

ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

JUNE 2012





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ALABAMA SEAPORT

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On The Cover:

Pictured (L to R) are Airbus President and CEO Fabrice Bregier and Gov. Robert Bentley. "When Airbus aircraft take to the skies, our pride and workmanship will soar along with them," said Gov. Bentley.



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Mobile Celebrates New Airbus Manufacturing Facility

As the *Alabama Seaport* was going to press, Mobile's Fourth of July fireworks got off to an early start. On July 2, leading aircraft manufacturer Airbus announced it will establish its first U.S.-based manufacturing facility in the port city, building on Mobile's reputation as a hub for the aerospace sector and bringing thousands of additional jobs to the area.

The new Airbus facility at the Brookley Aeroplex in Mobile will assemble the A319, A320 and A321 aircraft. The \$600 million investment is expected to create 1,000 highly skilled jobs within the production facility once it reaches full capacity. Some 3,200 construction-related jobs will be created during the three-year construction period.

"It has been a long road and a lot of work, but we're elated to bring this project to reality in Mobile," said Mayor Sam Jones. "Mobile has a winning team—city, county, state, national and business leaders—that put a lot of energy and dedication into this project. Their efforts have resulted in a victory for our city—today and well into the future. Ours is a city of great, unlimited potential."

Construction of the assembly line is expected to begin in summer 2013 and will generate \$162 million in demand for goods and services in Alabama. Adding to the economic impact is the number of suppliers who will need to locate near the new Airbus facility in anticipation of aircraft assembly starting in 2015. The first deliveries from the Mobile facility are slated for 2016, and Airbus predicts it will produce between 40 to 50 aircraft annually by 2018.

"This is a great day, one we've all worked for over seven years to achieve," said Director and CEO of the Alabama State Port Authority James K. Lyons.



Hundreds of excited Mobilians; national, state and regional dignitaries; and media members from all over the world gathered at the Mobile Convention Center to witness Airbus announce that Mobile, Ala., will become the company's first U.S.-based production facility.



Robert Bentley, Governor of Alabama

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"We are extremely pleased by the jobs and business expansion possibilities Airbus will bring to our region. Not only will Mobile gain a company of the highest quality, but throughout the process, we've come to know well many individuals from both Airbus and EADS, all of whom will be fine neighbors and great corporate citizens. We look forward to working with Airbus in the many years to come," explained Lyons.

Airbus President and CEO Fabrice Bregier proclaimed that "the time is right for expansion in America," and that "this will allow Airbus to expand its global competitiveness." The move brings Airbus closer to its customers, as the U.S. is the largest single-aisle aircraft market in the world. Over the next 20 years, it is expected to need 4,600 aircraft. "Mobile is now becoming part of Airbus' global production network, joining our successful and growing assembly lines in Hamburg, Toulouse and Tianjin," said Bregier.

No stranger to Mobile, Airbus operates an engineering center at the Brookley Aeroplex, employing more than 200 engineers and support staff, as well as its military customer service operation, which supports the U.S. Coast Guard aircraft. "We are thrilled that Airbus has decided to expand its footprint at Brookley, and we welcome that growth with open arms," said Bill Sisson, executive director of the Mobile Airport Authority.

Both of the current Airbus facilities at the Brookley Aeroplex, as well as the new assembly line production facility, were championed by the efforts of Team Mobile, which includes the City of Mobile, Mobile County, the Mobile Airport Authority, the Alabama State Port Authority and the Mobile Area Chamber of Commerce.

"The Mobile community has worked diligently over the past 10 years to convince companies in the aerospace sector that Mobile is the optimum American venue in which to manufacture airplanes profitably," said Win Hallett, president of the Mobile Area Chamber of Commerce. "Mobile has a skilled, dedicated and productive workforce; our quality of life is exceptional; and our people are our most important asset. They work hard, are friendly and they play well with others, both domestically and internationally. Besides these attributes, Mobile has some of the finest infrastructure found anywhere, including five Class 1 railroads, two airports, a deepwater port and two intersecting interstates."

The state of Alabama is targeting economic development projects with Accelerate Alabama, its long-term strategic plan to attract a range of industries and new jobs. It focuses on 11 business sectors the state is pursuing for economic development, including the aerospace industry. Accelerate Alabama is a program of the Alabama Economic



Airbus President and CEO Fabrice Bregier delivers his remarks during the official Airbus announcement at the Mobile Convention Center.



A scale model of the Airbus A320 that will be produced at Mobile's Brookley Aeroplex.



Pictured (standing back row - L to R) are Rep. Jo Bonner, Executive Vice President Head of Strategy and Future Programs Airbus Christian Scherer, Mobile Mayor Sam Jones, Mobile County Commissioner Connie Hudson, Alabama Secretary of Commerce Greg Canfield, Sen. Richard Shelby and Sen. Jeff Sessions. Pictured (seated - L to R) are Airbus President and CEO Fabrice Bregier and Gov. Robert Bentley during the official signing.

Development Alliance, which was created by Gov. Robert Bentley in 2011.

“Winning the Airbus project will, indeed, accelerate Alabama,” said Gov. Bentley. “This type of project is exactly why I created the Alabama Economic Development Alliance. This is why we have the Accelerate Alabama strategic plan. With the Airbus project, we are seeing positive results that will lead to new jobs while strengthening the state’s economy and advancing our position in the global marketplace.”

The Alabama Department of Commerce, led by Commerce Secretary Greg Canfield, directs the efforts of Accelerate Alabama. “The Airbus decision to create a final assembly line facility is a further sign that Alabama has developed a strong international reputation as a state that fosters success and profitability for companies that choose to invest here,” he explained. “We are excited about this prominent addition to our growing reputation as a center for aerospace technology and manufacturing. This announcement is further evidence that our five-year strategic economic development plan, Accelerate Alabama, is the correct path for future capital investment and job growth in our state.”



Gov. Robert Bentley and Mobile Mayor Sam Jones admire the Airbus A320 scale model onstage following the closing remarks and celebration.

While the Mobile facility will be Airbus’ first U.S.-based production facility, the company operates an engineering center in Wichita, Kan., as well as an aircraft spares center in Ashburn, Va., a training center in Miami, Fla., and a regulatory and government liaison office in Washington, D.C. Airbus’ headquarters for the Americas is located in Herndon, Va. Subsidiary Matron Aviation, which produces Air Traffic



Pictured (L to R) are Executive Vice President Procurement EADS and Airbus Klaus Richter, Executive Vice President Head of Strategy and Future Programs Airbus Christian Scherer, President and CEO Airbus Fabrice Bregier, Chairman Airbus Americas Inc. Allan McArtor, and President and CEO of Airbus North America Holdings Inc. Barry Eccleston during the post-announcement press conference.

Management products and services, is based in Dulles, Va. The company’s current U.S. facilities employ more than 1,000 people.

“When Airbus aircraft take to the skies, our pride and workmanship will soar along with them,” said Gov. Bentley. “We owe thanks to so many people who helped make this effort a success. This project will create 1,000 stable, well-paying jobs that the people of this area need and deserve. Alabama has the best workforce you’ll find anywhere in the U.S. Airbus has recognized all that this state can offer expanding industries, and the company is making a significant new investment in Alabama. Airbus and its parent company, EADS, have been great citizens of Alabama for years now, and we are excited to build on our wonderful relationship.”



A delegation including Gov. Robert Bentley, Airbus President and CEO Fabrice Bregier and Mobile Mayor Sam Jones gather in front of a JetBlue Airbus A320 at Brookley Aeroplex prior to touring the plane.

New ICTF Benefits Imports and Exports at Port of Mobile



The turning basin sits strategically between Pinto Island and Little Sand Island on the lower harbor. The basin serves APM Terminals Mobile, Pinto Steel Terminal and the McDuffie Coal Terminal. Brian Harold, director of APM Terminals Mobile, lists the turning basin among the top assets critical to the continued success of the Port of Mobile. Above, the CMA CGM WHITE SHARK utilizes the new turning basin.

With the award of a \$12 million Transportation Investment Generating Economic Recovery (TIGER) Grant from the U.S. Department of Transportation, the Alabama State Port Authority (ASPA) has begun Phase I of the Garrows Bend Intermodal Container Transfer Facility (ICTF). This project will connect APM Terminals Mobile and its containerized imports and exports with major railroad lines serving shippers from across North America. Phase I of the 62-acre intermodal facility will include a 20-acre intermodal rail yard with two support tracks and one turn-around track, totaling 12,200 linear feet, as well as a direct, 1,225-linear-foot rail bridge linking the facility with the five Class 1 railroads serving the Port of Mobile.

“The Port of Mobile has unlimited potential to facilitate commerce, thereby generating economic growth and creating jobs in Alabama and across the country,” said U.S. Sen. Richard Shelby. “Expanding and enhancing Mobile’s containerized shipping footprint is a critical step in raising the Port’s profile and importance in the global economy.” Capitalizing on the trend of integrating maritime transport and inland freight transportation, the ICTF will support the growth of industries including aviation, automobile manufacturing, steel and agricultural products.

By linking APM Terminals Mobile and the five Class 1 railroads to the ICTF, the Port will now be able to extend market reach into critical regions such as Memphis and Chicago, and increase throughput at the marine terminal. The new ICTF will also provide a much more sustainable and cost-effective method of transport. Currently, most container traffic travels via truck to destinations in Alabama, Mississippi, Georgia and Tennessee. The new rail facility will allow cargo to be quickly, efficiently and economically transferred to the Midwest as a single freight train can carry the load of approximately 280 trucks.

“This is the last piece of the puzzle,” said Brian Harold, director of APM Terminals Mobile. “We have a lot of great things going for us at the Port,” he said, noting its deepwater access, new turning basin, good terminal infrastructure, cargo cranes capable of stevedoring some of the world’s largest vessels, strong vessel services and good highway access. Adding an ICTF will only increase the Port’s attractiveness to current and future customers. “The sky is the limit for Mobile with the ICTF online,” said Harold.

In a broader scope, cargo from Asia to the Midwest usually travels via the West Coast and is then railed to its



A crane unloads a container at APM Terminals Mobile.

destination. With the expansion of the Panama Canal to accommodate larger ships, those vessels can now call at the Port of Mobile, then use the ICTF to transfer containers via rail for destinations such as Atlanta and Memphis. “The U.S. imports more from China than any other country in the world,” said Harold. Bringing more of that cargo through the Panama Canal on larger vessels can decrease transit costs for shippers, making the Port of Mobile more competitive on a cost basis, and offer very good transit times to Midwestern and Southeastern destinations by rail. The new ICTF’s capacity for total number of containers will increase by approximately 25 percent per year.

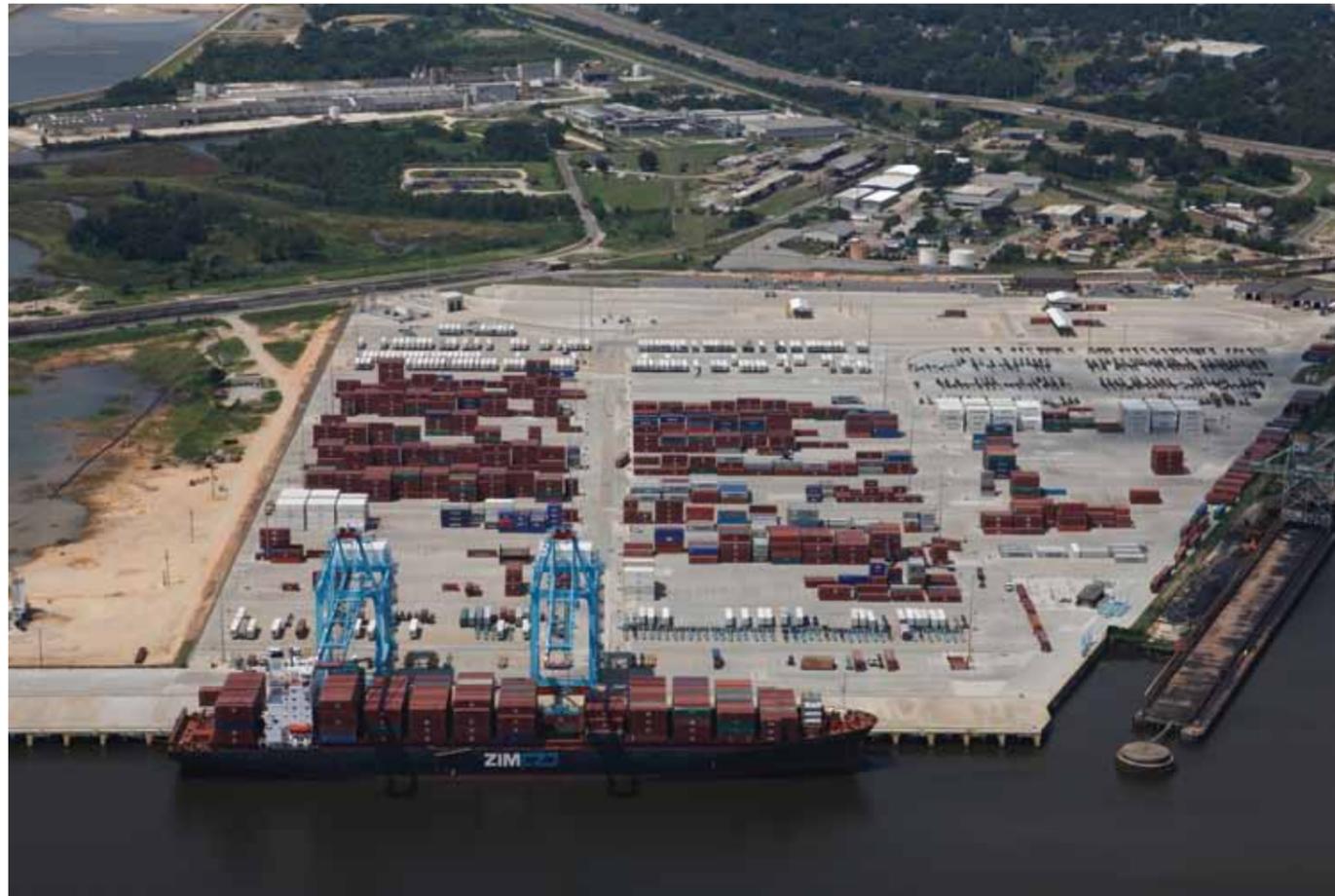
James K. Lyons, director and CEO for the ASPA, applauded the U.S. Department of Transportation’s financial support through TIGER as critical to improving the nation’s intermodal freight infrastructure. “U.S. shippers will have a new, more efficient portal in Mobile that will not only take advantage of increased Far East services, but the services moving in and out of Latin America, Europe and the Mediterranean as well,” said Lyons.

“We can now sell our services with the inclusion of the ICTF,” said Harold. “We can market this to steamship lines

and other services, and it puts us in a strong position to compete for new business that will be coming our way.” He anticipates a volume of growth that will benefit the entire Port community. This includes growth in the number of direct jobs at the terminal, longshoremen, trucking companies and warehousing operations. “There will be a very positive effect on our entire logistics chain,” Harold explained. “It’s great for the Port, Alabama and the entire Southeast.” ASPA officials estimate the new ICTF project supports an estimated 600 jobs in the community.

From an ecological standpoint, transferring container cargo via rail translates into 275 million fewer vehicle miles that add congestion and pollution on the roads. One ton of freight can move via rail more than 400 miles on one gallon of fuel. In addition to reducing oil use by more than one million barrels over 25 years, every ton-mile of freight moved by rail, as opposed to highway, reduces greenhouse emissions by two-thirds.

“The Garrows Bend ICTF will provide an enormous benefit in reducing emissions, but will also move much of that trucked traffic to rail, thereby reducing wear and tear on federal and state highways, and alleviating some of those related



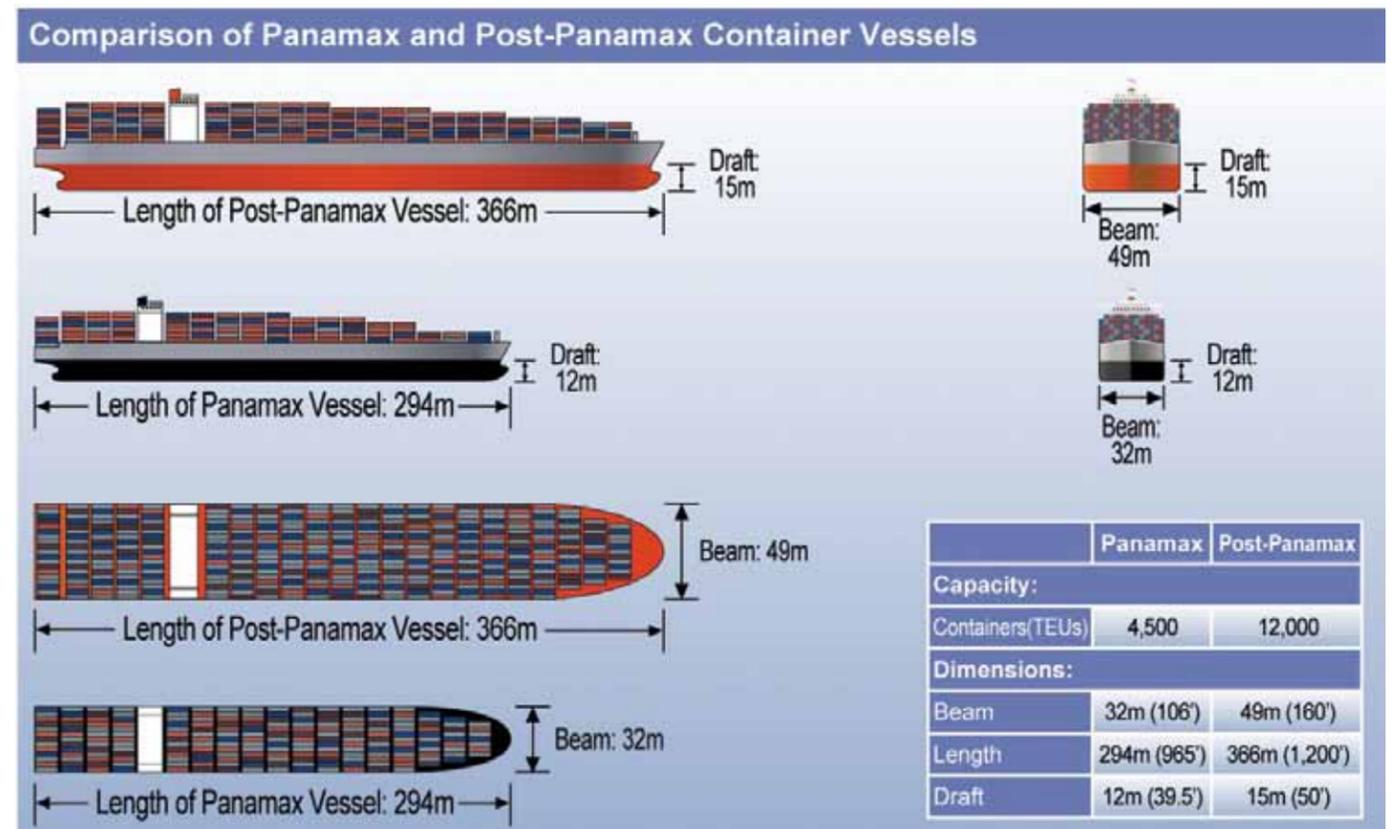
In 2011, Mobile Container Terminal was rebranded as APM Terminals Mobile. The terminal welcomed two new services, including a weekly feeder service via Mediterranean Shipping Company (MSC) and the Mexico Express Service via ZIM Lines.

budgetary pressures," said Lyons. Another factor considered in the design of the ICTF stemmed from an understanding of regional manufacturing needs for an intermodal ramp that optimized the national rail connections in Mobile. "Some may not realize there is a large manufacturing and distribution base that relies on domestic shipments to get their products to market. With nearby access to an intermodal rail ramp, regional shippers can take advantage of transportation options and efficiencies not currently afforded to their operations," Lyons added.

The TIGER Grant covers Phase I of the program, which is supported by matching funds from the Port Authority. ASPA Vice President of Environmental and Program Management Bob Harris estimates site work will begin in October 2012, with construction of the rail bridge scheduled to begin in early 2013, followed by the construction of the ICTF rail yard in the summer of 2013. Completion of Phase I is scheduled for March 2014. Contingent on business growth linked to the new ICTF, Harris said the next step would likely be the development of Phase II of the container terminal on the land south of that facility.

According to Harris, "the original ICTF was proposed in the late 1990s and included three elements: the container terminal, the ICTF and a logistics park dedicated to containerized freight support, such as value-added distribution (VAD) or light manufacturing." The logistics park will accommodate one or more manufacturing or distribution partners that could ship materials through the container terminal, assemble or manufacture products, then export them through the container terminal or ship them throughout the United States via the ICTF.

As has been the case since the beginning of this project, the ASPA and APM Terminals Mobile will continue to take advantage of the great working relationships that have been established by all partners involved over the last few years. With this news, the container terminal is certain to be prepared in time for the Panama Canal expansion's completion.



This graphic demonstrates the difference between Panamax and Post-Panamax ships. With the expansion of the Panama Canal to accommodate larger ships, those vessels can now call at the Port of Mobile, then use the ICTF to transfer containers via rail for destinations such as Atlanta and Memphis.

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Honduran Delegates Visit the Port of Mobile



Recently, a group of delegates from Honduras joined members of the U.S. Department of Commerce, U.S. Customs and Border Protection, Hispanic American Business Association of the Gulf Coast, and the Mobile Area Chamber of Commerce for a tour of the Port facilities in Mobile.

The Alabama State Port Authority (ASPA) continues to grow and seek out new opportunities for trade in the state of Alabama. Just last fall, a group from Mexico joined U.S. economic leaders to tour the facilities at the Port of Mobile. In May, a group of delegates from Honduras joined members of the U.S. Department of Commerce, U.S. Customs and Border Protection (CBP), Hispanic American Business Association of the Gulf Coast (HABAGC), and the Mobile Area Chamber of Commerce for a tour of the Port facilities in Mobile.

The U.S. Department of Commerce requested Mobile host a visiting delegation of Honduran government and business community officials. The ASPA and the Mobile Area Chamber of Commerce served as hosts and organizers for the event.

The group was comprised of various Honduran government agencies and businesses including the National Port Authority (ENP), Tax and Revenue Authority (DEI), Ministry of Finance, Ministry of Health, National Service of Agricultural Health (SENASA), International Regional Organization for Agricultural Health (OIRSA), Ministry of Industry and Commerce, Honduran National Business Council (COHEP), Chamber of Commerce and Industry of Tegucigalpa (CCIT), Chamber of Commerce and Industry of Cortes, National Association of Industry of Honduras (ANDI), Honduran Shippers' Association (AHCORENA), Association of Customs Brokers and Freight Forwarders (AHACI), Honduran Manufacturers' Association (AHM), National Federation of Honduran Customs Brokers (FENADUANAH), Crowley Maritime Corporation, and Dole Fresh Fruit Company.

The purpose of this delegation visit was two-fold. The primary objective was to introduce the group to ASPA officials and discuss the primary products of trade and/or the principal business sectors in Honduras. Important questions were addressed during this time, particularly regarding whether or

not there are opportunities for trade and services between the Mobile and Honduran business communities.

The secondary scope of the visit was to hold demonstration and training sessions with CBP officials, during which participants discussed border inspections, law enforcement, Homeland Security, Port Security, and how the U.S. government and business communities work together to ensure swift and secure trade through our borders. These sessions were led and organized by the U.S. Department of Commerce and CBP.

Leah Markowitz, international trade specialist for the U.S. Department of Commerce, said that Mobile and Gulfport are among the leading ports for trade with Honduras. Gulfport is third for U.S. imports from all ports in Honduras; Mobile is 20th. For all U.S. exports to Honduras, Gulfport is fourth and Mobile is 20th.

"Port tours and business forums like these serve as the building blocks for increased trade with foreign countries," said ASPA Director and CEO James K. Lyons.

International trade, however, can be complicated at times with cross-cultural communications, federal and state regulations, and the ever-changing transportation industry. Honduras has traded with the United States through the Port of Mobile and the Port of Gulfport in the past, but there have been difficulties regarding transportation protocol. For example, per federal regulations, wooden crates need to be built with treated lumber for shipments.

Carol Harrison, a supervisory CBP officer based in Mobile, said that the CBP presented on ways to streamline border security operations and trade processes in order to improve the country's economic growth. Regulations for the

importation and exportation of goods with the United States are set by many federal agencies, according to Harrison.

"Specific to our operations is the Maritime Transportation Security Act of 2002 (Public Law 107-295), which oversees port and waterway security," said Harrison. The Trade Act of 2002 and the Customs Modernization Act (Title VI of the North American Free Trade Agreement Implementation Act) cover the guidelines for informed compliance in the importation of goods.

CBP retains its traditional enterprise of protecting the nation's revenue through assessing and collecting duties, taxes and fees incident to international traffic and trade. By providing procedural guidance to the import community, they enhance compliance with domestic and international customs laws and regulations, thus helping importers assure that their shipments are free from malicious interference, tampering or corruption of containers.

According to Leida Javier-Ferrell, director of the Center for Workforce Development with the Mobile Area Chamber of Commerce, the group came to Mobile looking for alternatives to the ports that they currently do business with in preparation for the upcoming hurricane season. Mobile also provides something that many other ports do not—a regional team mentality.

"The Port of Mobile works directly with the Chamber. This doesn't happen as much in other areas," said Javier-Ferrell. "They can work as a team, not as obstacles to one another. It was eye-opening for them that the Port and businesses work so closely together."

Among the groups here to welcome the visitors was the HABAGC and Ed Seoane, the director of procurement for LMS Shipmanagement Inc. and the president of HABAGC. In addition to the Chamber, Seoane presented to the group and assured the delegates that they were—in his words—"here to support the Hispanic business community."

According to Seoane, the Port of Mobile has been a member of HABAGC from the organization's inception. The two groups have worked closely to host similar delegations in the past and will continue to do so in the future as trade with Hispanic countries and businesses continues to grow.

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Propeller Club Gumbo Cook-Off • May 18, 2012

This year's ASPA gumbo team took home first place in the Gumbo Cook-Off. The team consisted of Sheri Reid, Mike Russell, Tim Williams, Terry Lowery, Pete O'Neal, Kelly Sims, Charlotte Sykes, Jimmy Orum, Willie Boulton, David Barr, Deanna Watkins, Debbie Cross, Russell McCarron, Maria Mendez, Russ Howell and Sonya Stout. "When the ASPA was named the winner, we all looked at each other and asked 'who is ASPA,' then it hit us—that's us, we're ASPA!" said ASPA Gumbo Captain Deanna Watkins. With the trophy in hand, Watkins noted, "We'll be here again next year for more fun and gumbo!" The ASPA team also took home second place in the booth decorating competition, with their theme, "Under the Sea." Sporting a life-sized mermaid that allowed attendees to have their photo taken as the fabled sea creature, the ASPA booth used bubbles and decorative fish to finish the look for this year's theme. "We take a lot of pride in the decorations," said Debbie Cross, the team's booth captain. "Josh Bell and Russell McCarron helped me gather and prepare the decorations, while our entire team turned out to help decorate."

While it was a big year for the ASPA, the Propeller Club's annual event produced many winners. Signal Ship Repair and APM Terminals Mobile took home second and third place respectively in the Gumbo category. BAE Systems won the booth decorating competition, while Armbrecht Jackson LLP took home the third-place trophy. The big winner of the Cook-Off was the GulfQuest National Maritime Museum, which receives the proceeds from the event. This year, the Propeller Club raised just under \$12,000 for the museum, bringing the organization's three-year donation total to \$150,000.

1. Robert Williams, APM Terminals Mobile; Austin St. Clair, APM Terminals Mobile; Bert Maylen, APM Terminals Mobile; Dan Saffer, APM Terminals Mobile; Brian Harold, APM Terminals Mobile; Jeanette Chase, APM Terminals Mobile; Daniel Radu, APM Terminals Mobile; Jim Gabbard, APM Terminals Mobile 2. Melinda White, Signal Ship Repair; Tracy Bernardo, Signal Ship Repair; John Seigmious, Signal Ship Repair; Ricky Tuinley, Signal Ship Repair; Oliver Verwead, Signal Ship Repair; Chrissy Maclay, Signal Ship Repair; Tack Bower, Signal Ship Repair 3. Audrey Barr, Gaynell Dumas, Chuck Dumas 4. Glenn Branch, Signal Ship Repair; Debra Branch; Larry Dodson, Ship Architects Inc. 5. Shannon Bradford, CG Railway; Mike Russell, ASPA; Maclain Rigdon, CG Railway 6. Earline Thorne; Smitty Thorne, ASPA; Bobby Satter, Page & Jones 7. Valerie Johnson, Armbrecht Jackson LLP; Michelle Manry, Armbrecht Jackson LLP; Dave Carey 8. (Back Row - L to R) George Robert Cowles; Robert Cowles, Cowles Murphy Glover & Assoc.; James Meigs, Cowles Murphy Glover & Assoc.; John Glover, Cowles Murphy Glover & Assoc.; David Murphy, Cowles Murphy Glover & Assoc.; (Front Row - L to R) Marguerite Cowles; Rusty Cowles; Edward Cowles 9. Ned Mattingly, Page & Jones; Bobby Satter, Page & Jones; Albert Laird, Skyline Barber Shop; Tom Geary, Page & Jones; Amanda Roberts, Page & Jones; Shayla Bell, Page & Jones 10. Mitch Elswick, Alabama Dept. of Agriculture; Lamar Willis; Jack Austin; Noah Pritchard, Blue Water Shipping; Brian Bartlett, Research Irrigation 11. E. B. Peebles, Armbrecht Jackson LLP; Chris Hume, Armbrecht Jackson LLP; Edgar Downing, Mobile Gas 12. Jamie Betbeze, Hand Arendall LLC; J. T. Smith, Glovis America 13. Gary Nolen, Mobile Gas; Martha Loper, Mobile Gas; Kevin Saucier, Mobile Gas; Ted Rehwinkel, Mobile Gas; Bill Gardner, Mobile Gas; Chris Wiley, Mobile Gas 14. Lina Porter; Ilka Porter, GulfQuest National Maritime Museum of the Gulf of Mexico 15. Brad Clark, Norton Lilly International; Ryan Threadgill, Alabama Line Service; Joe Withers, Biehl & Co. 16. Ricky Lawson, BAE Systems; Traci Evans, BAE Systems; Rhonda Minchew, BAE Systems; Wendy Crocker, BAE Systems; Renee Taylor, BAE Systems 17. Paul Pugh, Nord-Sud Shipping; David Adcock, USCG; George Manders, Seabulk Towing 18. Booth Decoration Awards: BAE Systems, 1st Place; ASPA, 2nd Place; Armbrecht Jackson, 3rd Place 19. Gumbo Cook-Off Awards: APM Terminals, 3rd Place; Signal Ship Repair, 2nd Place; ASPA, 1st Place 20. ASPA Cook Team: Debbie Cross, ASPA; Deanne Watkins, ASPA; Kelly Sims, ASPA; Sonya Stout, ASPA; Tim Williams, ASPA; Charlotte Sykes, ASPA; Mike Russell, ASPA; David Barr, ASPA

Students Set Adrift with NOAA Program

Somewhere out in the Gulf of Mexico, a small unassuming buoy is bobbing along at the whim of a current or an eddy. It is taking water temperature readings, and students from four different high schools are glued to its every move.

The students from Auburn High School, Murphy High School, Daphne High School (located in Montgomery, Mobile and Daphne, Ala., respectively) and the Colegio Bilingüe Madison in Veracruz, Mexico, are using it in their classrooms to see real science in action. This drifter is just one of about a thousand like it—all part of the National Oceanic and Atmospheric Administration's (NOAA) global drifter array. The drifters are deployed from countries all around the world to help gather information on surface currents and sea surface temperatures so that scientists can better assess and make predictions about climate change, storm systems or the path of things floating in the Gulf of Mexico.

NOAA started the Adopt a Drifter Program (ADP) in 2004. In 2009, they let students actually release the buoys. This spring, students released drifters in six locations including Hawaii, California and Washington state.

The Alabama students got to launch their schools' drifter in the Gulf on April 20 as part of an Earth Day celebration. A boat from the Dauphin Island Sea Lab (DISL) took them more than 40 miles offshore while they listened to Dr. Brian Dzwonkowski, one of the lab's oceanographers, talk about currents in the Gulf. The students from Mexico joined for a short time via teleconference. Once the boat was far enough offshore, the students released the drifter into the water with hopes that it would join the Gulf's Loop Current and travel into the Atlantic.

The drifter looks a little like an oversized metal beach ball with a life preserver ring and tail attached. It is outfitted with temperature sensors, a transmitter and lots of batteries. It constantly transmits data to NOAA satellites. The students gather the data from a NOAA website, and they have a blog where they can discuss the data collected with one another.

Dr. Diane Stanitski heads up the ADP for NOAA's Climate Observation Division. She said getting students involved pays off for NOAA and the community at large. "We want to inspire interest in a younger population with the hope that they might want to become scientists. We want them to see the relationship between the ocean and climate, but also some of them may envision careers," she said.



Students interact with their Mexican counterparts by video conference as they set out into the Gulf to release their adopted drifter.



Students sign stickers to place on the drifter.

The drifter did give the students their first taste of real science by not doing at all what they guessed it would do. Instead of joining the Loop Current and traveling into the Atlantic, it got caught in an eddy.

That was just fine with Auburn High's Stan Arington. Some of his students were on the release trip; all of his students are tracking the drifter.

"Those first couple weeks the students got a real opportunity to learn how real science works. This was not the Discovery Channel or National Geographic—it was not edited.



Five students from each of the three Alabama schools joined staff from the Dauphin Island Sea Lab to deploy the drifter in the Gulf.

They (the students) were there when it was hot; they were there when the sun was shining down. It was real," Arington said. "When it got caught in that eddy and went around in a circle, that was what gets put on the edit floor. But they were there and they got to ask, 'What's going on?' and interact with other students on the blog," he added.

Why would NOAA select Auburn High School, 260 miles from the coast? DISL Associate Director of Education and Outreach Dr. Tina Miller-Way said it makes sense to her and Arington. "Auburn High School has a strong marine biology program. They have an aquaculture program and have been teaching marine science to their students for many years," she explained. "This allows us to reach up the watershed a little bit to show how their actions impact the Gulf."

"We involved four schools in the Gulf region, three in the state of Alabama and one in Veracruz, Mexico. We wanted to try and reach across the Gulf to our neighbors to start a dialogue that we are just one Gulf. Our actions impact them and their actions impact us," said Miller-Way.

Arington tries to impart this idea to all his students. "I think as an educator and as a scientist, we have a real misconception

that, because we live four hours from the coast, the Gulf is not important—but it is," he said. He shows students how Auburn's drainage basin empties into Mobile Bay, the Gulf and, eventually, the Atlantic Ocean. "Rather than having seven seas, we are all connected by one giant ocean," he added.

The students' work did not end when the year ended. Many are keeping up with the blog this summer. Others will introduce next year's biology students to their adopted drifter. Students from Arington's class who went on the boat trip will give presentations on the drifter to other students, talking about what they learned and hoping to learn more as the drifter continues its journey.

Stanitski said that NOAA hopes the students can even teach them something. "We emphasize that the students become scientists. They are the scientists in this activity. They are tracking data from the drifters and that's what scientists in labs are doing. If they focus on one array of drifters, they may discover something unique about the patterns of ocean circulation," she said.

NOAA asks all the teachers involved in the ADP to provide lesson plans regarding the drifters. The plans will be posted on the ADP website for everyone to use.

This is the first time an adopted drifter has been released in the Gulf, which the DISL helped make possible. Stanitski said they were a perfect fit for the program. "They bring science to many people and they are very effective at what they do," she explained. In reference to the release, Stanitski said she was thrilled with how the program went. "They went so far beyond what even I imagined," she said.

The DISL is the marine research and education facility for the entire state of Alabama including a consortium of 22 institutions of higher learning. It also conducts environmental education classes for K-12 students, workshops for K-12 teachers and a number of outreach programs for the public. Dr. Miller-Way says the Deepwater Horizon oil spill brought attention to the lab and the Gulf.

Miller-Way hopes participating in the drifter program will bring some positive attention to the work the DISL does. "I think the value of the Gulf is underappreciated. This (program) gave us a chance to say, 'the Gulf is important to the nation even at times we don't have a catastrophe,'" she said.

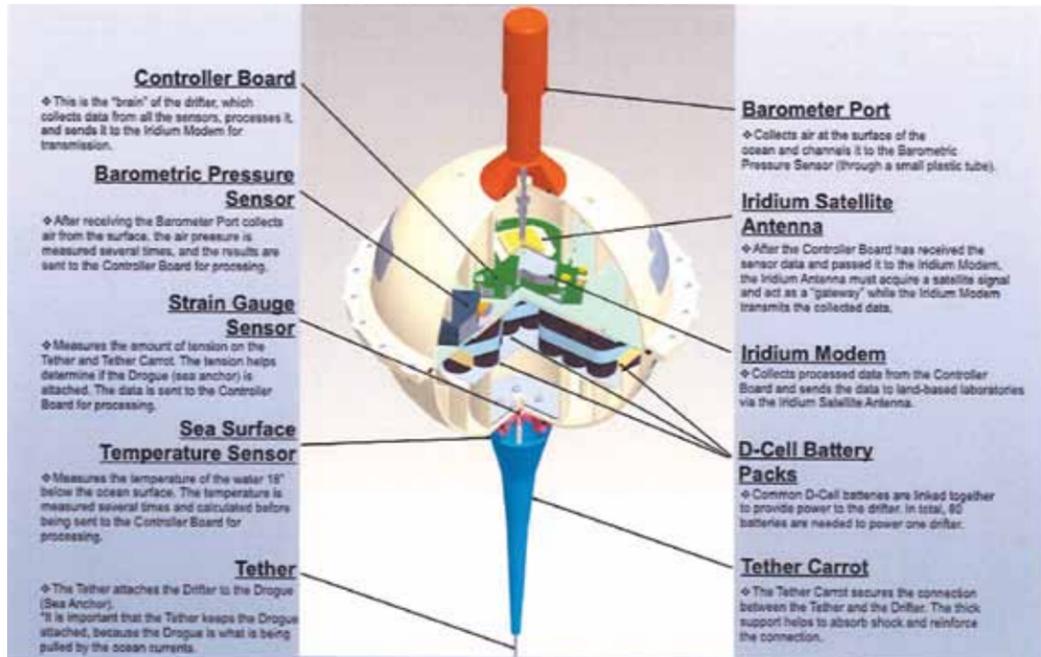
The DISL prepared an exhibit on the drifter at the Estuarium, their public aquarium that includes a replica drifter. Visit their website for visitor hours and more information about programs and camps there: <http://www.disl.org/>. To see photos and video of the Alabama students releasing their drifter and to track its location and data visit: <http://www.adp.noaa.gov/earthday/alabama.html>.



Students went more than 40 miles offshore to toss the drifter overboard with hopes it would catch the Loop Current and head out into the Atlantic.



The drifter as it headed out to sea, or in this case, into an eddy for a few days. Students will continue to track the device for its lifetime.



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Port Calls: Gone Fishin'

It's a gathering of liars, scientists and fishermen that has been passed down from one generation to the next. The 79th Alabama Deep Sea Fishing Rodeo (ADSFR) takes to the waters off Dauphin Island annually and shows no signs of slowing.

"This is a way of life on the Gulf Coast, always has been, always will be," said ADSFR spokesperson Gene Fox. The tournament is a project of the Mobile Jaycees. The *Guinness World Records* certified last year's event as the largest fishing tournament in the world. It draws anglers from almost all 50 states and helps scientists from as far as London and as close as the Dauphin Island Sea Lab (DISL) conduct research and gather specimens of the fish populations in the Gulf of Mexico.

The actual tournament features 30 species categories as well as prizes for the most unusual fish species, record-breaking fish and more. There are also random drawings, so anyone who weighs in a fish could win. This year, the rodeo distributed a limited number of tags for red snapper so the participants could help in a population assessment of the species.

Fox says inshore fishermen like the speckled trout category, while those who fish offshore vie for tuna, dolphin and swordfish records. "Nothing excites the crowd like a shark. They love to see a shark coming in," said Fox. Rodeo organizers use a crane to weigh the sharks so the crowd can get a good look at the creatures.

This tournament is about more than just the biggest catch; it's also about taking a good look at what's in the Gulf of Mexico right now. Dr. Sean Powers, ADSFR judge, DISL senior marine scientist and professor at the University of South Alabama, said the ADSFR is a balance of both science and competition. "About half of the rodeo stations deal with weighing in the fish and judging and getting the big boats in. The other half is all science," he said.

As a judge, Powers helps identify the different species of fish to make sure the right winner is logged in each category. "The fishermen have to make their fish available for scientific sampling. It is striking for an organization whose members are not scientists to make such a commitment to the work the scientists are doing," he added.

He and Fox both said the scientists and tournament organizers sit down every year to assess the categories and decide if a species should be dropped. "We pride ourselves



Sharks always draw a crowd at the ADSFR.

on not following the state's minimum requirements, but on following the best scientific information available," said Fox. Money from the tournament goes back into education, funding scholarships for students studying marine science.

Last year, representatives from the Natural History Museum in London were on hand to collect specimens to take back across the pond. Powers says there can be as many as five or six active scientific projects happening at the ADSFR. Graduate and post-graduate students use the fish to gather data they need for studies and theses. Other scientists send requests for data pertinent to their research and scientists at the rodeo gather and send it.

Powers explained that the tournament gives everyone a chance to see real science in action. "All the sampling we do is within the public view because we want to engage both anglers and children. Kids love to gather around and watch as scientists remove the ear bones from fish to see how old they are."

The tournament also offers scientists access to a special population of fish. "Rigorous scientific study uses a random sample (of fish). Older fish are rare in the population, so you are not likely to come up with them in a random sample," he explained. Because the fishermen in the ADSFR try to catch the largest fish, they tend to come back with the older fish the scientists are hoping for. "There is so much we can learn from studying older specimens—how many eggs they have, how old they get, if they have accumulated contaminants," he added.

In years past, the information gathered at the rodeo has helped scientists get a glimpse of how a particular species is faring. "Red drum or redfish used to be a category in the early '80s. Then they were overharvested in the late 1980s, so the category was dropped. In the last three years, the rodeo has had a special scientific category for redfish just so we can sample the population," said Powers.

The commercial harvest of redfish was also banned. "Stopping the commercial harvest was important to rebuild the population, but it shuts us off from data," explained Powers. "What we have been able to conclude (from the samples collected at the ADSFR) is that the population is recovering."

The Food and Drug Administration (FDA) is also on hand during the ADSFR to test fish for contaminants. An FDA lab on Dauphin Island has been testing hundreds of fish looking for diseases, physical anomalies, mercury and polycyclic aromatic hydrocarbons (PAH)—a family of contaminants associated with the Deepwater Horizon oil spill of 2010. Powers explained that the lab tested fish at this year's rodeo, and none of the tests have triggered any concern.



Competitors in the tournament bring in their catch to the dock for weigh-in.



A young angler shows off a speckled trout.



One of the oldest tournament traditions is tossing the rodeo president into the water.



Scientists use data from the fish caught at the tournament for research.

Rodeo weekend is not just for adults. The week before the ADSFR cannon fires, the kids get their chance to win prizes at the Roy Martin Young Anglers Tournament (RMYAT). "Kids 15 and younger can get a ticket for just \$3. They get a hot dog, a Coke, chips and ice cream, so even if they don't win anything they get lunch and a great day," said Fox. It also introduces kids to tournament fishing and teaches sportsmanship.

Money raised from the RMYAT goes directly back into the community. "Each December, we take orphaned or disadvantaged children shopping—not to buy presents for them, but to be able to buy presents for their families and friends," said Fox. He added that Jaycee chapters around the country have picked up on this program.

The ADSFR begins Thursday night before the opening cannon with a liar's contest. Anyone who has a story about "the one who got away" could sign up to tell his or her story. The prize? "It's a gaudy trophy. I am amazed at what people will do for that trophy," said Fox. Contestants have begun to wear costumes and use props to tell their stories.

A cannon fires at 5 a.m. Friday and the fish roll in until the cannon fires again Sunday evening. The ADSFR competition concludes when the president of the event is tossed into the water by his fellow Jaycees, a tradition Fox says dates back to the 1960s.

Interested parties that can't make it down to Dauphin Island can check out the annual results online at www.adsfr.com.



Kids are invited to try their skills at the Roy Martin Young Anglers Tournament.



Two anglers show off their catches.

Austal Leads Littoral Combat Ship Suppliers to Washington, D.C.

Austal brought together representatives of over 50 suppliers from 25 states to build support for the future of the U.S. Navy's Littoral Combat Ship (LCS) Program. The representatives of the INDEPENDENCE-variant LCS industrial base gathered on May 16 and 17 for a conference with congressional members.

Austal USA's former President and Chief Operating Officer Joe Rella was joined by Rear Adm. James A. Murdoch, Program Executive Officer, LCS Program; and Rep. Jo Bonner in welcoming the attendees and briefing them on the U.S. Navy's plans for the LCS program, its acquisition plan and providing an overview on program challenges. They discussed the importance of the LCS Program to the nation and Navy.

In his comments to the invited suppliers, Mr. Rella stated, "Besides the needs expressed by the Navy for the LCS Program to continue to deliver ships in support of their vital multi-mission capabilities, we need to ensure that representatives from around the country realize that folks are employed beyond the borders of the shipbuilder's home state. Thousands of people are employed directly as first-tier suppliers in over 25 states, and when considering second-tier suppliers, the reach extends to the entire nation."

On the second day of the event, Austal arranged for the suppliers to visit Capitol Hill for meetings with members of Congress, key staffers and defense legislative assistants in each of the suppliers' districts. The objective of these meetings was to make Congress aware of the importance of the LCS to national security and help them to understand the economic impact the program brings to each supplier's district and state, specifically the state of Alabama and the city of Mobile.

Austal USA's Vice President of Sales, Marketing and External Affairs Craig Hooper said, "We are grateful that our suppliers took a day and helped reach over 100 members of Congress, explaining the importance of the LCS Program to national security as well as economic contributions of the industrial base as a whole."

Austal USA is a full-service shipyard offering design, construction, and high-speed 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 all located on the Mobile Bay waterfront. Austal is currently under contract with the U.S. Navy to build nine 103-meter Joint High Speed Vessels (JHSV's) under a 10-ship, \$1.6 billion contract and five 127-meter INDEPENDENCE-variant LCS-class ships, four of which are part of a 10-ship, \$3.5 billion contract.

For the LCS and JHSV programs, Austal, as prime contractor, is teamed with General Dynamics Advanced Information Systems, a business unit of General Dynamics. As the ship systems integrator, General Dynamics is responsible for the design, integration and testing of the ship's electronic systems, including the combat system, networks and seaframe control. General Dynamics' proven open architecture approach allows for affordable and efficient capability growth as technologies develop.

These two contracts will require Austal to increase its Mobile, Ala., workforce to approximately 4,000 employees in order to fulfill the contract requirements. "With almost 10 percent of these workers expected to reside in the neighboring states of Florida and Mississippi," said Rella, "we are proud that Austal is an engine of regional growth for the Gulf States and the entire nation."



LCS suppliers with Rep. Jo Bonner.

Representatives From Monroe County Tour Alabama State Port Authority

Pictured (L to R) are Marshall Black, Peoples Exchange Bank; Marilyn McCorkel, BankTrust; Bradley Martens, Monroeville/Monroe County Economic Development Authority; Felicia Pettis, Monroeville/Monroe County Chamber of Commerce; Trey Andrews, Alabama Ag Credit; Chrissy Sturdivant, Rocky Creek Lumber Co.; Jason Boothe, First National Bank & Trust; Sandy Smith, Monroeville/Monroe County Chamber of Commerce; Tori Jones, Alabama Southern Community College; Keith Baggett, Englewood Healthcare; Anna Ward, Alabama State Port Authority; Stephen Maddox, YMCA.



Alabama State Port Authority Welcomes Tour

Alabama State Port Authority (ASPA) Executive Vice President and COO Smitty Thorne recently hosted a Port tour welcoming representatives from Brio Consulting Services, Tenaxco LLC and Superior Bulk Logistics Inc.



Pictured (L to R) are Les Stuart, Brio Consulting Services; Mitchell Cobb, Tenaxco LLC; Gary Watt, Superior Bulk Logistics Inc.; and Smitty Thorne, ASPA.



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Gov. Bentley Signs Executive Order Merging Alabama Industrial Development Training with Alabama Department of Commerce

As part of his strategic realignment to increase jobs and investments in the state, Gov. Robert Bentley recently signed an executive order merging the Alabama Industrial Development Training (AIDT) program with the Alabama Department of Commerce.

The benefit of the merger is increased efficiency in the state's job creation efforts. The merger will also serve to further unite AIDT efforts with the state's economic developers and recruiters within the Department of Commerce.

AIDT is Alabama's job training incentive program and has been assisting economic developers in their efforts to recruit businesses to Alabama since 1971. AIDT has worked with the Department of Commerce (formerly the Alabama Development Office) throughout that time and has been especially successful in not only recruiting businesses, but also in helping companies recruit and train staff for their respective facilities.

AIDT currently manages on-site training facilities at Mercedes-Benz U.S. International, Honda Manufacturing of Alabama, Hyundai Motor Manufacturing of Alabama and ThyssenKrupp. In addition, AIDT manages the newly developed Robot Technology Park in north Alabama and the Maritime Training Center in south Alabama. With several offices and training centers statewide, and a mobile training fleet with some 36 units, AIDT covers the state.

"I believe Alabama has the best workforce in the country, and part of the reason for that is the dedicated training of AIDT," Gov. Bentley said. "Throughout the state, we have many success stories of how AIDT has trained and equipped people for success. The work of the AIDT has had a lasting, positive impact on the success of employers around Alabama, and it will continue to help train workers and benefit companies in the years to come."

Department of Commerce Secretary Greg Canfield said the governor's actions will help the state save on costs associated with fleet maintenance, printing, and web design and maintenance. "Uniting AIDT and the Alabama Department of Commerce simply makes sense from an efficiency standpoint," he said.

"AIDT is one of the most effective economic development incentives we have in Alabama," Secretary Canfield said. "It has an international reputation for providing some of the best workforce recruitment and training programs in the world. This team approach can only be a positive step in helping us compete in an international arena for high-quality jobs with skill sets that change rapidly."

Gov. Bentley's actions also help move forward the implementation of Accelerate Alabama, the state's strategic plan providing direction for Alabama's economic development efforts over the next three years.

"We at AIDT are very pleased, proud and excited to be part of the Department of Commerce, and to have the opportunity to work with Secretary Canfield and his award-winning staff," AIDT Director Ed Castile added. "The formal alignment of AIDT with the Department of Commerce gives the citizens of Alabama a very powerful business development tool that will enhance the successful implementation of the governor's Accelerate Alabama strategy."

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The U.S. Navy Comes of Age

A sense of national pride, commercial interests and the desire for expansion of the United States led the nation to declare war on Great Britain on June 18, 1812. President James Madison had laid out the case against Great Britain in a speech before Congress on June 1, and the "War Hawks," a group of Democratic-Republican Congressmen led by Speaker of the House Henry Clay and Rep. John C. Calhoun, seized upon the momentum.

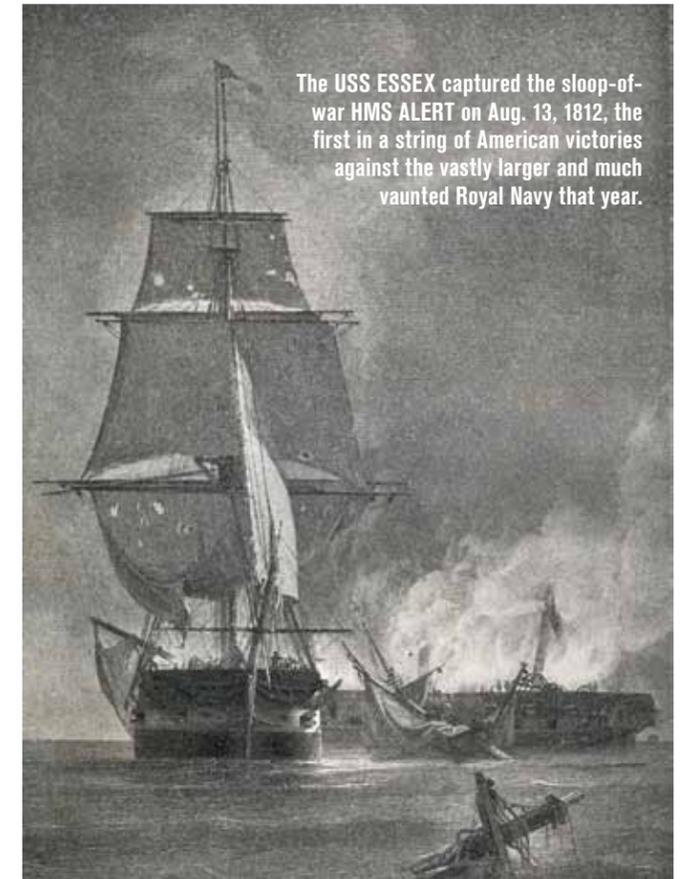
The American public had expressed outrage that the Royal Navy thought nothing of stopping an American merchant ship at sea and searching her for "British" sailors who could then be pressed into service in the Royal Navy. Arguments that these men were often naturalized American citizens fell on deaf ears. More galling was the CHESAPEAKE incident, in which three British deserters—all allegedly U.S. citizens—plus a fourth man were taken by force from the U.S. frigate CHESAPEAKE after a lop-sided engagement with the 50-gun HMS LEOPARD on June 22, 1807. Subsequently, there had been rioting in the streets of Norfolk, and President Thomas Jefferson had recalled the Mediterranean Squadron and ordered all British warships to leave American waters.

That November, Britain enacted the Orders in Council forbidding trade between France and the United Kingdom, and any of its allies and neutrals, including the United States. With ships of the Royal Navy now stopping American merchant ships attempting to carry out trade with France, the United States added another grievance against Britain to its list.

And while Britain's military might was aimed primarily at Europe and the defeat of Napoleon, it still found time to meddle in American affairs, supporting a confederation of Indian tribes resisting American westward expansion.

The Orders in Council were as unpopular with British merchants as they were with their American cousins, and on June 16, 1812, Britain's Secretary of State for Foreign Affairs, Lord Castlereagh, announced to Parliament that the order would be repealed. The order was repealed officially on June 23, but by then the United States had declared war on Great Britain, with word reaching London on July 26.

While the War Hawks in Congress—and more than a few



The USS ESSEX captured the sloop-of-war HMS ALERT on Aug. 13, 1812, the first in a string of American victories against the vastly larger and much vaunted Royal Navy that year.

citizens in the street—may have cheered the prospect of tweaking John Bull's nose, the professionals in the Naval Service looked to war with Great Britain with trepidation. The Royal Navy was the largest, best-trained and disciplined navy in the world at the time. The Senior Service boasted more than 600 warships. A fourth of those were ships of the line mounting 60 guns apiece. The U.S. Navy, by comparison, had suffered from neglect after the end of the War of Independence, with its frigates largely being laid up. Jefferson had ordered 188 gunboats to be built or purchased, but these were not vessels capable of standing up to a British frigate, much less a capital ship. During the winter of 1811 and 1812, U.S. Secretary of the Navy Paul Hamilton had requested 20 frigates and 12 ships of the line to bolster the Navy. The House Naval Affairs Committee rejected Secretary Hamilton's request, recommending instead only 10 frigates. At that point, the U.S. Navy consisted of Jefferson's gunboats, nine frigates, three brigs, two sloops-of-war, one schooner and a single cutter. The thought of the

U.S. Navy taking on the Royal Navy seemed laughable. In February 1812, Hamilton had gone so far as to propose that the Navy should keep its ships in port, to serve as floating batteries or to provide crews for the smaller gunboats in the likely event of war. Commodores John Rodgers and Stephen Decatur, the Navy's senior officers, had dismissed the idea as ludicrous. Rodgers recommended that the best course of action was for American ships to cruise in company of one another as a squadron. Decatur, the younger of the two, favored single ship action—he was a frigate captain at heart, and his philosophy of war fighting would have been approved of by his British counterparts. Indeed, Vice Adm. Lord Nelson himself had praised Decatur's February 1804 raid on Tripoli as "the most bold and daring act of the age." Nevertheless, Secretary of the Navy Hamilton deferred to Rodgers' advice once war was declared.

On June 21, 1812, the frigates PRESIDENT, UNITED STATES and CONGRESS got underway from New York with the sloop-of-war HORNET and the brig ARGUS under the command of Commodore Rodgers. Rodgers sailed in the flagship PRESIDENT, while Decatur commanded the UNITED STATES. Two days later, the squadron sighted its first would-be prey, the 36-gun British frigate BELVIDERA. What followed was a 10-hour chase before the PRESIDENT's guns came within range of the BELVIDERA. The two frigates exchanged a number of volleys until one of the guns on the PRESIDENT exploded. Rodgers was injured in the explosion, suffering a broken leg. Other U.S. casualties included a dozen men injured and one dead. The BELVIDERA's captain took advantage of the ensuing chaos and fled to safety. Five U.S. Navy ships against a single British frigate, and they had been unable to stop or capture the enemy. It was an inauspicious beginning for the Americans.

The cruise continued for more than two months, with the squadron sailing as far as the Azores before retracing its steps. No other British warships were encountered, but eight British merchant vessels were seized.

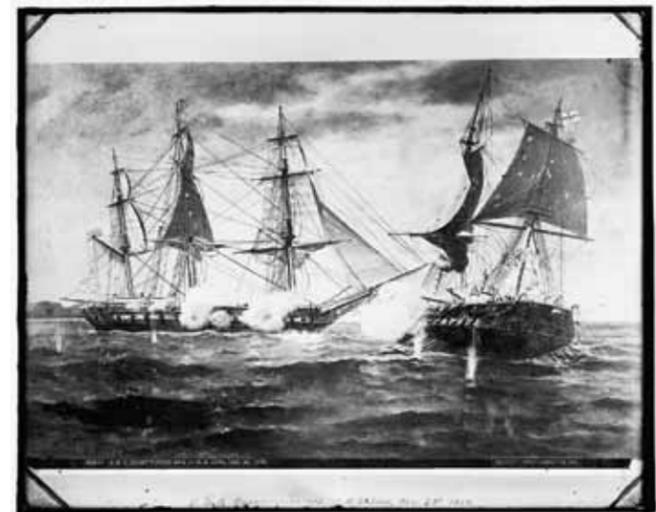
Meanwhile, two other frigates had sailed in an effort to join Rodgers' squadron. Capt. David Porter weighed anchor in the ESSEX and sailed from New York on July 3. The CONSTITUTION sailed from Norfolk on July 12 under the command of Capt. Isaac Hull. In the pre-dawn hours of July 11, Porter spied a British convoy of seven troop transports near Bermuda and cut out one of the ships carrying 200 soldiers to Quebec. Five days later, Hull sighted five ships off Egg Harbor, N.J., and made for them. By dusk, he knew he'd made a mistake. Instead of Rodgers' squadron, Hull had intercepted the British squadron out of Halifax, consisting of the third-rate ship of the line HMS AFRICA and the frigates HMS AEOLUS, BELVIDERA,



Capt. Isaac Hull, commanding officer of USS CONSTITUTION, engaged the British frigate HMS GUERRIERE on Aug. 19, 1812.



In the first duel between evenly matched American and British frigates, the CONSTITUTION battered the GUERRIERE into submission. It was a stunning defeat for the British.



On Dec. 29, the CONSTITUTION scored another decisive victory over a British frigate when she defeated HMS JAVA off the coast of Brazil.

GUERRIERE and SHANNON. The British squadron turned on its heel and began pursuit of the CONSTITUTION. The wind died away, and the ships were becalmed, the flight and pursuit apparently frozen in place. Hull, however, put boats into the water and had his men slowly move the frigate ahead by kedging. He also directed the water jets at the sails in an effort to make them respond to the lightest of airs. The crew began jettisoning stores to lighten the ship. The British responded by putting boats over the side to tow their ships. This agonizing, slow-motion "chase" lasted three days before Hull had put enough distance between himself and his pursuers to make good his escape.

In the ESSEX, Porter continued to prowl the waters between Bermuda and Newfoundland, snapping up nine more prizes valued at more than \$300,000. On Aug. 13, ESSEX would unknowingly set the tone of naval action for the rest of the year. Sailing in the guise of a merchantman, the ESSEX approached the unsuspecting sloop-of-war HMS ALERT. The ensuing action lasted only eight minutes before the ALERT hauled down her colors in defeat.

On the afternoon of Aug. 19, a lookout onboard the CONSTITUTION sighted a sail to the south. Hull ordered his men to crowd on sail and, having the weather gauge, bore down on the stranger. The ship proved to be the frigate GUERRIERE, Capt. James Richard Dacres commanding. As soon as lookouts sighted the CONSTITUTION, Dacres gave the orders to beat to quarters and clear the ship for action. He also had three British ensigns run up. The British warship fired in vain at her American counterpart several times. At one point, an English cannonball was seen to bounce off the side of the CONSTITUTION. One of her crewmen allegedly shouted, "Huzzah! Her sides are made of iron," instantly giving rise to the frigate's nickname, "Old Ironsides."

Hull finally closed to within striking distance, and the frigates exchanged volleys, with the Americans wearing ship to prevent the GUERRIERE from raking her. The CONSTITUTION's gunners shot away the British ship's mizzenmast, and soon the two ships were locked together, the GUERRIERE's bowsprit tangled in the American frigate's mizzen rigging. U.S. Marines poured fire into the British frigate, wounding several officers, including Capt. Dacres. In the CONSTITUTION, Lt. Charles Morris was wounded by British

sharpshooters, and a Marine lieutenant was killed. The ships eventually broke free of one another, but the GUERRIERE quickly lost her foremast and mainmast. Dacres attempted to set a sail on the bowsprit, but it was no use. The British frigate was a wreck and wallowed heavily in the swell. Dacres called a hasty meeting with his "few remaining officers" who all agreed that "any further resistance would be a needless waste of lives." Capt. Dacres ordered the colors struck and surrendered to the CONSTITUTION. It was only a single ship lost, but the defeat of the GUERRIERE sent shock waves through the halls of Parliament and the streets of London: a frigate of the upstart U.S. Navy had defeated a frigate of the finest navy in the world.

Nor was it to be the last shock of the year. On Oct. 15, the sloop-of-war USS WASP defeated the British brig FROLIC. On Oct. 25, Commodore Decatur, commanding the frigate USS UNITED STATES, defeated and captured the frigate HMS MACEDONIAN. On Dec. 29, the CONSTITUTION, by now under the command of Capt. William Bainbridge, encountered HMS JAVA about 30 miles off the coast of Brazil. The JAVA answered Bainbridge's hail with a broadside that cut up the CONSTITUTION'S rigging and injured Capt. Bainbridge. Old Ironsides answered

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In a duel that lasted only 11 minutes, USS HORNET, commanded by Master Commandant James Lawrence, sank HMS PEACOCK on Feb. 24, 1813. The string of shocking defeats caused the Admiralty to issue the extraordinary order that no British frigate was to engage an American frigate in a one-on-one engagement.



Master Commandant Oliver Hazard Perry oversaw the building of the American fleet on Lake Erie and commanded it in action against Royal Navy Cmdr. Robert Heriot Barclay on Sept. 10, 1813. In savage fighting, the U.S. Navy carried the day.

the broadside with several of her own, and the fighting became general. A well-placed shot from the British frigate destroyed the CONSTITUTION's helm, killing or injuring her four helmsmen. Bainbridge, who had suffered a second wound, ordered Marines placed in the frigate's tiller room. He passed steering orders to these men, who used a block and tackle to move the ship's rudder. The British frigate's foremast went by the board. With her fore and main courses set, the American frigate now closed quickly on her enemy. Just as in the engagement between the GUERRIERE and the CONSTITUTION, the JAVA now found her bowsprit entangled with Old Ironsides' mizzen rigging. Bainbridge ordered another broadside fired into the JAVA at point-blank range. He was about to rake the British frigate's decks with grapeshot when the JAVA hauled down her colors at 5:25 p.m. Among the 60 dead British officers and men

was Capt. Lambert. The JAVA's helm was salvaged and installed in the CONSTITUTION, and, after determining that the British frigate was not salvageable, Bainbridge ordered the JAVA burned.

The Times of London lamented anyone that had "predicted such a result of an American war this time last year would have been treated as a madman or a traitor. He would have been told ... the American flag would be swept from the seas, the contemptible navy of the United States annihilated..."

Far from dismissing the U.S. Navy, British Admiralty now took the extraordinary measure of ordering that no Royal Navy warship was to engage an American frigate unless in squadron force. In other words, single ship actions were to be avoided at all costs. The order didn't come in time to save His Majesty's brig PEACOCK, which was sunk off the coast of South America on Feb. 24, 1813, by the sloop-of-war USS HORNET. The battle lasted only 11 minutes, during which Cmdr. William Peake, captain of the PEACOCK, was killed.

Meanwhile, naval action shifted to the Great Lakes, where Master Commandant Oliver Hazard Perry commanded American naval forces on Lake Erie. Perry oversaw the hurried building of a fleet of warships, which he brought to battle against the forces of Acting Cmdr. Robert Heriot Barclay. The Battle of Lake Erie took place on Sept. 10, 1813. Perry commanded nine vessels; Barclay, who had lost his left arm in action against the French in 1809, commanded a fleet of six warships. After sighting each other early in the morning, the two fleets maneuvered to achieve the most advantageous position. They finally closed for action, with most of the battle centered on Perry's two brigs and Barclay's two ships. The battle was furious. Perry's flagship, the LAWRENCE, was destroyed, but rather than surrendering, Perry shifted his flag to USS NIAGARA. After three hours of battle, Barclay surrendered. Perry wrote to Gen. William Harrison, "We have met the enemy and they are ours. Two ships, two brigs, one schooner and one sloop."

While it is true that the bulk of the Royal Navy was engaged in the fight against the French during the War of 1812, there is no denying that the U.S. Navy came into its own during the same period. Vastly outnumbered and outgunned, the Americans nevertheless showed determination and, in engagement after engagement, superior seamanship and gunnery to their British adversaries. Indeed, the American Navy had earned the respect of the Royal Navy. The fortunes of the Navy would rise and fall over the ensuing decades, but never again would any potential enemy make the mistake of not considering the U.S. Navy a worthy adversary.

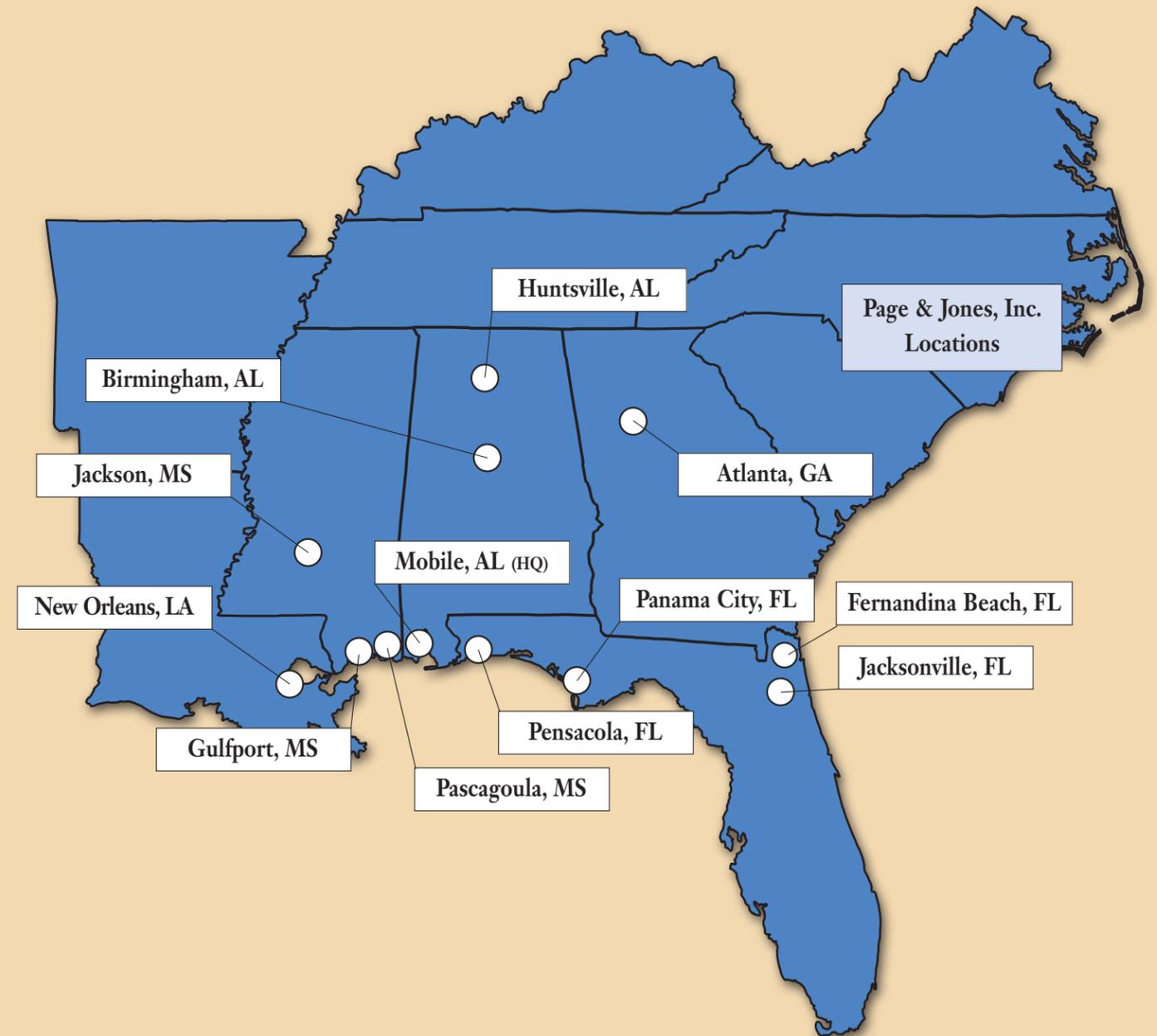


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