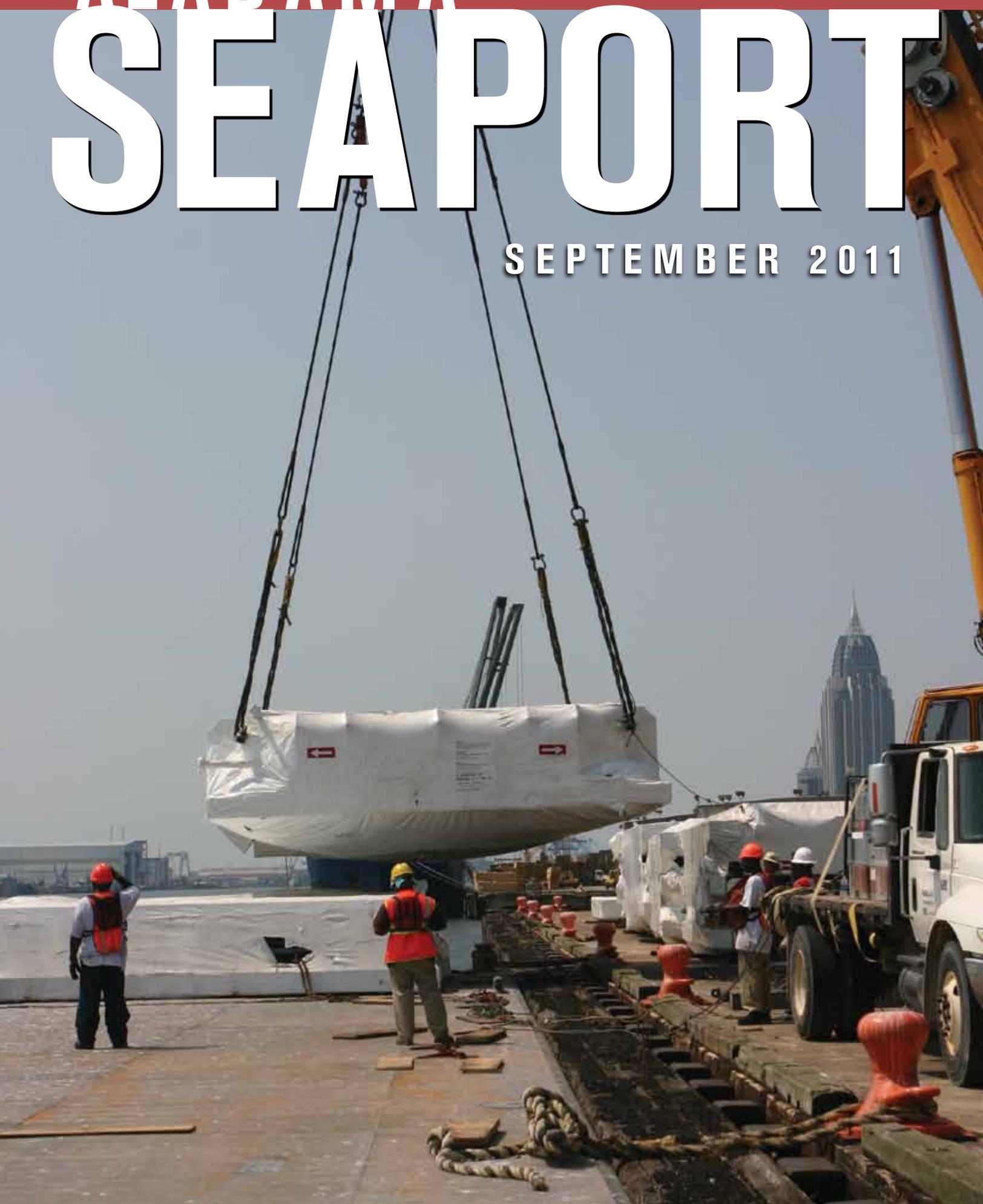


ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

SEPTEMBER 2011





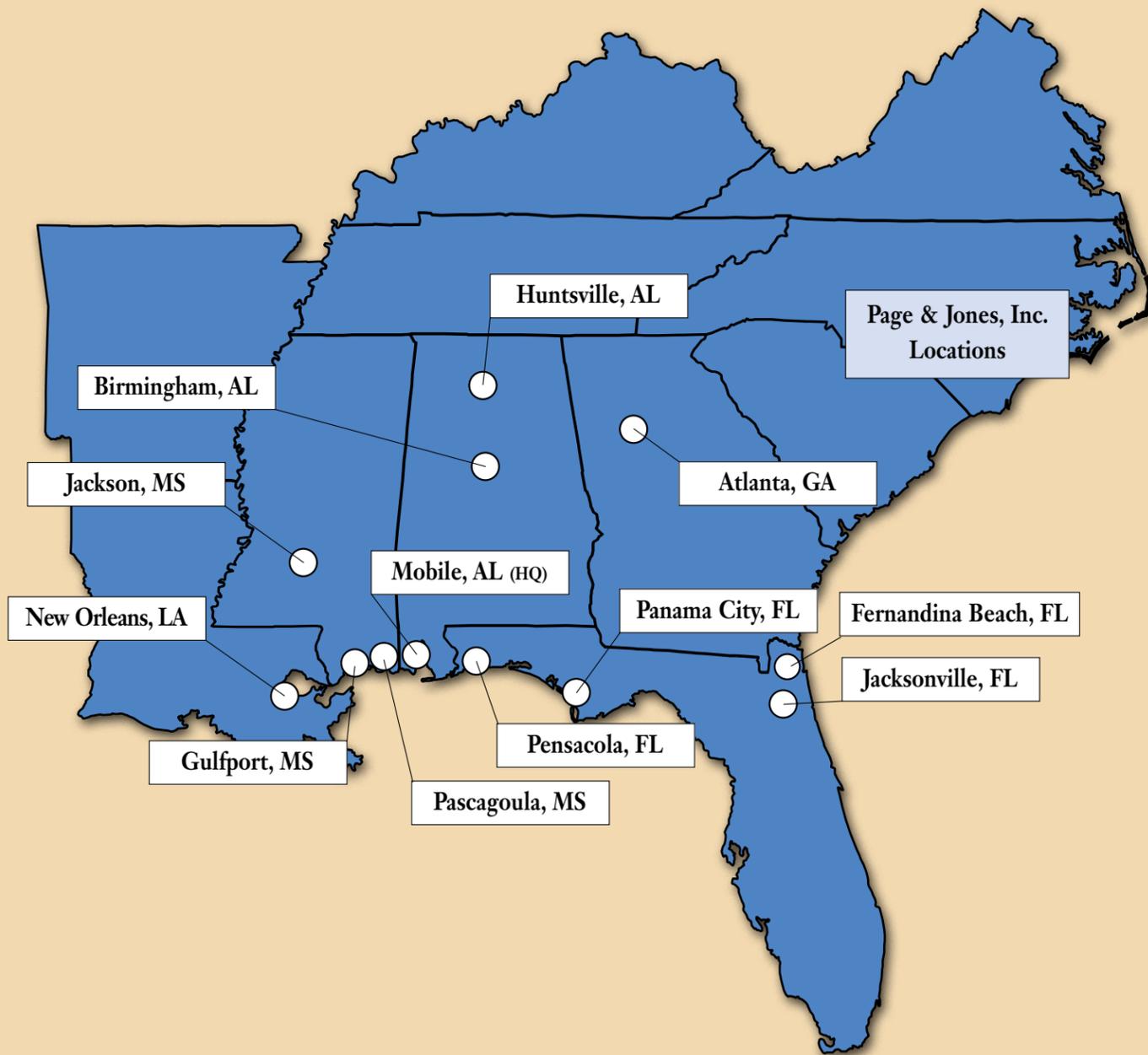
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ALABAMA SEAPORT

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On The Cover:

A number of regional companies have recently helped with the shipping, offloading and transport of some very large pieces of equipment heading to Montgomery to outfit the new Hyundai Heavy Industries facility.



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Hyundai Heavy Industries Plant Coming Together via Port of Mobile

Transportation and logistics companies from across the Southeastern United States coordinated their efforts to deliver materials to the Hyundai Heavy Industries plant in Montgomery, Ala. The Hyundai Heavy Industries factory will manufacture heavy industrial electrical transformers used in power plants and substations. These will be assembled, tested, disassembled and shipped from the Montgomery plant. The \$90 million plant plans to hire 500 workers before its scheduled opening in November; approximately 100 have already been hired, some currently training in Korea. The facility is Hyundai Heavy Industry's first American manufacturing facility.

The materials arrived at the Port of Mobile in the first part of the summer, said Alabama State Port Authority (ASPA) General Cargo/Intermodal Manager John Mickler, and consisted of girder beams for overhead trolley cranes and other factory materials. "It's always a joint effort, especially with taking multi-modal transportation," said Mickler.

GHM America worked as the logistics and customs agent. Byeong-oh "Bo" Lee formerly served as Hyundai's senior manager of overseas sales, so he was familiar with the import and export procedures. For Hyundai Heavy Industries, Lee coordinated the production schedule and arranged all customs, insurance, shipping and inland transportation for both the shipper, KG Crane and the consignee, Hyundai Heavy Industries.

By coordinating the related elements, Lee was also able to streamline the process for his clients, who only have to deal with one invoice. For clients interested in purchasing goods from Korea, Lee handles details including pricing, production schedule, logistics, customs and more, providing a one-



Transformers heading to the new Hyundai Heavy Industries plant in Montgomery are loaded to barge at the ASPA.



Robert Bentley, Governor of Alabama

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A crane girder bound for the Hyundai Heavy Industries plant in Montgomery is lowered onto McTyre Trucking's tractor as it is prepared to be delivered to the massive construction site.



McTyre Trucking Company of Orlando, Fla., handled road transportation of the Hyundai Heavy Industries equipment to Montgomery. The shipments were moved at night under Alabama Highway Patrol escort for safety.



stop shopping service and price. GHM America's client list includes steel structure and machinery for KIA Motor Plants.

Richardson Stevedoring and Logistics, Inc. in Mobile have worked with numerous Hyundai companies in Houston prior to the Montgomery factory announcement in July 2010. In fact, Nolan Richardson and Mike Richardson attended the Montgomery groundbreaking with Lee. "We are pleased to be a small part of this immense project," said Mike Richardson, who stressed that the bid emphasized the importance of proper handling. "Again, being a vendor for numerous Hyundai companies and having great support from the ASPA has paved the road for performing both daily and project cargoes for Hyundai companies."

McTyre Trucking Company out of Orlando, Fla., handled road transportation of the equipment to Montgomery. Johnny McTyre explained that two shipments for Hyundai Heavy Industries arrived at the Port of Mobile at the same time. The first was a shipment from Korea. Working with GHM America, McTyre was transporting overhead bridge cranes to operate inside the factory, as well as components.

It took 31 truckloads to move the shipment, McTyre said. The smallest was a flatbed truck and the largest was a 13-

axle steerable dolly rig. The largest component moved in the shipment was 140-feet long, 8-feet wide, 12-feet-10-inches high and weighed 148,000 pounds. Moved at night under Alabama Highway Patrol escort for safety, there were two of these oversize components trucked to Montgomery.

The second shipment McTyre delivered to Hyundai Heavy Industries was an autoclave, or large oven, in 13 segments. It was built in Croatia and shipped in pieces to Mobile. Each of the segments was more than 23-feet wide, and for safety reasons, the Alabama Department of Transportation denied the permit for its transportation. To deliver the materials to Montgomery, McTyre subcontracted with Barnhart Crane and Rigging to receive and load the segments onto barges that would travel up the Alabama River, then be loaded onto McTyre trucks for local delivery. Unfortunately, low water levels in the Alabama River made it impassable for this cargo, and plans changed again. Thanks to the influence of the Montgomery County Chamber of Commerce, McTyre said, highway permits were issued, and the segments were loaded onto trucks.

Like the other shipment, these pieces were moved at night under a highway patrol escort. They were delivered as the jobsite could accept them, and with uncooperative weather



Workers prepare a transformer bound for Montgomery's new Hyundai Heavy Industries plant to be lifted from the dock to barge at the ASPA.

necessitating a few more changes in plans, the autoclave segments were moved over the course of two weeks. In October, McTyre Trucking is receiving a third shipment to deliver to Hyundai Heavy Industries, this one a container shipment from the APM Terminal.

"Most of our work with ports is strictly project cargo," said McTyre. "The larger and heavier it is, that's our market. Larger shipments, multiple pieces, overweight, that fits our niche." The trucking company moves everything from a standard flatbed load to 500,000-pound cargo.

In moving the bridge girders, a proven track record with GHM America was in the company's favor. "We provide the correct equipment, the permitting and the project management the job deserves," said McTyre. For the autoclave delivery, the freight forwarder was a new customer inexperienced in project cargo, so it relied on McTyre's years of knowledge. "It was successful and delivered on time," said McTyre.

For all three companies, advanced planning, logistics and experience helped make the Hyundai Heavy Industries' deliveries successful. Long before the ships' arrivals, McTyre requested highway permits. When the Alabama Department of Transportation denied the permits, the trucking company made alternate plans to ship the cargo by barge. When low water levels forced another change in plans, McTyre appreciated local chamber assistance in asking the state to review

and award the permits. "The more experience we get, the more we know what to expect and look for in some of these challenges," said McTyre.

During the project, at any one time, McTyre was operating six heavy-haul units between Mobile and Montgomery with eight personnel present to manage operations: six drivers and two tiller men to steer the rear end of the steerable dolly; along with a project manager to coordinate stevedores in arriving and loading, distribute permits to drivers and coordinate arrival at Hyundai for unloading. "It was a standard project for us," said McTyre. "Pretty average."

In cooperative projects such as the delivery of the Hyundai Heavy Industries equipment, communication is a key factor in success. Mickler advised the participants on what to expect and what security credentials were needed for personnel and vehicles. "With trucks traveling during the nights, ASPA Police Chief Jimmie Flanagan, the port police and customs officials were available to check on progress at odd hours," said McTyre. McTyre continued, "Adding Mike Richardson of Richardson Stevedoring and Logistics also helped make the project run faster and smoother. When there are multiple people in projects like this, it's important to communicate and work together."

Maritime Lifting Solutions Workshop: Alabama State Port Authority to Host Inaugural Training Event



The ASPA has teamed up with Industrial Training International (ITI) and Barnhart Crane & Rigging to host the inaugural Maritime Lifting Solutions Workshop on Dec. 7-9, 2011. Pictured here is some of the equipment that will be discussed at the event.

The Alabama State Port Authority (ASPA) has teamed up with Industrial Training International (ITI) and Barnhart Crane & Rigging to host the inaugural Maritime Lifting Solutions Workshop Dec. 7-9, 2011, in Mobile, Ala. ASPA and its partners intend to bring experience into the local maritime community and to provide a quality workshop for the numerous people that work in and around the Port of Mobile.

Certex USA, an ISO-9001-certified company, is recognized as one of the world's leading distributors of crane ropes and professional rigging, lifting and material handling equipment. Certex USA is another major sponsor of the event. The event will be held at The Battle House Renaissance Mobile Hotel, where attendees are also encouraged to lodge.

"We are very excited to bring the international maritime industry together in Mobile for world-class, interactive training regarding critical lifting and load handling during maritime operations," said ASPA General Cargo/Intermodal (GCI) Manager John Mickler.

The workshop is intended to train organizations that work in shipping, stevedoring, terminal management, port authority, crane and rigging service, logistics, transportation, and original equipment manufacturing (OEM). ITI will be coordinating the practical solutions classes and exercises, and providing attendees with a Crosby lift workbook for them to keep.

"There will be approximately 12 sessions total, mostly in a classroom setting with the workbook and other workshop materials," said Zack Parnell, ITI director of business development. "Other sessions include several interactive classes with training in problem-solving techniques."

Topics covered at the event are intended to provide attendees with several roles in the maritime industry with the tools they need to better strategize their entire crane and rigging operations. Speakers at the event include:

Danny Bishop, Director of Training and Industry User Education, The Crosby Group; Board Chairman, Association of Crane & Rigging Professionals (ACRP); Board Member, NCCER Crane Operators Certification Board

John P. Colletti, President/CEO, CraneDoctor; US Merchant Marine Academy, Marine Engineering State University of New York Maritime College, Marine Transportation Management

James K. Lyons, Director/CEO, Alabama State Port Authority; Member of the Board, Warrior Tombigbee Waterway Association; Member of the Board, Mobile Bay National Estuary Program

Mike Parnell, President/CEO, Industrial Training International; Vice Chair, ASME B30 (Cranes & Rigging); Chair, ASME P30 (Lift Planning)

Jim Yates, SVP of Engineering Services, Barnhart Crane & Rigging; Committee Member, ASME B30.1 (Jacks, Rollers, Casters); Committee Member, ASME P30 (Lift Planning)

Danny Bishop, director of training for The Crosby Group—one of the world's leading manufacturers of rigging equipment—manages The Crosby Group's worldwide product training efforts. The company offers training on safe and proper use of its products. Since the Crosby training program began in 1991, more than 250,000 people have attended a Crosby training workshop. Bishop was the main speaker at more than 400 of those events who spoke about basic and advanced rigging.

ASPA's own James K. Lyons has served as director and CEO of the Port Authority since the late 1990s. Lyons' 36-year career in the maritime industry has encompassed marketing, financial management, transportation, stevedoring and terminal operations.

ASPA Director and CEO James K. Lyons noted the collaboration with Certex, ITI and Barnhart presented a rare opportunity to bring heavy lift expertise and training opportunities to the local port. "Mostly companies send their employees into other markets to get this type of training, so we're excited about participating in this event," said Lyons.

Mike Parnell is the president and founder of Industrial Training International. Parnell is also the Vice Chair of the American Society of Mechanical Engineers (ASME) B30 Main Committee, which sets standards for crane and rigging operations, and lift planning in the United States.

The vice president of engineering and technical services at Barnhart Crane and Rigging, Jim Yates, heads up the company's entire engineering workforce, specializing in critical lifts and transportation solutions including port logistics, transshipment and critical cargo handling. Yates has more than 28 years of experience in the industry.

This is the first time an event like this has been hosted by ASPA, but Mickler said that if all goes well, the Port intends to make the workshop an annual event for the coming years. With decades of combined experience in the speaker lineup, the event is sure to be a success.

To register or to learn more about the training workshop, visit maritimelifting.com.

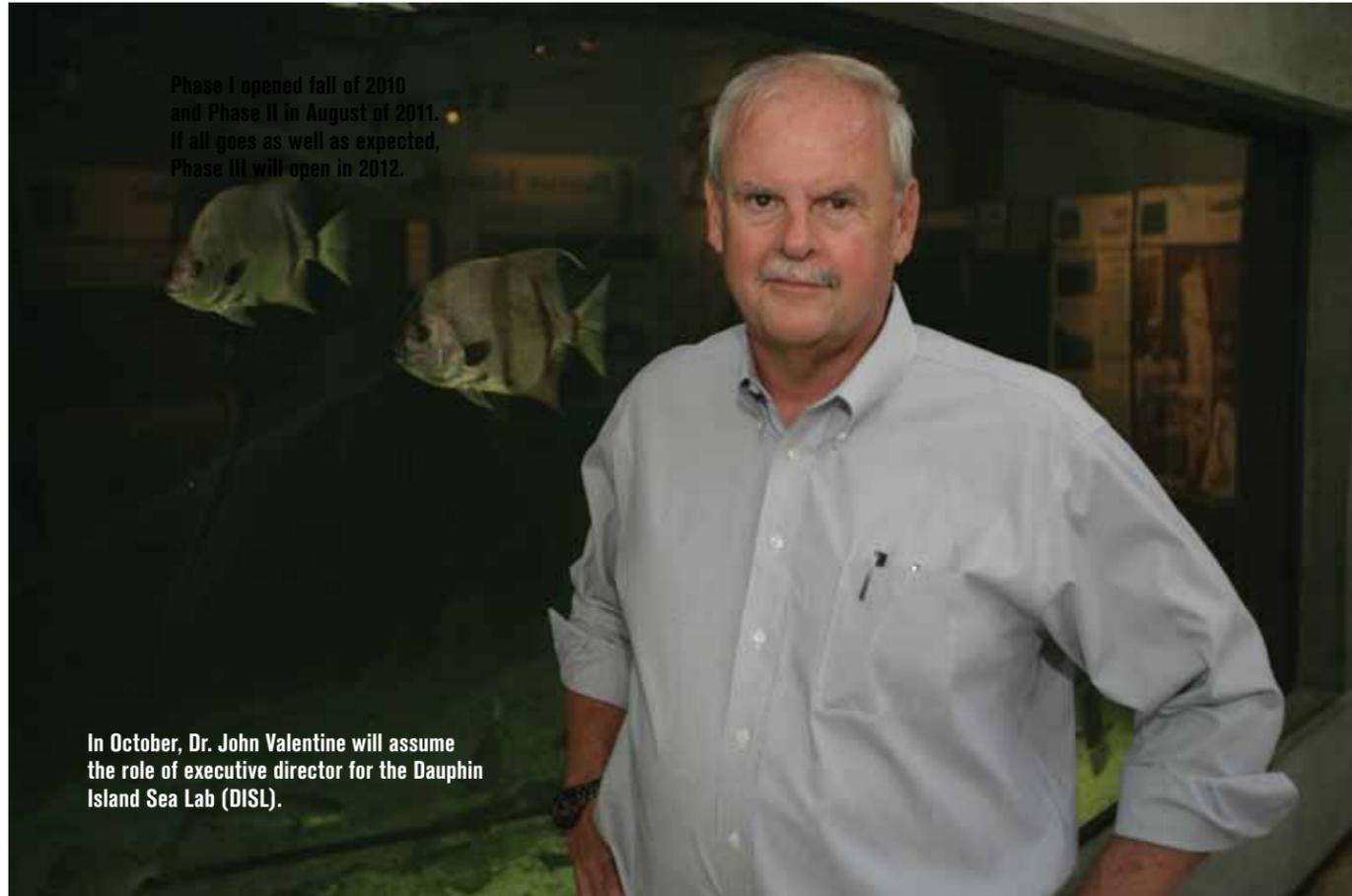


Workers unload shipments in the Port of Mobile using lift equipment.



Topics covered at the event are intended to provide attendees with several roles in the maritime industry with the tools they need to better strategize their entire crane and rigging operations, such as the equipment pictured here.

A Student & Steward of the Gulf: Executive Director of DISL Dr. Valentine



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

In October, Dr. John Valentine will assume
the role of executive director for the Dauphin
Island Sea Lab (DISL).

In October, Dr. John Valentine will officially take the reins as executive director of the Dauphin Island Sea Lab (DISL). Dr. Valentine was appointed by the Marine Environmental Sciences Consortium (MESC) board of directors in June following the retirement of longtime executive director Dr. George Crozier.

"Dr. Valentine's long experience with the Dauphin Island Sea Lab makes him a natural choice to lead the laboratory and consortium as they continue their important work in helping us to understand, protect and preserve our valuable marine resources, as well as teaching future generations to appreciate them," said University of South Alabama President Gordon Moulton, who serves as chairman of the board of directors of the MESC.

Currently, Dr. Valentine serves as the chair of university programs at DISL. In this position, he is the chief academic officer at the laboratory and responsible for the statewide curriculum of courses offered for the member institutions by

resident faculty. He also oversees the graduate programs of some 50 graduate students pursuing advanced degrees through several of the MESC's member schools.

Dr. Valentine, who received his doctorate in marine benthic ecology from the University of Alabama, has been at the DISL since 1988, having completed his doctoral research there. While Dr. Valentine certainly has the background for the position, it is his enthusiasm for science and the area that pervades his focus as he prepares to become executive director.

"When I was a kid, I was always interested in the ocean. That passion eventually led me to get my doctorate," remembered Dr. Valentine, who is a native of Burlington, N.C. "A good bit of my dissertation was done in the north part of the Gulf of Mexico, which is when I first became aware of the area."

Dr. Valentine was instrumental in preparing the nomination of the Mobile Bay to the National Estuary Program and has led

the work on the role of the Mobile-Tensaw Delta as it relates to the Bay and the Gulf of Mexico. In addition, he secured more than \$5 million in competitive extramural research and contract funding through 44 proposals to a variety of federal and state resources.

Most recently, Dr. Valentine managed the distribution of the \$5 million grant from BP to the consortium for rapid response examination of impacts from the Deepwater Horizon oil spill. The grant was given through a competitive proposal process. The MESC's proposal was one of nine selected out of 77 others submitted.

"Right now, we're just accessing the acute affects. It is going to be harder to know the longer-term influences," explained Dr. Valentine. "We've put together key leaders in this type of research to evaluate the oil spill's impact. In this proposal, we pulled together scientists from The University of Alabama, Auburn University, University of South Alabama and University of Alabama at Birmingham, and outside the state from Berkeley and Columbia University."

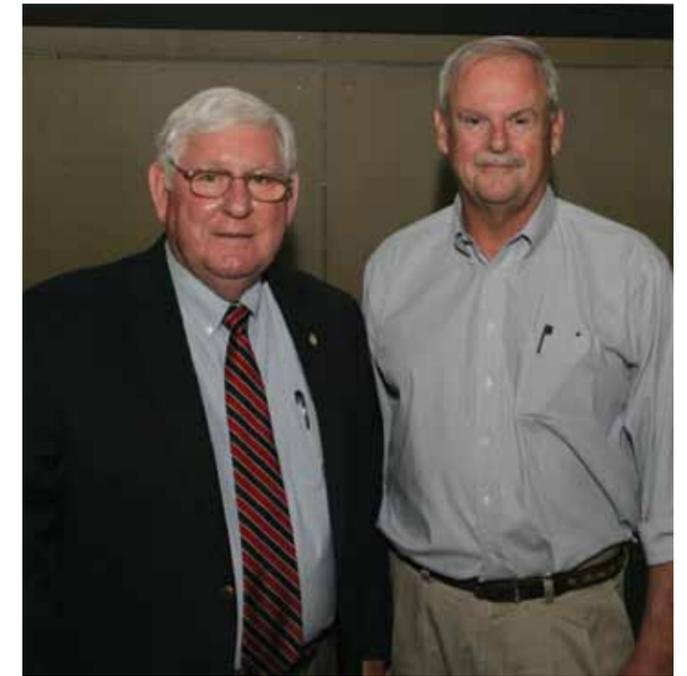
According to Dr. Valentine, the Deepwater Horizon oil spill has definitely put the Gulf Coast in the limelight for environmental research. However, he sees an opportunity to learn and advance the science and research in the Gulf of Mexico, not just the oil spill impact.

"I would hate to focus solely on BP. Instead, we're pushing the science and promoting marine science from the state of Alabama," continued Dr. Valentine. "We have the longest running science consortium in the United States. Our focus is on science-science that is promising development for researchers and habitat restoration. As a result of that effort, we've been part of more environmental policy."

Not only is Dr. Valentine prepared to take on the responsibility of becoming executive director of the DISL, he steps into the very large footsteps of outgoing director Dr. Crozier and the long history of the laboratory.

"My goal is to build on the foundation that George has left behind for me," said Dr. Valentine. "He's done an awful lot of good things for us including bringing together some of the brightest minds and hardest working individuals around and building an amazing research and education facility."

Dr. Crozier has been part of the MESC and DISL from the very beginning. He came to Alabama in 1968 with the University of Alabama. With the help of several university and scientific leaders in the community, both the consortium and the laboratory were created.



Dr. John Valentine was appointed executive director of the Alabama's Dauphin Island Sea Lab by the Marine Environmental Sciences Consortium board of directors in June. Pictured (L to R) is University of South Alabama President and Chairman of the Board of Directors of the MESC Gordon Moulton with Dr. Valentine.

"In 1972, the consortium was founded, and I came on as assistant director," recounted Dr. Crozier. "We were given \$100,000 a year to operate the consortium and came in with three Ph.D.s, two assistants, one maintenance man and half a dozen graduate students that occupied the facility."

"In 1979, I became the director, just in time for Hurricane Frederic," said Dr. Crozier. He recounted the 15 months without access to the facility because of the destruction of the bridge as well as the one and a half years functioning off generators before main power was restored. Despite this, the hurricane became a bit of a blessing in disguise.

"Insurance and FEMA funds that the state would not have been able to provide really got the facility and program off the ground," said Dr. Crozier "The expansion process was long and difficult, and it was during that time that John Valentine came to us as a graduate student and doctorate candidate."

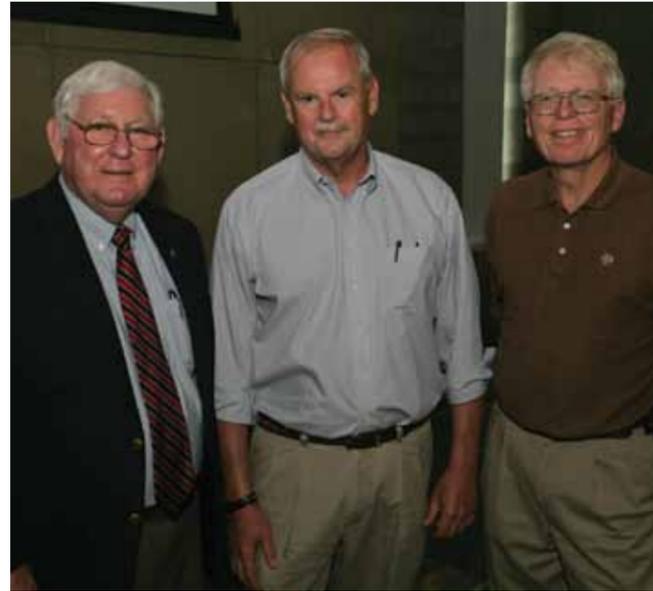
Both the DISL and MESC as well as Dr. Valentine have grown together in calculated steps to where they are today. "The laboratory has established itself as an education entity of national and international quality," stated Dr. Crozier. "It has always been recognized by the marine science community as a superb research facility and program, but it was never challenged or valued except by scientists."

"I believe the oil spill focused the attention of the research lab capability of this area," continued Dr. Crozier. "Consequently, it is extraordinarily appropriate that the new director is a recognized leader in his field and a laboratory director."

Dr. Valentine already has goals for the future of the DISL and its role not only in the science community, but also as a steward of the environment with a responsibility to the public concerning education and legislation with regards to the Gulf.

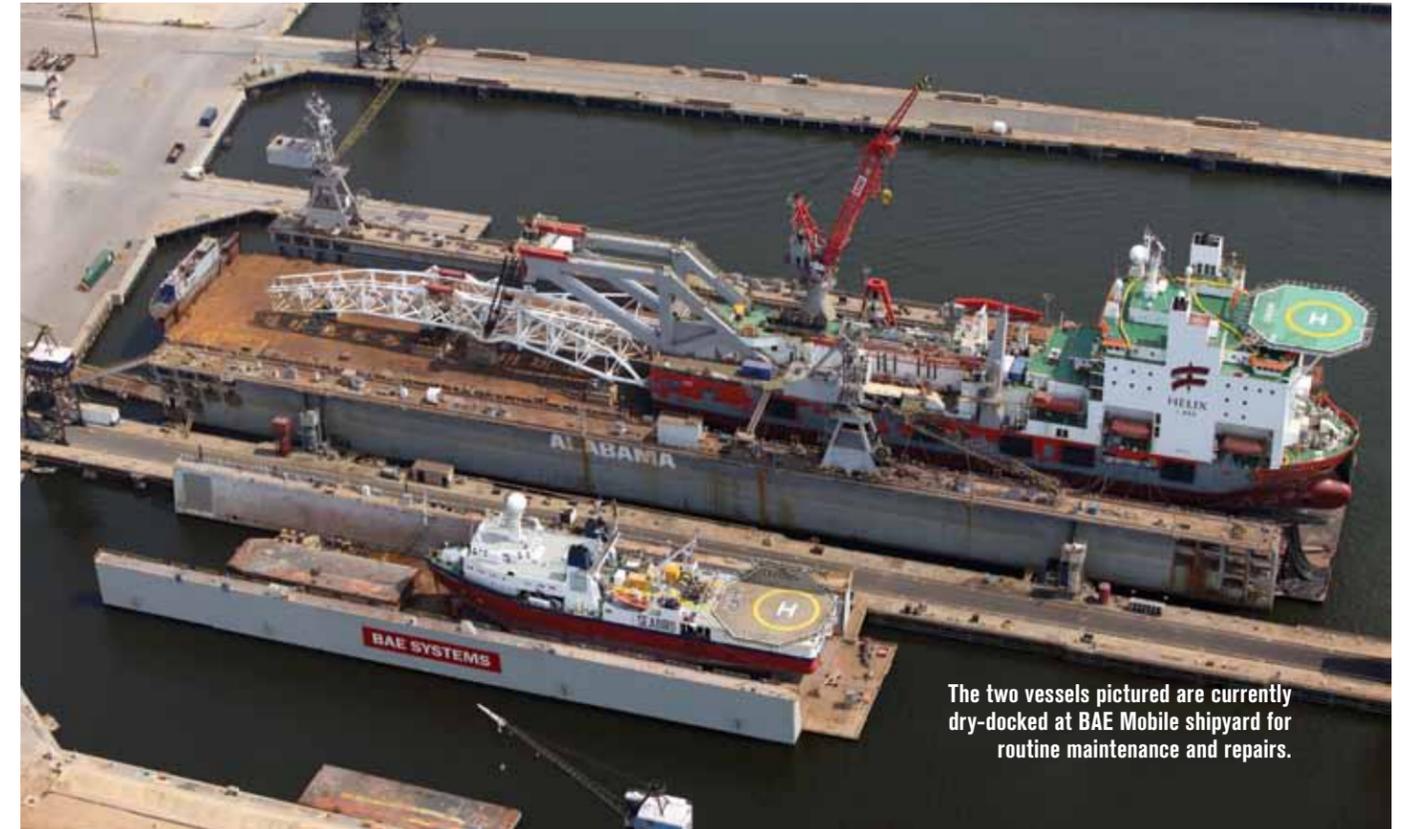
"I'm extremely interested in taking on the idea that we're doing the best job we can do in terms of environmental management of the state," said Dr. Valentine. "I don't think we realize how much scientific data we have on hand. We have a lot of skill sets, and we know what we need to do; we just need the will power to make that happen."

Located on the eastern tip of Dauphin Island, Ala., the DISL is a center for research education and service in the marine sciences. The laboratory is operated by the MESC, a nonprofit institution composed of 22 colleges and universities in Alabama. For more information, visit disl.org.



Pictured (L to R) is USA President and Chairman of the Board of Directors of the MESC Gordon Moulton, newly-appointed Executive Director of the DISL Dr. John Valentine and outgoing executive director Dr. George Crozier.

BAE Systems Mobile Continues Updates, Improvements and Expansion



The two vessels pictured are currently dry-docked at BAE Mobile shipyard for routine maintenance and repairs.

In the spring of 2010, BAE Systems, Inc. purchased Atlantic Marine operations located in Jacksonville and Mayport, Fla.; Moss Point, Miss.; and Mobile, Ala., in efforts to expand its commercial reach.

In just over a year, that acquisition has increased the company's access to naval modernization and sustainment opportunities in Jacksonville/Mayport, expanded commercial ship repair capabilities to the Gulf of Mexico, and provided an entry vehicle into the commercial new construction market.

Once BAE Systems took control of the Pinto Island facility, work was started on the completion of an oil tanker project for MidOcean Tanker Co., LLC (MOTC) of South Norwalk, Conn. The MV AMERICAN PHOENIX was a little more than 50 percent complete when the company sold their shipyard.

"The award of the MOTC contract has resulted in an increase of approximately 100 jobs to date and is projected to gradually increase to 400 new hires by the end of the year," said BAE Systems Southeast Shipyards Alabama director and general manager, Victor Rhoades. BAE Systems currently employs 600 personnel and 250 full-time subcontractors.

The MV AMERICAN PHOENIX will be complete and ready for service in early 2012. The next major milestone is the translation of the vessel from the building ways (on-land assembly area) to the drydock where it will be launched in late October.

Rhoades is very optimistic about the future of BAE's Alabama facility as it recently received a \$1 million U.S. grant from the U.S. Department of Transportation for a steel profile processing system.

The money came through a U.S. Maritime Administration grant program designed to assist small shipyards in modernizing facilities to increase the productivity of U.S. shipbuilders.

BAE will use the money to procure and install a fully automated profile system which includes a robotic profile cutter/beveler and an automatic welding system that welds stiffening profiles to steel plates.

"The current method of cutting, fabricating and joining stiffening profiles to vessels' basic structures is done manually," Rhoades said. "This application of automation will



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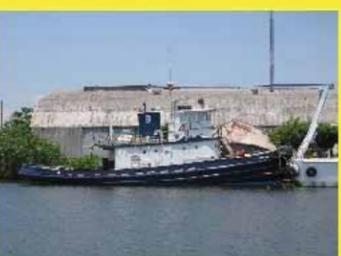
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An aerial view of the BAE Mobile shipyard on the eastern side of the Mobile River across from downtown Mobile.

increase efficiency and capacity, lower the overall production costs of steel profile processing, and enhance the safety of operations in the Fabrication Shop for our employees.”

Additionally, procurement of the new profile system will allow BAE Systems to better control cost and schedule on existing projects and to be more competitive in competing for additional projects.

The grant covers 45 percent of the total cost of the project with the balance of 55 percent funded by BAE Systems.

The grant was rewarded shortly after the announcement of the company's partnership with Netherlands-based IHC Merwede to build offshore oil vessels at BAE's yards in Jacksonville and Mobile.

This partnership enables IHC Merwede to expand its current operations and allows BAE Systems to increase new vessel construction in its commercially focused shipyards.

In August, BAE's Alabama facility was contracted to build its first ship from scratch. Weeks Marine Inc. hired BAE to build a 356-foot-long, 79-foot-wide dredging vessel. The twin screw trailing suction hopper will have a capacity of 8,500 cubic yards.

The contract is worth \$85 million, according to BAE.

The production engineering and material procurement process is in progress, while the first steel for the ship will be cut in early 2012. The Weeks dredge contract will require the shipyard to add about 150 employees to its 800-person workforce over the life of the project.

“The last few months have been very exciting. We are pursuing a variety of opportunities that, if successful, will result in additional growth,” said Rhoades. “Expansion of our customer base in the commercial new construction and ship repair market will be critical to our success in the coming years.”

BAE Systems Ship Repair is a leading non-nuclear ship repair, modernization and conversion company, supporting a full spectrum of commercial and military vessels. With more than 5,000 experienced project managers and highly skilled tradespeople, the company has logged millions of man-hours with proven success in drydock and pierside repairs. With state-of-the-art ship repair craft shops and fabrication facilities, as well as mobile work teams, no job is too big or too small—from massive cruise ships and container vessels to mega-yachts and tugs.

BAE Systems operates seven shipyards in Mobile, Ala.; San Francisco and San Diego, Calif.; Jacksonville and Mayport, Fla.; Norfolk, Va.; and Pearl Harbor, Hawaii. The company also has satellite ship repair facilities in Mayport, Fla., and Moss Point, Miss.

Seabulk Towing: Providing Service Excellence Through Safety



Seabulk Towing is an established leader in harbor ship assist operations and offshore towing services. Seabulk Towing operates a fleet of tugs primarily assisting crude, petroleum and chemical product tankers, barges, container and other cargo vessels, and military vessels in docking and undocking, as well as providing LNG terminal support services.



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The First of Many: Limestone Quarry Ships to Port of Mobile



Tennessee Materials Corporation, headquartered in Savannah, Tenn., has operations located in Stantonville, Tenn.; Bremen, Ala.; and Mayflower, Ark. The company also intends to open new sites in 2012 located in Crump, Tenn., and Muscle Shoals, Ala.

Tennessee Materials Corporation (TMC) of Savannah, Tenn., recently announced that the company would be sending the first of many barges of limestone to the Port of Mobile. The shipments will be coming from their new limestone quarry in Linden, Tenn., located at mile marker 145 on the Tennessee River.

The company has six quarries permitted in the region, with the Linden facility being the latest to start production. TMC CEO Charles Smith referred to the site as “Our jewel on the Tennessee River.” The site is a prime location for shipping aggregate down to the Gulf of Mexico on the Tennessee-Tombigbee Waterway. TMC hopes to increase production at the Linden quarry to 1.5 million tons per year that will be shipped via barge to the Port of Mobile. The first barge was towed by Crouse Corporation and was delivered to Aberdeen, Miss., to be off loaded for pickup by APAC Construction, part of the Oldcastle Southern Group.

“We saw a need for U.S. aggregate products in the Gulf region, and this site was one of the closest to the market,” said Lacey. “The Linden quarry will produce limestone products. Government projects won’t use foreign products; they must use American products first.” The facility’s location at mile marker 145 is important to TMC because of the proximity to Mobile via barge. It’s cheaper than rail and closer—which means it’s significantly less expensive to ship.

TMC is anticipating shipments of up to 160 million tons of limestone rock to be sent down river from their existing load-out facility, which includes the Linden site. The aggregate products will be then sent to the Intracoastal Waterway from Panama City to Galveston.

The company also quarries limestone, sand and gravel products from around the region, many of which are used in the production of concrete, infrastructure buildup, re-armoring



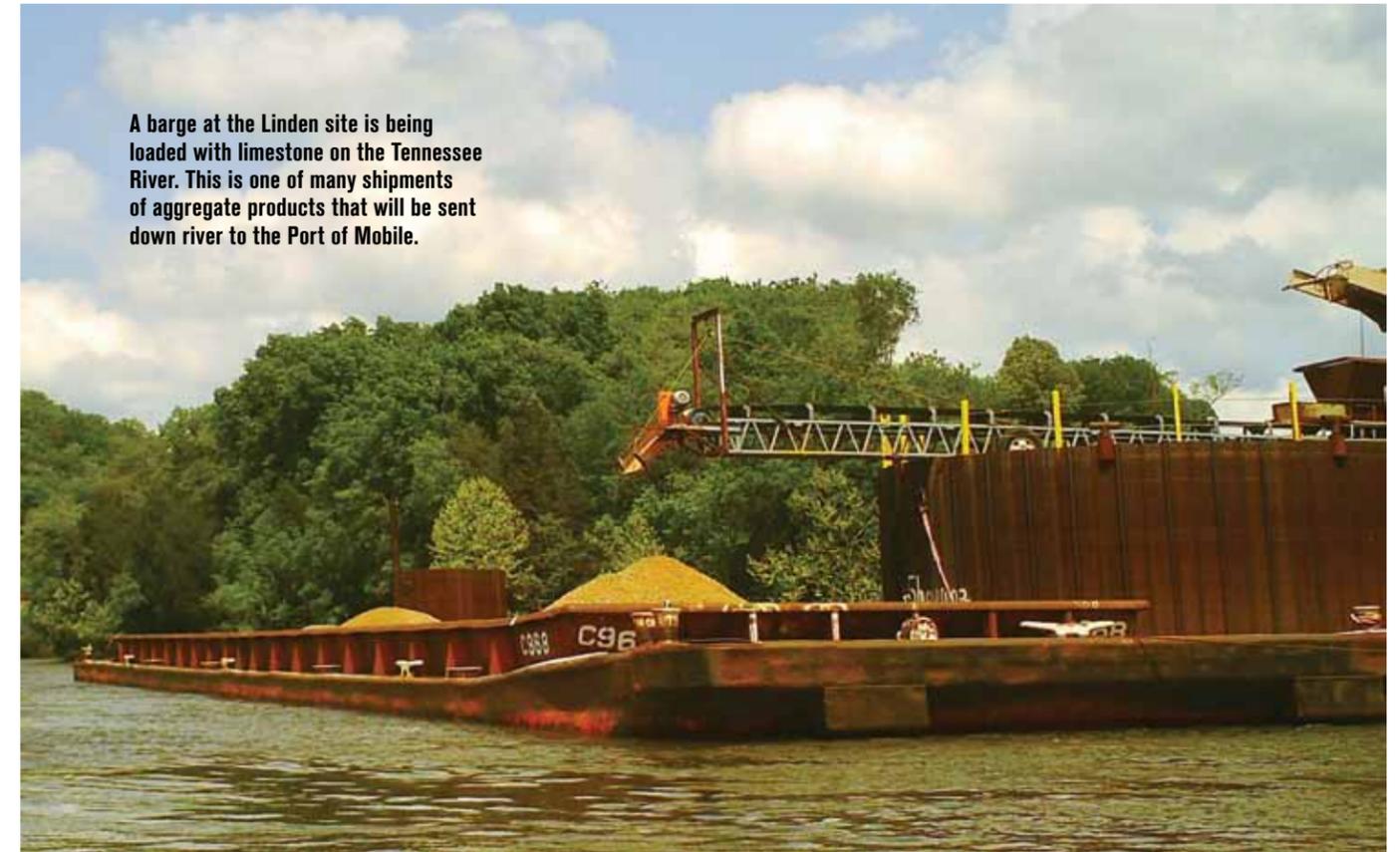
This aerial shot was taken above a TMC limestone quarry. The company hopes to become the leading producer of aggregate products in the Gulf South region.

the levees, road building, and also for erosion control by the Corps of Engineers. TMC’s other operations are located in Stantonville, Tenn.; Bremen, Ala.; and Mayflower, Ark. The company intends to open new sites in 2012 located in Crump, Tenn., and Muscle Shoals, Ala.

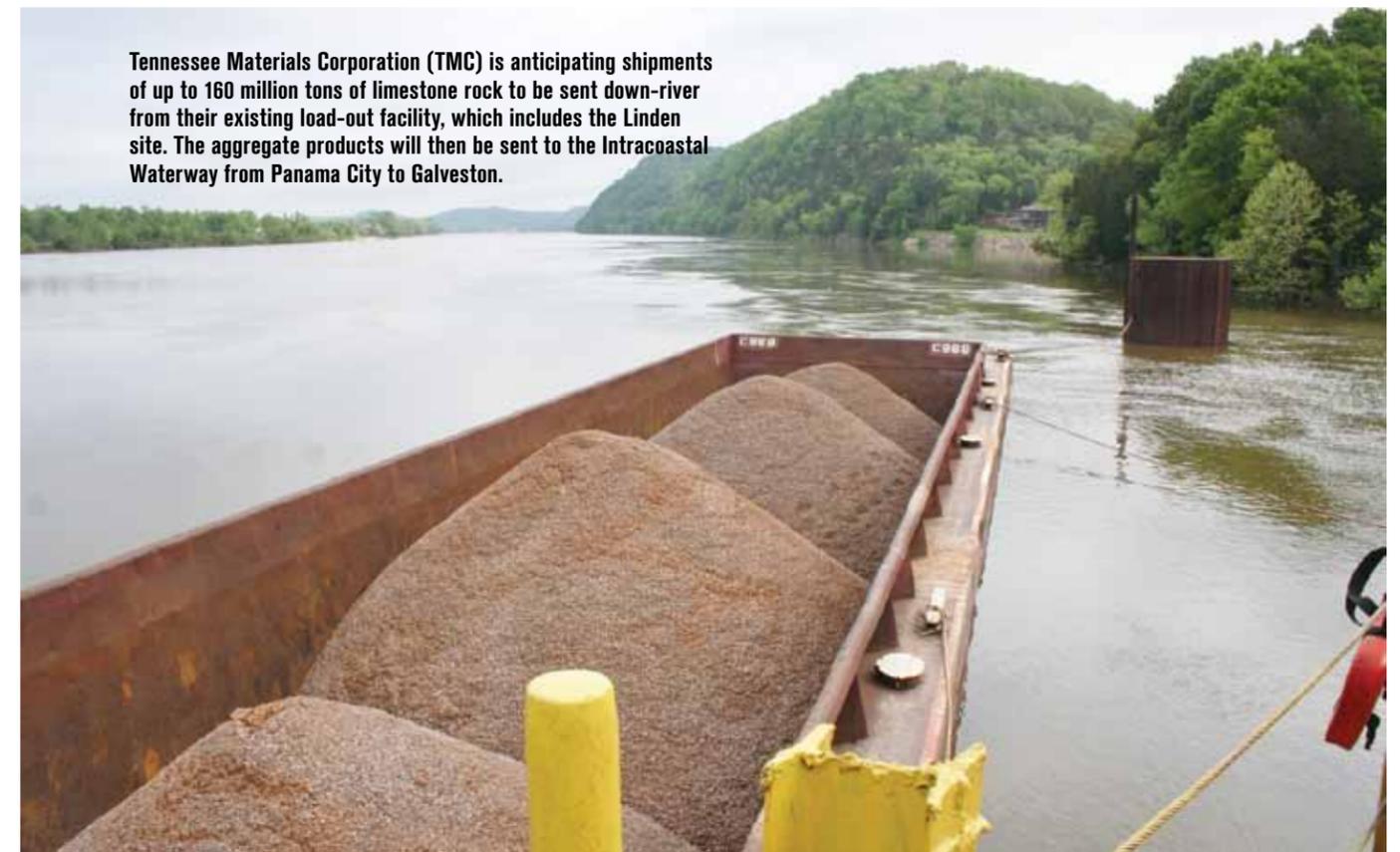
The site in Bremen is a hard sandstone site that is unique to the Cullman area. There are very few similar sites in the United States. The Muscle Shoals facility is a limestone quarry like the Linden site, but it’s located southeast of the city next to a Rogers Group Quarry. TMC hopes to have it developed in 2012. For now, though, only what comes out of the Tennessee quarries will come down to the Port of Mobile—limestone from Linden, and sand and gravel from Stantonville. The facility at Stantonville produces “red rock,” which is used in concrete production. According to Lacey, the demand for red rock is not as high as that of limestone, but it’s cheaper and can be used in production rather than limestone.

When the shipments began, the company was in the process of looking for a lead barge company to carry the shipments down river. “Our goal is to enter into a contract with a company for dedicated runs for many years to come,” said Frank Lacey, a spokesperson for TMC. “We have over 200 million tons of reserves.”

The goal of TMC is to become the leading provider of aggregate products in the Gulf region. “There is very little red rock and limestone available in the Gulf region, and we’re closer than most other locations that provide it,” Lacey said.



A barge at the Linden site is being loaded with limestone on the Tennessee River. This is one of many shipments of aggregate products that will be sent down river to the Port of Mobile.



Tennessee Materials Corporation (TMC) is anticipating shipments of up to 160 million tons of limestone rock to be sent down-river from their existing load-out facility, which includes the Linden site. The aggregate products will then be sent to the Intracoastal Waterway from Panama City to Galveston.

IN MEMORIAM: The Legacy of Buddy Browning

Family and friends crowded into Christ United Methodist Church in early July to remember the “consummate gentlemen” who always did business with a handshake and the father and husband whose love was forever present and deeply admired.

Ellis Gaines “Buddy” Browning Jr. passed away on July 1, 2011, surrounded by his loved ones. A native and longtime resident of Mobile, Ala., Browning will forever be remembered for his classy demeanor and deep respect for others.

Mr. Browning worked for 17 years with GM&O Railroad before he began his career in April 1976 at the Alabama State Docks, where he held strategic positions in traffic, transportation, marketing and operations. During his tenure with the state docks, Browning was instrumental in numerous expansions at the Port, including the Pier B North and Pier E terminals, the Robert Hope overpass, and a number of projects in the Port’s bulk operations. Browning was also one of the senior project managers that oversaw the deregulation of the Terminal Railway. Browning retired in July of 2000, but kept himself busy as a maritime consultant for Page & Jones.

“Buddy and I worked together for many years at the State Docks, and I counted him as not only a co-worker, but a friend. He was a professional with a strong work ethic and his contributions to the waterfront were many,” said Larry Downs, secretary and treasurer for the Alabama State Port Authority.

Through his experience in the railroad and port industry, Browning provided vast knowledge and understanding of transportation, marketing and operations. He had the uncanny ability to multi-task and provide a common reasoning on any level of responsibility. Whether simultaneously performing contract negotiations, budgetary planning or addressing customers’ needs, the results to achieve success were through listening and effort for the good of the organization.

“I was very fortunate to have met Buddy, as it was through my first interview with the Alabama State Docks—he took a gamble and hired me,” said Tom Adger of Tri-State Maritime Services, Inc. “I have and will always be grateful for the opportunity that Buddy provided me. He was a professional in every sense of the word, a gracious person and forever my good friend.”



Buddy Browning pictured here with his wife Betty Gayle Browning.



Browning pictured here with his two sons, Ellis Gaines Browning III and Thompson Wingate Browning.

His demeanor was complemented by an enormous amount of talent and intellect, which was portrayed in his ability to excel on various levels of management during his career and gain the respect of so many individuals who knew him.

“I have spent most of my life on the waterfront, and Buddy was always there,” said Mike Lee, president of Page & Jones, Inc. “First at the railroad, then the State Docks. When he retired, I wasted no time asking him if he would work with us.”

Lee had the pleasure of working with Browning for over 10 years. Together, they traveled to many different cities and meetings, consulting on all types of new projects and business development.

Whether in the office, or traveling in this country or abroad, when the time came to relax and talk, Browning always talked about his family.

“He was a very happy man, and it was obvious that his family was the source of that joy. He loved and was proud of his boys and kept us up to date on how they were doing. He talked about his beloved Betty Gayle and what they had planned or coming up,” said Lee. “Family was his joy and his strength.”

Buddy met his sweetheart, Betty Gayle, many years ago while working at the State Docks. They were married in 1984 and had the type of loving relationship that many strive for.

“Our relationship never dulled; it was just as fun and compassionate as it was when we married over 25 years ago. In fact, we recently traveled to Buddy’s most favorite place, St. Bart’s, to renew our wedding vows,” said Betty Gayle.

Betty Gayle remembers her late husband as a kind and respectful Southern gentleman. His shirt was always tucked in and his shoes always polished. He would give his heart and time to whoever asked, especially to his two sons, Trey and Tommy.

“It amazes me to see how supportive and compassionate the waterfront industry has been throughout Buddy’s life,” said Betty Gayle. “It’s a great feeling to know that your husband was so well-respected throughout the community and that his knowledge and advice were sought after and valued by everyone he came in contact with.”

Buddy’s love for the water was apparent in both his professional and his personal life. “If we weren’t traveling the world, you could find us on the water,” said Betty Gayle.

“I miss my best friend, but he did leave me with many great memories. So I can’t help but think that Buddy is off on another great adventure, smiling down on us,” concluded Betty Gayle.

His leadership positions with many civic and charitable groups included the Propeller Club, Gulf Ports Association, Mobile Traffic and Transportation Club, and Alabama World Trade Association, just to name a few.

A member of Christ United Methodist Church, Browning is survived by his wife and sweetheart, Betty Gayle Browning; two sons Ellis Gaines Browning III and Thompson Wingate Browning.



Browning was a graduate of Mobile’s S.S. Murphy High School. He is pictured here atop the school’s panther statue on the campus of the state’s oldest public school.



Pictured (L to R) former Gov. of Alabama Fob James and Buddy Browning.

Commissioner of Agriculture and Industries Visits Alabama State Port Authority



Pictured (L to R) Dr. Randy Brinson, CEO of Pan American Marketing, LLC; Wade Walker, deputy commissioner of the Alabama Department of Agriculture and Industries; Glen Zorn, Alabama Department of Agriculture and Industries; Sen. Scott Beason; Anna Ward, ASPA; Mark Sheppard, ASPA; John McMillan, commissioner of the Alabama Department of Agriculture and Industries; Michael Ciamarra, senior fellow, Alabama Policy Institute; and Maria Mendez, ASPA

M/V ASTERIA Makes Maiden Voyage to the Alabama State Port Authority



The M/V ASTERIA made its maiden voyage to the Alabama State Port Authority on Aug. 31. Pictured (L to R) are John Mickler, ASPA; Capt. Ionel Golesteanu, M/V ASTERIA; Chris Dennis, Nord Sud Shipping.

Walter Energy Names Walt Scheller Chief Executive Officer

Walter Energy, Inc. (NYSE: WLT) (TSX: WLT), the world's leading publicly traded "pure play" producer of metallurgical coal for the global steel industry, announced on Sept. 12 that it has named Walter J. "Walt" Scheller III CEO and has elected him to its Board of Directors, effective immediately.

Scheller, 50, was previously President of U.S. Operations, and since joining the company in June 2010, he has been a key member of the team instrumental in accomplishing a number of milestone initiatives, including the acquisition of Western Coal and the addition of an estimated 68 million metric tons of neighboring metallurgical coal reserves at the company's Alabama operations.

"Walt is the ideal individual to provide strong leadership, address the company's near-term challenges, and capitalize on our significant organic growth opportunities," said Michael T. Tokarz, Chairman of the Board. "He has a unique combination of hands-on mining experience as well as both a business and legal background gained from a 30-year career in the natural resources industry. Moreover, he brings fresh perspectives and a diversity of thought from his tenure at other mining companies along with 15 months of on-the-ground experience at Walter Energy."

Scheller was chosen after a thorough search process conducted by Spencer Stuart that included both external and internal candidates. He replaces Joseph B. Leonard, a member of Walter Energy's Board who served as interim CEO since Aug. 1.

"This is an exciting opportunity, and my priorities are clear," Scheller said. "I will be intensely focused on enhancing shareholder value, leveraging our world class natural resources to drive additional earnings and growth, continuing to serve our customers with high quality product on a timely basis, and re-committing our organization to providing a safe and rewarding environment for our employees."

Scheller joined Walter Energy as president and chief operating officer of its Jim Walter Resources subsidiary. He spent four years before that at Peabody Energy Corporation, where he was most recently group executive of Colorado



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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operations. He previously served as senior vice president of strategic operations for Peabody. Prior to that, he served as vice president of Northern Appalachia Gas Operations for CNX Gas Corporation, and before that served in a number of executive and operational roles over 21 years at Consol Energy, Inc., most recently as vice president of operations for the company.

Scheller holds a master's degree in business administration from the University of Pittsburgh-Joseph M. Katz Graduate School of Business, a law degree from Duquesne University and a bachelor's degree in mining engineering from West Virginia University.



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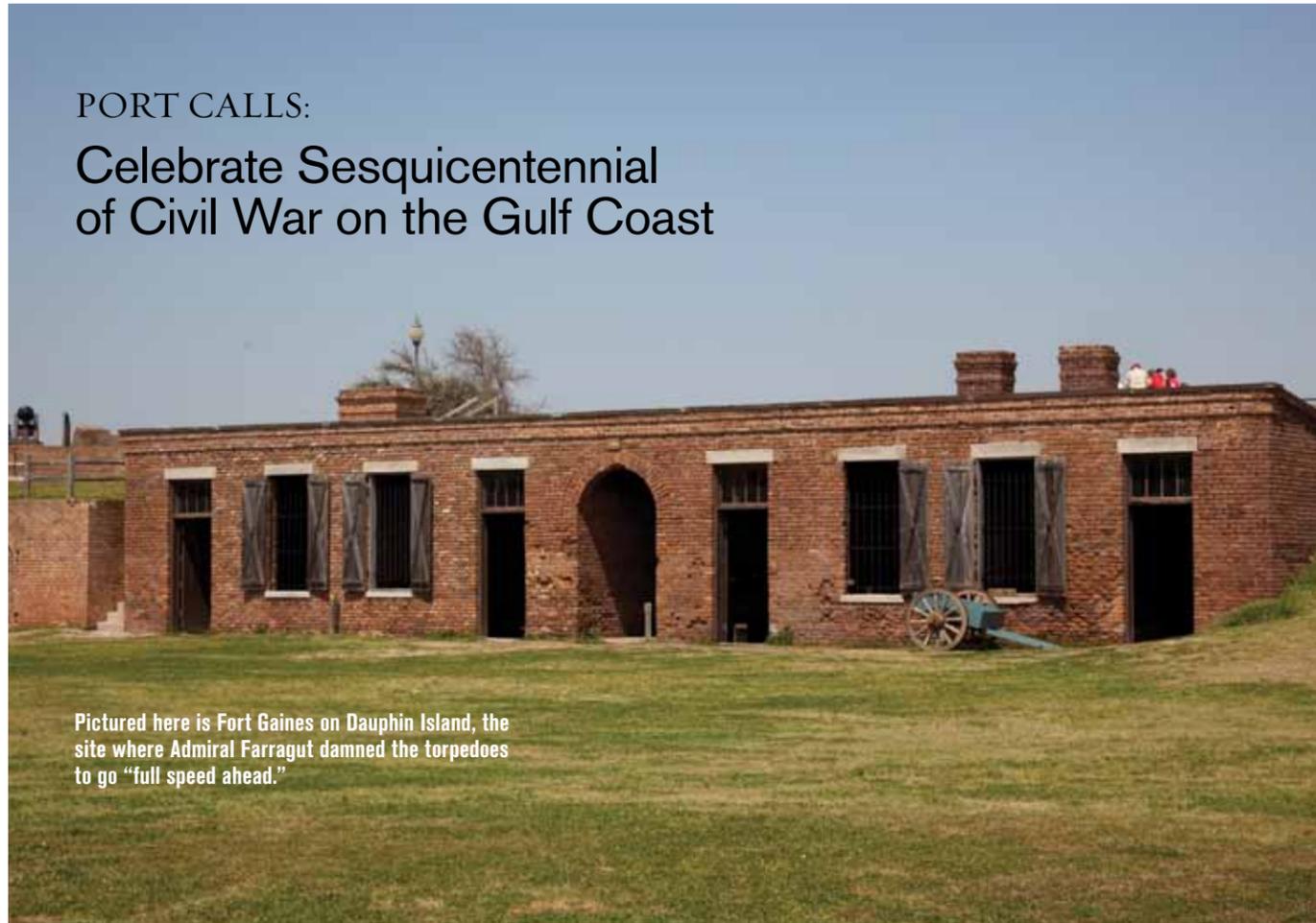
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PORT CALLS:

Celebrate Sesquicentennial of Civil War on the Gulf Coast



Pictured here is Fort Gaines on Dauphin Island, the site where Admiral Farragut damned the torpedoes to go "full speed ahead."

Though often touted for its beautiful beaches and amazing seafood, the Alabama Tourism Department is supporting the effort to recognize the Gulf Coast for its diverse and crucial roles during the Civil War with the release of *The Civil War Trail Brochure* and the attractions it features. While the publication lists a number of historic Alabama lures, the rich past and involvement of our coastal area in the War Between the States may come as a surprise to some. From battlegrounds and cemeteries to the pristinely preserved beauty of days gone by, Mobile and its vicinity assist in celebrating the sesquicentennial of the Civil War with several momentous tourism opportunities.

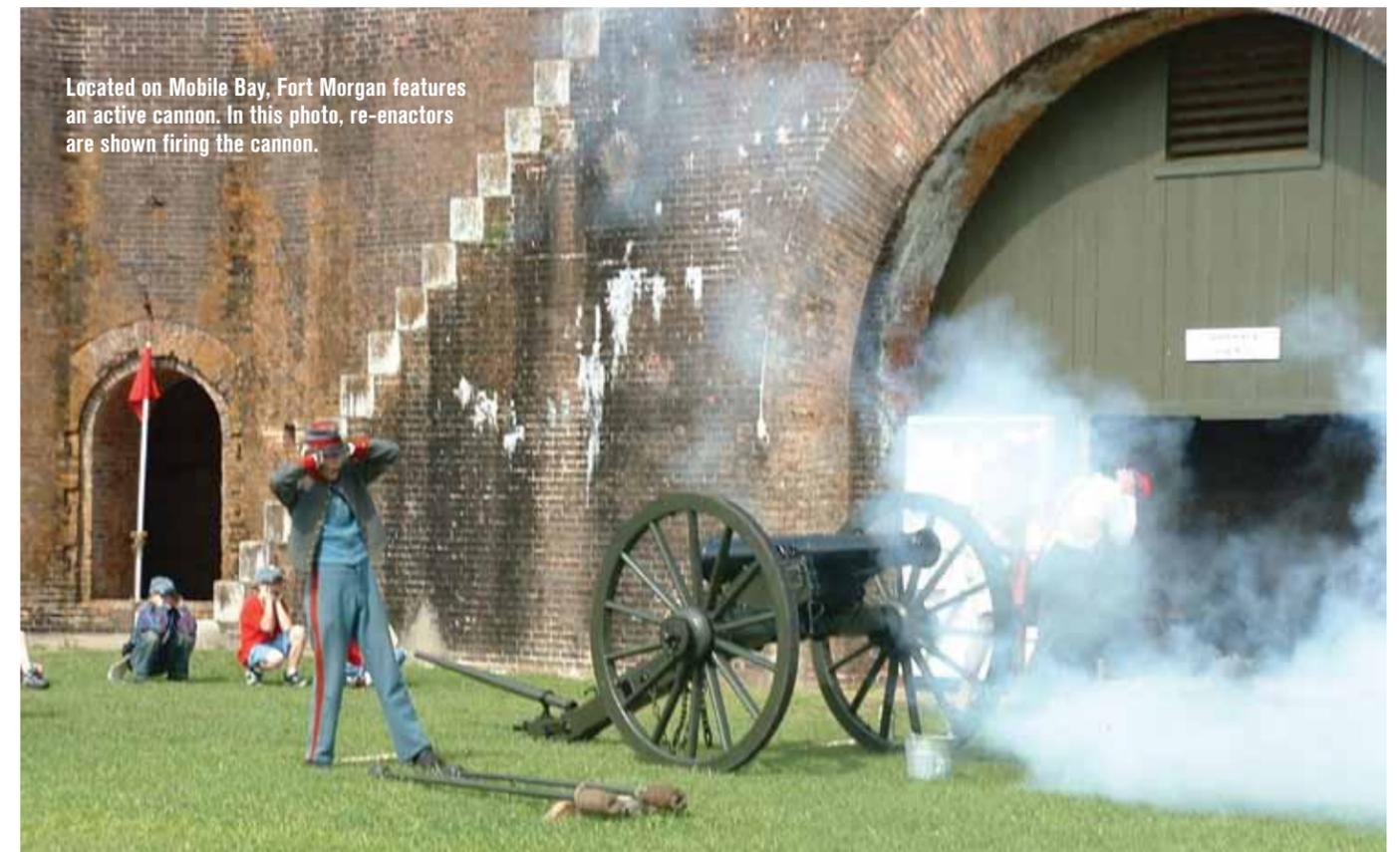
When traveling through this portion of the Civil War Trail, a visit to Fort Gaines is a must. Located on Dauphin Island, Fort Gaines stands as one of the country's most well-preserved Civil War-era masonry forts. Perhaps best known as the site where Admiral David Farragut damned the torpedoes to go "full speed ahead" to Fort Morgan, this historic site boasts an operational blacksmith shop and the original five cannons used in battle. According to Edith Parten, media relations manager and Gulf Coast regional director of the Alabama Tourism Department, "Fierce battles were fought, and it's

really interesting to see where these Civil War soldiers stood." Parten also notes the opportunity to take a memento from the working blacksmith shop at Fort Gaines. "You can have the blacksmith make your own little souvenir or you can pick up a piece of history just by stopping by."

From Fort Gaines, visitors can make their way over to Mobile Bay to see Fort Morgan. Most famous for its role in the Civil War Battle of Mobile Bay, where it was surrendered to Union Forces led by Admiral Farragut after a two-week siege, the colossal fort is composed of more than 40 million bricks and features re-enactments of the period by actors dressed in Civil War-era garb. While visitors must wait until the first weekend in August to witness the Fort Morgan Siege and Encampment re-enactment event, the Civil War Christmas at Fort Morgan is just months away. In December, actors portray a Civil War-era Christmas complete with candlelight tours and period clothing. "The re-enactors really get into it. They put you into the moment. It can be very interesting, whether you're a Civil War buff or simply curious about the region during the past," said Parten. In addition to the Civil War-era Christmas event, the fort is open daily and guided tours are available from June through August upon appointment.



Historic Magnolia Cemetery in Mobile, Ala., features the Confederate Rest area where 1,100 Confederate soldiers are buried.



Located on Mobile Bay, Fort Morgan features an active cannon. In this photo, re-enactors are shown firing the cannon.



The Grand Hotel is home to the world's longest veranda and served as a hospital to Confederate troops during the Civil War.

For a scenic transportation in time, Blakeley State Park is a must see along the Gulf Coast portion of the Civil War Trail. Nestled in Baldwin County, Blakeley is one of the oldest towns in Alabama and is the site of the last major battle of the Civil War. Mere hours after General Robert E. Lee surrendered in Virginia, the Battle of Blakeley commenced at Fort Blakeley in April of 1865. Today, visitors can enjoy natural charm along 10.5 miles of nature trails on the largest national historic register site east of the Mississippi. Known as the South's "most beautiful ghost town," Blakeley's only inhabitants now are its animals and oak trees.

In Mobile, Civil War Trail goers can pay reverence while beholding the intricate wonders of carefully crafted tombstones at Magnolia Cemetery on Virginia Street. This immense urban cemetery features a Confederate Rest area designated for the 1,100 Confederate war dead. A full-figure statue of a Confederate soldier is a prominent feature of this section of the cemetery, and various famous Confederates, such as General Braxton Bragg of the Chattanooga/Chickamauga Conflict, are buried here. In addition to the

Confederate Rest, Magnolia Cemetery's National Cemetery segment is also the resting place for Union soldiers who perished during the Battle of Fort Blakeley. While it is the burial ground for so many, the cemetery also provides insight into Mobile's 19th and early 20th century social background. Tombs and sculptures placed throughout Magnolia Cemetery echo the religious beliefs, traditions and socio-economic status among the dead placed there.

For both elegant lodging and another historic destination along the Civil War Trail, stop by the Historic Grand Hotel in Point Clear, Ala. Often referred to as the "Queen of Southern Resorts," the Grand Hotel Marriott Resort, Golf Club & Spa was a major asset to the Confederate troops during the Civil War. Part of the hotel served as a Confederate hospital, and the 21st Alabama Infantry kept a garrison on the grounds. Parten noted, "The Grand Hotel is not only a wonderful resort, but also served a critical mission during the Civil War. It was really a pivotal site because of the hospital, and I think the staff currently does a nice job of really giving visitors a sense of that." Another unique feature of the Grand is the



Two visitors are pictured here taking a stroll in the South's "most beautiful ghost town," Blakeley, Ala.

cemetery, located on the 18th tee of the Azalea course. This is the final resting place for approximately 300 soldiers who died in the grounds' hospital after the Battle of Vicksburg. Cars are not permitted here as a way of preserving the old-world charms of days gone by, and the hotel is home to the world's longest veranda, a 600-foot porch that extends throughout the entire length of the property. In addition to the Grand's lush sophistication, every day at four o'clock, members of the staff march and a cannon is fired to honor the wars of the United States.

Whether you're coming specifically for a re-enactment or just to wander about the sites mentioned, the Gulf Coast offers a rich Civil War history unique to the Deep South. "Several significant battles were fought on Alabama's Gulf Coast during the Civil War. Visitors can experience the Civil War history ... They can walk in the same footsteps of the soldiers and learn about the historic battles. *The Civil War Trail Brochure* will help them plan their trip to the historic sites and attractions," said Lee Sentell, Alabama Tourism Department director. *The Civil War Trail Brochure* can be

procured at any of the eight welcome centers in Alabama, or you can print one at www.alabama.travel. *The Civil War Trail Brochure* commemorates the 150th anniversary of the War Between the States and is part of the "Becoming Alabama" initiative that recognizes and promotes three historical periods of the state's history. "Come now," said Parten. "We're celebrating 150 years since the Civil War. You may be surprised at what you find."

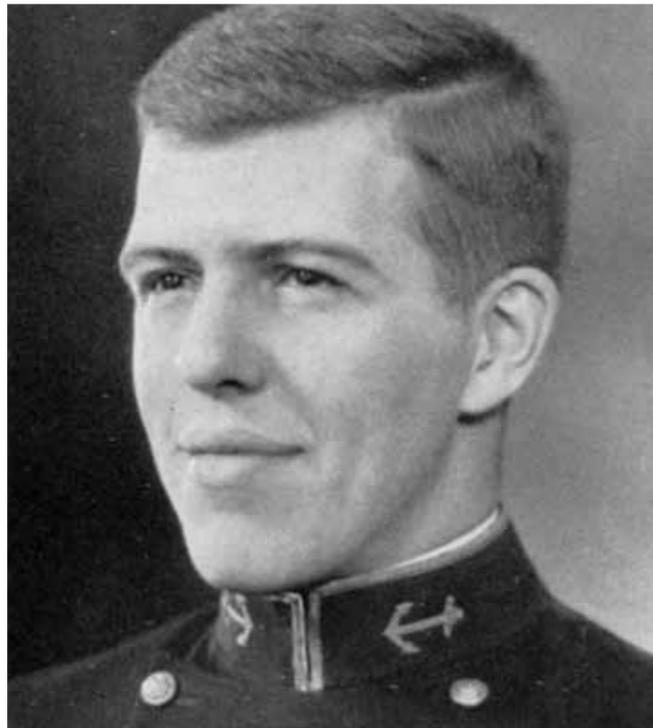
The Remarkable Draper Kauffman

The decision came as a blow to Midshipman Draper Kauffman. It was 1933, the world was in the throes of the Great Depression, defense spending was not what it once had been, and only half the graduates of the U.S. Naval Academy would be selected to receive a commission in either the Navy or Marine Corps. Because he had poor eyesight, Midshipman Kauffman found himself among the 50 percent of the graduating class who were cast adrift at the end of their four years at the Academy, despite the fact that Kauffman came from a Navy family and that his father was a well-regarded captain. It was an inauspicious beginning for the gangly young man who had worked so hard to obtain an appointment to the Academy in the first place. His dream of becoming a destroyer captain like his father looked to be unattainable. No one, not even Kauffman himself, could have imagined the path his career would take or the legacy that he would leave.

Kauffman took a job with the United States Lines Steamship Company, working in the company's New York office, and steadily rose through the ranks to become the assistant manager of operations. In the pivotal year of 1939, Kauffman's job took him to Europe for six months, where he split his time evenly among the company's offices in England, France and Germany. What he saw during his travels convinced Kauffman of the coming war and the threat posed by a renascent Germany under the Nazi Party.

Upon his return to the States, Kauffman began speaking publicly in the New York area, urging the United State to declare an alliance with Britain and France in the event of a declaration of war by Germany, but his arguments were ignored by isolationist-minded Americans.

By early 1940, Kauffman was determined to act, even if his own nation refused to take action. The 28-year-old took a six month leave of absence from U.S. Lines and made his way to France, where he joined the American Volunteer Ambulance Corps. Wearing the uniform of a French Army lieutenant, Kauffman reported for duty in the wee hours of May 10, the same day that Germany invaded the Netherlands, Luxembourg and Belgium, advancing through the Ardennes Forest. On his first day, Kauffman made two perilous runs beyond the Maginot Line, exposed to constant shelling, to pick up wounded men, earning the Croix de Guerre for his efforts. Kauffman remained on the Maginot Line until the



Midshipman Draper Kauffman graduated from the U.S. Naval Academy in 1933 but, due to poor eyesight, was not offered a commission. Photo courtesy U.S. Naval Academy.

French Army was forced to retreat by the German advance. On June 22, with wounded men to transport but no French hospitals to accept them, Kauffman and another driver were directed to make their way through enemy lines to deliver the wounded French to a German aid station. Flying white flags, they made the first round trip successfully, allowed by both the French and Germans to conduct their mission of mercy. They were not as fortunate on a second trip, and the Americans were taken prisoner by the Germans and sent to a POW camp at Lunéville.

Kauffman's incarceration lasted about two months. Before the Germans would release him to the U.S. Embassy in Paris, they made Kauffman sign a statement swearing that he would not take up arms against Germany. He was then issued a new passport authorizing travel through France, Spain and Portugal in order to return to the United States. The passport expressly forbade Kauffman from stopping in the United Kingdom. In Paris, however, the American was approached by a British subject with intelligence that he

asked to be passed to the British minister in Lisbon. Although skeptical, Kauffman delivered the message, which was received with appreciation. Kauffman pressed his luck by telling the diplomat that he would like to serve with the Royal Navy. Word came back from London—British authorities already had the intelligence that Kauffman had passed along, but they were appreciative and would entertain his request. He immediately signed on as a crewman aboard the British merchantman SS SPIRO for passage to England. He managed to get the U.S. Embassy in London to amend his passport, saying that the notice banning his travel to the United Kingdom had been “a mistake.”

Kauffman soon found himself in the uniform of a sub-lieutenant in the Royal Navy Volunteer Reserve and reported for training aboard HMS KING ALFRED (a land-based training station that nevertheless carried the appellation of “His Majesty's Ship”). Two weeks after he began his training, a request was issued for volunteers to join the Royal Navy's Unexploded Bomb Department. Unexploded ordnance was piling up at an alarming rate across England, and men were needed to disarm and destroy the bombs. Although his real desire was to get to sea, Kauffman knew his eyesight was still a hindrance to sea duty. Not keen to sit out the war at a desk, he reluctantly volunteered for the hazardous duty. It would become a defining moment for the rest of his life.

Kauffman showed an aptitude for bomb disposal and was soon busy clearing unexploded ordnance across Britain. He eventually commanded a group of men, including two sub-lieutenants (Kauffman by then had been promoted to lieutenant), three chief petty officers and 24 enlisted sailors. By September 1941, Kauffman had earned a month's leave, and he sailed from Scotland for the United States. Admiral and Mrs. Chester Nimitz dropped by the Kauffman residence in Washington one evening for drinks, and Nimitz asked Kauffman why he was in the Royal Navy instead of the U.S. Navy. Kauffman replied that the U.S. Navy had informed him that his eyes weren't good enough. Nimitz, who was head of the Bureau of Personnel at the time, waved off the excuse. “Well, they are now,” he said.

Nimitz sent a memo to Admiral William H.P. Blandy, head of the Bureau of Ordnance, citing the U.S. Navy's need to establish a bomb disposal unit—and he referred Blandy to Royal Navy Reserve Lieutenant Draper Kauffman. The two men met twice, and, during the second interview, Blandy shared correspondence between the U.S. Navy and British Admiralty, one letter requesting Kauffman's release from the Royal Navy and the favorable response from the Royal Navy. A few days later, on Nov. 7, 1941, Kauffman was sworn in as a lieutenant in the U.S. Naval Reserve.



As a member of the American Volunteer Ambulance Corps in France, Lt. Kauffman earned the Croix de Guerre on his first day of service.



After release from a German POW camp, Kauffman served as an officer in the Royal Navy Volunteer Reserve, where he became an expert in bomb disposal. Photo courtesy U.S. Naval Institute.

Kauffman's first assignment was to establish a U.S. Navy Bomb Disposal School. He began devising a curriculum based on what he had learned in the Royal Navy. He was also instructed to recruit students from Navy ROTC midshipmen, but before he could ask for his first volunteers, the Japanese bombed Pearl Harbor, pulling the United States into war. Three hundred men at Northwestern volunteered for Bomb Disposal School on Dec. 10 before Kauffman was ordered to Hawaii to defuse an unexploded bomb that had landed just outside an Army ammunition depot. Kauffman disabled the bomb, giving the Americans their first look at Japanese ordnance and earning a Navy Cross for Kauffman.

Lt. Kauffman established the Bomb Disposal School on the campus of the American University in Washington. The first class included four Army students who went on to establish a similar school for the Army at the Aberdeen Proving Ground in Maryland. Naval graduates of the first class went their separate ways: some to the Fleet, some to England for additional training, some to North Africa to begin collecting samples of German fuses and bombs, and five who became the core staff at the school.

Kauffman ran the school until late spring 1943, when the Navy Department tapped him for another critical assignment. Planning for the invasion of Europe was already underway, but the question of how to clear obstacles from the beaches of Normandy had remained unanswered—until now. Recently promoted Lt. Commander Draper Kauffman, USNR, the Navy's foremost authority on ordnance disposal, was ordered to establish a school to train men to demolish underwater obstacles. Accordingly, Kauffman raided the Bomb Disposal School of some of its brightest minds and in June 1943 set up the Naval Combat Demolition School at Ft. Pierce, Fla. As he had with the Bomb Disposal School, Kauffman recruited only volunteers for the school. Most of them came from the Navy Construction Battalions (the Seabees), the Marine Corps and the Army's combat engineers.

Recognizing that both physical and mental endurance would be necessary for his demolition teams to succeed, Kauffman called on the trainers from the Army's Scouts and Raiders School to condense their eight-week physical training course into a single week for the Naval Combat Demolition School. The resulting "Hell Week," as Kauffman dubbed it, was meant to weed out all but the toughest of men. Kauffman went through the initial Hell Week himself and watched as 40 percent of his initial class washed out. It was grueling, but those who survived forged an unbreakable bond and a remarkable esprit de corps. The men were divided into teams of six, called Naval Combat Demolition Units or NCDUs. They learned to deploy in small rubber boats, to swim long distances and became experts in demolition, blowing up



While on leave in the United States in the fall of 1941, Kauffman was released from duty by the Royal Navy and given a commission as a reserve officer in the U.S. Navy. Photo courtesy of the National Navy UDT-SEAL Museum.

replicas of the obstacles known to be emplaced along the beaches of Normandy. Kauffman ran the school until March 1944, when he received orders to report to the Pacific Theater. A total of 32 six-man NCDUs sailed to England to participate in the Normandy landings. Unfortunately, little attention was given to the units, as their senior most officers were ensigns and junior lieutenants.

Going in ahead of the assault forces on June 6, the NCDUs cleared eight gaps and two partial gaps on Omaha Beach but sustained a 52 percent casualty rate. Casualty rates were lower on Utah Beach, where the NCDUs cleared 1,600 yards of beach for the amphibious landing. The NCDUs proved not only their valor that day, but their value, earning a total of seven Navy Crosses, a number of Silver Stars and Bronze Stars, as well as a Presidential Unit Citation.

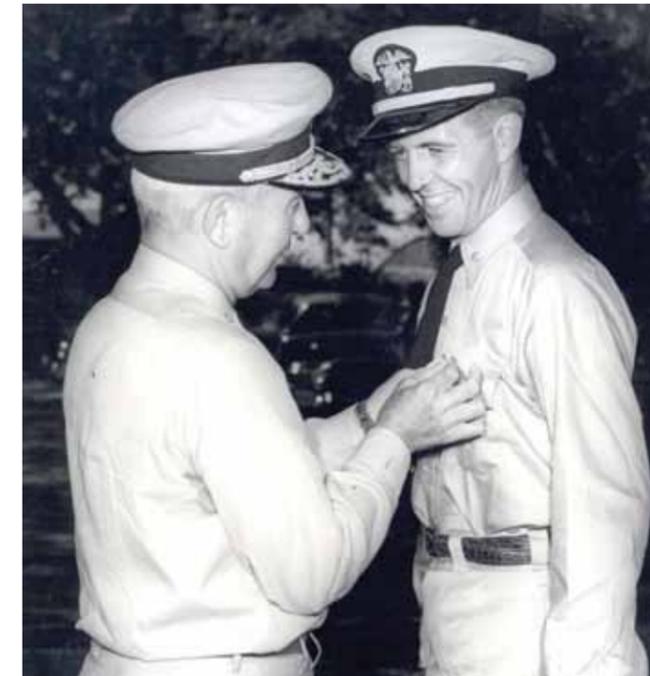
The NCDU concept had been recreated in the Pacific, where they were called Underwater Demolition Teams (UDTs). Each UDT consisted of 100 men: 13 officers and 87 enlisted men. Kauffman had orders to the UDTs' secret training facility on the Hawaiian island of Maui as the commanding officer of UDT 5.

In addition to clearing obstacles, Rear Admiral Richmond K. "Terrible" Turner, commander of the Fifth Amphibious Forces in the Pacific, wanted the UDTs to undertake hydrographic surveys (that is, to chart the underwater geography off the landing beaches). To do so, men used their bodies as yardsticks: They would swim in (sometimes distances of a mile or more) under enemy fire, unspooling knotted cord as they went and taking measurements every 25 yards. To prepare his team, Draper had them make long distance practice swims while Navy vessels fired live rounds over their heads. Two days before the UDTs departed for Saipan, Lt. Commander Draper Kauffman was placed in command of the three teams assigned to the operation.

Kauffman took his men in to reconnoiter the beaches of Saipan in advance of the planned assault. Two UDTs—200 men—went in during daylight hours and under heavy fire, with the third team kept in reserve. Six men were injured, and one swimmer, Petty Officer First Class Robert Christiansen, was killed. Two men were missing, and Kauffman personally swam back in under fire to locate them. He was directed to a certain lagoon, only to discover the two shapes in the water were nothing but coral. Nevertheless, the men were found and rescued. The men compiled their findings, and detailed charts were provided to the leaders of the invasion force. That night, the UDTs went back under cover of darkness and rigged 105,000 pounds of explosives to reefs and other obstacles. It took so long to lay the explosives, that the men worked throughout the night and did not complete their work until about 10 o'clock the next morning. The resulting explosion shot water a quarter mile in the air, but it cleared the way for the amphibious assault force of 20,000 Marines.

Three weeks later, Kauffman personally led a reconnaissance of the beaches on Tinian. This time, the reconnaissance took place at night, which Kauffman preferred and for which his men had trained incessantly. The reconnaissance went well, but due to the strong current, the men lost their rubber boat and couldn't find the landing craft waiting offshore in the dark. They wound up swimming four and a half miles back to the ship, arriving at 4:30 in the morning. They went in again the next night to reconnoiter beaches they had missed the night before. Once more, the UDTs had made rapid landings possible for the Marines, and, on the appointed day, 15,000 Marines went ashore after a massive feint by the Navy drew Japanese defenders to other beaches. For his actions at Saipan and Tinian, Draper Kauffman received his second Navy Cross. More than 60 officers received Silver Stars, and more than 300 enlisted men received Bronze Stars for their efforts.

Kauffman returned to Hawaii in July 1944. He relinquished command of UDT 5 and was assigned as the chief of staff for the UDTs, as well as the command's training officer. Captain



NCDUs evolved into Underwater Demolition Teams in the Pacific Theater. Kauffman commanded UDT 5 and served as chief of staff for the UDT command. For his actions on Saipan and Tinian, Kauffman received his second Navy Cross (being pinned on by his father, Rear Admiral James L. "Reggie" Kauffman). Photo courtesy National Navy UDT-SEAL Museum.

B. Hall "Red" Hanlon was appointed commanding officer of the UDTs. Meanwhile, the UDTs performed heroically across the Pacific, mapping the approaches to beaches and then clearing them of obstacles at Peleliu, Leyte, Luzon, Iwo Jima and Okinawa. For the latter, no fewer than 12 teams of 100 men each participated, making Okinawa the largest operation of the war for the UDTs.

Following the bombings of Hiroshima and Nagasaki in August 1945, Kauffman, who had by now been promoted to the rank of commander, led a UDT team into Tokyo Bay to ensure that no mischief would greet the arrival of the USS MISSOURI. The UDT men found a cache of what appeared to be suicide boats armed with torpedoes. Kauffman went ashore. Clad in only his "frogman uniform" of swimsuit, face mask, swim fins and knife, he was greeted by a contingent of more than 400 Japanese military personnel formed up and wearing dress uniforms. A Japanese captain stepped forward and, after finally accepting Kauffman's word that the strangely dressed officer was the commanding officer of the small force, surrendered. Kauffman accepted the surrender with the caveat that the Japanese soldiers and sailors assist in the destruction of the suicide boats and torpedoes. Following destruction of the torpedoes the next morning, Kauffman and four others drove into Tokyo proper, allegedly the first American troops to do so.

After the war, Kauffman's expertise in establishing schools was tapped again, and he set up the Navy's Radiological Safety School. In 1948, his dream of becoming a destroyer commander came to fruition when he assumed command of USS GEARING (DD-710). He later served as the commander of Destroyer Division 122 and was the skipper of both the USS BEXAR (APA-237) and the USS HELENA (CA-75). Kauffman served as superintendent of the Naval Academy from 1965 to 1968. He later served as commander, U.S. Naval Forces, Philippines, and, finally, as commandant of the Ninth Naval District and the Great Lakes Naval Training Center. He retired as a rear admiral in 1973. Following his retirement, Rear Admiral Kauffman served as term as president of Marion Military Institute in Marion, Ala.

Considered the "Father of Naval Combat Demolition," Rear Admiral Draper Kauffman held the distinction of having served as an officer in the armed services of France, Britain and the United States. His abilities as a teacher served him well in establishing the U.S. Navy Bomb Disposal School, the Naval Combat Demolition School and the U.S. Navy Radiological Safety School. Kauffman's direct involvement in the training and operation of UDTs in the Pacific saved countless lives, choosing the safest landing sites and enabling amphibious landings to be carried out as quickly as possible. Many of the ideas, tactics, techniques and procedures that originated with the NCDUs (including Hell Week) were retained by the UDTs and then passed down to their successors, the U.S. Navy SEALs. The Kauffman EOD Training Complex, which trains all U.S. military branches in bomb disposal, is located at Eglin Air Force Base in Florida, and the Draper L. Kauffman Naval Special Warfare Operations Facility is located in Norfolk, Va. In 1987, the Navy honored Rear Admiral Kauffman (and his father, Vice Admiral James L. "Reggie" Kauffman) by commissioning the USS KAUFFMAN (FFG-59). Kauffman died in 1979 at the age of 68.



Kauffman went on to a number of commands and served as the Superintendent of the U.S. Naval Academy before retiring as a rear admiral. Photo courtesy U.S. Naval Academy.

About the Writer



Captain Scott Rye, Commanding Officer
Navy Reserve Navy Public Affairs Support Element

Recently promoted to Captain, Scott Rye is the reserve commanding officer of Navy Public Affairs Support Element and is responsible for the headquarters element in Norfolk, as well as detachments in Norfolk and San Diego. He was assigned to his current position in October 2010 after serving as executive officer.

Rye served as a staff Public Affairs Officer for United States Central Command from 2008 to 2010, a critical period when U.S. forces were deployed to both Iraq and Afghanistan and throughout the Central Command area of operations.

In 2007 and 2008, Rye served as a spokesman and chief of the Media Operations Center for Multi-National Force-Iraq at the height of the war's pivotal surge.

Rye's previous command tours include Navy Office of Information Navy Central Command/Fifth Fleet and Fleet Combat Camera Atlantic 0293.

Other assignments include tours as deputy, Navy Office of Information Navy Central Command/Fifth Fleet; Public Affairs Officer, Commander Naval Air Force Reserve; executive officer, Navy Information Bureau 916; Public Affairs Officer, Navy Reserve Readiness Command Mid-South; administrative and training officer, Navy Office of Information Southeast 108; executive assistant to the commanding officer, Strike Fighter Squadron Two Zero Four; and training officer, Naval Air Station New Orleans 3682.

A native of Florence, Ala., Rye was commissioned in 1990 after receiving a Bachelor of Arts in English from Rhodes College, where he was elected to Phi Beta Kappa. He also studied Arthurian Literature and Mediaeval British History at St. John's College, Oxford University.

Rye's personal awards include the Bronze Star Medal, Joint Service Commendation Medal, Navy Commendation Medal (five awards), and the Navy Achievement Medal (three awards).

When not on duty as a Naval officer, Captain Rye also serves as chief operating officer of Mobile, Ala.-based Red Square Agency, a full-service advertising, marketing and public relations firm.



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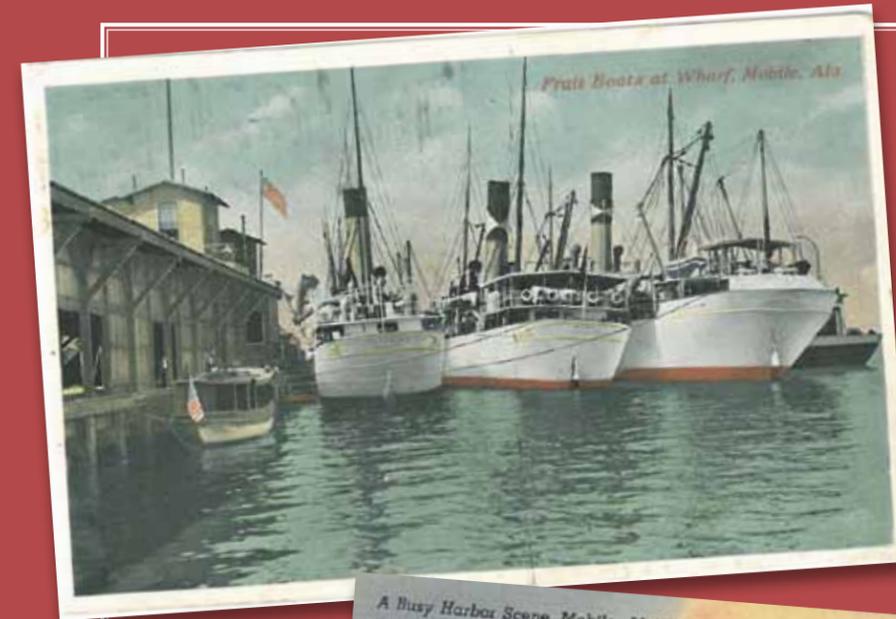
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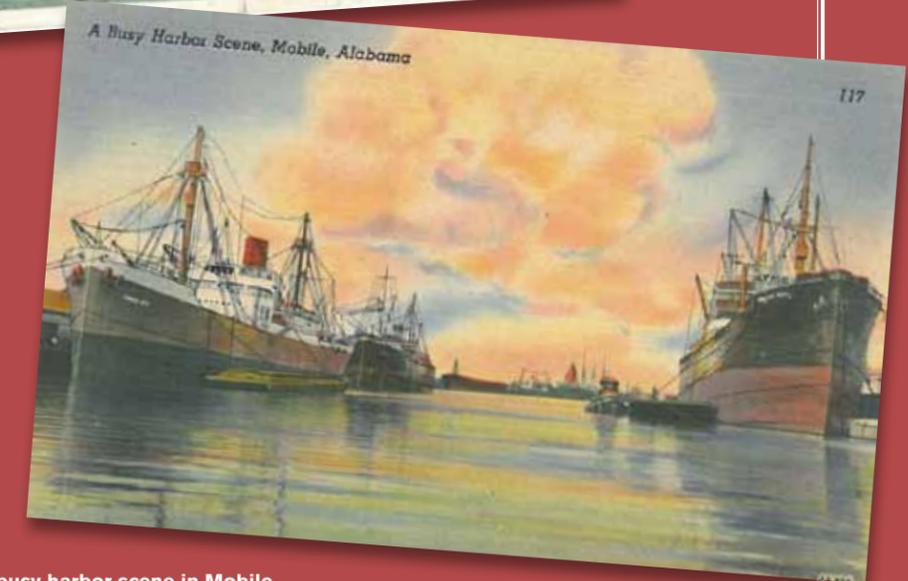
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KOREA INCHON KUNSAN MASAN	Saga Forest Carriers Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Inducement Monthly Monthly Monthly	Biehl & Company Nord-Sud Shipping Nord-Sud Shipping Nord-Sud Shipping
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