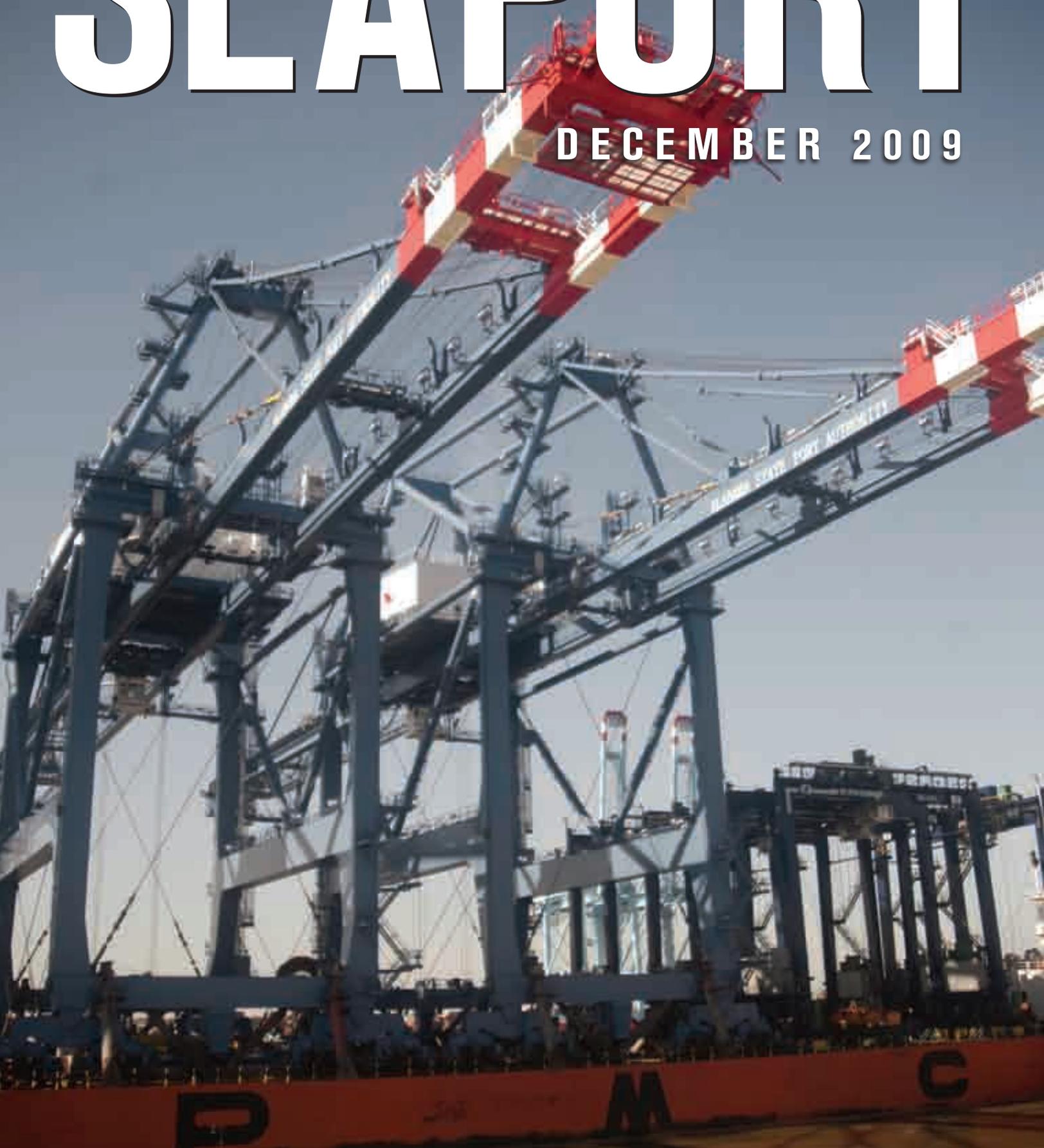


ALABAMA SEAPORT

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

DECEMBER 2009



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ALABAMA SEAPORT

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On The Cover:

The massive cranes took up every available inch on the ship, which could not fit through the Panama Canal and had to take a long, slow route to Pinto Island.



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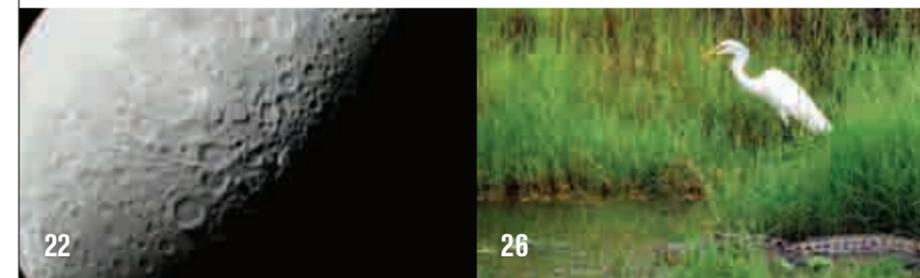
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New Cranes Arrive at Pinto Island Steel Terminal

With the arrival of three Chinese cranes, the \$100 million steel handling terminal on the Port of Mobile's Pinto Island is nearly complete. The gantry cranes left Shanghai for Mobile at the end of September, arriving in Mobile just before Thanksgiving. But before the trio of cranes could get down to the business of moving slabs of raw steel for transportation up the Tombigbee River for the ThyssenKrupp mill in Calvert, they had to be offloaded and set up at the new terminal. This process, along with its new barge haul system, will set a new standard for marine terminals. "We believe we are deploying the latest technological standard for marine terminal operations seen nowhere else in the world," said James K. Lyons, director and CEO for the Alabama State Port Authority.

The 200-foot (300-foot with boom up) high cranes were shipped fully assembled, though well-secured and welded down. "They try to avoid big storms, but are stowed for heavy seas. (Late season Hurricane) Ida was never a concern, though a typhoon did delay the vessel leaving Shanghai," said Stan Gottlieb, senior vice president of Shaw GBB LLC, the Alabama State Port Authority's engineering consultant for the project.

After the M/V ZHEN HUA 25 traveled up the Mobile ship channel to Pinto Island, it pulled in with its port side to the 1,050-foot long dock. The cranes, developed by Shaw GBB LLC and constructed by Zhenhua Port Machinery Co., will straddle the terminal's barge slip, located just behind the ship berth. To position the cranes, Shaw GBB and ZPMC collaborated on the offload bridge assembly, temporary pile support system and reinforced dock that facilitated the crane offload process. This bridge assembly allowed the rear legs of the crane to traverse the ship dock and the barge slip—a distance of about 40 feet—to the land side rails. A pulley and winch system pulled the cranes off the ship and onto the dock and rails. Once on the rails, the cranes can move up and down the dock to service vessels, according to Gottlieb.



The arms of the three gantry cranes being delivered to Pinto Island stretched across the sky.



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Commission (Ex-Officio Member), Mobile

Term expires July 31, 2010

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"Our challenge was to deliver a terminal designed to accommodate the efficiency and low cost concepts developed by the Port Authority during the ThyssenKrupp recruitment process," said Gottlieb. "Our challenge was to develop an engineered solution for getting the cranes across open water." This offload, he said, was unique in the fact that most cranes roll off a ship onto rails on a solid dock. "It's unique to bridge a barge slip," he explained, noting to his knowledge that it is the first time a barge slip has been spanned.

At a total value of approximately \$31 million, the Post-Panamax ship-to-shore cranes were manufactured and tested by ZPMC. In the operating position, each crane is 200 feet high with a rail gauge—the spread between the crane's legs—of 120 feet. With an operating outreach of 150 feet and a backreach of 165 feet, the cranes can deposit the steel slabs either on a barge in the barge slip or in the terminal's storage yard for shipment at a later time. Rail-mounted, the cranes are electrically powered, single trolley traveling tower gantry-type cranes. With a 78 metric ton maximum capacity, the cranes are equipped with a magnet device able to lift steel slabs weighing up to 36 metric tons. Each slab measures up to 10 inches thick, 37 feet long and six feet wide.

The delivery of the cranes moves the terminal one step closer to its anticipated opening in January 2010. "We're very excited about the crane delivery," said ThyssenKrupp Director of Communications Scott Posey. "The delivery of these cranes represents another important milestone for our project, and we're grateful to Jimmy Lyons and his team for the fantastic

job they're doing keeping this important part of our success on track."

These new cranes assist the ASPA in its quest to become greener. By using the latest generation crane drivers powered by electricity, there are no emissions and lower noise levels. "We went into terminal development and design with an eye toward reducing the overall carbon footprint and setting new technological standards for marine terminals," said Lyons.

The Pinto Island terminal is also unique for its barge haul system, designed by Shaw GBB. The barge slip has three units that can operate independently or cooperatively for cargo loading. A manned control booth at the end of the barge slip determines the location for the barge; the barge is moved to that location and stops. Other systems require barges to be tethered during loading and unloading, and simultaneously move through the barge haul system. By allowing independent action, Pinto Island's cranes can load barges individually if necessary to streamline the loading process. "No one has to go out on the dock. It's all automated," explained Pinto Island Facility Manager Glenn Reibe. "It's probably the highest tech facility I've ever been in."

The new facility is designed so that the crane operators can monitor a barge's draft and will only load it to a certain level. "You don't have to watch the actual draft," explained Reibe. "No one will be walking under the slabs when they're discharging." If the barge is full, the slabs are diverted directly to the storage yard with no time lost.

The crane magnets continue the terminal's commitment to innovation. "Nowhere in North America are magnets being used to discharge steel from a vessel direct from dock to barge," said Reibe, who explained that similar equipment is being used in Europe and South Korea. Once the crane's magnet is energized onto the slab, it can't be released until a release button is depressed. "That's why we went with those," he said, "for safety issues. It's quite a lot more money, but at the end of the day, it's better to have something safe."

The same type of magnet is also used on the forklift blades. The forklifts are put in the hold of the vessel to take the steel slabs out when the cranes can't easily get to them. "Once the actual shipping starts, no one is in the hold of the ship," said Reibe. "It's just steel on steel as slabs are moved to the barge or yard. That's one of the big safety features." The forklifts have a capacity of 110,000 pounds. "Hoist built the forklifts specifically for us," said Reibe. "No one else is using it for the same application."

Another safety feature is the centering device on the cranes. Once a slab is picked up by the crane's magnet, the magnet returns to the center of the ship's hold, preventing it from damaging the sides of the hold. Also, as slabs are moved to the barge, the crane stops five feet above the deck of the barge, then it lowers the slab slowly. "Safety was an important feature in planning this facility," said Reibe. "The whole facility is a safety zone."

The new Pinto Island terminal also uses Radio Frequency Identification (RFID) technology to track each steel slab. "It's all 'real time' that can be read immediately by TK or the port," said Reibe. "At any moment, we'll know exactly what's going on at Pinto." The gantry cranes have on-board computers that read a computer chip attached to each slab. It identifies each individual slab by its size, weight, metallurgy and a location—either on a barge or in the yard, and gives its specific position in the yard. "This technology really streamlines cargo handling operations as it allows for inventory tracking and providing extremely efficient delivery to the plant," said Lyons.



Workers installed temporary pilings in the barge slip to move the cranes. Barges will be pulled along this slip using an automated system to be loaded with steel plates.



A team of tug boats had to maneuver the ship up to the dock before unloading could begin.



The second of three new gantry cranes were offloaded at Pinto Terminal on November 25th. Each rail mounted gantry crane had to travel over water via special fabricated bridges (in orange) to reach the shore side rails.

All the Pieces Fall into Place for **Austal USA**

Alternately described as evolutionary, a milestone and awe inspiring, the newest manufacturing facility on Mobile's waterfront is nothing if not impressive. Austal USA hosted a ribbon cutting ceremony to officially open its module manufacturing facility (MMF) on November 9. The ceremony was attended by dignitaries from the state, city, county and U.S. Navy, as well as the company's founder and current leadership.

The founder of Austal, John Rothwell, came all the way from Australia to attend the event. The speakers were Austal Limited Managing Director Bob Browning, Austal USA President and Chief Operating Officer Joseph Rella, who also served as the master of ceremonies, Mobile Mayor Sam Jones, Alabama Gov. Bob Riley, U.S. Rep. Jo Bonner and Rear Adm.

Bill Landay, U.S. Navy Program Executive Officer, Ships, in the office of the Assistant Secretary of the Navy. Other dignitaries from local and state government and industry also attended the event.

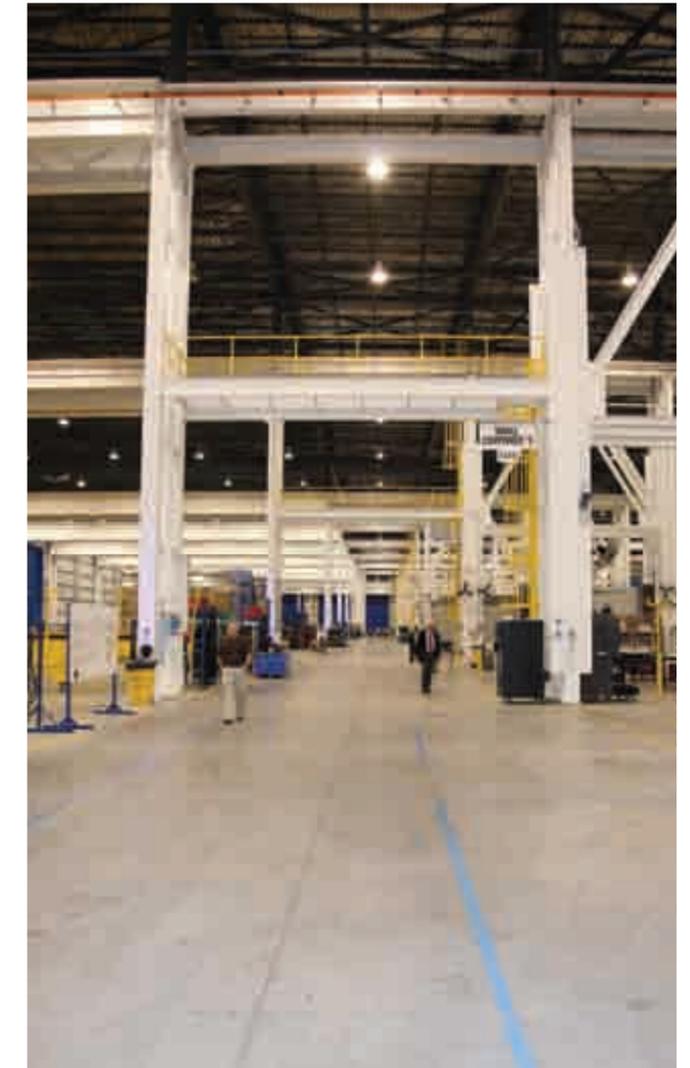
Austal USA has been on Mobile's waterfront for almost 10 years building ships and expanding operations. This year, the company completed construction and builder's trials for the USS INDEPENDENCE, a Littoral Combat Ship (LCS). The LCS is based on an aluminum-frame trimaran hull form designed by Austal. It is capable of going faster than other ships its size and operating in shallow waters. The company hopes to see a commissioning ceremony in Mobile for the ship in January.



Left to right: Austal USA's President & COO, Joseph J. Rella; Bob Riley, governor, State of Alabama; Bob Browning, managing director and CEO, Austal Limited; RADM. Bill Landay, U.S. Navy Program Executive Officer, Ships, in the office of the Assistant Secretary of the Navy; Sam Jones, mayor, City of Mobile; Jo Bonner, U.S. representative, Alabama.



Left to Right, Bob Browning, managing director and CEO, Austal Limited; Sam Jones, mayor of Mobile; Bob Riley, governor of Alabama; Joseph J. Rella, president and COO, Austal USA; Rear Adm. Bill Landay, U.S. Navy Program Executive Officer, Ships, in the office of the Assistant Secretary of the Navy; and Jo Bonner, U.S. representative, Alabama, cut the ribbon at the Austal USA MMF facility Nov. 9, 2009.



The MMF is a huge facility where modules of ships are built before they are assembled.



A rendering of the Joint High Speed Vessel (JHSV). Austal USA has already started work on the first of 10 JHSVs, the FORTITUDE.

Meanwhile, Austal USA is also under contract to build 10 Joint High Speed Vessels for the U.S. Navy. The company has already started work on the first, the FORTITUDE. These ships would be used for the Army, Navy and Marines for transporting men and material within whatever area of the world they are operating within. The MMF and the style of manufacturing it supports are part of the reasons Austal USA has been able to secure this kind of work.

The ribbon cutting was held inside the MMF. After remarks and a ribbon cutting complete with streamers and a light show, attendees were invited to take a tour. Austal USA employees were stationed throughout the MMF to answer questions and guide the tour. Everyone left with a cut commemorative ribbon from the event.

The MMF represents a whole new concept in shipbuilding. Austal USA builds ships in huge sections, or modules, and then fits the modules together in warehouse-looking sheds at the water's edge. The facility is designed to support this new

way of building vessels and was completed in less than a year. The first vertical column of steel was erected on the site Jan. 3 of this year. Rella said the MMF represents "the evolutionary change we are bringing to the shipbuilding industry." This style of shipbuilding is more efficient and much more cost-effective than traditional methods, according to Rella.

The facility itself is, in a word, huge at more than a thousand feet long by 350 feet wide. Rella pointed out that if it was stood on its end, the MMF would be taller than Alabama's tallest building, the RSA Tower, by 250 feet, and that, "it would collapse." It took 31,000 cubic yards of concrete and 7,000 tons of steel to build. That's enough concrete to lay a line of 12x12-inch concrete blocks from Mobile to Houston. In honor of John Rothwell's visit, Rella even calculated how many "Australian Rules" footballs would fit in the building: 49,032,678. And yet, this building is only half the size it is planned to be. More expansions are planned for Austal USA in the coming months.



The INDEPENDENCE, built at Austal USA, has passed sea trials and will be commissioned in January 2010.

Gov. Riley's opening comment, "It's amazing what you can do when you cooperate," seemed to sum up what many had to say at the ceremony. The governor pointed out that a team effort, including collaboration between the city and state, federal Gulf Opportunity Zone financing and, obviously, support from Austal, made the project possible. From the podium he thanked Rothwell for allowing the state "to participate in a vision to build the best ships in the Navy or anywhere else." He also complimented the innovation Austal USA has brought to the shipbuilding industry with the module-based model. "This is a quantum leap and I'm proud it took place in Alabama."

Browning and Gov. Riley both recognized Alabama Industrial Development Training (AIDT) for their work in training and screening potential employees for the MMF. Browning also congratulated the construction team, led by Gray Construction of Birmingham, Ala., for getting the project done on time and within budget. "I have been talking about this facility for two years. Now, standing in it today is awe-inspiring," he said.

Bonner pointed out how appropriate it was to be dedicating the facility on the eve of Veterans Day considering that Austal was already working on another ship for the Navy. He thanked the company for its contribution to the community and added, "What is good for national defense is good for the local economy."

Almost every speaker referenced the presence of Landay and they all mentioned a desire for Austal to secure more contracts for additional military vessels. Landay jokingly acknowledged all the references saying he had gotten the message.

He congratulated Austal on the MMF innovations. "Building Naval ships is a complicated and difficult business," he said. "We need something special from them." Today's ships, he said, have to be able to engage enemies in many kinds of environments, support training for new troops, and support humanitarian efforts in places which have been hit by natural disasters.

As work on the FORTITUDE proceeds, Austal USA will be adding hundreds of people to its workforce. Individuals interested in employment should contact AIDT, or Alabama Industrial Development Training, for training and potential placement.



Specialized equipment inside the MMF is used to cut and fit aluminum.

Carnival's FANTASY

Ship Brings Upgrades
to Passengers and Mobile



Carnival Cruise Line's FANTASY arrived in Mobile for its first voyage out of the port on Nov. 11 after undergoing a multi-million dollar renovation which upgraded all of the ship's public spaces and added a number of new amenities and facilities.

Despite Tropical Storm Ida making its Gulf Coast arrival the same day the highly anticipated Carnival Cruise FANTASY was to debut, the cruise ship was able to make its Mobile entrance a day later on Nov. 11. The FANTASY, weighing in at approximately 70,000 tons, has a capacity of 2,056 passengers and is the largest cruise ship ever based at the Alabama port.

Now, FANTASY passengers will be able to enjoy a new "Fun Ship" cruise experience that includes the Carnival Water-Works aqua park, Serenity adults-only retreat and a new resort-style pool area. These upgrades were part of the Carnival Cruise Line's \$250 million renovation for its eight FANTASY-class vessels.

The ship's maiden voyage out of Mobile will be a one-time, six-day cruise to all three Mexican destinations the service offers, including Cozumel, Calica and Progreso. Afterward, the ship will continue its year-round, four- and five-day cruises that will vary in destination based on duration and day it left the port.

In addition, the arrival of this ship, which boasts many upgrades compared to its predecessor the HOLIDAY, will

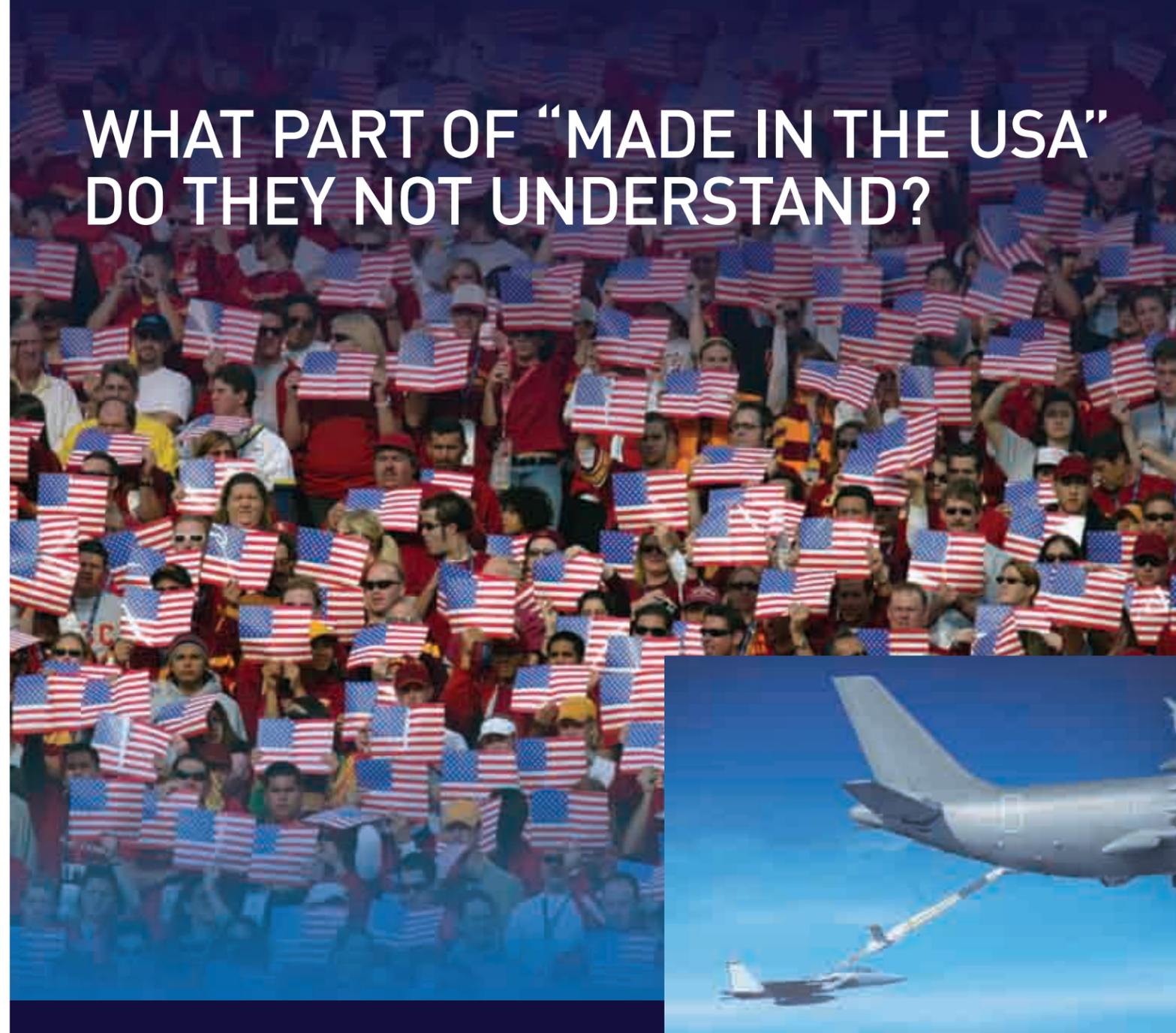
increase the number of potential customers by 42 percent and is expected to increase the already significant economic impact on the city of Mobile.

"Mobile has become a cruising city, an accomplishment we are extremely proud of," said Mobile Mayor Sam Jones. "Our relationship with Carnival is certainly a tremendous asset to the region's tourism industry."

University of South Alabama economics professor Dr. Semoon Chang cites statistics that show multiple businesses, including hotels, local attractions and similar in the travel industry, have benefitted from Mobile's cruise industry.

"Since Carnival Cruise Lines arrived in Mobile, we have been marketing to potential cruise passengers the concept of spending time in Mobile either before or after their cruise," said Mobile Bay Convention and Visitors Bureau President and CEO Leon Maisel. "Now, according to newly released results of a year-long cruise passenger survey, more than 50 percent of out-of-town customers departing on a Carnival Cruise from the Mobile Cruise Terminal spend the night in the Mobile area."

WHAT PART OF "MADE IN THE USA" DO THEY NOT UNDERSTAND?



Last time we checked, the South was considered a major part of America. Yes, America. And last time we checked, jobs created in the South have always been just as important as those created in other parts of the country.

Northrop Grumman's bid to build the KC-45 aerial refueling tanker includes the creation of 13,123 jobs throughout the Southeastern United States, including 4,500 jobs in Alabama and 1,674 in Florida. Overall, the Northrop Grumman KC-45 Tanker Program will provide 48,000 direct and indirect American jobs, utilizing more than 230 suppliers across all 50 states.

The Northrop Grumman KC-45 is America's Tanker.

NORTHROP GRUMMAN

Alabama Cruise Terminal Director Al St. Clair told the *Press-Register*, the HOLIDAY brought about 151,000 visitors annually and Carnival estimates the FANTASY will add another 20,000 per year. Also worth noting, the numbers stated previously only reflect four and a half years for the Carnival HOLIDAY since post-Hurricane Katrina, the ship as well as the parking deck was chartered to FEMA for six months.

St. Clair also explained as part of standard procedures for the Mobile Cruise Terminal, they utilize license plates on the cars parked in its garage solely to identify the states of its visitors. "These license tag counts show we enjoy a wide regional drive market that extends outward more than eight hours drive time with the heaviest concentration within five hours drive. We can easily be reached by a large population of potential cruisers."

In anticipation of the newer, larger ship, the Mobile Cruise Terminal upgraded its gangway last month. The more functionally flexible gangway will be able to accommodate any ship that can be received into the Port of Mobile.

"Mobile has been a terrific homeport for us since we began service there in 2004 and we're absolutely thrilled to be able to expand capacity from this port with the deployment of the Carnival FANTASY," said Terry Thornton, Carnival's senior vice president of marketing planning. "The support of the local community, particularly city and port officials, and our travel agent partners, has been nothing short of exceptional and we are very pleased to continue operating Mobile's first and only year-round cruise program," he added.

There will be more moving and shaking at Carnival Cruise Line's Mobile ships in 2010. Carnival Cruise Lines plans to replace the FANTASY in May 2010 with her sister ship, Carnival ELATION. The ship is identical to the FANTASY and will offer four-, five- and seven-day Caribbean voyages. The FANTASY will be repositioned to Charleston, S.C., to launch the first year-round cruise program in that port.



A signature feature of the FANTASY is Carnival WaterWorks, which includes a 300-foot-long twisting, turning water slide, dual-lane 82-foot-long racing slides and a variety of other amenities. Pictured is the ship's main pool on Lido Deck, a resort-style area with swimming pool and two large whirlpools.

CARNIVAL FANTASY 'FUN FACTS'

- Cost: \$255 million
- Length of the ship: 855 ft.
- # of Bars & Lounges: 12
- # of Elevators: 14
- Shrimp served in one week: 35,000
- Pounds of pasta in one week: 1,200
- Bottles of wine served in one week: 2,920

Berg Spiral Pipe Delivers First Pipes



A plasma cutter slices the steel pipe into 80-foot sections before the inside weld is applied.

On Oct. 14, a railroad engineer and two locomotives for the Alabama State Port Authority's terminal railway picked up a set of rail cars loaded with steel pipe and delivered it to Canadian National Railroad. It was the first load of finished pipe to leave Berg Spiral Pipe. By mid-November, 16 miles, or 144 cars, worth of pipe had made the same journey. By mid-2010, Berg Spiral Pipe will have produced and delivered 278 miles of pipe in the same way. The pipe will become part of Ruby Pipeline, a 675-mile natural gas pipeline being built between Wyoming and Oregon.

German pipe maker EUROPIPE owns Berg Steel Pipe Corporation in Panama City, Fla., and Berg Spiral Pipe Corporation in Mobile, Ala. In 2007, Berg Spiral bought a site on the Mobile River formerly used by International Paper just north of the Cochrane-Africatown USA bridge. The old paper mill was torn down and a steel pipe mill built in its place. The facility has two buildings, a manufacturing building and a coating facility with a shipping dock.

The terminal railway (TASD) owned by the Alabama State Port Authority was one of the most attractive features of the site. "One of the reasons they located at this site is that they could have a connection to five Class 1 railroads," explained Mike Russell, manager of TASD. "It gives them the opportunity to reach more markets across the nation."

Jim Key, human resources manager for Berg Spiral, says the company was also attracted by the site's deepwater access and proximity to the interstate system. Right now the company is only using the rail system, but the company hopes to use water to transport the pipe in the future. Berg still considers itself to be in the startup mode, producing up to six pipes every hour.



Coils of steel wait to be loaded onto a machine that will stretch and twist them into a spiral pipe shape.



The first rail load of spiral pipe leaves the Berg facility Oct. 14.

Spiral pipe is a specially made pipe. "You start with huge coils of steel. A machine unrolls it into a flat sheet and then begins coiling it into a pipe shape, like the roll you can get biscuits in at the grocery," explained Key. The advantage of the spiral manufacturing process is the ability to produce 80-foot pipe lengths, resulting in fewer welds when the pipes are joined together in the pipe line. Fewer welds results in cost savings in the construction of the pipeline.

Mobile steelmaker SSAB is currently providing all raw steel for the operation. SSAB is less than 15 miles by truck from Berg. Ultimately, Berg believes it may be able to receive raw material from the water. It also has not ruled out buying steel from ThyssenKrupp, which is currently constructing its mill in north Mobile County.

The steel knocks and pops loudly as it is being pulled slowly into shape. Once it is coiled, the pipe is welded on the inside and the outside of the pipe. Workers then fill it with liquid to test the seams. The pipe is finally moved to the second building where it gets a cathodic protection on the outside and a coating on the inside to reduce friction and increase product throughput.

Coated pipes are loaded onto train cars. Workers link the cars and leave them on a track in front of the facility. Every afternoon, the T ASD picks up the loaded cars and drops off a load of empty cars for the company to load the next day. The pipes are delivered to the Canadian National Railroad (CN), which takes them to Memphis, Tenn.

There, CN builds a unit train that Union Pacific Railroad takes across the country to the Ruby Pipeline.

"They are going to be a good customer," said Russell. "They are really well organized and are building their output every day. There has been a lot of good communication and we are looking forward to continuing to work with them."

Three different companies are building pipes for the Ruby Pipeline project, which will carry natural gas across several western states. The order is expected to take until the end of the third quarter of 2010 to fill. Key says the company has more orders coming in, so the company is expected to continue to grow production.



As the pipe is pulled, workers carefully measure and check the pipes. The facility does a number of tests to make sure each pipe meets their standards.



A worker secures the pipes onto a railcar before it goes through T ASD to Canadian National.



Cranes lift coated pipes onto flat railcars for transport.


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Panamanian Ambassador Visits Port of Mobile

The Alabama State Port Authority (ASPA), along with the City of Mobile, U.S. Rep. Jo Bonner and U.S. Rep. Artur Davis, welcomed Panamanian Ambassador Jaime Eduardo Aleman to the U.S. and the Port of Mobile on Nov. 16. Ambassador Aleman was in Mobile to discuss the expansion of the Panama Canal and the proposed U.S. Panama Trade Promotion Agreement.

"We are convinced that these challenging economic times call for greater economic openness amongst nations and greater cooperation in finding trade and investment opportunities that can create wealth for our peoples," said Aleman.

Mobile Mayor Sam Jones welcomed the ambassador and representatives from the Panama Canal Authority to the Port City noting recent manufacturing investments in the region. "Mobile is the economic hub of this region," Jones said. "The investments we have made in our port and the recruitment of industries throughout the world have placed Mobile in a position to compete in a global market."

Jones added, "We are extremely pleased to have Ambassador Aleman visit Mobile and tour the Port. This relationship will enhance our ability to compete in the world market. The free trade agreement will further offer a tremendous opportunity for local and regional industries to strategically ship their cargo through the Panama Canal."

U.S. Rep. Davis also greeted the ambassador during his visit to Alabama and its seaport. "I welcome Ambassador Aleman and representatives from the Panama Canal Authority to the city of Mobile," said Davis. "The U.S. Panama Trade Promotion Agreement should be ratified by the U.S. Congress. This Agreement would not only strengthen the ties between our nation and an important democratic ally in the Western Hemisphere, but also would boost Mobile's status as an economic hub for regional trade. Expanded trading relationships are one vital ingredient in Alabama's hopes for greater prosperity."

The Panama Canal is in the midst of an historic expansion, set for completion in 2014. This project will create larger and more environmentally sustainable locks within the system. These new locks will be able to handle larger cargo vessels, known as Post-Panamax ships, already in use today. These vessels cannot fit through the current canal. The expansion and trade promotion agreement could mean a tremendous boost for business at the Port of Mobile.

"We have been laying the groundwork to take advantage of the Panama Canal expansion for quite some time," said Jimmy Lyons, chief executive officer and ASPA director.

"We opened the Mobile Container Terminal and secured funding for a new turning basin with our eyes to the south and the Far East." The container terminal and turning basin are both designed to handle Post-Panamax ships. "The Port of Mobile is strategically positioned to be a key player in trade through the canal," he added.

Alabama's first congressional district is home to the nation's tenth largest seaport in total trade. U.S. Rep. Bonner, a staunch supporter of Alabama manufacturing and economic expansion, was on hand to discuss Panamanian trade and its impacts on Southwest Alabama.

"Even in these tough economic times, Alabama exports to Panama in the first eight months of 2009 showed a 3.96 percent increase over exports during the same eight months in 2008," Bonner said. "The expansion of the Canal coupled with enactment of the Trade Promotion Agreement would allow for marked increases in exports of cars and light trucks, chemicals, paper products, and agriculture products manufactured and grown right here in Alabama."

The U.S. Panama Trade Promotion Agreement would make 88 percent of U.S. consumer and industrial exports to Panama duty free immediately, with the remaining tariffs phasing out over the next 10 years. Alabama farmers and ranchers will also gain from the agreement thanks to immediate duty free treatment of more than half of current U.S. agriculture exports, with remaining tariffs being phased out over the next 15 years.

Panamanian products already have open access into American markets. Negotiations on the agreement are complete. The President must send the Agreement before Congress for approval.



From left to right: Oscar Baan, marketing manager for market research and analysis, Panama Canal Authority, U.S. Rep. Artur Davis, Mobile Mayor Sam Jones, Panamanian Ambassador Jaime Eduardo Aleman, ASPA Director and CEO Jimmy Lyons, and U.S. Rep Jo Bonner.

City Passes Bond to Build GulfQuest Maritime Museum

GulfQuest, the National Maritime Museum of the Gulf of Mexico, is one step closer to completion thanks to the city of Mobile. Mobile's city council passed a bond issue providing the remaining \$23 million needed to build the GulfQuest building.

Earlier this year, representatives of the public-private partnership broke ground on the project by ceremonially laying a keel, traditionally the first step to building a new ship. Alabama State Port Authority Director and CEO Jimmy Lyons was on hand for the event. He also serves on the board of directors for GulfQuest.

GulfQuest Executive Director Tony Zodrow says site preparation will begin in the middle of January. The museum could be open near the end of 2011. He says the start of construction is critical to raising the rest of the money needed for exhibits. "In raising private donations, you know you can go to certain individuals and companies who can believe without seeing, but once a structure comes out of the ground you can do even more," he said.

Zodrow says GulfQuest needs about \$10 million dollars to open, of which \$7.5 million has already been raised. Some of the exhibits are already under construction, including two simulators, one which will allow the user to virtually pilot a boat through the Port of Mobile and another that acts like a submarine where users can virtually pilot around three underwater trails.

GulfQuest is designed to look like a ship headed out to sea. Inside exhibits will be housed in a replica of an actual container ship. It will give those who tour it a taste of all things maritime, from the past to the present, including marine archeology, information on the development and advances in trade, and a look at the future of maritime technology. It will also use real-time data and resources from the National Oceanic and Atmospheric Administration.

Anyone interested in donating to the museum can get information on the Web site www.GulfQuest.org.



Mobile County Commissioner Mike Dean, U.S. Rep. Jo Bonner, GulfQuest Board Chairman E.B. Peebles III, Alabama Governor Bob Riley, U.S. Sen. Richard Shelby, Mobile City Council President Reggie Copeland, NOAA Administrator Jack Dunningan, and GulfQuest Executive Director Tony Zodrow at the keel laying for GulfQuest April 9, 2009.



A rendering of GulfQuest, the National Maritime Museum of the Gulf of Mexico. Rendering courtesy of GulfQuest.

Norfolk Southern Tour



On Oct.10, Norfolk Southern officials met with Alabama State Port Authority (ASPA) officials and toured the Port of Mobile.

ID from left to right: Mike Russell, general manager, Terminal Railway; David Lawson, VP Industrial Products, Norfolk Southern; Chuck Camp, manager of Logistics, ASPA; Smitty Thorne, Exec. VP & COO, ASPA; Jim Schaaf, Group VP Metals & Construction, Norfolk Southern; Jason Reiner, director Industrial Development, Norfolk Southern; Jim Wilson, marketing director, Metals & Construction, Norfolk Southern

Columbia Trade Mission



Photo Credit: Hilda Lockhart

Alabama State Port Authority Director and CEO Jimmy Lyons traveled with Gov. Bob Riley and the Alabama Development Office to Colombia on a trade mission. Pictured here is the 39th President of the Republic of Colombia, Álvaro Uribe Vélez (left), and Lyons (right). Lyons visited with President Uribe to discuss positive impacts associated with ongoing trade between Colombia and the U.S.A. Significant volume of import/export cargo bound to and from Colombia move through the Port of Mobile.

President Uribe's leadership is credited to vastly improving security within Colombia, significantly reducing the presence of drug trafficking and related criminal activities, and expanded Colombia's armed forces. President Uribe is also credited with reducing inflation and the country's deficit, and has expanded private investment.

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Committee Has Big Plans for January 16 INDEPENDENCE Commissioning; "Huge Celebration"

A volunteer group of civic-minded individuals and Navy supporters are planning a huge celebration to mark the official commissioning of the Mobile-built USS INDEPENDENCE January 16, 2010.

Plans are in full swing by the USS INDEPENDENCE Commissioning Committee for a series of high-profile events, including a boat parade, fireworks, a concert by the Navy Band and a military flyover, culminating with the traditional commissioning ceremonies.

The committee's intent is to showcase Mobile's hospitality and traditions, honor area veterans, and honor the local workforce that brought the ship to life. Corporate donors are needed for this celebration to reach its full potential.

According to Navy Capt. Hal Pierce, "To put on the kind of world-class celebration that this deserves takes a lot of coordination and a lot of money. We're reaching out not only to the Mobile community but to people all across America. We want all kinds of folks to get involved, from military and veterans organizations to patriotic groups to civic organizations. Stay tuned, it's going to be great."

For more donation information, please contact Scott Rye at (251) 476-1283 or scott@redsquareagency.com.

GE Tours the Port



Maria Mendez and John Mickler with the Alabama State Port Authority (ASPA) took GE Energy employees on a tour of the Port of Mobile in October.

They are from left to right: Maria Mendez, ASPA; Suzette Webb, GE Energy; Meagan Flake, GE Energy; Daniel Flake, GE Energy; John Mickler, ASPA

Alabama Reports More Than 3,600 Supplier Jobs Due to Kia

Alabama is reaping rewards from Kia's decision to build its first U.S. assembly plant just a few miles across the state line in Georgia.

The Alabama Development Office reports Kia is responsible for more than 3,600 new jobs at automotive supplier plants located in the state. Those workers are employed at 34 different plants in Alabama, including 12 new suppliers that located in the state since Kia announced its decision in March 2006.

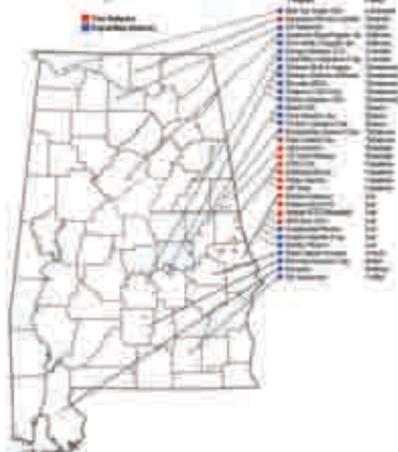
Twenty-five of those 34 plants supply both Alabama's Hyundai plant and the Kia plant in Georgia.

"Alabama has done very well with Kia and I want to thank all the local communities for their aggressive industry recruitment efforts," said Gov. Bob Riley. "When Kia announced its decision, we said nothing but good would come out of it for Alabama. With more than 3,600 new job announcements, 12 new suppliers, 22 existing supplier expansions and \$704 million invested in our economy, we can now point to real benefits for Alabama workers."

Those job figures do not include a sizeable number of Alabamians who are expected to work at the Kia plant and at suppliers located in Georgia, said Neal Wade, director of the Alabama Development Office.

We don't know the exact numbers yet, but we expect 20-25 percent of Kia's workforce will come from Alabama," said Wade. "Once we were told Alabama was not being considered for this plant and Georgia was, we became one of Georgia's biggest cheerleaders because we knew our proximity would result in new jobs here in Alabama."

Kia Impact to Date



ThyssenKrupp USA Opens New State-of-the-Art Erich Heine Learning Center

On Sept. 15, ThyssenKrupp Steel USA, ThyssenKrupp Stainless USA and Alabama Industrial Development Training (AIDT) held the ribbon cutting for the new Erich Heine Learning Center located just outside the facility's entrance.



Named for former ThyssenKrupp Steel executive board member Erich Heine, a passenger on Air France flight 447 that was lost over the Atlantic in June, the state-of-the-art center will be the heart of the company's growing team's personal and professional development, and it will represent ThyssenKrupp's continuing commitment to knowledge and technical innovation.

Speaking at the ribbon cutting were Alabama Gov. Bob Riley, AIDT Executive Director Ed Castile, Executive Board Member of ThyssenKrupp AG Edwin Eichler and Eric Heine's wife, Alet Heine.



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MADE IN ALABAMA:

Marshall Space Flight Center Explores Lunar Water

Is there water on the moon? Preliminary data from NASA's Lunar Crater Observation and Sensing Satellite (LCROSS) has determined the answer to be an unquestionable yes.

The LCROSS mission has been researched and managed at the George C. Marshall Space Flight Center (MSFC), the original home of NASA. MSFC is today the agency's lead center for space shuttle propulsion and its external tank; payloads and related crew training; International Space Station (ISS) design and assembly; and computers, networks and information management. Located on the Redstone Arsenal near Huntsville, Ala., MSFC is named in honor of General of the Army George Marshall.

Recently, scientists have found "significant" amounts of water in the Cabeus crater, a permanently shadowed depression at the Moon's south pole. This major discovery will dramatically revise the characterization of the moon as a dead world and probably make it a more attractive destination for human space missions.

"This discovery of water on the Moon will enhance MSFC programs to explore the lunar surface, asteroids or even Mars," said Todd May, NASA's program manager for lunar robotic probes. "Water is vital to lunar exploration because it is needed to sustain daily life. The cost to transport a gallon of water from the Earth to the Moon would be \$800,000."

The \$79 million LCROSS mission was launched in June as a companion mission to the Lunar Reconnaissance Orbiter (LRO) from NASA's Kennedy Space Center in Florida. After separating from LRO, the LCROSS spacecraft held onto the spent centaur upper stage rocket of the launch vehicle, executed a lunar swing-by and entered into a series of long, looping orbits around the Earth. After traveling approximately 113 days and nearly 5.6 million miles (9 million km), the centaur and LCROSS separated on final approach to the moon.

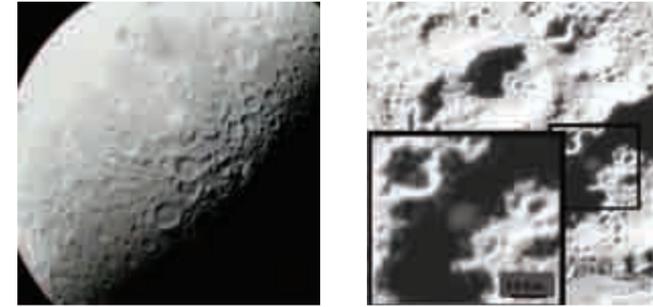
Traveling as fast as a speeding bullet, the centaur impacted the lunar surface shortly after 4:31 a.m. PDT Oct. 9 with LCROSS watching with its onboard instruments. Approximately four minutes of data was collected before the LCROSS itself touched the lunar surface. The centaur punched a hole about 100 feet across in the moon's surface, and then measured about 25 gallons of water in the form of vapor and ice. It could be evidence there is enough water in permanently shaded craters at the poles for future astronauts to live off the land.



United Launch Alliance Atlas V rocket blasts off with NASA's LRO/LCROSS mission from Space Launch Complex-41, Cape Canaveral Air Force Station, Fla., at 5:32 p.m. EDT on June 18, 2009.



Group shot of the LCROSS team.



Left: The LCROSS mission operations team initiated power-up of the LCROSS science payload and saw this view of the moon. Right: The visible camera image showing the ejecta plume at about 20 seconds after impact.



Anthony Colaprete, LCROSS project scientist and principal investigator, shares the preliminary results from the Oct. 9 LCROSS impacts at a press conference on Nov. 13 at NASA's Ames Research Center.

The near-infrared spectrometer on the LCROSS probe that followed the rocket into the crater detected water-ice and water vapor. The ultraviolet-visible spectrometer provided additional confirmation by identifying the hydroxyl (OH) molecule, which arises when water is broken apart in sunlight.

"We were able to match the spectra from LCROSS data only when we inserted the spectra for water," said Danny Harris, the LCROSS mission manager at MSFC. "No other reasonable combination of other compounds that we tried matched the observations. The possibility of contamination from the centaur also was ruled out."

Some people question why previous missions to the Moon were unable to find water. The rock and soil samples returned by the Apollo missions were found to be ever so slightly



LCROSS is lowered onto the lower adapter ring. This ring connects LCROSS to the Centaur.

damp when examined in the laboratory, but scientists could never rule out the possibility that the water in the samples got in only after they were hauled back to Earth. The Apollo missions also stayed close to the Moon's equator, never reaching the poles where the quantity of water increases.

The regular surface of the Moon as seen from Earth is drier than any desert on our planet. However, polar craters on the Moon are some of the coldest places in the solar system, dipping below minus-360 degrees. Researchers have long speculated that some permanently shadowed places might harbor considerable stores of water, perhaps delivered by impacting comets and asteroids billions of years ago. It is also possible the hydrogen was delivered by solar wind to the lunar surface, where it was converted to water.

"MSFC is developing robotic lunar landers and other programs that could be used to map the Moon's resources in greater depth," May said. A resource-rich Moon also could serve as a low-gravity launching pad for missions in the solar system.

"What's really exciting is we've only hit one spot," said Harris. "It's kind of like when you're drilling for oil. Once you find it in one place, there's a greater chance you'll find more nearby."

Under review by the Obama administration, NASA plans for a return to the moon at the end of the next decade and construction of a lunar base where astronauts could live and work for months at a time. The presence of large quantities of water would make that plan more practical, because water could be used for drinking, to produce oxygen for breathing and even to make rocket fuel.

Alabama Seaport Magazine “At the Helm”

Quincy Compressor has been in Bay Minette, Ala., since 1980. The company produces rotary screw air compressors, vacuum pumps and a full line of air treatment components. It ships parts through the Port of Mobile and works for many of the businesses along Mobile's waterfront.



Name/age: Mike Thompson
Title: VP Operations
Company: Quincy Compressor
Address: 701 North Dobson Ave. Bay Minette, AL
Web: www.quincycompressor.com
Revenue: \$65 million
No. of employees: 165
Education: MBA
Most recently read book: Integrity, Dr. Henry Cloud
Favorite music/musical artist: Eagles

What is your relationship with the Alabama State Port Authority? We use the port to bring parts from our vendors to Bay Minette.

What is the most out-of-the-box idea you have ever done in your professional career?

I have been in manufacturing all my career. I took a two-year assignment in the customer service area for an aircraft engine manufacturer.

What was the result? I learned a ton about customer relations, improved my communication skills and I learned to be much more patient with customer service reps when they call.

What single thing makes your organization stand out? Dedicated, hard working people. The quality of work force in Bay Minette is second to none and I have worked all over the country in my career.

Tell us a little about what's in store for your organization in 2010?

It looks to us that the worst of the economic problems are behind us. Anything can happen but we are cautiously optimistic.

What word best describes your leadership style? Inclusive

Goal yet to be achieved? Take a week long sailing trip to the Grand Cayman Islands.

Professional pet peeve? People who chronically show up late to meetings.

What do you do to relieve stress? Go boating

Favorite hobbies? Golf

Pets? A dog and a cat.

If you were stuck on a desert island who else, outside of your family, would you like with you?

A professional ship builder.

It is 11 on Saturday morning. Where are you? Working in the yard or on my boat.

CEO of another company who you admire? Warren Buffet. The man sticks to his principles and is an incredible businessman.



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PORT CALLS:

Lakepoint Resort and State Park

Photos courtesy of Danette Mills of the Alabama Department of Conservation



Covered and uncovered boat slips are available at the Lakepoint Marina and are each equipped with water and electricity hookups.

After two years and a \$12 million face-lift, the Lakepoint Resort and State Park is reopening its doors. Mark Easterwood, director of the State Parks Division of the Alabama Department of Conservation and Natural Resources, explained it best when he said, "Basically, it was a complete renovation of the facility inside and out." Eastwood added that while the layout of the facility did not greatly change, the interior was almost completely replaced including the walls, floors and fixtures.

The Lodge's updated guest rooms now offer more modern amenities such as flat screen televisions and wireless internet throughout the facility. For guests looking for more space including separate dining areas and kitchenettes, six executive suites are available. Cabins and lakeside cottages on the park property can also be rented and range from one to four bedrooms.

Park superintendent Jim Royal describes, "a beautiful lodge area." The renovation project has maintained the high ceilings and rustic beams in the lodge while thoroughly updating the facility. The lobby area has really changed. It's spacious and impressive with natural slate floors." Royal further explained that improvements were made to the meeting and dining facilities. "We now have nine meeting rooms for conventions and functions. Three of the meeting rooms will hold from 150 to 200 people and then we have smaller board rooms and breakout rooms. The ballroom will hold 450." Kitchen facilities



Top: Longtime park superintendent Jim Royal stands at the entrance of the Lakepoint Resort and State Park Lodge.
Bottom: The Lodge's dining and kitchen facilities have been renovated and expanded to accommodate even more guests.



Wildlife is abundant at Lake Eufaula making it a great spot for bird watchers and nature enthusiasts.

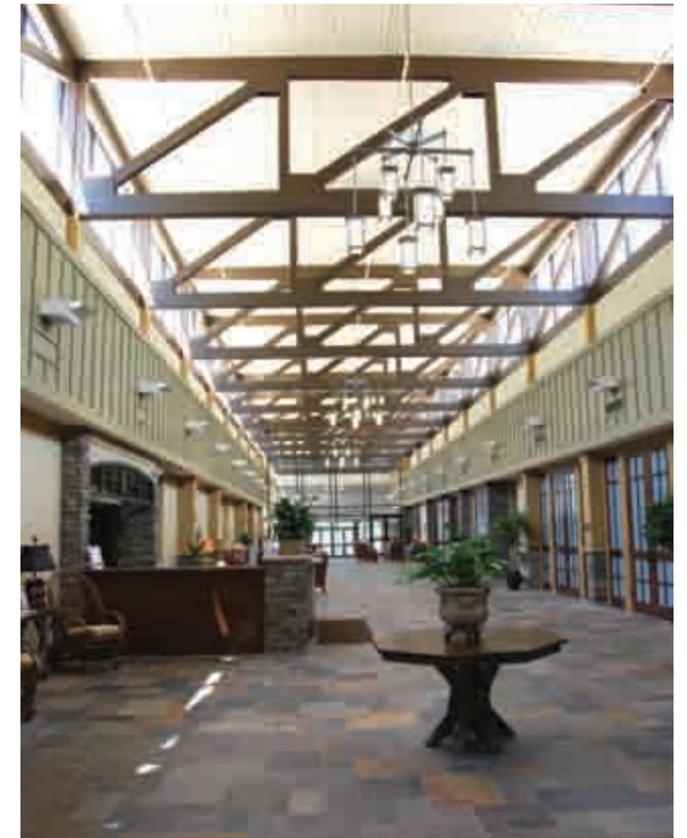
have been completely renovated and the dining room has expanded to the water's edge. "There's going to be a whole new outlook on Lakepoint. The Lodge has been changed quite a bit," Royal quipped.

In addition to great accommodations, the expansive Lakepoint State Park and 45,000-acre Lake Eufaula offer visitors the opportunity to enjoy many of the state's favorite outdoor activities including boating, golfing, camping and numerous ways to relax in the picturesque landscape.

According to Lakepoint's Web site, the Marina at Lakepoint not only sits on one of the best-known fishing lakes in the nation, but it also provides boating needs ranging from boat and slip rentals to fishing licenses and supplies. The marina is open to the public as well as Lakepoint's campground, 18-hole golf course and driving range. The park property also has seven nature trails totaling five miles which are excellent for bird watching thanks to the park's neighbor, the Eufaula National Wildlife Refuge.

Considering the park's attractions and the charm of the antebellum town of Eufaula, Ala., it is not surprising to hear Royal state, "Lakepoint attracts visitors from all over the Southeast, especially Georgia and Florida, and a significant flock of snowbirds from up north in the winter.

For more information regarding visiting the Lakepoint Resort and Park, visit www.alapark.com/LakePointResort/.



While the Lodge has been thoroughly renovated, the lobby has maintained its original high ceilings with rustic, exposed beams creating a grand space for guests.

Rodney: "In the Thickest of the Fight"

Regarded by his fellow officers as vain, unscrupulous and usually seen to be looking after his own financial interests, few would argue that George Rodney was not also a hard-charging leader who took the fullest advantage of whatever circumstances presented themselves in battle. And, as coolly as his brother officers may have regarded him, Rodney was a man much admired by the sailors who served under his command, as much as for his bravery and tactics as for his care of his men. Over the course of his career, Rodney would come to be recognized as one of the Royal Navy's greatest admirals.

Born in February 1719, in Walton-on-Thames, George Brydges Rodney was the son of an Army officer who had fought in the War of the Spanish Succession and who later served as a Marine captain. Young Rodney was educated at Harrow before being appointed as a "volunteer" in the SUNDERLAND in 1732. He served on the Mediterranean station for seven years before being promoted to lieutenant in HMS DOLPHIN two days after his 20th birthday in 1739.

Rodney achieved post rank within three years and was assigned to the PLYMOUTH on November 9, 1742. He served in home waters before being given command of HMS EAGLE, a 60-gun ship of the line in 1747. Rodney next served in the Western Squadron under Rear Admiral Sir Edward Hawke, who would go on to become a patron for the young captain. The Western Squadron was tasked with blockading the French Channel ports. Upon receiving intelligence of a large French convoy sailing for the West Indies, Hawke maneuvered his squadron of 14 ships to intercept the French.

The French convoy was escorted by eight ships of the line commanded by Admiral Desherbiers de l'Etenduère. The two forces sighted one another on October 14, 1747, midway between Cape Finisterre and the coast of Ireland. At first mistaking the English ships as some of their own, the French allowed Hawke's squadron to get dangerously close. Upon realizing his mistake, de l'Etenduère attempted to lure the British ships away from the French merchant vessels.

From his flagship DEVONSHIRE, Admiral Hawke ordered his ships into a line of battle, and while the French replied in kind, Hawke clearly had the upper hand. Not only did he command a superior number of warships, he also had the advantage of the weather gauge. Hawke next signaled his



George Brydges Rodney served under Admiral Sir Edward (later Baron) Hawke (pictured here) during the Second Battle of Finisterre and again as part of the expedition against Rochefort.

captains to make a general chase. The English ships overtook the French squadron, firing on each enemy vessel in succession, capturing the SEVERN, FOUQUEUX, TRIDENT, NEPTUNE, MONARQUE and TERRIBLE, in that order. The Comte de Vaudreuil, in command of the INTRÉPIDE, fell back to protect the French flagship TONNANT, and both ships escaped, as did the ship-of-the-line CONTENT and a smaller vessel, the CASTOR.

Nevertheless, the action had been a devastating blow to the French, who lost some 4,000 men killed, wounded or captured. The battle negatively affected the French economy and ended the French Navy's role in the War of the Austrian Succession.

For his role, Rear Admiral Hawke was elevated to the peerage, becoming the 1st Baron Hawke. The battle was also young Rodney's first real taste of both action and glory, as he was gazetted for his actions in command of the EAGLE. If the Second Battle of Finisterre, as it came to be known, made Hawke, it also launched Rodney's career and provided a successful pattern for engaging the enemy. Two years later, Rodney was appointed Governor and Commander-in-Chief



Despite distinguishing himself during the Seven Years war, promoted to vice admiral and being knighted, Rodney ran up huge debts in his political career, forcing him to flee his creditors.

of Newfoundland, and in 1751, he was elected to Parliament representing the borough of Saltash. Rodney married Jane Compton, sister of Charles Compton, 7th Earl of Northampton, in 1753.

Rodney added significantly to his reputation during the Seven Years War. Once more sailing under the command of Lord Hawke, Rodney commanded the 74-gun HMS DUBLIN in the aborted November 1757 expedition against Rochefort, the same year that his wife died. In 1758, he sailed under the newly-promoted Admiral Edward Boscawen in the DUBLIN as part of the expedition to Cape Breton, where, in conjunction with General Geoffrey Amherst's land forces, the Royal Navy succeeded in capturing Fort Louisburg and Cape Breton Island, Nova Scotia.

Following the capture of Québec and the fall of Canada in 1759, Rodney was promoted to the rank of rear admiral on May 19, and given command of a squadron tasked with attacking the French port of Havre de Grace and destroying the fleet of flat-bottomed boats being assembled for an invasion of England. Rodney conducted a murderous siege of Le Havre that lasted two days and two nights, not only destroying the would-be invasion fleet but also a large amount of stores and war materiel. He did the same thing the following year, taking or destroying a large number of French flat-bottomed boats in July 1760 and effectively bottling up the enemy through a vigorously enforced blockade.



Above: His January 1780, victory over the Spanish in the "Moonlight Battle" made Rodney an instant celebrity.

Below: Rodney cemented his reputation with his one-sided victory over the French during the April 12, 1782, Battle of the Saintes, in which the French sustained 8,000 killed, wounded or captured.

Rodney was appointed commander-in-chief of the Leeward Islands station in October 1761. Within the first three months of the following year, Rodney had reduced the French island of Martinique and forced the surrender of both St. Lucia and Grenada. For his outstanding accomplishments, Rodney received the thanks of both Houses of Parliament, was promoted to vice admiral and granted a baronetcy in 1764, becoming Vice Admiral Sir George Rodney, K.B. That same year, he married Henrietta Clies. The 1763 Treaty of Paris had set many an officer ashore on half pay, and Sir George was fortunate to be given a commission as the Governor of Greenwich Hospital, in which capacity he served from 1765 until 1770. Despite the position, Rodney found himself in financial straits when he ran up an enormous election campaign debt.

In 1771, he was appointed commander-in-chief of the Jamaica station by his old mentor Baron Hawke, now in his final year as First Lord of the Admiralty. Rodney served on the station for the next four years, during which he did much to improve the naval yards under his jurisdiction. Rodney had hoped to be appointed Governor of Jamaica, but upon the end of his tour as commander-in-chief, he returned home facing financial ruin. To escape creditors, Rodney fled to Paris with his family and remained in self-exile for the next three years until he finally succeeded in securing a command.

Promoted to the rank of admiral in February 1778, he did not return to London until late in 1779, after promoting himself tirelessly for a command. Appointed as commander-in-chief of the Leeward Islands station for a second time in his career, Admiral Sir George Rodney was ordered to relieve Gibraltar, which had been under siege by the Spanish since the previous July.

Commanding 22 ships of the line, Rodney captured a Spanish convoy off Cape Finisterre on January 8, 1780. Eight days later, he intercepted a Spanish squadron of nine ships of the line commanded by Admiral Don Juan de Lángara. Rodney ordered his warships into a line of battle and made for the smaller Spanish squadron. For his part, Admiral de Lángara ordered his ships to crowd on sail in an attempt to escape to the safety of Cadiz.

At 2 p.m., Rodney signaled his ships to give general chase. About two hours later, the first of the British ships caught up with the Spaniards and engaged them. HMS DEFENCE, BEDFORD, RESOLUTION and EDGAR initiated the engagement. Forty minutes later, the 70-gun Spanish ship SANTO DOMINGO exploded and was lost with all hands. The running battle raged as night fell and continued until 2 a.m., when Admiral de Lángara's 80-gun flagship FÉNIX surrendered. Four Spanish ships of the line managed to escape in the dark, as did two Spanish frigates, but Rodney had managed to capture six large ships of the line in the so-called "Moonlight Battle."

Rodney took his captured Spanish convoy ships into Gibraltar, providing much-needed relief and supplies for the besieged British troops. These actions garnered global fame for Rodney, but he had little time to reflect upon his freshly earned laurels. In April, he battled the French off Martinique, and in September took half his fleet to New York to foil plans for a combined American-French force. In February 1781, Rodney effected the capture of the Dutch islands of St. Eustatius and St. Maarten, impounding large stocks of cargoes belonging to British merchants who were trading illegally with the Americans (and embroiling Rodney in a series of lawsuits over a period of many years).

After a brief return to England, Rodney resumed his command in February 1782. In April, he would lead his greatest action, the Battle of the Saintes. Commanding 36 ships of the line, Rodney attacked a French fleet of 35 ships of the line under the command of the Comte de Grasse. De Grasse's mission had been to convoy some 100 transports and meet up with a Spanish squadron of 12 ships of the line and 15,000 troops for a planned invasion of Jamaica. Sighted by the British, the Comte de Grasse dispatched his convoy to the island of Guadeloupe and prepared to fight Rodney's fleet.

On April 12, as the two fleets approached one another, Rodney ordered his ships into a line of battle. The French did the same, but a sudden shift in the wind enabled some of Rodney's ships to break the French line. The British gunners raked the French ships as they crashed through their lines, causing mayhem and splitting the French force in two. A general engagement ensued, with the British inflicting terrible casualties upon the French. After the surrender, it was reckoned that British casualties included 243 killed and 816 wounded, but the French suffered 8,000 killed, wounded or captured, with four French ships of the line captured and one destroyed. It had been a brilliant victory for the British, even as the second in command, Rear Admiral Sir Samuel Hood, grouched that Rodney had not pressed his advantage to pursue the surviving French ships.

Nevertheless, the victory confirmed Rodney's place among the pantheon of British admirals. He was elevated to the peerage, becoming 1st Baron Rodney, and granted an annual income of £2,000 in perpetuity. Rodney retired upon his return to England, enjoying the life of a country gentleman until his death on May 24, 1792.

British naval historian Sir John Knox Laughton would later write of Admiral Lord Rodney, "He never let slip an opportunity to bring opponents to action, or being himself in the thickest of the fight," a fitting epitaph for any naval officer.



Admiral George Brydges Rodney, 1st Baron Rodney, retired from active service after returning from the West Indies, lionized as one of Britain's greatest admirals.

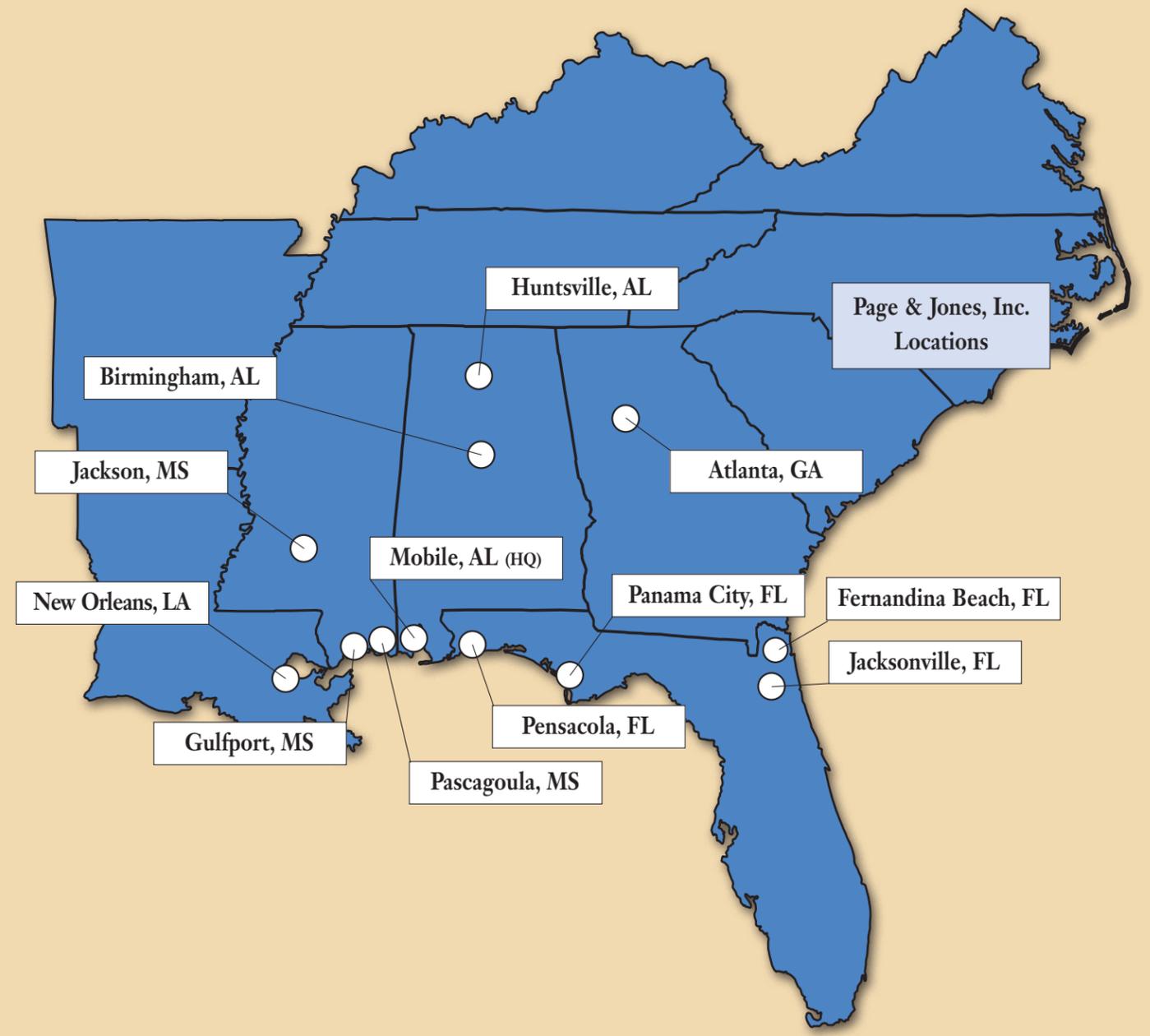
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