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December 1975

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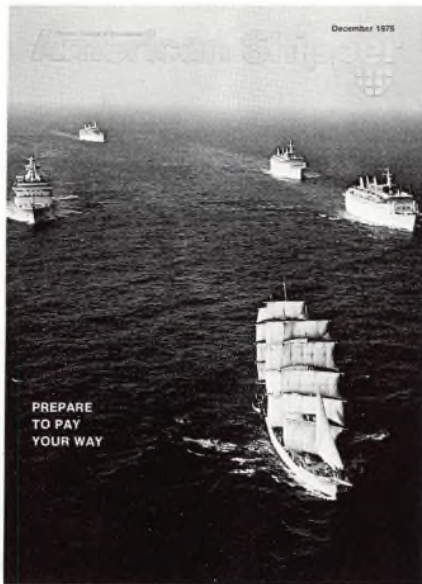
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December 1975

Cover Photo: It's the start of another Winter cruise season in the Caribbean and it looks like a big one. The Port of Miami started things off in October with 36% more passengers than for the same period a year ago. Wherever you live and whatever your plans, we believe you will enjoy this excellent photograph of four Norwegian cruise liners greeting the square-rigged training ship Christian Radich when it arrived in Miami. (Photo, courtesy of Port of Miami.)

Tossing the Figures Around

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Shippers continue to utilize mini-bridge service while litigants before the FMC talk figures and more figures—creating the impression of a "cargo numbers game".

Lines Urge Uniform Mini-bridge Rates

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The lines which provide mini-bridge service acknowledge the need to lay down ground rules with which all must comply.

State DOT Throws One Port into Confusion

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The skeptics were unhappy when Baltimore's public port facilities were placed under the "care" of the Maryland Department of Transportation. The move had some advantages, but now DOT has left the port hanging in mid-air with no one quite certain how it will turn out.

Shippers: Prepare to Pay Your Own Way

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State and local tax funds are drying up, and the ports are unwilling to accept Federal grants. There may be only one alternative, for shippers to begin paying compensatory rates—thus opening the way for a return to private terminals.

Germans are Worried About Soviet Fleet, Too

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Hapag-Lloyd calls upon shippers to support the established liner services; claims Comecon fleets are more interested in political objectives than economic success. The message sounds familiar to those who have heard the same message in America.

Jane's Reports on Soviet Container Activities

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Authoritative British journal gives its views on Comecon plans. In addition, it reports on expanding container activities in the Caribbean, South Africa and along the inland rivers of Europe.

4 Ports at Odds on Charges

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Jacksonville refused to go along with other ports shifted wharfage charges from account of shipper to account of vessel to facilitate collection. With terminals prospering under 38% operating ratio, JPA seems confident in its position.

Some States are Slow to Get the Message

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Florida recognized that its 1970 Oil Spill Act was faulty and had it changed. But other states keep using it as their model. AIMS makes another plea for a single, Federal law.

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You've heard about his exploits at sea for many years, but are you familiar with his equally gallant activities ashore. If not, Harry Hart will remind you.

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FMC Mini-bridge Litigants Play A Version of "Cargo Numbers Game" As Sea-Land Awaits Turn to Reply

By Joseph S. Helewicz

In that legal entanglement that has come to be known as the "Mini-bridge Case," the Federal Maritime Commission will have its work cut out for it — not only in weighing the facts — but finding them amid the mass of analyses, assertions and assumptions presented as "evidence" during the past two years of the proceeding.

The financial analysts have had a field day playing the cargo numbers game as attorneys representing the complainant port and labor interests, and the defendant steamship line mini-bridge participants argued against the legality, and for the merits, of the system.

It has become increasingly clear that both sides fully recognize the fact that it will be the "numbers" which eventually will tell whether the combination ship-and-rail system for moving cargo between East and Gulf Coast ports and the Orient should be blessed by the Commission as a long overdue innovation for shipping, or condemned by the regulatory agency as an outright violation of the statutes written to mold the nation's waterborne transportation system.

Undoubtedly, most of the key questions to be asked by the FMC as it

weighs the pros and cons of Mini-bridge must be answered by numbers. For example:

—If the system is illegally diverting cargo to the detriment of ports, as alleged, what are the consequences in terms of numbers of jobs, manhours and revenues lost; in amounts of capital investments for sophisticated port facilities allegedly threatened; in volumes of cargo diverted?

—Are the interests of shippers genuinely being served by a stable rail-and-ship transportation system, and are they actually saving time, and thus money, by using mini-bridge? If so, to what extent?

—If the system is anti-competitive, are the mini-bridge participants absorbing additional costs and at whose and what expense? If the steamship lines are losing money, how much?

On this last point, it may be interesting to note the last-minute "evidence" submitted jointly to the FMC by two of the complainants, the Council of North Atlantic Shipping Associations and the International Longshoremen Association. The management and labor organizations, like others participating in the case, called on a consulting firm to

prove its point, specifically here to look for discrepancies in Sea-Land Service testimony claiming mini-bridge profitability, and to test those claims by performing financial analyses.

The firm apparently earned its money for, indeed, it did find discrepancies, turning Sea-Land's profit report into a loss statement.

A Disclaimer. However, prominent in the report was a disclaimer, which, in one form or another, seemed characteristic of some "evidence" submitted to the FMC. Just before performing its mathematical exercise to show that Sea-Land lost nearly \$6 million on mini-bridge last year, the consulting firm noted: "the accuracy of our analysis is dependent on the accuracy and comprehensiveness of the Sea-Land testimony, and nothing stated or implied in this report is to be construed as a certification of Sea-Land's operating results in 1974."

Without certification of Sea-Land's operating results, can the FMC, or an administrative law judge, determine whether a profit or loss has been registered, and can the judge or commission consider anything less than a true certification of operating results as "evidence."

Assumptions have been just as obvious on the part of proponents of the mini-bridge system, who through advertisements or otherwise have emphasized the system's value to shippers by pointing out "probable" savings to those using mini-bridge on the basis of a shorter transcontinental rail haul — "time is money." Again, can the FMC determine the system's value on the basis of "probabilities."

Other methods have been employed in apparent efforts to influence the regulatory agency's decision in the mini-bridge case, and although some statements were not submitted as "evidence," they clearly were within earshot of the maritime commission." Specifically, there were the threats, implied and overt, by the International Longshoremen Association that it did not intend to tolerate mini-bridge.

According to Thomas W. Gleason, the ILA president, "If these carriers think that the solemn promises made to the ILA — that they would not continue to erode the work opportunities of longshoremen — can be broken by the acceleration of mini-bridge, then they do not properly reckon with the clear and concise provisions of the ILA's collective bargaining agreements: that the ILA reserved the right to preserve the jobs of our longshoremen."

To those venturing to interpret Gleason's statement, it seems a foregone conclusion that mini-bridge operators would lose with a negative FMC

decision, and lose by an affirmative FMC decision.

Sea-Land to Reply. But the case is far from decided. Before the end of the year, Sea-Land will have the opportunity to respond to the CONASA-ILA "evidence" relating to the line's mini-bridge revenues. And then both sides will enter the rebuttal phase before decisions are issued.

Conservatively, observers following the mini-bridge case are speculating that the case will near or enter its third year before its conclusion. And yet others within the industry feel the FMC proceeding is only the beginning of a long judicial process.

Urge Uniform Minibridge Rates

A general rate increase averaging 12 to 15% effective next April 1 was agreed upon at a meeting of Pacific Westbound Conference and Far East Conference owners in San Francisco last month.

The meeting was held under provisions of Agreement 10135 and announcement made by chairman of the agreement, John I. Alioto, president of Pacific Far East Line.

The decision to recommend the increase was the major outcome of the meeting held to discuss problems of the westbound steamship services from Atlantic/Gulf and Pacific Coast ports to the Far East.

Alioto said the 23 steamship lines represented at the meeting urged all Minibridge operators to seriously consider joining in a Section 15 agreement. They also urged the operators to subscribe to the principle that Minibridge rates would be at the FEC all water rates, charges and conditions.

2nd Ro/Ro Vessel Launched for States Line at Bath, Maine

The S/S Arizona, second of four roll-on, roll-off vessels being built for States Steamship Co., was launched November 1 at Bath Iron Works in Maine.

The Arizona will be capable of carrying four times the amount of her original namesake and two-and-a-half times that of her C-4 predecessor.

The S/S Arizona will join her sistership, the S/S Maine, which is presently being outfitted for delivery on the Pacific Coast in January. By the end of 1976, the S/S Nevada and S/S Illinois will also be delivered to the San Francisco-based firm.

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What happens when taxpayers (or the public agencies acting in their behalf) withdraw the generous support given the shipping industry since World War II. It has begun to happen in some ports. This article on the situation in Baltimore describes a state of uncertainty. Another report starting on Page 8 discusses possible alternatives.

Maryland DOT Shuts Off Support Of Baltimore Seaport and Demands MPA Generate \$2,000,000 a Year

Shippers left in a quandry as state DOT faces \$350,000,000 shortfall and looks to the port at Baltimore to become a profit-making agency. MPA left with half-completed terminal. Tariff situation muddled.

Public money — once regarded as the most attractive means for a cost-conscious shipping industry to gain ready access to the latest and most productive in cargo-handling facilities — is coming back to haunt many of those steamship lines and shippers who dared take advantage of its availability.

A decade ago, when the economy was more settled and the dollar was freer spent, city and state governments were quick to loosen their purse strings after recognizing the earnings potential of a fast-growing container industry. Hundreds of millions of public dollars were committed to marginal berthing, container cranes, consolidation sheds, and, indeed, entire new marine terminals, to lure vessel operators who were unable, or unwilling, to lay out the money themselves.

But now, when the economy is undisputably depressed, there are sure

signs that the tables are turning. Not only has the public dollar become an increasingly shrinking commodity, but the local governments — well aware that most lines and shippers are locked into their respective trade routes and ports — are looking closer at their waterfront assets for higher returns on investments. To say the least, the situation has created an uneasy economic dilemma for marine terminal landlords and their shipping tenants alike.

Baltimore Experience. Perhaps indicative of what may very well be an economic trend is the series of events that have surfaced in the Port of Baltimore during recent months. There, the state of Maryland — the primary holder of marine terminal properties — has found itself in a financial pinch, and its customers, the steamship lines and shippers, are feeling the pains.

For Baltimore businessmen and outside industries committed to state-owned facilities either through direct leases or local freight forwarder contacts, the worse seemed to have occurred during the past summer when the state decided to raise its terminal tariffs to cover increased operating costs. The industry's concern at the time naturally was the immediate impact on shippers, who ultimately would pay the price, and also how the port's standing would be affected among its competitors on the East Coast. Just as disturbing was the possible effect of the state's move on intra-port competition, i.e. "Would privately owned marine terminals hold

their rates down in hopes of gaining additional business, or would they move toward parity, and subsequently, marine terminal rate stability."

Villain? But worse news for Maryland's maritime community was yet to come. Last month, Maryland's government imposed a moratorium on all publicly financed construction, meaning that existing plans by the state's Port Administration — the government promotional agency — to expand waterfront facilities and relieve growing ship and cargo congestion there would have to be scrapped or indefinitely postponed. The state's move raised further questions concerning Baltimore's viability, particularly focusing on how much shippers would take before determining that Baltimore was no longer an economical port.

Ironically, the Maryland state government — the entity credited for more than a decade for breathing new life into a dying Port of Baltimore — now is viewed by its maritime community as the villain who dealt the port a fatal blow. And few within the industry, have any doubt about how and why it happened.

Those who have expressed doubts feel the Port of Baltimore is just another victim of hard economic times. But those who insist that there is a lesson to be learned from industry dependence on public money claim the existing threat to Baltimore's port is the direct result of the state's move four years ago to create a new bureaucracy — the Maryland Department of Transportation (DOT), which is a cabinet level department that, in effect, rides herd over agencies charged with responsibilities over port, highways, motor vehicles and airport activities. Each became an arm of the new DOT and subject to the department's budgetary and policy decisions.

Prior to DOT. Until that time, the port's driving force was the former Maryland Port Authority, a semi-autonomous state agency that was governed by a board of state commissioners empowered to make decisions on the spot, including those relating to port development expenditures. Under that authority, which was created in the late 1950's to reverse the port's downward direction, its five-man board mapped out a development plan that eventually called for spending more than \$90 million to modernize existing facilities and build new ones. With regional offices set up in most of the world's key trade centers, the MPA set itself to the task of finding the shipping business, and it succeeded far beyond its expectations.

Steamship lines and shippers literally were banging at the doors to get in, particularly to gain access to the new 550-

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acre Dundalk Marine Terminal, which was considered among the most modern and efficient container-handling facilities on the East Coast. Business grew to the extent that some cargo was being turned away, or sacrificed to gain higher rated commodities, because the MPA had more business than it did space to handle the commerce. By the time the authority was dissolved in 1971, state-owned marine terminals had increased their cargo volumes from barely 138,000 tons in 1961 to more than 3 million tons a decade later.

Pros & Cons. So there was reason to believe there would be mixed reactions, primarily in opposition, toward the merger of the MPA into the new Department of Transportation. Those supporting the merger, mostly state legislators, felt the Maryland Port Authority was spending the state's money too freely, and viewed the close relationship between the agency's commissioners and the local industry as perhaps too cozy. Those opposing the merger definitely felt there no longer would be a line of communications between the state and the industry, and probably more significant, considerations for port development funds would have to fall in line behind those of the other modal agencies. The critical statement echoed most often was

that the port, the state's highest revenue-producer, would be used as a tool to build highways or bridges — not waterfront facilities.

Raise \$2 Million. Recent developments in Maryland seemed to confirm their suspicions. When the Maryland Port Administration announced its intention to increase its marine terminal tariffs last summer, the agency's officials conceded that it was doing so under pressure from a financially pinched Department of Transportation to produce more revenues. The ultimatum from DOT was for the MPA to come up with at least \$2 million more a year; how the money would be raised and from what sources was the Port Administration's problem.

The shipping community was outraged at some of the port agency's proposals. The local truckers threatened to take the Port Administration to court if newly proposed marine terminal "entrance fees" were assessed against their industry. Shippers of high value cargoes threatened to take their business elsewhere, rather than face increased costs in Baltimore. Steamship lines threatened to make a feeder port out of Baltimore if higher pierside charges were implemented as proposed.

Consequently, the Port Administration relented, in fact actually reduced the cost

to the shipper of doing business in Baltimore by eliminating the long-standing "terminal service charge". However, the reduction was tempered by a warning from the Port Administration that increased costs may necessitate future tariff increases. The Port Administration is still held responsible by the Transportation Department to come up with additional millions in revenue.

Strangely enough, a month after the Port Administration failed in its attempt to implement the tariff, the Maryland Department of Transportation imposed its moratorium on all publicly financed construction projects, asserting that it was facing a \$350 million shortfall over the next five years.

The DOT's move meant that \$18 million worth of construction and improvement programs planned by the MPA would have to be scrapped or postponed. It also meant that the MPA would be stuck with half a half-completed marine terminal. For the agency had let contracts for paving and dredging at the new \$25 million facility, but the moratorium prevented the MPA from buying two new container cranes that would enable the new terminal to handle ships and relieve congestion at other state facilities.



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Schenker says state and local tax funds will no longer be available to build ports, and the port directors don't want the Feds in the act. The alternative would be for you, the shipper, to foot your bill and open the way for a return to private terminals.

THE ALTERNATIVE:

PREPARE TO PAY YOUR WAY

Under fire from all sides, a National Academy of Sciences (NAS) panel examining future port requirements in the U.S. has begun to revise the report in which it recommends \$250,000,000 per year in direct federal aid to the ports.

While the draft presented to the American Association of Port Authorities (AAPA) at Montreal September 23 left the impression there is no practical alternative to large doses of federal aid, the revised text says there is:

"Ports can take on the attributes of private industry and finance their development out of their own revenues, without reliance on local taxation."

Dr. Eric Schenker of the University of Wisconsin-Milwaukee, chairman of the panel making the NAS study, needs yet to be convinced that the alternative is practical, but admits it is possible.

The alternative is in line with conclusions the panel reached before stating its recommendation for direct federal aid. Tucked away inside the report and little noticed during the hubbub in Montreal, the NAS panel had concluded:

"The basic objective of U.S. transportation policy should be the reliance on unsubsidized, privately-owned facilities, operating under the incentive of private profit and the checks of competition, with more reliance on the marketplace to determine price."

"To obtain this goal at the lowest economic and social cost, to the Nation," the panel added, "public policy should provide a consistent and a comprehensive framework for equal competitive opportunity."

It is only fair to note that Schenker and his colleagues on the panel are working without pay under sponsorship of the Maritime Transportation Research Board which performs studies in the

marine field for the National Academy. Most of the studies are long-range and seek to provide a philosophic basis to guide future actions by the federal government. Schenker placed considerable reliance on a 1974 Maritime Administration report titled "A Survey of Public Port Financing," indicating 70% of ports' capital funds are provided from sources outside of net revenues. Although ports have relied on local and state funds for financing in the past, the panelists believe these sources are drying up and cannot be relied upon in the future.

Schenker's presentation of the panel recommendations came under heavy attack at the AAPA meeting in Montreal. W. Don Welch, executive director for the South Carolina State Ports Authority, set the tone for the opposition when he said:

"The record is clear—when the federal government spends money, priorities are set, controls are placed and restrictions ensue. The fact is, the federal government could not get involved without disrupting competitive relationships, which would prove ruination of our industry as we know it today."

Welch and his colleagues are deathly afraid of a point which Schenker himself had made when he said, "The federal government, through its power to withhold or extend authorization and funding for channel projects, is capable of directly influencing port development and port usage. Because federal funds are limited, there exists an inherent tendency to promote a selective policy toward ports that appear to be economically successful, thereby foreclosing on the marginal ports."

While AAPA readily accepts federal aid for channel improvements, and is willing to accept federal money to offset



Schenker

the cost of new environmental safeguards, it wants to further part of federal control.

The feeling is so strong that the delegates voted overwhelmingly in opposition to any further federal funds being expended by Congress to study the issue of direct grants to the ports.

Schenker has drafted an additional section to the NAS panel report as "an answer to Welch." Revisions are also

being made at the urging of John H. Leeper, senior project manager of the Maritime Transportation Research Board, who noted the lack of consistency within the study.

Who Will Pay? The gut issue remains: Who will pay for port improvements in the future? There are only three possible answers:

- (1) Shippers
- (2) State and local governments
- (3) Federal government

If the ports oppose direct federal aid, it is unlikely Congress will force it upon them. If the state and local tax sources dry up as Schenker predicts, the only remaining alternative is the shipper. In this situation it is entirely possible that the port industry will revert back toward a private enterprise as recommended by Schenker and his associates in their list of formal "Conclusions" but ignored in their "Recommendations".

Following is the revised text which Schenker has drafted to be included in the section of the report entitled "Port Financing:"

Revised Text. "In recommending a Federal Aid to Ports Program, the panel recognized that local taxation is currently the basis for most port financing, either directly or indirectly. As discussed previously, the panel has concluded that the local tax base in most areas will not be readily available to ports for financing of all of their capital costs in the future and that needed port development may therefore suffer.

"With restricted availability of local tax base for port financing, alternative methods of financing future development must be devised. Ports can

either finance their continued development through a local-federal partnership (such as recommended herein) or can in effect take on the attributes of private industry and finance their development out of their own revenues, without reliance on local taxation. The 1974 Maritime Administration Report, "A Survey of Public Port Financing" indicated that 70% of ports' capital funds were provided from sources outside of net revenues.

Overhaul of Rate Structure. Implementation of the private industry alternative would thus require a major overhaul in the rate practices of ports in the U.S., resulting in significant increases in their charges. Some increases in port charges are implicit in the other recommendations made in this report, specifically the recommendation that cost be the principal basis for rate-making.

Profit Levels. If all ports in the nation were to adjust their rate structures to provide for a net return on their investments of 10%, the total annual income made available for capital investment would probably be only a fraction of the \$300 million annual investment required for port development. Moreover, the market in the U.S. for municipal bonds is depressed, so it is doubtful if a 10% return on investment would be sufficient

coverage to attract buyers for bonds backed only by port revenues, even at high interest rates. The Maritime Administration Report referred to above indicates that a typical port obtains a net return on its investment before debt service of only 4%. Operating as a private industry therefore will not provide sufficient revenues or an adequate financing base for ports to permit the level of capital investment needed within the next few years for port development. The Panel therefore concluded that a federal aid program is essential to the future development of the nation's port facilities.

FAA Type Aid. The specter of federal control has been raised as one of the principal objections to a federal aid program. Federal control presently exists to a considerable extent in that the federal government controls channel and harbor works in ports throughout the nation and requires that ports meet safety and environmental standards. On the basis of experience with the Federal Aid to Highways and Federal Aid to Airports Programs, the proposed Federal Aid to Ports Program should not lead to any increase in federal control. Under the private industry alternative, it could be expected that ports would be treated increasingly like public utilities with increasing control over rates and capital investment programs. The Panel believes that a properly established Federal Aid to Ports Program would therefore not result in any greater federal control than now exercised and, through the insertion of the states themselves into the allocation and grant process, would insure continued local control over decision-making."


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A Lot of Land for Expansion

Hapag-Lloyd Asks Shipper Support In Showdown with Soviet Shipping

Shippers in Western Europe are being urged to guard against inroads in shipping by Comecon fleets.

A direct plea to shippers has been made by the German-flag Hapag-Lloyd interests. The line contends Communists are motivated by political aims, without regard to economic costs.

"German liner shipping operators are prepared and indeed, determined, to make an appropriate response to the Soviet attempt to undermine the free-market structure of Western shipping by means of state-subsidized rates, so that the principle of efficiency in sea transport shall remain valid," Hans Jakob Kruse, spokesman of the executive board of Hapag-Lloyd AG said in Munich November 12.

Because the measures taken by the Soviets are purely and simply political, German shipping companies cannot "go it alone," he said.

Need Shipper Support. "They need understanding and cooperation not only from the government, but also from all shippers who use liner services." Kruse went on to emphasize that during the

century-long history of conference services, German shipping had "proved again and again that in free-market conditions of fair but hard competition, it was absolutely a match for any rivals."

There is no point, though, in continuing to prop up the fiction of liberal regulation of sea transport and waiting for miracles, Kruse said.

"The Soviets obviously see no incongruity about paying lip service to a policy of detente, while at the same time aiming for hegemony on world sea routes through a forced expansion of their fleet."

It would be regrettable if the governments of the countries affected — not only West Germany, but Great Britain, the Netherlands, the U.S.A. and Japan, among others — were to fail to draw the necessary conclusions in good time.

Secure Sea Links. "Although West Germany neither would nor could lay claim to being a major sea power, as the world's second largest trading nation (after the U.S.A.) it is to a very great extent dependent on secure sea links."

"The German public must therefore give serious consideration to this shipping policy problem, if it is not to follow up the bitter experiences of its recent past by falling into the mistake of one-sided continental way of thinking."

Sea-Land Opens Exclusive Area At Portsmouth

Sea-Land Service opened a new container terminal at Portsmouth, Va. November 20. The \$6,800,000 terminal is the first exclusive container facility in the Portsmouth/Hampton Roads area.

Sea-Land has constructed its own crane on the 30-acre tract. More than 300 containers on chassis can be accommodated in the marshalling yard, with electrical hookups available for 96 temperature-controlled containers.

Adjacent to the new warehouse is a rail ramp utilized by the Seaboard Coast Line rail system and the Norfolk and Portsmouth Belt Line, which interchanges with five major rail lines serving the Hampton Roads area.

Lou Nappi is terminal manager.



A few points you should consider about the Port of Miami.

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Six cargo sheds provide 16 acres of transit storage, with many more acres for staging nearby. On the land side of the buildings is enough floor-level dock space for 250 trucks.

Shipside dock aprons are 70' wide, equipped with the newest in container handling equipment. Enough platforms and ramps are available to serve up to ten roll-on/roll-off vessels at a time.

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There's no US port closer to the booming Latin market (or to the heart of the Southern Florida market). Nearly half of the 60-plus shipping lines that serve the Port of Miami call on ports in the Caribbean, Central and South America. Two railroads — the Florida East Coast and the Seaboard Coast Line — and some 30 motor carriers link the Port of Miami with the continent. Interstate 95 and the famous US1

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Jane's Reports Comecon Container Fleets Create Unstable Conditions

The Eastern bloc container fleets may present a threat to stable freight rates on the world's trade routes, particularly in the Pacific, since their policies may be dictated on political rather than economic grounds, according to reports quoted in the latest edition of "Jane's Freight Containers" published November 27, 1975.

The editor feels that because the basis for determining fleet operating costs, capital depreciation and prices are so different between Eastern and Western trading nations, comparisons as to what are and what are not trading ventures are almost impossible, but undoubtedly these different criteria are to the disadvantage of the West.

Except in Pacific trade where the first of a series of fully cellular lift-on carriers will be introduced, a great deal of cargo flexibility is being built into the Soviet general cargo fleet by the provision of numerous roll-on vessels fitted with stern quarter ramps or swivelling bow ramps, capable of carrying forest products, export vehicles, etc., as well as containers. As with the U.S. merchant marine, the military logistics value of this new fleet should not be overlooked, according to Jane's.

The Soviet bloc is not the only area in which expansion seems to be taking place.

Expansion in Caribbean. The Caribbean is under rapid development at present. This is illustrated by the growth of such ports as Miami and Port Everglades in the U.S. Gulf, San Juan, Rio Haina, Port au Prince, Willemstad, Port of Spain and Kingston. Ports in the U.S. Antilles, East and West Coasts of Central America are also involved. The planned introduction of the Europe/Caribbean (CAROL) Service is speeding up port development in that area.

Expansion in South Africa could result in Johannesburg becoming the largest inland container transfer point in the world. There have been reports that by 1979 Johannesburg could expect to be receiving between 650 and 1,110 ft. equivalents per day, of which about 40% will be LCL (less than container load) units.

Growth is also anticipated in the Persian Gulf where there are signs that this area will be accepting containers or roll-on cargoes within the next three years or so. Reports have been received from both Iran and Iraq that container terminals are at the planning stage for

construction in 1977/78. At present, operators and planners put forward the view that general cargo, heavy engineering and structural equipment moves inward to the Persian Gulf while nothing suitable for containers moves outward and therefore, unitized services will be very slow to develop.

Container/Ore Ships. The editor suggests that the recent Scandinavian designs for container/ore carriers may provide the answer with containers outward from Europe and ore for the return voyage from India or East Africa after a short ballast voyage.

Inland Rivers. Inland waterway container services may be coming into their own. This year has seen the introduction of scheduled container services on the Rhine. Two operators,

one with specially designed, self-propelled craft and the other with push or towed barges now offer services between the Benelux countries and Germany.

There are signs also that Hungary and Bulgaria will use the Danube for container movements and the opening of the Rhine/Danube link will offer greater opportunities for this mode of transport in the future. The Soviet Union has built at least four medium-sized river ships capable of carrying containers. Moderately-sized vessels can, of course, move from the Arctic Ocean to the Black Sea through Soviet waterways.

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Report Seatrain May Compete With PRMSA to San Juan

Seatrain Lines sent surprises up and down the East Coast and Puerto Rico last month as word went out it may re-enter the domestic trade between the East Coast and San Juan.

Initial word was that Seatrain would challenge Puerto Rico Maritime Shipping Authority (PRMSA) out of New York, Baltimore and Norfolk. This

report later spread to include virtually all East Coast and Gulf ports.

The line's actual intent remained something of a mystery as officials declined requests for comment. Whatever the plan may be, it almost certainly will be challenged by PRMSA and become the subject of litigation.

Service presumably would be maintained with the S/S Transindiana, a 480-container vessel which Seatrain last month placed in service from Norfolk, to Port Everglades, to Guantanamo Bay, to San Juan, Jacksonville, and return to Norfolk. The ship's basic business is a Navy contract for service to Guantanamo. The call is made at San Juan to discharge and load containers

moving in the Europe/Puerto Rico trade. These containers are relayed to Seatrain's Euroliner vessels at Norfolk.

The vessel also handles European business out of Jacksonville, with relay at Norfolk.

Container Cranes Bought for Both Tar Heel Ports

North Carolina State Ports Authority is buying two Itoh container cranes (one each for Wilmington and Morehead City) to stay in the competitive game with neighboring ports of Norfolk and Charleston.

At present, Wilmington served by Seatrain Lines' Euroliner class containerships with conventional dock cranes.

The two units costing \$5,068,593 are to be delivered in May 1977.

E. E. Lee Jr., acting executive director of the ports authority, said, "The cranes will help us better serve our present customers and will aid us greatly in developing new business for the ports."

Farrell Lines Will Lengthen Containership

Farrell Lines' S/S Austral Entente will soon be "stretched" 144 ft. with a new mid-body section which will increase container carrying capacity of the ship operating in the Australia and New Zealand trade.

For what may be the first time in history, Farrell will lease the added \$14,000,000 sections as well as the original ship — both from General Electric Credit Corp.

Farrell Lines and GE Credit announced November 10 signing agreements covering construction, installation and leasing of the mid-body to be fabricated and installed by Avondale Shipyards of New Orleans. The section will increase the length of the Austral Entente from 669 ft. to 813 ft. Although the entire job will require about 16 months, the ship will be out of service only three months.



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Borg-Warner Offers Freight Bill Audit Business for Others

Borg-Warner Corporation last month announced it will offer a freight bill auditing service to other industries through a new unit to be known as Borg-Warner Transportation Services.

Jim Taylor, manager of the new service, said a recent audit of over 60,000 freight bills disclosed nearly 7% contained overcharge errors averaging \$13.54 per bill.

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All AGS Vessels Now Accepting Tampa Containers

Atlantic Gulf Service has begun accepting containers westbound from Europe to Tampa on all ships, it was announced by Strachan Shipping Company, U.S. general agents.

Prior to November 14, AGS accepted Tampa cargo only on every third vessel.

The new service offers sailings to Tampa every 10th day from ports in Scandinavia, Western Europe and United Kingdom.

"When quantities do not warrant a direct call, Tampa cargo will be transhipped via Miami, a quick two days operation which does not delay the cargo," Strachan announced.

Tampa is last port of call for all AGS ships outbound from the Gulf to Europe. Port agents for AGS are Strachan at Miami and Lavino Shipping in Tampa.

President Somoza Invites Florida Group to Nicaragua

A group of 30 Florida businessmen is scheduled to visit Nicaragua the last week of January at invitation of Nicaragua President Somoza, who was principal speaker at the 1975 Florida Governor's World Trade Conference.

The trip is sponsored by Florida Council of International Development, which conducts the annual trade conference.

Travel arrangements are being made through Lanica Airlines with a special round-trip fare of \$200.

Another FCID project announced last month is a seminar on Yugoslav business scheduled at Florida State University in Tallahassee December 3.

Yugoslav Consul General Dr. Milan Bulajic of New York is scheduled as principal speaker at the functions to be held in a FSU student center for the Communist nation.

Export Packing Facility

Transoceanic Shipping Co., Inc. has bought approximately three acres of land and two modern steel buildings in the Nashville Avenue Wharf in New Orleans from Donegan Lumber Co.

Transoceanic President Basil J. Rusovich, Jr. said the area has been leased to subsidiary International Export Packers of Louisiana, Inc. for export boxing, staging and warehousing.

Norton Lilly Opens Office in Atlanta

Norton Lilly & Co. has opened a branch office in Atlanta with Walter I. Mitchell named regional sales manager for a territory encompassing the states of Georgia, South Carolina and specific areas of Tennessee and Alabama.

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4 Ports at Odds On Wharfage and Stevedore Charges

The Port of Jacksonville believes it won some brownie points in the latest round of increase in terminal charges at South Atlantic ports.

For years, Jacksonville has been the "bad boy" pressing rates up toward a compensatory basis. The posture was fiscally sound one for a port operating with limited support from the taxpayer but weak from the standpoint of winning friends among shippers and vessel operators.

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It came something as a surprise therefore, when the October 1 rate changes were accomplished and Jacksonville found itself with friends it barely knew before.

What had the port done? Literally nothing—at least on two significant points.

The Jacksonville Port Authority refused to go along with Savannah, Charleston and Wilmington when authorities in those ports decided to shift wharfage charges from the cargo (where it has always been) to the ship. Shippers—who pay no matter where the charge is assessed—were not greatly concerned one way or another, but vessel owners were really upset. Jacksonville definitely came out ahead.

User Charge. Jacksonville's Port Director James J. Scott came up a winner on another point. This involved stevedore user charges, a small sum which stevedore firms in some ports pay for the use of public facilities.

In the October 1 round of increases, South Carolina boosted its rate from 8¢ to 13¢ a ton and Georgia went from 10¢ to 14¢.

Neither rate is enough to get up-tight about, but the stevedore companies—most of whom do business at all three ports—once again were reminded that Jacksonville lets them

operate on the public dock with no user charge at all.

Brownie points which Scott won on the stevedore user charge may be short-lived, however, because JPA is currently negotiating with Jacksonville Maritime Association to begin collecting a user charge—most likely under a different name. These discussions are proceeding on a friendly basis between JMA and JPA, however, and it is unlikely any fur will be raised if and when a charge is agreed upon.

Operating Ratios. Scott has another factor going his way. The Jacksonville authority began adjusting rates toward a compensatory level before its neighbors. Everyone is doing it now, but Scott and JPA are already there.

To break-even on marine operations, JPA must hold its direct labor costs to 45% of revenue on dock operations. The most recent monthly financial statements show the authority to be operating with a ratio just under 39%. (This compares with a ratio which sometimes reached 74% before the authority recognized it must get its house in order and not look to the taxpayers to finance in-efficiency.)

FMC Dockets. Meanwhile, Jacksonville is watching with interest as an appeal is carried to Federal Maritime Commission to determine whether the wharfage charge should be assessed against cargo (as in Jacksonville) or the vessel (as in the other South Atlantic ports). If FMC rules against the vessels, JPA may be forced reluctantly to go along with the crowd.

The issue will be fought out in FMC Docket No. 75-21 in which the West Gulf Maritime Association complained against the Port of Houston decision to collect from the vessel instead of the shipper, and FMC Dockets 75-42 and 75-43 which are the formal complaints filed by local maritime associations in Savannah and Charleston, respectively. The FMC has allowed until June 1, 1976 for filing of final briefs in the Houston case—indicating the decision is a long way off.

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Industries With Waterfront Facilities May be "Dead" Next July 1 and Fail To Realize it Due to Coastal Zone Act

Some U.S. ports and many private industries with waterfront facilities may be "dead" next July 1 and not realize it, a Maritime Administration official warned last month.

The villain will be the Coastal Zone Management program financed with \$39,000,000 of Federal funds.

The warning was issued by James McShane, port development officer at the Maritime Administration Eastern Regional office in New York when he spoke at a meeting of the South Atlantic and Caribbean Ports Association at Palm Beach October 31.

June 30, 1976 is the deadline for completion of Coastal Zone Management planning work by state and local planners, McShane said. Waterfront interests must be certain that their present facilities and future needs are provided for in the initial studies, he said.

"Once the planning phase is completed (June 30) you are dead," he said. "From then on it is administrative."

According to McShane, future

decisions by the Federal government on construction and maintenance permits will be based upon work now being done by the planners—most with little knowledge or experience in the maritime field.

"It's not going to be easy (for ports) unless you take a firm stand with your state agencies now," McShane said.

Chicago Trade Meet Set for April 21-22

The 1976 Chicago World Trade Conference will be held Wednesday and Thursday, April 21-22 at the Hyatt Regency Chicago Hotel. The conference is sponsored by Chicago Association of Commerce and Industry and International Trade Club of Chicago.

Brooks McCormick, president and chief executive officer of International Harvester Co. and the 1975 conference's "Man of the Year in World Trade," will serve as chairman.

Every Category Of Business Up Sharply in Oct.

Container traffic through Jacksonville has increased 56% in one year, according to the October report from Jacksonville Port Authority's Managing Director James J. Scott Jr.

JPA's operations report for the month ending October 31 showed 6,349 containers processed over JPA owned and/or operated facilities compared to 4,077 during the same period a year ago. On the basis of tonnage of cargo contained within the boxes, cargo was up 30% to 81,924 tons.

Break-bulk business was up also during October. A significant gain in automobile, steel and plywood imports gave JPA a 28% increase in break-bulk imports. General cargo exports were on the rise also (up 21%) despite a continuing sag in linerboard traffic.

The authority recorded a net income of \$196,063 on \$588,228 of marine enterprise operating revenue for the month.

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Belcher Oil Keeps Officer Team With 5 New Directors

Belcher Oil Company of Miami outgrew its "family" image last month as five new faces appeared on the board of directors and the company began to appear as something more than a South Florida concern.

At the 61st annual meeting in Coral Gables, J. A. (Red) Belcher Sr. had been re-elected chairman of the board; K.O. Johnson was re-elected president and chief executive officer, and J.A. Belcher Jr. was returned as a vice president. All remain members of the board, along with William E. Carpenter, a Miami insurance executive.

But change is reflected in the five new directors:

I.C. Anderson, a retired executive from Exxon Corporation; Paul L.E. Helliwell, a Miami attorney and president of Corbermi Shares, Inc.; Guy McKenzie Sr. of Tallahassee, the West Florida trucker who earlier this year sold his oil distribution operations to Belcher; George S. Patterson, a New York petroleum consultant, and Robert H. Redfeam, president of White Point Marina at Kinsale, Va.

The new directors give Belcher a diversified team at the top and could prepare it for more change in the future.

"The outcome of this election of directors constitutes a solid vote of confidence by Belcher shareholders in the management team that has guided the company to record growth in assets and earnings over the past two years," Johnson said.

He noted, significantly, that the meeting did not discuss "the interest that has been expressed by Charter Oil Company in acquiring Belcher Oil Company."

Prior to the deal with McKenzie, Belcher's principal business has been marketing of petroleum products in South and Central Florida where it is the major supplier to electric utilities. The company explored possible construction of a refinery at Port Manatee—a project now on the shelf but not abandoned.

Nuclear Merchant Shipping Must Wait On New Legislation

Launching of the next nuclear-powered U.S. merchant ship is being delayed because of the absence of legislation necessary to support the U.S. nuclear merchant ship program, a legal authority told the membership of the Society of Naval Architects and Marine Engineers in New York November 13.

"Although the maiden voyage of the nation's first civilian nuclear-powered ship N/S Savannah was made in 1962, no privately-owned commercial nuclear-powered ships have yet been constructed in the United States," Alvin G. Kalmanson, assistant counsel of the Babcock & Wilcox Co. said.

"It is highly unlikely that any firm

commitment for a vessel will be made before certain legal, administrative, institutional and economic issues have been resolved."

Kalmanson said, "The primary impediment to the construction and operation of a commercial nuclear ship is the absence of any limitation on the liability of any of the participants to persons who may be injured or sustain property loss as a result of a nuclear ship accident occurring outside the United States. Presently, nuclear incidents occurring within the United States are covered under the terms of the Price-Anderson Act.

"A second set of problems, the solution of which serves as a pre-requisite to domestic development and construction of a nuclear ship, concerns the availability of federal financial assistance to the builder and owner of a U.S. flagship. It is considered necessary that some form of federal assistance be available to cover contingencies before such a ship is contracted for in the U.S."

Thus, "The first commercial nuclear ship will confront a legal process markedly different from that existing during the N/S Savannah program. In addition, the first commercial nuclear ship would confront that legal process without the aid of special legislation fashioned for Savannah," Kalmanson said.

Kaiser Gypsum Would Sell Plant to Celotex

Kaiser Gypsum Co., Inc. is negotiating with the Celotex Division of Jim Walter Corp. for the sale of Kaiser's gypsum wallboard manufacturing facility at Jacksonville.

A sale price approximately equal to book value of the assets involved has been arrived at. Kaiser said that if the sale is consummated, the subsidiary will receive cash of \$6,675,000 for the assets, plus an amount based on inventories of wallboard, raw materials and spare parts at the time of sale.

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Other States Blindly Follow Florida Oil Spill Law Which Has Been Revised

AIMS President calls for uniform Federal legislation and liability fund which will cover need but reduce confusion.

The American Institute of Merchant Shipping urged the Congress November 18 to pass legislation that would set up a National Oil Compensation Fund of up to \$200 million and pre-empt a "patchwork" of confusing state oil spill liability laws and consolidate a number of differing federal oil cleanup and compensation funds.

In testimony before a House Merchant Marine and Fisheries subcommittee, James J. Reynolds, AIMS president, said his ship management organization, representing 70% of U.S.-flag ocean-going vessels, supported H. R. 9294 because it provides for "prompt and fair compensation for cleanup costs, third party damages and natural resources injuries arising out of oil spills."

"We believe that this concept of a single national fund raised and maintained in part by a simple (up to 3 cents) per-barrel tax (paid by U.S. oil companies) on oil and administered by an existing federal government

organizational unit such as the Department of Transportation is a sound and responsible response to a national need."

Reynolds said the proposed new system would consolidate the compensation fund programs now in effect under the Federal Water Pollution Control Act, the Trans-Alaska Pipeline Fund and the Deepwater Ports Act.

Reynolds said that current domestic oil spill liability laws have caused considerable confusion to vessel operators due to the wide variation in regulations and liability ceilings from state to state.

Florida Pattern. The most serious problems in the past have been with Florida's extremely strict oil pollution law which, until amended last year, was driving shipping away from the state's waters as operators were unwilling to take the risks caused by the law's unlimited liability provisions. "Ironically," Mr. Reynolds noted, "while Florida found it appropriate to modify its law to accept the Federal Water Pollution Control Act liability limits and

provide for defenses that allow shipowners to purchase insurance, several states have followed her original lead and are preparing legislation patterned after the earlier Florida (unlimited liability) law."

The U.S.-flag spokesman pointed out that H. R. 9294, originally proposed by the Ford administration, would provide "ample compensation" for three categories of liabilities — cleanup, third party damages and natural resources injuries. "It would cover both persistent and nonpersistent oils," he added. "Furthermore, in addition to covering spills from ships and barges, it would provide coverage for spills from terminals, pipelines, refineries, drilling rigs, production platforms and deep-water ports."

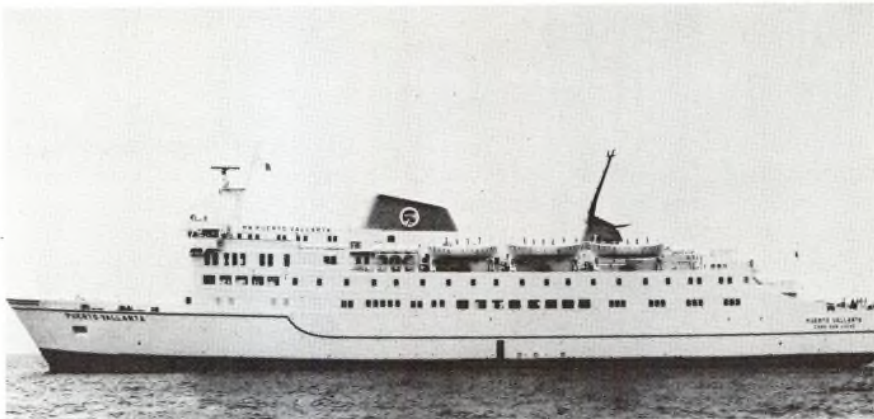
Reynolds also made it clear, for the good of international shipping and the unimpeded flow of world trade, that "uniformity" of maritime law is essential.

"It is essential for vessels that sail from country to country to know the monetary risks and legal liabilities to which they will be exposed," he stressed. "It is no less desirable for our American-flag ships and barges that sail from state to state in the United States."



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Mexican Government's C & P Line To Begin Passenger/Cargo Ferry Run Twice Weekly Between Miami/Yucatan

A passenger/cargo ferry owned and operated by an agency of the Mexican government will commence twice weekly service between Miami and Puerto Morelos on the Yucatan Peninsula January 30.

The vessel is the M/V Puerto Vallarta, a 450-passenger ship built in West Germany in 1974. The ship will transport

autos and Ro/Ro cargo on its garage deck.

The Mexican government agency which owns the ship is Caminos Y Puentes Federales de Ingresos Y Servicios Conexos—to be referred to as C & P Line. Jack Laan is president of the newly formed line and has established headquarters in Miami. Eller &

Company serves as the line's agent.

The 357 ft. Puerto Vallarta is staffed by a Mexican crew. It is fully stabilized and equipped with controllable pitch propellers and bow thrusters.

Facilities aboard ship include modern public rooms, a restaurant offering international cuisine, a cafeteria for fast food service, bar, game room, and salon for dancing.

Passenger fares for the 33-hour voyage range from \$30 for reclining salon chairs, to \$125 for a suite. Auto rates begin at \$112.

Departures from Miami will be every Tuesday and Friday nights. Sailings from Puerto Morelos will be on Monday and Thursday mornings.

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Linea Manaure, C.A., of Caracas has appointed Eller & Company Inc. as its general agents and stevedores in Florida.

Eduardo Canoura is owners representative located at Eller's Miami office at 3000 Biscayne Boulevard.

Linea Manaure President Andres Marquez announced the appointments, stating his confidence in growth of traffic between Miami and Venezuela. The line is operating two vessels from Miami, providing a weekly service.

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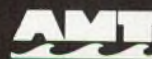
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Frendo Americas To Begin Q-Line Service to Haiti

Frendo Americas, part of the Norwegian Frendo Group of shipping companies, will initiate a fortnightly liner service from Miami to Haiti and Grand Turk on December 11.

The service will be provided under the name of Quisqueya Shipping A/S (Q-Line) and will utilize the M/V Frendo Simbay I, according to John Gynell, general manager of Frendo Americas in Miami.

Built in 1972, the M/V Frendo Simbay I has a deadweight of 1,080 tons and is designed to handle break-bulk or containerized cargo. She will carry 45 20-ft. containers.

The vessel will sail from Miami every second Thursday, arriving at Port au Prince on Sunday, Cape Haitien on Wednesday, Grand Turk Island on Friday, and return to Miami on Mondays.

Lavino Shipping Company will be agent and stevedore at Miami.

The name "Simbay" is derived from

the Creole word denoting "god of the sea" or the Creole equivalent "Neptune", Gynell said. "Quisqueya" is the Arawak Indian name for the Island of Hispaniola. Hispaniola.)

Miami Mayor Ferre Heads Delegation To South America

The Florida Friendship Flight to Venezuela and Colombia December 4-9 will be hosted by Miami Mayor Maurice A. Ferre, a native of Puerto Rico who moved to Florida to head up the Ferre family interests in the state.

Accompanying him, according to an announcement from the mayor's Miami new office, will be Florida Governor Reubin Askew and a large delegation of business men, including:

Alvah H. Chapman Jr., president of Miami Herald Publishing Co.; Dr. Henry King Stanford, president of University of Miami; Hood Basset, chairman of Southeast Banking Corporation; Richard A. Pallot, chairman and president of International Bank of Miami; Charles E. Cobb Jr., president of Arvida Corporation; William Colson, attorney, and Hilario F. Candela, a leading Miami-based architect.

Object of the trip is to promote trade

and tourism and invite Latin nations to join in the U.S. Bicentennial celebration.

Polish Ocean Line Extends Container Service Southward

Polish Ocean Line container service out of North Atlantic ports will be extended southward to Wilmington, N.C., December 12 when the M/S Bronislaw Lachowicz calls there — last port outbound to Rotterdam, Bremerhaven and Gdynia.

The container service supplements break-bulk service which POL has previously offered at Wilmington.

Plans for the extended service were announced by John E. Roberts, manager of the Wilmington office of Harrington & Co., agents, and E. E. (Jack) Lee Jr., acting executive director of North Carolina State Ports Authority.

Container equipment offered from Wilmington includes 20 ft. and 40 ft. dry containers, open top equipment, and 40 ft. refrigerated containers.

Roberts said cargo is being solicited for other destinations in Western Europe, Scandinavia and United Kingdom.



Wharf Extension at Charleston

Charleston has begun use of the new 110,000 sq. ft. transit shed and 677 ft. wharf extension completed at Union Pier in October.

M/V Ocean Rentis was one of the first ships to use the new dock, off-loading a cargo of steel.

The Union Pier extension is part of a current \$8,500,000 expansion and capital improvement program which will also include a 100,000 sq. ft. warehouse, 125-ton capacity gantry crane, and new paved open storage area at the facility.

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The U.S. Navy and Maritime Administration will take a mobile exhibit to Baltimore, Boston, Pittsburgh and Jacksonville next summer to make shippers aware of the relationship between Navy and Merchant Seapower. This kinship goes back 200 years to December 1975 when merchant mariner John Paul Jones joined the 2-month-old Navy. Harry P. Hart reminds us of these historical events in the following sketch written especially for this issue. Hart treats Jones as a very human person with strong beliefs.

Mr. Jones Understood Women & Merchant Seapower



A leader, a lover and at times a loser might be the quickest way to describe John Paul Jones. As Rear Admiral Samuel Elison Morison writes in his preface to his biography of Jones, "No character in naval history, with the exception of Lord Nelson, has been the subject of as much romance and controversy as has John Paul Jones."

The distinguished historian adds, "It is much easier to write a novel about Paul Jones than to write a biography."

As the Bicentennial Year looms ahead, it is in order to consider the men of the sea who have contributed so much to the United States and the role they played in the founding of our country. Leading the list of the great men of the sea has to be none other than John Paul Jones.

How many Americans realize that like many other officers of the Navy, Jones was a merchant skipper before he was commissioned in the young Navy? How many of us know that the merchant marine is the "Mother of Navies"? It was the bravery, courage and seamanship of men like Jones who added lustre to the cause of freedom.

Scotsman. Born in Scotland, Jones left his family and farm and turned his eyes

and his feet seaward. The high roads and low roads of Bobbie Burns brought him to the brig "Friendship", Captain Robert Benson commanding. He was just thirteen years of age when he asked to ship aboard "Friendship."

Then for the next four years, Jones made the brig his classroom and the Master was his tutor as the ship made round trips from Scotland to Barbados and to Fredericksburg, Virginia.

It was the beginning of a career that carried Jones to the slave trade, a noted place in the history of the American Revolutionary War, into the arms of any number of beautiful women, intrigue at the Court of Catherine of Russia, a charge of rape and a final resting place in the U.S. Naval Academy at Annapolis.

West Indies. His first position of command aboard ship came when he signed on the "King George" a blackbirder out of Whitehaven. Next vessel was the "Two Friends" of Kingston, Jamaica and he was chief mate. It was a 30 ton brig about 50 feet long and it carried six officers and men along with 77 Africans. Outraged at what he called an "abominable trade", Jones

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obtained his discharge and was lucky enough to get passage home to Scotland from Kingston. Both Master and Mate died enroute to the "Bonnie Isle" and Jones assumed command of the 60 ton brig "John" home-berthed in Liverpool.

He was appointed Master of "John" and made trips to the West Indies. Horatio Nelson, like Jones, found that a voyage to the West Indies was a far better school of seamanship than the Royal Navy. It was more than a nautical school for John. He became well-known in Bridgetown, Barbados "where the living was easy" . . . and feminine companionship was seldom lacking.

But after his early days of seeking "fun" ashore, Jones made a point of seeking the company of ladies and gentlemen and striving to improve his speech, writing and appearance. He soon became known as a "dandy skipper"

elegant in dress and manner.

In his speech, the Scottish burr was gone and in his writing, his style was better than that of his fellow officers and his letters to ladies were poetic and charming.

Charmed Abigail Adams. In his appearance, Jones was outstanding. Abigail Adams wrote . . . "I expected to see a rough, stout, warlike Roman—instead of that I should sooner think of wrapping him up in cotton wool, and putting him in my pocket, than sending him to contend with cannon balls. He is small of stature, well proportioned, soft in his speech, easy in his address, polite in his manners, vastly civil, understands all the etiquette of a lady's toilette as perfectly as he does the mast, sails and rigging of his ship. Under all this appearance of softness he is bold, enterprising, ambitious and active."

He was far from soft. As a shipmaster, he was also a captain of commerce engaged in selling his cargo for the top price. Then, buying a return cargo that would be profitable to owner and skipper alike.

Charged with Murder. At Tobago, his men wanted a draw or an advance payment of wages. Jones wanted to save all cash on hand for the purchase of the return cargo. The seamen, headed by a ringleader, attempted to go ashore without leave. Jones became embroiled in a battle with the leader and to ward off a blow from a bludgeon, ran the man through with his sword.

On another occasion, he had a ship's carpenter lashed with a cat-o-nine tails. The carpenter lodged a complaint at Tobago in May 1770. The judge dismissed the complaint after examining the carpenter.

But, that was not the end of the affair. Mungo Maxwell, the ship's carpenter, died on a voyage home aboard the "Barcelona Packet." Maxwell's father brought the charge of murder against Jones. Evidence pointed to the fact that Maxwell died at sea of fever. Jones was

cleared of the murder charge. He wasn't a cotton wrapping—he was a man who demanded discipline of his men.

Lost to Patrick Henry. Jones had other difficulties. The man whose inspiring words "I have not yet begun to fight" lost an affair of the heart to another American made famous by his words of "Give me Liberty or give me Death."

John Paul Jones and Patrick Henry were both attracted to a Virginia beauty, Dorothy Dandridge. But the loquacious Patrick, then Governor of Virginia and a widower with six children, added, "Give me Dorothy, too!" The talkative Governor Henry did more than just talk because Dorothy bore nine children by him bringing Patrick Henry's grand total to fifteen children! (Jones lost this game 15-0!)

While both of these gentlemen had the same idea about Dorothy, Jones differed later with Patrick Henry in the affairs of government. Henry was an opponent of central power citing that "even the Articles of Confederation conferred too much authority on central power." Jones took the opposite tack stating, "no government could hope to be respected at home or abroad that was not firmly united or capable of presenting an undivided and unbroken front in any emergency." How appropriate are those words in view of the recent action by President Ford in the S.S. Mayaguez incident.

Jones soon lost any uneasiness over the delightful Dorothy. Other ladies claimed his attention. One stands out particularly, in her missive to the romantic skipper. Comtesse de Nicolson was smitten and expressed herself in many letters to Jones. One paragraph of a letter shows her generosity and her love—"I have never dared to speak to you of this, but I have heard that you couldn't find the money to pay your people. In the name of all the love which with I am consumed, command me if I can be useful. I have diamonds and effects of various kinds; I could easily find a sum; command your

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Mistress, it would make her happy. Twenty times in your arms I wished to speak to you of this, but I feared to displease you."

"Let no boat leave." That Jones had definite ideas about pursuing the fair sex is related in a story told about him in his favorite French port of Lorient. James Moylan did a good bit of ship's business in that harbor. He was a rude, rough man, a great deal older than his 17-year-old bride. Like 40 years older.

The amorous skipper had eyes for the young wife and she was most receptive. How to get the husband out of the way called for strategy at its finest. Jones did not lack in the strategy department. He knew Moylan had business with the Purser and would visit the ship.

"After Mr. Moylan arrives," said Jones as he departed for the shore, "let no boat leave the ship until I return."

About eight o'clock in the evening, the visitor became uneasy but the officer of the deck adhered to the Captain's order. "Sorry, sir, but no boat may leave the ship."

The officers plied the merchant with wine and finally put him to bed on board, "drunk as a beast." Jones must have had a most enjoyable and undisturbed evening ashore with the pretty, young Madame Moylan.

It was on December 7, 1775, that John Paul Jones was commissioned as First Lieutenant in the Continental Navy. It was through Joseph Hewes of North Carolina, a member of the Marine Committee, that Jones received his commission. The former merchant skipper entered a naval fleet that was a collection of merchant ships but it represented the only Navy we had!

The thrifty Yankee hand could be seen in Navy regs for the embryo naval force. John Adams stipulated that "each ship be furnished with fishing tackle" and the commanding officers should drop the hook "where fish were to be had." It added to the daily fare of the crew. Esek Hopkins of Rhode Island, a veteran

merchant captain, was the Commander in Chief of the new Navy.

Jones was placed in temporary command of the "Alfred" and waiting for the arrival of her skipper, Captain Dudley Saltonstall, put the crew to work daily by exercising the guns. "Alfred's" guns were cast iron and threw nine pound cannon balls. The exercise of guns stood Jones in good stead in upcoming battles with the enemy since the ships that he commanded were never noted for their speed but Jones with his daring and courage made his vessels a match against the fleet British ships.

He fought the British but at times fought with his brother officers. After the HMS Glasgow fray, Jones wrote to his patron, Joseph Hewes, a letter highly critical of Captain Saltonstall that ended with the observation—"whoever thinks himself hearty in the service is widely mistaken when he adopts such a line of conduct (rude, ungente treatment by a superior officer) in order to prove it—for to be well obeyed it is necessary to be esteemed."

Fast Ship. Unfortunately for Jones and his seniority rating, he passed over two ships offered him before he took over the Sloop "Providence", formerly owned by John Brown of Providence and the pride of the Rhode Island Navy. She was a good vessel and probably the fastest of any ship he commanded. In her, he had a good crew, captured many prizes and increased his reputation as a Fighting Man of the Sea.

Jones, ever the Dandy, convened a group of naval officers in Boston to discuss uniforms. They came up with a dark blue coat with white linings and lapels, a stand-up collar; white breeches, waistcoat and stockings. One gold epaulet was added for the coat. It was quite similar to the British uniform. His officers aboard the "Bonne Homme Richard" wore this uniform and his sailors, unlike any other ship's crew were "clean drest" in "brown jacket and round hat." Long baggy trousers completed the

attire. His selection of uniform later stood him in good stead. A British ship thought he was one of their own!

Robert Morris, in Philadelphia, received a letter from John Hancock requesting that Jones continue his fine work on the seas. "I admire the spirited conduct of little Jones: pray push him out again." Push him out the Marine Committee did—giving him orders to command ALFRED, COLUMBUS, CABOT, HAMDEN and the sloop, PROVIDENCE. But, lack of communication caused Commodore Hopkins to split up the ships and Jones never did get the chance to take a strategic cruise that would have caught British slavers bound for the West Indies or English sloops with the much needed brass cannon. They were also to "give them an alarm at St. Augustine", "—show the flag in Georgia and the Carolinas." It was a typical foul-up.

The "Ranger." The same day that Congress deemed that the Flag of the thirteen United States be thirteen alternate red and white stripes with thirteen white stars in a blue field, Captain Jones was appointed to the command of the "Ranger," a ship of the United States Navy—not the Continental Navy.

The "Ranger" was one of the few ships that proved to be ready to sail, yet Jones found her not to be "ship-shape and Bristol fashion." His ship was overspurred and too light for her guns. But, Jones, the perfectionest, soon put her to rights. Indeed, Admiral Morison in his "John Paul Jones—A Sailor's Biography" comments, "Jones enjoyed fitting out more than anything except fighting and making love."

"Bon Homme Richard." It was after the "Ranger" that he was given the command of a ship that made history respect Jones as a great leader, an intrepid foe and a world famous Naval hero. The ship was the "Bon Homme Richard", formerly the French "Duc de Duras", Jones renamed

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Jones' most famous victim was the famed "Serapis."

the ship after his friend, Benjamin Franklin. The vessel was a French East Indiaman, about 900 tons bought for Jones by the King of France and outfitted at His Majesty's Expense. It was Lafayette who induced the King to put this extra effort into aiding the American cause.

Jones, now with the courtesy rank of Commodore, had a task force that was comprised of "Bon Homme Richard" two other frigates, "Alliance" and "La Pallas", and a cutter, "Vengeance." After several successful forays upon enemy shipping, Jones squadron stood off Flamborough Head.

Jones' ship was flying British colors when the "Serapis" under the command of Captain Richard Pearson came within hailing distance. Pearson shouted "what ship is that?" Then the British colors were struck and Jones ordered a big red, white and blue striped American ensign to be run up.

Both ships fired almost at the same time. The "Serapis" cannon blew up two

of Jones' 18-pound guns causing many gunners and loaders to perish.

The "Serapis" was a new copper-bottomed frigate that carried 20 eighteen-pounders to Jones 6; 20 nine-pounders to Jones 28 twelve-pounders and 10 six-pounders on the quarterdeck where the "BHR" had 6 nine-pounders.

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After an exchange of broadside, Jones estimated that he had enough of that and that he must board the "Serapis."

Jones ran BHR's bow into the stern of his opponent. It was then that Captain Pearson asked "Has your ship struck?" And, the immortal words of John Paul Jones came back, "I have not yet begun to fight."

More maneuvering and the rigging of both ships become entangled causing the BHR and "Serapis" to engage in a merry-go-round dance in the North Sea with "Alliance" sailing around them and firing broadsides, mostly hitting her Commodore's ship, the "Bonne Homme Richard!"

For two hours they were locked in mortal embrace—sails of both ships were ablaze—fighting would stop while the crews battled the flames and then resumed action on deck.

The battle continued and the plight of the BHR seemed hopeless to many of Jones' officers. Then the mainmast of "Serapis" began to fall and Captain Pearson decided to surrender. He crossed to the BHR, gave his sword to Jones who promptly returned it. The "Serapis" had suffered greatly but, in appearance BHR was an object of horror. Jones wrote of the battle, "and a person must have been a Eye Witness to form a Just idea of this tremendous scene of Carnage, Wreck and ruin that Every Where appeared. Humanity cannot but recoil from the prospect of such finished horror, and Lament that War should be capable of producing such fatal Consequences."

His victory over the "Serapis" was the only important Allied success at sea in 1779. The French King, Louis XVI, invested him with the Order of Military Merit, and bestowed an even greater honor, by presenting to the valiant Captain Jones a gold-hilted sword and calling him the "Vindicator of the Freedom of the Seas." (It is presently near his Tomb at the U.S. Naval Academy.)

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Catherine of Russia. Catherine of Russia was an attractive woman of sixty-two, German by birth, with the remarkable vitality of a woman many years her junior and a sexual appetite that was controlled, in part, by the Royal Palace Guards.

Whether, Her Imperial Majesty wanted the services of John Paul Jones, as the Admiral of her Fleet to pull together the many foreign officers in her service, or whether she wanted to add another star in her diadem of conquest has left many historians in doubt, but not Admiral Morison.

Catherine was an able ruler but her morals left a lot to be desired. Married to Emperor Peter III, she had him killed and proclaimed herself, Empress Catherine II.

Jones must have thought a lot about this "liberated woman." He wrote, "with the character of a very great man, she will always be adored as the most amiable and captivating of the fair sex."

Catherine's lover was Count Potemkin and from the start Potemkin was the fly in Jones' Russian ointment. Morison claims it was the flag rank that attracted Jones, not the beguiling Catherine. Having scanned some of Jones past performances in the boudoirs of many French ladies, it is quite easy to side with Potem-



kin in this jealousy bit. But, accept the position of Rear Admiral in the Imperial Russian Navy, is what Jones did. The title of Admiral was Jones' greatest desire.

If, the transplanted Scotsman thought he had trouble in the American colonies, those matters were insignificant compared to his problems in Russia.

The British officers in the Russian Navy hated Jones—a Greek officer, who expected to have Jones' job, was another, Potemkin had three Rear Admirals in the Black Sea and as the overall military commander tossed Jones in with the rest. Prince Nassau-Siegen, a Hollander, was most unfriendly.

The campaign on the Liman against the Turkish fleet was a case of having other officers working against and not with Jones. He wrote "in my whole life, I have never suffered so much vexation as in this Campaign of the Liman which was nearly the death of me."

One thing that stands out from Jones Russian service is that not one Russian officer can be counted among those who participated in an overall conspiracy against this famous sailor. The Russians who served under him had nothing but respect and loyalty for him. But, not Potemkin.

Konradmiral Pavel Ivanovich Jones subsequently was relieved of his command and departed the Flagship "Vladimir." It was on a three day journey to Kherson that Jones came down with pneumonia.

The illness was not Jones only trouble in the Land of the Steppes. A charge of rape was made against him that was obviously a frame.

Scandal. A young girl came to Jones apartment selling butter or asking if he had lace or linen that needed mending. As soon as she left his front door, the girl tore her sleeves and screamed "rape". Her mother happened to be conveniently near by. Who framed Jones? Was it Potemkin? Was it Prince Nassau-Siegen? It certainly wasn't the British officers. They would never resort to such a device.

The scandal was enough to cause Jones to be a social outcast. Even, the Empress, far from being an example of virtue, took a dim view of the Admiral who had served her so well.

Enroute to Paris, Jones stopped at an Inn in Harwich, attired in his uniform of a Russian admiral. The people of the town surrounded the place and Jones fearing bodily harm, retreated to London. Whether it was because he raided the English seacoast or the charge of rape that raised their ire is not known.

His Death. In May of 1790, he returned to Paris, a city much loved by Jones. Here he became interested in the plight of the American seamen captured by the Barbary Coast pirates. Without a Navy to protect them, merchant ships were fair game for the pirates.

Thomas Jefferson saw eye to eye with Jones on the imprisonment of the American seamen. At that time, the Congress of the United States did not care about the seamen, much like the liberal representatives in Washington today.

Finally, President Washington acted. On June 1, 1792 he appointed John Paul Jones "a commissioner with full powers to negotiate with the Dey of Algiers concerning the ransom of American citizens in captivity, and to conclude and sign a Convention thereupon."

Jefferson gave the documents and some \$27,000 to Thomas Pinckney, who was going to London as the American minister. He sailed for England in mid-July and again Jones lost. The gallant skipper died of pneumonia, July 18.

Jones was buried two days later with French grenadiers leading the cortege to a grave that was lost to America for almost a hundred years.

On April 7, 1905 the grave of Jones was found in an ancient Paris cemetery. The corpse was remarkably well-preserved in alcohol. Probably brandy for which France is so rightly famous.

President Teddy Roosevelt, a supporter of a strong Navy, ordered four cruisers to return the body of Jones back to America. The man who was a merchant skipper and a great Naval hero was finally in the kind of a squadron he hoped America might someday have.

His final resting place was the U.S. Naval Academy where young Americans prepare to be gallant skippers like Jones. They will always have his words to inspire them—"I have not yet begun to fight."

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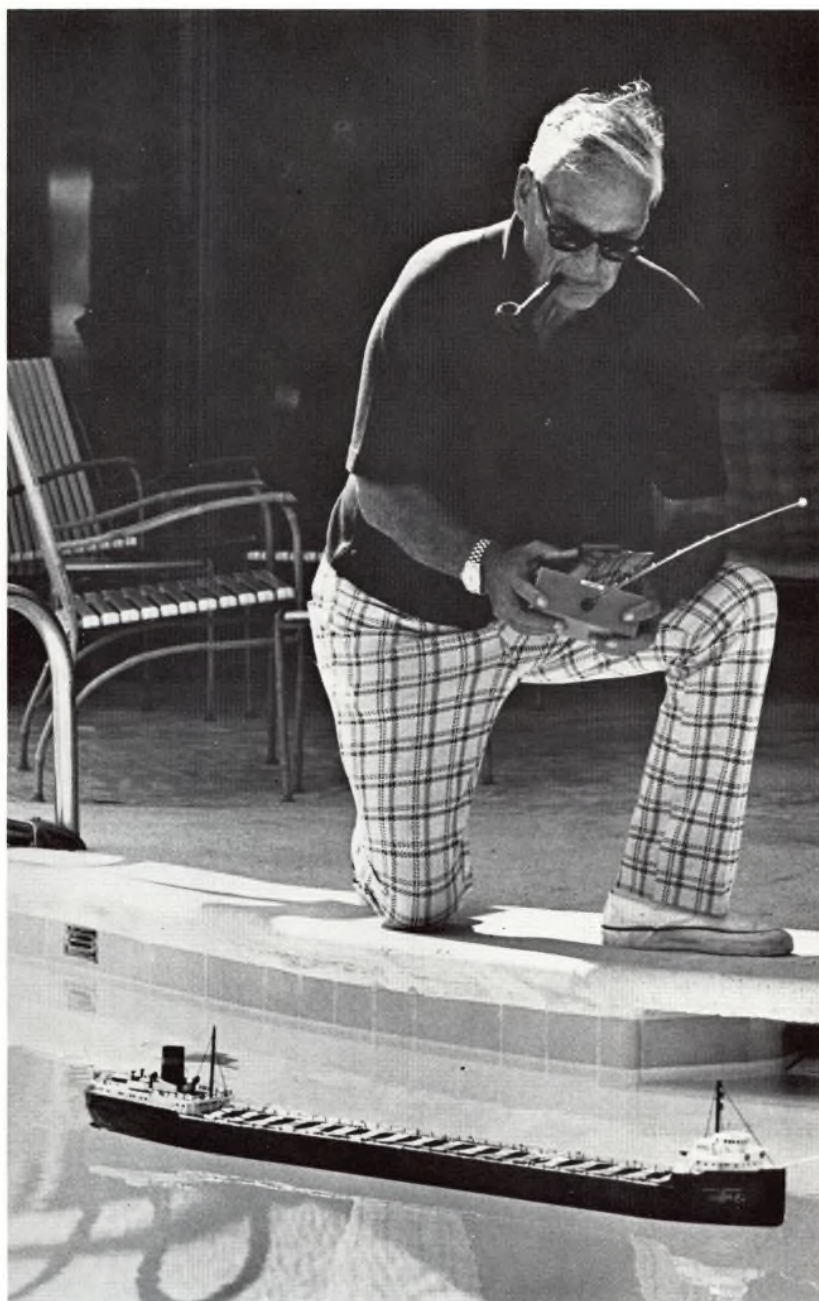
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Marco Island on the lower west coast of Florida is an unlikely place to see a Great Lakes bulk freighter. But steamers carrying such well-known names as S/S Harry Coulby of the Interlake Steamship Co. and S/S V. W. Scully are frequently afloat at the island.

The vessels are scale models scratch-built by Henry Pickands, retired assistant personnel manager for Interlake, one of several companies operated by Pickands Mather & Co., Cleveland.

His largest model is a 13-ft. replica of Interlake's S/S Elton Hoyt 2, now on display at the Fairport, Ohio Marine Museum. Other models of Interlake ships built by Pickands are displayed at Museums in Vermilion, Ohio, Newport News, Va. and Duluth, Minn.

The model of the S/S Harry Coulby was scaled from a blueprint of the actual freighter, 1/16th inch to the foot. Made of pine and balsa wood, the model is powered by an electric motor and is equipped with a radio receiver, switch control and batteries so the vessel can be operated by remote control from poolside.

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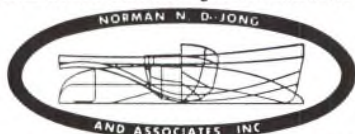
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PRMSA Ships Give Surge at Miami

Miami Seaport is sharing in the surge of Southeast port activity with indication Puerto Rico Maritime Shipping Authority (PRMSA) ships account for much of the gain.

Miami Port Director Capt. Robert Waldron reported his October business of 121,577 tons — virtually all of its high value merchandise — was 14% above September levels and 4% ahead of the same period a year ago.

Passenger movements through the Seaport totalled 55,641 persons — a whopping 36% gain from October 1974.

Waldron's October report was based on reports from 187 ships with 53 vessel reports still pending at the time his month statistical review was compiled. This number of incomplete reports at month-end is higher than normal for Miami, indicating final figures could show a still greater flow of trade.

PRMSA service at the Dodge Island Seaport had a significant bearing on the growth of business. In October, Miami handled 1,750 tons of Ro/Ro or trailer cargo in U.S. flag ships compared to none at all in October 1974. (September movements totalled 2,856 tons.) The

Royal Netherlands Ship Lifts 45,000 Boxes of Grapefruit

About 45,000 boxes of fresh grapefruit were shipped to Europe by Howard Baron, vice president and export manager of Seald-Sweet Sales, aboard Royal Netherlands Lines' S/S Neptunis November 21.

The cargo was loaded at Jacksonville Port Authority's Talleyrand Docks and Terminals — part of the fruit going in the ship's reefer spaces aft, and remainder in ventilated holds. The voyage from Jacksonville to the Continent requires only 9 days. It was the first break-bulk shipment of fresh fruit from Jacksonville to Europe during the current season.

Baron arranged for the fruit to be trucked to Jacksonville from groves throughout Florida, about half arriving prior to the vessel and the remainder being delivered as loading was underway. Each truck carried 10 pallet loads — or 1,000 boxes.

Agent and stevedore for the 5,162 gross ton Neptunis was Strachan Shipping Company. The vessel's normal trade is from Western Europe to Caribbean and Central America. Neptunis was the Royal Netherlands Line ship to load in Jacksonville for Europe in a number of years.

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American Shipper

Scheduled sailings from
all Southeastern ports.

The following schedules of regular, liner service available to shippers from Southeastern ports is carried as a convenience to readers. No attempt is made to report irregular or charter vessels. To obtain listing, steamship lines and/or their agents should supply current schedule data by 15th of each month.

Corrected To:
November 25, 1975

WESTERN EUROPE & UNITED KINGDOM

American Export

Baltimore: Amer
Export 285-7500
Charleston: Wilkes 577-0200
Jacksonville: Wilkes 399-0121
New York: Lykes 482-8000
Savannah: Wilkes 232-5541

Col. 1: EX PATRIOT
Col. 2: LIGHTNING
Col. 3: STAGHOUND
Col. 4: EX PATRIOT

	1	2	3	4
Phil'd'pha	12/3	—	12/24	—
Savannah	12/11	12/19	12/26	1/1
Baltimore	12/13	12/20	12/27	1/3
Boston	—	12/15	12/21	12/29
New York	12/12	12/19	12/26	1/2
Norfolk	12/14	12/21	12/28	1/4
Amsterdam/				
Antp	12/22	12/29	1/5	1/12
Bremerhaven/				
Hamb'g	12/23	12/30	1/6	1/13
Belfast/				
Flxstw/				
Leith/				
London/				
Manchester/				
S H'p'n	12/24	12/31	1/7	1/14
Dublin/				
Grnck/				
Gls'g				
Lvtrp/				
Oslo	12/24	12/31	1/3	1/14
Le Havre/				
Bord'ux	12/25	1/1	1/8	1/15
Copenhagen/				
Odense/				
Aarhus	12/24	12/31	1/7	1/14
Helsinki/				
St'holm/				
Malmö/				
H'ng'borg/				
G'tn'brg	12/26	1/2	1/9	1/16
Phil'd'pha	—	1/13	—	1/27
Savannah	1/8	1/15	1/22	1/29
Baltimore	1/3	1/10	1/17	1/24
New York	1/16	1/9	1/16	1/23
Norfolk	1/4	1/11	1/18	1/25

American Export (Russia)

Charleston: Wilkes 577-0200
Jacksonville: Wilkes 399-0121
Savannah: Wilkes 232-5541

Atlantic Gulf Service

Miami: Lavino 371-4581
Mobile: Strachan 433-5401
Pensacola: Strachan 433-2724
Tampa: Lavino 223-4721

Col. 1: FINN-ENSO
Col. 2: MALTESHOLM
Col. 3: TROLLEHOLM
Col. 4: VASAHOLOM

	1	2	3	4
Baltic	11/19	11/28	12/9	12/23
Hamina	11/24	12/2	12/12	12/27
Gothn'g	11/27	12/5	12/15	12/30
Greenock	12/10	12/17	12/27	1/12
Miami	12/12	—	—	1/14
Tampa	12/12	—	—	1/14
Houston	12/15	12/20	12/30	1/16
Veracruz	12/18	12/23	1/2	1/19
Mobile	12/27	1/5	1/12	1/22
N Orleans	12/29	1/6	1/13	1/23

Col. 1: FINNFOREST
Col. 2: FINN-ENSO
Col. 3: MALTESHOLM
Col. 4: TROLLEHOLM

	1	2	3	4
Veracruz	12/8	12/20	12/30	1/5
Mobile	12/11	12/27	1/5	1/12
N Orleans	12/15	12/29	1/7	1/14
Houston	12/18	1/2	1/10	1/17
Tampa	12/22	1/5	1/13	1/20

Aberdeen/	1/4	1/18	1/26	2/2
Glasgow	1/5	1/19	1/27	2/3
Felixstwe	1/6	1/20	1/28	2/4
Antwerp/				
Rotterdam	1/8	1/22	1/30	2/6
Bremen/				
Hmburg	1/12	1/24	2/2	2/9
Bergen/				
Stvnger	1/13	1/27	2/4	2/12
Oslo	1/14	1/28	2/5	2/14
Helsborg/				
Malmö	1/15	1/29	2/6	2/16
Cop/Gothb				
Norrk/				
Stkholm	1/18	2/1	2/9	2/19
Helsinki/				
Hamina	1/18	2/1	2/9	2/19

Baltic Shipping Co.

Jacksonville: TTT 355-3889
Mobile: Fillette 438-1611
New Orleans: TTT 951-6276
Savannah: TTT 233-7921

Col. 1: NOVOSYBKOV
Col. 2: NIKOLAY POGODIN
Col. 3: NOVODRUZESK

	1	2	3
Houston	12/6	12/20	1/3
N Orleans	12/10	12/24	1/7
LeHavre	—	—	—
Antwerp	12/22	1/5	1/18
Rotterdam	12/23	1/6	1/19
Bremen	12/25	1/9	1/21
Hamburg	12/27	1/11	1/23
Leningrad	12/30	1/14	1/26

Combi Line

Charleston: Semco 722-8451
Jacksonville: Semco 353-8201
Miami: Albury 673-2323
Mobile: Biehl 432-1605
Morehead: Lavino 726-2511
Pensa.: Merritt 432-0971
Savannah: Semco 234-8265
Tampa: Fillette 229-0201
Wilmington: Lavino 763-8271

Col. 1: MUENCHEN(LASH)
Col. 2: GAASTERDYK(C)
Col. 3: ERLANGEN(C)

	1	2	3
Houston	12/9	12/14	—
Glvoston	12/9	—	—
Pt. Arthur/Beau-			
mont	12/5	—	—
Brwnsvil	12/4	—	—
L Charles	12/5	—	—
N Orleans	12/12	12/16	—
Mobile	12/9	—	—
Tampa	—	12/2	—
Morehead			
City	12/11	—	—
Wlmngtn	12/12	—	—
Chlston	12/12	—	—
Savannah	12/15	—	—
Br'wick	12/12	—	—
Jacksn'v'e	12/12	—	—
Miami	—	12/21	—
LeHavre	—	12/28	1/7
Antwerp	1/1	1/5	1/6
Rotterdam	12/30	12/30	1/5
Bremen	12/28	1/1	1/7
Hamburg	—	1/3	1/8
Felixstowe	—	1/3	1/8
Aberdeen	—	—	1/9

Denpe Line

Jacksonville: Hansen 353-5639
Miami: Hansen 377-3781
Pt Exgl: Hansen 527-1501
Tampa: United 229-7918
Antwerp/Jacksonville/Pt. Everglades/Tampa/Antwerp palletized service every six weeks.

Harrison Line

New Orleans: Phillips 951-5228
Mobile: Biehl & Co. 432-1605
Col. 1: TRADER
Col. 2: SCHOLAR

	1	2
Houston	12/8	12/22
N Orleans	12/12	12/26
M'chester	12/27	1/12
Liverpool	1/2	1/16

Glasgow/
Aberdeen 1/7 1/20

Lykes (Seabee)

Jacksonville: Strachan 356-0711
Miami: Strachan 379-6596
Mobile: Lykes 432-3631
Pensa: Merritt 432-0971
Pt. Exgl: Strachan 523-6563
Tampa: Lykes 223-5631

Col. 1: TILLIE LYKES
Col. 2: DOCTOR LYKES
Col. 3: ALMERIA LYKES

	1	2	3
Glvoston	12/9	12/16	1/1
Houston	12/5	12/12	1/4
Sabine	12/4	12/11	—
C Christi	12/4	12/11	—
N Orleans	12/11	12/18	1/3
St. Louis	11/28	12/5	—
Mobile	12/4	12/12	1/6
P'sacola	12/2	12/9	—
P'maCty	12/2	12/9	—
B Rouge	12/5	12/12	—
Hamburg	12/25	1/1	12/17
Br'haven	12/23	12/30	12/16
Bremen	12/23	12/30	12/16
Rotterdam	12/22	12/29	12/15
Antwerp	12/22	12/29	12/15
London	12/26	1/2	12/19
LeHavre	12/28	1/4	12/20

Polish Ocean Lines

Brunswick: Harrington 232-1276
Jacksnville: Harrington 355-2521
Miami: Harrington 358-5621
Savannah: Harrington 232-1276
Wilmington: Harrington 762-0345

Col. 1: MIESZKO
Col. 2: ZAWIERCIE
Col. 3: BRONISLAW
Col. 4: GEN STANISLAW
POPLAWSKI

	1	2	3	4
Wlmngtn	12/4	12/18	12/13	12/20
Savannah	12/8	12/22	—	—
Jacksnvl	12/13	—	—	—
Le Havre, Rotterdam, Antwerp,				
Bremen, Gdynia				

Regent Line

Jacksonville: Eller 359-0251
Savannah: J. R. Shipping Co. 232-2129

Service monthly to Jacksonville, Charleston, Savannah, Wilmington, going to Amsterdam, Antwerp, Bremen, Hamburg, Rotterdam.

Sea-Land

Charleston: Sea-Land 722-0151
Jacksonville: Sea-Land 356-0081

Col. 1: PRODUCER
Col. 2: VENTURE
Col. 3: CONSUMER
Col. 4: ECONOMY

	1	2	3	4
Pt. Everglades	12/8	—	12/22	—
N Orleans	12/11	12/18	12/25	1/1
Houston	12/13	12/20	12/27	1/3
Jacksonv	12/16	12/23	12/30	1/6
Rotterdam	12/25	1/1	1/8	1/15
Br'havn	12/26	1/2	1/9	1/16

Col. 1: MARKET
Col. 2: RESOURCE
Col. 3: MARKET
Col. 4: RESOURCE

	1	2	3	4
Bostn(F)	12/3	12/10	12/17	12/24
Phila.(F)	12/5	12/12	12/19	12/25
Chr'tn(F)	12/5	12/12	12/19	12/25
Bltn'e(F)	12/6	12/13	12/20	12/27
Pt'mth(F)	12/6	12/13	12/20	12/27
Pt.Elzbtth	12/9	12/16	12/25	1/1
Rotterdam	12/15	12/22	12/31	1/7
Brmhvn	12/16	12/23	12/31	1/8

Seatrain

Baltimore: Seatrains 282-6200

Charleston: Seatrains 554-9330
Norfolk: Seatrains 489-3080
New York: Seatrains 964-3400
Wilmington: Seatrains 763-3631

Col. 1: EUROFREIGHTER
Col. 2: ASIAFREIGHTER
Col. 3: ASIALINER
Col. 4: EUROLINER

	1	2	3	4
Norfolk	11/30	12/7	12/14	12/28
Bltmore	12/1	12/8	12/15	12/21
Wlmngtn	12/3	12/10	12/17	12/24
Chr'lton	12/4	12/11	12/18	12/25
New York	12/7	12/14	12/21	12/28
Pt. Everglades				
Fdr	Fdr	Fdr	Fdr	Fdr
Jacksonville				
Fdr	Fdr	Fdr	Fdr	Fdr
Rotterdam				
Bremerhaven				

Sylvan Shipping Co.

New York: Sylvan 687-5166

Col. 1: SYLVO
Col. 2: SYLVO

	1	2
Savannah/		
Chlston	12/19	1/26
Canada	12/27	2/3
U Kgdom	1/15	2/20
Rotterdam	1/9	2/16
Bremen	1/11	2/18

Uiterwyk Lines (Mexico)

Miami: Eller 377-0671
Tampa: Peninsular 935-2196

Col. 1: NORTHERN FROST
Col. 2: ANNA FLORA
Col. 3: NORTHERN ICE

	1	2	3
LeHarve	11/26	12/7	12/17
Harwich	11/30	12/10	12/21
Rotterdam	12/1	12/11	12/22
Antwerp	12/2	12/13	12/24
Esbjerg	12/4	12/16	12/26
Bremen	12/4	12/16	12/26
Hamburg	12/4	12/16	12/26
Ireland	12/6	12/18	12/29
Wilmington	12/19	1/2	1/12
Tampa	12/22	1/6	1/16
V Cruz	12/26	1/9	1/19
N Orleans	12/29	1/12	1/22
Gulfport	12/29	1/12	1/22

U.S. Lines

Charleston: US Lines 577-7651
Jacksonville: US Lines 358-1411
Savannah: US Lines 234-5324

Col. 1: AMERICAN LEGACY
Col. 2: AMERICAN ARGOSY
Col. 3: AMERICAN LEGEND
Col. 4: AMERICAN LEADER

	1	2	3	4
New York	12/7	12/11	12/14	12/18
Phila'phia	12/8	—	12/15	—
Baltimore	—	12/12	—	12/19
Norfolk	—	12/13	—	12/20
Char'ston	12/10	—	12/17	—
Jacksonv.	12/11	—	12/18	—
Savannah	12/12	—	12/19	—
Antwerp/				
Am'dm	12/23	12/23	12/30	12/30
Rottdam	12/24	12/24	12/31	12/31
Hamburg	12/24	12/28	12/28	1/4
Felixstowe/				
London	12/22	12/26	12/29	1/2
Le Havre	12/27	12/30	1/3	1/6
Bremen/				
Bremer-				
haven	12/25	12/27	1/1	1/3
Bilbao/				
Lisbon	12/23	12/26	12/30	1/2
Belfast/				
Dublin	12/25	12/28	1/1	1/4
L'verpool	12/24	12/27	12/31	1/3
Glasgow/				
Gr'nock	12/25	12/28	1/1	1/4
N York	1/3	1/7	1/10	1/14
Phil'phia	1/5	—	1/12	—
Baltimore	—	1/9	—	1/16
Norfolk	—	1/10	—	1/17
Charle'stn	1/7	—	1/14	—
Jacksonv.	1/8	—	1/15	—
Savannah	1/9	—	1/16	—

MEDITERRANEAN SPAIN & PORTUGAL

American Export Container

Baltimore: Amer. Export 285-7500
Charleston: Wilkes 577-0200
Jacksonville: Wilkes 399-0121
New York: Lykes 482-8000
Savannah: Wilkes 232-5541

Col. 1: EX LEADER
Col. 2: GR REPUBLIC
Col. 3: YOUNG AMERICAN
Col. 4: RED JACKET

	1	2	3	4
Boston	12/15	12/21	12/29	
Phil'phia	12/17	12/23	12/31	
Savannah	12/11	12/19	12/25	1/2
Baltimore	12/13	12/21	12/27	1/4
Norfolk	12/15	12/22	12/29	1/5
N York	12/16	12/23	12/30	1/6
†Cadiz	12/24	12/30	1/6	1/13
Barcelona	12/25	1/8	—	—
†Naples	1/2	1/9	1/16	—
Beirut	—	—	—	—
Venice/	—	—	—	—
Piraeus	1/2	1/11	1/16	1/25
Haifa	12/30	—	1/30	—
Baghdad/	—	—	—	—
Kuwait/	—	—	—	—
Damascus/	—	—	—	—
Isken-	—	1/5	—	1/19
derun	—	1/7	—	1/21
Izmir	—	—	—	—
Teheran/	—	—	—	—
Mersin/	—	—	—	—
Istanbul	—	1/9	—	1/23
†Naples	1/5	1/13	1/19	1/27
Venice/	—	—	—	—
Leghorn	1/6	1/14	1/20	1/28
Genoa	1/7	1/15	1/21	1/29
M'seilles	1/9	—	1/23	—
Barcelona	1/10	1/17	1/24	1/31
†Cadiz	1/12	1/18	1/26	2/1
Boston	—	1/25	2/1	2/8
New York	1/19	1/26	2/2	2/9
Phil'phia	—	1/27	2/3	2/10
Savannah	1/22	1/29	2/5	2/12
Baltimore	2/24	1/31	2/7	2/14
Norfolk	1/25	2/1	2/8	2/15
+Feeder service for Cadiz in-				
cludes: Alicante, Balboa, Casa-				
blanca, Leixoes, Lisbon, Pasajes,				
Valencia				
+Feeder service for Beirut in-				
cludes: Amman, Baghdad, Ben-				
ghazi, Damascus, Dammam, Jed-				
dah, Kuwait, Riyadh, Tripoli				

American Export (B/B)

Col. 1: EXPORT DEFENDER
Col. 2: EXPORT DIPLOMAT
Col. 3: EXPORT BUILDER
Col. 4: DEMOCRACY

	1	2	3	4
Beirut	11/14	—	—	—
I'k'derun	11/11	11/16	12/10	12/27
Larnaca/	—	—	—	—
Limasol	11/15	11/17	12/11	12/28
Istanbul	11/18	11/21	12/15	1/3
Izmir	11/19	11/23	12/17	1/5
Salonica	—	—	—	—
Lisbon	11/25	11/29	12/22	1/11
N York	12/3	12/7	12/30	1/11
Ch'leston	12/7	12/12	1/2	1/22
Norfolk	12/8	12/15	1/4	1/24
Baltimore	12/10	12/18	1/6	1/24
Phil'phia	12/12	12/21	1/8	1/28
Col. 1: EXPORT DEFENDER				
Col. 2: EXPORT DIPLOMAT				
1 2				
Ch'leston	12/7	12/14	—	—
Norfolk	12/9	12/17	—	—
Baltimore	12/11	12/20	—	—
Phil'dphia	12/12	12/23	—	—
N York	12/16	12/28	—	—
C'blanca	12/24	1/5	—	—
Tunis	12/30	1/11	—	—
Split	1/3	1/15	—	—
Beirut	—	—	—	—
I'k'derun	1/8	1/20	—	—
Larnaca/	—	—	—	—
Limasol	1/11	1/23	—	—
Istanbul	1/13	1/25	—	—
Izmir	1/16	1/28	—	—

American President Lines

Charleston: Palmetto 722-4461
Jacksonville: Southern 355-4751
New York: Am Pres 466-2018
Savannah: Smith & Kelly 232-3151

Col. 1: PRES EISENHOWER
Col. 2: PRES POLK
Col. 3: PRES MONROE
Col. 4: PRES ROOSEVELT

	1	2	3	4
Napoli	12/2	12/16	12/30	1/13
Livorno	12/4	12/18	1/1	1/15
Genova	12/5	12/19	1/2	1/16
Marseille	12/6	12/20	1/3	1/17
B'celona	12/4	12/18	1/1	1/15
N York	12/15	12/29	1/12	1/26
Norfolk	12/16	12/30	1/13	1/27
Baltimore	12/18	1/1	1/15	1/29
Charleston	12/17	12/31	1/14	1/28
LAngelos	12/28	1/11	1/25	2/8
SF/Okl'd	12/30	1/13	1/27	2/10
Seattle	1/3	1/17	1/31	2/14
V'couver	1/4	1/18	2/1	2/29

Black Sea Shipping

New Orleans: TTT 529-2241
Col. 1: IVAN MOSKALENKO
Col. 2: G PANFILOVTSKY

	1	2
Houston	11/29	12/13
N Orleans	12/4	12/18
Mobile	12/7	—
Savannah	—	12/23
C Blanca	12/20	1/2
Genoa/	—	—
Savona	12/24	1/6
Leghorn	12/30	1/12
Piraeus	1/3	1/16
Istanbul	1/7	12/20
Constanza	—	—
Odessa	1/11	1/25

Koctug Line

Mobile: Biehl 432-1605
New Orleans: Biehl 581-7788
Col. 1: DALAMAN

	1	2
Houston	12/15	—
N Orleans	12/13	—
Istanbul	12/31	—
Izmir	1/1	—
I'k'derun	1/2	—

Lykes Mediterranean

Charleston: Carolina 577-7880
Jacksonville: Strachan 356-0711
Miami: Strachan 379-6596
Mobile: Lykes 432-3631
Pensa: Merritt 432-0971
Pt Evg'l.: Strachan 523-6563
Tampa: Lykes 223-5631

Col. 1: JEAN LYKES
Col. 2: SOLON TURMAN
Col. 3: FREDERICK LYKES
Col. 4: NANCY LYKES

	1	2	3	4
Piraeus	12/2	—	—	12/11
Istanbul	11/27	—	—	12/20
Izmir	11/28	—	—	—
I'k'derun	11/30	—	—	—
Ashdod	—	11/18	—	—
Haifa	—	11/22	—	—
Naples	—	11/25	12/8	12/24
Genoa	—	—	12/10	—
Leghorn	12/6	11/27	12/13	12/27
B'celona	—	11/28	12/15	—
Valencia	12/8	11/29	12/16	12/30
Cadiz	—	11/30	12/18	—
Port				
E'glades	—	12/10	—	1/9
Miami	12/18	12/12	12/28	1/11
New Or.	12/21	12/15	12/31	1/14
Houston	12/24	12/18	1/3	1/17
Galvestn	12/25	12/19	1/4	1/18
Col. 1: JAMES LYKES				
Col. 2: THOMPSON LYKES				
Col. 3: ZOELLA LYKES				
Col. 4: BRINTON LYKES				
	1	2	3	4
New Or.	12/7	12/10	12/15	12/22
Houston	12/3	12/6	12/11	12/16
Glveston	12/4	12/7	12/12	12/17
Pensacola	—	—	—	12/20
Jacksonv	12/10	—	—	—
B'celona	12/19	—	12/27	—
Genoa	12/21	—	12/29	—
Naples	12/23	—	12/31	—
Istanbul	—	12/27	—	1/8
Derience	—	12/25	—	1/6
Izmir	—	12/29	—	1/10
I'k'derun	—	12/31	—	1/12
Israel	—	1/2	—	—
Alex'dria	12/27	—	1/3	1/14
Pt. Said	—	1/5	—	—

Nordana Line

Jacksonville: Kaufman 353-5638
Regular service from U.S. Gulf
ports to Algeria, Tunisia, Libya,
Morocco, Egypt, and Genoa,
Italy.

Prudential Lines

Charleston: Street 577-5820
Savannah: Semco 234-8265
Jacksonville: McGiffin 353-1741

Col. 1: LASH ITALIA
Col. 2: LASH TURKIYE
Col. 3: LASH ESPANA
Col. 4: LASH PACIFICO

	1	2	3	4
N York	11/4	11/14	11/24	11/27
Phil'dphia	11/6	11/7	11/26	11/19
Baltimore	11/7	11/8	11/27	11/20
Norfolk	11/9	11/12	11/29	11/22
Charleston	11/7	11/10	11/27	11/24
Savannah	11/5	11/7	11/24	11/21
Kenitra	11/18	—	12/5	—
Skikda	11/20	—	12/7	—
Arzew	11/19	—	12/6	—
Alex'dria	—	11/26	—	12/9
Beirut	—	11/27	—	12/10
Lattakia	—	11/27	—	12/13
I'k'derun	—	11/28	—	12/11
Izmir	—	11/30	—	12/14
Istanbul/				
Derince	—	12/2	—	12/16
Eregli	—	12/2	—	12/16
Constanza	—	12/3	—	12/17
Salonika	—	12/5	—	12/19
Piraeus	—	12/6	—	12/20
Naples	—	12/8	—	12/22
Leghorn	11/21	—	12/8	—
Genoa	11/23	—	12/10	—
Savona	11/25	—	12/11	—
FOS	11/25	—	12/12	—
Barcelona	11/26	—	12/13	—
Valencia	11/27	—	12/14	—
Cadiz	11/28	—	12/15	—
N York	12/5	12/20	12/24	1/6
Norfolk	12/11	12/18	12/22	12/31
Baltimore	12/15	12/22	12/25	1/5
P'delphia	12/14	12/23	12/26	1/6
Charleston	12/8	—	1/3	—
Savannah	12/13	—	—	1/1

Sea-Land

Charleston: Sea-Land 722-0151
Jacksonville: Sea-Land 356-0081
Sailing from Jacksonville every
Sunday and Charleston every
Thursday.

Sidarma-Costa Line

Charleston: Strachan 772-2718
Jacksonville: Strachan 356-0711
Mobile: Strachan 433-5401

Turkish Cargo

Jacksonville: Carolina 355-5757
Miami: Eller 377-0671
Mobile: Dalton 433-2616
Savannah: Stevens 233-8131

Col. 1: KEBAN
Col. 2: GEN A F CEBESOV
Col. 3: CEDIZ

	1	2	3
Phil'dpha	12/4	12/17	—
Norfolk	12/5	12/18	—
Baltimore	12/9	12/22	—
N York	12/12	12/24	—
Beirut	12/25	1/8	1/11
Lattakia	12/28	1/13	1/14
I'k'derun	1/5	1/19	1/18
Izmir	1/9	1/24	1/22
Istanbul	1/14	1/29	1/27
Savannah	12/16	—	—
Jacksonv	12/17	—	—
Miami	12/18	—	—
Houston	12/23	—	—
N Orleans	12/26	—	—
Mobile	12/29	—	—

Uiterwv Shipping

Miami: Eller 377-0671
Tampa: Peninsular 935-2196

Col. 1: ANNLEEA U
Col. 2: MARIA U
Col. 3: DRUCILLA U
Col. 4: LAURIE U

	1	2	3	4
Miami	—	12/7	—	1/27
Tampa	—	12/8	—	1/29
N Orlns	12/5	12/18	1/9	2/3
Houston	12/10	12/24	1/14	2/8
Algiers	12/26	1/7	1/28	2/24
Tripoli	12/31	1/12	2/2	2/28
Benghazi	1/5	1/17	2/6	3/2
Beirut	1/12	1/22	2/11	3/8
Alex'dria	1/16	1/26	2/15	3/12
Col. 1: LAURIE U				
Col. 2: ANNLEEA				
Col. 3: MARIA				
	1	2	3	4
Leghorn	12/29	1/23	2/7	—
Valencia	—	—	2/9	—
Seville	1/3	1/28	2/11	—
Lisbon	1/5	1/30	2/14	—
Leixoes	1/7	2/1	2/15	—
Miami	1/20	2/14	2/27	—
Tampa	1/22	2/16	3/1	—
N. Orleans	1/25	2/19	3/5	—
Houston	2/1	2/26	3/11	—

Zim Container Service

Wilmgt	12/14	12/14
Charlestrn	12/16	12/16
New Orl	12/11	12/22
Houston	12/14	12/27
Nprt Nws	12/19	1/3
Baltimore	12/21	1/5
Phildlpha	12/23	1/7
Nw York	12/27	1/10
Khorram-shahr	1/22	—
Da'mam	1/21	2/1
Dubai	1/24	2/2
Kuwait	1/28	2/6
Doha	—	1/31

Hellenic Lines

Jacksonville: Eller 359-0251
Mobile: Stiegler 433-5516
New Orleans: Hellenic 581-2825

Col. 1: LIVORNO
Col. 2: HELLENIC SEA
Col. 3: HELLENIC SUN

Hampton	12/6	12/13	12/16
Roads	12/8	12/15	12/17
Baltimore	12/9	12/16	12/18
Phildlpha	12/12	12/19	12/20
Nw York	—	12/5	12/9
Houston	12/2	12/9	12/12
Piraeus	12/29	—	—
Salonica	Yes	—	—
Dubai	—	1/12	—
Bahrain	—	Yes	—
Dammam	—	Yes	—
Kuwait	—	Yes	—
Karachi	—	Yes	—
Aqaba	—	—	1/3
Pt Sudan	—	—	Yes
Djibouti	—	—	Yes
Jeddah	—	—	Yes
Mombasa	—	—	Yes
Dar Es Salaam	—	—	Yes

Hoegh Lines

Charleston: Strachan 772-2718
Jacksonville: Strachan 356-0711
Mobile: Strachan 433-5401

Col. 1: HOEGH ELITE

New Orl	1/1
Houston	1/3
Jakarta	X
Singapore	X
Dubai	X
Dammam	X
Bahrain	X
Kuwait	X
Khor'm'hr	X
Karachi	X

Iran Express Line

Jacksonville: Harrington 355-2521
Miami: Eller 377-0671
Tampa: Peninsular 935-2196

Col. 1: FISHTAZ IRAN
Col. 2: A VESSEL
Col. 3: ILKON DALIO

Charlestrn	12/9	12/23	1/3
N. Orleans	12/3	12/17	1/7
Houston	12/5	12/19	1/13
Baltimore	12/12	—	—
Phildlpha	—	12/26	1/20
New York	12/15	12/30	1/23
Khorram-shahr	1/7	1/22	1/17
Bandar	—	—	—
Shapour	1/21	1/28	1/23
Abadan	1/26	1/30	1/25
Bandar	—	—	—
Abbas	1/30	—	—
Kuwait	2/3	—	—
Abu Dhabi	2/7	—	—
Col. 1: P. O. ROXAS	—	—	—
Col. 2: ILKON POLLY	—	—	—
Khorram-shahr	12/15	1/15	—
Karachi	12/20	1/20	—
Malagasy	—	—	—
Rep	1/2	1/29	—
New York	1/23	2/26	—
Charlestrn	1/28	3/4	—
N. Orleans	2/1	3/9	—
Houston	2/5	3/13	—
Baltimore	2/12	3/20	—

Maersk Line

Jacksonville: Southern 355-4751
Charleston: Southern 722-8481
Col. 1: EFFIE MAERSK

N. Orleans	12/15
Houston	12/18
Phildlpha	12/23
Baltimore	12/24
New York	12/27
Dubai	1/16
Bahrain	1/23

Dammam	2/3
Kuwait	1/31
Khorram-shahr	2/20

NSC Pakistan

Jacksonville: TTT 355-3889
Mobile: Fillette 438-1611
New Orleans: TTT 951-6276
Savannah: TTT 233-7921

Col. 1: KAPTAI

Montreal	11/20
New York	11/28
Phildlpha	12/1
Baltimore	12/4
Ne. Orlns	12/10
Houston	12/12
Karachi	1/9

Nedloyd

Charleston: Strachan 772-2718
Jacksonville: Strachan 356-0711
Mobile: Strachan 433-5401

Col. 1: MERSEY LLOYD
Col. 2: NEDER EBRO

N. Orleans	12/11	1/8
Houston	12/14	1/12
Mobile	12/8	—
Dubai	X	X
Abu Dhabi	X	X
Dammam	X	X
Bahrain	X	X
Kuwait	X	X

AUSTRALIA AND NEW ZEALAND

Atlanttrafik Express

Charleston: Carolina 577-7880
Jcknville: Harrington 355-2521
Miami: Harrington 358-5621
Savannah: Harrington 232-1276
Tampa: Harrington 223-2671
Wilmington: Harrington 763-7333

Col. 1: TAMARA

Jacksonville	12/18
Savannah	12/20
Brisbane, Sydney, Melbourne, Adelaide, Fremantle	—

The Bank Line

Jacksonville: Strachan 356-071
Mobile: Strachan 433-5401
Charleston: Strachan 772-2718

Col. 1: MORAYBANK

Galveston	12/5
Houston	12/7
N. Orleans	12/11
Sydney	X
Melbourne	X
Adelaide	X
Mackay	X
Wellington	X

Farrell Lines

Charleston: Semco 722-8451
Savannah: Semco 234-8265

Col. 1: AUSTRAL ENDURANCE
Col. 2: AUSTRAL ENTENTE
Col. 3: AUSTRAL ENVOY
Col. 4: AUSTRAL ENSIGN

N. Orleans	12/3	12/15	1/7	1/24
Charlestrn	12/6	12/18	1/10	1/27
Norfolk	12/8	12/20	1/12	1/29
Phildlpha	12/9	12/21	1/13	1/30
New York	12/12	12/29	1/16	2/2
Sydney	1/6	1/23	2/9	2/26
Melbourne	1/4	1/21	2/7	2/24
Brisbane	1/9	1/26	2/12	3/1
Auckland	12/31	1/17	2/16	3/5
Wellington	1/17	2/4	2/20	3/9
1st U.S.	—	—	—	—
Port	2/7	2/22	3/10	3/27

WEST, SOUTH & EAST AFRICA

Barber Lines

Charleston: Carolina 577-7880
New York: Barber 825-6800

Col. 1: TUGELA
Col. 2: TIJUCA
Col. 3: TUGELA

Norfolk	1/5	1/3	2/16
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Baltimore	12/9	1/7	2/18
Phildlpha	12/11	1/9	2/20
New York	12/16	1/14	2/25
Monrovia	12/28	1/26	3/8
Abidjan	12/31	1/29	3/8
Tema	1/4	1/31	3/13
Lagos/	—	—	—
Apapa	1/8	—	3/15
Douala	1/12	2/4	3/23
Col. 2: TIJUCA	—	—	—
Col. 3: TUGELA	—	—	—
Lagos/	—	—	—
Apapa	11/28	1/15	—
Douala	11/14	1/18	—
Sapele	12/5	1/23	—
Tema/	—	—	—
Takoradi	12/9	1/26	—
Abidjan	12/12	1/27	—
Monrovia	12/15	1/30	—
New York	12/26	2/11	—
Norfolk	12/30	2/16	—
Baltimore	1/5	2/18	—
Phildlpha	1/8	2/20	—

Black Star Line

New Orleans: Strachan 522-8561

Dafra Lines

Jacksonville: Stevens 354-0883
New York: Stevenson-Kerr 952-4294

Col. 1: DAFRA TRADER
Col. 2: AFRICA
Col. 3: BRETAGNE

Montreal	12/24	1/7	1/12
New York	1/1	1/19	1/23
Phildlpha	12/30	1/16	1/21
Baltimore	12/28	1/14	1/19
Norfolk	—	1/13	1/17
Teneriffe	1/11	1/29	—
Nouadhibou	—	1/31	—
Dakar	1/14	2/3	2/5
Freetown	1/17	2/5	—
Monrovia	1/19	2/7	2/8
Abidjan	1/21	2/9	2/10
Tema	1/23	—	—
Lagos	—	—	2/12
Douala	1/26	2/12	—
Pt Gentil	—	2/14	—
Matadi	—	2/18	—

Delta Line

New Orleans: Delta 522-3492
New York: Delta 344-8277
Chicago: Delta 726-7497
Mobile: Delta 432-6674
Houston: Delta 227-5101
Washington: Delta 638-0830

Col. 1: DELTA ARGENTINA
Col. 2: DELTA URUGUAY
Col. 3: DEL RIO

N. Orleans	12/24	1/6
Houston	12/30	1/9
Galveston	—	—
Baytown	—	—
Freeport	—	—
Pt. Arthur	—	—
Beaumont	12/28	—
Gulfport	—	—
Mobile	—	—
Pensacola	—	—
Lake Charles	—	—
Mindelo	—	—
Dakar	1/2	1/22
Conakry	—	—
Freetown	1/4	1/24
Monrovia	1/6	1/26
Abidjan	1/8	1/28
Takoradi	1/15	—
Tema	1/17	—
Lome	1/10	1/30
Cotonou	1/13	2/2
Lagos/	—	—
Apapa	1/27	—
Port Harcourt	—	1/20
Warri	—	1/22
Douala	1/17	—
Libreville/	—	—
Owendo	—	1/25
Pt. Gentil	—	1/27
Pointe Noire	—	1/29
Matadi	—	2/1
Tema	1/28	2/4
Takoradi	1/29	2/5
Abidjan	1/30	2/6
Buchanan	1/31	—
N. Orleans	2/12	2/21
Houston	2/15	2/24

Farrell—S. & E. Africa

Charleston: Semco 722-8451
Jacksonville: Semco 353-8201
Savannah: Semco 234-8265

Col. 1: AUSTRAL PILOT
Col. 2: AUSTRAL PATRIOT
Col. 3: AFRICAN METEOR

Col. 4: AFRICAN COMET

Savannah	12/11	12/30	1/21	2/11
Charlestrn	12/12	12/31	1/2	2/12
Hampton	—	—	—	—
Rds	12/14	1/3	1/24	2/14
Baltimore	12/15	1/5	1/26	2/16
Phildlpha	12/16	1/6	1/27	2/17
New York	12/19	1/9	1/30	2/20
Walvis Bay	—	1/23	2/12	—
Cape Town	1/2	1/26	2/15	3/5
Elizabeth	1/6	1/30	2/19	3/9
E London	1/9	2/2	2/22	3/12
Durban	1/11	2/4	2/24	3/14
L Marques	—	2/16	3/7	—
Beira	1/16	2/13	3/4	3/21
Mombasa	1/21	—	—	3/26
Dar Es Salaam	1/29	—	—	4/3
Tanga	1/27	—	—	4/1
1st U.S.	—	—	—	—
Port	2/21	3/7	3/26	4/25
Col. 1: AFRICAN NEPTUNE	—	—	—	—
Col. 2: AFRICAN DAWN	—	—	—	—
Col. 3: AFRICAN SUN	—	—	—	—
Tanga	12/8	—	—	—
Mtwara	—	—	1/8	—
Mombasa	12/5	—	1/18	—
Dar Es Salaam	12/9	—	1/13	—
Beira	12/1	1/9	—	—
L Marques	12/19	1/12	—	—
Durban	12/21	1/5	1/22	—
E London	—	12/30	1/8	—
Pt Elizabeth	—	12/28	1/24	—
Cape Town	12/24	1/25	1/26	—
1st U.S.	1/7	1/29	2/9	—

Farrell—West Africa

Charleston: Semco 722-8451
Jacksonville: Semco 353-8201
Savannah: Semco 234-8265

Col. 1: AFRICAN COMET
Col. 2: AFRICAN NEPTUNE
Col. 3: AFRICAN MERCURY
Col. 4: AFRICAN DAWN

Savannah	12/13	—	—	—
Hampton	—	—	—	—
Rds	12/15	1/10	1/25	2/9
Baltimore	12/17	1/12	1/27	2/11
Phildlpha	12/18	1/13	1/28	2/12
New York	12/19	1/16	1/30	2/15
Dakar	12/29	1/24	—	2/23
Monrovia	1/3	1/29	2/9	2/28
Abidjan	1/7	2/2	2/13	3/3
Tema	1/9	2/4	2/15	3/5
Lagos/	—	—	—	—
Apapa	1/10	2/6	—	3/7
Matadi	—	—	2/19	—
1st U.S.	—	—	—	—
Port	2/2	3/1	3/12	3/31
Col. 1: AUSTRAL PATRIOT	—	—	—	—
Col. 2: AFRICAN METEOR	—	—	—	—
Col. 3: AFRICAN MERCURY	—	—	—	—
Col. 4: AFRICAN COMET	—	—	—	—
Matadi	12/4	—	1/2	—
Douala	—	12/14	—	—
Lagos/	—	—	—	1/16
Apapa	11/25	12/11	12/24	—
Abidjan	12/8	12/18	1/6	1/19
Monrovia	12/11	12/21	1/9	1/22
1st U.S.	—	—	—	—
Port	12/20	12/30	1/18	1/31

Lykes Africa

Dar-es-					
Salaam	11/13	12/8	12/16	12/31	
Mombasa	11/17	12/12	12/23	1/7	
L. Marques	11/27	—	—	—	
Durban	—	12/18	—	1/13	
Walvis	—	—	—	—	
Bay	—	12/22	—	—	
U.S. Gulf	12/16	1/7	1/4	2/2	

Robin Line

Charleston:	Carolina	577-7880
Jacksonville:	Strachan	356-0711
Miami:	Strachan	379-6596
Morehead:	Lavino	726-2511
Savannah:	Strachan	234-6671

Col. 1: MARMAC TRADE
Col. 2: MORMAC PRIDE
Col. 3: MORMAC COVE
Col. 4: MORMACSCAN

	1	2	3	4
Savannah	12/5	12/22	1/15	2/3
Charleston	12/6	12/23	1/16	2/5
Norfolk	12/8	—	—	—
Baltimore	12/9	12/27	1/19	2/8
Philadelp	12/10	12/30	1/20	2/10
New York	12/11	12/16	1/11	1/27
Newport	—	—	—	—
News	—	12/25	1/18	2/7
New York	—	12/21	1/31	2/11
Walvis	—	—	—	—
Bay	12/26	1/16	—	2/27
Cape	—	—	—	—
Town	12/28	1/18	2/8	2/29
Pt	—	—	—	—
Elizaeth	12/30	1/20	2/10	3/2
E London	1/2	1/22	2/12	3/4
Durban	1/5	1/24	2/14	3/6
L. Marques	1/10	1/28	2/19	3/10
Beira	1/12	1/30	2/21	3/12
Nacala	—	—	2/23	—
Dar-es-	—	—	—	—
Salaam	—	—	2/26	—
Mombasa	—	—	3/2	—
Tanga	—	—	3/5	—

Westwind Africa

Jacksonville:	TTT	355-2889
Mobile:	Fillette	438-1611
New Orleans:	TTT	551-6276
Savannah:	TTT	233-7921

Col. 1: WESTWIND
Col. 2: NORTHWIND
Col. 3: MOSGULF
Col. 4: SOUTHWIND

	1	2	3	4
N. Orlans	—	—	12/30	—
Houston	12/18	12/31	1/2	1/5
N. Orlans	12/21	1/4	1/5	1/8
Tema	—	1/23	1/24	1/27
Lagos	1/10	1/26	1/27	1/30
Freetown	1/31	2/3	2/7	2/11
Houston	2/15	2/18	2/22	2/26

JAPAN, PHILIPPINES & S.E. ASIA

American Export

Baltimore:	Amer	285-7500
Export	—	577-0200
Charleston:	Wilkes	399-0121
Jacksonville:	Wilkes	482-8000
New York:	Lykes	232-5541
Savannah:	Wilkes	—

Col. 1: EXPORT CHALLENGER
Col. 2: EXPORT CHAMPION
Col. 3: EXPORT BAY

	1	2	3
Philadelp	12/15	12/28	1/16
Norfolk	12/11	12/24	1/12
Savannah	12/5	12/18	1/6
Baltimore	12/13	12/26	1/14
New York	12/18	12/30	1/18
Yokohama	1/11	1/23	2/11
Pusan	1/14	1/26	2/14
Inchon	1/16	1/28	2/16
Keelung	1/19	1/31	2/19
Kaohsiung	1/21	2/2	2/21
Hg Kong	1/23	2/4	2/23
Kobe	1/27	2/8	2/27

Col. 1: EXPORT COURIER

	1	2	3	4
Yokohama	12/20	—	—	—
Hong Kong	1/1	—	—	—
Inchon	12/25	—	—	—
Keelung	12/28	—	—	—
Kaohsiung	12/30	—	—	—
Pusan	1/7	—	—	—
Kobe	1/5	—	—	—
New York	2/5	—	—	—
Philadelp	2/12	—	—	—
Norfolk	2/8	—	—	—
Savannah	2/2	—	—	—
Baltimore	2/10	—	—	—

American President

Charleston:	Palmetto	722-4461
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Jacksonville: Southern 355-4751
New York: Am. Pres. 466-2018
Savannah: Smith & Kelly 232-3151

Col. 1: PRES EISENHOWER
Col. 2: PRES GRANT
Col. 3: PRES POLK
Col. 4: PRES TRUMAN

	1	2	3	4
New York	12/15	12/22	12/29	1/5
Norfolk	12/16	12/23	12/30	1/6
Baltimore	—	12/24	—	1/7
Charleston	12/18	—	1/1	—
L. A.	12/29	1/5	1/12	1/19
SF/	—	—	—	—
Okland	12/31	1/7	1/14	1/21
Yokohama	1/14	1/21	1/28	2/4
Nagoya	1/16	1/20	—	2/3
Kobe/	—	—	—	—
Osaka	1/16	1/19	1/30	2/2
Busan	1/17	1/25	1/31	2/8
Okinawa	1/20	2/3	2/3	2/17
Manila	1/28	1/28	2/11	2/11
Cebu	1/29	2/8	—	2/19
Hng Kong	1/15	1/22	1/29	2/5
Kaohsiung	1/30	1/30	2/13	2/13
Keelung	1/25	1/31	2/8	2/14
Singapore	1/18	1/26	2/1	2/9
Pt Kelng	1/20	2/1	2/3	2/12
Penang	1/22	1/30	2/5	2/13
Jakarta	1/28	1/28	2/11	2/11
Bangkok	1/22	2/5	2/5	2/19
Colombo	1/23	2/6	2/6	2/20
Cochin	1/25	2/8	2/8	2/22
Bombay	1/27	2/10	2/10	2/24
Karachi	1/29	2/12	2/12	2/26

Col. 1: PRES PIERCE
Col. 2: PRES FILLMORE
Col. 3: PRES JEFFERSON
Col. 4: PRES KENNEDY

	1	2	3	4
Bangkok	12/11	12/11	12/25	12/25
Jakarta	12/6	12/6	12/20	12/20
Penang	12/11	12/11	12/25	12/25
Pt Kelng	12/12	12/12	12/26	12/26
Singapore	12/16	12/16	12/30	12/30
Manila	12/18	12/18	1/1	1/1
Cebu	12/20	12/10	12/30	12/30
Hg Kong	12/20	12/20	1/3	1/3
Kaohsiung	12/20	12/20	1/3	1/3
Keelung	12/21	12/21	1/4	1/4
Okinawa	—	—	12/25	—
Busan	12/18	12/19	1/1	1/2
Kobe/	—	—	—	—
Osaka	12/24	12/25	1/7	1/8
Nagoya	12/25	12/24	1/6	1/6
Shimizu	12/27	12/25	1/8	1/8
Yokohama	12/26	12/26	1/9	1/9
Seattle	1/3	—	1/17	1/17
Vancouver,	—	—	—	—
B.C.	1/4	—	1/18	1/18
L. A.	1/7	—	1/18	1/18
SF/	—	—	—	—
Okland	1/9	1/9	1/23	1/23
Saavnnah	—	1/16	—	1/30
New York	—	1/19	—	2/2
Norfolk	—	1/20	—	2/3
Baltimore	—	1/21	—	2/4

Barber Blue Sea

Charleston:	Carolina	577-7880
Jacksonville:	Harrington	355-2521
Miami:	Harrington	358-5621
Savannah:	Harrington	232-1276
Tampa:	Harrington	232-1671
Wilmington:	Wilmington	763-7333

Col. 1: PERSEUS
Col. 2: TRAVIATA
Col. 3: PATROCLUS

	1	2	3
Miami	—	12/4	—
Jacksonville	—	12/5	—
Wilmington	—	12/8	—
Boston	—	12/18	—
St John	—	12/20	—
N. Orlans	12/3	—	12/25
Houston	12/10	—	12/22
Philadelp	—	12/24	—
Baltimore	12/16	12/26	12/27
Norfolk	12/15	12/28	12/26
New York	12/19	12/23	12/30
Charleston	—	12/30	—
L. A.	—	1/12	—
San	—	—	—
Francisco	—	1/16	—
Singapore	1/11	2/11	1/23
Pt Keland	1/16	2/15	1/28
Dumai	1/19	—	—
Manila	—	2/2	—
Hg Kong	—	2/6	—
Labuan	1/22	—	2/2
Bangkok	1/24	—	2/7
Belawan	—	2/18	—
Jakarta	—	2/22	—
Surabaya	—	2/25	—

Japanese Consortium

Japan Line
"K" Line
Mitsui O.S.K.
N.Y.K. Line
Yamashita-Shinnihon
See line agents each port.
Col. 1: TOHBEI MARU
Col. 2: KISO MARU

Col. 3: KUROBE MARU
Col. 4: NEW JERSEY MARU

	1	2	3	4
New York	12/14	12/21	12/28	1/4
Boston	—	—	—	1/7
Philadelp	12/12	12/30	12/22	12/29
Baltimore	12/17	12/16	12/25	1/2
Norfolk	12/12	12/19	—	12/29
Savannah	12/20	—	1/2	—
Jacksonville	12/22	—	1/4	—
Montreal	—	12/18	—	12/29
Toronto	—	12/18	—	12/29
Halifax	—	—	—	1/8
St. John	—	12/26	—	—
Kobe/	—	—	—	—
Osaka	1/15	1/22	1/29	2/5
Tokyo/	—	—	—	—
Yokohama	1/12	1/19	1/26	1/31
Nagoya	1/14	1/21	1/28	2/4
Busan	1/17	1/27	2/1	2/11
Hg Kong	1/25	1/31	2/8	2/8
Manila	1/20	2/6	2/6	2/23
Keelung	1/28	2/2	2/11	2/11
Kaohsiung	1/27	2/1	2/10	2/10

Col. 1: LAMBROS TSAGLIOTIS
Col. 2: ITALY MARU

	1	2
N. Orlans	12/4	12/31
Houston	12/7	12/28
Galveston	12/6	12/26
Tampico	—	12/20
Coatzaco	—	12/18
Yokohama	1/5	1/30
Shimizu	1/6	2/2
Nagoya	1/7	2/5
Kobe	1/9	2/8
Yawata	1/16	2/11
Moji	—	2/13

"K" Line Mini Bridge

Jacksonville:	Stevens	354-0883
Mobile:	Fillette	438-1611
Pensacola:	Fillette	438-4471
Savannah:	Stevens	233-8131

Lykes Orient

Jacksonville:	Strachan	356-0711
Miami:	Strachan	379-6596
Mobile:	Lykes	432-3631
Pensacola:	Merritt	432-0971
Pt. Evgil:	Strachan	523-6563
Tampa:	Lykes	223-5631

Col. 1: STELLA LYKES
Col. 2: ASHLEY LYKES
Col. 3: LETITIA LYKES

	1	2	3
Yokohama	—	12/10	—
Kobe	11/19	12/6	—
Nagoya	—	12/7	—
Keelung	11/10	—	12/8
Kshiung	11/11	—	12/9
H Kong	11/13	—	12/11
Dadiangas	—	11/17	—
Manila	11/7	—	11/29
Singapore	—	—	11/16
Djakarta	—	—	11/14
TjongMani	—	—	12/3
Pusan	—	11/30	—
Belawan	—	—	11/18
Penang	—	—	11/19
Pt Kelang	—	—	11/20
Bangkok	—	—	11/24
New Or.	12/1	1/1	1/2
Mobile	12/4	1/4	1/5
Houston	12/7	1/7	1/8
Galveston	12/9	1/9	1/10
Col. 1: JOSEPH LYKES	—	—	—
Col. 2: STELLA LYKES	—	—	—
	1	2	
New Or.	12/20	12/27	
Houston	12/16	12/19	
G'veston	12/17	12/20	
B. Rouge	—	12/25	
Mobile	—	12/23	
Bangkok	—	2/5	
Yokohama	1/10	—	
Nagoya	1/12	—	
Kobe	1/14	—	
Osaka	1/16	—	
Pusan	1/18	—	
Inchon	1/20	—	
Cilacap	—	1/27	
Plmbang	—	2/2	
Manila	—	2/8	
Malili	—	1/22	
Djakarta	—	1/29	
Soerabaya	—	1/25	
Singapore	—	1/31	

Maersk Line

Jacksonville: Southern 355-4751
Charleston: Southern 722-8481
Col. 1: MARGRETHE MAERSK
Col. 2: MCKINNEY MAERSK
Col. 3: ALBERT MAERSK
Col. 4: MARCHEN MAERSK

	1	2	3	4
Singapore	11/15	11/22	12/ 2	12/13
H Kong	11/19	11/26	12/ 6	12/16
Keelung	11/20	11/27	12/ 8	12/18
Kobe	11/25	12/ 2	12/10	12/23
Tokyo	11/26	12/ 3	12/12	12/24
Long Beach	12/ 6	—	12/20	—

New York	12/10	1/7	2/18	3/10
S'gapore	1/5	2/2	3/15	4/5
Manila	1/11	2/8	3/21	4/11
Pandjang	1/21	2/14	3/27	4/17
Palemb'g	1/23	2/16	3/29	4/19
Belawan	1/29	2/22	4/4	4/25
Penang	2/1	2/24	4/6	4/28

United States Lines

Charleston: US Lines	577-7651
Jacksonville: US Lines	358-1411
Savannah: US Lines	234-5324
Col. 1: AMERICAN AQUARIUS	
Col. 2: AMERICAN LEGION	
Col. 3: AMERICAN APOLLO	
Col. 4: AMERICAN LEADER	
Savannah 12/11	— 12/27 1/4
New York 12/14	12/22 12/30 1/1
Baltimore 12/15	12/23 1/1 1/8
Norfolk 12/16	12/24 12/31 1/9
Balboa/	
Colon/	
Cristobal/	
Panama/	
City 12/20	12/28 1/5 1/13
Long Beach/	
L Ang. 12/28	1/4 1/12 1/20
Oakland/San	
Fran'co 12/29	1/5 1/13 1/21
Honolulu 1/2	1/10 1/18 1/26
Guam 1/10	1/18 1/26 2/3
H'g Kong 1/15	1/23 1/31 2/8
Kaohsiung/	
Keelung 1/18	1/26 2/3 2/11
Manila 1/18	1/26 2/3 2/11
Singapore 1/30	1/30 2/15 2/15
Kobe 1/19	1/27 2/4 2/12
Moji 1/20	1/28 2/5 2/13
Osaka/	
Nagoya 1/20	1/28 2/5 2/13
Inchon/	
Pusan 1/22	1/30 2/7 2/15
Yokohama 1/21	1/29 2/6 2/14
Tokyo/	
Shimizu 1/22	1/30 2/7 2/15
Oakland/San	
F'cisco 1/31	2/8 2/15 2/24
Long Beach/Los	
Angeles 2/2	2/10 — 2/25
Balboa/	
Colon/	
Cristobal/	
Panama/	
City 2/8	2/16 2/22 3/3
Savannah 2/12	2/20 — 3/7
New York 2/14	2/22 3/3 3/9
Baltimore 2/17	2/25 3/4 3/12
Norfolk 2/18	2/26 3/5 3/13

Zim Container Service

New York: Zim	527-9405
Col. 1: ZIM NEW YORK	
1	
Boston 12/5	
Baltimore 12/10	
Norfolk 12/11	
Halifax 12/16	
New York 12/18	
LA/SF 12/30	
Yokohama/	
Tokyo 1/10	
Osaka/	
Kobe 1/12	
Nagasaki 1/11	
Pusan 1/15	
Kaohsiung 1/14	
Keelung 1/15	
Hg Kong 1/15	
Singapore 1/20	
Manila 1/21	
Col. 1: ZIM HAIFA	
Col. 2: ZIM HONG KONG	
Col. 3: ZIM TOKYO	
1	
Manila 11/5	11/20 12/5
Singapore 11/10	11/25 12/10
Keelung 11/17	12/2 12/18
K'hsung 11/18	12/3 12/19
Hg Kong 11/19	12/4 12/21
Pusan 11/21	12/5 12/22
Osaka/	
Kobe 11/24	12/8 12/25
Nagasaki 11/25	12/10 —
Yokohama/	
Tokyo 11/26	12/11 12/26
LA/SF 12/6	12/21 1/5
New York 12/17	1/2 1/15
Halifax 12/19	1/4 1/17
Boston 12/28	1/10 1/22
Baltimore 1/4	1/16 1/27
Norfolk 1/5	1/17 1/28

SOUTH AMERICA EAST COAST

Amazon Line

Charleston: Harrington 577-5660
 Jacksonville: Harrington 355-2521
 Savannah: Harrington 232-1276

Wilm'gton: Harrington 762-0345
 Col. 1: SANTO AMARO
 Col. 2: SANTO ANDRE
 1 2
 Wilmington
 Savannah 12/11 —
 Jacksonville 12/13 12/4
 Belem, Manaus, Kingston, Macapa, Munguba, Pt of Spain

Delta Line

New Orleans: Delta	522-3492
New York: Delta	344-8277
Chicago: Delta	726-7497
Mobile: Delta	432-6674
Houston: Delta	227-5101
Washington: Delta	638-0830
Col. 1: DELTA MAR	
Col. 2: DELTA SUD	
Col. 3: DELTA NORTE	
1	
Tampa 12/20	1/2 1/17
New Or 12/24	1/7 1/21
Houston 12/26	1/9 1/23
PtoCortes 12/29	1/12 1/26
Kingston 12/31	1/14 1/28
M'caibo 1/2	1/16 1/30
PtoCabello 1/3	1/17 1/31
Belem 1/7	— 2/4
Salvador 1/10	1/24 2/7
Rio de J. 1/12	1/26 2/9
Santos 1/13	1/27 2/10
RioGrande 1/15	— 2/13
M'teideo —	1/30 —
Bu Aires 1/17	2/1 2/15
Paranagua 1/19	2/3 2/17
Santos 1/20	2/4 2/18
Tampa 1/30	2/14 2/28
New Or 2/4	2/18 3/3
Houston 2/6	2/20 3/5

Ivaran Lines

Norfolk: Virginia Ship A. C.	
Col. 1: SANTOS	
Col. 2: SALVADOR	
Col. 3: RIO DE JANEIRO	
Col. 4: SAO PAULO	
1	
Bu Aires 11/17	11/27 12/12 12/22
Panagua 11/24	12/4 12/17 12/29
Santos 11/26	12/6 12/19 12/31
New York 12/14	12/24 1/7 1/19
Philidpha 12/16	12/26 1/9 1/21
Baltimore 12/18	12/28 1/11 1/23
Norfolk 12/19	12/29 1/12 1/24

Moore-McCormack

Charleston: Carolina	577-7880
Jacksonville: Strachan	356-0711
Miami: Strachan	379-6596
Morehead: Lavino	726-2511
Savannah: Strachan	234-6671
Col. 1: MORMACBAY	
Col. 2: MORMACARGO	
Col. 3: MORMACVEGA	
Col. 4: MORMACLYNX	
1	
Savannah 12/4	— — 4
Hampton	
Rds 12/6	12/16 12/24 1/7
Baltimore 12/8	12/15 12/22 1/6
Philidpha 12/9	12/13 12/20 1/5
New York 12/12	12/19 12/30 1/9
Victoria X	— — —
Rio de	
Janeiro X	X X X X
Santos X	X X X X
Rio Grande	
Do Sul X	— — —
Pto Alegre X	— — —
Paranagua X	X X X X
Montevideo —	X — —
Asuncion —	X — —
Buenos	
Aires —	X — X

SOUTH AMERICA WEST COAST

Chilean Line

Jacksonville: TTT	355-3889
Mobile: Filette	438-1611
Savannah: TTT	233-7921
New Orleans: TTT	951-6276
Col. 1: LIMARI	
1	
Houston 12/5	
N. Orleans 12/12	
Cristobal 12/17	
Guayaquil 12/20	
Callao 12/23	
Arica 12/28	
Antofagsta 1/1	
Valparaiso 1/3	
Talcahuapano/	
San	
Vicente 1/7	

Coordinated Caribbean (CCT)

Miami: CCT 358-7960
 Bi-weekly to Ecuador from Miami.

Fort Nassau

Miami: CB & R 377-3781

Grancolombiana

Jacksonville: Southern	355-4751
Baltimore: Lavino	625-6225
Col. 1: REPUBLICA DEL ECUADOR	
1	
Jacksonville 12/1	
Baltimore 12/3	
Philadelphia 12/4	
New York 12/10	
Charleston 12/12	
Barranquilla, Cristobal, Balboa, Guayaquil, Manta, Buenaventue, Santa Marta	

Lykes Lines

Mobile: Lykes	432-3631
Col. 1: VELMA LYKES	
Col. 2: MASON LYKES	
Col. 3: MALLORY LYKES	
1	
Houston 11/7	11/21 12/9
Galveston —	11/19 12/8
Mobile 11/15	11/26 12/12
N. Orleans 11/17	11/29 12/14
Valparaiso 12/13	12/19 —
Callo 12/16	12/2 1/1
Buena-	
venture 12/19	12/25 1/4
Houston 12/25	1/1 1/10
N. Orleans 12/30	1/6 1/15

Prudential Lines

Charleston: Street 577-5820
 Jacksonville: McGiffin 353-1741
 Savannah: Semco 234-8265

CARIBBEAN & NORTH COAST SOUTH AMERICA

Antillean Marine

Miami: Antillean 633-6362
 Sailings two times weekly from Miami to Port-Au-Prince, Haiti and Santo Domingo, Dominican Republic.

Atlantic Lines

Miami: CB & R	377-3781
Col. 1: ATLANTIC INTREPID	
Col. 2: ATLANTIC PROGRESS	
Col. 3: ATLANTIC SKY	
1	
Miami 12/2	12/5 12/9
Tortola —	12/14
St Kitts —	12/15
Guadeloupe —	12/16
Dominica —	12/17
Grenada —	12/18
George-	
town 12/11	— 12/20
Trinidad —	12/12
Barbados 12/9	12/14 —
Paramabo 12/13	— —
Cayenne 12/15	— —

Booth Lines

Miami: Harrington 358-5621
 Wilmington: Harrington 762-0345
 Col. 1: CYRIL
 1
 Wilmington 12/12

C & P Line

Miami: Eller (800) 327-3936
 Sailings twice wklly from Miami (Tues & Fri) to Pto Morelos, Mexico. Fm Pto Morelos, ship "PUERTO VALLARTA" leaves every Mon and Thurs mornings. RO/RO

Commodore RO-RO

Miami: Caribbean Agencies 358-9050
 Service every Saturday via "Bolero" to Montego Bay, Jamaica & Port-Au-Prince, Haiti.

Delta Line

New Orleans: Delta 522-3492
 New York: Delta 344-8277
 Chicago: Delta 726-7497
 Mobile: Delta 432-6674
 Houston: Delta 227-5101
 Washington: Delta 638-0830

Col. 1: DELTA BRASIL
 Col. 2: DELTA URUGUAY
 Col. 2: DELTA PARAGUAY

1	
N. Orleans —	12/26 1/11
Houston —	12/29 1/17
Santo	
Domingo 1/3	1/6 1/30
Aruba 1/2	— 2/2
Curacao 1/4	— 2/4
Port of	
Spain —	— —
Fortaleza 1/13	— 2/13
Recife 1/16	— 2/16
Vitoria 1/20	— 2/20
Belem 1/23	— 2/23
Aruba 1/27	— 2/27
N. Orleans 2/10	2/27 3/11
Houston 2/16	3/4 3/16

Nopal Caribe Lines

Miami: Caribbean Agencies 358-9050

Col. 1: NOPAL SAND
 Col. 2: MORAZAN

1	
Miami 12/5	12/7
Lee &	
Wind-	
ward Yes	—
Barbados Yes	—
Param'bo Yes	—
Trinidad Yes	—
Colombia —	Yes

Norwegian Caribbean Line

Miami: K. Nielsen 377-4911
 "Starward" leaves Miami every Saturday, arriving in Port-Au-Prince every Monday, Montego every Wednesday, Nassau every Friday.

Pan America Mail

Miami: CB & R 377-3781

Col. 1: PANAMERICA
 Col. 2: HIBISCUS
 Col. 3: PANCARIBE

1	
Miami 12/4	12/2 12/9
Curacao 12/8	12/8 —
Aruba 12/9	12/9 12/15
St Maarten —	12/13
Miami 12/13	12/15 12/20
Curacao —	12/21 —
Aruba —	12/22 12/26
St Maarten —	12/24
Miami —	12/28 12/30
Curacao —	1/3 1/5
Aruba —	1/4 —
St Maarten —	1/3
Miami —	1/10 1/9

Prudential Lines

Charleston: Street 577-5820
 Jacksonville: McGiffin 353-1741
 Savannah: Semco 234-8265

Q-Line

Miami: Lavino 371-4581
 Miami: Q-Line 374-3440

Col. 1: FRENO SIMBAY I
 Col. 2: FRENO SIMBAY I
 Col. 3: FRENO SIMBAY I
 Col. 4: FRENO SIMBAY I

1	
Miami 12/11	12/24 1/8 1/22
Port au	
Prince 12/14	12/28 1/11 1/25
Cape	
Haitien 12/17	12/31 1/14 1/28
Grand	
Turk 12/19	1/2 1/16 1/30
Miami 12/22	1/5 1/19 2/2

Royal Netherlands

Charleston: Strachan 772-2718
 Jacksonville: Strachan 356-0711
 Mobile: Strachan 433-5401

Col. 1: HERCULES
 Col. 2: ARCHIMEDES

1	
Houston 12/5	12/19
N. Orleans 12/2	12/16
Maracaibo, Oranjestad, Willemstad, LaGuaira, Guanta, Port of Spain, Barbados, Paramaribo, Georgetown	

Sea-Land

Charleston: Sea-Land 722-0101
Jacksonville: Sea-Land 356-0081
Jacksonville cargo relayed out of Port Elizabeth. Charleston cargo via Jacksonville and then out of Port Elizabeth. Weekly sailings.

Trailer Ship Line

Miami: Nielsen 377-4911
Vessels sailing weekly, Kingston, Santo Domingo, St. Thomas & St. Croix.

Tropical Shipping

Palm Bch.: Birdsall 844-0281
Sailing weekly to Georgetown, Grand Cayman. Sailing bi-monthly to Port of Spain, Trinidad and Bridgetown, Barbados

Venezuelan Line

Jacksonville: Carolina 355-5757
Savannah: Southern 232-5335

West India Shipping Co.

Palm Beach: W. India 848-5511
Two sailings per month to Puerto Cabello and LaGuaira, Venezuela

CENTRAL AMERICA & PANAMA

Armagua Line

Miami: Eller 377-0671
Tampa: Peninsular 935-2196
Col. 1: PETEN II
Col. 2: PETEN II
Col. 3: PETEN II
1 2 3
N. Orleans 12/17 1/6 1/26
Houston 12/19 1/8 1/28
Sto Tomas 12/24 1/13 2/2
Pto Barrios 12/29 1/18 2/7

Armasal Line

Tampa: Peninsular 935-2196
Miami: Eller 377-0671
Col. 1: CARMEN A
Col. 2: ANA

Col. 3: CARMEN A
Col. 4: ANA

1 2 3 4
Corinto 12/12 12/26 1/17 1/28
Acajutla 12/14 12/27 1/19 1/30
La Lib'tad 12/15 12/29 1/20 1/31
Cutuco 12/17 12/31 1/22 2/2
Pu'ta'nas 12/10 12/23 1/23 2/3
Tampa 12/22 1/5 1/29 2/10
N. Orleans 12/24 1/7 1/31 2/12
Houston 12/27 1/11 2/5 2/17

Col. 1: ANA
Col. 2: CARMEN A
Col. 3: ANA

1 2 3
Tampa — 12/22 1/5
N. Orleans 12/2 12/29 1/8
Houston 12/9 1/2 1/13
Pt Arthur 12/8 — —
Baton Rouge 11/28 — —
Mobile 12/4 — —
Pensacola — 12/25 —
Pto Limon 12/14 1/8 1/18
Cristobal 12/20 1/13 1/24
Pu'ta'nas 12/23 1/23 2/3
Corinto 12/25 1/17 1/28
Acajutla 12/27 1/18 1/29
La Lib'tad 12/29 1/20 1/31
Cutuco 12/30 1/21 2/1
Pto Cabezas — 1/7 —

Coordinated Caribbean (CCT)

Miami: CCT 358-7960
Sailings every week out of Miami to Central American ports, Las Minas, Pt. Limon, Cortes, Sano Tomas, or other as determined for each vessel.
Weekly RO/RO direct service from Miami to Guatemala, Honduras, El Salvador, Nicaragua, Costa Rica, Panama.

Delta Line

New Orleans: Delta 522-3492
New York: Delta 344-8277
Chicago: Delta 726-7497
Mobile: Delta 432-6674
Houston: Delta 227-5101
Washington: Delta 638-0830
Col. 1: DELTA MAR
Col. 2: DELTA BRASIL
Col. 3: DELTA PARAGUAY
1 2 3
N. Orleans 12/24 — 1/11
Houston 12/26 — 1/17
Santo Tomas — 12/22 1/21
Puerto Barrios — — —

Puerto Cortes 12/29 2/2 3/2
Puerto Limon — 12/26 1/25
N. Orleans 2/4 2/10 3/11
Houston 2/6 2/16 3/16

Flomerca Trailer Service

Miami: C, B & R 377-3781
Col. 1: PANANTILLES

1
Miami 12/1
Sto Tomas 12/4
Pto Cortes 12/5
Miami 12/8
Sto Tomas 12/11
Pto Cortes 12/12
Miami 12/15
Sto Tomas 12/18
Pto Cortes 12/19
Miami 12/22

Pan America Mail

Miami: CB & R 377-3781
Col. 1: PANAMERICA
Col. 2: PANATLANTIC
1 2
Miami 12/13 12/8
Las Minas 12/17 12/12
Pto Limon 12/18 12/13
Miami 12/22 12/17
Las Minas 12/26 12/21
Pto Limon 12/27 12/22
Miami 12/31 12/26

PUERTO RICO

P.R. Marine Lines

Jacksonville: Strachan 356-0711
Miami: Strachan 379-6496
Mobile: Lykes 432-3631
Pensacola: Merritt 432-0791
Pt. Evgl.: Strachan 523-6563
Tampa: Lykes 223-5631

PRMSA

Charleston: PR Marine Mgmt. 577-7300
Jacksonville: PR Marine Mgmt. 751-1150
LO/LO Service: Every Wednesday from Jacksonville and Charleston to San Juan, Ponce & Mayaguez, each direction.
RO/RO Service: Every Tuesday, Saturday from Jacksonville and Miami to San Juan, Ponce & Mayaguez, each direction.

Trailer Marine Transport (TMT)

Jacksonville: TMT 354-0352
Miami: TMT 358-4693
Trailer ferry departing every three days each direction.

BAHAMAS & BERMUDA

Gulf & Caribbean

Jacksonville: Gulf & Carib. 354-3266
"Jomal" sailing every Friday from Jacksonville, arriving in Nassau the following Monday.

Lloyd Caribe, Inc.

W. Palm Bch.: Chester, B & R 844-8933
Four sailings weekly to Nassau NP Bahamas.
Two sailings weekly to Freeport, Grand Bahamas.

Norwegian Caribbean

Miami: K. Nielsen 377-4911

Palm Beach Steamship

Palm Beach: Palm Bch 844-5387
Sailing weekly from Palm Beach to Green Turtle, Marsh Harbor and Treasure Cay.

Pan Atlantic Bermuda

Jacksonville: McGiffin 353-1714
Miami: CB & R 377-3781
Col. 1: CORIA
1
Jacksonville 12/5
Bermuda 12/9
Miami 12/15
Jacksonville 12/17
Bermuda 12/22
Jacksonville 12/26
Bermuda 12/30
Miami 1/5

Tropical Shipping

Palm Beach: Birdsall 844-0281
Three sailings weekly to Nassau NP Bahamas and Freeport, Grand Bahamas



Appointments

East. George O. Perry has been appointed American President Lines' vice president-Europe, to be headquartered in Livorno, Italy. He has served most recently in New York as managing director of APL's Atlantic Region.

Carmine F. Ragucci has been named vice president-operations of Howland Hook Marine Terminal Corp., a subsidiary of United States Lines and American Export Lines. He was formerly terminal manager for International Terminal Operating Company at the ITO container terminal in Port Elizabeth.

John Travis is United States Lines' Divisional Maintenance and Repair Manager with responsibility for all the line's Eastern Division repair facilities. He was with Lockheed Aircraft before joining US Lines a year ago.

George Oppenheimer has been appointed assistant controller-Eastern Division of United States Lines. He was formerly with Schaeffer Brewing and held similar posts with Getty Oil and IBM World Trade.

Richard A. Lidinsky Jr. is assistant to Director of Transportation Gary E. Koecheler at Maryland Port Administration with duties related to freight rates, tariffs, ICC and FMC litigation.

Harlan T. Haller, president of Bailey Refrigeration Co., was named SNAME-Kings Point Man of the Year for his work developing innovative methods while with Seatrain Lines in development of the VLCC-class super tankers Brooklyn and Williamsburg at the old Brooklyn Navy yard.

Samuel B. Nemirow has been appointed general counsel of the Maritime Administration, succeeding A. Reading Van Doren Jr. as chief legal officer of Marad and Maritime Subsidy Board. He has been deputy general counsel for maritime aid contracts and served four years with Federal Maritime Commission and two years with Department of Transportation.

Southeast. Three Florida port directors have been appointed to the National Defense Executive Reserve to assume charge of operations within their ports in time of national emergency. They are Port Directors **James J. Scott** at Jacksonville, **Paul D. deMariano** at Port Everglades, and **Capt. Robert Waldron** at Miami.

Port Directors **Col. Franklin Donahue** at Port of Palm Beach and **J. E. (Sonny) Jaudon** at Port Manatee have been appointed members of the Florida Department of Transportation Water Transportation Advisory Committee.

John H. Kemp is assistant vice president in charge of operations at the Transconex Inc. Atlanta terminal, where **Steve Collins** is terminal manager.

Ernest J. Perez has been designated U.S. sales manager and traffic analyst for Tuya International Corporation, Miami-based international air and ocean freight forwarders. He was formerly with Seaboard Coast Line Railroad.

John H. Castillo has joined Acme Fast Freight as sales representative in Miami. Armellini Express Lines appointed **Eduardo Bacallao** as director of sales for Latin American and Caribbean areas with headquarters in Miami.

Jan D. Uiterwyk has been appointed executive vice president of Tampa-based Jan C. Uiterwyk Company Inc., to be in charge of all Uiterwyk branch offices in the U.S. and abroad and to continue his responsibilities for ship management. **Joe J. Soletto**, originally from New Orleans, will be Uiterwyk VP in charge of inward services.

A. A. (Tony) Baars and **Capt. A. R. Hanily** have been named vice presidents of the Uiterwyk firm following Uiterwyk's acquisition of J. D. Shipmanagement, Inc., with which they were formerly associated. They were responsible for engineering and personnel at the previous firm and will retain the same duties with Uiterwyk.

Gulf. **Joseph T. Lykes III** has returned to the New Orleans headquarters of Lykes Bros. Steamship Co. as assistant tonnage controller after having served as owner's representative for Japan and Korea with offices in Tokyo. **Octave C. Livaudais** has assumed his position in Tokyo.

Robert V. Whittaker III has left the desk as Lyke's Far East Line assistant traffic manager in New Orleans to become agency administrative staff assistant in Genoa. **Samuel C. LeBlanc Jr.** has assumed Whittaker's former position.

Lykes also appointed **Robert J. Koch**, a retired brigadier general in the Army, as assistant to the vice president for administration in New Orleans.

Deputy District Engineer **Claude D. Boyd III** at Mobile has been promoted to Lieutenant Colonel in the Army.

Harry C. Thompson Jr. has been appointed general manager of Jan C. Uiterwyk Company's New Orleans agency. He was with Norton, Lilly & Co. for many years in Baltimore, Mobile, Philadelphia and New Orleans. Most recently, Thompson was with TTT Ship Agencies.

Ashland Petroleum named **Stephen E.**

Berger manager for Gulf Coast regional of the company's Supply and Transportation department with offices in Houston.

John J. Koehl has been promoted to executive vice president of the Uiterwyk Terminal Corporation in New Orleans to manage cargo and cold storage movements through the facility.

Wayne E. Wegmann has been named traffic manager of Lykes' new Great Lakes Line operating between the Great Lakes, the Mediterranean and Black Sea ports.

Pacific. **I. James Church** is now deputy executive director of the Port of Portland Commission, filling a position vacant since Lloyd Anderson became port director a year ago. Church has been director of operations for the port's aviation and marine department since 1974.

Joseph A. Modica joined Pacific Far East Lines as senior vice president of freight operations, effective December 15. He joined PFEL was American Export Lines, where he was vice president of sales, traffic and conferences.

Charles Raymond Palin has been appointed general manager of operations-Western Division for United States Lines with supervision of terminals in Oakland, Long Beach and Guam. Prior to being transferred to the West Coast, he held the same title with the Eastern Division based at New York.

Steven P. Resnick has been named trade representative for Port of Long Beach after service as a sales manager for Seatrain Lines and most recently as vice president operations for Pasha Industries/Maritime Services International.

G. E. Bart has been promoted to senior vice president of American President Lines with supervision of marketing in three APL regional areas — Far East, Southeast Asia and Europe. Prior to joining APL last January as vice president, marketing, he was senior vice president in charge of freight sales and freight operations for Matson Navigation and served as president of Matson Agencies, Inc.

Nassef Z. Kourey is managing director, Southeast region of American President Lines with offices in San Pedro. He will be in charge of marketing functions in Southern California, New Mexico, Oklahoma, Louisiana, Arkansas and Mississippi.

Sal P. Tarantino fills the newly created position of executive vice president of Pacific Far East Lines, moving up from senior vice president, administration.

Richard J. Degan is American President Line's new vice president, Far East, with headquarters in Tokyo.



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