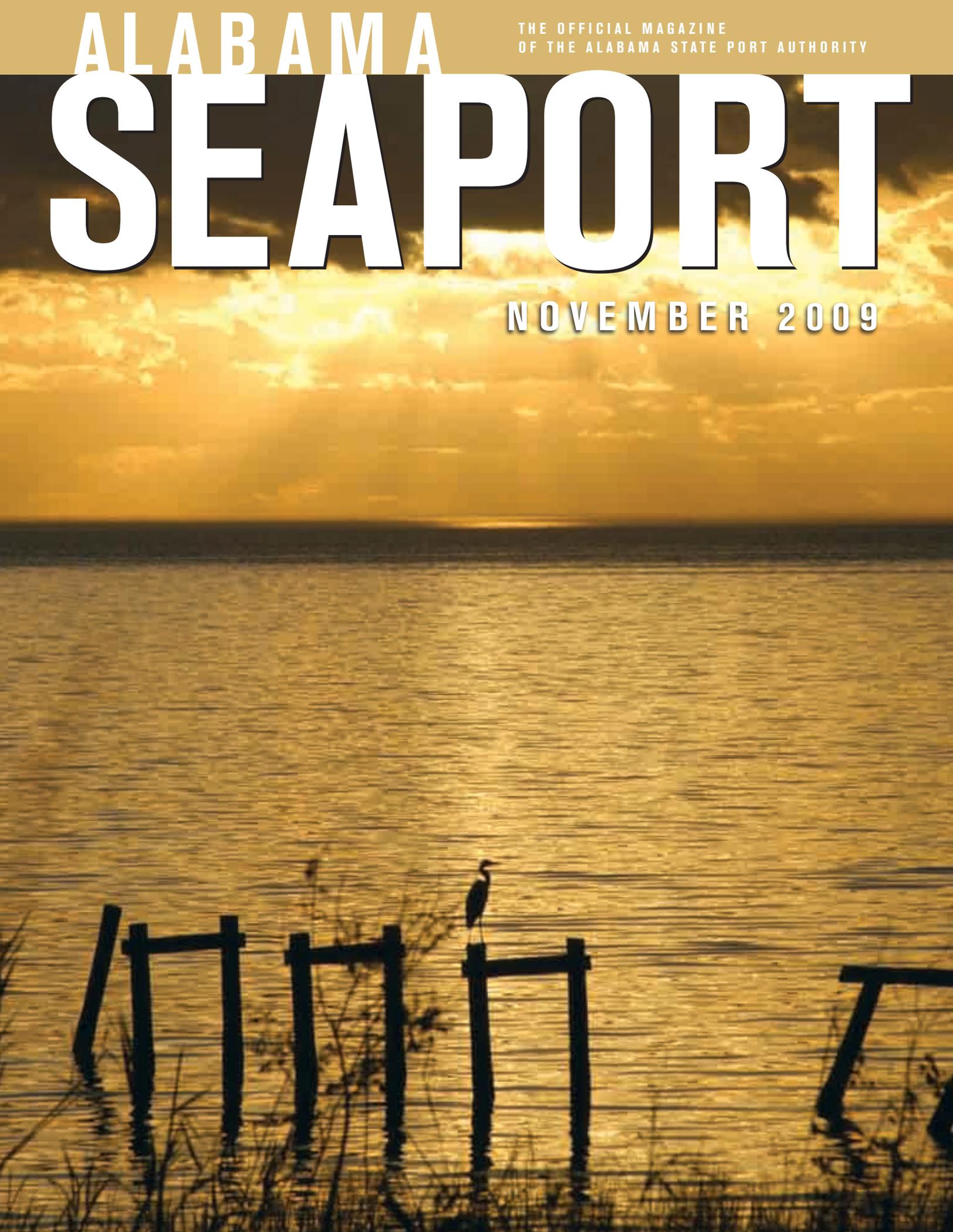


ALABAMA

THE OFFICIAL MAGAZINE  
OF THE ALABAMA STATE PORT AUTHORITY

# SEAPORT

NOVEMBER 2009



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# ALABAMA SEAPORT

PUBLISHED CONTINUOUSLY SINCE 1927 • NOVEMBER 2009

## On The Cover:

The Mobile Bay National Estuary Program has a new leader. Read more about her plans to unite the varied personal and business interests connected to the watershed in this month's cover story.



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## Swann Dives into Her New Position as Director of Mobile Bay NEP

Roberta Swann isn't a scientist and she doesn't pretend to be. But in five years with Mobile Bay National Estuary Program, she's developed an understanding of the needs of the bay and is working to create a commitment to wise stewardship of water quality and natural resources in Mobile Bay and the Tensaw Delta. Swann was hired by the program in July 2004 and was named director of the agency in the fall of 2009.

The Mobile Bay NEP was established in 1995 as part of amendments to the Clean Water Act. The Mobile Bay Watershed drains water from three-quarters of the State of Alabama, as well as portions of Mississippi, Georgia and Tennessee. Mobile Bay is home to the state's only seaport for ocean-going ships and also hosts many commercial vessels traveling the Tennessee-Tombigbee, Alabama and Warrior River waterways. But Mobile Bay is also an estuary, or a transition area, where freshwater from rivers mixes with the saltwater of the Gulf of Mexico, creating an area of extraordinary biological diversity and productivity. Within the Mobile Bay Watershed are notable waterways, including the Escatawpa River, Magnolia River, Fish River, Three Mile Creek, Dog River, Fowl River, the Lower Tensaw River, Wolf Creek and Perdido River. The watershed also includes Spanish, Apalachee and Blakeley rivers.

Swann brings an unusual, though necessary, skill set to her new position. As a former community developer, she's experienced in bringing people



Sediment-rich water pours from an outfall on Halls Mill Creek. MBNEP works to reduce this kind of sediment and pollutant loadings. Right now, MBNEP is facilitating the development of a Comprehensive Watershed Management Plan for the D'Olive Creek/Tiawasse Creek/Joe's Branch Watershed on the Eastern Shore. This involves working with Baldwin County elected officials, real estate and development interests, local environment groups and other key stakeholders in the development of a stormwater authority to address stormwater management challenges on a regional basis.



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together, focusing on issues and developing strategies to solve problems. Now those efforts are directed at Mobile Bay issues, rather than neighborhood planning.

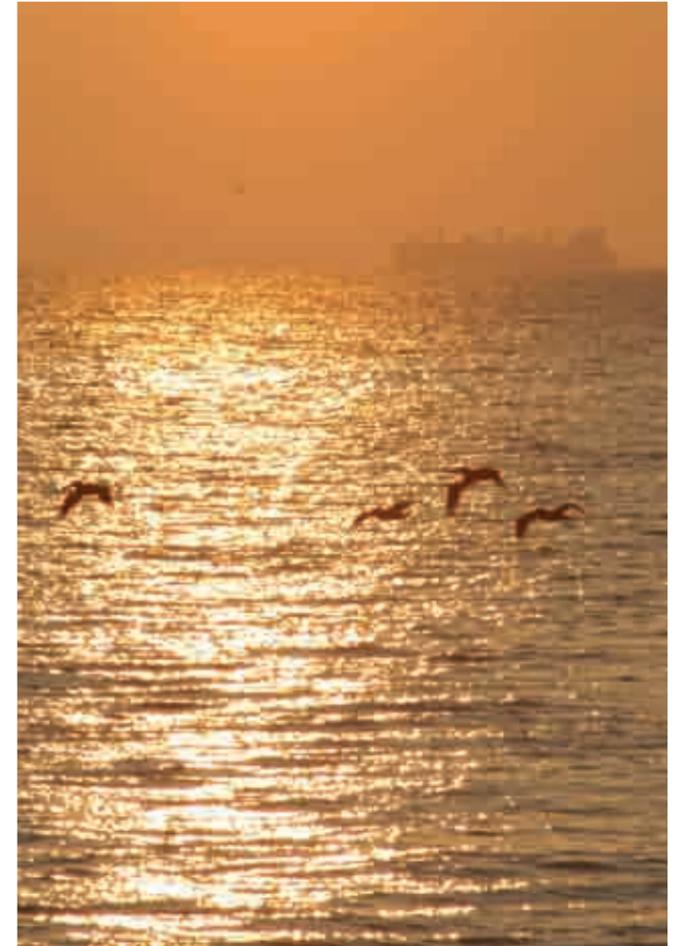
It's been a learning curve for Swann, immersing herself in different scientific concepts, though working with Mobile Bay NEP definitely made her more familiar with issues such as total maximum daily loads (TMDLs) and nutrient over-enrichment. "Five years later, I won't say I'm a scientist, but I have more scientific knowledge about the challenges associated with protecting our environment," she said. "It's definitely been an on-the-job learning experience. Every day we grapple with different aspects of resource management. One day we are gathering water quality data related to TMDL development for EPA and ADEM and the next we are creating an educational video to encourage behavior changes."

These days, topics like pathogens in the watershed, bringing the community and scientists together to identify the sources of these pathogens, and modifying and mitigating that problem are her business. "The pace definitely keeps you on your toes," said Swann. "We spend our days shifting from one issue to the next in a very high energy office environment."

The Mobile Bay NEP seeks to balance community growth with environmental sustainability in a supportive and productive fashion, working to solve problems and build consensus with cooperative solutions. "Because the environment is ever-changing," she said, "ensuring environmental health is like shooting at a moving target."

In 2002, the Mobile Bay NEP developed its Comprehensive Conservation Management Plan, or CCMP, that was approved by both the EPA and the governor of Alabama. This plan, which was crafted by more than 300 community stakeholders, identified five areas of need: water quality, habitat management, living resources, human uses, and education and public involvement. The plan included 101 actions related to these five areas; Swann said nearly 80 percent have been initiated and are in progress. Eleven very specific projects have been completed.

Today, Mobile Bay NEP has a management conference of more than 90 community leaders including Mobile and Baldwin county government entities, the Alabama Department of Conservation and Natural Resources, the Gulf of Mexico Program, the Mississippi Alabama Sea Grant Consortium, the Dauphin Island Sea Lab, area chambers of commerce, the Alabama State Port Authority, the Alabama Seafood Association, The Forum, and many other regional and local non-profit organizations. Together this group represents science; commerce; industry; local, state and federal agencies; and recreation and advocacy groups.



A cargo ship and coastal birds share a view of the sunset. One of the jobs of MBNEP is to help industry and environmental groups work together.



The Dog River trash barrier is a result of an initiative begun by Dog River Clearwater Revival (DRCR) in 2006 to reduce litter in the Dog River Watershed. DRCR raised money to purchase the barrier and install it along Eslava Creek. The City of Mobile agreed to maintain and clean out the curtain regularly. MBNEP is now working with DRCR to expand the project to other tributaries of Dog River in order to reduce the input of litter that reaches Dog River and eventually Mobile Bay.



In 2008, MBNEP and a team of volunteers worked with the Bon Secour National Wildlife Refuge to plant trees on Little Dauphin Island with the goal of creating habitat for the more than 370 species of migratory birds that are supported by the barrier island habitat.

Swann said this group helps determine where Mobile Bay NEP needs to go and what role it can play. With that input, Mobile Bay NEP is working to create a three-year plan of action “where, at the end, we can have a measurable environmental result,” she explained. By Oct. 1, 2010, Swann hopes to have a clear, concise strategic plan in place that delineates actions and anticipated results.

Through the management conference, Mobile Bay NEP and Swann hope to educate, collaborate, discuss and seek input from grassroots organizations, business and industry, environmental organizations, and government entities. “By bringing all sectors to the table, Mobile Bay NEP recognizes differing viewpoints and works to coordinate efforts among disparate entities,” she said.

The Mobile Bay NEP’s Management Conference is divided into a number of committees, including Government Networks, Community Resources, Community Action, Science Advisory and Project Implementation, that focus on different aspects of carrying out the CCMP. For example, the Project Implementation Committee is made up of agencies including the U.S. Fish and Wildlife Service, the U.S. Army Corps of Engineers, Alabama Department of Environmental Management, the State of Alabama and other resource managers involved in undertaking on-the-ground projects. The Community Resources Committee brings together a balance of interests including the local chambers of commerce, the Alabama State Port Authority, Partners for Environmental Progress, SmartCoast and community leaders from both sides of the bay to educate their constituencies about coastal issues of common concern.

“We’re not going to stop human, community or economic development,” Swann said. “We don’t want to. But it is imperative that this growth occurs in an environmentally sustainable way.” One example is Mobile Bay NEP’s relationship with the Alabama State Port Authority and its CEO/Director, James K. Lyons. “The port is supporting efforts to understand the dynamics of the Mobile Bay Estuary and the impacts of marine commerce,” said Swann. “It recognizes the importance of our coastal resources both as a contributor to our community’s economic success and its quality of life. Jimmy Lyons has been very supportive of the NEP and of me since my appointment, which I appreciate. I think he would like to see us succeed in our mission.”

Since maintaining a high quality of life is a key economic factor for both Mobile and Baldwin counties, Swann stresses that protecting natural resources is an integral part of that plan. “This coastal environment provides the quality of life that supports workers in all these economic development opportunities,” she explained. “We don’t want to develop commercially to the extent that you have an industrial smokestack community that has no quality of life associated with it. Then you’ve destroyed the environmental quality. Take out all the grass, take out all the trees, and you have nothing left. It’s not going to be a place where anybody wants to live.”

Overall, Swann highlighted several issues of importance to Mobile Bay, the sixth largest watershed in the country by area and the fourth largest by volume. Mitigating the human impact continues to be an environmental and economic challenge with stormwater management and sediment loading in Mobile Bay. “With greater amounts of development occurring in the



The Grasses in Classes program is a community-based service learning program giving high school students the opportunity to grow native grasses for wetland and dune restoration projects. This picture shows students from Satsuma High School planting smooth cordgrass at the River Delta Marina in Satsuma. With guidance from their teachers and local experts, students maintain and monitor nurseries at their school and learn about coastal stewardships and ecosystems at the same time. The program also provides federal, state and local agencies with plants and a volunteer base for implementing restoration projects. Partners include the Environmental Studies Center, U.S. Fish and Wildlife Service, Dauphin Island Sea Lab, Weeks Bay National Estuarine Research Reserve, Alabama Coastal Foundation, Alabama State Lands Division, and Mobile County Parks.

watershed and along the bay, we’re creating a lot more hard surfaces, so water can’t soak into the ground; instead it runs off, downhill, eroding stream banks and carrying sediment into Mobile Bay,” she explained. “This causes the bay to be cloudier, and keeps light from penetrating through to the sea grass beds that provide nurseries for our commercial fisheries.” Swann said that more than 70 percent of Mobile Bay’s historic sea grass beds have been lost in large part due to runoff-borne sediment from as far north as Birmingham.

“It’s all funneled down into Mobile Bay,” she said. “Our watershed is like a big funnel and we’re at the bottom. The people at the bottom of the watershed have to grapple with the effects created at the top. We need to develop ways of managing stormwater.” In Baldwin County, Swann is working with local agencies and governments to develop the Baldwin County Watershed Coalition, a regional stormwater management authority. In 2010, County voters will head to the polls to vote to approve the proposed agency’s program and its associated fees.

Involving the community is an essential element of the agency’s mission for education, awareness and support. Mobile Bay NEP works with communities interested in watershed conservation and helps them determine if local waters are polluted. If the waters are clean, the agency can assist the

community in applying for ADEM’s Outstanding Alabama Waters designation, protecting the waters at the state level. Alternatively, if the waters are polluted, Mobile Bay NEP can help identify the pollutants and their sources, as well as ways to eliminate the pollution.

The Mobile Bay NEP recently worked with Magnolia Springs, a new municipality in southern Baldwin County that Swann describes as “very environmentally aware.” “They came to us,” she said, seeking to have the Magnolia River awarded the ADEM’s Outstanding Alabama Water designation. The Mobile Bay NEP funded the necessary sediment study and supported the community in its nomination. In mid-October, representatives from Magnolia Springs and Mobile Bay NEP traveled to Montgomery for a public hearing on the designation decision.

That kind of community involvement is also essential for funding. Mobile Bay NEP receives \$600,000 annually from the EPA, based on the agency being able to match that with non-government funds which, Swann said, are mainly donations or volunteer hours. “The EPA provides annual funding with ‘a catch,’” she said. “We are required to raise an equivalent amount of funding or in-kind value to ensure local participation in our activities. They want to see that the community recognizes the need to invest in environmental protection.”

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## Alabama Seaport Magazine “At the Helm”

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The Mobile Bay National Estuary Program (MBNEP) is one of 28 National Estuary Programs administered through the Environmental Protection Agency under the Clean Water Act. The preceding article outlines the agency’s work and goals in the area.



**Name/age:** Roberta Arena Swann, 29 and counting!  
**Title:** Director  
**Company:** Mobile Bay National Estuary Program  
**Address:** 4172 Commanders Dr., Mobile, AL 36615  
**Web:** mobilebaynep.com  
**No. of employees:** 7

**Education:** MBA, Boston University, BA, University of Massachusetts, Economics

**Most recently read book:** “The Space Between Us”  
Thrity Umrigar

**Favorite music/musical artist:** Joan Armatrading/  
Rolling Stones

**What is your relationship with the Alabama State Port Authority?** ASPA is a member of the MBNEP’s Management Conference; Mr. Lyons sits on our Executive Committee and is very active in guiding our efforts.

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

I spent two years in Africa as a Peace Corps Volunteer working with farmers to establish agricultural cooperatives...and sweating...a lot.

**What was the result?** Not what I expected! I met my future husband and found out that there is a huge network of very successful returned Peace Corps Volunteers back in the states in a variety of fields. I could say I am where I am today because of it. And, it was good training for the Mobile climate for a Yankee New Englander.

**What single thing makes your organization stand out?** MBNEP has a unique ability to bring a variety of interests to the table to analyze issues and develop actions to protect our coastal assets.

**Tell us a little about what’s in store for your organization in 2009-2010?** The MBNEP now has a very talented staff in place and is in the process of developing a strategic plan for the next three years. Our focus for the future will be on regional watershed management issues that marry science with on-the-ground resource management. We will do this by engaging industry to participate in ensuring sustainability of our coastal environment and quality of life.

**If you could give other business people advice about how to survive the down economy, what would it be?** I would suggest finding partners and sharing resources wherever possible.

### How did you wind up in your current position?

After serving as deputy director and then interim director for the past year plus, I was asked to step up to the director’s position this past August.

**What word best describes your leadership style?** I am a “doer.” I like to make things happen.

**Goal yet to be achieved?** I would like to become a master swimmer and learn how to play piano.

**Professional pet peeve?** I have a hard time with meeting for meeting’s sake—lots of talk and little action—followed closely by inaccurate assumptions or generalizations.

**What do you do to relieve stress?** Swim, walk, eat chocolate and cook. A glass of wine doesn’t hurt...

**Favorite hobbies?** Cooking and my kids. (No time for hobbies at this point in my life.)

**Pets?** Two dogs, a cat, a lizard, fish and five hens.

**If you were stuck on a desert island who else, outside of your family, would you like with you?** George Clooney or if he wasn’t available...Moses (with water-parting staff in hand).

**What is your dream vacation?** Greece

**If you had a \$1 million windfall, you would:** Help women in need, support children learning to play musical instruments, and...

**It is 11 on Saturday morning. Where are you?** On my back deck, listening to birds and other swamp creatures, and drinking coffee.

**What do you love the most about living in your community?** Peace and quiet.

**What line of work would you pursue if you couldn’t work in your present one?** I would work for an organization that provides services to families affected by Alzheimer’s disease.

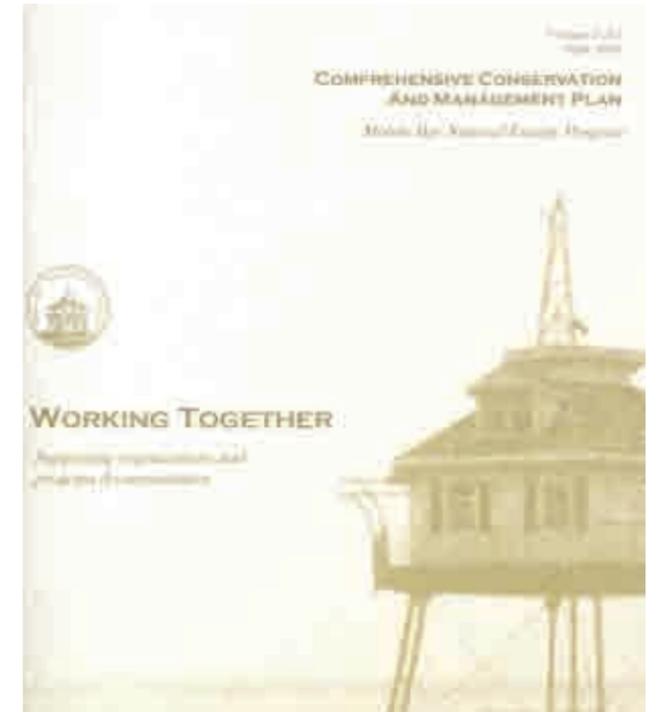
**Organization or company other than your own that you most admire?** Barataria-Terrebonne National Estuary Program. Located in southern Louisiana, they do a great job of keeping the community connected to their culture and environment despite the great losses of land that they experienced.

**CEO of another company who you admire?** Bill Gates. He had a plan and he just did it!

**What is there about you that people would be surprised to learn?** My age and according to my co-worker, the fact that I iron my boys’ school uniforms everyday!

**Biggest professional mistake and how you overcame it?** A typo involving the word “public” in a document that was publicly distributed. I cringed and carried on...but will never forget to double check.

**They’re making a movie of your life. Is it a drama or comedy and who plays you?** Definitely a comedy and a musical too—starring a younger Olympia Dukakis (cousin of Mike) or an older Marisa Tomei.



## Arrival of New Gangway Increases Mobile Cruise Terminal Capabilities

Making its way from Tarragona, Spain, on the SCAN OCEANIC, the Mobile Cruise Terminal's new gangway arrived in Mobile on Sept. 28. The gangway is set to accommodate Carnival Cruise Line's FANTASY cruise ship, which replaced the smaller cruise ship HOLIDAY in early November.

While the actual discharge of the ship took approximately 3.5 hours, lasting from 9 a.m. to 12:30 p.m., preparation was a longer process to coordinate the logistics for the arrival of the 168-ton gangway. The multi-million dollar endeavor included everything from the actual discharge to handling the formalities for the vessel's arrival into the U.S., including coordination with immigration, the U.S. Coast Guard and others.

"We received communication from the owners of the SCAN OCEANIC on Aug. 26 that the ship was coming," said Alec May, manager of Wilhelmsen Ships Service in Mobile. "From there, we began coordinating logistics with regard to getting quotes for stevedores to hook and unhook the gangway from the ship's gear."

Using two crane operators and a 15-man crew of stevedores from Tri-State Maritime Services, the gangway's discharge was managed carefully due to the ballast having to be shifted from port side tanks to starboard side tanks to keep the ship level during the heavy lift. According to May, the discharge of the gangway was relatively smooth considering the technical operation.

Sheila Gurganus, general manager for the Mobile Cruise Terminal, explained that once the gangway had officially arrived in Mobile, it awaited installation while the previous gangway was being torn down by Virginia Wrecking Company. A team from the Spanish company that manufactured the gangway accompanied the cargo to ensure it had arrived safely and installation was done correctly.

With the new gangway, Mobile Cruise Terminal will be able to accommodate several types of ships ranging in build and size. The terminal's previous gangway was limited for usage of one ship.

"Now we have flexibility to reach the passenger doors from the make of any ship," said Al St. Clair, director of the Mobile Cruise Terminal. "This gangway has three stages we can adjust or access the door height of any ship by using one or up to all three of the walkways at a variety of angles."

According to St. Clair, not only will the gangway fulfill the immediate need to accommodate Carnival Cruise Line's 855-

ft. FANTASY ship, it offers opportunities for expansion in the future. In addition, the gangway's versatility will increase efficiency of the terminal's embarkation process.

The Mobile Cruise Terminal is now capable of handling anything that comes to the Port of Mobile. First-time use of the gangway was on Oct. 10.



Weighing 168 tons, the Mobile Cruise Terminal's new gangway arrived in Mobile on Sept. 28.

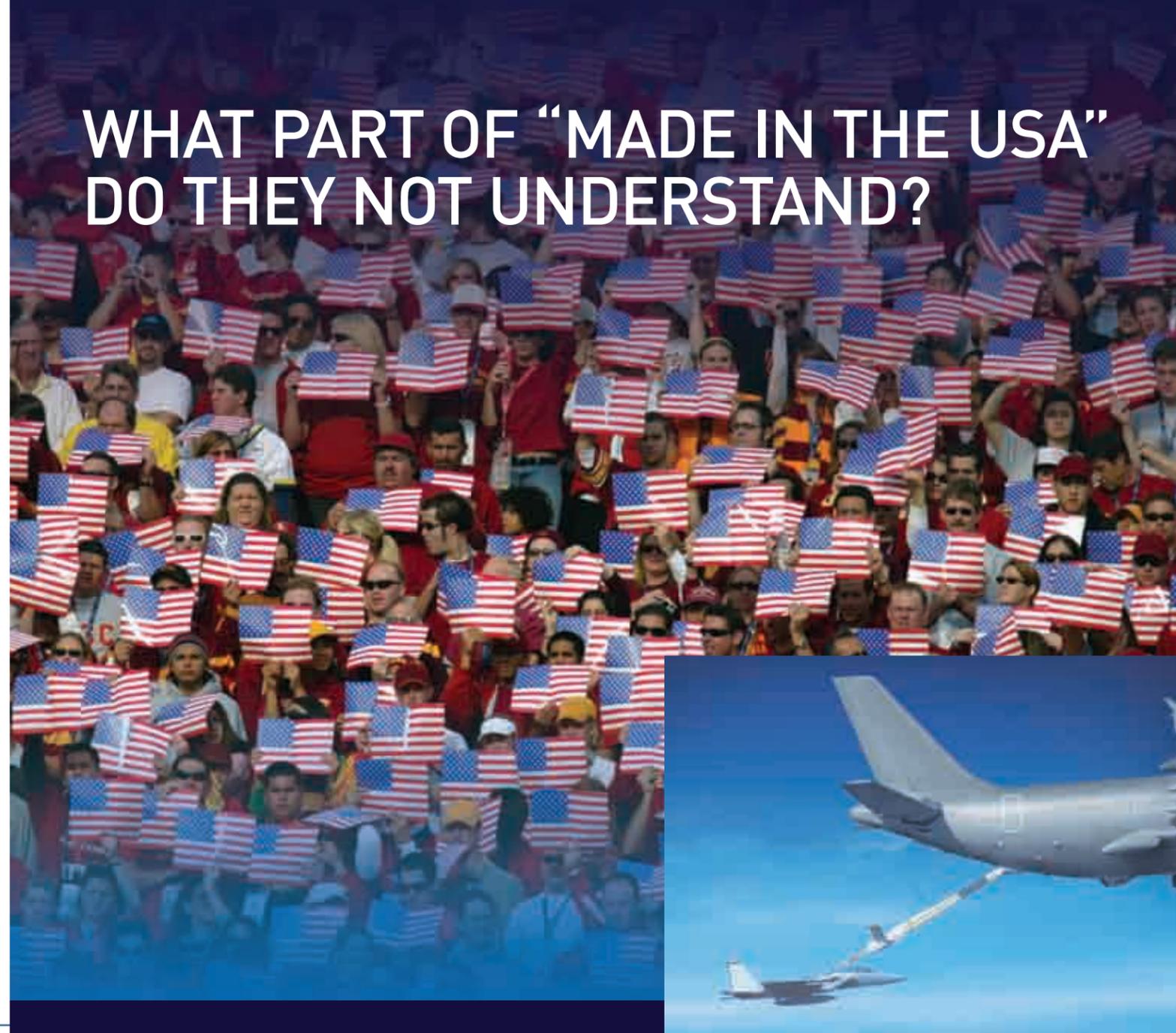


Capable of accommodating embarkation of any ship coming into the Port of Mobile, the new gangway allows for Carnival Cruise Line's ship the FANTASY, which replaced the HOLIDAY this month, and other larger ships in the future.

Leaving Tarragona, Spain, on Sept. 14 and arriving in Mobile, Ala., on Sept. 28, the SCAN OCEANIC made the approximately 4,829-mile trip to deliver Mobile Cruise Terminal's new gangway.

**Vessel's Name – SCAN OCEANIC**  
**Built – 1997**  
**Length – 331 feet**  
**Width – 61 feet**  
**Dead Weight – 5,100 "approximately"**  
**Gross Registered Tonnage – 5,760**  
**Net Registered Tonnage – 2,579**  
**Two (2) cranes 100 MT lifting capacity**

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



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

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

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

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# Turning Basin Construction to Benefit Environment

Engineers are putting together a jigsaw puzzle as they dredge a new turning basin in the Port of Mobile. The material coming up from the riverbed is being put back to work in three different sites to help the environment and advance the construction of a new intermodal rail yard.

“The top 27 feet, about 1.3 million cubic yards, will go to our open-ocean disposal site,” said Patrick Robbins, chief of legislative and public affairs for the Mobile District of the U.S. Army Corps of Engineers.

This open-ocean disposal site has become a fish nursery on the bottom of the Gulf of Mexico. Susan Rees, program manager for the Corps’ Mississippi Coastal Improvement Program, explains how this is helpful to the fishery. “The bottom of the Gulf off the coast of Alabama is flat and monotonous,” Rees said. “When you put structures in the water, it’s good for the fishery. We have been building underwater mounds in the disposal area since 1990 to help the fishery.” The area, about three miles south of Dauphin Island on the west side of the ship channel, is marked so fishermen can find it.

Once the new turning basin’s top layer is removed, a second layer of material will be removed and used to help restore sands to barrier islands located along Alabama and Mississippi coastlines. More than 500,000 cubic yards of sandy material found in the middle layer will be deposited off Sand Island. Once in place, the sands will enter the natural tidal system to replenish and strengthen the barrier island system.

Rees says the Mobile Bay tidal delta will do most of the work in this nourishment project. “Not every estuarine area has an ebb tidal area. This is where ebb currents are stronger than flood currents. Mobile’s ebb tidal delta is one of the largest in the world, extending six miles into the Gulf,” explained Rees. She says the dredged sand will be disposed in a shallow area off Sand Island, allowing the currents to carry it to Dauphin Island and eventually, to the rest of the Mississippi island system.

The final layer of sandy material dredged will be used to fill the Port Authority’s future rail intermodal yard at Choctaw Point. The Intermodal Container Transfer Facility (ICTF) will expand market reach and reduce truck traffic associated with Mobile Container Terminal. “Rail intermodal is a crucial step in modernizing and reducing the carbon footprint of the 10th largest port in the country,” said James K. Lyons, director and CEO for the Port Authority. The intermodal rail yard will allow inbound

and outbound containers to move by rail rather than truck. On average, a single freight train carries the load of approximately 280 trucks, and one ton of freight can move via rail approximately 423 miles on one gallon of fuel.

The Port Authority’s director of environmental and program management, Bob Harris, says the plan to reuse material dredged from the new turning basin is beneficial for another key reason. “It’s estimated that we will dispose of 850,000 cubic yards at the ICTF, negating the need to dispose the material into long-term storage at land-based dredge disposal areas,” said Harris. “Currently, material dredged to keep the harbor open is deposited in a permitted disposal area with finite capacity. Yet, there is ongoing need to dredge our harbor and ship channels due to sediments that flow downstream from our river systems. If we can find functional, environmentally sound uses for any dredge material, it alleviates some of the capacity pressures in the long-term storage areas.”

Another benefit the turning basin material provides to the intermodal yard centers on its use to elevate the rail intermodal yard above the 100-year flood elevation. Typically, coastal areas are subject to hurricane or tropical storm surge and coastal flooding. When such happens, communities rely on federal funds to help offset costs from storm damage. “By raising the intermodal rail yard’s base elevation, we reduce the flood risk and ultimately eliminate any potential cost to the taxpayer under the federal flood insurance program,” said Harris.

“Had we not been able to reuse this material, the alternative would have been to load the dredge material into barges and take it offshore. It’s a long trip to the federal offshore disposal area, several hours there and back. That too would have substantially contributed to the Corps’ and the Port Authority’s overall cost,” said Harris.

The Alabama State Port Authority is the local sponsor for the project, which represents 25 percent of the turning basin construction and first year maintenance cost. The balance is funded through the Corps’ allocation under the American Reinvestment and Recovery Act. The turning basin will measure 1,175 by 715 feet and is between Pinto and Little Sand Island. Robbins says the work started in September and is on schedule to be complete within a year.



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## Southern Lumber Exporters Association Meeting



Pictured: Mark Rodgers, Joel Osterloh, Len Barker, Stewart O'Neill, Michelle George, Don Altman, Wayne Lancaster, David Usher  
Bottom: Lane Merchant, Travis Hall.

Not pictured: Johnny Hudson.

## Olympic Sailor Returns to Mobile for Fundraiser

Olympic Sailing Silver medalist Zach Railey returned to Mobile in September to attend fundraisers hosted by CorroMetrics Services, Inc. and the Fairhope Yacht Club in his honor. Railey was on the coast earlier in the summer to teach local kids how to sail. Although he won a silver medal at the Beijing Olympics, he has set his sights on winning gold in England in 2012.

CorroMetrics President Terry Greenfield met Railey when he bought a sail from him years back. The two became friends and Greenfield's company began to support Railey's Olympic dream. Railey splits his time between fundraising and training full-time for the games. Anyone can track his progress on his Web site, [www.zach2012.com](http://www.zach2012.com).

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## TECHNIP

**Awarded Contract**

by BP Exploration and Production Company for Subsea Project

BP Exploration and Production Company awarded Technip the contract for the Isabela project in the Gulf of Mexico. The project is a subsea tie back to the Na Kika semi-submersible platform, which is located in the Mississippi Canyon—140 miles offshore of New Orleans, La., at a depth of 6,300 feet.

Technip is a world leader in the fields of project management, engineering and construction for the oil and gas industry, offering a comprehensive portfolio of innovative solutions and technologies.

The contract entails project management and the engineering, fabrication and installation of pipe-in-pipe flowlines, steel catenary risers and subsea equipments. The flowlines and risers will be welded at Technip's Mobile, Ala., location. Offshore installation is expected to be finished by the third quarter of 2010, using the DEEP BLUE, the company's deepwater pipelay vessel. Technip's operating center in Houston, Texas, will execute the contract.

With 23,000 employees around the world, integrated capabilities and proven expertise in underwater infrastructures (Subsea), offshore facilities (Offshore), and large processing units and plants on land (Onshore), Technip is a key contributor to the development of sustainable solutions for the energy challenges of the 21st century.

## Austal Honors Future Leaders



Austal USA honored the first graduates of its four-year apprenticeship program in early September. The program trains pipefitters, marine electricians, aluminum assemblers and shipfitters. The program is endorsed by the U.S. Department of Labor, Alabama Department of Post Secondary Education, and the Veteran's Administration. Graduates are required to complete a minimum of 576 hours of in-class instruction and 8,000 hours of on-the-job learning during their four-year enrollment.

Austal USA's President and Chief Operating Officer Joseph J. Rella was the keynote speaker for the graduation ceremony. Rella said, "The apprentice training does more than ensure skills sets that far exceed industry standards, the program also cultivates our future leaders in the organization. It is essential for a shipyard to continually develop its new entrants into the workforce. This program ensures the continuity of excellence for Austal's future."

Currently under contract with the U.S. Navy, Austal is set to build a second Littoral Combat Ship, CORONADO while the INDEPENDENCE is scheduled for handover to the Navy this fall. Construction for the Joint High Speed Vessel, FORTITUDE, will commence this November, becoming the first Austal USA vessel to be built in modular fashion in the new Modular Manufacturing Facility. Partnering with Alabama Industrial Development & Training, Austal will begin hiring again in the fall to meet its needs for qualified aluminum welders and shipfitters.

## Tennessee-Tombigbee Waterway Transportation Museum to Open

The Tennessee-Tombigbee Waterway Development Authority and the Tennessee-Tombigbee Waterway Development Council recently named representatives to serve on the Tennessee-Tombigbee Waterway Transportation Museum Board of Directors.

T. L. Phillips of Columbus, Miss., and Martha Segars of Iuka, Miss., will each serve a two-year term representing the Tennessee-Tombigbee Waterway Development Authority. Phillips currently serves as chairman of the museum board of directors.

Donald G. Waldon, former Tenn-Tom administrator of Fayette, Ala., and Milton Sundbeck of Southern Ionics in West Point, Miss., will represent the Tennessee-Tombigbee Waterway Development Council.

The Mississippi Department of Transportation recently awarded a grant to the Tennessee-Tombigbee Waterway Development Authority to establish a museum at its Columbus headquarters. The goal of the museum board is to raise \$1 million between grants and contributions to complete the museum. Museum Director Agnes Zaiantz says she expects construction to start in November 2009.

The museum will highlight the uniqueness of the waterway featuring its lock and dam system, and eventually provide information about the region's rail and highway transportation. Artifacts from the Smithsonian Institute as well as state and federal archives will be incorporated into museum showcases. Exhibits will be periodically updated to provide new information.

## Association Hosts First Annual Meeting, Awards Ceremony

The Hispanic Business Association of the Gulf Coast (HABAGC) hosted its first annual meeting at which it honored outstanding members and announced the board of officers. The sold-out event was in the Battle House hotel in downtown Mobile on October 16.

Golden Stevedoring was recognized as the outstanding Hispanic-owned business and the Guadalupe Center of Providence Hospital was recognized for its work in serving the Hispanic community.

Sponsors for the event included the Battle House, Associated Builders and Contractors, Performance Builders and the Alabama State Port Authority. The Mobile Chamber of Commerce was a founding partner in HABAGC. Those interested in getting involved should contact Leida Javier-Ferrell at the Chamber at (251) 431-8631.



From left to right: Mr. Clark P. Christianson, president and CEO of Providence Hospital, who accepted recognition for the Guadalupe Center at Providence Hospital; Manny Estrada, vice-president and CFO, International Shipholding and president of HABAGC; Norma and Edgard González, owners of Golden Stevedoring, who accepted the award as the outstanding Hispanic-owned business.

## Waterways Coalition Visits Washington



Members of the Coalition of Alabama Waterways traveled to Washington in September to meet with members of Congress, Office of Management & Budget and U.S. Army Corps of Engineers to discuss issues important to the region's waterways. Pictured left to right: Larry Merrihew, Warrior Tombigbee Waterway Association; Bill Satterfield, Balch & Bingham, LLP; Judith Adams, Alabama State Port Authority; Ralph Clemens, Coosa Alabama River Improvement Association; Billy Houston, Tri-Rivers Waterway Development Association; Cline Jones, Tennessee River Valley Association.



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## Quincy Compressor Can Take the Pressure



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In 1920, three men in Quincy, Ill., presented an improved vacuum pump design to their company's management. Their managers were indifferent to the advancements. Since the response was not what they expected or hoped for, George Gille, John Kathe and George Wall reacted by launching the company that would one day become Quincy Compressor.

Originally, vacuum compressors were designed for milking cows. As more uses for the product were discovered, Quincy evolved and expanded. In 1980, they moved into the Deep South with the opening of a Bay Minette manufacturing plant. The Alabama branch of the company produces rotary screw

air compressors, vacuum pumps and a full line of air treatment components.

"We came to Alabama more than 20 years ago," said Michael Thompson, vice president of operations at Quincy Compressor. A number of factors drew the company to the region, including the Port and access to transportation. Bay Minette is just 30 miles north of the seaport. Another major quality that brought them to the Gulf Coast was the character of the local citizens. "We were impressed with the work ethic of the people in this area," said Thompson.



Issac Snowden fastens a canopy with the help of a co-worker.

The decision to expand to the South proved to be a good one. The company continued to thrive, and in 2004, Quincy went global when it opened Q-Tech Air Systems, Ltd. in Kunshan, China. Since both Mobile and Kunshan are coastal communities, the company has been able to utilize Mobile's Port, by way of the Panama Canal, to bring materials from China to the United States.

Today, Quincy Compressor is one of 43 primary manufacturing facilities operated by EnPro Industries. EnPro provides various engineered industrial products, including sealing products, metal polymer and filament wound bearings, compressor systems and components, diesel and dual-fuel engines, and other engineered products used for processing and general manufacturing industries.

Quincy's products are used throughout the world in manufacturing plants, hospitals, climate control systems and for any function that requires reliable air assistance. Compressors are used by these companies for projects big and small. Today's uses range from powering sandblasting rigs to painting. They can be installed at a single location or mounted to a truck to be used portably. Quincy's list of customers includes Coca-Cola, Harley-Davidson, Six Flags, the U.S. Army and NASA.

Alabama industries rely on Quincy's products as well. Austal USA uses compressors made by Quincy when building Navy ships at the Port of Mobile. Quincy also produces various goods for companies operating offshore. Recently, the company added ThyssenKrupp to their list of customers. Quincy is making custom-designed compressors for the Calvert, Ala., plant. Earlier this year, ThyssenKrupp placed the largest order of compressors Quincy has ever produced.

Still, the company has not been immune to the effects of the recession. "The first two quarters of the year were slow for us, but we began to see a slow and steady rebound in the third quarter of our fiscal year," said Thompson. "We believe that business will continue to pick up in 2010," he added, with the same spirit of optimism carried by three men in Quincy, Ill., nearly 90 years ago.

For additional information on Quincy Compressor, visit [www.quincycompressor.com](http://www.quincycompressor.com).



The work ethic of the Gulf Coast community was a major draw for Quincy.

## PORT CALLS:

# Point Mallard Park

Point Mallard Park has been named Alabama's number one seasonal attraction for 2008 by the state Tourism Board. "Despite record high gas prices last year, the Aquatic Center brought in 30,000 more visitors than in 2007 by focusing on quality and customer service," said Tami Reist, president of the Decatur-Morgan County Convention and Visitors Bureau.

Decatur is located in north Alabama just southwest of Huntsville. Point Mallard Park has been a part of the Decatur landscape for 39 years. Unlike most parks, Point Mallard is owned and operated by the City of Decatur, according to the city Web site.

The 780-acre family park has a lot to offer its visitors year-round, including a golf course, river, campground, ice rink, tennis courts, batting cages and hiking/biking trail. The waterpark is open each year from Memorial Day weekend until Labor Day. "Point Mallard Park is home to three of Alabama's top festivals: Alabama Jubilee Hot-Air Balloon Classic, Spirit of America 4th of July celebration, and September Skirmish," said Reist. Some of their smaller events include the Point Mallard Luau and the River City Run.

The Alabama Jubilee Hot Air Balloon Classic was hosted on Memorial Day weekend, May 23rd and 24th. The Jubilee offers a wide variety of events, including an antique car show, antique tractor show and art show. The Jubilee is a city-wide event and "has a huge economic impact on our city and has been a tradition in Decatur for years," said Julianne Lowman, the marketing director at Point Mallard Park.

The Spirit of America Festival is a free event and is one of the largest celebrations of the Fourth of July in Alabama. The celebration includes a fireworks show, entertainment, the Freedom Awards, activities for kids, family games and the crowning of Miss Point Mallard, a preliminary for the Miss America Scholarship Pageant. This year's Miss Point Mallard is Meredith Ervin, a 21-year-old from Hampton Cove, Ala. The Freedom Awards include three separate awards such as the Audie Murphy Patriotism Award, which is a "national award that recognizes the most outstanding American patriot or group," said Lowman. The Barrett C. Shelton Freedom Award recognizes an Alabamian for outstanding service for their community or state. The Humanitarian Award is presented to someone or group that has "significantly added or betterment of all mankind," as it states on the Spirit of America Web site. Past recipients include the United Service Organization (USO), which has given back to American soldiers on active duty since World War II, Feed the Children Foundation, and



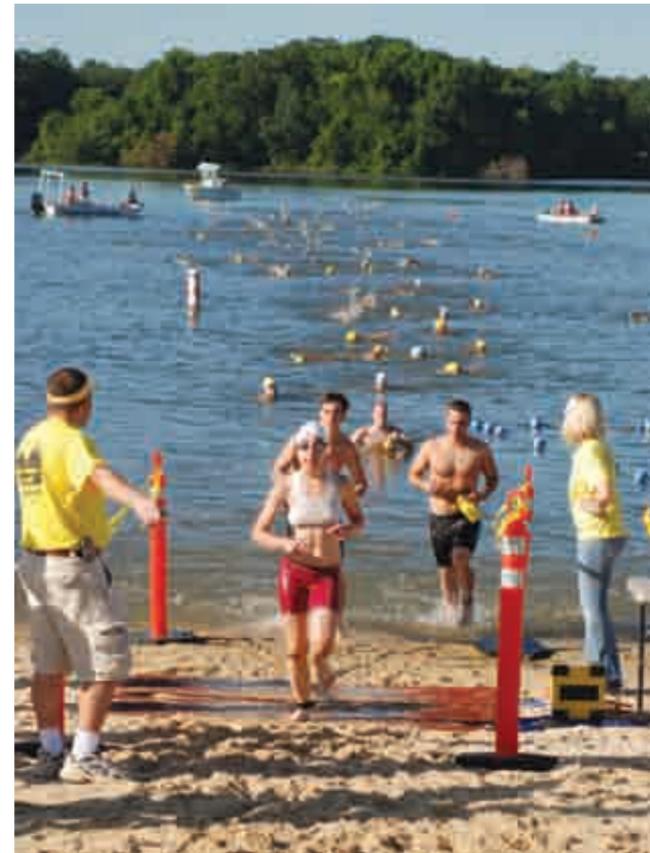
Point Mallard Park includes a campground.



The water park is just one of the family-friendly features at Point Mallard Park.



In addition to a wave pool, the water park has water slides and other activities.



The Wet Dog Triathlon, a fundraiser for the Boys and Girls Club, has become a regular event at the park and draws hundreds of competitors.

Gene Stallings, former University of Alabama football coach for his work with special needs kids.

The September Skirmish Battle for Decatur is a historical re-enactment of the Civil War. The event is on Labor Day weekend every year and features mock battles every day at 2 pm. The re-enactment actors wear authentic Union and Confederate uniforms, and on Saturday night visitors can go on a candlelight tour of both camps.

The Point Mallard Luau is a two-day event held the last weekend in June in the water park. The Luau has Polynesian and fountain dancers to entertain the crowd. A class is available for local kids to come learn the hula and then perform at the Luau. "This was our fourth year hosting the Luau and it's always been a big hit," says Lowman.

The Wet Dog Triathlon is a mini-triathlon event held in July at Point Mallard as a fundraiser for Big Brothers Big Sisters program. "The 2009 event featured over 500 participants and has become a wonderful economic impact for our city. It features a swim from the waterpark's beach area into the river, then a bike ride and run throughout the scenic trails of the park area," said Lowman.



The Luau features authentic Polynesian dancers and entertainers. Dancers liven up the Luau. Children can take classes on hula dancing during the two-day event.

The year 2010 marks Point Mallard's 40th anniversary. Lowman stated, "We will have a huge celebration next year to commemorate the park's 40th year in operation."

In 2008, Point Mallard's water park attracted 150,000 visitors from Memorial Day to early September. On average, that is 1,176 visitors per day. The park even offers a video sneak peek at activities on their Web site, [www.pointmallardpark.com](http://www.pointmallardpark.com).

**Point Mallard is located just a few minutes off I-65, midway between Nashville, TN, and Birmingham, AL, at Decatur Exit 340 from Tenn., or Decatur Exit 334 from Birmingham.**



## Captain Saumarez of the Crescent

He would go on to become one of the Royal Navy's most lionized officers, present at St. Vincent, Nelson's second at the Nile, hero of the Battle of Algeciras, granted a peerage and given the freedom of the City of London, but when war broke out between England and France in 1793, James Saumarez was just another aspiring post captain whose greatest victories still lay ahead of him.

He was born James de Saumarez at St. Peter Port, Guernsey, on March 11, 1757, the son of Matthew and Carteret de Saumarez and scion of an old, established family that could trace its Guernsey roots back more than 600 years. James's grandfather, Matthew, had been a privateer, and his uncle, Phillip, had served in the Royal Navy and circumnavigated the globe in HMS CENTURION with Commodore George Anson before being killed in action against the French in 1747. Another uncle, Captain Thomas de Saumarez, had captured the French vessel BELLIQUEUX in the Bristol Channel and then commanded her in the West Indies in 1761.

As was the practice of the day, James's name was first entered on the rolls of a British warship when he was just a boy, although he did not actually go to sea until he was 13, when he shipped in HMS MONTREAL under the command of Captain James Alms. Meanwhile, he was educated at Guernsey's Elizabeth College. Upon entering the Navy as a midshipman, he dropped the "s" in his name, officially becoming James Saumarez. As a "young gentleman," he served in the Mediterranean for five years but saw little action. And though he passed his lieutenant's examination, Saumarez was not immediately promoted.

Instead, he shipped out for the North American Station as a master's mate in HMS BRISTOL in October 1775. BRISTOL served as Admiral Sir Peter Parker's flagship during the ill-fated attack on Ft. Sullivan in Charleston Harbor in June 1776, in which Parker was wounded and after which the British fleet retreated in shambles.

Despite the outcome of the engagement, Master's Mate James Saumarez had acquitted himself well during the action, and Admiral Sir Peter Parker made Saumarez acting lieutenant. The promotion became official in February 1778, after which he received a command of his own, His Majesty's



Saumarez served under Admiral Sir Peter Parker (pictured here), first as a master's mate in the BRISTOL and later as captain of the CRESCENT. Sir Peter's nephew, George, served as first lieutenant of the CRESCENT.

Schooner SPITFIRE. The command, however, was short lived as the SPITFIRE was burned at Rhode Island to prevent her from being captured.

Lt. Saumarez returned to England in HMS LEVIATHAN and next served in HMS VICTORY in the Channel before transferring to Vice-Admiral Sir Hyde Parker's flagship FORTITUDE. As a result of his efforts during the Battle of Dogger Bank on August 5, 1781, Saumarez was promoted to the rank of commander and appointed to the fire-vessel TISIPHON. While sailing under the command of Rear-Admiral Richard Kempenfelt that December, Commander Saumarez was instrumental in the taking of several of the 18 French transports that were captured during the Battle of Ushant.



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**HMS CRESCENT (left) captured the French frigate REUNION in a two-hour gun battle on October 20, 1793. The action made instant celebrities of Captain Saumarez and his officers.**

The convoy had been bound for the West Indies. Despite the capture of the transports, some 19 French warships escaped, and Kempenfelt dispatched Saumarez to the West Indies to warn of the convoy's approach. As it turned out, only two of the ships ever arrived; the others were turned back by bad weather. Upon receiving Saumarez's intelligence, Rear-Admiral Sir Samuel Hood, Commander-in-Chief of the West Indies Fleet, gave Saumarez command of HMS RUSSELL, 74 guns, on February 7, 1782.

While in command of the RUSSELL, Captain Saumarez took part in the lopsided victory over the French in the Battle of the Saintes on April 12, 1782, during which the British fleet under the command of Vice-Admiral Sir George Rodney annihilated a similar-sized French fleet led by the Comte de Grasse. British casualties amounted to 243 killed and 816 wounded. The French are believed to have sustained as many as 8,000 killed, wounded or captured. Despite grumbling that Rodney could have destroyed the entire French fleet had he chosen to pursue it immediately following the battle, there was no denying that it had been a stunning victory for the British. Upon his return to England, the Admiralty confirmed Saumarez's promotion to the rank of post captain.

In spite of his successes and his ascending star, Saumarez found himself out of work and on half pay following the Peace of Versailles in 1783. After spending considerable time ashore in his native Guernsey, Saumarez was given command of the frigate ABUSCADE, but the ship was paid off before she ever got underway. Similarly, in 1790, he put into commission HMS RAISONABLE, 64 guns, but the threat of hostilities lessened, and Captain Saumarez once more found himself idling ashore on half pay.

In January 1793, Saumarez began assembling a crew for what was to be his new command, HMS CRESCENT. Among the officers he requested was Lieutenant George Parker, nephew of Saumarez's former commanding officer, Admiral Sir Peter Parker. Lt. Parker had served throughout the American war under the patronage of his uncle and had seen action both at sea and ashore. Parker, who officially had been entered onto the Navy's rolls in 1773 at the tender age of six, would serve as the frigate's first lieutenant. Another officer requested by name was Lieutenant Peter Jekyll Rye, who most recently had served in the GORGON under Captain John Parker. Rye was the youngest son of a prominent Northamptonshire family. His grandfather, the Reverend Doctor George Rye, had served as the Archdeacon of Oxford; his father, Dr. William Beauchamp Rye, was a respected physician, and his three older brothers had, like their father, all studied at Oxford. The younger Rye had chosen to get his education at sea instead, first shipping in HMS WINCHELSEA in 1778 as the captain's servant and sailing under the protection of his relative, Lt. Edward Rye. Like Saumarez and Parker, Lt. Peter Rye had seen a good bit of action in the meantime and was recently returned from a voyage to New South Wales, to deliver convicts and bring the mutineers of the BOUNTY to England to stand trial. Lord Hood wrote to the officer from the Admiralty on January 14, 1793, urging him to accept Captain Saumarez's offer of a commission as third lieutenant in the CRESCENT. Rye, who was living in Bath at the time, accepted, and the commissions of the CRESCENT's officers, including that of Saumarez, were dated January 24, 1793.

The CRESCENT was a fifth-rate frigate. She had been built in the yards of Calhoun and Newland and launched on October 28, 1784. Her dimensions were 137 feet overall, with a beam of 38½ feet. Designed to carry a complement of 36 guns, she now bristled with 42. She was no RUSSELL, but Saumarez knew he could put her to good use if given the opportunity. That opportunity wasn't long in coming, as the French declared war on Britain on February 1, 1793. The news reached Saumarez and his officers on February 10. By March 1, the CRESCENT was reported to be ready for sea, and Saumarez was ordered to escort a convoy of transport ships to the Channel Islands to reinforce the garrisons there.

Over the next few weeks and months, the CRESCENT took on additional men in Guernsey, conducted convoy duty, patrolled for French vessels and took a couple of prizes, including a salt-laden brig captured off Cherbourg and the 10-gun cutter LE CLUB DE CHERBOURG taken off the coast of Ireland. In mid-August, after springing her main yard and losing her main topmast in a gale, the CRESCENT put in to Portsmouth for much-needed repairs. The ship went into dock on August 25 and was not ready to put to sea again until October 10, when the port admiral, Sir Peter Parker,

notified Captain Saumarez to "hold himself in constant readiness to put to sea at a moment's warning."

Eight days later, Saumarez received orders to sail for Guernsey and Jersey, deliver certain information to the officers in charge and then to cruise off St. Malo in an effort to determine the strength of the enemy in that port.

The CRESCENT weighed anchor at Spithead on Saturday evening, October 19, and had cleared St. Helens before nightfall. Captain Saumarez had received intelligence concerning two French frigates that had captured several valuable British vessels. One of the frigates, the REUNION, was said to patrol the Channel at night, snapping up unsuspecting merchantmen before returning to the port of Cherbourg in the morning. That, coupled with information of a possible invasion of Jersey being staged in Cherbourg, drove Saumarez's next movements, and, arguably, changed his life forever.

The winds proved favorable for Saumarez and the CRESCENT and by morning the British ship had sailed to within three leagues of Cape Barfleur. The winds had shifted from westward to southward by daybreak, hampering the REUNION's return to port and enabling the CRESCENT not only to gain the weather gauge but to get between the REUNION and Cherbourg. Shortly after dawn, a lookout saw two sail on the starboard tack approaching the CRESCENT: the REUNION and a French cutter.

When they had approached to within two miles of the CRESCENT, those in the French ships realized their danger, now tacking and crowding on sail in an effort to escape the British frigate. Fresh from her refit and sporting a clean bottom, the CRESCENT handled like a yacht, and Saumarez expertly edged down toward the fleeing REUNION. By 10:30, the CRESCENT had closed the distance to within pistol shot, and Captain Saumarez positioned his frigate on the REUNION's port quarter before opening fire. One of the midshipmen on the CRESCENT later recalled that the men were ordered to direct their fire at the REUNION's rudder, while the French gunners aimed high in an effort to dismast the CRESCENT. On the French coast, some five miles distant, spectators gathered to watch the duel.

The rigging of both ships was soon cut up, and the CRESCENT had her fore topsail and fore topmast shot away. When the latter went by the board, the frigate came to. Captain Saumarez ordered the mizzen brailled up, and the CRESCENT wore around on her heel, putting her under the REUNION's stern and starboard quarter. The better-trained gunners in the CRESCENT raked the French frigate fore and aft. When the French colors were not observed to be flying,



**Saumarez was knighted for his victory in the CRESCENT. He went on to greater victories, earning gold medals for his actions at St. Vincent and the Nile. He was promoted to admiral and became the First Baron of Saumarez in 1831.**

Captain Saumarez ordered his men to cease fire, believing the REUNION to have surrendered. As it turned out, however, the flag merely had been shot away, and the French warship fired a broadside into the CRESCENT as soon as they could. The British frigate returned fire, and after a furious gun battle lasting two hours and ten minutes, the crew of the REUNION surrendered by waving their hats and flags.

Saumarez dispatched First Lieutenant George Parker to take command of the prize. The REUNION proved to be a 36-gun frigate, and she had carried a complement of 321 men. Her captain was Citizen Denain, who had fought valiantly, but the butcher's bill was shocking. The REUNION had suffered 34 men killed and 84 wounded, many of them mortally. Even more shocking was the one-sided nature of the affair.

Not a single man was lost in the CRESCENT. One sailor had had his leg broken by the recoil of a gun, and a couple of other minor injuries were reported, including Lt. Rye, who had suffered a minor wound to the head. Officially, there were no casualties. It was a singular victory for the British.

The frigate CIRCE now joined the CRESCENT on scene and, taking on prisoners and CRESCENT's original dispatches, made for Guernsey to carry out Captain Saumarez's original orders while CRESCENT and her prize sailed for Spithead.

The engagement made an instant celebrity of Saumarez, the CRESCENT and her officers and men. The day after CRESCENT and her prize put into Portsmouth, *The Times* breathlessly reported that the REUNION's "sails [were] so peppered, that they can be converted to nothing but paper... the ceilings of the wardroom, etc. entirely covered with blood, and the whole of the main-deck has the appearance of a slaughter-house shocking to look at."

The lieutenants were "mentioned in dispatches" or "gazetted" on October 26; that is, they were mentioned by name in the official report published in *The London Gazette*. In his report to the Lords Commissioners of the Admiralty, Captain Saumarez cited the "cool and steady behaviour" of his officers and men during the action, adding, "I take this opportunity to recommend to their Lordships' notice the three Lieutenants, Messrs. PARKER, OTTER and RYE; their conduct has afforded me the utmost satisfaction."

The REUNION was only the second French frigate captured in the new war. When the Naval General Service Medal was established, the capture of the REUNION became only the second ship action whose participants were authorized to wear the medal. Captain Saumarez was presented to His Majesty King George III by the First Lord of Admiralty, Earl Chatham, and knighted for the action, becoming Sir James Saumarez, Knight Grand Cross in the Order of the Bath. For his role in the affair, George Parker was promoted to the rank of master and commander on November 4 and given command of the sloop ALBACORE. Peter Rye was promoted to second lieutenant of the CRESCENT.

Captain Sir James Saumarez once more made news in the CRESCENT in June 1794, when in command of a squadron of frigates, including the DRUID and EURYDICE. Early on the morning of June 8, Saumarez's squadron came under pursuit by a larger, more powerful squadron of French warships. Saumarez signaled the poor-sailing EURYDICE to stand in to shore, while he had the CRESCENT and DRUID shorten sail. The French came after the two British frigates, firing their bow chasers to little effect. After a two-hour chase, Saumarez

determined that the EURYDICE had safely escaped. He now hauled in toward the shore to lure the Frenchmen after him. The ruse worked, allowing the DRUID now to effect her escape. The CRESCENT seemed sure to pile up on the reefs if she didn't come about, but these were Sir James' home waters. In addition, he had on board a local pilot by the name of John Breton. On Saumarez's orders, Breton threaded the CRESCENT through a narrow passage to reach safe anchorage as throngs of his neighboring Guernseymen looked on. The French frigates stood off and on and lobbed a few shots in the direction of the CRESCENT but soon gave up and sailed away. It is little wonder that Captain Sir James Saumarez soon was known as a "lucky captain."

The next year, Saumarez took command of the ORION, 74 guns, his reputation by now well established. Among those who followed him into the ship was Lt. Rye. Captain Saumarez would go on to take part in the Battle of Groix in June of that year, earning Lt. Rye a second clasp on his Naval Medal, and distinguish himself in the Battle of St. Vincent on February 14, 1797. He was Lord Nelson's second in command at the Battle of the Nile, and he added to his fame in the Battle of Algeciras in 1801, when he defeated a superior force of French and Spanish ships. Saumarez eventually became a full admiral and received a baronetcy in 1831.

At least two of his former junior officers from the CRESCENT also continued to fare well. Although Lt. Otter had the misfortune to have his ship, HMS PROSERPINE, captured in 1809 and himself taken prisoner, George Parker went on to become Admiral Sir George Parker, K.C.B. As the commanding officer of HMS SANTA MARGARITA, Parker took a number of prizes off the coast of Ireland and in the West Indies, and, as the captain of the STATELY, participated in the destruction of the Danish PRINDTS CHRISTIAN FREDERIC, 74 guns, in 1808. While in command of HMS PROVIDENCE in 1805, Peter Rye was cited for his capture of several prizes, including the Dutch schooner L'HONNEUR, which carried arms and supplies for 1,000 soldiers. Promoted to the rank of post captain in 1812, Rye served in the Baltic, once more under the command of Admiral Saumarez. He retired as a rear admiral a decade after Saumarez's death.

Admiral Sir James Saumarez, First Baron of Saumarez, G.C.B., died on his beloved island of Guernsey in 1836.

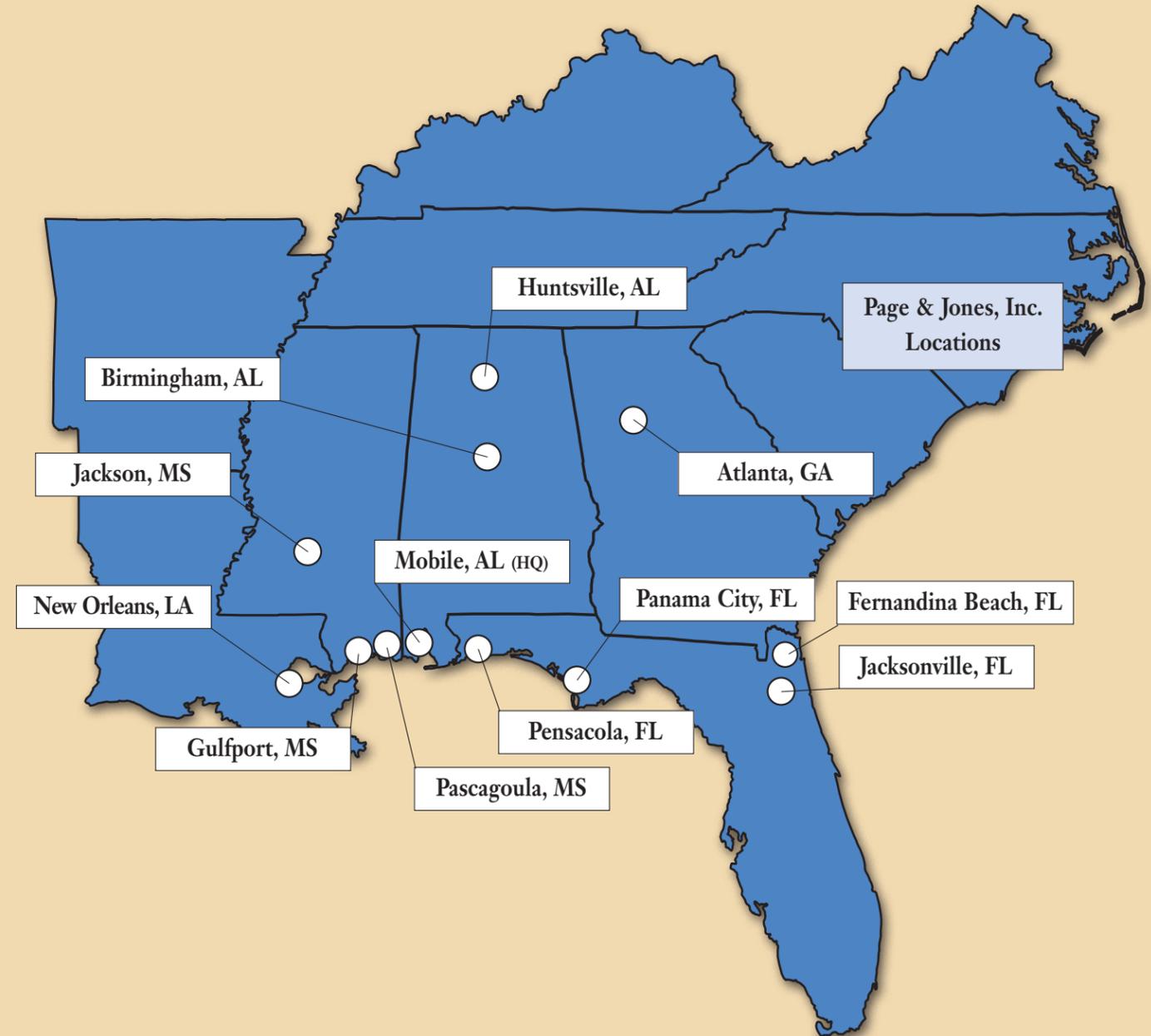


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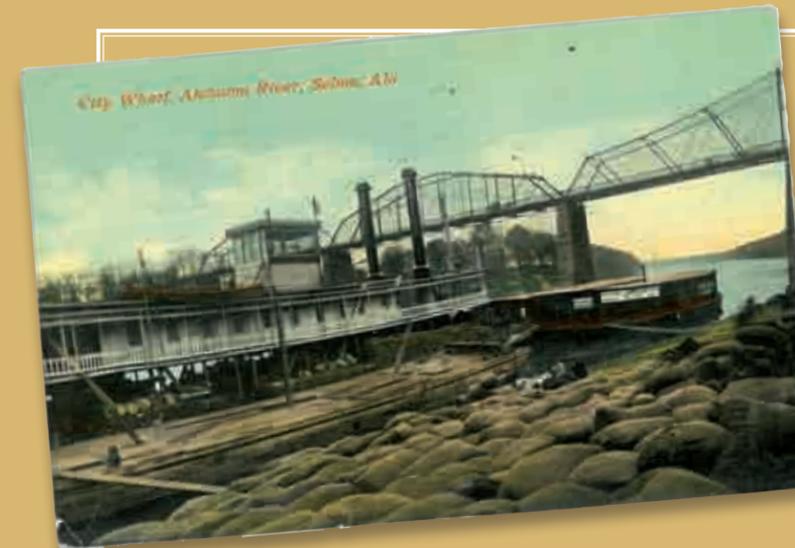
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