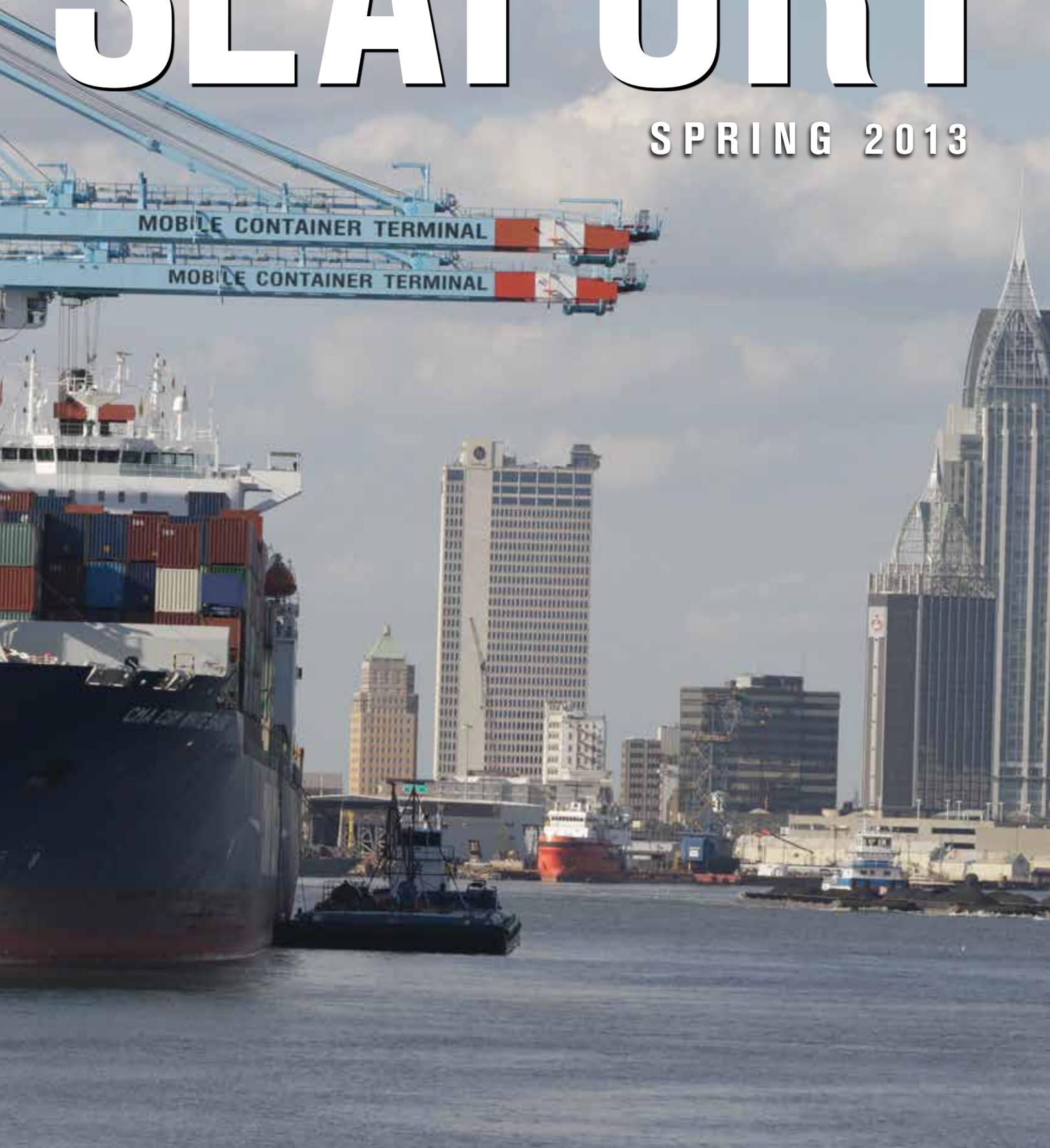


ALABAMA

THE OFFICIAL MAGAZINE
OF THE ALABAMA STATE PORT AUTHORITY

SEAPORT

SPRING 2013





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On The Cover:

Guests of this past year's 101st Annual AAPA Convention were treated to this view as they joined ASPA Director and CEO James K. Lyons on a waterborne tour of the Port of Mobile. Looking north on the Mobile River, guests could see a thriving and bustling Port, a very active APM Terminals Mobile (L) and skyscrapers rising from the streets of historic downtown Mobile.



6



16

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Contents

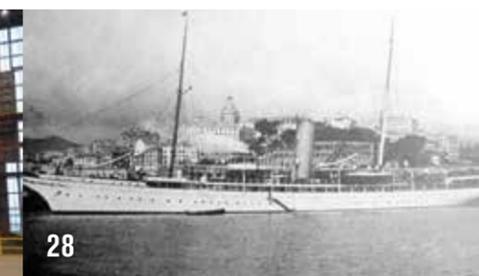
Port Authority Investments Pay Big Dividends for the Region in 2012.....	4
American Association of Port Authorities Calls on the Port of Mobile in 2012.....	6
Governor Bentley, Department of Commerce Welcome First Alabama Airbus Supplier to the State.....	13
Port Employs Mass Notification System.....	14
In Memoriam: Dr. Yvonne Kennedy.....	16
Alabama State Port Authority NYC Reception.....	18
Alabama State Port Authority Mobile Holiday Reception.....	21
Currents.....	25
Of Men & Ships: First to Go: The USS ALCEDO.....	28

Departments

Arrivals/Sailings.....	32
Postcards from the Past.....	35
Port of Mobile Directory.....	36
Steamship Agencies & Lines.....	38



27



28

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Port Authority Investments Pay Big Dividends for the Region in 2012

While Mobile sits at the southern tip of the state of Alabama, it's no secret that the Port City provides a strong economic base for the entire state through business, employment and attracting companies to the region. An economic impact study by John C. Martin Associates estimates the state's economic value from cargo and vessel activity at the Port of Mobile is \$22.3 billion, with \$18.7 billion attributed to the Alabama State Port Authority's (ASPA) public terminals.

The study estimates 55 to 65 million tons of cargo moves through the Port each year. While there are 141,029 jobs related to cargo and vessel activity at the ASPA and the private terminals at the Port, Martin Associates estimates 127,591 direct, indirect, induced and related jobs are linked to the Port Authority's operations.

Together, the ASPA and the Port's private terminals generated \$573 million in direct, indirect, induced and related user taxes paid to state and local governments by individuals, as well as related cargo and ship repair firms. Nearly \$507 million of those taxes were directly linked to the Port's public terminals.

The Port's growth is linked to the nearly \$700 million in capital investments by the ASPA's public terminals, including the Post-Panamax cranes, the new warehouses and terminals, and the new turning basin. The move to handle larger vessels paid off quickly, as in November 2012, when the ASPA welcomed the largest ship in the seaport's history. The MSC TEXAS, a Post-Panamax, 8,400 TEU capacity container ship, called at the Port's APM Terminals Mobile facility. In June 2012, the Port of Mobile welcomed its first Post-Panamax-sized container ship when the MSC LAURA docked at APM Terminals Mobile.

The McDuffie Coal Terminal saw significant improvements as well in 2012, including a \$7.35 million export coal shiploader, which arrived fully assembled aboard the M/V SERENATA in December 2012. It stands 154 feet tall with an operating outreach of 106 feet. The new shiploader can load 4,500 tons of coal per hour to a ship. McDuffie officials estimate the new equipment, which converted an existing import-only berth into an import/export berth in response to increased demand, will increase export capacity by approximately 50 percent.

General cargo and intermodal cargo saw a 15 percent increase over fiscal year 2011, moving from 5,403,025 tons to 6.21 million tons, most of which can be attributed to growth in steel volumes. In the bulk cargo division, 15.63 million tons passed through the Port of Mobile. Terminal Railway handled 133,105 revenue rail cars through the short line's switch and terminal yards. This represents close to an 11 percent gain over the previous year's rail car volume of 120,311 revenue rail cars handled.



Robert Bentley, Governor of Alabama

ALABAMA STATE PORT AUTHORITY

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Thanks to increased volumes of steel, coal and containers handled at the Port of Mobile, the ASPA posted record revenues of \$144.6 million. A total of 3.9 million tons of steel moved through the Port, a 26 percent increase over fiscal year 2011. Fiscal year 2012 also saw 15.49 million tons of coal pass through the Port of Mobile. Coal exports totaled 9.45 million tons, a five percent gain over the previous fiscal year's export values. Container traffic at Mobile's Port saw a 31 percent increase over fiscal year 2011, jumping from 149,769 to 196,965 TEUs. In addition, 1.46 million tons of forest products moved through the Port in fiscal year 2012.

The ASPA received several grants in 2012, including a \$953,921 grant to improve air quality from the Environmental Protection Agency. It used the money to reduce diesel emissions, including one locomotive that powers the Port's short line railroad. The ASPA has been investing in emission reduction equipment for several years. Pinto Terminal was designed with electric cranes and lift machinery. ASPA's partner APM Terminals also invested in electric Post-Panamax container cranes to maintain a greener footprint at Mobile. The Port's police and administrative staff use flex fuel and hybrid vehicles as well.

Additionally, the ASPA received a \$12 million Transportation Investment Generating Economic Recovery (TIGER)

grant in July 2012. The Port matched the funds, which are earmarked for development of the Garrows Bend Intermodal Container Transfer Facility. This new facility will allow the Port to move import and export containers farther inland, faster and more efficiently.

Port Authority officials made headlines in 2012. Jimmy Lyons, director and CEO of the ASPA, was reappointed to the Federal Reserve Bank of Atlanta's Birmingham branch board of directors. H.S. "Smitty" Thorne was promoted to deputy director and chief operating officer for the Port Authority, overseeing day-to-day administration, marketing and operating functions. Larry R. Downs, the Port's chief financial officer and secretary treasurer, accepted The Government Finance Officers Association of the U.S. and Canada's *Certificate of Achievement for Excellence in Financial Reporting* on behalf of his Financial Services team and the Port Authority.

The ASPA hosted the American Association of Port Authorities' (AAPA) 101st Annual Convention and Expo in October 2012, including a keynote address by *Forrest Gump* author Winston Groom. The event welcomed nearly 600 attendees from the U.S., Canada, Latin America and the Caribbean.

American Association of Port Authorities Calls on the Port of Mobile in 2012

In late fall of 2012, the Alabama State Port Authority (ASPA) welcomed more than 500 attendees and guests from throughout the Americas to the Port City of Mobile, Ala., in celebration of the 101st Annual American Association of Port Authorities (AAPA) Convention.

“Discerning companies from around the globe are choosing Alabama as their home,” said Gov. Robert Bentley. “Our dynamic Port plays a vital role in helping to attract new companies, industries and jobs to our state. The Port of Mobile is a prime example of the economic rewards from smart and significant infrastructure investment, innovation and state-of-the-art technology, and we know that this was displayed during our guests’ visit to Mobile.”

The City of Mobile, leadership and residents alike, welcomed guests to the 101st convention, sharing their long and storied connection to the maritime community, the Gulf of Mexico, inland waterways and beyond. Mobilians of course stepped up to the plate and welcomed the guests with the Southern charm and hospitality that has for years made this region a destination for travelers from all walks of life.

“Our tourism and convention industry has worked together over the years to attract conventions the caliber of the AAPA,” said Mayor Sam Jones. “We were honored to host each of the guests in our great city, and we know that Mobile’s beauty and charm certainly shined during their visit.”

The AAPA is a trade association representing more than 160 public port authorities in the United States, Canada, the Caribbean and Latin America. Association members include more than 335 sustaining and associate members—firms and individuals with an interest in the seaports of the Western Hemisphere. The AAPA is dedicated to serving deep-draft public ports by enhancing port management professionalism and advocating issues critical to public seaports.

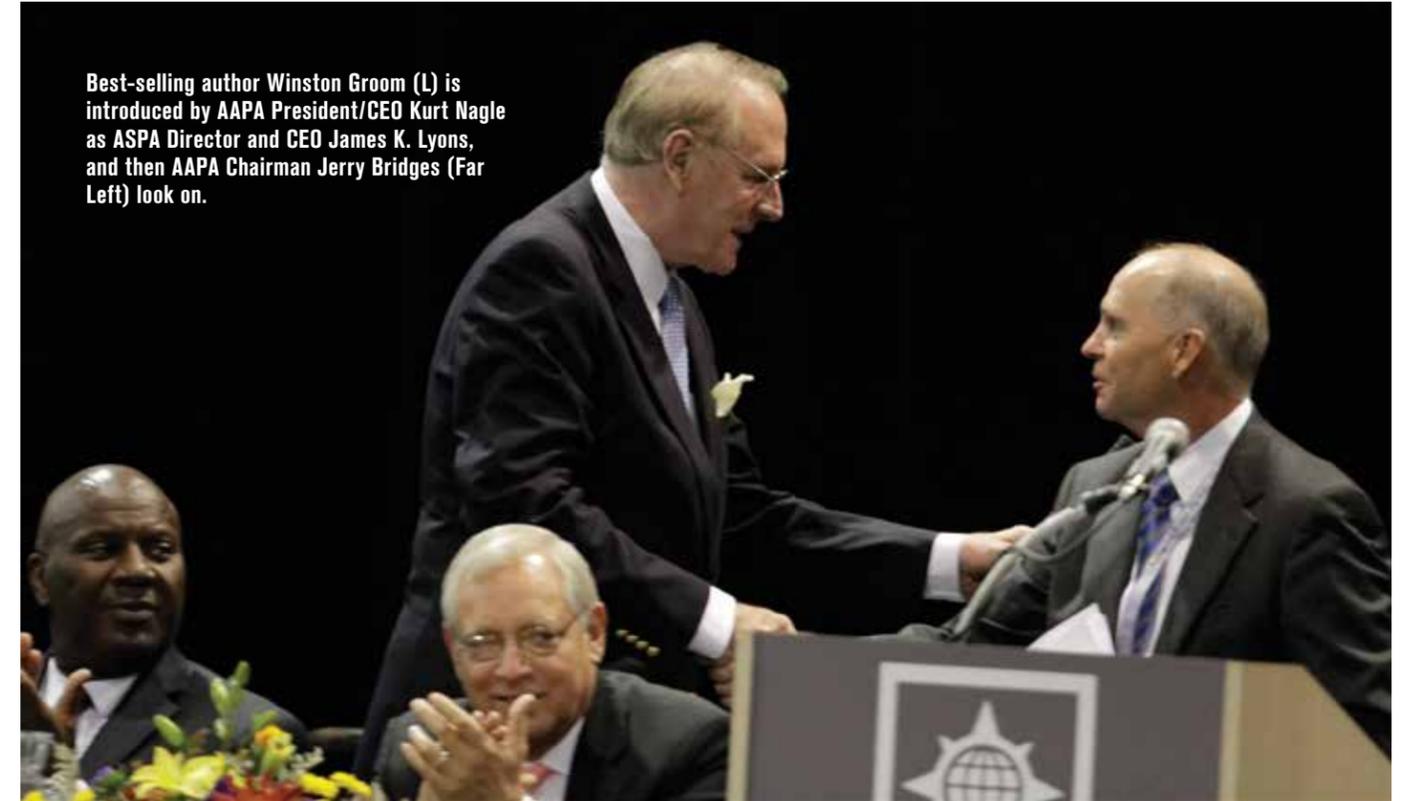
For their part, the ASPA has continued to serve and eclipse its role as the seed of Mobile’s modernization, and this was certainly evident to guests attending the convention. Since the 1920s, when Alabama’s own Gen. William L. Sibert (famed builder of the Panama Canal and Hoover Dam) constructed the first public seaport terminals at the Port of Mobile to meet the demands of the nation’s economic growth, the Port of Mobile has prided itself on staying ahead of the technology curve.



ASPA Director and CEO James K. Lyons (Far Right) welcomes guests of the 2012 AAPA Convention to the opening night reception hosted by the ASPA and Canadian National.



Guests were treated to whole roasted pigs as the main course.



Best-selling author Winston Groom (L) is introduced by AAPA President/CEO Kurt Nagle as ASPA Director and CEO James K. Lyons, and then AAPA Chairman Jerry Bridges (Far Left) look on.

“We hoped to show our counterparts in the maritime industry that our Port has made tremendous strides through our continuing investments in technological innovations,” said James K. Lyons, director and CEO of the ASPA. “We could not have been more proud to host the 101st AAPA convention; and I can proudly say that the hard work by our staff and many others was certainly well received by those in attendance.”

While in Mobile for the 2012 AAPA Convention, guests attended a myriad of technical and policy committee meetings, business sessions, and networking events for Port professionals and others in the marine transportation industry.

In celebration of the AAPA Convention’s arrival, the ASPA and Canadian National welcomed attendees and their guests to enjoy some of the Mobile Bay areas’ best barbecue, music and libations aboard the historic USS ALABAMA at Battleship Memorial Park.

To kick off the convention’s business meetings and sessions, Gov. Robert Bentley, Mayor Sam Jones, ASPA Director and CEO James K. Lyons, AAPA President Kurt Nagle and Chairman Jerry Bridges welcomed attendees during the opening ceremonies.



Pictured (L to R) Gov. Robert Bentley; ASPA Director and CEO James K. Lyons; Mayor Sam Jones; and then AAPA Chairman Jerry Bridges stand for the national anthem during the opening ceremony.

On the second day of the convention’s formal meetings, attendees were treated to a lively discussion on the global financial and trade outlook presented by Charles V. Payne, founder & CEO of Wall Street Strategies. A FOX Business News contributor, Mr. Payne discussed the global financial situation/outlook and what it means for international trade growth.

Following Mr. Payne during the keynote luncheon program was one of Alabama’s most famous sons, in *New York Times*



AAPA guests aboard the SOLARIS photograph two of the Port's newest and most innovative additions, the Pinto Island Steel Terminal (L) and APM Terminals Mobile (R).

bestselling author Winston Groom. The Point Clear, Ala., resident penned *Forest Gump* in 1986 and it immediately shot to the top of the *New York Times* best-seller list for 21 weeks. To date, it has sold more than three million copies in the United States alone and millions more worldwide on the heels of the blockbuster movie adaption starring Oscar-winning actor Tom Hanks.

During a break from the business of the convention, ASPA Director and CEO James K. Lyons welcomed a number of delegates and dignitaries aboard the SOLARIS for waterborne tours of the ASPA's terminal investments. Lyons took the opportunity to display and tout the continuing efforts by the ASPA to make the Port of Mobile one of the most technologically advanced and innovative Ports in the world. Prior to the tour, guests were treated to a reception featuring a unique menu of refreshments from various regions of the Western Hemisphere.

The closing day of business at the 2012 AAPA Convention featured a keynote address by former Gov. Edward Rendell of Pennsylvania. Rendell, who now serves as the co-chair of Building America's Future, spoke to the critical need for continued infrastructure investment throughout the



ASPA Director and CEO James K. Lyons welcomes guests aboard the SOLARIS for the waterborne tour of the Port of Mobile.

United States. Building America's Future Educational Fund (BAF Ed Fund) is a bipartisan coalition of elected officials dedicated to bringing about a new era of U.S. investment



Former Gov. Ed Rendell of Pennsylvania addresses the crowd on the importance of continuing our nation's investment in key infrastructure projects.



Rep. Jo Bonner addresses an audience about what they can expect, relating to key maritime/transportation industry issues, from the 113th Congress.

in infrastructure that enhances our nation's prosperity and quality of life.

With the business sessions closed, delegates and guests turned their attention to the links on the final day as Mobile's famed Magnolia Grove Golf Course, of the Robert Trent Jones Trail, welcomed attendees for the annual AAPA Convention Golf Tournament. The four-person scramble featured three unique awards for longest drive, closest to the pin, and hole-in-one, along with individual team awards for first, second and third place.



Pictured (L to R) are the 1st place finishers in the 2012 AAPA Golf Tournament. George Sandala, Windsor Port Authority; Carol and Craig Neeser, Port Metro Vancouver; and Jim Darnley, SSA Marine.



Pictured (L to R) are the 2nd place finishers in the 2012 AAPA Golf Tournament. Jerry Bridges, AAPA and Va. Port Authority; Mark McAndrews, Port of Pascagoula; Kurt Nagle, AAPA; and Thomas Kornegay, Kornegay & Co. LLC.



Pictured (L to R) are the 3rd place finishers in the 2012 AAPA Golf Tournament. Tom Leatherbury, CSA; Jim Linder, TranSystems; Wade Battles, Atkins; and Tim Hughes, Sarens.

The Cooper Group Thrills with Carnival Revelry

Mobilians know that there is no better representation of Mobile's heritage than Mardi Gras. In celebration of the Port City's carnival heritage, the 101st AAPA Convention's Presenting Partner, the Cooper Group of Companies, introduced guests to America's original Mardi Gras during the convention's opening night reception. Considered the birthplace of Mardi Gras, Mobile first celebrated Carnival in 1703, earning the title "the Mother of Mystics," and today is described as being the largest family-orientated street party celebration in America.

The Cooper Group, as one of America's oldest and largest stevedoring and maritime related firms, did not disappoint guests with their offering of traditional fresh Gulf of Mexico seafood and signature dishes featured at the Group's three local restaurants. Mobile's Big Band Society's swing and the Tip Tops' Motown sound served as the musical backdrop as the Cooper Group's employees, renowned for their attention to service, dished out culinary delicacies and Southern hospitality.

The carnival atmosphere transported guests in Cooper Riverside Park to the pre-Lenten season, complete with traditional Mardi Gras floats, mystic society maskers, and high school marching bands. The evening was capped with an exciting fireworks display over the Mobile River. For over 100 years, David J. Cooper, Sr., Angus Cooper II and the entire Cooper family have been and continue to be strong supporters of the Alabama State Port Authority and the Port of Mobile.



Top: Mobile Mystic Society maskers throw beads and trinkets to AAPA conventioners and maritime industry guests.

Bottom: David J. Cooper, Sr., Vice Chairman of Cooper/T. Smith Corporation (seated left), along with Grayson Hall, Regions Bank; John McMahon, Jr., Cooper/T. Smith Corporation; Jerry Duncan, University of Alabama All-SEC and Alabama Sports Hall of Fame inductee; and Fournier "Boots" Gale, III, Cooper/T. Smith Corporation, gather around a memorial bronze of Ervin S. Cooper, Mobile's riverfront park's namesake and a defacto forefather of Mobile's modern maritime industry.

Alabama Power Bids Farewell in Style to AAPA



The 101st AAPA Convention's Presenting Partner, Alabama Power Company, closed out the Association's centennial year in style by hosting the Chairman's Gala at the Historic Battle House Hotel in downtown

Mobile. The Chairman's Gala traditionally closes the week-long business program and ceremoniously passes the gavel to the trade group's incoming chairman. The Chairman's Gala is the host port's signature event to bid farewell to its international maritime industry guests. Charles McCrary, president and chief executive officer of Alabama Power, served as the evening's

Master of Ceremonies, as he led delegates through an enchanted evening complete with Southern hospitality and cuisine. Highlights of the evening included specially bottled wine commemorating the AAPA's 100th anniversary and the sophisticated, spontaneous and humorous repertoire by The Three Waiters®, an award-winning and globally renowned singing act that has performed nearly 10,000 shows in 77 countries. The Alabama State Port Authority, the Presenting Partners and guests closed the evening with live music and dancing in Mobile's iconic RSA Tower Atrium. For more than 90 years, Alabama Power has invested in the responsible growth and economic development of Alabama, and during that time has been a strong supporter of the Alabama State Port Authority and the maritime industry.



American Association of Port Authorities' 101st Annual Convention Opening Reception hosted by the Alabama State Port Authority Battleship USS ALABAMA Memorial Park

Pictured above (L to R), guests enjoy an evening aboard the Battleship USS ALABAMA for the Alabama State Port Authority's reception.

1. Peter Daily, Port of San Francisco; Ken O'Hollaren, Port of Longview; and Kurt Nagle, AAPA. 2. Michael Ray, Windsor Port Authority; George Sandala, Windsor Port Authority; and Bonnie Sandala, Windsor Port Authority. 3. Karen Porteous, Port of San Diego; Wayne Darbeau, Port of San Diego; and Irene McCormack, Port of San Diego. 4. Scott Brotemarkle, AAPA; Jodi Gibson, AAPA; and Mary Beth Long, AAPA. 5. Anna Ward, ASPA; Larry Downs, ASPA; and Brett Valenz, ASPA. 6. Franc Pigna, AEGIR; Roberto Cordova, Esmeraldas Ecuador; Luis Huerta, INCOP; Rafael Diaz-Balart, AAPA; Patricia Angulo, INCOP; Valentin Moran, Puerto De Bahia Blanca; Rafael Plaza, Esmeraldas Ecuador; and Denise Ovalle, AAPA. 7. Jeanette Sullivan, Canaveral Port Authority; Frank Sullivan, Canaveral Port Authority; and Candi Bistline, Canaveral Port Authority. 8. Manuel Almira, Port of Palm Beach; Armando Duarte, Port of Santa Marta Jean Almira; Raul Sanchez, Cuban Interests Section; Marta Mendez, Alabama State Port Authority; and Edward Oppel, Port of Palm Beach. 9. Cheryl Osborne, Martin Engineering; and Dave Crowson, Martin Engineering. 10. Jay Jahangiri, Worley Parsons; and Clay Nichol, Moffatt & Nichol. 11. Kathy Oberg, Port of Longview; Darold Dietz, Port of Longview; Denise O'Hollaren, Port of Longview; Ken O'Hollaren, Port of Longview; Geir-Eilif Kalhagen, Port of Longview; and Susan Monteverde, AAPA. 12. Burt Shell, Nucor Building Systems; Dave Crowson, Martin Engineering; Jodi Gibson, AAPA; and Jon Walker, Skanska



American Association of Port Authorities' 101st Annual Convention Opening Reception hosted by the Alabama State Port Authority Battleship USS ALABAMA Memorial Park

Pictured above (L to R), guests enjoy an evening aboard the Battleship USS ALABAMA for the Alabama State Port Authority's reception.

13. Cal Larson, Duluth, Minn.; Ric Revoir, Duluth Seaway Port Authority, Loretta Larson, Duluth, Minn.; Lisa Revoir, Duluth Seaway Port Authority; and Adolph Ojard - Duluth Seaway Port Authority
14. Jeff Winter, Port of Stockton; W. Ronald Coale, Port of Stockton; and Victor Mow, Port of Stockton 15. Denise Ovalle, AAPA; Patricia Angulo, INCOP; and Luis Huerta, INCOP 16. Roland Bassett, Port of Galveston; Adrienne Bassett, Port of Galveston; Rosalee Mierzwa, Port of Galveston; and Michael Mierzwa, Port of Galveston 17. Edward Anthes-Washburn, Port of New Bedford; Lisa Ashley, Port of Houston Authority; and Tom Schroeter, Port of Houston Authority 18. Donna Eymard, Port of Brownsville; Tony Holladay, Calhoun Port Authority; and Ralph Cowen, Port of Brownsville 19. Tim Hughes, Sarens; Anna Ward, Alabama State Port Authority; and Greg Johnson, Port of Greater Baton Rouge 20. Peter Yanez, Multi-Bank Securities; Judith Adams, Alabama State Port Authority; and Russell Jackson, Multi-Bank Securities 21. Burt Shell, Nucor Building Systems; and Cheryl Osborne, Martin Engineering

Governor Bentley, Department of Commerce Welcome First Alabama Airbus Supplier to the State

To close 2012, Gov. Robert Bentley officially welcomed the first supplier to announce that it will locate in Alabama in support of the Airbus production facility in Mobile.

Labinal, through its subsidiary, Safran Engineering Services, announced in December that the company will operate an engineering support facility at the Brookley Aeroplex. Labinal is part of the French aerospace giant, Safran Group, and is a global leader in electrical wiring systems for the aerospace and defense industries. Labinal is expected to hire 30 to 50 people for highly skilled engineering support services jobs at the Mobile office.

"We are committed to recruiting high-quality, high-paying jobs," said Gov. Bentley. "This announcement is the latest example of how state and local leaders work together to get positive results. I want to welcome Labinal and Safran Engineering Services as our newest corporate citizen, and I want to thank everyone who worked together to make this announcement possible."

Labinal has been in business for 90 years and has employees in 10 countries across the world. Labinal establishing a presence in Alabama further increases the state's profile and credibility in the global aerospace community.

In early 2012, Gov. Bentley and members of an Alabama delegation met with Labinal officials during a visit to the Farnborough International Airshow in England.

"Alabama is poised for tremendous growth in the aerospace sector," said Gov. Bentley. "Labinal joining us in Alabama shows how we are building on the state's momentum in the aerospace industry. I am confident this is the first of many announcements of new jobs from companies that will support Airbus."

"Labinal is very excited to be the first supplier to join the Airbus engineering team in Mobile," said Karen Bomba, CEO of Labinal. "This new office reflects Labinal and Safran Engineering Services' commitment to support our customers locally and expand our relationship with Airbus. We look forward to being in Alabama and being part of the Mobile community."

Alabama Department of Commerce Secretary Greg Canfield joined Gov. Bentley in welcoming Labinal. Canfield said the fact that Airbus is locating its first



U.S.-based production facility in Alabama is drawing worldwide attention to the state, much like the Mercedes-Benz announcement in 1993.

"There is no doubt that Alabama will continue to attract many more top-notch companies such as Labinal," said Secretary Canfield. "Alabama is already a U.S. leader in automotive manufacturing, and the Airbus announcement puts the state in line to be located in the middle of the next aerospace power center."

Port Employs Mass Notification System

In the interest of safety and security, the Alabama State Port Authority (ASPA) has implemented a Port-Wide Mass Notification System throughout its facilities to alert ASPA employees, tenants and visitors in the event of an emergency. "It's specifically designed to warn of security breaches or incidences," said Hal Hudgins, vice president of security and port planning, though it can also be used in the event of hazardous chemical leaks, hurricanes and other severe weather events.

The ASPA worked with Federal Signal Corporation to develop and deploy the system. "We offer total solutions," said Eric Lotz, Federal Signal Corporation's market development manager for alerting and notification systems. This includes the concept of integrated mass notification systems to reach individuals on and off-site, as well as those in areas of high ambient noise, through a multi-layer approach that links different methods of communication.

By integrating the new Port-Wide Mass Notification System with the current Security Incident Management System, emergency information and instructions can be shared rapidly in multiple ways. This includes a series of loudspeakers for all the ASPA properties, including three at the main port, two at the McDuffie Coal Terminal and one each at the Theodore, Ala., terminals. In high noise areas, strobe lights are used to signify a safety message. LED signs throughout the Port can also be programmed with security messages and instructions.

"The goal is to give the operator and personnel as much situational awareness as possible," Lotz explained. One key to this was the outdoor notification piece, using high-powered speaker arrays and digital message board signs to attract attention and disseminate information. Another important factor was radio interoperability. "Communication over an RF radio is a part of the solution we're excited to be able to deploy for them," he said.

For PCs in the Port's network, a message bar will scroll across the screen, displaying pertinent instructions or details. Thanks to a recent technology upgrade, the new mass notification system can take advantage of the near-gigabit wireless network. "Up to 10,000 people can opt in to be notified by electronic devices," said Hudgins, via text and email messages on iPhones, Androids and BlackBerry devices. This includes ASPA tenants and stakeholder personnel, as well as the Port's neighbors. The new system keeps a record of who was notified and who responded.



Federal Signal was able to build on this network. "For the Port of Mobile to already have this in place really allowed us to develop and deploy our total solutions concept," said Lotz. "It was a great building block for this project." The company has worked with the U.S. Department of Defense, nuclear power and petrochemical plants, and tsunami warning systems. "We brought a lot of breadth of knowledge to the Port of Mobile," Lotz explained. "They took the initiative to develop the critical communication elements at once and deploy them together and were already on the cutting edge with their existing expansive fiber network in that facility."

The Port-Wide Mass Notification System can be networked to allow communication among the ASPA, the U.S. Coast Guard, the Port police and local law enforcement. If necessary, conference calls can be set up between land lines, cellular phones and portable radios. It also allows for greater flexibility with zones and regional configuration. "It is state-of-the-art," said Hudgins. "I'm hoping we never have to use it."

System administrators can input and display information on numerous communication platforms, including televisions and computer monitors. "Already in place, we have a very sophisticated CCTV network," said Hudgins, noting again the combination of existing infrastructure to support the new system. The ASPA recognized significant savings by building on its existing secure, encrypted wireless network and infrastructure.

In addition to enhancing security at the Port on a daily basis, the Port-Wide Mass Notification System plays an important role during hurricane season, which runs from June 1 to Nov. 30. During this time, it will be an asset to port-wide communications for the Police/Security Dispatch Center. Adding this real-time warning system to the Port's suite of security systems, which includes cameras, intelligent video analytics, fiber and wireless infrastructure, a patrol boat, vehicles and security protocols, helps ensure continued operations while decreasing threats of theft, vandalism, trespassing and terrorism.

The new security program is an offshoot of U.S. Coast Guard regulations established about ten years ago, said

Hudgins, and the Port of Mobile has been building on those ever since. This security system is the latest item in a \$15 million security plan that ranges from satellite phones and surveillance cameras to a patrol boat. Hudgins said approximately 75 percent of the money came from federal grants, where the Alabama State Port Authority competed with other ports.

After installation and testing, the system began operations in early February. It will be tested, at a minimum, once a month. The program comes under the direction of the Port Police Dispatch at the Port Police Building but can also be remotely accessed through a secure connection by authorized personnel.

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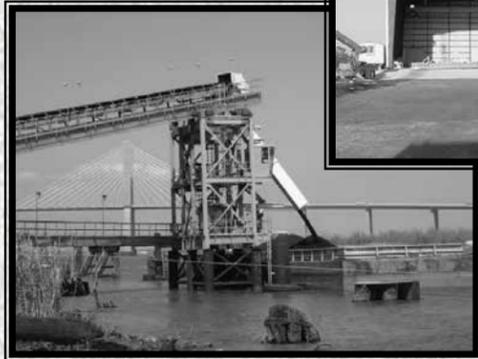
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In Memoriam: Dr. Yvonne Kennedy



State legislator, educator, former college president and organizational leader, Hon. State Rep. Dr. Yvonne Kennedy passed away Dec. 8, 2012. She was 67 years old.

With her passing being celebrated in five different services, it is safe to say that Dr. Kennedy was a woman who changed and touched the lives of many.

A lifelong resident of Mobile, Ala., Hon. State Rep. Dr. Kennedy earned her associate degree from Bishop

State Junior College, bachelor's degree from Alabama State University and master's degree from Morgan State University. She also went on to earn her Ph.D. from The University of Alabama and was awarded an Honorary Doctorate of Letters from Lane College in Jackson, Tenn. Dr. Kennedy was first elected to represent the state of Alabama in 1979. She held this position until she peacefully passed, representing the 97th district in Mobile County. While holding office, she fought against the state's voter ID law while helping ex-felons in Alabama earn their right

to vote. She was a member of the Economic Development, Tourism and the Children and Senior Advocacy House Committees. She served on the Transportation, Utilities and Infrastructure Committees as well.

"Dr. Kennedy was the consummate professional. Having served with her for two terms in the Legislature and afterward working with her on behalf of clients, I never saw her lose her composure in spite of the passion of her beliefs and arguments," says Beth Marietta Lyons, longtime friend and colleague. "She took a strong interest in the Port; I think she felt a special 'ownership,' as it was located in her district. Throughout the years, Dr. Kennedy sponsored many of the bills which strengthened and modernized the organization, allowing its emergence as a model for all world-class ports."

James K. Lyons, director and CEO of the Alabama State Port Authority, credited Dr. Kennedy's leadership on two critical pieces of legislation that launched the public Port terminals into a decade of expansion. "Dr. Kennedy and the members of the Mobile/Baldwin delegation rallied in support of creating the public Port Authority and on Amendment 666 that provided \$100 million for port improvements," said Lyons. "We were able to leverage that \$100 million into over \$700 million in capital investment that allowed Alabama and her seaport to compete in new markets."

Dr. Kennedy also served as president to her alma mater, S.D. Bishop State Junior College, from 1981 to 2007. She expanded the school from one campus to three during her tenure. She then became the 19th national president of her sorority, Delta Sigma Theta, from 1988 to 1992. While leading her sorority, she launched School America, a program created to help promote literacy issues by reading one story, once a week to children between the ages of one to 10.

Her accomplishments also include: being past Chairwoman of the Alabama Legislative Black Caucus, past Chairwoman of the Mobile County United Negro College Fund campaign, Youth Director for the Board of Christian Education – Southeast Alabama Conference, a member of the Board of the American Association for Higher Education, America's Junior Miss Scholarship Foundation Inc., and a Trustee of Miles College in Fairfield, Ala.

"I served with Rep. Kennedy in the House of Representatives and worked closely with her on the House Education Appropriations Committee. She was a fine lady who represented her district well. She will

be greatly missed," said State Rep. James Buskey, who served with Dr. Kennedy in the state Legislature for over three decades. "I got to know her pretty well in our years together. She was a good person, a good friend and we're going to miss her," Buskey said.

Dr. Kennedy was a devoted, lifelong member of Stewart Memorial Christian Methodist Episcopal Church.

She was preceded in death by her parents, Mr. and Mrs. LeRoy (Thelma McMillan) Kennedy, Sr., her seven brothers, Sylvester Kennedy, Sr., Walter A. Kennedy, Sr., Leonard L. Kennedy, Douglas Kennedy, LaBaron Kennedy, Kamel Kennedy, LeRoy Kennedy, Jr., and one sister, Susie D. Kennedy Hardin. Dr. Kennedy is survived by one brother, Joe L. Kennedy of Milwaukee, Wis.; two sisters, Floretta K. Moore of Mobile, Ala. and Brenda J. Kennedy of Montgomery, Ala.; two aunts, Essemena M. Knight of Wichita Falls, Texas, Ernestine McMillan Miller of Atlanta, Ga., brother-in-law, Clarence Hardin of Chester, Pa, six sisters-in-law, Almeda S. Kennedy, Dorothy J. Kennedy, Mary B. Kennedy, all of Mobile, Ala., Ann Kennedy of Milwaukee, Wis., Jean C. Kennedy of New Orleans, La., Barbara Kennedy of Minneapolis, Minn.; godson, Jory Johnson of Mobile, Ala.; 36 nieces and nephews, many great-nieces, nephews, cousins and a host of other relatives and friends.



Pictured (L to R) are Rep. Yvonne Kennedy, Mayor Sam Jones and former President Bill Clinton.



Alabama State Port Authority NYC Reception • November 26, 2012

1. Michael Hanrahan, Mitsui OSK Line America; Charlie Cunlion, International Forest Products; Rob Shepard, International Forest Products; and Anna Ward, ASPA 2. Phil Katz, Crescent Towing; Axel Ditlev-Simonson, Ultrabulk; Tadd Willcutt, Crescent Towing; Tom Lambard, Crescent Towing; and Mark Hanna, Ultrabulk 3. Capt. Chaim Stracham; and Felicia Karl, Nordana 4. Margo Brock, CWT Commodities; Claudia Gedeon, Mid-Ship Logistics; and Anton Posner, CWT Commodities 5. Tom Lloyd, Trade Tech; Marius Toft, Siem Car Carriers; and Giacomo Cassaro, Siem Car Carriers 6. Mark Sheppard, ASPA; and Michael Hanrahan, Mitsui OSK Line America 7. Joseph Bido, ITOCHU International; and Cees van de Mortel, T. Parker Host 8. Anna Ward, ASPA; Joyal Ablan, ITOCHU International; Capt. Sultan Taufiq, Scudder Chartering; and Ted Shimzu, ITOCHU International 9. Guy Smith, Ultrabulk; Adam Anderson, T. Parker Host; and Cees van de Mortel, T. Parker Host 10. Joe McNamara, Gillespie-Munro USA Inc.; Rob Shepard, International Forest Products; and Charlie Cunlion, International Forest Products 11. Anthony Smiley, Boyd Brothers Transportation; Catherine Ngai, American Metals Market; Mike Gunland, American Metals Market; Chris Cooper, Boyd Brothers Transportation; Lee Wagner, Boyd Brothers Transportation; and Steve Colley, Boyd Brothers Transportation

12. Monique Danahay, Crescent Transport; Ingrid Leuschner, Gerald Metals; Dan Danahay, Crescent Transport; Chuck Camp, ASPA; and Owen Rosa, Sojitz Corporation of America 13. Theo Kalkanteras, Poten & Partners; Eddie Brister, Seabulk Towing; and John Lomba, Poten & Partners 14. Jeremy Pino, Norton Lilly Cargo Services; Brad Clark, Norton Lilly Cargo Services; Scott Satter, Norton Lilly International; Jean Satter; Bobby Satter, Page & Jones; and Robin van Wyngaarden, Ultrabulk 15. Keith King, Volkert & Associates; Julia King; Bob Keihm, Stemcor; Elaine Nicholson; and Marx Nicholson, ASPA 16. Jim Wein, California Cartage Company; Jimmy Lyons, ASPA; and Pete Entwistle, California Cartage Company 17. Bill Bru, ASPA Board Member; Judith Adams, ASPA; and Michael Winchester, Winchester Consulting 18. Phil Katz, Crescent Towing; Capt. Xiao Hui Teng, Seamark Management; and Tadd Willcutt, Crescent Towing 19. Gil Hom, Marine Forwarding; Joe McNamara, Gillespie-Munro USA Inc.; Tom Adger, Tri-State Maritime; Jeff Henn, Tri-State Maritime; and Bill Ingle, ASPA 20. Tony Vasil, A.J. Vasil & Associates; Lydia Miner, Mediterranean Shipping Co.; Tom Delaney, APM Terminals; Cate Avolio, Journal of Commerce; and Jeff Allen, Seaoonus



Alabama State Port Authority NYC Reception (cont.) • November 26, 2012

21. Mike Fields, ASPA Board Member; Bill Bru, ASPA Board Member; Joe McCarty, ASPA Board Member; and Larry Downs, ASPA 22. Richard Little, Fibre Source; Miyuki Kato, ITOCHU International; Jeff Culbertson, Penn Terminals; and Anna Ward, ASPA 23. Randy Hauck, Glencore; Jackie Agolia, Glencore; Katie Zullo, Glencore; Tim McGee, Glencore; and Christina Parks, Glencore 24. Mike Greenlund, American Metal Market; Capt. Sultan Taufiq, Scudder Chartering; Eric Hansen, Cooper/T. Smith; Alex Zhao, Seastar International; Bill Matteo, MacSteel International; and John Roux, CMC Comets 25. Bill Stewart, Stewart Alexander; GianCarlo Morgera, Mediterranean Shipping Co.; and Todd Jones, ASPA 26. Capt. Sultan Taufiq, Scudder Chartering; Jeff Henn, Tri-State Maritime; and Chuck Camp, ASPA 27. Sam Grossman, Goldman Sachs; Guy Smith, Ultrabulk; and Peter Pritchard, Goldman Sachs 28. Dever Mahoney, Mediterranean Shipping Co.; and Agatacristi Repice, Mediterranean Shipping Co. 29. Capt. Xiao Hui Teng, Seamark Management; Eric Hansen, Cooper/T. Smith; and Alex Zhao, Seastar International 30. James Stewart, Stewart Alexander; Sam Naimirfa, Mediterranean Shipping Co.; Leonardo Ferrisi, Mediterranean Shipping Co.; and Bill Stewart, Stewart Alexander 31. Dan Danahay, Crescent Transport; and Bill Winter, Cargoways Logistics 32. Peter Pritchard, Goldman Sachs; Jimmy Lyons, ASPA; and Sam Grossman, Goldman Sachs 33. Chuck Camp, ASPA; Nick Viscovich, Mitsui & Co.; and Anthony Smiley, Boyd Brothers Transportation 34. Tom Lloyd, Trade Tech; Anna Maria Malakis, International Marine Transport; Bertha Ellerhost, Rickmers; Bill Woods, American Sales Agency; and Pete Entwistle, California Cartage Company



Alabama State Port Authority Mobile Holiday Reception Alabama Cruise Terminal • December 18, 2012

1. Bill Bru, ASPA Board Member; Brian Leathers, Austal USA; and Mike Fields, ASPA Board Member 2. David Cooper, Cooper/T. Smith; and E.B. Peebles, Armbricht Jackson 3. Al Stanley, ASPA Board Member; and Will Givhan, Hand Arendall 4. Mayor Sam Jones, City of Mobile; and Tim Parker, ASPA Board Member 5. ASPA Director and CEO James K. Lyons; Sarah Carl; Tina Carl; Jerry Carl, Mobile County Commission; and Sonny Callahan, ASPA Board Member 6. John Mickler, Barnhart Crane & Rigging; and Dan Wilkins, CSA 7. Rep. Randy Davis, Alabama House of Representatives; Martha Davis; Richard Weavil, ASPA Board Member; and Lane Weavil 8. Benton Bender, Trade Lanes; Frank Hicks, Trade Lanes; Pam Stewart, Trade Lanes; Pam Hartley, Trade Lanes; and Kurt Sumrall, Trade Lanes 9. Eliska Morgan, Congressman Jo Bonner's Office; Frazier Payne, Congressman Jo Bonner's Office; and Bill Sisson, Mobile Airport Authority 10. Doug French, CSA; Kenny Hirsch, CSA; and Kirk Quinlivan, AGR 11. Don Altman, Klumb Lumber; and Michael Douglas, Premier Bulk Stevedoring



12. Brad Clark, Norton Lilly International; and Joe Withers, Biehl & Co. 13. Terry Gilbreath, ASPA; Scott Muller, USCG; JoAnne Carey; and Patrick Fink, NOAA 14. John McCarron; Sheldon Morgan; JoAnne Carey; and John Carey 15. Marty Walsh, Chickasaw Containers; Polly Wilkins, ASPA; and Martin Cunningham, N.D. Cunningham 16. Mark Sheppard, ASPA; Brian Harold, APM Terminals Mobile; Andy Halligan, Johnson Development; and Jim Lambeth, Merchants Transfer 17. Bill Inge, ASPA; Stan Gottlieb, Shaw GBB; and Ryan Finkbohner, Chickasaw Container Services 18. Roger Paaymans, QuadAdapt; Linda Paaymans, ASPA; Toby Shields, Thompson Tractor; and Hamilton Moody, Thompson Tractor 19. James Altieri, Aker Solutions; Gina Day; and Dan Appleton, Aker Solutions 20. Bess Rich, Mobile County Commission; William Carrol, Mobile County Commission; and Connie Hudson, Mobile County Commission

21. Alan Ingram, Shoreline Transportation; and Ken Hall, Shoreline Transportation 22. David Cooper, ASPA Board Member; and ASPA Director and CEO James K. Lyons 23. Pat Greene; Buddy Greene, Cooper/T. Smith; and Rob Constantine, Paul A. Boulo 24. Jane Boulo; Tyler Boulo, Paul A. Boulo; Suzanne Torbert; and Larry Torbert, Omni Maritime 25. Sharon Hancock; Randy Hancock, Drummond Coal; Toby Shields, Thompson Tractor; Ned Mattingly, Page & Jones; David Bray, ASPA; Kelly Sims, ASPA; and Mike Sims, ASPA Terminal Railway 26. Slade Hooks, Waterways Towing; Patricia Hooks; and Capt. Hal Pierce 27. Mike Hackmeyer, Norton Lilly International; Anna Ward, ASPA; Tadd Willcutt, Crescent Towing; and Sheri Reid, ASPA 28. Bob Roberts, Shaw GBB; Paul Bridges, Shaw GBB; John Glover, Murphy Cowles Glover; Jerald Kichler, ASPA; Gary Cowles, Murphy Cowles Glover; and Stan Gottlieb, Shaw GBB 29. John Mickler, Barnhart Crane & Rigging; Tom Adger, Tri-State Maritime; and Marx Nicholson, ASPA



30. Guosheng Su, COSCO Logistics; Jianying Xiao, COSCO Logistics; Sara Rodriguez, COSCO Logistics; John Edel, COSCO Logistics; Zhiming Zhao, COSCO Logistics; and Anna Ward, ASPA 31. Ryan Frost, Baldwin Transfer; Frank Glass, Baldwin Transfer; and Ty Crowder, Baldwin Transfer 32. Tara Henley, JJPR; Jarrod England, Red Square Agency; and Jennifer Jenkins, JJPR 33. Patrick Lyons; Beth Marietta Lyons, Lyons & Crane; Will Givhan, Hand Arendall; and Roger Bates, Hand Arendall 34. Corolene Anderson, ASPA Terminal Railway; Ken Barefield, ASPA Terminal Railway; Vicki Barefield; Mike Russell, ASPA Terminal Railway; Mike Sims, ASPA Terminal Railway; Joni Ojard; Kelly Drum-Sims, ASPA; Brad Ojard, ASPA; Ernie Argiro, ASPA Terminal Railway; Tim Williams, ASPA Terminal Railway; Terri Williams; Ginger Hamilton; Kevin Hamilton, ASPA Terminal Railway; and Steve Burton, ASPA Terminal Railway 35. Smitty Thorne, ASPA; and Alastair Henry, APM Terminals Mobile 36. John Fountain, Crescent Towing; Dwain Denniston, Norton Lilly International; Mike Lee, Page & Jones; and Mike Hackmeyer, Norton Lilly International 37. John Norton, Paul A. Boulo; and Marquis Dupree, ASPA 38. T.J. Smith, Glovis America; Stephanie Milbrath, Glovis America; LeeAnn Rowland, Gulf Coast Intermodal; Tom Sullivan, Gulf Coast Intermodal; Allison Cameron, Gulf Coast Intermodal; and Benton Bender, Trade Lanes



Recently, Alabama State Port Authority (ASPA) Director and CEO James K. Lyons and ASPA Traffic/Sales Manager Anna Ward met with and provided a tour to COSCO Logistics representatives.

Pictured above(L to R)
Guosheng Su, Cosco Logistics; Zhiming Zhao, Cosco Airbus Project Office; Jianying Xiao, Cosco Logistics; Anna Ward, ASPA; Jimmy Lyons, ASPA; Yu Tao, Cosco Logistics; Brian Harold, APM Terminals Mobile; and John Edel, Cosco Logistics

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- Hazmat Courier

Distinguished Naval Shipbuilder to Chair Austal USA

John "Dugan" Shipway now Austal USA Board Chairman

Rear Adm. USN (Retired) John "Dugan" Shipway has been elected to chair the Board of Austal USA. The role extends a distinguished leadership career including 35 years in the United States Navy and senior management roles in naval shipbuilding and support.

Austal's Chairman, Mr. John Rothwell, said that Shipway's technical and program management expertise would help Austal deliver its Navy contracts efficiently and effectively.

"Dugan has exceptional skills and experience in naval acquisition and shipbuilding that will be instrumental in guiding the U.S. business which is now a major U.S. Navy prime contractor," said Rothwell. "That experience includes managing similar U.S. navy programs in the highest levels for more than two decades."

Shipway retired in March 2009 as President of General Dynamics Bath Iron Works (BIW), a position that he held for six years, where he oversaw management reforms that transformed BIW into a lean warship manufacturer. That same year, he was honored by the Navy League of the United States with the 2009 Fleet Admiral Chester W. Nimitz award for exemplary leadership in the maritime defense industry.

"I am honored to have Dugan chair the Board," said Austal USA Interim President and Chief Financial Officer Brian Leathers. "Our rapidly growing naval shipyard

can benefit from his many years of naval leadership and shipbuilding expertise."

Shipway served 35 years in the Navy, including 15 years in military acquisition, and retired as a rear admiral. He last served as director of Strategic Systems Programs. During his military career, he was a submarine officer responsible for several submarine and weapons programs. Upon his retirement from the Navy, he joined General Dynamics Electric Boat and held the position of Vice President for Full Submarine Support until he was promoted to President of BIW.

He is a member of the Strategic Advisory Group of the United States Strategic Command, the Board of Trustees of the Maine Maritime Academy and a director of Australia's major submarine and surface combatant shipyard, ASC Pty Ltd. He holds a bachelor's degree in chemical engineering and a master's degree in engineering. He and his wife, the former Lynn Doe of Harvard, Mass., live in Bath, Maine.

Mr. Rothwell thanked Dr. Lawrence Cavaiola for his efforts as Austal USA's inaugural Chair. "Larry has provided admirable leadership over the last four and a half years, a period in which the business has grown tremendously. He remains a valued member of the Austal USA Board."

Austal USA Appoints New President

In December, Austal USA announced the promotion of Craig Perciavalle to President, Austal USA.

"I am pleased to see Craig Perciavalle take the helm," said Austal USA Chairman Rear Adm. Dugan Shipway. "He is a true American shipbuilder who will deliver on our existing naval contracts."

Mr. Perciavalle has been serving as senior vice president of operations. He joined Austal USA in 2007, serving in a number of senior management positions while overseeing Austal's transition from a small, conventional commercial shipyard to an

efficient, modular manufacturer of the Navy's Littoral Combat Ship and Joint High Speed Vessel.

"Craig helped design, build and staff Austal's American facilities," said Andrew Bellamy, Austal's chief executive officer. "He is uniquely prepared to transition this shipyard into serial production and manufacture ships at a pace unmatched in the United States today."

Austal USA Interim President, Brian Leathers, was promoted to senior vice president and chief financial officer.

ThyssenKrupp Stainless USA Fires Final Melt Shop

In December, ThyssenKrupp Stainless USA officially fired up its final production line. The Melt Shop is the last in a series of stainless steel manufacturing processes the company has brought online over the last three years to serve its customers in the North American Market. The official startup of the Melt Shop occurred today, on the second anniversary of the Calvert production site's official grand opening in December 2010, meeting the site's capabilities as a fully integrated stainless steel manufacturing facility.

The world-class site now manufactures throughout the full life cycle of stainless steel, from "cradle to grave," by reclaiming and melting scrap metal into molten material, casting it into slabs, hot rolling it into coils, annealing and pickling the coils, cold rolling the material for strength and thickness, and finishing it according to the specifications of its North American customers. The company first launched its production at the new Calvert site in September 2009, serving customers by finishing products in varying stages of the production process and working backwards until the official completion of the Melt Shop.

"We are excited to celebrate our most important milestone to date with our team members, customers and community," said CEO Michael Wallis. "The full operation of the world's most technologically advanced stainless steel manufacturing facility is what we have all worked toward since we first announced we would make Alabama



our home in May 2007. Along the way, we have created some outstanding jobs, hired some extraordinary team members, and worked with a state and community second to none as a place to work, to live and to do business."

ThyssenKrupp Stainless USA has contributed significantly to economic growth over a challenging period since 2007, creating 714 of 953 permanent jobs planned by 2015.

Melt Shop Director Guido Stebner reported that the path to startup of the Melt Shop has remained ahead of schedule. "Though this occasion marks our official startup, the team members and I ran our first successful heat on Friday, November 16, processing 166 metric tons of stainless steel grade AISI 304. It is quite fitting that 100 years after the birth of stainless steel in 1912, we accomplished our mission and achieved this significant milestone."

Page & Jones, Inc. Opens in Dallas-Ft. Worth

In late December, Page & Jones, Inc. officially welcomed its newest branch office into the network of Page & Jones offices in Dallas-Ft. Worth. Page & Jones, a 120-year-old company with offices in six southern states, is headquartered in Mobile, Ala. The Dallas office joins branches located in ports and airports throughout Florida, Georgia, Alabama, Mississippi, Louisiana and now Texas.

The office is located at the Dallas-Ft. Worth Airport in Grapevine, Texas (DFW). Page & Jones' operations there will include customs clearance, freight forwarding and warehousing services on international air and ocean cargo.

"Page & Jones brings the additional strength and resources of its network to new customers in that region, and the

expanded geographic coverage will benefit our existing customers," said Page & Jones President/CEO Michael Lee.

Page & Jones was established in Mobile in 1892 and provides customs brokerage, export freight forwarding and ship agency services on air, ocean, truck, rail and barge movements, with agent/partners worldwide.

For more information, please visit pagejones.com or call the Mobile office at 251-287-8700. For the Dallas-Ft. Worth office, call 817-481-6565 and dial extension 211.

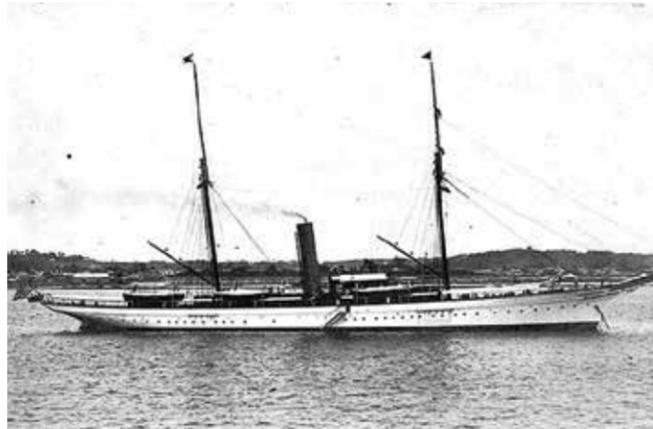
First to Go: The USS ALCEDO

With America's declaration of a "War to End All Wars," in April 1917, recruiting went into high gear while the nation's production facilities redirected their efforts toward producing war materiel. The Navy, in an effort to expand the fleet quickly, turned to existing vessels that could be pressed into service. A significant number of vessels were identified and added to the Naval Register for the duration of the war. These vessels, whether commercial or private ships and boats, were largely stripped of their niceties and painted the ubiquitous haze gray.

One of the vessels pressed into government service was the graceful private yacht ALCEDO. The yacht was built in 1895 in the Clydeside yard of D. and W. Henderson & Co., the same year that the last of the Henderson brothers died. The shipyard of D. and W. Henderson, owned by David and William Henderson, was well known for its steam vessels and had built a number of ships for the Inman and P&O Lines, as well as the Anchor Line, which was owned by brothers Thomas and John Henderson. The yard had produced the Inman Line's famed CITY OF GLASGOW, the first screw-propelled steamship to cross the Atlantic in 1850, and had built a number of steam yachts for private customers.

The ALCEDO measured 275 feet overall with a beam of 31 feet. She displaced 981 tons and had a draft of 16 feet, four inches. The yacht was built for George W.C. Drexel, a financier and the publisher of Philadelphia's Public Ledger. Drexel owned a "summer cottage" on Islesboro Island off the coast of Maine in Penobscot Bay, where the ALCEDO could often be seen lying at anchor in East Bay near Drexel's home at The Bluff. Interestingly, the ALCEDO was not the first of Drexel's yachts to be transformed into a warship. His steam yacht AKBAR, built in 1915 in the Camden, N.J., yard of the Mathis Yacht Building Company, was purchased on May 17, 1917, by the state of Maine, which then turned it over to the U.S. Navy. While the 72-foot AKBAR (SP-599) was relegated to harbor patrol duty in Maine under the command of a first class petty officer, the ALCEDO would see service overseas and make history in the course of her all-too-brief service.

The ALCEDO was purchased by the U.S. Navy on June 1, 1917, just one day after the AKBAR was placed into



The ALCEDO was built as a private yacht in 1895 by the Clydeside shipbuilding firm of D. and W. Henderson & Co.

commission. The steam and sail yacht was commissioned as the USS ALCEDO (SP-166) in New York on July 28. Her armament included four 3-inch guns and two machine guns, and she carried a complement of 94 officers and enlisted men. In command was Lt. Cmdr. William T. Conn Jr. Assigned to the Patrol Force, ALCEDO sailed from Newport, R.I., on Aug. 5, 1917, her mission to serve as a convoy escort. She steamed via Newfoundland and the Azores, arriving at Brest, France, on Aug. 30.

The sights that greeted the crew of the ALCEDO upon arrival were sobering. Lt. Cmdr. Conn, the skipper, later recalled, "When we first arrived in European waters and went on patrol duty, we found the water for hundreds of square miles covered with the wreckage of ships which had fallen victim to the U-boats." He noted that SOS calls from merchant vessels under attack came so quickly that the Navy initially had difficulty keeping track of them.

The ALCEDO began conducting anti-submarine patrols and convoy-escort duties accompanying merchant vessels and transport ships along the French coast. Escorted convoys began to experience fewer losses, but the merchant ships were still vulnerable to attack by enemy submarines. On Oct. 17, the ALCEDO came to the rescue of the crew of the steamship ANTILLES, which had been torpedoed. The men of the ALCEDO fished a total of 118 survivors from the sea. On Oct. 28, the plucky former yacht came to the aid of the SS FINLAND, which had just been torpedoed. A total of 85 men were rescued

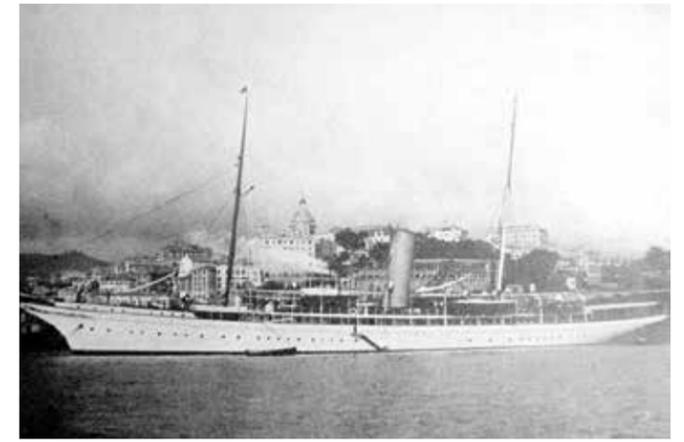
by the ALCEDO on this occasion, and she was aided by another patrol craft, the USS WAKIVA II (SP-160), which picked up a number of survivors.

This was the grim reality of unrestricted submarine warfare. German U-boats could attack merchant vessels without warning, and the results were deadly. Anti-submarine warfare was in its infancy, and organizing merchantmen into convoys, having them run darkened while maintaining disciplined station-keeping and radio silence were among the most effective tactics employed at the time. Escorts such as the ALCEDO would prove to be inadequate in waging warfare against the subs; they were more useful at search and rescue, as is seen in the former yacht's successful rescue of the mariners of the stricken vessels ANTILLES and FINLAND.

ALCEDO departed Quiberon Bay, France, on the afternoon of Nov. 4, 1917. Along with the patrol craft APHRODITE (SP-135), NOMA (SP-131) and KANAWHA II (SP-130), ALCEDO was tasked with escorting a convoy—consisting of the steamships ARTEMIS, the FLORENCE LUCKENBACH and NEWPORT NEWS—bound for Brest. Low clouds scudded across the darkening skies, and off the coast, the little convoy entered a fog bank. The crew of the ALCEDO were on heightened alert. They had been fired upon by a submarine at sunrise that same morning, but the torpedo had passed harmlessly across the ALCEDO's wake. Nevertheless, the convoy steamed unmolested through the evening hours. That peace was about to be shattered.

At about 1:45 on the morning of Nov. 5, as the convoy steamed some 40 miles off Belle Isle, the ALCEDO's officer of the deck and the quartermaster saw "an upheaval in the water not more than 500 yards away on the port bow," as Conn would later describe it. Although they couldn't make out the shape or nature of the "upheaval" in the dark, the men almost simultaneously sighted the phosphorescent wake of a torpedo headed directly toward their ship. They had less than 30 seconds to react before the torpedo would make impact. The ship went to general quarters, and the helmsman attempted an evasive maneuver, but there was no escape.

The torpedo struck the ship well forward on the port side, and with it came a rending of steel bulkheads and the splintering of wooden decks. The little ship shivered and careened as those on deck and below heard the muffled explosion of the torpedo detonating. Men who had the watch were knocked off their feet. A huge column of water was thrown up in the air and came down on deck, drenching those who were topside. A number of men



The yacht's original owner, financier and newspaper publisher, George W.C. Drexel, traveled the world in the graceful yacht, from Asia to South America.



Wearing a coat of haze gray paint, the ALCEDO was commissioned as a patrol craft on July 28, 1917.

were killed instantly; others, unable to swim, drowned before they could reach safety. Among the dead was 30-year-old Lt. j.g. John T. Melvin, a native of Selma, Ala.

Responding to the general quarters alarm, men had tumbled from their bunks and headed for their battle stations. In the engine room, Fireman Second Class Coller stopped the engine and hit the safety valve on the boiler to let off steam, even as the cold water of the North Atlantic began pouring into the engine room. His actions would prevent anyone's being injured by a still-turning propeller and would head off an explosion of the boiler.

Capt. Conn knew instinctively that his ship was doomed. The damage was catastrophic. The foremast had gone by the board, taking with it the wireless antenna, and the forward guns had been dismantled. The forward compartments were flooding rapidly, and the ALCEDO was already beginning to settle by the bow.

Within seconds, the forward main deck was awash. Conn gave the order to abandon ship, and the men began lowering boats and life rafts into the water. Their captain had praise for the crew: "The spirit and bravery of these men, many of them but boys in years, was superb." The water was up to the men's knees as they worked, quietly but hurriedly. They managed to launch all of the boats and rafts.

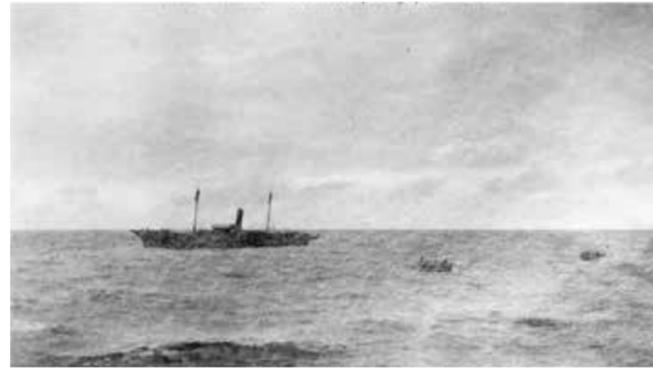
Conn gave the order for the men to go into the water. Just as he did, the ALCEDO gave one final plunge, going down by the bow and throwing her stern high into the air. Conn was still on board as the ship sank beneath him. From the time of the explosion to the time she disappeared, only four minutes had elapsed.

The rest of the convoy steamed on, oblivious to the fate of the torpedoed escort.

Crewmen climbed into the small life rafts and made their way to the boats, all of which had turned turtle in the water. They managed to right the boats and now began bailing. Conn noted several acts of selflessness and bravery, as men voluntarily left overcrowded boats and rafts. He also pointed out the actions of one young sailor. Yeoman First Class William J. Bellatty, 20, of New York, had managed to grab the ship's muster roll and tucked it under his shirt. In the water, he had come to the aid of a hospital apprentice who had been wounded and was in danger of slipping beneath the waves. Bellatty managed to find a bit of flotsam. With one hand, he hung onto the floating debris, and with the other, he held the wounded man above water until they both could be pulled into a lifeboat.

It took an hour for all the boats to be righted and bailed out, and, just as the wet, cold and tired men managed to climb into the boats, the submarine that had torpedoed them reappeared. She was the U-71, commanded by Oberleutnant zur See Ernst Steindorff, who had assumed command of the U-boat on Sept. 14. Although the U-71 had torpedoed and sunk the 2,800-ton American merchantman ORLEANS on July 3, the USS ALCEDO had the unfortunate distinction of becoming the first American warship to be sunk in enemy action in World War I.

Unsure of the U-boat's intentions, the ALCEDO's officers, including Lt. Cmdr. Conn, all shed their jackets in an effort to look more like enlisted personnel. As the submarine drew closer, Conn could see five or six crewmen on the U-boat's deck, manning machine guns and pointing them at the ALCEDO's boats. An officer on the sub called out in French, asking if the ship and crew were French. "No,"



The ALCEDO is seen here picking up survivors from the torpedoed merchantman SS ANTILLES on Oct. 17, 1917.



ALCEDO (seen here in the foreground) and the WAKIVA II rescued survivors from the torpedoed SS FINLAND (still afloat in the distance) on Oct. 28, 1917.



The U-71, commanded by Lt. j.g. Ernst Steindorff, torpedoed the ALCEDO in the early morning hours of Nov. 5 from a distance of about 500 yards.

came the response. The German officer then switched to flawless English and inquired whether the torpedoed crew were English.

"No, we are Americans."

Their interrogator asked the name of the ship, where the convoy was bound, and her cargo and tonnage. While the name of the ship was given truthfully, the men lied about their destination and the tonnage of their small ship, telling the Germans that they were bound for New York, empty of cargo, and that the ALCEDO had displaced 14,000 tons. Satisfied, the U-boat motored away on the surface before submerging.

The survivors of the ALCEDO searched the debris field for another hour, looking for additional survivors. Finding none, they turned toward the coast of France and began the arduous task of rowing. All hands took turns at the oars, the officers included. Conn was convinced that the exercise spared the men from succumbing to the cold. Their compasses had gone in the water when the lifeboats had been overturned, and every man's watch had stopped when the men had gone into the water. Conn navigated by the stars and then steered toward the sun as it came up.

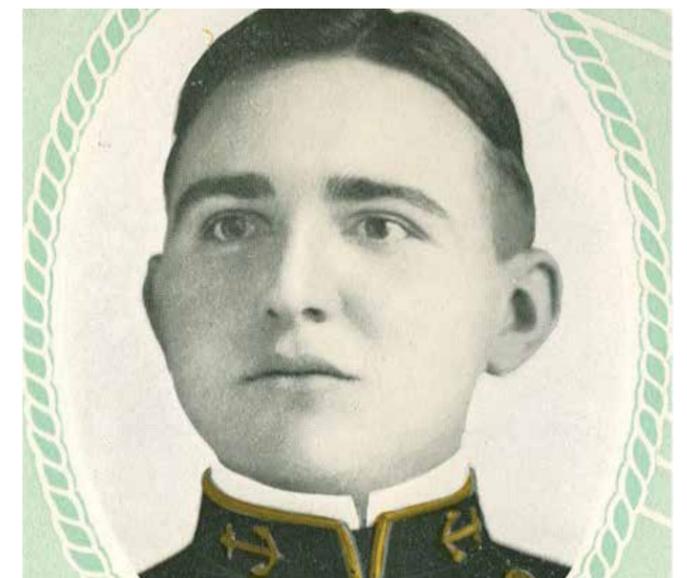
Sometime in the early afternoon, the men sighted a lighthouse. Later, the land itself could be seen. As the boats approached the coast, two French aircraft flew overhead and sighted the survivors. Soon thereafter, a French torpedo boat was diverted to their position and took the men on board. Although none of the Frenchmen could speak English, they made the Americans welcome with what little necessities they could afford them. Conn recalled, "No millionaire's yacht was ever as comfortable as this French torpedo boat was to us." The French transported the American sailors to their homeport. Arriving around midnight, the surviving crew of the ALCEDO were greeted by doctors and ambulances and offered hot drinks and blankets. The men shed their wet uniforms and gratefully went to bed.

The ALCEDO was the first U.S. Navy ship lost in World War I. Casualties included one officer and 20 enlisted men killed, but thanks to the fast action of her commanding officer and the cool action of her well-trained crew, the majority of her officers and crew were saved. Members of her crew were assigned to other ships, and Lt. Cmdr. Conn was assigned to recruiting duty in New York.

Alabama native Lt. j.g. John Melvin was recognized as the first U.S. Navy officer to be killed in World War I, and the Navy would later honor his memory by naming two destroyers for him, the CLEMSON-class USS MELVIN (DD-335), which saw service from 1921 until 1930, and the FLETCHER-class USS MELVIN (DD-680), which saw action in the Pacific in World War II and was recommissioned for service during the Korean War.



The ALCEDO sank in about four minutes, the first U.S. Navy ship lost in combat in World War I.



Seaman Robert McCray (middle) was one of 20 enlisted personnel killed in the attack. Lt. j.g. John T. Melvin (bottom) was the only officer lost in the engagement.

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PRAIA-MOLE	Grieg Star Shipping Westfal-Larsen Shipping Grieg Star Shipping	Monthly Monthly Monthly	Westfal Larsen/Inchcape Grieg Star Grieg Star
RIO DE JANEIRO SANTOS	Grieg Star Shipping Westfal-Larsen Shipping Gearbulk Grieg Star Shipping	Monthly Monthly Bi-Monthly Monthly	Grieg Star Westfal Larsen/Inchcape Inchcape Grieg Star
CANARY ISLANDS LAS PALMAS TENERIFE	Spliethoff Spliethoff	Monthly Monthly	Page & Jones Inc. Page & Jones Inc.
CAYMAN ISLANDS GEORGETOWN	MCW Shipping	Bi-Weekly	Bulk Shipping
CHILE ARICA LIRQUEN SAN ANTONIO	Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Monthly Monthly Monthly	Grieg Star Grieg Star Grieg Star
CHINA DAGANG QINGDAO SHANGHAI	Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Monthly Monthly Monthly	Grieg Star Grieg Star Grieg Star
COLOMBIA BARRANQUILLA CARTAGENA SANTA MARTA	TBS Shipping TBS Shipping Dan-Gulf Shipping	Monthly Monthly Bi-Monthly	Seacliff Agency Seacliff Agency Lott Ship Agency

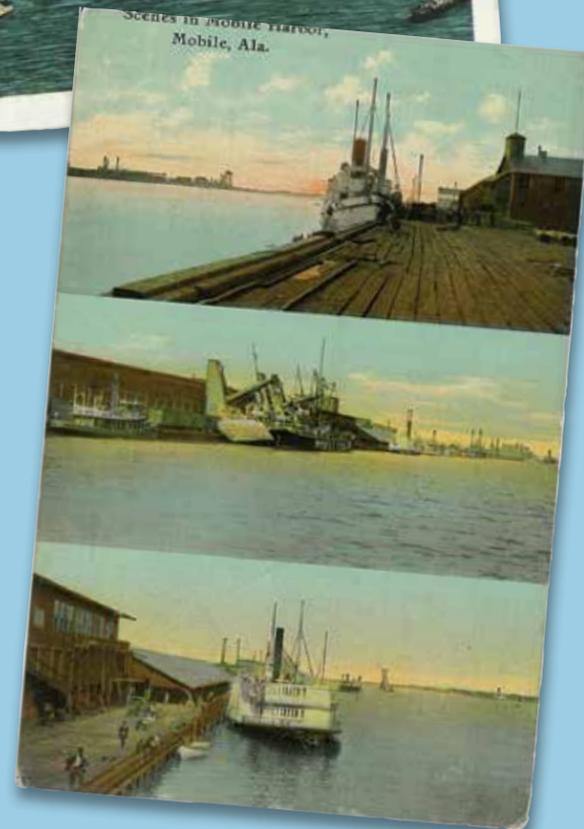
CURAÇAO WILLENSTAD	C.I.C.	Monthly	Seacliff Agencies
DOMINICA ROSEAUO	C.I.C.	Monthly	Seacliff Agencies
DOMINICAN REPUBLIC RIO HAINA	C.I.C. Caribbean Forest Carriers	Monthly Inducement	Seacliff Agencies Transmarine Alabama LLC
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EGYPT ALEXANDRIA	Nordana	Inducement	Biehl & Company
ENGLAND TILBURY	Grieg Star Shipping	Bi-Monthly	Nord-Sud Shipping
FRANCE BOULOGNE SETE	Grieg Star Shipping Grieg Star Shipping	Monthly Bi-Monthly	Nord-Sud Shipping Nord-Sud Shipping
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ITALY GENOA LIVORNO MONFALCONE NAPLES SAVONA	Nordana Nordana Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Inducement Inducement Monthly Monthly Monthly Monthly	Biehl & Company Biehl & Company Nord-Sud Shipping Nord-Sud Shipping Nord-Sud Shipping Nord-Sud Shipping
JAMAICA KINGSTON	C.I.C. Caribbean Forest Carriers	Bi-Weekly Inducement	Seacliff Agencies Transmarine Alabama LLC
JAPAN IYOMISHIMA MISHIMA-KAWANOE NIIGATA	Saga Forest Carriers Grieg Star Shipping Saga Forest Carriers Grieg Star Shipping	Inducement Monthly Inducement Monthly	Biehl & Company Nord-Sud Shipping Biehl & Company Grieg Star
SHIMIZU TAGONOURA TOKYO	Grieg Star Shipping Saga Forest Carriers Saga Forest Carriers	Monthly Inducement Inducement	Nord-Sud Shipping Biehl & Company Biehl & Company
KOREA INCHON KUNSAN MASAN ONSAN	Saga Forest Carriers Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping Grieg Star Shipping	Inducement Monthly Monthly Monthly Monthly	Biehl & Company Nord-Sud Shipping Nord-Sud Shipping Nord-Sud Shipping Grieg Star
LEBANON BEIRUT	Nordana	Inducement	Biehl & Company
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SPAIN ALGECIRAS/PALAMOS BARCELONA	Spliethoff Nordana Spliethoff	Monthly Inducement Monthly	Page & Jones Inc. Biehl & Company Page & Jones Inc.
BILBOA CADIZ GANDIA MOTRIL PALMA DE MALLORCA VIGO VALENCIA	Spliethoff Spliethoff Spliethoff Spliethoff Grieg Star Shipping Spliethoff Spliethoff Nordana	Monthly Monthly Monthly Monthly Monthly Monthly Monthly Inducement	Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Page & Jones Inc. Nord-Sud Shipping Page & Jones Inc. Page & Jones Inc. Biehl & Company
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TURKEY ISTANBUL IZMIR MERSIN	Nordana Nordana Nordana	Inducement Inducement Inducement	Biehl & Company Biehl & Company Biehl & Company
VENEZUELA GUANTA MARACAIBO	Dan-Gulf Shipping Dan-Gulf Shipping	Bi-Weekly Bi-Weekly	Lott Ship Agency Lott Ship Agency

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