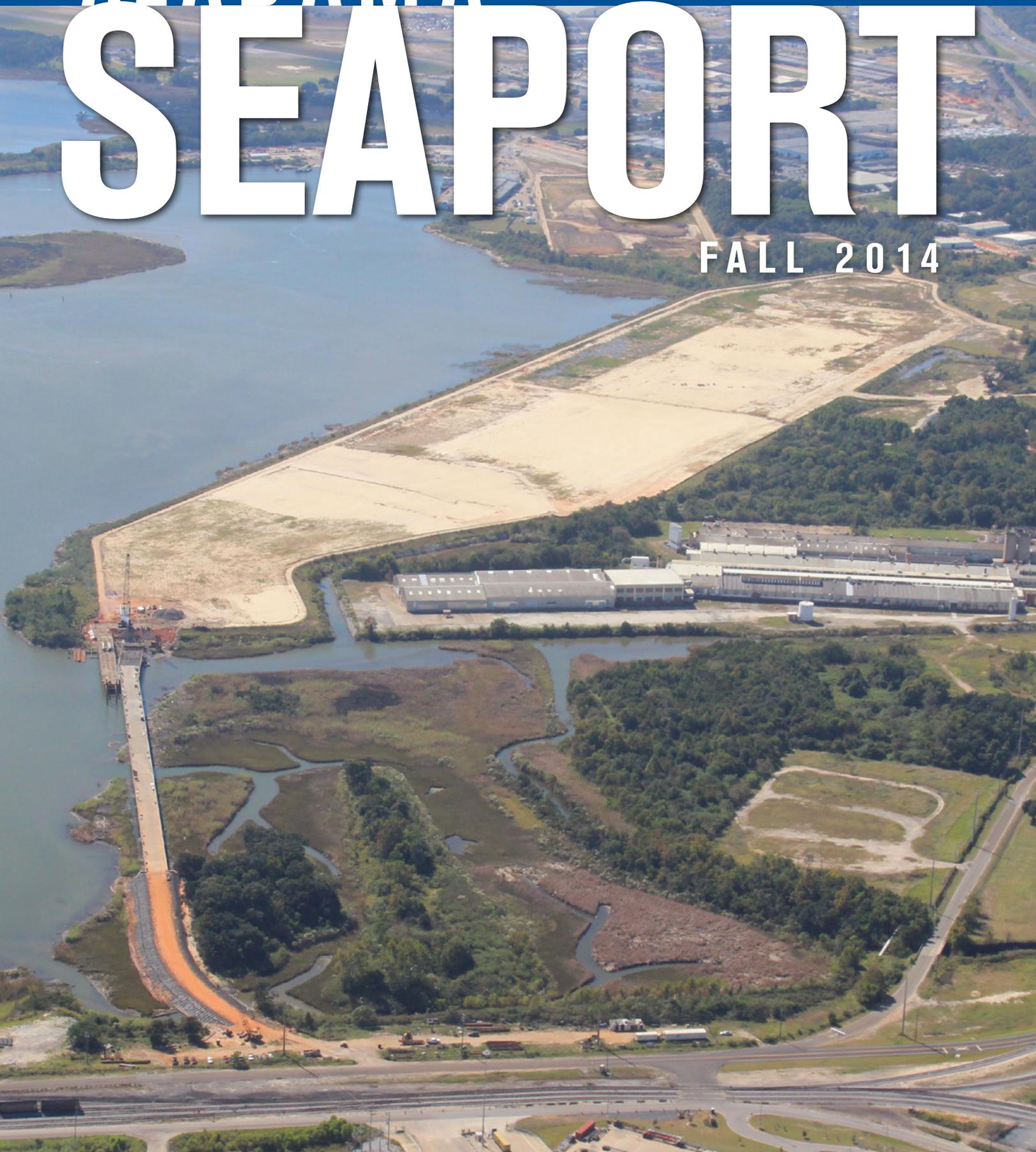


ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

FALL 2014



THE INTERMODAL CONTAINER TRANSFER FACILITY AT THE GARROWS BEND SITE AT THE PORT OF MOBILE



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ALABAMA SEAPORT

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ON THE COVER:

The Alabama State Port Authority has contracted with Illinois-based R.T. Milord Company to develop Phase I of a 70-acre Intermodal Container Transfer Facility (ICTF) at the Garrows Bend site at the Port of Mobile.

See story on page 4



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The ALABAMA SEAPORT Magazine has been a trusted news and information resource for customers, elected officials, service providers and communities for news regarding Alabama's only deepwater Port and its impact throughout the state of Alabama, region, nation and abroad. In order to refresh and expand readership of ALABAMA SEAPORT, the Alabama State Port Authority (ASPA) now publishes the magazine quarterly, in four editions appearing in winter, spring, summer and fall. Exciting things are happening in business and industry throughout Alabama and the Southeastern U.S., and the Port Authority has been investing in its terminals to remain competitive and meet the needs of shippers.

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INTERMODAL CONTAINER TRANSFER FACILITY TO BE CONSTRUCTED AT THE PORT OF MOBILE

The Alabama State Port Authority has contracted with Illinois-based R.T. Milord Company to develop Phase I of a 70-acre Intermodal Container Transfer Facility (ICTF) at the Garrows Bend site at the Port of Mobile. The intermodal rail facility is part of the Port Authority's three prong intermodal development that includes a 45-foot draft container terminal and logistics park.

The \$20.1 million Milord contract calls for the construction of two operating tracks, a run-around track, and a car repair siding track, each at a minimum of 3,000 feet long. Phase I components also include rubber tired gantry runways and chassis storage areas, multilane gates, power distribution and lighting, an access road, and related surface improvements. The intermodal rail facility will be equipped with optical character recognition portals at rail and truck entrances to increase throughput efficiency.

The Port Authority's Garrows Bend ICTF will service import/export containerized cargoes moving through APM Terminals Mobile as well as domestic containerized cargoes from regional manufacturers.

"We are pleased to get this important phase of our intermodal investment program underway," said James K. Lyons, director and chief executive officer for the Port Authority. "The delivery of an intermodal rail facility is essential to alleviating time and cost pressures for our shippers, while expanding our market reach."



» PART OF THE ICTF DEVELOPMENT INCLUDES A \$10 MILLION RAIL BRIDGE CONNECTING THE INTERMODAL RAIL YARD TO THE CLASS I RAILROADS



Robert Bentley, Governor of Alabama

ALABAMA STATE PORT AUTHORITY

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Northern Region
Term expires July 31, 2015

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Term expires July 31, 2019

Tim Parker III, Central Region
Term expires July 31, 2018

Algernon "Al" Stanley, Northern Region
Term expires July 31, 2015

Ben C. Stimpson, Southern Region
Term expires July 31, 2019

The Honorable Sandy Stimpson, Mayor,
City of Mobile (Ex-Officio)
Term expires July 31, 2015

IN THE PREVIOUS RUN OF THIS ISSUE, THE ALABAMA STATE PORT AUTHORITY'S BOARD OF DIRECTORS WAS INCORRECTLY LISTED. THE LISTING IN THIS ISSUE IS CORRECT. WE APOLOGIZE FOR THE ERROR.

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

The Phase I construction compliments the Port Authority's new \$10 million rail bridge that connects the Garrows Bend ICTF with up to five Class I railroads serving the Port of Mobile. Both the ICTF rail bridge and the Phase I yard are funded by the Port Authority and a \$12 million Transportation Infrastructure Generating Economic Recovery (TIGER) grant from the U.S. Department of Transportation. Phase I of the ICTF is expected to be completed by year-end 2015.

"TIGER grants are allowing ports to do infrastructure projects like this that we might not be able to do without those funds," said Bob Harris, vice president, environmental program management for the Port Authority. "The ICTF will help expand the reach of the Port of Mobile towards Memphis and the Midwest, where it is more economical to transport by train. It also has the potential to improve air quality by pulling trucks off the road."

Harris said there are already two companies looking to locate to Mobile that will either import or export from the container terminal.

The Garrows Bend ICTF Phase I project was calculated by Martin Associates to create more than 300 direct and indirect jobs and generate more than \$7.4 million in state and local revenue and tax impacts.



» AMERICAN BRIDGE DRIVES PILE THAT WILL SUPPORT THE ICTF RAIL BRIDGE. THE RAIL BRIDGE WILL CONNECT THE NEW INTERMODAL RAIL YARD TO 5 CLASS I RAILROADS AND THE PORT AUTHORITY'S TERMINAL RAILWAY (TASD).



CHOCTAW POINT TERMINAL
MOBILE, ALABAMA

» THE ALABAMA STATE PORT AUTHORITY'S CHOCTAW POINT DEVELOPMENT INCLUDES THE CONTAINER TERMINAL, A LOGISTICS PARK AND THE INTERMODAL CONTAINER RAIL FACILITY (ICTF) CURRENTLY UNDER CONSTRUCTION.

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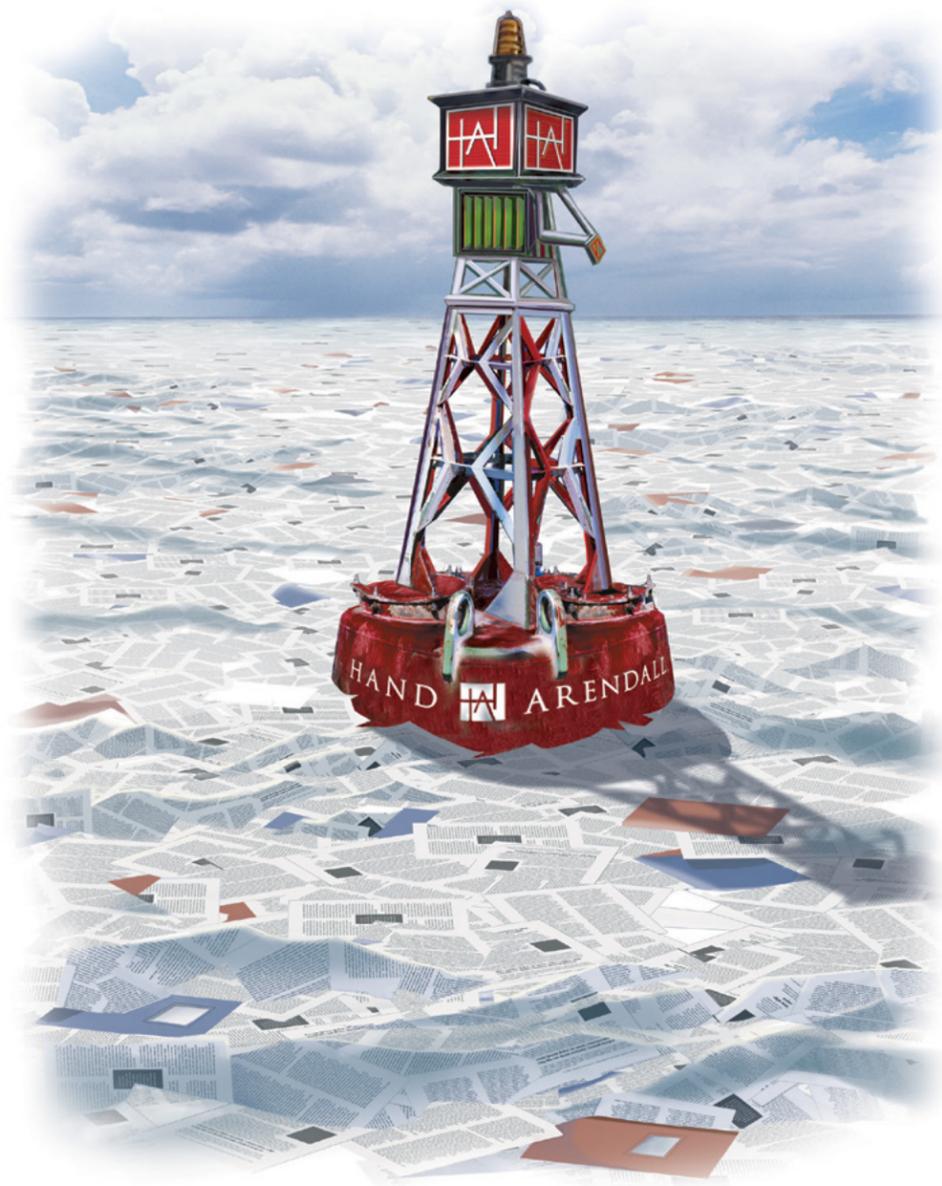
The Alabama State Port Authority finalized its purchase of two industrial properties owned by Walter Energy, Inc. (NYSE:WLT). The total consideration paid by the Port Authority for the properties was \$25 million. The purchase includes a 35.28-acre tract fronting the seaport's 45-foot draft channel and a 63-acre industrial tract within one-half mile of the harbor. Both properties are adjacent to the Port Authority's Choctaw Point Complex at the Port of Mobile and Interstate 10.

In addition, the Port Authority and Walter Energy agreed to amended terms in its Coal Handling Agreement pursuant to which the Port Authority currently handles the company's coal exports through the McDuffie Coal Terminal. The Port Authority extended the existing coal handling agreement and agreed to certain improvements at its coal facility, if needed, to accommodate future export coal production at Walter Energy's Alabama mines.

James K. Lyons, chief executive officer of the Alabama State Port Authority, praised the deal as "representing

a good opportunity for both companies to further our respective long-term business strategies." Lyons noted the land purchases as essential to the Authority's intermodal investment strategies geared toward expanding its container business. The riverfront tract would support much needed expansion land for its rapidly growing container terminal, while the industrial tract provides additional acreage to support warehousing, distribution and light manufacturing applications.

Walter Energy is a leading, publicly traded "pure-play" metallurgical coal producer for the global steel industry with strategic access to high-growth steel markets in Asia, South America and Europe. The company also produces thermal coal, anthracite, metallurgical coke and coal bed methane gas. Walter Energy employs approximately 3,100 employees, with operations in the United States, Canada and United Kingdom.



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NEW BOARD MEMBERS

Gov. Robert Bentley recently appointed three new members to the board of directors of the Alabama State Port Authority. Horace Horn was named to represent the Central District; Ben Stimpson to represent the Southern District; and Daryl Dewberry to serve At-Large. All three appointments are five-year terms effective Aug. 1, 2014.

Gov. Bentley, in separate letters to Dewberry, Horn and Stimpson, expressed appreciation for their service, noting members held “great responsibility” as the body made important decisions affecting the citizens of Alabama. Established by legislative act in 2000, the nine member board holds fiscal and policy oversight for the public seaport.

“All three bring to the board expertise on industries important to the state’s economy and the Port Authority’s key business lines,” said James K. Lyons, director and chief executive officer for the Port Authority. “Both my staff and I look forward to working with these gentlemen.”

Daryl Dewberry is vice president of District 20 of the United Mine Workers of America (UMWA) International with nearly 40 years of experience in the coal industry. Dewberry has served on various committees within the UMWA Convention, including as the former Chairman of the Constitutional Committee. Dewberry also serves as the vice president of the Alabama AFL-CIO Executive Board, executive board member of the Central Alabama Labor Federation, and past member of the Alabama Department of Safety and Inspections for the State Mine Examiners’ Board.

Horace Horn currently serves as vice president of external affairs for PowerSouth Energy Cooperative, a generation and transmission (G&T) cooperative providing wholesale power in Alabama and northwest Florida. Horn is the past State Director of the Farmers Home Administration, now known as the US Department of Agriculture Rural Development Division, and held leadership positions in Alabama agribusiness including poultry production and organic garden products. Horn serves on a number of national and regional boards, including the Energy Council, BBVA Bank, the Business Council of Alabama and the Southeast Federal Power Customers Inc.

Ben Stimpson is the owner and executive vice president of Scotch Gulf Lumber, a lumber products company with three mills located in Mobile and Clarke Counties, Ala. He sits on a number of boards and commissions, including the Southeastern Lumber Manufacturer’s Association, the Southern Pine Council, the Southern Pine Inspection Bureau and the Alabama Wildlife Federation.

Another change in the board’s composition came this year with Mayor Sandy Stimpson taking his seat for the first time. The Mayor and the President of the Mobile County Commission serve Ex Officio and rotate service annually.

Sandy Stimpson had a 38-year career with Gulf Lumber Company and its successor, Scotch & Gulf Lumber, before being elected mayor of Mobile in August of 2013. He currently serves on the board of the Coastal Alabama Partnership; the University of Alabama President’s Cabinet; and the University of South Alabama’s Board of Trustees. Mayor Stimpson has served on numerous civic boards including the Boys & Girls Club of Southwest Alabama; Partners for Environmental Progress; the Mobile Area Chamber of Commerce; the Alabama Policy Institute; the Business Council of Alabama; UMS-Wright Preparatory School; and Prichard Preparatory School.



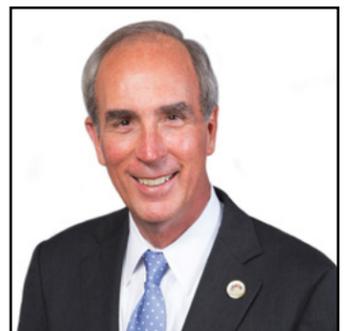
DARYL DEWBERRY
VP, District 20 of UMWA



HORACE HORN
VP of External Affairs,
PowerSouth Energy Cooperative



BEN STIMPSON
Owner and Executive VP,
Scotch Gulf Lumber



SANDY STIMPSON
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CG Railway, Inc., a wholly owned subsidiary of International Shipholding Corporation (NYSE: ISH), announced that its Rail Ferry Service between the U.S. and Mexico reached a milestone in August with the sailing of its 1000th voyage.

CG Railway's Short Line service commenced in January 2001 with two Rail Ferry vessels providing a short sea alternative to overland rail routes originating in the Eastern United States and bound for Central and Southern Mexico. Travelling between Mobile, AL, and Coatzacoalcos, Mexico, the service expanded in 2007 from a single-deck operation to a double-deck operation, increasing the onboard capacity of each vessel to an average of 115 railcars. Since that time, the expanded CG Railway Short Line service has consistently delivered the highest levels of performance and customer service while handling increasing cargo volumes.

CG Railway connects to U.S. Class 1 and short-line railroads serving the Port of Mobile, AL via the Alabama State Port Authority Terminal Railway (TASD), as well as the Ferrosur Railroad serving the Port of Coatzacoalcos in Mexico. CG Railway offers competitive and expedient solutions for the transportation of a variety of goods moving by rail to and from Mexico, including forest products, chemicals,

minerals, metals, agricultural products and, starting in the 1st quarter of 2015, refrigerated freight. CG Railway service cuts across the Gulf of Mexico, rather than the U.S./Mexico border crossings, increasing forward visibility and saving valuable time in the supply chain.

Kevin Wild, senior vice president of CG Railway, said, "By providing an efficient short sea solution that facilitates trade from the U.S. and Canada to Mexico, the Rail Ferry provides a unique, high-quality service that we are proud to offer our valued customers. This milestone is a direct result of our strong relationships with loyal customers and the tireless efforts of our dedicated staff. Our focus remains on providing an economically feasible alternative to traditional routes and - even as we take a moment to appreciate how far we have come - eagerly look forward to the opportunities that lie ahead."

James K. Lyons, chief executive officer of the Alabama State Port Authority, hailed the sailing as a testament to the services provided at the port. "CG Railway is a strong partner providing Southeastern and Midwest U.S. shippers fast, affordable service to and from Mexico not found elsewhere. We congratulate International Shipholding and the CG Railway on their achievements."

The Tennessee-Tombigbee Waterway Where *Ports* Equal *Potential*

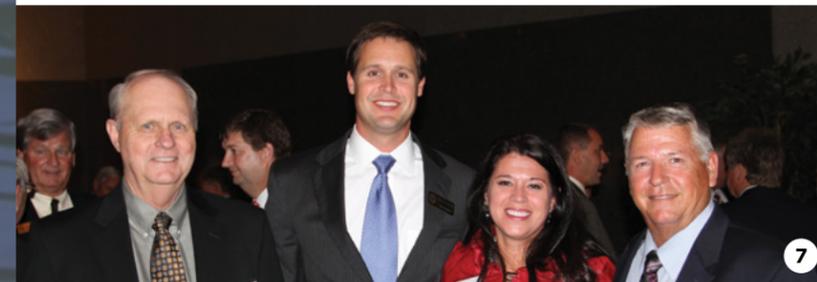
The ports along the Tennessee-Tombigbee Waterway provide companies with flexible shipping options that can significantly increase growth potential.



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Susan Powell, Page & Jones
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Manny Ohlsen, Dan-Gulf Shipping
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George Nelson, Jr., Parker Towing

5 J.T. Smith, Glovis America
Kaj Jensen, Jensen Shipping
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Carole Leland-Jensen, Carole Leland
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Terah Huckabee, Parker Towing
Clint Carpenter, Walter Energy

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Leslie Lindsey, CG Railway
Tom Rue, Maynard Cooper & Gale

23 Frank Fogarty, ASPA
Bill Cummins, Alabama Small Business
Development Center

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Brad Ojard, ASPA
Adam Brannon, CSX

25 Cliff Melton, TASD
Vanne Jester, CSX

26 Morgan Tang, Polymet Alloys
Heino Winkler, Page & Jones

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Blake Loper, Alabama & Gulf Coast Railway
Denson White, APM Terminals Mobile
Ty Crowder, Baldwin Transfer
Lorie Gaillard, Baldwin Transfer

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PARKER TOWING ACQUIRES PORT OF DECATUR



» PORT OF DECATUR

Parker Towing, one of the largest barge lines in the Southeast, recently acquired the Port of Decatur on the Tennessee River.

Parker Towing is a family-owned marine transportation company headquartered in Tuscaloosa, AL. The company was founded in 1940 and owns and operates 25 towboats and 333 hopper barges moving both bulk and breakbulk commodities along the inland rivers of the U.S. Along with the barge line, Parker Towing operates five river terminals; a shipyard in Mobile that handles topside boat repair and full work barge repair; and a machine shop in Mobile.

The Port of Decatur was originally established in 1971 and is one of the oldest and busiest ports on the Tennessee River. Core business is the fleeting and shifting of barges to the different industries located in Decatur, as well as the loading and unloading of various cargoes such as grain,

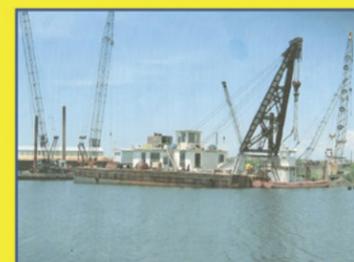
sand, asphalt and other steel related cargoes.

“This is a great addition to our current portfolio of terminals in the Southeast and greatly expands our capabilities on the Tennessee River,” said Tim Parker III, director of sales and terminal services for Parker Towing.

The Port of Decatur is located on Tennessee River mile marker 304.1 and features more than 2,000 feet of river frontage, year round minimum draft of nine feet, and access to the Norfolk Southern and CSX rail lines.



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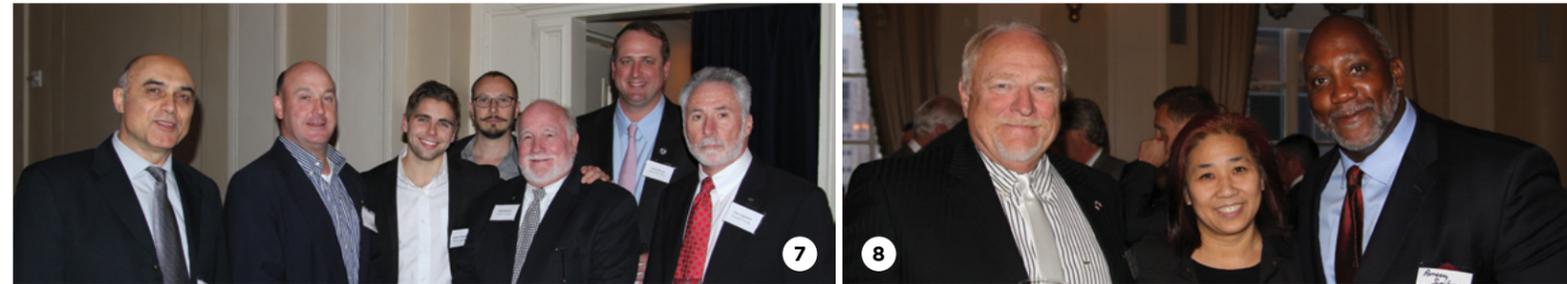
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Nigel Hawkins, International Shipholding Co.
Mark Haarvik, Joachim Grieg Star
- 3 Todd Goodrich, Sulco Warehousing
Sean Murphy, Central Gulf Lines
- 4 Al Stanley, ASPA Board Member
Kevin McGee, Port Authority of New York and New Jersey

- 5 Margo Brock, CWT
George O'Connor, Mid-Ship Group
Anton Posner, CWT
Michael Douglas, Premier Bulk Stevedoring
- 6 Winchester Thurber, American Equity Underwriters
Tom Leatherbury, CSA
- 7 Milko Kazakov, Daiichi Chuo Shipping
Tom Cumming, Daiichi Chuo Shipping
James Falkenstern, Daiichi Chuo Shipping
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Staci Hand

Joe Thrasher, Volkert Inc.
Dawn McCarty
Joe McCarty, ASPA Board Member
Richard Weavil, ASPA Board Member

13 Jerry Latanyszyn, COCSO Lines
Tim Marsh, COCSO Lines

14 Monique Danahay, Crescent Transportation
Ingrid Leuschner, Gerald Metals
Joyce Tatum, Delight Transportation
Dan Danahay, Crescent Transportation
Bob Klide, Greenwich Metals

15 Jimmy Lyons speaks to the crowd

16 Bobby Satter, Page & Jones
Savetka Mirakovska, Primary Freight Services
Jean Satter
Katherine Karalekas, Primary Freight Services
David Smith, Primary Freight Services

17 Angus Cooper, III, ASPA Board Member
Jimmy Lyons, ASPA Director & CEO
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Robert Legge, Norfolk Southern

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Bobby Satter, Page & Jones

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Dan Wilkins, CSA

21 Tom Delaney, APM Terminals
Brian Doyle, APM Terminals Mobile
Jessie McCarthy, SEACOR
Rich Tuebner, SEACOR

22 Tim McGee, Glencore
Randy Hauck, Glencore

23 Tyler Dueck, ThyssenKrupp Metallurgical Products
Janice Koernig, ThyssenKrupp Metallurgical Products
Tanya Rossado, ThyssenKrupp Metallurgical Products

24 Mike Grim, OREMCO
Miyuki Kato, Itochu
Lucas Pipes, Brean Capital

25 Michael Douglas, Premier Bulk Stevedoring
Brad Clark, Norton Lilly International
Eddie Brister, Seabulk Towing

26 Buddy Greene, Cooper/T. Smith
Joe McNamara, GMI USA
Paul Pugh, Nord-Sud Shipping
Patrick McNamara, WK Webster

27 Richard Weavil, ASPA Board Member
Judy Adams, ASPA
Bill Sisson, Mobile Area Chamber of Commerce
Chris Brock, Mobile Bar Pilots

28 Joseph Ryan, Waterman Steamship
Sublash Chawla, Duferco Steel

MADE IN ALABAMA: CREATIVE CONCEPTS



29 John Roux, CMC Cometals
Winchester Thurber, American Equity Underwriters
Andrew Cooper, Cooper/T. Smith
Bill Owens, Cooper/T. Smit

30 Mark Haarvik, Joachim Grieg Star
Anna Ward, ASPA
John Swingler, SAPPI

31 Colin Schneider, Mid-Ship Group
George O'Connor, Mid-Ship Group

32 Alejandro Gagliessi, Mediterranean Shipping Co.
Denson White, APM Terminals Mobile

33 Carlos Betancourt, Yorkville Commodities
Anna Maria Maiakis, International Marine Transport
Chuck Camp, ASPA
Daria Schwartz, Ingram Barge Co.

34 Kevin Alario, NOBRA Pilots
Liz Alario
Michelle Cooper

35 Axel Ditlev-Simonsen, Ultrabulk
David Peraza, Ultrabulk
Mark Hanna, Ultrabulk
Guy Smith, Ultrabulk

36 Christina Stimpson, Mobile Area
Chamber of Commerce
John Fountain, Crescent Towing
Tom Cumming, Daiichi Chuo Shipping

37 John Swingler, SAPPI
Joyal Ablan, Eldorado Brasil
Tom Leatherbury, CSA
Ty Crowder, Baldwin Transfer
Parrish Lawler, ASPA
Lorie Gaillard, Baldwin Transfer

38 Todd Jones, ASPA
Lydia Miner, Mediterranean Shipping Co.
Alejandro Gagliessi, Mediterranean Shipping Co.
Alfonso Masoko, Mediterranean Shipping Co.
Aleksandra Sineva, Mediterranean Shipping Co.

39 Tom Delaney, APM Terminals
Capt. Chaim Shachm, Maritime Services
Greg Fennell, APM Terminals
Catherine Avolio, American Journal of Transportation



Life is sweet at Creative Concepts Inc. in Irondale, Ala. The company manufactures and sells Pucker Powder, a colorful candy powder dispensed into long tubes to create layers of flavors and fun. The sweet and sour tastes appeal to adults, as well as children. "It's a combination of the nostalgic feeling for a Pixy Stix and sand art," explained founder Scott Green. "Then you throw in the interactive element. Interactive is fun. We all have some creative ability in us. We've been at the apex of interactivity of candy products for a long time now."

Pucker Powder dispensers dot the globe, delighting visitors at vacation destinations, museums and other well-traveled attractions. This includes most well-known theme parks, Dylan's Candy Bar locations, the NASA Space Center in Huntsville and DeSoto Caverns Park in Childersburg. Many locations have customized machines featuring the company's mascot, Pucker. The most popular Pucker Powder flavor? "Birthday cake," said Green. "Its white or

cream with glitter. It's very festive and people love it." Special flavors like cotton candy are showcased seasonally. Earlier this year, Creative Concepts introduced a new product: Whackies. These flavored candy bits are also dispensed into a tube, allowing for the same layering of colors and flavors as Pucker Powder. "We want to expand our offerings," Green said. "We are going more down a path that makes sense for our business model. We just want to make unique products and sell them."

The company is also planning to debut its new packaged product. The Pucker Powder Party Kit is a home-based Pucker Powder dispensing system, and will be sold online, through chain stores and mom and pop shops, and hopefully big box locations. "We're very excited about it," said Green, who sees the potential for themed kits in the future. "You can take it home, it's affordable, it's a real value proposition. You're getting the exciting Pucker Powder experience." Additionally, Creative Concepts designed a

MADE IN ALABAMA: CREATIVE CONCEPTS

personal, refillable and interactive Whackies container. “Customers that have Whackies (dispensing systems in their stores) are very excited,” said Green.

The Pucker Powder for worldwide locations, with the exception of Europe, is manufactured in and exported from Irondale. While Creative Concepts employs 26 workers, that number grows to more than 40 during the busy times of the year. As production for Whackies takes off, Green plans to hire four additional workers, then add more to meet other production needs. “This time next year, I expect to have 32 to 35,” he said. “We have a great infrastructure now and can handle a significant increase in sales level.” Working worldwide means coordinating a variety of regulations. Pucker Powder for Europe must meet strict guidelines, and is therefore manufactured and distributed from France. For this, as well as for countries such as Russia and Japan, Green worked closely with the Alabama International Trade Center. He said the agency’s Global Alliance for Improved Nutrition (GAIN) reports have been invaluable in helping him know what to expect and how to prepare to conduct businesses in other countries.

In China, the company has a representative to source the product, sell the candy and place the machines. The country

has proved to be a good market for Pucker Powder. “All our machines are made there for that market,” Green said. “We expect big things out of China.”

Pucker Powder is sold in more than 40 countries across six continents. Russia alone has 250 locations, while Japan welcomed Pucker Powder in the last 14 months. The Middle East has proven to be a strong location for Pucker Powder as well. One location without Pucker Powder is India, and Green hopes to break into that market soon, hopefully with the Pucker Powder Party Kit.

Green spends the majority of his workdays at a drawing board, dreaming up delicious new ideas. “Design and development—that’s definitely my passion,” Green said. While working on product development is what Green feels is the best use of his time, he’s also growing the next generation of entrepreneurs. Green and his two children, now age 11, developed Balanstix, which tests hand-to-eye coordination and skill. The product will debut at a Chicago trade show in November, and the two children will help market Balanstix and the new Pucker Powder Party Kit to potential customers.



PORT CALLS: MOONPIE OVER MOBILE



» THE MOONPIE DROPS TO KICK OFF 2014 IN MOBILE

More than 60,000 revelers fill the streets of downtown Mobile on New Year’s Eve for MoonPie Over Mobile. People from all over the Southeast come to the Port City for the free celebration that features local and national musical talent, a laser light show projected onto buildings, and fireworks at midnight. But the big draw is to see the 12-foot-tall electronic MoonPie descend from the 34-story RSA Trustmark Building, as the city welcomes 2015 and the beginning of the Mardi Gras season. The MoonPie will drop 317 feet in 60 seconds from atop the building.

The evening is centered on the electronic MoonPie, as the treat is the favored “throw” of the hundreds of Mardi Gras maskers riding the floats of carnival. Mobile consumes more than four million MoonPies annually, and has adopted the snack as an informal emblem. The event has teamed up with the Chattanooga Bakery, the maker of the marshmallow sandwich to create a giant edible MoonPie, which feeds hundreds at the celebration.

Mobilians like a party, especially one with music. And this year will not disappoint. The Grammy Award-winning R&B diva Evelyn “Champagne” King, her career being launched with the disco hit “Shame,” followed by number one hits “Love Come Down” and “I’m in Love.” After Evelyn comes the main attraction, The Village People, who will have the crowd dancing and singing to hits such as “YMCA,” “Macho Man” and “In the Navy.” These costumed characters will have everyone energized to ring in the New Year.

This free celebration would not be possible without sponsors such as RSA, Raycom Media, Austal USA and Cooper Restaurants. If you cannot make it to Mobile, you can watch live on more than 20 Raycom television stations throughout the Central time zone. But seeing it on television is no match for visiting Mobile for the New Year. Come see what Garden and Gun Magazine, O! The Oprah Winfrey Magazine, TODAY, Good Morning America and CNN have declared one of the best New Year’s celebrations in the country.

The first MoonPie Over Mobile was held on December 31, 2008 and was the idea of Mobile City Councilman Fred Richardson. The crowd increases every year, and many downtown hotels reach their occupancy. It is recommended you make your plans early.

A complete schedule of the musical acts and events can be found by visiting www.mobilenewyear.com and like us on Facebook. To plan your stay and learn more about the Mobile area, help can be found at www.mobile.org



STANDARD & POOR'S AFFIRMS A- RATING FOR ALABAMA STATE PORT AUTHORITY; PORT RECEIVES AWARD FOR EXCELLENCE IN FINANCIAL REPORTING

Standard & Poor's affirmed its "A-" rating for the Alabama State Port Authority's (ASPA) outstanding dock facilities revenue bonds. The rating agency's endorsement recognized the Port Authority's diversification of revenue sources in recent years, increasing cargo trends, and strong financial margins. "We're very pleased that Standard & Poor's has recognized the substantial improvements in the port's financial position," said James K. Lyons, chief executive for the Port Authority.

Standard & Poor's rating reflects the Port Authority's success in diversifying the Authority's revenue stream, its increased debt service coverage and cash flow coverage, and the Port's limited competition from other U.S. Gulf Ports and strong niche position in the coal trade. Standard & Poor's stable outlook reflects the Alabama State Port Authority's increased financial margins and low liquidity levels. "Our management team has been highly focused on securing new business streams and alternative forms of financing our capital programs short of entering the bond market," Lyons stated. "This strategy has met our objectives to modernize terminals and expand our services, service our debt, and maintain a strong cash position."

In addition, the Government Finance Officers Association (GFOA) awarded the Alabama State Port Authority's (ASPA) Financial Services department its Certificate of Achievement for Excellence in Financial Reporting. The GFOA represents one of the highest awards in governmental accounting and financial reporting. Led by Larry Downs, chief financial officer of ASPA, the team was recognized for their work on the Comprehensive Annual Financial Report for the fiscal year ending Sept. 30, 2013. The GFOA is a nonprofit association serving approximately 17,500 government and finance professionals.

Shown from left to right from ASPA are James K. Lyons, chief executive officer; Linda Paaymans, senior vice president of finance; Pete Dranka, comptroller; Maria Williams, financial analyst; Joe McCarty, ASPA board of directors first vice chair and chairman of the finance committee; Larry Downs, secretary/treasurer and chief financial officer.







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AM/NS CALVERT EXPANDS SLAB YARD

In September, a \$40 million expansion for steel slab staging of material from Brazil, Mexico and the US was announced by ArcelorMittal, and joint venture partner Nippon Steel & Sumitomo Metal Corp. and aimed at further enhancing the capabilities of AM/NS Calvert in Alabama, already touted as "the world's most advanced steel finishing facility."

Andy Harshaw, executive VP of ArcelorMittal USA, said while the Calvert facility is "capable of producing high quality products for a variety of markets, additional improvements are needed to reach near-full capacity levels."

The hot strip mill's capacity is 5.3 million mt/year. Purchased for \$1.55 billion from ThyssenKrupp in February 2014, representatives said the facility is still ramping up to its full potential. The hot strip mill currently consists of three bays with the capacity to stage around 335,000 mt of incoming slabs, substantially less than the staging capacity required to achieve the 5.3 million mt target.

The re-rolling/finishing mill is sourcing slab, as per its original contract, from Brazil, but also from ArcelorMittal's integrated works in Indiana Harbor in the US and ArcelorMittal Mexico. Executives said they have North American excess slab of about 500,000 mt, almost all at Indiana Harbor, and Harshaw said the Alabama mill will source some 100,000 mt of slab from northern Indiana in the fourth quarter of this year, "and possibly 500,000 mt next year."

There are no plans, Harshaw explained, to dip into the merchant slab market - but ArcelorMittal Mexico slab will become a greater factor in the future. As the Alabama plant's output ramps up, Mexican slab will "most likely be used for energy-sector products [line pipe], while Brazilian slab will be used for automotive."

An additional \$6.7 million will be invested in AM/NS Calvert's existing No. 4 continuous coating line, which will significantly increase ArcelorMittal's North American capacity to produce press-hardenable steels for automotive applications, including Usibor, a Type 1 aluminum-silicon coated high-strength steel.

JASA CELEBRATES 25TH ANNIVERSARY

JASA celebrated its 25th anniversary at The Club in Birmingham, AL. The celebration also recognized new and expanding Japanese companies. Shown from left to right are Jim Bolte, TMMAL Toyota President, accepting the Samuel Ullman Award for 2014 from Lamar Smith, JASA President



AUTOMOTIVE CARGO MOVES THROUGH THE PORT

Heavy lift pieces for Hyundai's Automotive Press were discharged from the MV CLIPPER MARISSA on 7/29/14. Premier Bulk Stevedoring was the stevedore and Seacliff Agency was the agent



MV HALOPHYLA TAKES MAIDEN VOYAGE

The MV HALOPHYLA took its maiden voyage on September 24. Shown from left to right are Richard Johnson, ASPA; Capt. Kim Woo, MV HALOPHYLA; Juliana Vizintim, Fibria Cellulose; and Webb Winsor, Inchcape Shipping.



FOUR TRANSFORMERS TRANSPORTED THROUGH THE PORT

Four transformers were discharged from the STAR ISFORD. Barnhart's heavy lift crane, "Big Al," discharged the transformers from the ship and they were then floated upriver to Piers 3 and 4 to load to rail. The stevedore was CSA. The agent was Nord Sud Shipping.



VISITORS TOUR PINTO ISLAND FACILITIES

Representatives from AM/NS Calvert and Arcelor Mittal's Mexico operations toured the Port's Pinto Island facilities. Shown from left to right: Brad Ojard, ASPA ; Ruben Casten, Arcelor Mittal, Mexico; David Bray, ASPA ; Humberto Suarez, Arcelor Mittal, Mexico ; Scott Haskew, AM/NS Calvert ; and Ryan Ard, AM/NS Calvert



LAWLER JOINS ASPA'S TRADE AND DEVELOPMENT TEAM

The Alabama State Port Authority recently named Parrish Lawler as Manager of Customer Service in the Trade & Development department. Lawler has more than 17 years of experience in the maritime industry having worked in various roles including operations, customer service and sales management in both agency work and direct liner service. A native of Mobile, Lawler graduated from Elon University in North Carolina with a degree in history and political science before beginning his career at Inchcape Shipping Services. Prior to joining the port, he was an account manager for CG Railway, a subsidiary of International Shipholding Corporation, which operates a rail on vessel service between the ports of Mobile and Coatzacoalcos in southern Mexico.

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AUSTAL LAUNCHES TRENTON (JHSV 5); NAMES RYDER TO LEAD CUSTOMER RELATIONS FOR NAVY PROGRAMS

In September, Austal USA successfully completed the launch process of TRENTON (JHSV 5) - the second Joint High Speed Vessel (JHSV) launched by Austal in 2014. This 103-meter high-speed catamaran represents the U.S. Department of Defense's next generation multi-use platform and is part of a 10-ship program worth more than \$1.6 billion.

The launch of TRENTON was conducted in a multi-step process that involved having Berard Transportation transfer the ship from Assembly Bay 3 onto a Crowley deck barge, which was then towed to BAE Systems Southeast Shipyard. The next day, the vessel was transferred onto BAE's dry dock ALABAMA; it was floated then returned to Austal's facility where it will undergo final outfitting and activation before sea trials and delivery to the Navy in Spring 2015.

Austal USA President Craig Perciavalle, complimented the launch team. "It's amazing just how efficient this complex launch process has become," he said. "It's a true testament to the hard work and incredible teamwork by all parties involved."

JHSV 5 is now one of four Austal-built Navy ships moored in the Mobile River, joining USNS FALL RIVER (JHSV 4), MONTGOMERY (LCS 8), and JACKSON (LCS 6).

Perciavalle added, "With the delivery of USNS MILLINOCKET (JHSV 3) back in March, USNS FALL RIVER (JHSV 4) in September and now the launch of TRENTON, the JHSV program is truly mature and progressing as promised. I am honored to work with so many dedicated shipbuilders here at Austal who should be very proud of this accomplishment."

As of the end of September, Austal has delivered four of ten contracted JHSVs in two years to the Navy. Construction is well underway on BRUNSWICK (JHSV 6), and began final assembly in October, and construction also began on CARSON CITY (JHSV 7).

The JHSV is a relatively new asset that will be an important Navy connector. In



» TRENTON (JHSV 5)

peacetime, JHSVs will be operating forward supporting Navy Expeditionary Combat Command and riverine forces, theater cooperating missions, Seabees, Marine Corps and Army transportation. Each JHSV also supports helicopter operations and has a slewing vehicle ramp on the starboard quarter which enables use of austere piers and quay walls,

common in developing countries. A shallow draft (under 4 meters) will further enhance theater port access.

Austal USA is also prime contractor for the construction of ten Independence-variant Littoral Combat Ships (LCS), a contract totaling \$3.5 billion. Six of these ships are under construction at this time.

For the LCS and JHSV programs, Austal, as prime contractor, is teamed with General Dynamics Advanced Information Systems, a business unit of General Dynamics. For the JHSV program, General Dynamics is responsible for the design, integration and testing of the navigation and communication systems, C4I and aviation systems. As the Independence-variant LCS ship systems integrator, General Dynamics is responsible for the design, integration and testing of the ship's electronic systems.

Austal USA is a full-service shipyard offering design, construction and aluminum vessel service and repair. As Austal USA continues to expand its service and repair capabilities, the company is well-positioned for new business with engineering, test and trials capabilities, and a new waterfront facility on the Mobile River.

In other news, Austal named Lawrence (Larry) Ryder as Director of Customer Relations for Navy Programs. In this role, he serves as the customer interface with the Navy and Marine Corps for all Austal USA programs.

A retired Marine with more than 20 years of service, Ryder came to Austal from General Dynamics, Advanced Information

Systems (GD-AIS) where he worked on both the Littoral Combat Ship (LCS) and Joint High Speed Vessel (JHSV) programs. He is a graduate of the University of Pennsylvania and the Naval Postgraduate School.

Ryder has extensive experience with Navy and Marine Corps shipbuilding programs, serving as the first Director of the USMC High Speed Vessel Program Office where helped develop the Marine Corps' High Speed Vessel (HSV) program. He also served with the Navy as the Deputy Program Manager for JHSV in PEO Ships, where he traveled extensively developing the program. Ryder has worked with both of these Navy/Marine Corps programs since their inception over 13 years ago.

Most recently, Ryder led all business development efforts for the JHSV and LCS programs, domestic and international for General Dynamics, Advanced Information Systems (GD-AIS), where he worked closely with the Navy and Austal in the development of these programs.

Based in Washington D.C., Ryder will provide direct support to Terry O'Brien, Vice President of Business Development and External Affairs.

"Larry Ryder is the perfect fit as the Director of Customer Relations," said O'Brien. "The combination of his military background and work in industry give him the insight to make an immediate impact to the Austal team in Washington and strengthen our efforts with the Navy, Marine Corps and civilian leaders on behalf of all Austal programs."

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» TRENTON (JHSV 5)



» LARRY RYDER

SHRIMP BASKET OF SUNKEN TREASURE



» Intriguing news! After one of the crewmen in the case confirmed the recovery of sunken treasure to a local television station, the Mobile Register ran a front page story, along with photos of the two Bayou La Batre fishing boats involved, the DEBORAH ANN (LEFT) and the MISS KRISTY (RIGHT).

Step into attorney Alex Lankford's office in a downtown Mobile high rise, and you'll quickly discover that the man has an appreciation for the sea. A Liberty Ship's wheel and ship's lanterns are among the artifacts to be found in the office where paintings and photographs of suitably nautical subjects adorn the desk and tabletops, all of which befit a former Navy man who was honored in 2012 as the Best Lawyers® Lawyer of the Year practicing admiralty and maritime law in Mobile. In a career that has spanned more than six decades, it is fair to say that Lankford has handled hundreds upon hundreds of admiralty law cases ranging from ship sales and registration, to bills of lading, collisions at sea, death and personal injury, and damage to cargo, yet there is one case that results in an immediate grin and puts a piratical gleam in the attorney's eye when he discusses it—the case of the fishing vessel DEBORAH ANN.

Lankford has dined out on the story for years, and why not? It has all the elements of an intrigue—a mysterious Spanish galleon, recovered sunken treasure, secret agreements, wild rumors, myriad legal claims and intervention by the federal authorities. Besides, as Lankford noted recently in his office at the law firm of Hand Arendall, "How many times does a lawyer stumble upon Spanish pieces of eight and take that for his fee?"

February 1973. Richard Nixon was in the White House, minimum wage was \$1.60 an hour, a gallon of gasoline cost 38 cents, and a pound of shrimp was worth about \$1.07. It

was against this background that the fishing boat DEBORAH ANN sailed from Bayou La Batre, Ala., on Feb. 13, in the command of 30-year-old Floyd Mitchell "Mike" Kittrell and carrying as crew deckhands Johnny Seward and Bill Kern. A few days later, the fishing vessel MISS KRISTY weighed anchor in the Bayou and headed toward the same Gulf of Mexico fishing grounds being trawled by the DEBORAH ANN, west of the mouth of the Mississippi River. Master of the MISS KRISTY was Ronald Gary Smith, 23. His crew consisted of Larry Bryant and Marcell Eugene "Peanut" Hill.

The MISS KRISTY was trawling for croakers and by Feb. 26 had caught 1,800 pounds of shrimp and 2,300 pounds of fish, all told worth about \$6,900, a pretty good catch for that time of year. The skies were clear, the seas like glass and the winds light and variable—a beautiful day, by all accounts. Captain Gary Smith figured they would make a couple more drags and then head for home. A mile or two away, the DEBORAH ANN was trawling for shrimp in an area known as "the Hole," moving north along the edge of the 100-fathom curve in about 46 fathoms of water when the boat "bogged," meaning the nets had become mired on the soft bottom, creating what appeared to be a huge, heavy mud ball. Although it was 10 a.m., crewmen Seward and Kern were asleep at the time. The boat had been working around the clock for almost two weeks at that point, and the crew napped when they could. When they bogged, Captain Kittrell roused his men to come on deck and pull up the net.

The net was full of mud, and Kittrell had his men wash out what they could so the ship's gear could lift it from the water. After approximately 10 minutes, they dumped the catch on the deck. According to Kittrell, "[T]here was still a lot of mud on one side... we didn't pay no attention... we had shrimp and trash and stuff in the other side, so, we set back out. We were marking a few shrimp, and I went back in [the] wheelhouse after [the nets] were set out and put it on course." Suddenly, Seward and Kern ran up to the wheelhouse, excited. Each had a double handful of coins.

Kittrell went back to the stern, and the men showed him that the lump of "mud" was actually a large mound of silver coins, some of which were loose, others stuck together, along with some mushy material that looked to Kittrell like the rotted timbers of a ship. Thinking they may have "caught" additional coins, Kittrell instructed his men to pick up the net and inspect it. The DEBORAH ANN was a new boat, and, according to later testimony, had a couple of flaws: the stay wires on the outrigger were too long, and the drum of the winch sat higher on the deck and had a longer cable guide than most. Normally, two men would operate the winch, but Kittrell had 17-year-old Kern operating the cable guide as they began picking up the net. Kern lost control of the cable guide—it hit him in the chest and knocked him down. The cable ran off the end of the drum, fouling the winch when the rig was only halfway up and snapping off the bearing cap and the incline handle used to wind the cable. Unable to retrieve their nets, Kittrell radioed the nearest boat for assistance, the MISS KRISTY.

Captain Smith already had his nets up and now motored over to the DEBORAH ANN, where Kittrell explained the situation. According to Smith, Kittrell showed him the coins from the first catch—enough to fill half a shrimp basket or a little more—and told Smith that if there were any coins in the second catch that he could have them in exchange for providing assistance. Kittrell's version of events differed slightly. He recalled that the coins were all over the deck and that Smith asked if he could have some. Kittrell said he couldn't do that. "He wanted me to give him some, kept on, kept on, kept on. I said, 'Tell you what I will do. If there [are] any in the net, you can have them.'"

Smith utilized a couple of cable clamps to secure the cable and which allowed the men to get the cable back onto the drum. Using a crow bar to guide the cable manually, the two captains eventually succeeded in raising the net. When they dumped the catch on the deck, some 789 silver coins spilled out. Meanwhile, the crew of the DEBORAH ANN had been counting the coins from their first haul. They gave up when they reached 3,000, figuring that they had counted only 50 percent or less of the coins. The men now discussed what to do next. The MISS KRISTY had all the fish and shrimp

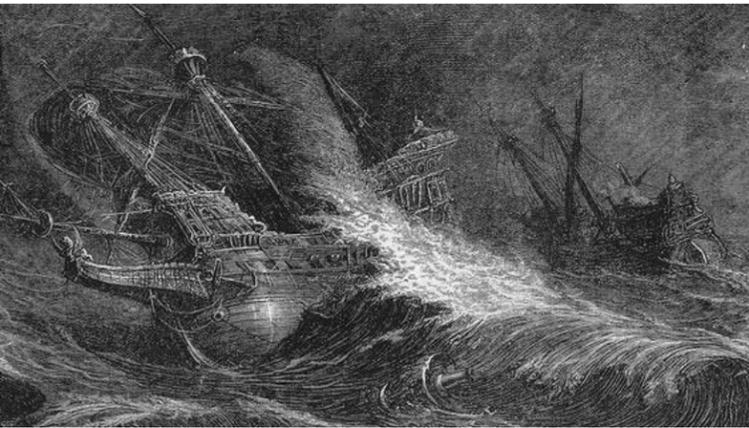
she was going to catch, and the DEBORAH ANN's broken winch meant she couldn't trawl anymore. The salvors swore one another to secrecy as to their find, and Captain Smith suggested they consult with a lawyer he knew as to what their next steps should be.

The captain and crew of the DEBORAH ANN had a written agreement with the boat's owners: the owners took 60 percent of the value of the catch, and the crew took 40 percent after deducting the cost of groceries and half the cost of ice, plus any labor for torn or lost nets. The crew of the MISS KRISTY had a similar agreement with the owners of their boat, although theirs was a verbal agreement. Despite these agreements, the men were not sure if such an agreement applied to seafood only or would include treasure. As both captains were to testify later, they wanted to ensure that they and their crews received whatever they were entitled to.

The two boats raised Bayou La Batre the next morning, with the DEBORAH ANN putting in at Quality Foods' dock to offload its catch and the MISS KRISTY tying up at Seaman Fisheries to offload. On board the DEBORAH ANN, the cache of silver all but filled a shrimp basket that normally would hold about 80 pounds of shrimp. Laden with the silver, the shrimp basket weighed closer to 300 pounds. Captain Kittrell placed the shrimp basket in the boat's shower stall. After dark, he and Johnny Seward returned to the boat and took the silver off, placing it in Kittrell's closet at home for safekeeping. The next day, all of the men went to see a Mobile attorney, taking their treasure find with them, now wrapped in burlap oyster bags. The attorney quickly agreed to take their case once he had seen the coins. He had the men place the burlap bags in a safe deposit box at a local bank and instructed them not to tell anyone about their find. Meanwhile, he said, he would learn what he could about the coins and determine their next steps. The attorney contacted the Smithsonian Institution and the National Geographic

» The majority of the coins were Spanish pieces of eight. Pictured below is one of the coins recovered by the fishing vessel DEBORAH ANN.





» The recovered coins may have been a part of the cargo transported by the annual treasure fleet that sailed from Veracruz to Havana. It has been speculated that the fleet may have been driven off course by a hurricane.

Society, among others, in an effort to determine the origin and worth of the coins.

More than 95 percent of the coins were Spanish “Bust Dollars,” eight reales or “pieces of eight” that featured the bust of King Carlos III of Spain, and 90 percent of these were minted at the Casa de Moneda in Mexico City and dated 1783. The oldest coin recovered was dated 1749, and the newest was dated 1798, meaning that the ship must have sunk sometime in the late 1790s or early 1800s. The coins likely would have been part of the annual silver shipment transported by the Spanish treasure fleet from the New World to Spain, one route of which included a convoy from Veracruz, Mexico, to Havana, Cuba, before transiting to Spain. It is possible that a hurricane pushed the fleet far north of its normal route, sinking one or more of the treasure ships along the 100 fathom curve, or it could be that one or more of the ships were pursued and set upon by pirates, sinking before the buccaneers could claim their booty.

Despite the men’s agreement to keep their find secret, rumors of recovered sunken treasure were soon on everyone’s lips in the fishing village of Bayou La Batre. Captain Kittrell maintained that he told no one but his wife, but Captain Smith, who had kept a coin for himself, gave four of the coins to his father, four more to his brother, and he sold three to another man for \$200. Larry Bryant, one of the crew of the MISS KRISTY, allegedly gave two of the coins to his mother. A few days after arriving in town, Kittrell was called in to the owners’ office, ostensibly to discuss repairs to the boat. They then informed their captain that people had been calling them about the “treasure chest” that Kittrell had caught, rumored to be “full of gold coins, diamonds, silver coins, and all kind of stuff.” Kittrell replied that he hadn’t caught a treasure chest, technically correct, but not exactly a complete answer. As stories of recovered

treasure continued to swirl around Bayou La Batre, the pressure to remain silent became too much to bear, and one of the MISS KRISTY’s crewmembers, Peanut Hill, admitted to the existence of the treasure in an interview with a local television station that aired on May 8, 1973.

The next morning, a Wednesday, the owners of the DEBORAH ANN, Roy Nicaud and D.J. Ficarino, were in attorney Alex Lankford’s office. Lankford recalled, “I thought it would be a fun case,” adding that it was “not so much the value as the fun of the experience” that attracted him. The case raised several intriguing legal questions: were the coins the proper subject of salvage and, if so, who was entitled to what? Were the owner and crew of the MISS KRISTY entitled to any of the 789 coins caught by the DEBORAH ANN during her second drag? Did the captain of the DEBORAH ANN have the authority to make the agreement with the captain of the MISS KRISTY? Was the agreement obtained under duress? Did the captains and crew forfeit their salvage rights due to bad faith since they had tried to keep the find secret?

The owners told Lankford that they didn’t have enough money to pay legal fees, but, if they were successful in recovering the treasure, they could pay in silver coins. The idea appealed to the attorney, and he agreed to accept a fee in kind—namely, pieces of eight. Rumors at the time estimated the value of the treasure at upwards of \$30,000, this at a time when the annual median household income in the United States was a little over \$9,000—and considerably less in Bayou La Batre.

Lankford and partner Hamp Uzelle filed an admiralty salvage action against the coins on May 10; they also filed suit against the captains and crews of the two fishing vessels, contending bad faith. U.S. Marshal H. Stanley Fountain ordered the seizure of the coins that had been deposited in a safe deposit box at First Federal Towers. According to Lankford, when the marshals went to seize the coins, the face of the box came off in the banker’s hand—oxidation of the coins had caused the box to corrode. A second lawsuit was filed by the owners of the MISS KRISTY the next day, Friday, May 11.

With the approval of U.S. District Court Judge Virgil Pittman, the treasure was turned over to the University of South Alabama’s Department of Sociology and Anthropology for separation, cleaning and conservation. The coins were soaked in a cleaning solution, put through an electrolytic reduction phase, boiled in distilled water a number of times, placed in a vacuum, polished, and finally placed in silica to ensure removal of all moisture.

In late September, the State of Louisiana filed suit via the offices of the Attorney General, contending that a 1970

law making any treasure found in Louisiana or its territorial waters the property of the state. On Oct. 2, defendants Mike Kittrell, Johnny Seward, Bill Kern and Peanut Hill filed a motion claiming that the coins were found some 43 miles off the coast of Louisiana, well outside the state’s territorial waters. The State of Louisiana subsequently withdrew its claim.

Two months later, on the morning that the case was to go to trial in Federal Court, a settlement was reached and reported to the judge. Of the approximately 3,850 coins caught in the first drag by the DEBORAH ANN, 60 percent went to the owners and 40 percent to her crew. Of the 789 coins caught in the second drag and taken by the captain of the MISS KRISTY, 50 percent went to the owners of the DEBORAH ANN, nine percent went to the owners of the MISS KRISTY, and 41 percent went to the crew of the MISS KRISTY. And, as per their agreement, the owners of the DEBORAH ANN paid their attorneys 33 1/3 percent of the coins they recovered, or a little more than 800 pieces of eight, as their fee.

The defendants in the case testified that they never dragged for more coins at the site of the discovery. However, more than 10 years later, coins from the same mint and era turned up for sale in the pages of USA Today. In August 1993, the fishing vessel MISTAKE out of Pascagoula, Miss., bogged in about 50 fathoms of water some 50 miles south of Grand Isle, La., in a spot tantalizingly close to where the DEBORAH ANN made her discovery. Captain Jerry Murphy hauled up his net to find it torn and full of rocks, which turned out to be clumps of silver pieces of eight bearing the bust of King Carlos III of Spain and all dated 1783. The wreck in that case

was identified as EL CAZADOR, a Spanish brig of war that sailed from Veracruz bound for New Orleans on Jan. 11, 1784, and carrying 400,000 silver pesos plus another 50,000 pesos worth of smaller change, of various dates, meant to pay troops and government officials. The ship never arrived. The recovered coins, which eventually were sold through the Franklin Mint, were stored temporarily in the old Grand Bay State Bank Building in Grand Bay, Ala., just a few miles from Bayou La Batre. The identity of the wreck discovered by the DEBORAH ANN still remains a mystery. Despite the proximity of the wreck sites, some of the coins recovered by the DEBORAH ANN were newer than 1784, so they could not have come from the CAZADOR.

Bust Dollars from 1783 recently have been offered for sale for as much as \$495 each, depending upon the grade of the coin, meaning in today’s market, that shrimp basket of silver coins first hauled up by the DEBORAH ANN could be worth nearly \$2 million—enough that even the most civilized of attorneys might be forgiven a piratical thought or two.

Was the ship that originally transported these coins set upon by pirates, perhaps burned and sunk before her cargo could be gotten off, or was she driven off course and destroyed by a hurricane? No one likely will ever know. As Alex Lankford noted, it is intriguing that, after more than 200 years, the Gulf returned these coins in remarkably good condition in the nets of a modern shrimper, ultimately becoming the subject of a traditional, albeit somewhat sensational, admiralty salvage case. “One thing is for sure,” Lankford mused recently, “no shrimper out of Bayou La Batre or any other port will ever find a more interesting catch in his net!”



» Mobile attorney Alex F. Lankford, III, shows one of the coins that he received as his fee for handling the case.

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APL ATS Westbound
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HMM ATS
MAERSK TransAtlantic TA2 Eastbound
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ALGERIA ALGIERS MOSTAGANEM	Nordana Nordana Oran	Inducement Inducement Inducement	Biehl & Company Biehl & Company ISS RioMar
ARGENTINA PUERTO MADRYN CAMPANA	Gearbulk Gearbulk	Bi-Monthly Bi-Monthly	Inchcape Inchcape
ARUBA ORANJESTAD	C.I.C.	Monthly	Seacliff Agencies
BARBADOS BRIDGETOWN	C.I.C.	Monthly	Seacliff Agencies
BELGIUM ANTWERP	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
BELIZE BIG CREEK	MCW Shipping	Bi-Weekly	Bulk Shipping
BRAZIL BARRA DO RIACHO BELEM BREVOS MONTEVIDEO PARANAGUA PORTOCEL PRAIA-MOLE RIO DE JANEIRO SANTOS	Gearbulk C.I.C. C.I.C. Westfal-Larsen Shipping Gearbulk Westfal-Larsen Shipping Gearbulk Grieg Star Shipping Westfal-Larsen Shipping Grieg Star Shipping Westfal-Larsen Shipping Gearbulk Grieg Star Shipping	Monthly Bi-weekly Monthly Monthly Bi-Monthly Monthly Bi-Monthly Monthly Monthly Monthly Monthly Bi-Monthly Monthly Monthly Monthly Monthly	Inchcape Seacliff Agencies Seacliff Agencies Westfal Larsen/Inchcape Inchcape Westfal Larsen/Inchcape Inchcape Grieg Star Westfal Larsen/Inchcape Grieg Star Westfal Larsen/Inchcape Inchcape Grieg Star
CANARY ISLANDS LAS PALMAS TENERIFE	Spliethoff Spliethoff	Monthly Monthly	Page & Jones Inc. Page & Jones Inc.
CAYMAN ISLANDS GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
CHILE ARICA LIRQUEN SAN ANTONIO	Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Monthly Monthly Monthly	Grieg Star Grieg Star Grieg Star
CHINA DAGANG QINGDAO SHANGHAI	Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Monthly Monthly Monthly	Grieg Star Grieg Star Grieg Star
COLOMBIA BARRANQUILLA CARTAGENA SANTA MARTA	TBS Shipping TBS Shipping Dan-Gulf Shipping	Monthly Monthly Bi-Monthly	Seacliff Agency Seacliff Agency Lott Ship Agency

DESTINATION	LINE	FREQUENCY	AGENT
CURAÇAO WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
DOMINICA ROSEAUX	C.I.C.	Monthly	Seacliff Agencies
DOMINICAN REPUBLIC RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
ECUADOR PUERTO BOLIVAR GUAYAQUIL	Grieg Star Shipping Grieg Star Shipping	Monthly Monthly	Grieg Star Grieg Star
EGYPT ALEXANDRIA	Nordana	Inducement	Biehl & Company
ENGLAND TILBURY	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
FRANCE BOULOGNE SETE	Grieg Star Shipping Grieg Star Shipping	Monthly Bi-Monthly	Nord-Sud Shipping Nord-Sud Shipping
GERMANY BREMEN	Grieg Star Shipping	Every 14 Days	Nord-Sud Shipping
GREECE PIRAEUS	Nordana	Inducement	Biehl & Company
GRENADA SAINT GEORGES	C.I.C.	Monthly	Seacliff Agencies
GUADELUPE BASE-TERRE	C.I.C.	Monthly	Seacliff Agencies
ITALY GENOA LIVORNO MONFALCONE NAPLES SAVONA	Nordana Nordana Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Inducement Inducement Monthly Monthly Monthly Monthly	Biehl & Company Biehl & Company Nord-Sud Shipping Nord-Sud Shipping Nord-Sud Shipping Nord-Sud Shipping
JAMAICA KINGSTON	C.I.C. Caribbean Forest Carriers	Bi-Weekly Inducement	Seacliff Agencies Transmarine Alabama LLC
JAPAN IYOMISHIMA MISHIMA-KAWANOE NIIGATA SHIMIZU TAGONOURA TOKYO	Saga Forest Carriers Grieg Star Shipping Saga Forest Carriers Grieg Star Shipping Grieg Star Shipping Saga Forest Carriers Saga Forest Carriers	Inducement Monthly Inducement Monthly Monthly Inducement Inducement	Biehl & Company Nord-Sud Shipping Biehl & Company Grieg Star Nord-Sud Shipping Biehl & Company Biehl & Company
KOREA INCHON KUNSAN MASAN ONSAN	Saga Forest Carriers Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Inducement Monthly Monthly Monthly Monthly	Biehl & Company Nord-Sud Shipping Nord-Sud Shipping Nord-Sud Shipping Grieg Star
LEBANON BEIRUT	Nordana	Inducement	Biehl & Company
MARTINIQUE FORT-DE-FRANCE	C.I.C.	Monthly	Seacliff Agencies

DESTINATION	LINE	FREQUENCY	AGENT
MEXICO COATZACOALCOS TAMPICO	CG Railway Spliethoff	Every 4 Days Monthly	CG Railway Page & Jones Inc.
MOROCCO CASABLANCA	Spliethoff	Monthly	Page & Jones Inc.
NETHERLANDS ROTTERDAM VELSEN	Grieg Star Shipping Grieg Star Shipping	Every 14 Days Monthly	Nord-Sud Shipping Nord-Sud Shipping
PERU CALLAO CHIMBOTE	TBS Shipping Grieg Star Shipping TBS Shipping	Monthly Monthly Monthly	Seacliff Agency Grieg Star Seacliff Agency
POLAND GDYNIA	Grieg Star Shipping	Monthly	Grieg Star
SCOTLAND MONTROSE	Grieg Star Shipping	Monthly	Nord-Sud Shipping
SOUTH AFRICA CAPETOWN DURBAN PORT ELIZABETH RICHARDS BAY	Gulf Africa Line Gulf Africa Line Gulf Africa Line Gulf Africa Line	Monthly Monthly Monthly Monthly	Biehl & Company Biehl & Company Biehl & Company Biehl & Company
SPAIN ALGECIRAS/PALAMOS BARCELONA BILBOA CADIZ GANDIA MOTRIL PALMA DE MALLORCA VIGO VALENCIA	Spliethoff Nordana Spliethoff Spliethoff Spliethoff Grieg Star Shipping Spliethoff Spliethoff Nordana	Monthly Inducement Monthly Monthly Monthly Monthly Monthly Monthly Inducement	Page & Jones Inc. Biehl & Company Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Nord-Sud Shipping Page & Jones Inc. Page & Jones Inc. Biehl & Company
ST. CROIX	C.I.C.	Monthly	Seacliff Agencies
ST. KITTS BASSETERRE	C.I.C.	Monthly	Seacliff Agencies
ST. LUCIA CASTRIES VIEUX FORT	C.I.C. C.I.C.	Monthly Monthly	Seacliff Agencies Seacliff Agencies
ST. MARTIN	C.I.C.	Monthly	Seacliff Agencies
ST. THOMAS	C.I.C.	Monthly	Seacliff Agencies
ST. VINCENT KINGSTOWN	C.I.C.	Monthly	Seacliff Agencies
SWEDEN STOCKHOLM	Polish Ocean Line	Weekly	Biehl & Company
TOBAGO	C.I.C.	Monthly	Seacliff Agencies
TRINIDAD PT. LISAS	Dan-Gulf Shipping	Bi-Weekly	Lott Ship Agency
TURKEY ISTANBUL IZMIR MERSIN	Nordana Nordana Nordana	Inducement Inducement Inducement	Biehl & Company Biehl & Company Biehl & Company
VENEZUELA GUANTA MARACAIBO	Dan-Gulf Shipping Dan-Gulf Shipping	Bi-Weekly Bi-Weekly	Lott Ship Agency Lott Ship Agency

AN EXCERPT FROM THE MOBILE RIVER

by John S. Sledge

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» Men work a lumber raft near the Mobile & Ohio Railroad Wharf, ca. 1895. The big structure to the left is a 165-foot-tall grain elevator, and square-rigged sailing ships can be seen anchored in the adjacent slip. Courtesy Doy Leale McCall Rare Book and Manuscript Library, University of South Alabama.

The forest product industry's peak was probably during the 1930s, when trucks became an important part of the equation, but it had been at least a piece of the bay area's economic picture since colonial times. In 1750 the commander of Fort Tombecke engaged some Choctaw warriors to cut down cedar trees and build a 60-by-25-foot raft. The frame was positioned two miles south of the fort on the Tombigbee's west bank, and during the course of the summer it was filled with cut logs. With the following spring's freshets, the commander and four men mounted the big raft and rode it downstream. The ungainly contraption drew 12 feet of water, but it drifted along "without let or hindrance, carrying before it every obstacle (even bending large trees under it all the way to Mobile)." From logs like these, residents built houses and ships and fashioned practical things like barrel staves. A skilled gang of a few men could produce 500 staves a day, cutting logs into the proper lengths, splitting, riving, and shaving them into the desired shape. During antebellum times, sawmills began springing up all around the city. John J. Deshon had one as early as 1823. Twelve years later he boasted an 80-horsepower steam engine, which powered a total of 36 saws. Deshon's mill turned out 20,000 board feet of lumber a day, as well as thousands of laths and shingles. During the late nineteenth and early twentieth centuries, Mobile's lumber production reached high levels. In 1887, lumber exports stood at almost 30 million board feet. Shingle production was 75,000,000, nearly doubled from just three years previous. As the trade embraced

mechanization during the mid-twentieth century, logs ceased to be floated downstream. Trucks could then grind deep into the woods along rutted, muddy roads to get at the cut timber. During the 1980s, logs were airlifted out of the Delta by helicopter, and travelers over the Dolly Parton Bridge could see the odd round gaps left in the tree canopy by this activity.

Working for the logging and lumber outfits during the early twentieth century meant a wild and dangerous life. Some men relished being in the swamps for days at a time, away from their town troubles. Others were surprised by unanticipated turns. In the summer of 1911, John McMillan, the general manager of Mobile's Bacon-Underwood veneer plant, was checking timber in the swamp when he found himself confronted by a black bear. According to a newspaper account, "Mr. McMillan felt disposed to go on counting trees, and let the bear go his way, but, as was later discovered, the bear had just lost a paw in a bear trap and was not inclined to compromise, being in a bearish temper." All McMillan had on hand was a shotgun loaded with birdshot. "He fired one barrel of this small shot into the face of Mr. Bear," the paper reported, "and being so near, the load knocked the bear down." McMillan then closed the distance and fired three more shells, killing the "very thin, apparently almost famished" animal. Likewise, the timber inspectors who were required to scamper across the floating log rafts sometimes met with ill-tempered cottonmouths sheltering in the logs. In their efforts to accurately measure the logs, these inspectors had to keep moving lest the rafts start sinking. In the woods and in the mills the dangers were more obvious — falling trees and big spinning blades. The earliest logging truck drivers operated their vehicles bouncing atop a seat cushion fixed to the chassis with the cab removed. Most companies believed these protective shells would be knocked loose during the work anyway. Their exposed situation suited the drivers, who could see better and leap away from danger without impediment. Logging and lumber mills were and are their own worlds, with distinctive traditions and terms. Go-devils, grabs, jumpbutts, bum boats, canthooks, spike poles, and binders make up but the smallest sampling of a rich, specialized vocabulary once heard all up and down the Mobile River.

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