished command to Zamperini. The latter made a compress of their T-shirts and tied it to Phillips’ head to stop the bleeding. He also eased Phillips into the second, trailing raft, before taking inventory of their supplies. The rafts were provisioned with a few chocolate bars, some half-pint tins of water, a signaling mirror and flare gun, raft repair kit and air pumps, a pair of pliers with a screwdriver in the handle, fishhooks and fishing line, and some dye. That was all. Zamperini rationed the men to two squares of chocolate per day—one in the morning and one in the evening—along with two to three sips of water per day, which would only last them a few days.

Meanwhile, sharks began circling the raft, scraping against the bottom and swimming close to the sides. They would become bolder later, but that was still over the horizon. For now, the men had nothing to do but wait, watch the skies and hope for rescue. The men shivered through the night, sleeping fitfully while trying to stay awake in the event they sighted a ship or submarine. Zamperini woke on the morning of May 28, 1943, and reached for the chocolate to hand out the men’s morning ration. To his disbelief, he discovered that all of the chocolate was gone—Sgt. McNamara had eaten all of it. Zamperini fought the urge to chew out the tail gunner. Certainly, they would be sighted and rescued soon.

After a while, the men heard the sound of an airplane, and they sighted a *B-25*, apparently searching for them. Zamperini fired a red flare and dumped the dye packet into the surrounding ocean. Their efforts went unnoticed, however, and the *B-25* flew away. One day replaced another, and on the morning of May 30, the men heard the unmistakable sound of a *B-24*, flying low and directly overhead. It was none other than their squadron mates in the *Daisy Mae*, searching for the downed airmen. Zamperini fired a flare at the plane, very nearly hitting it. The *B-24* made a sharp turn to starboard, and Zamperini hurriedly fired two more flares. Surely, the men on the aircraft had seen them. To their dismay, the three men in the rafts watched as the aircraft kept flying away until it disappeared. The men knew that their best chance for rescue had just flown away. The rafts were drifting to the west. In that direction, the nearest islands lay some 2,000 miles away.



After the battle, First Lieutenant Louis Zamperini inspects a hole in the side of his *B-24, Super Man*.



Zamperini inspects damage to the bomber. Only the pilot, co-pilot, bombardier and navigator escaped injury. All of the plane’s gunners and a passenger were wounded; one of them, Brooks, mortally.

Survival would be difficult with no food and only a little fresh water. And though they had fishhooks and line, they had no bait. The prospects were grim. And still the sharks circled.

Their water ran out on the fourth full day at sea. With the exception of the sergeant’s illicit feast on the chocolate bars,

none of them had had anything to eat since the morning of their flight. After seven days, the men were declared missing in action, and the search for them was called off. They were now alone against the sea. On their third day without water, a providential squall deluged them with fresh water. They drank as much as they could during the downpour, and Zamperini devised an ingenious way to collect the rainwater, making an impromptu funnel from one of the air pump covers and transferring the water into their empty tins. The rain also washed the salt off their bodies, easing their sores and their sun-burned skin. After the cloudburst, the men discovered that the canvas air pump covers—there were two of them—could also double as hats and provided relief to them, two men at a time, from the sun’s burning rays.

On the ninth or tenth day, an albatross landed on Zamperini’s canvas hat. Moving almost imperceptibly, the officer inched his hand toward his head until he could grab the bird by the legs. He killed and cleaned the bird, but, despite their hunger, none of the three men could bring themselves to eat the raw meat. Instead, they used it to bait their fishhooks. Sharks took their first two hooks, and then Zamperini caught a 10-inch pilot fish. The men devoured it.

Days passed with no more food. An occasional downpour provided them with fresh water, but the men’s bodies were wasting away. Determined not to descend into madness, Zamperini and Phillips began quizzing one another on a wide range of subjects, but inevitably turned to the subject of food. Three times a day, the men would come up with a menu for a meal, talk their way through the preparation of the food, down to the smallest detail, and then describe each mouthful as they imagined eating the meal. While Zamperini and Phillips talked of their plans for the future, McNamara remained silent; he was not enduring the hardship as well as the two officers. Two weeks had now passed, and, for the first time in his life, Zamperini began to pray. Phillips, the son of a minister, would add an “Amen” at the end of his bombardier’s prayers.

On the fourteenth day, Zamperini caught a second albatross. This time, the men ate its flesh. They also used undigested fish from its stomach as bait. Three weeks passed, and the men grew weaker. They caught an occasional fish and a couple of smaller birds, but their sparse meals were few and far between.

One day shy of their fourth week at sea, the men sighted a bomber in the distance, headed westward. Zamperini fired two flares, dumped a dye packet into the water and flashed the signaling mirror in the plane’s direction. The plane turned around and headed in their direction. The men were overjoyed, but their joy quickly turned to horror as the plane

began firing its guns at the rafts. It was a Japanese bomber. All three men dived into the water and took shelter under the rubber rafts as bullets tore into the water around them and ripped through the rafts. As two sharks approached, the airmen pulled themselves back into the rafts. The bomber turned for another strafing run. Phillips and McNamara were too spent to go back into the water. Zamperini sought the relative safety under the rafts again. Again, a hail of bullets tore through the rafts and made the water boil. Amazingly, neither man still in the raft was hit. A shark swam toward Zamperini, and he struck it in the snout. The shark swam away long enough to allow the bombardier to crawl back into the raft. The bomber made five more runs, firing at the men in the raft each time. Zamperini found himself fighting off two sharks now. Miraculously, none of the bullets struck home. The bomber dropped a depth charge and flew away. The depth charge, which struck the surface only 50 feet from the rafts, turned out to be a dud. The second raft was ruined and beyond repair. Now, the sharks began leaping out of the water and trying to bite the three men crowded into a single raft. The airmen fought them off with their oars. Their remaining raft, riddled with bullet holes, began sinking. Phillips and McNamara took turns pumping air into the raft while Zamperini used the repair kit to patch the bullet holes. It was a long, slow process that took hours and stretched into the following day, but it worked. The raft stayed afloat.

The rafts had been drifting westward, and the bombardier now began a series of calculations, based on his knowledge of the approximate area where the *Green Hornet* had gone down, the speed of the current and an educated guess of their current location. Zamperini projected they would drift for a total of 47 days before reaching the nearest islands. Phillips put it at 46 days.

One morning, the sharks renewed their attack, lunging out of the water and trying to grab the men. Zamperini and McNamara fought off the sharks with their oars. Zamperini now plotted his revenge and succeeded in grabbing a smaller shark by the tail and pulling it into the raft. Pinning it down, he stabbed it in the eye with the screwdriver, killing it instantly. Using the signaling mirror, Zamperini finally managed to cut open the shark and remove its liver, which the men ate. He later caught another shark the same way, and the men feasted on its liver. On the night of their 30th day adrift, the men were awakened when a great white shark attacked their raft, ramming it from underneath several times. Three days later, Sgt. McNamara died. Phillips and Zamperini wrapped the body in a piece of the ruined second raft and buried the tail gunner at sea.

The men continued to drift westward, without food, with only occasional rain showers to provide them fresh water.

At one point, Phillips and Zamperini found themselves in the doldrums—no wind, no waves—only each other and the circling sharks shattered the illusion that they were in a painting. The men marveled at the beauty of the day, their hunger and thirst forgotten for the moment. On day 40, Zamperini thought he could hear singing—the angelic sounds of a choir. Looking up, he said he could see 21 human-like figures in the sky. Other than the strange apparition, Zamperini felt perfectly normal and in control of his senses. On day 46, the weather turned stormy, the seas mountainous—and in the distance, the men sighted land. Before they could celebrate, however, they had to deal with an approaching typhoon that threatened either to flip their raft or swamp it. Phillips and Zamperini paddled, bailed water, and hunkered down in turn. They rode out the storm throughout the day and most of that night, fearful that now that they were so close to land, they might be killed or swept further out to sea. Exhausted, they finally fell asleep as the storm passed overhead.

The next morning the two airmen awoke to an amazing sight: their raft lay between two islands. As they looked, they could see Zeros flying overhead. And then a patrol boat could be seen approaching them. Allen Phillips and Louis Zamperini had done the unthinkable—they had survived 47 harrowing days at sea in a life raft with practically no provisions, and both men had lost approximately half their own body weights during their ordeal. Now, as they were fished from the sea by their enemies, they would face even more severe challenges.

Editor's Note: Louis Zamperini shared his story of survival and redemption during a visit to the Port City last month. For the rest of Louis Zamperini's incredible story, see his memoir, *Devil at My Heels*, or the excellent *Unbroken* by Laura Hillenbrand.



The *Green Hornet*, a notoriously unfit aircraft, was assigned to Phillips' crew for a search and rescue mission. Several hours into the flight, the plane crashed in the Pacific Ocean, leaving only three survivors: Lts. Phillips and Zamperini and newly-assigned tail gunner Sgt. McNamara.



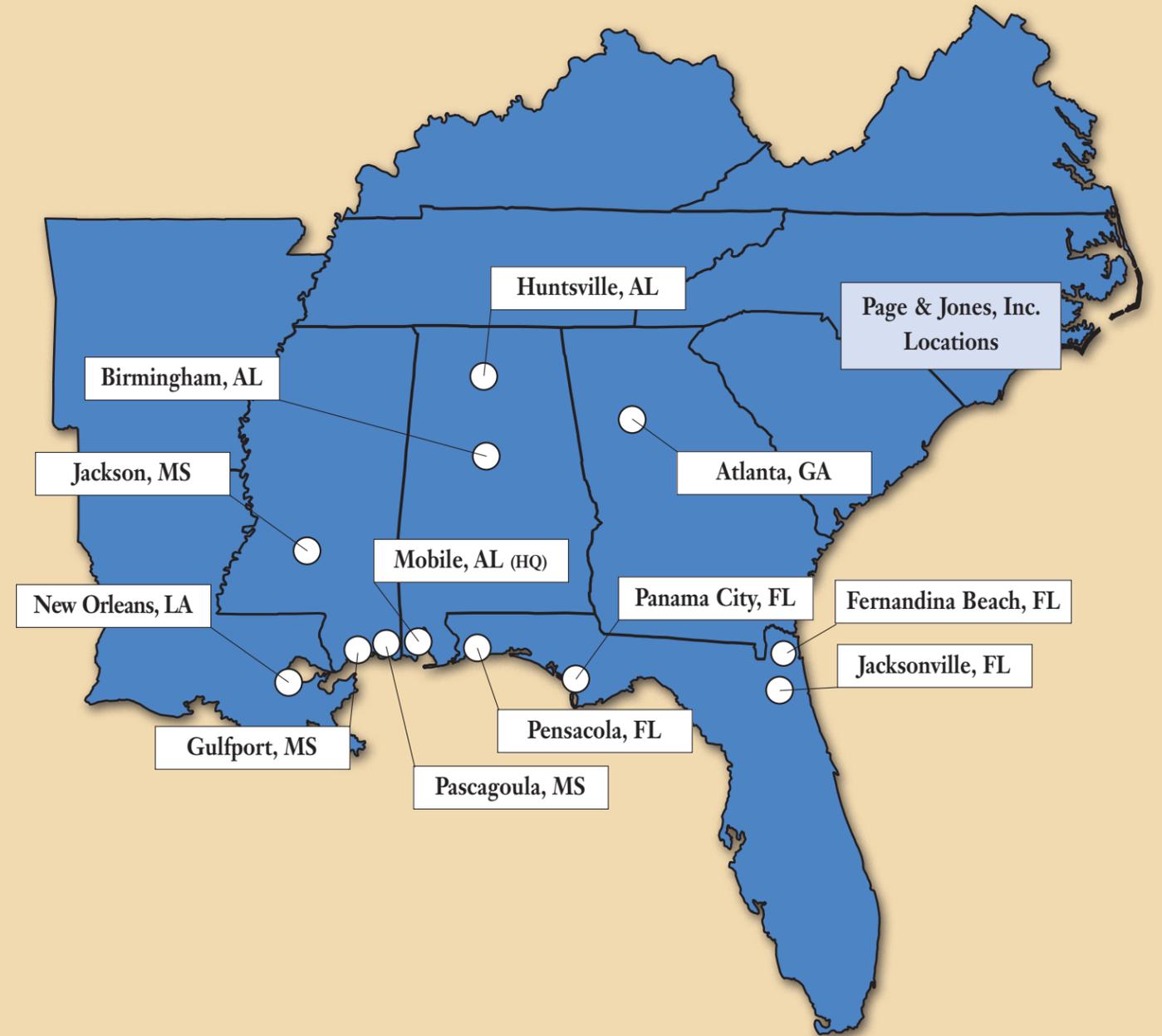
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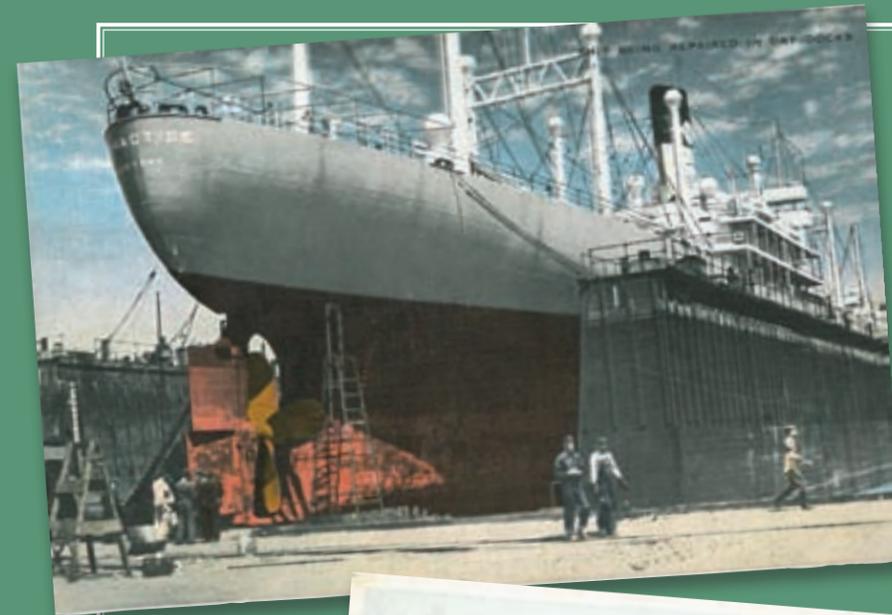
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ST. KITTS BASSETERRE	C.I.C.	Monthly	Seacliff Agencies
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