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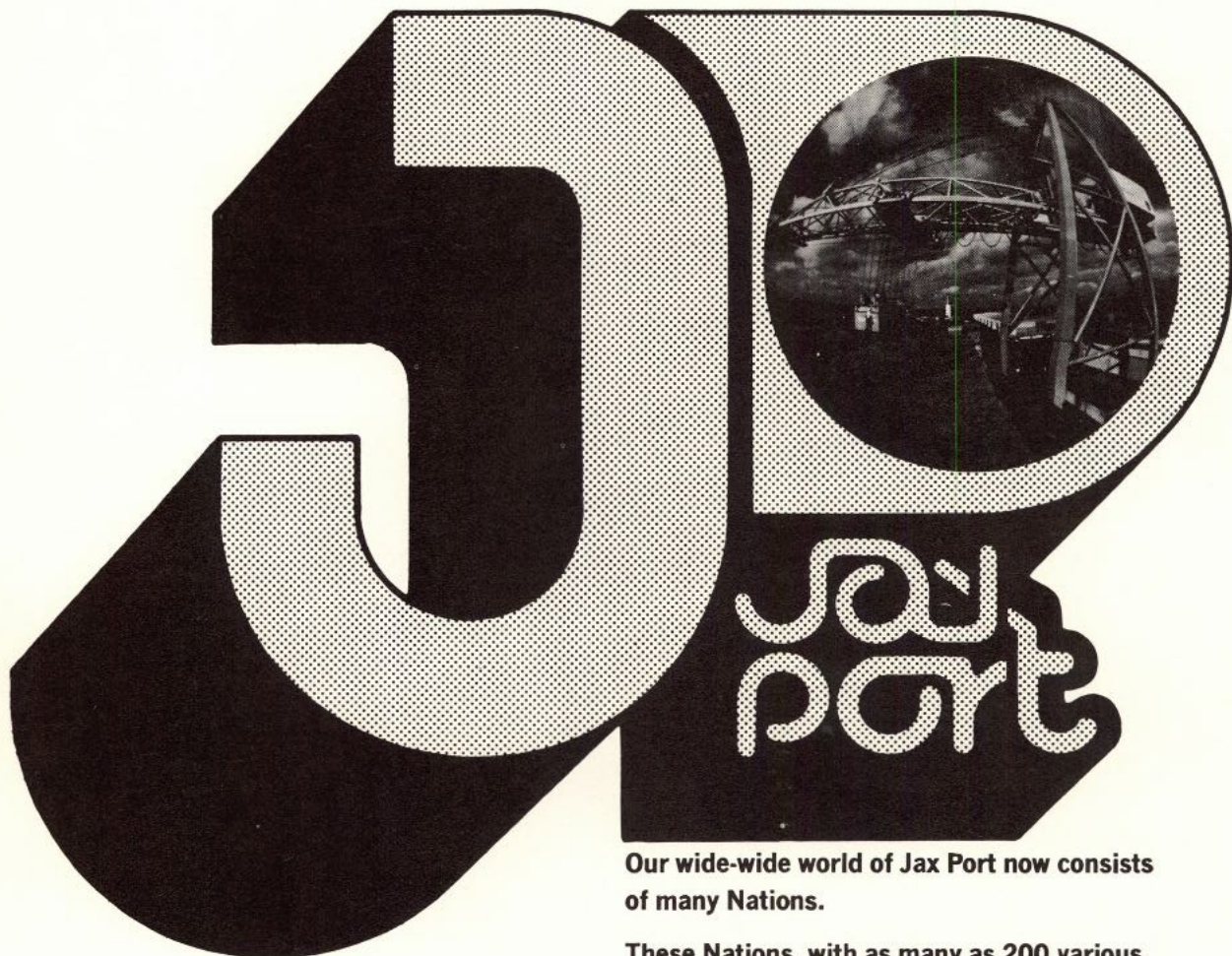
Florida's Journal of Commerce

# American Shipper



**A Southern View on Transportation Companies**  
*Cargo Space Begins to Loosen Up*  
**One Refinery Project is Dead; Two More in Doubt**  
*Cooling the Controversy over Port Maintenance*

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A Southern View on Transportation Companies  
 Cargo Space Begins to Loosen Up  
 One Refinery Project is Dead; Two More in Doubt  
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**COVER PHOTO**

Newest SL-18 class container-ship "Sea-Land Producer" loads at Jacksonville's Talleyrand Docks October 2, inaugurating direct service to Rotterdam in connection with Sea-Land's Gulf/Northern Europe service. (Photo by Aero-Pic).

We invite your comments and suggestions. Letters should be addressed to: Editor, American Shipper, P. O. Box 4728, Jacksonville, Florida 32201.

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**American Shipper**

Vol. 16 No. 11

November 1974



**ARTICLES:**

**Puerto Rico Cuts Back on Sailings** 2  
*Just as it promised, Puerto Rico Maritime Shipping Authority has reduced the number of sailings to the island, hoping thereby to save money and cut rates. Service is now in business, with everything looking almost the same except for fewer sailings. Miami service was dropped, as were Seatrain ships out of Charleston. PRMSA scheduled a sailing every 5½ days from Jacksonville, Charleston & San Juan.*

**The Shift from Downtown Tampa** 2  
*Tampa Port Authority signs leases with two private terminal operators (Eller and Luckenbach) to get things going at the new Holland Terminals owned by TPA. The two firms will continue operating in downtown area for about 2 years while facilities are completed.*

**Barber Blue Sea Gives Miami its Best Deal** 4  
*New joint service allocates 12 ships to Far East/South Atlantic service and Miami ends up with almost weekly service, direct from Yokohama. Tampa also gets improved service. Outward cargoes will be lifted at Charleston.*

**Time to End an Ancient Feud Between Carriers** 6  
*A spokesman for Southern Railway appears before bargemen at National Waterways Conference and states the case for rail entry into barge field. No one expected agreement, but his views were remarkably similar to those of NWC on many points.*

**Cargo Space has Loosened Up for Uncle Sam** 10  
*For a while, the Agriculture Department had to scramble like everyone else to find space for its huge shipments under P.L. 140. Things have changed during the past few months.*

**Florida Refinery Projects: 1 Down, 2 to Go** 12  
*Jacksonville project is dropped for lack of crude oil supply, but another firm looks at the same site after voters of Manatee County fail to hang out a big "Welcome" sign. Fort Pierce project of Ashland Oil still has smooth sailing.*

**Calm Restored to Florida Waters** 14  
*After 4 years of controversy, Florida state officials and its port directors seem to have reached a compromise on how to proceed in the future. One official believes Governor Askew gave orders to "Cool It". All agree to seek "least objectionable" solutions in the future and proceed from there.*

**Port Everglades Outlines its Cruise Offerings** 16  
*A summary of lines which will be operating this season.*

**United States Lines Adds Charleston/Europe Service** 17

**LASH Ships Show Up All at Once** 20

**Southeastern Sailing Schedules** 30

# Puerto Rico Finally Gets Its Own Fleet of Container & Ro-Ro Ships; Outward Signs of Change are Few

**South Atlantic served by two former Sea-Land ships calling Charleston, Jacksonville and San Juan every 5½ days. Miami service dropped. Cargo to Caribbean now relayed over Port Elizabeth instead of San Juan.**

Puerto Rico Maritime Shipping Authority got its steamship business in operation during October and it appeared there will be no turning back despite a few lingering protests before regulatory agencies.

In a formal ruling October 15, the Federal Maritime Commission said:

"While the grievances of the protesters in this proceeding may be resolved in other proceedings, the effects on the economy of Puerto Rico of a stoppage of shipping would be disastrous as Puerto Rico is entirely dependent on ocean transportation."

"The fifth largest market of U. S. products would be virtually closed out during the shipping interruption." FMC added. "Failure to maintain ocean carriage to Puerto Rico would seriously damage the Puerto Rican economy, the welfare of the people of Puerto Rico and the commerce of the United States. In short, shipping is the life blood of the island of Puerto Rico and must be maintained."

The following day Sea-Land Service announced discontinuance of the temporary Puerto Rican service from East and Gulf Coast ports which it maintained in its own name after sale and charter of its Puerto Rican service ships and trailer equipment to PRMSA on September 30.

**The Changes.** While regulatory agencies, management, lawyers and practitioners worry about formalities, ships continue to operate and shippers in the Southeast will notice a few changes. These are:

- **Every 5½-day sailings** to and from Charleston, Jacksonville and San Juan by former Sea-Land ships SS Brooklyn and SS New Orleans, each with a capacity for 360 containers.

- **Discontinuance at Charleston** of service by Seatrain ships.

- **Discontinuance at Miami** of Sea-Land service to Puerto Rico.

- **Re-routing** of Sea-Land service to other points in the Caribbean by relay at

Port Elizabeth, New Jersey, in lieu of San Juan, Puerto Rico.

- **Ships calling at Jacksonville** will begin utilizing Jacksonville Port

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## Eller & Luckenbach Firms Sign Leases with Tampa Port Authority

**Will Move from downtown areas to new Spessard Holland Terminal developed by authority on East Tampa Bay. Join Uiterwyk in area. Terms of agreements.**

The Port of Tampa celebrated National Port Week with the dedication of three new berths at the Spessard Holland Terminal and two weeks later leases with Luckenbach Steamship Company and Eller & Company for facilities there.

Tampa Port Authority October 10 approved the two leases for land adjacent to the recently-completed general cargo wharves on the East Bay channel and turning basin.

The leasees, Luckenbach and Eller, presently operate privately-owned terminals.

Both companies, which are also stevedores and ship agents, made the determination to sign leases with the port authority after lengthy negotiations.

The leases will become effective November 1, 1974; however, the companies will remain at their present sites for the time being because both have leases on their present sites extending to 1976.

Though both plan to handle cargo over the new wharves, they will not be fully operational at the new sites until transit sheds are constructed. These facilities are expected to be completed by the time their present leases run out.

Guy N. Verger, Tampa Port Authority director, said the new leases represent a milestone in development of the Port of Tampa. He pointed out the port authority has been working for years toward moving general cargo operations from the congested downtown area of

Authority's Blount Island Terminal in lieu of the Sea-Land terminal along Talleyrand Avenue about November 15.

Otherwise operations are proceeding very much as they were in the past. Sea-Land Service personnel in the same offices and using the same telephone numbers will continue to deal directly with customers until all details of the new operations can be worked out.

A transition period of no more than 30 days has been allowed by the Federal Maritime Commission, during which time the service will be maintained under an interim operational arrangement approved by FMC October 15.

the city to the newly-developed port lands. The new area is easily accessible and the new wharves have aprons 100 ft. in width, which give the port container capability which was limited in the past.

**Luckenbach.** The Luckenbach lease provides for a minimum guarantee to the authority of \$170,000 per year in wharfage, dockage and sheddage applied on approximately 15 acres of paved land behind the 600-ft. berth.

The company will have preferential berthing rights on a 72-hour notice to the port authority. Land rental is \$2,000 per acre, but this will not be applied to the minimum guarantee the first 18 months of the lease.

Luckenbach has agreed to pay for the paving at a rate of \$8,000 per year until the cost of \$122,000 is paid out. The company also has the right of first refusal on an additional eight acres of adjacent land and the right of first refusal for preferential berthing rights on an additional 600-ft. berth to be constructed by the authority at a time of the authority's option.

The lease is for 15 years with two 5-year options with a 10% escalation and provides that Luckenbach will construct a 50,000 sq. ft. transit shed at its own expense. Construction is tentatively set to commence May 1, 1975.

**Eller.** The lease with Eller also carries a minimum guarantee of \$170,000 a year, to which wharfage, sheddage and dockage apply. Payment of the minimum guarantee begins on completion of an additional berth which may be built by the port authority. The land is approximately nine acres, for which the company will pay an additional \$2,000 per acre per year. Only land rental will



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be paid until the new berth is completed. For the present, Eller will use the 12,000 ft. of public berth on a reservation basis. Uiterwyk Cold Storage Corp., a prior tenant, has preferential berthing rights.

An additional 600-ft. berth adjacent to the leased land may be built at the option of the port authority, and Eller will have preferential berthing rights. Eller will be required to construct a transit shed at its own expense when the new berth is constructed. The company also has the right of first refusal on an additional ten acres of land.

At the present time, Eller is leasing what was formerly Gulf Florida

Terminal on Ybor Channel and operating it as Ellerco Terminal.

**Harrington.** The Tampa Port Authority has also taken under consideration after a public hearing the application of Harrington & Company for a stevedore and terminal operators license in the port of Tampa. Harrington operates as a stevedore, terminal operator and agent in the ports of Miami, Port Everglades, Jacksonville, Savannah and Wilmington, N. C.

The company has had an agency office in Tampa which was opened earlier this year. A determination on the application will probably not be made until December, Verger stated.

charge.

**30 Ships.** Barber Blue Sea Line's Far East/U. S. South Atlantic service is only a portion of the overall BBS joint service which involves a fleet of about 30 break bulk and combination-container ships operating on all four coasts of the United States, Canada, the Caribbean and Far East. Service is being provided over a total of seven specific trade routes.

The new partnership involves substantial contributions of tonnage from Wilh Wilhelmsen based in Oslo, Norway, the Ocean Transport and Trading Group based at Liverpool, England, and the Brostrom Group based at Gothenburg, Sweden. The Wilh. Wilhelmsen ships formerly sailed for Barber Lines. Ocean Transport and Trading and the Brostrom Group had previously operated Blue Sea Line as a joint service using vessels from both groups.

Three basic types of ships will be used in the Far East/South Atlantic operation.

Largest are Brostrom's combo types ("Tamara," "Nagara" and "Monsoon") built in 1972-73 for use by Blue Sea Line and Atlantrafik Express. They have 40-ton cranes and are equipped to transport reefer containers.

The next largest are the 14,500 deadweight ton, 20-knot Scandia-type ships which had been used by Barber. Their names start with the letter "T". Each of these has approximately 600,000 cubic feet bale capacity and carries 220 containers (20-ft. equivalents). The Scandia ships also have derrick cranes with a capacity to lift 200 tons each, deep tanks and reefer chambers.

The other ships are Priam-type vessels (with names starting with the letter "P") drawn from Blue Sea service. Each of these ships has a speed of 21-knots and is rated at 11,300 deadweight tons. They have 650,000 cubic feet bale capacity and carry 120 containers (20-ft. units). These ships have 60-ton capacity derrick cranes, deep tanks and reefer chambers.

**Outbound.** Outbound to the Far East, Charleston is last port of call on the Atlantic. The Barber Blue Sea Line ships sail from there to Panama, Los Angeles and San Francisco, proceeding direct to Manila, where they arrive approximately 32 days after the departure from Charleston.

From Manila, the vessels go to Hong Kong, Bangkok (alternative voyages), Singapore, Port Kelang, Penang and Belawan before commencing their voyage back toward the United States via Hong Kong, Korea and Japan.

Port agents in the Southeast are Harrington & Company at Miami, Tampa, Jacksonville and Savannah; and Carolina Shipping Company at Charleston.

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## **STARTS MID-NOVEMBER**

# **Barber Blue Sea Joint Service Will Give Florida Almost Weekly Service From Far East; 18-Days from Japan**

**Miami gets most frequent service. Outward service concentrated on Charleston. 12 ships assigned to South Atlantic are only part of total fleet of 30 ships contributed to joint service by three major European owners.**

Barber Blue Sea Line joint service to and from the Far East will get underway in mid-November with sailing of the first eastbound ship out of Hong Kong November 20 and the first westbound ship out of New Orleans November 16.

The joint service, utilizing vessels of three major European owners, will bring about significant changes in the South Atlantic shipping service formerly provided by Blue Sea Lines alone.

**Florida.** Miami and Tampa will receive substantial additional inward service—giving Florida the equivalent of weekly service 18-21 days out of Yokohama.

Outward service from the South Atlantic to Southeast Asia will be concentrated at Charleston, with an average of two ships per month.

Barber Blue Sea Line service is managed by Barber Lines in Oslo with Barber Line, Inc. of New York serving as general agent in the United States. Harrington & Company is agent at Miami, Tampa and Jacksonville.

Twelve ships are being utilized in service to the South Atlantic. Most of the ships make the round-trip voyage on 90-day schedules. This assures an arrival almost every week in the South Atlantic,

though Miami is the only single port approaching this frequency of service. New York also receives weekly calls.

Fastest ships in the joint service to the Southeast are the 23-knot Blue Sea Line combination carriers M/S Tamara, M/S Nagara, and M/S Monsoon. These ships are rated at 20,000 tons deadweight each and have a capacity of 900 containers (20-ft. equivalent) in addition to break bulk and heavy lift cargo.

**Itineraries.** After working at Hong Kong November 20, the "Tamara" will sail to Formosa and Japan, departing Yokohama December 3 and arriving Miami 18 days later on December 21.

After departing Miami, "Tamara" will sail to Savannah, Wilmington, N. C., Boston, St. John, Baltimore and Philadelphia to complete discharge.

"Tamara," "Nagara" and "Monsoon" always return to the Southeast via Australia in the Atlantrafik Express Service.

Miami is first port of call after Yokohama for all the Barber Blue Sea Line ships during the next quarter except the four designated to make Tampa their first port and one vessel tentatively scheduled to proceed directly to New York.

Generally speaking, ships calling at Tampa will proceed from there to Jacksonville, Charleston, Baltimore and New York.

Other vessels making their first port at Miami proceed to Savannah, Wilmington, N. C., and New York to dis-

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# "Ancient Feud" Between Railroads And Barge Lines Cools Down as Groups Air Present Thinking at Memphis

**Railroad given opportunity to state its case, which agrees in many respects to policy of barge men. But no one expects immediate agreement on crucial matters of rates, and ownership of tugs which move tows on the inland rivers and canals.**

The "era of ancient feuds between railroads and barge lines" seemed to be coming to an end when a spokesman for Southern Railway System appeared at the annual meeting of the National Waterways Conference in Memphis and presented Southern's views on organization of "total transportation" companies.

Few, if any, of the barge men present agreed with all that Frank L. Barton, assistant to Southern Railway President W. Graham Claytor, had to say, but the fact he was on the NWC program was a signal of change.

All were struck by the fact that many Barton statements echoed views expressed the day before by retiring NWC President William J. Hull, a vice president of Ashland Oil.

The leading point of difference between Hull and Barton is the crucial issue: "Who will command the tugboats moving on the nation's waterways?"

Hull's viewpoint, held by most of the waterway industry, is that railroad men should stick to rail tracks and barge men should stick to the water, and that the federal government should require greater cooperation on the part of railroads in publishing joint rates.

**Test Case.** The Southern Railway view, which has already won approval of the ICC and will be tested in the courts, supports the organization of "transportation companies" in which single corporate entities are permitted to operate in all modes — rail, water, highway, air and/or pipeline.

Barton contends barge men no longer have to fear the vast economic resources of railroads, stating that many truck and barge lines are better off financially than the rails. His view leaves open the possibility that railroads contract with barge lines to move their freight on the water in the same manner that ocean steamship lines now contract with the railroads and some truck lines engage the railroads to haul their trailers.



Barton

In his annual address to the conference, Hull predicted water will be the "limiting factor" in meeting future energy needs unless steps are taken immediately to assure adequate water supply as needed in processes for converting coal to gas and oil and adequate waterborne transportation to facilitate a substantial increase in the transportation of coal.

**Feud Must End.** "The era of ancient feuds between railroads and barge lines must end," Hull said.

"The nation is no longer faced with an either/or situation with respect to the movement of bulk commodities. We will need every gondola, every hopper car, and every barge and towboat for which we can muster the steel and capital to put into service in the coming years if we are to solve the grave problems which confront us with respect to energy and materials production and distribution."

Hull predicted a sharp increase in the cooperative rail/barge movement of coal and said that the new demands facing transportation should prompt the 500-member National Waterways Conference to "recast our message in support of toll-free waterways. Our previous effort has been directed mainly to a demonstration of the dislocative effects and the damage to existing investments which would result from so drastic a change in long-established national policy. Now, this historic policy

assumes a greatly heightened importance, for the facts are — and it is incumbent upon us to assemble and present them — that tolls would jeopardize the ability of the transportation sector to provide energy transportation services upon which the entire national economy will depend."

The following day, Barton echoed many of these thoughts, saying "it has long been Southern Railway's belief that the future of transportation lies in intermodalism — and that intermodalism itself can serve as a spur to economic development."

He, too, cited the current energy crisis as an incentive to cooperation. "Now perhaps others will join us in this belief. This could well be an unexpected benefit from the energy crisis. It should have taught us that we cannot afford to squander our scarce energy resources."

National transportation policies in the past "have worked against the development of intermodal transportation," Barton said. "But — by combining the advantages of each form of transportation — intermodalism is a way to use all our transportation resources most efficiently."

Addressing what many would consider a hostile audience, Barton set down Southern Railway's views carefully, acknowledging differences of opinion where they exist. He said:

"The benefits of intermodal transportation are many: efficiency, speed, economy, flexibility. The (Mississippi Valley region) stands to benefit more from the development of intermodal transportation than just about any other part of the United States.

"This part of the country is unique. It has it all: an excellent system of well-developed highways; superior civil aviation facilities; progressive and prosperous railroads; and, on top of all that, one of the most far-reaching inland waterway systems in the world.

"The potential for combining these services is unlimited. Not just for the benefit of the carriers. But rather for the benefit of the users who could have almost unequalled access to custom-tailored services that take advantage of each of these modes. . . .

**Differences.** "Needless to say, there seems to be a difference of opinion on this point," Barton continued.

"Railroads — and particularly Southern — believe that the future of intermodal transportation lies in development of total transportation companies — single companies that offer the full range of transportation services under one ownership.

"Other forms of transportation are less than enthusiastic over that idea. In fact, for about 40 years they've been able to



just about stymie its development through laws that make it almost impossible to develop a truly intermodal company.

"In the past, there may have been a need for these laws. Perhaps once it was true that 'the rich, powerful railroads' could have used their financial resources to dominate the intermodal field.

"But this hasn't been true for years. The 'rich, powerful railroads' aren't particularly rich — or powerful — anymore. Not even Southern earns as much return on investment as the average motor carrier.

"The fact is, there is no longer any basis for fears that railroads would dominate any intermodal competition and use their 'vast' resources to drive competitors out of business.

"Competition would still exist. But it would be competition of the most productive kind: competition between separate companies, each offering the customer a total range of transportation services.

**Money.** "Nor should it be assumed that these companies would be dominated by the railroad component. Major motor and water carriers possess the resources to become the initiator of a total transportation company," Barton said.

"This unreasoning fear of railroad domination is a legacy of the past. We need to move beyond that—from an era of confrontation to a period of cooperation.

"There is no reason why we cannot cooperate. Ultimately the fate of one form of transportation could well be the fate of every other mode. The mode that unfairly stands in the way of another mode's development cannot complain when that mode later returns the favor. In the long run, both will lose. And so will the country.

"No one can deny that we have exhibited that type of shortsighted attitude in the past years. But I believe it is changing — for the better."

Southern does not oppose improvements to the inland waterway system. Barton testified before an Army Corps of Engineers hearing concerning improvements to the Black Warrior-Tombigbee in March of this year and affirmed that Southern did not oppose such improvements.

"It has been pointed out that our inland waterways are under-utilized. Energy studies indicate that barge transportation is extremely efficient. Therefore, we believe it is only logical that the country continue to make improvements to its system of inland waterways," he said.

**Open To Railroads.** "We do believe, however, that these improved waterways ought to be open on equal terms to all taxpaying citizens of the

United States.

"This is only fair. The taxes of all Americans — including railroads — pay for these improvements, since there are no user charges on these facilities. To deny railroads the right to use facilities their taxes help build constitutes discrimination of the rankest sort. Especially since railroad competitors have no such restriction placed on their activities.

"It does more than that, however. It also retards the development of intermodal transportation. Only a company engaged in water transportation can have a commitment to it. And only a company engaged in rail transportation can have a commitment to it. For there to be a commitment to both forms of

transportation and their most efficient use, a company must be permitted to engage in both.

**Bright Future.** "Southern sees a bright future for water carriers. And we would like to be a part of it. So we have not objected to federal aid for the inland water system," Barton continued.

"Nor have we objected to other actions to improve our system of water carriage. Remember the battles over the barge-mixing rule? Southern did not oppose the efforts of those who sought to amend the rule by permitting the unlimited mixing of regulated and unregulated commodities in a single tow. It is more efficient. We agree. And it moves in the direction we would like to see all of transportation move.

"Deregulation. That really is what the

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mixing rule was all about. The limit placed on mixing regulated and unregulated commodities was itself an example of government regulation.

"And like all too many government regulations, it had the effect of preserving inefficiencies. Barges could not operate at peak efficiency or economy. The change in that rule permits greater efficiency.

"What is good for barges in this case is good for other modes of transportation. If over-regulation promotes inefficient use of water transport resources, so does it promote inefficient use of rail, motor and air transportation.

"I'm not advocating total deregulation, or anything close to it. Although, it is

interesting to note that the least regulated form of transportation is the water carrier, that its average rates are the lowest of all forms and that its average return on investment is among the highest."

**Abandonments.** "One area where railroads are especially burdened is in the field of abandonments," Barton said. Railroads can be — and are — forced to continue operations over trackage which loses large sums of money. Generally speaking, substitute truck service could serve the same area and make money doing it. There can be no justification in requiring railroads to operate these lines. And no other form of transportation would be hurt if this regulatory burden

were eased.

"Pricing is another area where railroads would like some easing of current restrictions. This is controversial, and I am aware of that. However, even here there may well be room for cooperation.

"Certainly there should be little objection from competitors to permitting railroads greater freedom to raise rates to cover cost increases. Barge lines can already do this on most commodities, since they are largely unregulated. Nor, really, is there much to fear from permitting railroads greater latitude in reducing rates to levels no lower than out-of-pocket costs.

"There have been few attempts in recent years to cut railroad rates. Inflation has made that difficult or impossible. The pressure is largely upward. And given the general economic state of railroads today—and their need to greatly increase earnings in order to meet their huge capital requirements — this is likely to continue. And it probably would even if inflation were brought under control tomorrow.

"The potential for cooperation — or at least non-opposition — in these areas is present."

"Initially, of course, we will have to do this under our present separate corporate structures. And we may discover that to be the way to bring about intermodal transportation.

"Or we may all come to Southern's conclusion. That intermodal transportation can best be brought about through total transportation companies.

"In either case, however, we will have an intermodal transportation system."

(Two days before the NWC meeting in Memphis, Sen. Vance Hartke (D-Ind.) and Sen. Lowell D. Weicker (R-Conn.) introduced legislation in Congress to establish a national railroad track system to be operated by a government corporation. Railroads would convey their tracks to the new corporation, which would then maintain the trackage to standards assuring safe and efficient rail service.

(Participating railroads would pay a user charge of \$1 per 1,000 gross ton miles of locomotive and train operation.

(Railroad rehabilitation would be financed by a 1% tax on the amount paid for all transportation of freight by rail, motor vehicles, or water. The railroad rehabilitation tax would also be paid by private carriers of freight, based on the total expenses of private carriage, including labor, fuel, maintenance and depreciation. The bill (S-4012) is entitled the "Railroad Revenue Act of 1974." A companion bill has been introduced in the House.

(Neither spokesman commented on the Hartke-Weicker bill during the NWC meeting.)


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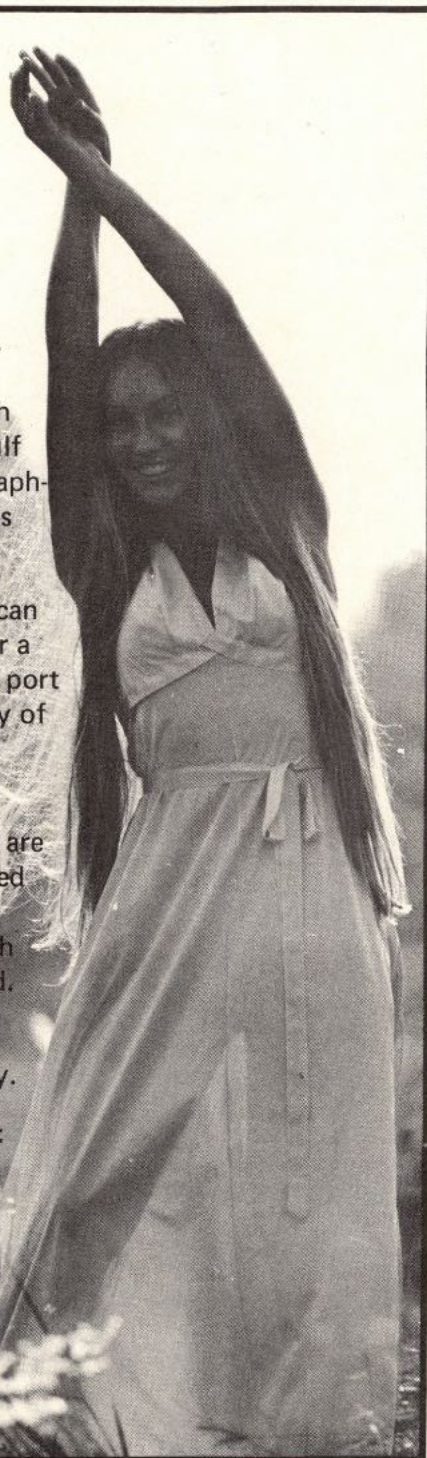
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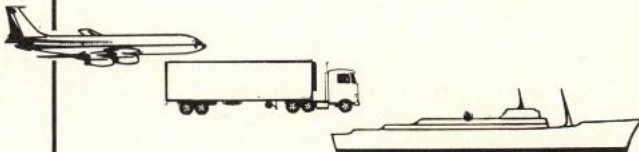
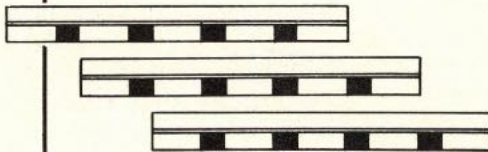
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# Cargo Space Has "Loosened Up" For Uncle Sam, But He Sometimes Faces Same Problem as Small Shipper

**P.L. 480 Aid cargoes have generated almost \$500-Million of freight revenues for ships since the original bill was enacted.**

It's no secret that the federal government is probably the world's largest shipper. It makes extensive use of all of the nation's transportation modes to move goods and supplies within the United States and overseas. Some cargo is moved on government owned and operated equipment but a large portion of it is offered to private commercial carriers.

The government competes head-to-head with private industry for available cargo space is on the ocean trade routes. And one specific example is the movement of food resources which Americans share with friendly countries and needy people under the provisions of Title II of Public Law 480 (P.L.-480).

Administered jointly by the U. S. Department of Agriculture and the Agency for International Development, the 20-year-old law has made it possible to ship better than 14 million metric tons of food assistance to needy people all over the world. Much, if not all, of that aid left American shores aboard ocean carriers competing not only for the P.L. 480 shipments but also for commercial cargoes from U. S. exporters.

In fiscal 1973 alone, the latest figures available from USDA, 2.07 million metric tons of Title II commodities were shipped to 97 countries, territories and dependencies. Shipments were down slightly from 2.5 million metric tons the year before.

**Freight Bill.** The ocean freight bill on those 2.07 million metric tons came to about \$57 million. Over the years, since P.L. 480, the Agricultural Trade Development and Assistance Act of 1954, was enacted, the U. S. has spent more than \$483 million to ship food aid donated through government-to-government programs.

Much, if not all, of the responsibility for booking ship space for Title II food donations falls on the Ocean Transportation Division in the Foreign Agricultural Service of the Department of Agriculture. One of the men close to the program for the past 12 years is H.

Edward Matthews, acting chief of the rate analysis and statistics branch.

**Administration.** As Matthews explains it, the administration of the Title II program is shared jointly by Agriculture and AID. AID is generally responsible for program operations, while USDA determines commodity availabilities, together with their volumes and values. AID and USDA participate jointly in the programming process through the Interagency Staff Committee for P.L. 480. With the exception of those commodities made available to voluntary agencies, USDA arranges ocean transportation of all Title II commodities.

Program proposals originate from the overseas staffs of U. S. non-profit voluntary agencies or from AID overseas mission, generally after a specific request by the recipient country. Program proposals submitted by voluntary agencies are coordinated at overseas posts with AID food-for-peace officers or other U. S. staff members designated for such responsibility.

Such assigned or designated U. S. foreign service staff members advise and assist voluntary agencies in program development and implementation. They also receive, analyze and comment on proposals for bilateral food grant assistance. U. S. overseas missions also coordinate and cooperate with the representatives of United Nations agencies, and analyze and comment on all food grant proposals as they relate to the host country's development objectives.

Based on these and other responsibilities and arrangements, AID in Washington coordinates the approval of programs through the Interagency Staff Committee, authorizes the implementation of approved programs and initiates the procedures which result in Title II commodities becoming available to cooperating sponsors and recipients. The program coordination process in Washington includes the Department of the Treasury, the Department of Commerce and the Office of Management and Budget.

The Ocean Transportation Division of USDA comes directly into the picture after AID enters into an agreement to supply food aid to a foreign recipient. At that point, the USDA contacts its com-

modity office in Minneapolis, Minn., or Prairie Village, Kan., which buys the commodity and positions it at the appropriate port for shipment.

**Booking Space.** Keeping in mind that under the cargo preference law at least 50 per cent must be transported aboard U. S.-flag ships if available, the Department then solicits bids from American-flag carriers on the route to be served, selecting the one that can provide "prompt service" at the best possible price. Some aid commodities do travel aboard foreign-flag vessels whenever U. S.-flag ships are not available, Matthews said, but most of the commodities shipped on liner vessels or on charters — about 80 per cent — are handled by the U. S. merchant marine.

The USDA goes into the marketplace to compete for ship space alongside the American exporter, Matthews said, but there is no "undercutting" of the commercial shipper. The department had the same trouble getting liner and charter space from the summer of 1973 until early this year as did U. S. commercial exporters. The department had to beg for space while ship operators apparently opted for better-paying cargoes.

**Loosens Up.** But things have "loosened up" since then, he said, with more bulk and liner space becoming available.

What might not be general knowledge is that USDA ships most Title II commodities aboard liner vessels. Some go in containers—about 10%— and others are bagged and palletized in breakbulk fashion. If USDA is faced with providing transportation for a large quantity of food aid to one particular area, it may decide to charter a vessel if it finds that route more economical and expeditious. Charters account for about 10% of transportation.

Bulk shipments present problems, the USDA finds, in that many of the developing nations which receive the commodities do not have the facilities to unload such carriers. The same problems emerge, in many instances, for container ships. Barge carriers, such as LASH and SEABEE, also are playing their part in the transportation of such foodstuffs.

In any event, Matthews said, the department is quite cognizant of its obligation to the U. S. merchant marine. Under USDA's bidding system, all U. S.-flag lines calling on the foreign port to be served get a crack at the cargo. If they turn it down and the department is forced to employ a foreign-flag line, it means only that no U. S.-flag ship is available. At any rate, Matthews believes the U. S. fleet must be satisfied: there are no complaints from the ship lines.

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# One Florida Refinery Project Dropped But Two Remain Alive; Hope Seen in Explorations Along Atlantic Seaboard

**Charter Oil project terminated for lack of supply. Belcher plan at Manatee lost by slim margin in public referendum. Tampa, Canaveral and Jacksonville seen as possible alternatives.**

Florida's three oil refinery projects and offshore terminal facilities took severe setbacks last month, one of the projects being terminated completely.

President Ford's announced policy to reduce U. S. oil imports and convert oil-powered electric generating plants to coal and nuclear fuel by 1980 caused developers to take a second look at the new import and refinery programs.

At mid-October, the state's three proposed refinery projects stood as follows:

- **Charter Oil**, at Jacksonville — The project was terminated due to inability to contract for a supply of crude oil.

- **Belcher Oil**, at Port Manatee — Manatee County voters have rejected the project by a slim margin of 723 votes out of 21,000 ballots cast, in a referendum vote which was advisory, but not binding. Belcher Oil Vice President Tom Sawyer of Miami began looking at alternate possibilities in Hillsborough County (Tampa), Brevard County (Port Canaveral) and at Jacksonville, where Charter had dropped its plans.

- **Ashland Oil**, at Fort Pierce — Project studies were moving ahead, but indications are the refinery may be stalled, with Ashland and its associate Nat Harrison Investments proceeding only with plans for development of the 15,000-acre tract which had been earmarked as site for the refinery and a city of 45,000 people.

**Hope Offshore.** One thing which may keep the projects alive, despite the temporary setbacks, is the prospect of locating oil fields off the South Atlantic coast between Hatteras and Canaveral.

During the past two years, U. S. Coast and Geodetic Survey has conducted extensive underwater survey work along the coast, a prerequisite to detailed charting, exploration, drilling and development.

In addition, during late September, the Department of Interior and the Institute Francais de Petrole (IFP) of France jointly announced a preliminary agreement to share in a geophysical survey of the 70,000-sq. mile area of the Blake Plateau which extends from off Cape Hatteras to the Bahamas. The plateau is located just offshore from the Continental Shelf with

water depths ranging from 1,500 to 3,000 feet.

The agreement calls for surveys to be conducted by the French research vessel "Florence."

**The Projects.** The Jacksonville project terminated by Charter Oil was a joint undertaking of Charter, Florida Gas Company of Winter Park, and Texas Gas Transmission Corporation of Owensboro, Kentucky. Charter Oil is a unit of the Charter Company of Jacksonville, headed by Raymond Mason.

The decision to drop the project was announced by Kenneth Lay, director of corporate development for Florida Gas, who said an option the three companies had taken on a 1,600 acre tract north of Blount Island would be allowed to lapse on November 1.

The Manatee County referendum was contested by a group of refinery advocates, but Belcher declined to participate in the challenge. Sawyer told **American Shipper** his company would not pursue the project without a clear indication of community support — something which was lacking in the very close vote.

Sawyer was contacted by neighboring Hillsborough County officials who indicated a refinery project could be located a short distance north of Port Manatee on the eastern shore of Tampa Bay. There is a serious question, however, whether Hillsborough County can assure adequate fresh water supplies. Manatee County County Commission Manatee County Commission several years ago took steps to assure bountiful fresh water reserves, creating a large county-owned reservoir.

would be a 200,000-barrel per day unit built at an estimated cost of \$173-million. To receive oil, the company proposed a fixed offshore terminal tower in 90 feet of water approximately 30 miles offshore in the Gulf. The terminal and a connecting 48-inch pipeline into Port Manatee would cost an estimated \$120-million.

The proposed Ashland Oil refinery at Fort Pierce would be a 250,000-barrel per day unit served by a monobuoy located 10 to 12 miles offshore in the Gulfstream. The project would be a joint undertaking of Ashland Oil and Nat Harrison Investments, a land development firm which had put together a 15,000 acre tract inland from Fort Pierce.

The project planned at Jacksonville by Charter, Florida Gas and Texas Gas Transmission would have converted

crude oil into synthetic natural gas and low sulphur fuel oil. The plan called for a refinery using approximately 150,000 barrels of crude oil per day to produce about 400-million cubic feet of synthetic gas and 50,000 barrels of low-sulphur fuel oil daily.

## Professor Believes South Atlantic Would Welcome a Superport

The nation's first Atlantic Coast superport may be located in the South Atlantic port region due to opposition to such ports further north, according to Dr. Paul D. Cribbins, professor of civil engineering, North Carolina State University.

He spoke at the annual fall meeting of the South Atlantic & Caribbean Ports Association in Morehead City, N. C., October 2.

"Because of the greater market demand of the Northeast and Middle Atlantic States, it is logical that the first superport should be near there," he said. "However, the South Atlantic States are more receptive to the idea of building an offshore facility near their coasts to handle the vast amounts of imported gas and oil that will be needed to help the United States meet its energy crisis."

At the same meeting, Dr. Kurt R. Stehling of the National Oceanic and Atmospheric Administration said transportation in the future could include use of dirigibles to carry cargo and passengers. "Airships filled with non-flammable helium could easily tie up at marine terminals to load heavy machinery and other bulky cargoes. The Germans have clearly demonstrated the feasibility of this transport method," he said.

**Officers.** C. E. Rhodes, traffic manager for International Paper Co., Georgetown, South Carolina, was elected president of the Association. E. A. Shaw, director of traffic, Jacksonville Port Authority, was chosen first vice president; George J. Nichols, comptroller, Georgia Ports Authority, second vice president; Walter Friederichs, North Carolina State Ports Authority port manager — Wilmington, third vice president. Nichols was also selected to serve as secretary/treasurer. Terms are for two years.

New directors elected to the board include Col. Franklyn Donahue, director of the Port of Palm Beach, Florida; Past President Charles McNeill, NCSA port manager — Morehead City; and Charles Marsh, director of trade development, South Carolina State Ports Authority. A director from Puerto Rico will be elected at the spring meeting to be held in Charleston.



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# Calm Restored to Florida Waters As Ports, State Officials Reach Agreement on New Permit Procedure

**After 4 years of controversy, Governor Askew appears to have given the word to his subordinates to eliminate the controversy and find a solution to environmental/economic issues. Port directors and staff-level officials work out new procedures. Trend seen in President Ford's decision.**

Calm has returned to Florida's maritime waters after a troublesome four-year period during which the shipping industry protested it was hamstrung by environmental legislation and bureaucratic delay no matter what it attempted.

A return to normalcy began last summer with revision of the 1970 Florida Oil Spill Act which had aroused the concern of shipping interests around the world and focused attention on Florida legislation. The water was further calmed October 2 at a meeting in Tallahassee of the state's port directors and heads of environmental agencies.

Florida was in the forefront of restrictive maritime legislation during the past few years and the change in attitude at Tallahassee reflects a national trend also supported by President Ford in his address on inflation October 8.

The action at Tallahassee was neatly summarized by one port director who said:

"It is obvious the Governor has had

enough of this — and told Jay Landers (Director of the Internal Improvement Trust Fund) to straighten it out."

Straighten it out, he did, as procedures were agreed upon to bring a halt to the frustrations which have plagued the maritime industry since 1970.

The meeting was put together by the Florida Ports Council, an organization representing Florida's deepsea port interests. The Ports had planned to ask for special handling of maintenance dredge permit requests and eliminate one thorn in their side. The ports wanted a procedure for routine approval of maintenance dredge permits so long as there is no change in area to be maintained or disposal method and area to be used.

As it developed, there was no need for the Council to state its request. The five state agency heads attending proposed this and other changes on their own initiative.

Recommendations from the state officials were:

- The Governor and Cabinet will be asked to adopt a resolution specifically ordering staff of permitting agencies to recognize the public interest involved in navigation and maintenance dredging work and to expedite handling of permit applications.

- The Department of Pollution Control

will prepare a checklist of basic data required on all projects so that "once it is prepared, it will not have to be repeated" by the applicant.

- Staffs offered to develop a system under which five-year permits can be authorized for maintenance projects so long as there is no change in the area to be maintained or disposal systems to be used.

"**Least Objectionable.**" Port authorities will be invited to meet with state environmental agencies in advance of filing permit applications in order that "the least objectionable" dredge and construction procedures can be agreed upon before an application is filed. This final recommendation, made by Landers, may eliminate much of the bitterness and frustrating delay port agencies encounter when they go to great trouble to prepare applications for work only to have the request encounter delays with various agencies requesting additional information, changes, or rejecting applications outright.

One serious thorn of contention was clarified when the agency heads pointed out that they, on a staff level, are required by law to give consideration only to environmental and ecological aspects of proposed work without regard to economic considerations. Although the legislation requires this from staffs, it gives board members of the Department of Pollution Control authority to consider economic benefits of the project and to balance these against the environmental costs.

Heads of the environmental agencies present said ports should do a more effective job of stating economic aspect



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of projects, and to give the Governor, Cabinet and members of the Department of Pollution Control Board a basis on which they could balance environmental costs with economic benefits and/or costs to reach a decision in the best interest of the entire state. Peter Baljet, director of the Department of Pollution Control which holds an absolute veto over all work even though it may have been approved by the Governor and the Cabinet, strongly recommended a revision of the basic law to clarify this point.

The meeting was presided over by John LaCapra, executive director of the Florida Ports Council. Capt. Robert Waldron of Miami is Council president.

State agency heads attending included Landers, director of the Internal Improvement Trust Fund; Earl Frye, director of the Florida Game and Fresh Water Fish Commission; Harmon Shields, director of the Department of Natural Resources; Baljet; and Earl Starnes, director of the Division of State Planning within the Department of Administration.

The meeting, also attended by Jacksonville District Engineer Col. Emmett Lee and Mobile District Engineer Col. Drake Wilson, was limited to a discussion on maintenance dredging, specifically as related to the Tampa Harbor, which was used for purposes of illustration. The problem at Tampa is typical of problems at all ports, however, and solutions reached in the Tampa case will be applied to all ports in the future.

### **Honduran Port Manager Builds Closer Relations With Miami Officials**

Lic. Antonio J. Coello B., general manager of the Honduras National Port Enterprise called upon Miami Port Director Robert Waldron recently to establish closer relations and cooperation in the development of mutually beneficial trade between Honduras' principal seaport, Puerto Cortes, and Miami.

Coello cited similarities between the two ports, which started construction at about the same time. Puerto Cortes, centrally located in Central America and on the Caribbean, serves the rapidly emerging industry and agriculture of five nations. It is built to fulfill requirements of the continually changing intermodal transportation system. Puerto Cortes constructed thousands of square feet of modern transit cargo buildings on amply wide dock aprons served by ship-side railroad track, and backed up by all types of cargo handling equipment for fast, safe movement of both imports and

exports, Coello said.

He was accompanied by Rodolfo Alvarez Baca, director of International Commerce, who said that the two ports are ideally constituted to expand the commerce to advantage of both areas.

### **Customs Issues New Import Quota List**

The U.S. Customs Service has issued an updated version of its leaflet, "Import Quotas," which reflects recent changes in quota regulations.

Coffee, a major commodity, is no longer controlled since the International

Coffee Agreement Act of 1968 expired on September 30, 1973.

On July 3, quota limitations on certain types of Philippine rope expired. Quotas on other Philippine products, such as cigars and various tobaccos, expired previously.

By presidential proclamation, the quotas on wheat and milled wheat products, which had been suspended until June 30, 1974, were suspended indefinitely.

Copies of the revised import quota pamphlet are available at U. S. Customs Service District Offices throughout the country.

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## Winter Cruise Season Gets Underway With Port Everglades Offering Varied Trips; Miami Keeps Year-Around Fleet



The busy cruise season resumes at Port Everglades in November with 11 luxury ships making it their base of operations for the winter and 14 other ships stopping by on occasional visits.

Before the season winds down next April, the ships will have completed 159 cruises—approximately the same number which were offered a year ago.

The port's busiest period will be during the Christmas and New Years holiday when 13 ships arrive to share the market. Eight ships—a record—will sail on Saturday, December 21.

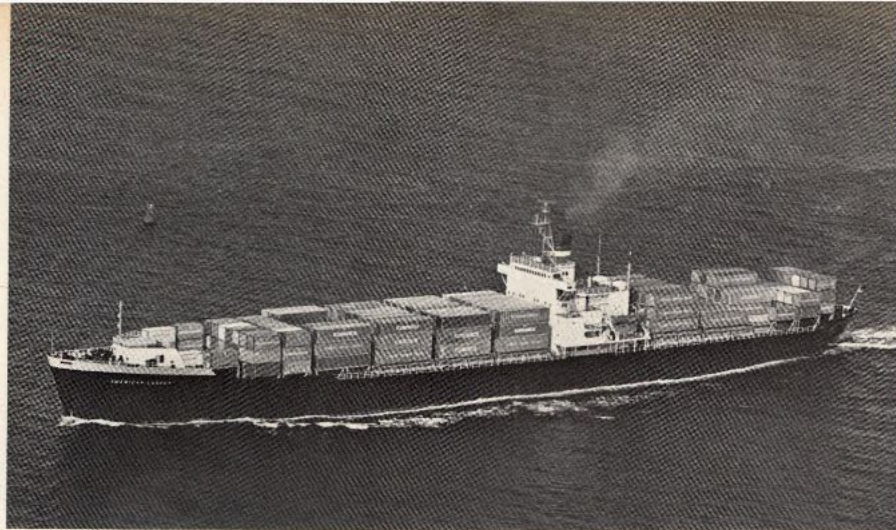
Port Director Paul D. deMariano estimated a total of 7,500 passengers will move through the port during the holiday season.

Port Everglades, which attracts the large and itinerate cruise liners while Miami focuses its attention on a fleet of year-around operators, will play host during the season to virtually all of the world's major cruise ships, including the "QE 2", "Rotterdam", "Gripsholm", "Leonardo da Vinci" and the floating university, "Universe Campus".

The port authority has published a cruise guide listing all sailings, available free of charge.

### Port Everglades' Winter Offerings

Ship	Line	No. of Voyages	Area	Capacity	Agent
Angelina Lauro	Costa Line	47	Caribbean	600	Strachan
Australis	Chandris Lines	4	Around the World	2,200	Eller
Canberra	P & O British	1	Far East	2,184	Eller
Doric	Home Lines	12	Caribbean	650	Strachan
Eugenio C	Costa Line	2	Buenos Aires	850	Strachan
Fairsea	Sitmar Cruises	1	Mexico, U. S. West Coast	850	Eller
Fairwind	Sitmar Cruises	31	Caribbean	850	Eller
Federico C	Costa Line	3	Caribbean	650	Strachan
Gripsholm	Swedish American	5	Around the world	425	Strachan
Island Princess	Princess Cruises	3	Pacific Coast	600	Eller
Italia	Costa Line	20	Caribbean	450	Strachan
Kungsholm	Swedish American	3	Around the world	450	Strachan
Leonardo da Vinci	Italian Line	7	Caribbean & Mediterranean	650	Harrington
Mermoz	Paquet Cruises	8	Mexico, Central America	550	Albury
Oriana	P & O British Line	2	Far East and England	2,184	Eller
Oronsay	P & O British	1	England	2,184	Eller
Queen Elizabeth 2	Cunard Line	1	Around the world	1,700	Eller
Renaissance	Paquet Cruises	9	Caribbean	360	Albury
Rotterdam	Holland America	1	Around the world	870	Strachan
Royal Viking Sea	Royal Viking	8	Around the world	500	Eller
Royal Viking Sky	Royal Viking	6	Caribbean; Mexico	500	Eller
Royal Viking Star	Royal Viking	6	Bermuda & New York	500	Eller
Sagafjord	Norwegian America	2	Caribbean; Scandinavia	450	Luckenbach
Statendam	Holland America	13	Caribbean	650	Strachan
Stella Solaris	Sun Line	6	Caribbean	658	Harrington
Universe Campus	Orient Overseas	1	Caribbean	550	Narovi
Vistafjord	Norwegian America	7	Mediterranean		Luckenbach



## Fortnightly U.S. Lines Container Service to Europe at Charleston

U.S. Lines has returned to the port of Charleston after a four year absence with sailing of S/S American Legacy October 23. Line officials estimate they will move 75,000 tons of cargo through the port in 1975.

William J. Keely, vice president for the eastern division of U.S. Lines, made the announcement with W. Don Welch, State Ports Authority (SPA) executive director, at a joint press conference in September.

John J. Woodall, is U.S. Lines' port manager in Charleston.

Keely explained the firm's four year absence from Charleston was due to a transition from break bulk to container operations.

U.S. Lines is the first new customer for SPA's new container crane at the Columbus Street terminals. The steamship line leased an area for storing and handling as many as 300 containers in the backup area and has preferential use of the crane from 6 a.m. on Wednesdays until 6 a.m. on Thursdays.

Leader class containerhips of U.S. Lines call at Charleston on a run to Northern Europe. The ships, which are 661 feet long, stop at New York and Philadelphia before calling at Charleston. A stop is to be made at Savannah, Ga., before the vessels sail foreign. Transit time from Savannah is eight days.

The Leader class vessels carry 1,009 20-foot containers or their equivalent. The containerhips cruise at 20 knots, says Woodall.

While Keely says moving 75,000 to 100,000 tons of cargo through Charleston will be "no problem" the first year, the line is really out to exceed those goals.

Welch says he is confident the service will be a successful venture and says U.S. Lines' decision to return to Charleston

was based on research of the market potential.

Keely cited manufacturing concerns in the area which generate a "great deal of cargo" as a principal reason for the return. "We are gearing up to come back here in grand style," he added.

U.S. Lines rented office space at 6 Prioleau Street and has a staff of about 20 persons in Charleston.

The second departure was to be October 30 with the SS American Argosy. In the initial periods, sailing will usually be twice each month, but the ultimate goal is weekly service, Keely said.

## B. Willem Winkel Opens Export Trade Office in Atlanta

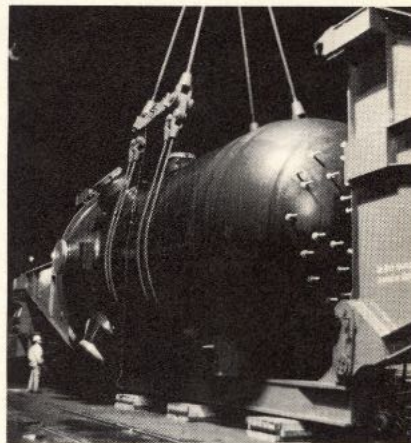
B. Willem Winkel, previously director of international marketing of Gold Kist, Inc., announced the establishment of Willem Winkel International, Inc. in Atlanta.

Winkel, a native of Holland and a U.S. citizen since 1962, has worked in many phases of international marketing and banking in both Europe and the U.S.A. (Atlanta and Jacksonville) for the last 25 years.

Winkel is president and Ms. Arina J. Meeuwssen is assistant vice president of the firm specializing in exports of agricultural and food products from mainly the southeastern states and is interested in expanding its contacts with producers in this area.

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# Request Permit to Begin \$56-Million Wando River Terminal at Charleston

The S.C. State Ports Authority (SPA) filed an application with the U.S. Army Corps of Engineers on September 30 for a permit to dredge and fill in connection with the planned Wando River Terminal.

W. Don Welch, SPA executive director, released a 100 page summary of the environmental impact study of the Wando Project done by Arthur D. Little, Inc. (ADL), of Cambridge, Mass.

SPA originally contracted with ADL for a \$70,000 study, but extensions led to a final cost of \$305,000, according to Welch. The final report is 750 pages long in three volumes. A copy of it was submitted to the Corps with SPA's permit application.

John E. Romanosky, chief of the operations division at the Corps' Charleston District, says the Corps has already decided an environmental impact statement (EIS) is required and a public meeting will be held in connection with SPA's application.

Comments will be taken orally or in writing at the public meeting on the application itself as well as on the draft of the EIS.

**Delay Promised.** Romanosky says it

takes at least six or seven months to prepare the EIS in its final form so that is the absolute minimum time it will take before a decision can be made on SPA's application.

And if there are objections to the permit being issued and a decision must be made at higher headquarters in Atlanta, Ga., or Washington, D.C., Romanosky predicts the absolute minimum time will be more like a year before a decision can be made.

Welch talks of beginning construction on the Wando within six months, and the first funds of the \$56 million earmarked for the Wando Project are scheduled to be spent in the first quarter of 1975.

During the study phase, ADL recommended SPA make several changes in the design of the terminal to protect the environment.

The original plan called for the construction of 11 berths, but this has been reduced to seven. Instead of dredging out Hobcaw Creek which borders the south side of the 561 acre site, there will now be a 300 foot wide buffer zone of undeveloped land between the terminal and a nearby residential

development which borders Hobcaw Creek.

Two groups, the Hobcaw Civic Association and Save the Wando Association, have expressed their concern over the project based on environmental protection.

"Any reasonable person should recognize we have done our utmost to go the extra mile in investigating what the effects will be (on the environment)," says Welch.

**Railcar Ferry.** The project will require an estimated 4.7 million cubic yards of dredging to provide channels, a turning basin and dockage areas. An additional 215,000 cubic yards of material will be dredged for a rail-barge ferry terminal on the west bank of the Cooper River. The Wando Terminal is remote from existing rail lines so a ferry will be used to transport rail cars to and from the terminal.

SPA will also have to obtain a permit through the Corps and the U.S. Coast Guard to build an access road bridge across Hobcaw Creek into the terminal. No existing main arteries lead directly into the terminal.

In addition to the dredging to be done by SPA, a request will be made to the Corps for a federally authorized extension of the existing main shipping

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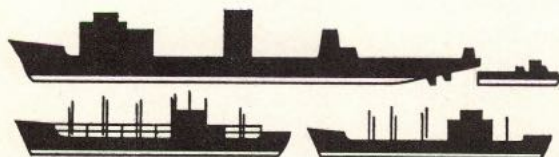
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channel from the harbor up the Wando River to the new terminal.

**Economic Impact.** SPA commissioned two University of South Carolina economists, David R. Pender and Ronald P. Wilder, to do a \$20,000 study of the impact of the Wando River project on the state economy.

Pender and Wilder found that the proposed terminal facility to be built on the Wando River would save the state's shippers \$4.4 million per year, create 9,000 direct port-related jobs, and generate port-induced state taxes of \$3.9 million and direct port-impact revenue of \$173 million.

The cost savings to shippers was estimated by comparing total inland transportation freight costs for goods moving from points of origin and to destinations through S.C. ports, and what the corresponding cost would be if S.C. ports weren't present available. It was assumed shippers would use Savannah, Wilmington, Norfolk, New York and other ports at higher costs.

The study noted, "it may be argued that, in the absence of state support to port activity, virtually all S.C. foreign trade would use port facilities outside the state."

Recently SPA received approval of a \$68 million bond issue from the S.C. General Assembly, of which \$56 million is slated for capital investment in the Wando project over a five-year period. Construction of two container and two break bulk berths with a total throughput capability of 1.3 million tons of cargo annually is scheduled.

## **\$100-Million Medical Supply Shipment Goes By Air to Saudi Arabia**

Whittaker Corp. of Los Angeles awarded Murphy Global Export Services of Philadelphia a contract to handle shipment of \$100-million of medical equipment and supplies to Saudi Arabia.

The contract calls for the supply, distribution and warehousing services for three hospitals to be transported on approximately fifteen Boeing 747 aircraft leaving from Philadelphia International Airport. Total project may take as long as three years.

Murphy Global Export Services is a subsidiary of Murphy Global Moving & Storage, Inc. Whittaker Corp. is the parent firm of several Florida-based firms, including DESCO Marine, Inc. of St. Augustine, and Bertram Yacht of Miami.

## **National Foreign Trade Meet Will Honor Schultz**

George P. Schultz, executive vice president of Bechtel Corporation and former Secretary of the Treasury, will receive the 1974 Captain Robert Dollar Memorial Award for distinguished contribution to the advancement of American foreign trade at the 61st National Foreign Trade Convention at the Waldorf in New York November 18-19.

Schultz will be the 37th American to receive the award, established in 1937 by the Dollar family of San Francisco in memory of Captain Robert Dollar, pioneer in American shipping and world trade. William R. Gurganus, president, Procter & Gamble International, and chairman of the 1974 award committee, will make the presentation.

Schultz resigned from the U. S. Government and joined Bechtel Corporation on May 9, 1974, as an executive vice president and as a director of Bechtel's three principal operating companies — Bechtel Power Corporation, Bechtel Incorporated, and Bechtel Corporation.

Bechtel is one of the world's largest international contractor groups active in a wide range of engineering, construction and management services with major projects completed in some 100 nations. Bechtel pipelines, refineries, terminals, powerhouses and other projects have advanced American foreign trade through promoting the use of American goods and services in a multiplicity of foreign ventures.

## **Japanese Heavy Lift Line Names U.S. Agent**

Hinode Kisen Co., Ltd. of Tokyo, Japan, announced the appointment of Hansen & Tidemann, Inc. as general agents in the U. S. for Hinode Line.

Hinode Line is one of the largest heavy lift carriers in Japan and specializes in the movement of heavy construction, oil and petrochemical related equipment to and from Japan and the U. S. and the Persian Gulf, North Sea, and West Africa. Its fleet consists of 10 vessels in the 8,000 to 16,800 dwt class. Heavy lift equipment on these ships consists of 70 to 250 ton derricks.

A new ship of 19,500 dwt will have the world's first revolving 350-ton derrick and will be ready to serve in summer, 1975.

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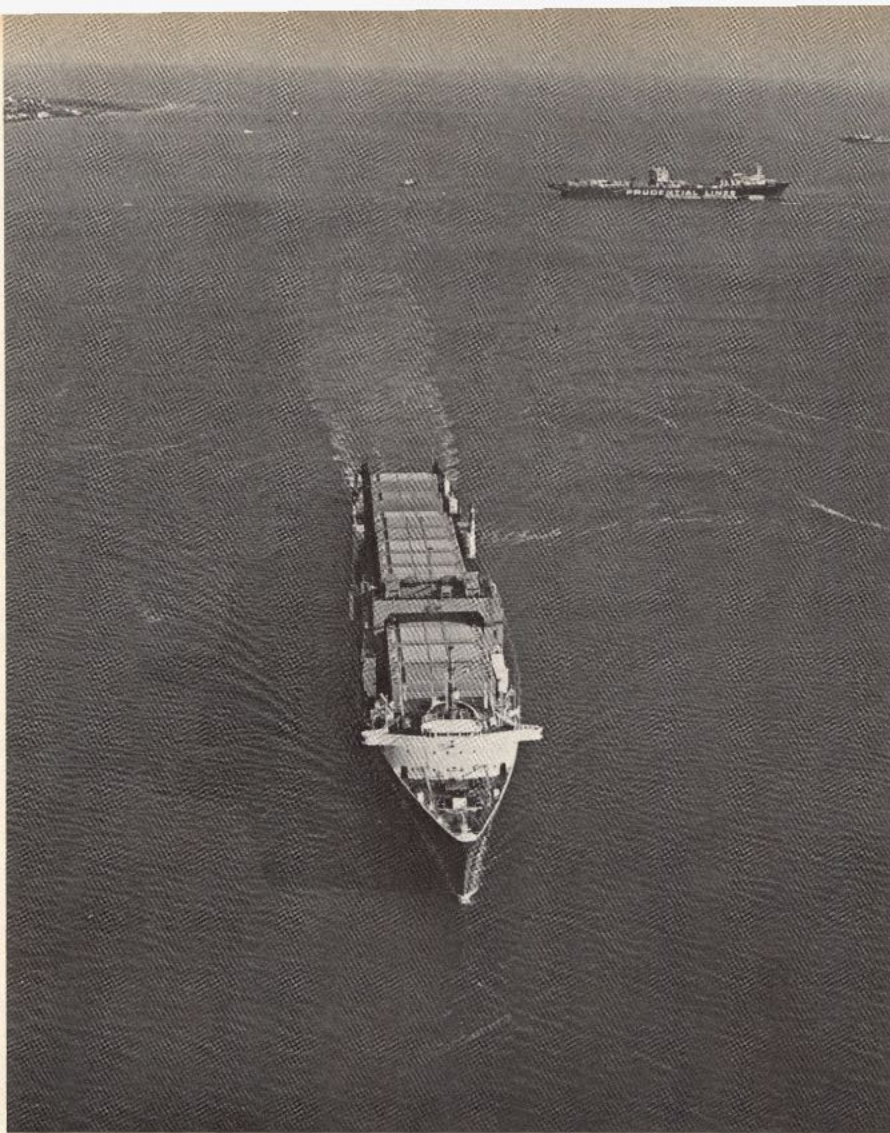
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When LASH ships were designed, they were touted first as being intended for the trade out of Gulf ports, but the South Atlantic had three along its coast October 2. Above, Waterman's Sam Houston (foreground) arrives in Charleston, passing Prudential's LASH Italia moored in the roadstead by Fort Sumter (upper right).

## Sam Houston Finds South Atlantic Ports Congested with LASH Ships

The Waterman Steamship Corp. LASH vessel S/S Sam Houston diverted into Charleston on Oct. 2 during her maiden voyage due to congestion at the port of Savannah.

Timothy S. Street, president of Street Brothers, Inc., says the LASH facility at Savannah was being used by a Combi Line LASH vessel, the M/S Munchen, and so the Sam Houston was unable to call there as scheduled. Street Brothers acted as the local agent for the Sam Houston in Charleston.

Street explained that the LASH facility downstream from Savannah was the only suitable location for the Sam Houston to use. The 893 foot length of the vessel and a design draft of 38 feet would have made a trip further up the river to Savannah difficult and perhaps dangerous for the ship, according to Street.

The Sam Houston was scheduled to

pick up several barges loaded with paper products in Savannah. Instead, the LASH vessel was diverted to Charleston while the barges were towed to the alternate port of call.

At Charleston the Prudential Lines, Inc. vessel LASH Italia, also handled by Street Brothers, arrived on Oct. 2 at 9 a.m. and moved to the anchorage at Rebellion Roads to discharge barges in the stream.

The Sam Houston, which arrived at 6 p.m., would have been worked at the anchorage along with the LASH Italia if both ships had been lightly loaded.

However, Street says both ships were drawing nearly 37 feet of water and together they would have exceeded the limits of anchorage usability.

"We were able to bring the Sam Houston to the dock. There is plenty of water there—up to what we needed," says

Street. The vessel went to the S.C. State Ports Authority's (SPA) Columbus Street Terminal.

Street says the availability of dockside facilities as well as the Rebellion Roads anchorage gives Charleston flexibility in accommodating LASH vessels.

**OK From ILA.** In the spring of 1973, the ILA had declined to work Combi Line LASH vessels in the anchorage. Street says there is no ILA objection any more and the difficulty in getting longshoremen to work ships in Rebellion Roads was only a temporary one caused by a "misunderstanding up north."

The Sam Houston made a short port call. She picked up the barges loaded with paper products and discharged empties for Savannah, and then sailed before midnight on Oct. 2.

The Sam Houston set a record during her Charleston stop. An SPA spokesman says the ship is the longest one ever to visit the port.

Along with her sister ships, the Stonewall Jackson and the Robert E. Lee, the Sam Houston provides a service to the Persian Gulf, India, Pakistan, Burma and Bangladesh. Street says the Waterman Corp. hopes to have the service moving via the Suez Canal by early next year, and this will have the effect of adding a fourth ship to the run due to time saved.

Street says the service is so new, "no one knows what direction it will go in." The ships currently call in the Gulf, then at Savannah, Baltimore and New York before sailing foreign.

Street is sure Charleston will be doing business on the service even if the mother ships don't call at the port.

But he also doesn't hide the fact that Street Brothers would like the ships to call at Charleston instead of Savannah. "I do think we have a lot to offer. I think there will be a battle as to which port can do the best job. I think we have a better port for handling big ships and we have proved it. I have my fingers crossed," Street adds.

## Stroh Joins Lykes SEABEE Operations

Robert S. Stroh, who joined the Lykes Bros. Steamship Co. management training program in 1972, has been named assistant traffic manager of the SEABEE Division.

A. J. Quick, a member of the Lykes traffic staff since 1956, was named deputy director of the Container Department, making him No. 2 man in the Lykes container operation. A. S. Evers was named to the newly-created post of equipment utilization manager. He has been with Lykes since 1970.



Lykes SEABEE barge loading at Westinghouse plant in Tampa.

## Tampa, Jacksonville Get First Visits From Barge Carriers

Florida had its first visit from a Lykes SEABEE ship September 27 when S/S Almeria Lykes stopped off at Tampa to load electric power generating equipment for Europe. It was the first

visit by a barge carrier of any class to Tampa.

It was exactly five years ago that the world's first LASH ship, Central Gulf Line's "Acadia Forest" made the first loading of cargo at Panama City, Florida, on its maiden voyage from Gulf ports to Europe. The "Acadia Forest" and its sister ship, the "Atlantic Forest," were able

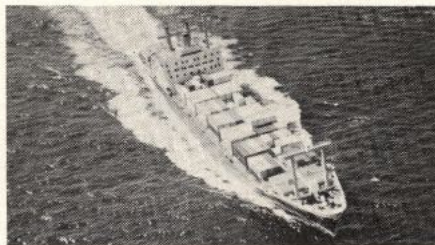
to make two visits each to Panama City on their first and second voyages, but draft limitations prevented their entry into that port on subsequent voyages when the ships were loaded with west-bound cargo.

Because of draft limitations in Tampa's 34-ft. channel, the "Almeria Lykes" anchored in the roadstead off Egmont Key and barges loaded with Westinghouse power generating equipment were towed from the Westinghouse plant to Egmont Key. There, the barges were loaded aboard the SEABEE ship by her 2,000-ton submersible elevator at the stern. Loading was completed in about three hours, after which the ship sailed for Europe.

**Jacksonville** had its first look at a barge-carrying vessel in the early morning hours of October 10 when Delta Line's LASH ship "Delta Norte" arrived in port and went directly to dry dock on Jacksonville Shipyards' 33,000-ton lift capacity dock.

The "Delta Norte" was the first of three Delta Line LASH ships routed to Jacksonville during October and November for builder guarantee inspection. All lighters had been discharged at Gulf ports prior to the shipyard visit so Jacksonville residents did not have the opportunity to see the ship in operation.

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## Ashland Oil Agrees To Buy Levingston Shipyard in Texas

Levingston Shipbuilding Company of Orange, Tex., and Ashland Oil, Inc. announced the two companies have agreed in principle to the acquisition of Levingston by Ashland.

Levingston is engaged primarily in the construction of offshore oil drilling rigs, related floating equipment and in general ship repairs. The company operates two shipyards located at Orange and Port Arthur, Tex. In the fiscal year ended June 30, 1974, Levingston had a net profit of \$4.4 million from sales of approximately \$59 million.

Ashland Oil, Inc. is a diversified, worldwide corporation whose principal businesses include petroleum exploration, production, refining, transportation and marketing.



## 20th U. S. Flag LASH Ship Launched; Becomes 25th Barge Carrier in World

The 20th LASH cargo liner—a record-setting number of standard-design cargo vessels built consecutively by any U. S. shipyard during peacetime—thundered down the launchways at Avondale Shipyards September 28.

The vessel was Central Gulf Line's S/S Green Island, an 893-ft. long, 46,000-ton ship which concluded Central Gulf's current expansion program for its U.S.-flag fleet.

Avondale built the world's first LASH ship in 1969 when it delivered the S/S Acadia Forest to Central Gulf for

operation under Norwegian flag. The "Acadia Forest" loaded its first cargo at Panama City, Florida, that year.

Since that date, Avondale has fulfilled contracts for more than a half billion dollars of LASH ships.

In addition, two European yards built the LASH carriers S/S Bilderdijk and S/S Muenchen for Combi Line. Lykes Bros. Steamship Co. had three SEABEE class barge-carrying ships built at the General Dynamics yard in Quincy, Massachusetts.

Together, the two yards have delivered a total of 25 oceangoing barge carriers operating on a worldwide basis in the Atlantic, Pacific and Indian Oceans.

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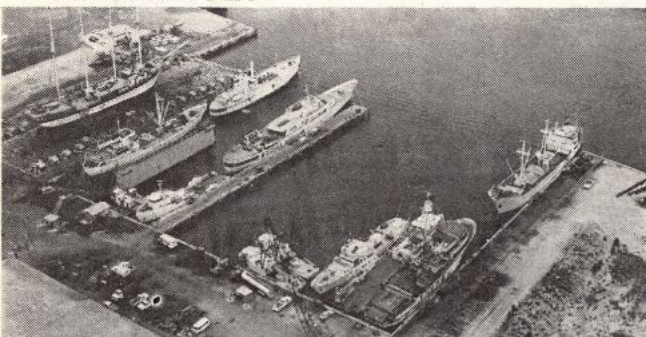


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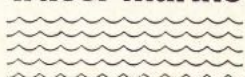


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"Green Island", Central Gulf President Erik F. Johnsen described completion of his company's LASH program as a "creative and productive effort that inspires renewal of our faith in our competitive free enterprise system and the American genius for out-producing any nation in the world."

Johnsen noted that the LASH ships were designed by New Orleans Naval Architect Jerome L. Goldman. He also noted participation by the United States Government and Central Gulf's parent company, Trans Union Corporation.

Louisiana Senator J. Bennett Johnston was a participant in the launching ceremony, describing the work as "an answer to those who would prophesy a gloomy economic picture for America."

He predicted that "foreign domination of the sea will surrender a major portion of the world trade market in the 1970's to the United States.

"I foresee a day when America and Louisiana regain their rightful place in world shipping," Johnston said. "It will be a day when we have a deepwater port for Louisiana, capable of handling the big new tankers. I foresee a day when the Red River is navigable all the way to Shreveport and beyond—a time when a north/south highway helps funnel even more business from the nation's heartland to the nation's second-busiest port.

"During World War II, the American shipbuilding industry proved itself capable of meeting the threat to American military domination when it worked the miracle of the Liberty ships, astounding the world with its productive capacity," the senator said. "We are no less threatened today—albeit on the level of world economics—by foreign domination of the sea. So I say to you that it is my hope that the 'Green Valley' and her sister LASH ships are the vanguard of the renaissance in American shipbuilding innovation and success."

The "Green Island" like its sisterships designed by Friede & Goldman, Inc. has overall length of 893 ft., beam of 100 ft., molded depth of 60 ft., service speed of 22 knots, and the capacity to carry 33,000 tons of cargo in 89 loaded barges plus additional vessel space for thousands of tons of cargo in deep tanks.

**Prudential Line.** Three days after Central Gulf's launching, Prudential Line took delivery at New Orleans of its fourth and fifth LASH ships, the "LASH Atlantico" and "LASH Pacifico" at Avondale.

The Prudential LASH ships are 820 ft. long and were initially designed to transport 62 barges or lighters and 322 containers (20-ft. equivalent).

The two ships have joined the "LASH Espana", "LASH Italia", and "LASH Turkeye" in trade from New York,

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## Pan American Mail Begins Ro/Ro Service To Costa Rica Port

Pan American Mail Line inaugurated a direct Roll-on/Roll-off trailer service from Miami to Puerto Limon, Costa Rica, September 24 with through bills of lading issued to Puerto Limon as well as San Jose, Costa Rica.

John Lynch, vice president of Chester, Blackburn & Roder, Inc. (Miami), said that Pan American Mail Line will operate the M/V Pan Antilles every ten days from Miami to Las Minas, Panama, and Puerto Limon, Costa Rica. The M/V Pan Antilles has a capacity of 60 forty-foot trailers.

In addition to serving Las Minas and Puerto Limon, Pan American Mail Line also has vessels operating from Miami to Curacao, Aruba and St. Maarten, Netherland Antilles.

## Tampa Phosphate Cargo Holds Firm; Oil Off

Tonnages at the Port of Tampa held firm during the first six months of 1974 as compared to 1973 and in the face of a declining economy. The month of June showed an uptrend in cargo handled at the port, Guy N. Verger, port director, reported.

The six-month period showed a fractional increase as compared to the same period a year ago. During June, cargo handled increased by four percent.

During the period a reduction in general cargo was noted. From June to January a total of 524,657 tons were handled while June-January figures in 1973 were 624,214 tons.

Phosphate and phosphatic products, in great demand worldwide, showed an increase of 204,406 tons for the period. The six-month figure this year was 9,670,707 tons, while 9,466,301 tons were shipped the same period a year ago.

A reduction in petroleum products inbound during the first three months of the year was a principal factor in holding tonnage down. Total for the six-month period this year was 5,365,924 tons as compared to 5,753,728 tons in 1973.

Total cargo handled for the six-month period was 20,656,611 as compared with 20,501,139 in 1973. The total tonnage for the port in 1973 exceeded 42 million.

Petroleum shortages in the first quarter of the year were blamed for the tonnage reductions. Ships moving at slower speeds and the reduction of the numbers of ports at which ships called were also a factor. Other factors were the quotas placed by the U.S. government on export

of scrap steel and the shortage of imported finished steel products. Both of these items are primary cargoes at the port.

## Miami-Ecuador Ro/Ro Service Commences November 1 by CCT

Roll-on/Roll-off cargo service to Ecuador begins on November 1 when Coordinated Caribbean Transport, Inc. (CCT) starts its Miami/Ecuador service.

CCT's trailership the M/V Mar Caribe will be sailing to Ecuador bi-weekly from Miami, offering competitive independent rates. It can handle trailer loads and LTL, general cargo, machinery, trucks, cars and set-up vehicles of any kind. Most CCT trailers have reefer units to carry frozen or perishable goods.

This concept of ocean transportation, new to Ecuador, is backed by 14 years of continuous, dependable weekly service by CCT to Central America. The method provides less handling, minimizing damage and/or pilferage in port.

Eduardo Garcia is in charge of the project at Miami. In Ecuador, the agent is Jose M. Aray.

## Chart Depths Can Be Measured by Airphoto

Aerial color photography is now being used to measure water depths for nautical charting surveys in areas with water clear enough for aerial color film emulsions to record images of the bottom.

The National Oceanic and Atmospheric Administration had conducted tests for several years in Puerto Rico, the Virgin Islands, the Florida Keys and at Beaufort Inlet, N. C. Now operational, current plans include photobathymetry at Oregon Inlet, N. C., and the lower Florida Keys.

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# Sea-Land Routes SL-7 Ships Direct From Portsmouth

With the sailing of the "Sea-Land Market" October 1, Portsmouth, Virginia, became a direct port-of-call within Sea-Land's North Atlantic service and last port outbound to Europe.

Portsmouth is the fourth direct port for the SL-7s in their weekly European service, joining Rotterdam, Bremerhaven and Elizabeth. The "Sea-Land Market" and her two sisterships, "Sea-Land McLean" and "Sea-Land Resource," will call at Portsmouth every Tuesday before sailing directly to North Europe.

The first foreign port-of-call will be Rotterdam. From Rotterdam and Bremerhaven feeder vessels serve the ports of Gothenburg, Aarhus, Felixstowe, Preston, Grangemouth and Le Havre. Inland road and rail connections are available throughout North Europe and the United Kingdom.

**Pacific.** Through a repositioning of feeder vessels in the Far East, Sea-Land now offers 16-day service from Manila, The Philippines; Kaohsiung and Keelung, Taiwan, to Seattle.

This transit time is a reduction of almost 7 days.

# Mormac is Adding Container Capacity

Moore McCormack Lines has signed a contract with Todd Shipyards Corporation for a \$20.8-million expansion of two of the line's Constellation Class cargo ships to carry additional containers.

The contract was announced by James R. Barker, chairman of Moore McCormack Resources, Inc.

Barker said modification of the two ships will result in increased container-carrying capacity from 199 to 521 boxes per vessel (expressed in 20-ft. equivalents) through addition of three cellular container holds in each ship. Provision will be made for fifty 40-ft. refrigerated deck containers.

Installation of cranes on fore and aft sections of each vessel will facilitate rapid loading and discharge of containers under varying port conditions.

Installation of pre-fabricated midbody sections at Todd's Galveston, Texas, shipyard will require only four months per vessel with redelivery of the ships to Moore McCormack Lines in late fall and winter of 1975.

# Kulstad Joins State Commerce Dept. Staff

George A. Kulstad, of Coral Gables, has been appointed administrator of the Florida Department of Commerce Bureau of International Development office in Coral Gables.

Kulstad, a former president and co-founder of Citadel Electronics Assembly, Inc., will serve under direction of Bureau Chief Floyd Whiddon, Jr., stationed at Tallahassee.

A native of Shanghai, China, Kulstad received an undergraduate degree in

international relations from the University of California and an MBA degree from the University of Geneva in Switzerland. He was employed by Charles Pfizer and Co. in San Francisco before joining the U. S. State Department in 1963, serving in Chile, Venezuela and Haiti.

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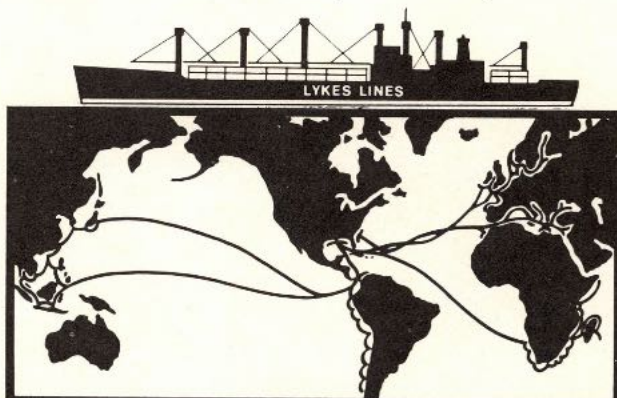
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## Transport Agencies Have Their Day In Court; Win Support for Mandatory "Inflationary Impact Statements"

**AWO Directors given new program by James R. Smith. President Ford's anti-inflation program echoes plea for re-examination of regulations.**

James R. Smith, president of the American Waterways Operators, Inc. and a leading spokesman of the barge industry, was in an ebullient mood as he reported to AWO directors at their quarterly meeting in Ponte Vedra Beach, Florida, October 2-4.

Chairman Harold G. Williams said Smith had "an entirely new approach" to problems confronting the industry. It was an affirmative statement of the industry's ability to solve energy and inflation problems and stands in sharp contrast to past AWO action which found the barge industry on the defensive, reacting to new environmental rules and regulations.

Smith was frankly optimistic about AWO's new policies and this optimism was confirmed a few days later on October 8 when President Ford gave Congress his program to combat inflation during 1975.

The President's program called for:

- **Reliance on coal and nuclear fuel** for generation of electric power after 1980. (Coal is a principal cargo of the barge industry and would unquestionably generate huge additional tonnage movements on the inland waters.)

- **Re-examination of environmental regulations** to determine whether the ecological benefits justify the additional costs involved. (For several years, AWO has devoted much of its energy to problems created by regulations which,



AWO President Smith (r) with Williams.

it contends, are not always justified.)

- **Inflationary Impact Statements (IIS)** would be required on all new proposed governmental regulations. (This was the principal recommendation which Smith had made at the White House conference on inflation held in Los Angeles September 20 and repeated at the conference in Washington the following week.)

At these White House conferences, Smith had said:

"In order to counteract the prevailing inflationary pressures, the water carrier industry recommends that an Inflationary Impact Statement be required when federal regulations may reasonably be suspected of having exceeded the bounds of a proper ratio between public needs and the ability of the economy to pay. The Government and industry should work together to create a healthy economic climate with increased efficiency and increased productivity as major weapons in the fight against inflation."

The barge industry is coming up in a better light due to the fact that it delivers more transportation per BTU energy unit than any other mode of transportation except pipelines. It is also a low-cost mode. Smith is making much of this point.

"Water transportation is, by its very nature and characteristics, a negative-inflationary factor," Smith said. "Utilization of this mode provides a long list of superior transportation practices including (1) low cost; (2) large volumes of dry and liquid bulk commodities for energy; (3) utilization of highly-efficient terminal, warehouse and handling; (4) energy effective in terms of fuel consumption; and (5) mid-stream fuel operations."

Smith points out to anyone who will listen that typical tows on the Mississippi River today carry 300% more cargo than those 20 years back. In addition, rates are relatively lower.

"Water transportation rates today average between four and five mills per ton-mile, five times cheaper than the next competing mode of transportation," Smith said. "Sixteen percent of the nation's tonnage at 2% of the freight bill indicates the cost effectiveness of water transportation."

The industry has been hit by rising costs despite its improved efficiency. The overall cost of barge operations rose 35% to 40% during the past year for various reasons, including a 300% increase in the cost of fuel since March, 1972. Higher interest rates and what Smith terms "excessive federal regulations" added to costs.

Expressing views of the barge industry, Smith said the war against inflation will require assistance by industry, the federal government, and Congress.

"First of all, the water carriers themselves should study productivity as it relates to their own operations to determine where there are additional cost savings or more efficient actions



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which will add to the industry's ability to move the largest amount of freight at the lowest cost to the shipper."

He says that substantial progress has already been along these lines through technical advances, the use of mid-stream fueling stations to keep tows moving, and computerization.

"Since the fuel crisis last winter, the industry has undertaken stringent measures to effect maximized barge and towboat utilization through cooperative action between and among operators and shippers," Smith said.

"This cooperation may soon be computerized. Barge companies on the Mississippi River system are planning to put into a computer the origin, destination, tow composition and constant geographic position of their towboats and barges. Since neither operators nor shippers always know instantly about tow locations and available service between intermediate ports on the river system, an instant computer retrieval system will make it possible for both operators and shippers to determine the most efficient availability of water carrier service.

"This will permit more fully-loaded towboats, more efficient fuel usage and more cost-effective use of the waterway system," Smith said.

## New Orleans Port Official Is New Chairman of NWC

Herbert R. Haar, Jr., associate director of the Port of New Orleans, is the new chairman of the National Waterways Conference, Inc., succeeding L. P. Struble, Jr. of Pittsburgh, a group vice president of Dravo Corporation.

Houston Adams of Tulsa, president of the F&M Bank & Trust Company there, is NWC president, succeeding William J. Hull of Washington, vice president of Ashland Oil. Struble and Hull both have served since 1972.

Harry N. Cook of Washington, D. C., was re-elected executive vice president of the Conference.

Vice presidents of the Conference this year are J. W. Hershey, chairman of American Commercial Lines, Inc. of Houston; Harry M. Mack, president of Ohio Valley Improvement Association of Cincinnati; and Arnold Sobel, executive vice president of Material Service Corporation of Chicago. Secretary is Neville Stone, president of American River Transportation Company of St. Louis; and treasurer is Baxter Southern, president of Southern Terminal of Caruthersville, Mo.



## Richard Kendall Named Eller Sales Manager

Capt. Arthur E. Erb, president of Eller & Company, Inc., announced the appointment of Richard L. Kendall as sales manager of the Fort Lauderdale-based ships agent, contracting stevedores and marine consultant firm.

Kendall has been active in the travel industry for the past 27 years, joining Eller from P & O cruise line where he was regional sales manager in Miami. Previously, he was associated with Grace Line and Eastern Air Lines. A past president of the SKAL Club of Miami, he also is a member of the Travel Industry Assn. of Florida and the Broward County Bons Vivants.

Eller & Company, Inc. also has offices at Port Everglades, Miami, Jacksonville, Tampa, Port Canaveral and Savannah.

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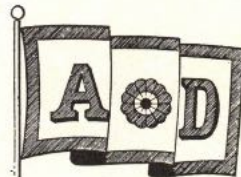
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## Milton Fisher & Rex Rhea Will Lead Florida District Export Council Work

Milton N. Fisher, president of Panelfab International Corporation of Miami, is chairman of the newly-appointed Florida District Export Council.

The Council is one of the 41 similar councils established nationwide to serve as communication links between the business community and the government in helping to carry out national export expansion programs.

Fisher is immediate past president of the Board of International Trade of the International Center of Miami. He is current chairman of the International Relations Committee of the American Red Cross and a director and immediate past secretary-treasurer of the Governor's Florida Council of International Development.

Also named to the Florida District Export Council were:

Vice Chairman Rex R. Rhea, president of Insurance Advisors, Inc., Jacksonville; and members, Benjamin R. Atkins, managing director of Pan American World Airways, Inc., Miami; Jerome Berliner, president of EMEC, Inc., Hallandale; James D. Butterworth, professor and chairman, Marketing Department, University of Florida at

Gainesville; William M. Crosby, president Hi-Tide Seafood Chain, Tampa; W. Homer Davis, vice president and general manager of Escambia Treating Company, Pensacola; Dr. John M. Dyer, professor of International Marketing, University of Miami, Coral Gables; John A. Faber, vice president of marketing, Glidden-Durkee Division SCM Corp., Jacksonville; Florentino Fernandez, vice president, International Department, Barnett First National Bank, Jacksonville; Raymond J. C. Graulich, president, Graulich International, Miami; Howard H. Howland, president, Scope Data, Orlando; Marvin Kaiman, president, SFK Steel Company, Pensacola; Kenneth H. Larson, sales manager, Eaton Corporation of Florida, Ft. Lauderdale; Walter C. Loesche of Bradenton; John F. Manuel, vice president, marketing, Perry Oceanographics, Inc., Riviera Beach; Charles F. McKay, president, Charles McKay & Associates, Inc., Coral Gables; Seymour D. Schwartz, director of international operations, Modular Computer Systems, Fort Lauderdale; Stanfield S. Taylor, senior vice president and manager, International Division, The

First National Bank of Miami; Edward A. Tezekjian, Jr., operations manager, Latin American & Caribbean, Elliott Overseas Company, Coral Gables; James E. Walker, president, Esso Chemical Inter-America, Inc., Coral Gables; and Walter F. Walker, chairman of the board, Dantzler Lumber & Export Company, Jacksonville.

## Chester, Blackburn Names Capt. Larsen Firm's Port Captain

Capt. Leif Larsen has been appointed port captain for Chester, Blackburn & Roder, Inc. of Florida by Capt. Perry P. Walter, vice president of operations.

Captain Larsen, formerly with Meyer Line, joined the CB&R group in Florida in 1972 as manager of stevedoring services for Marine Terminals, Inc.

In his new capacity he shall be responsible for the coordination of cargo activity at shipside for the various services represented by Chester, Blackburn & Roder, Inc. at Miami. These include Atlantic Lines, Pan Atlantic Line and Pan American Mail Line. The services represented by CB&R at Miami offered 425 cargo sailings to 37 Caribbean, Central American and South American destinations during the past year alone.

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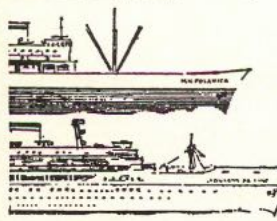


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Mildred L. Corbett

## Nelson & Associates Marine Survey Firm Elects Miss Corbett

Alfred M. Nelson, president of Nelson & Associates, Inc., engineers, marine surveyors, consultants and appraisers, announced the election of Mildred L. Corbett as secretary/treasurer and Capt. Thomas Smith as vice president. Both Miss Corbett and Captain Smith have been with the Miami-based firm a number of years.

The election of Miss Corbett is probably a first as a woman officer of an internationally-known firm of engineers, marine surveyors, consultants and appraisers.

James S. Nelson, formerly president,

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was elected to the newly-created office of chairman of the board.

Nelson & Associates offices in Miami and Tampa, represent Bureau Veritas, International Cargo Gear Bureau, Inc. and are consultants to Panama, El Salvador and a number of other Central and South American countries.

## Dromgool Represents Rice, Unruh Company

Thomas A. Dromgool of Dromgool Associates, Inc. has been appointed representative in New York for Rice, Unruh Company. The appointment was announced by Larry Giglio, president of the steamship agency which maintains offices in Philadelphia and Baltimore.

## Warren Ross Leaves Diamond Shamrock to Open Consulting Firm

Warren R. Ross of Diamond Shamrock Chemical Company has announced formation of his own transportation and distribution consulting firm, Warren R. Ross & Associates, to be opened later this year at Fort Lauderdale.

As director of transportation and distribution for Diamond Shamrock Chemical, he developed a total distribution planning concept utilizing deep water vessels and barges, integrated with a network of supporting terminal and surface facilities. Ross will leave his post at Diamond Shamrock later this year to establish the new consulting firm.

Ross has served as president and chairman of the board of the Private Carrier Conference of the American Trucking Associations and is currently vice chairman of ATA's Safety Committee on Research and Environment. He is well known as a lecturer in various transportation fields and is on the Advisory Board of the Department of Business Management, University of Wisconsin.

In addition, he serves on the Board of Directors, National Waterways Conference; Board of Trustees, Ohio Trucking Association; Executive Committee of the Society of Plastics Industry, Distribution Committee; chairman, Transportation Committee, Chlorine Institute; as well as other transportation and distribution associations.

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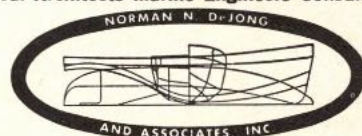
## Naval Architects Open Meeting November 14

The 82nd annual meeting of the Society of Naval Architects and Marine Engineers will be held at the Hilton in New York City November 14-16.

President Phillip Eisenberg will give his annual address at the president's luncheon to be held in the Sutton Ballroom of the hotel on Thursday, November 14. Featured on the luncheon program will be the presentation of several important awards.

The annual banquet will be held in the Grand Ballroom of the New York Hilton on Friday evening, November 15, with Eisenberg presiding. The program will feature presentation of the prestigious Davidson Medal "For Outstanding Scientific Accomplishment in Ship Research", the Vice Admiral "Jerry" Land Medal "For Outstanding Accomplishment in the Marine Field" and the David W. Taylor Medal "For Notable Achievement in Naval Architecture and Marine Engineering", followed by a significant address by The Honorable David S. Potter, Under Secretary of the Navy.

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Harrington & Co., Inc.	See Miami
Luckenbach Steamship Company, Inc. Port Canaveral Station	783-4652
Kerr Steamship Co.	See Jacksonville

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Caldwell Shipping Company 451 Fla. Natl. Bank, Box 1913	356-1311
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East Coast Agencies 121 E. 8th St., P.O. Box 3157	355-2521
Eller & Company, Inc. 1820 Westcott St., Box 4304	359-0251
Gulf & Caribbean Shipping 2000 East Bay St.	356-3013
Hansen & Tidemann, Inc. 2080 Talleyrand, Box 1866	353-5638
Harrington & Company 305 E. Union, Box 3157	355-2521
Kaufmann Shipping Company 2080 Talleyrand, Box 1857	353-5638
Kerr Steamship Company 2701 Talleyrand Ave., Box 3336	354-0883
McGiffin & Company 1510 Talleyrand, Box 3	353-1741
Norton, Lilly & Co. 1820 Westcott St.	359-0251
Sea-Land Service Inc. 2701 Talleyrand, Box 3281	356-0081
South Atlantic Terminals, Inc. 2220 Gulf Life Tower	398-4285
Southern Shipping Company 3226 Talleyrand, Box 4668	355-4751
Southeastern Maritime Co. 2701 Talleyrand, Box 1504	353-8201
Stevens Shipping & Terminal Co. 2701 Talleyrand, Box 3336	354-0883
Strachan Shipping Company Fla. Natl. Bank Bldg., Box 4010	356-0711
Texas Transport & Terminal Co. 3226 Talleyrand, Box 4668	355-3889
TMT Trailer Ferry, Inc. 1045 Bond Ave., Box 2110	355-4525

## KEY WEST (305)

Luckenbach Steamship Company, Inc. Miami Telephone	371-4581
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## MIAMI Area (305)

Albury & Company MacArthur Causeway, Box 4221	673-2323
Antillean Marine Shipping Corp. 3050 N.W. North River Dr.	633-6361 & 633-6362
Canadian-Gulf Line of Florida, Inc. P. O. Box 4301	358-3035
Chester, Blackburn & Roder, Inc. 1040 Biscayne Blvd.	377-3781
Coordinated Caribbean Transport 1001 North America Way	358-1551
Eagle, Inc. 1015 North America Way	377-4071
Eller & Company, Inc. 1015 North America Way	377-0671
Florida Motorship Corporation 1015 North America Way	358-2215
Hansen & Tidemann 1040 Biscayne Blvd. (P. O. Box 1470)	377-3781
Harrington & Co., Inc. 820 N.E. 2nd Ave., Box 3901	358-5621
Inter-American Shipping Corp. 242 N.E. 2nd Ave.	373-6681/373-6216
K. Nielsen Shipping & Trading Co., Inc. 903 S. America Way	377-4911
Luckenbach Steamship Co. 501 N.E. 1st Avenue	371-4581
Lodestar Trading Corp. 7600 Red Rod	661-7503
Narovi Shipping Co. P. O. Box 1254	374-8585
Sea-Land Service, Inc. 1001 N. American Way	377-0993
Strachan Shipping Company Port Office Bldg. #1	379-6596
TMT Trailer Ferry, Inc. 1721 N. E. Miami Ct.	358-4693

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Fillette-Green & Company 432-A Magnolia Ave.	763-7675
John A. Merritt & Co. P. O. Box 1686	763-7013
Southern Steamship Agency, Inc. 406 Jenks Avenue	763-5361

## PENSACOLA Area (904)

Fillette-Green & Company 11 N. Palafox St.	438-4471
John A. Merritt & Co. 804 S. Palafox St., Box 590	432-0971
Southern Steamship Agency, Inc. P. O. Box 12921	438-8418
Strachan Shipping Co. c/o Pensacola Port Authority	433-2724

## PORT EVERGLADES Area (305)

Albury & Company P. O. Box 4221, Miami	673-2323
Canadian-Gulf Line of Florida, Inc. Miami Telephone	358-3035
Eller & Company, Inc. 701 S.E. 24 St.	525-3381
Gulfstream Shipping Corporation P. O. Box 13044	527-1501
Hansen & Tidemann, Inc. Port Everglades Station	527-1503
Harrington & Co., Inc. P. O. Box 13028	525-4204
Luckenbach Steamship Co. Port Everglades Station	524-7612
Strachan Shipping Company Port Everglades Station	523-6563

## PORT MANATEE (813)

A. R. Savage & Son	See Tampa
Eller & Company, Inc.	See Tampa
Fillette, Green & Co.	See Tampa
General Shipping Co.	See Tampa
Gulf Florida Terminals	See Tampa
Harrington & Co., Inc.	See Tampa
Intero Shipping Corp.	See Tampa
Luckenbach Steamship Co.	See Tampa
Manatee Terminals, Inc. P. O. Box 158, Palmetto, Fla.	746-0809

## TAMPA Area (813)

A. R. Savage & Son 203 Marion Street	229-7918
Delfa Lines Agency P. O. Box 983	223-3426
Eller & Company, Inc. 13th & York Sts.	223-7331
Fillette-Green & Co., of Tampa, Inc. 315 Madison St., Box 2948	229-0201
Florida International Shipping Co. P. O. Box 2481	229-7711
General Shipping Company 415 N. Meridian; Box 2536	229-1593
Gulf-Florida Terminal Co. 13th & York St., Box 2481	229-7711
Harrington & Co., Inc. 308 Tampa St., Rm. 200	233-1671
Intero Shipping Corporation 404 Jackson St., Box 2735	223-4736
Luckenbach Steamship Company, Inc. Ft. of Franklin St., Box 377	223-4721
Lykes Bros. Steamship Co., Inc. 512 N. Florida Ave.	223-3981
Marine Agency of Tampa, Inc. P. O. Box 2189	229-1906
Norton, Lilly & Co. 13th & York Sts.	223-7331
Peninsular Steamship Co., Inc. P. O. Box 845	935-2196
Transoceanic Freight Services P. O. Box 2228	223-4288
United Shipping Co., Inc. P. O. Box 2472	229-0205

## WEST PALM BEACH (305)

Birdsall, Inc.	844-0281
Canadian Gulf Lines of Fla., Inc.	See Miami
Eller & Co., Inc.	See Ft. Everglades
Gulf Shipping Agency (America) Inc.	844-6333
Harrington & Co.	See Miami
Lodestar Trading Corp.	See Miami
Lund & Pullara E. Port Rd., Riviera Bch.	844-1142
Luckenbach Steamship Agency	See Miami
Palm Beach Shipping Agency 130 E. Port Rd., Riviera Bch.	844-5387
Strachan Shipping Co.	See Ft. Everglades
Tropical Shipping Co. 821 Ave. E., Riviera Bch.	848-0241
West India Shipping Co. P. O. Box 10355	848-5511
Williams Shipping Agency 158 E. Port Rd., Riviera Bch.	848-4387

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Harrington & Co., Inc.	See Savannah
Southeastern Maritime Co. State Port Bldg.	265-7416

### CHARLESTON (803)

Carolina Shipping Co. P. O. Box 847	577-7880
Palmetto Shipping Co., Inc. P. O. Box 842	722-4461
Harrington & Co., Inc. 24 Vendue Range	577-3521
Kerr Steamship Company 24 Vendue Range, Box 628	577-6610
Sea-Land Service, Inc. 1 Columbus St.	722-0151
Seatrain Lines North Charleston Terminal	554-9330
South Atlantic Terminals, Inc. Five Cordes St.	722-4119
Southeastern Maritime Co. P. O. Drawer 978	722-8451
Southern Shipping Co. 2 Adgers North Wharf	722-8481
Stevens Shipping & Terminal Co. 24 Vendue Range	723-2721
Strachan Shipping Co. 5 Exchange St.	722-2718
Street Brothers 9 Mid-Atlantic Wharf	723-2573
Sumter Marine Corp. P. O. Box 69	723-8307
Texas Transport & Terminal Co. 2 Adgers Street Wharf	722-8481

### MOBILE, ALA. Area (205)

Biehl & Co., Inc. Miner Building	432-1605
Dalton Steamship Corp. 800 Commerce Bldg. (Box 1215)	433-2616
Fillette, Green & Co., Inc. 701 Miner Building	438-1611
Gulf-Puerto Rico Lines, Inc. P. O. Box 930	433-0461
Lykes Brothers Steamship Co., Inc. First National Bank Building	432-3631
Sea-Land Service, Inc. P. O. Box 930	433-1445
Stiegler Shipping Co. P. O. Box 942	433-5516
Strachan Shipping Co. P. O. Box 2127	433-5401

### MOREHEAD CITY (919)

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Morehead City Shipping Co. 300 Arendell St.	726-5151
A. R. Savage & Son P. O. Box 718	726-2131

### SAVANNAH (912)

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Eller & Company, Inc. 122 W. Bay St.	236-8291
Hohenstein Shipping Co. P. O. Box 2468	234-2621
Harrington & Co., Inc. 38 E. Bay St.	232-1276
Kerr Steamship Company 26 Bay St.	233-8131
Smith & Kelly Co. P. O. Box 1805	232-3151
South Atlantic Terminals, Inc. 222 E. Bay St.	233-4527
Southeastern Maritime Co. P. O. Box 2088	234-8265
Southern Shipping Co. P. O. Box 1805	232-5335
Stevens Shipping & Terminal Co. P. O. Box 1468	233-8131
Strachan Shipping Co. P. O. Box 9667	234-6671
J. R. Shipping Co. P. O. Box 9833	232-2129
Texas Transport & Terminal Co., Inc. P. O. Box 8127	233-7921
U. S. Lines P. O. Box 2887	234-5324

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Harrington & Co., Inc. 201 N. Front St. Su. 709	762-0345
Luckenbach Steamship Co. P. O. Box 300	763-8271
Wilmington Shipping Co. Box 1809	763-7333
Waters Shipping Co. P. O. Box 118	763-8491

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The world of ships is a dramatic part of the world of Fruehauf.

Our Baltimore and Jacksonville shipyards are two of the most modern in the United States for ship repair and maintenance, ship conversion, and construction of specialty

vessels. We now have in operation, for example, the largest floating drydock on the eastern seaboard, and either of our two shipyards can accommodate virtually any vessel afloat.

For more details on our maritime operations and the world of Fruehauf, write for our Annual Report.

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