

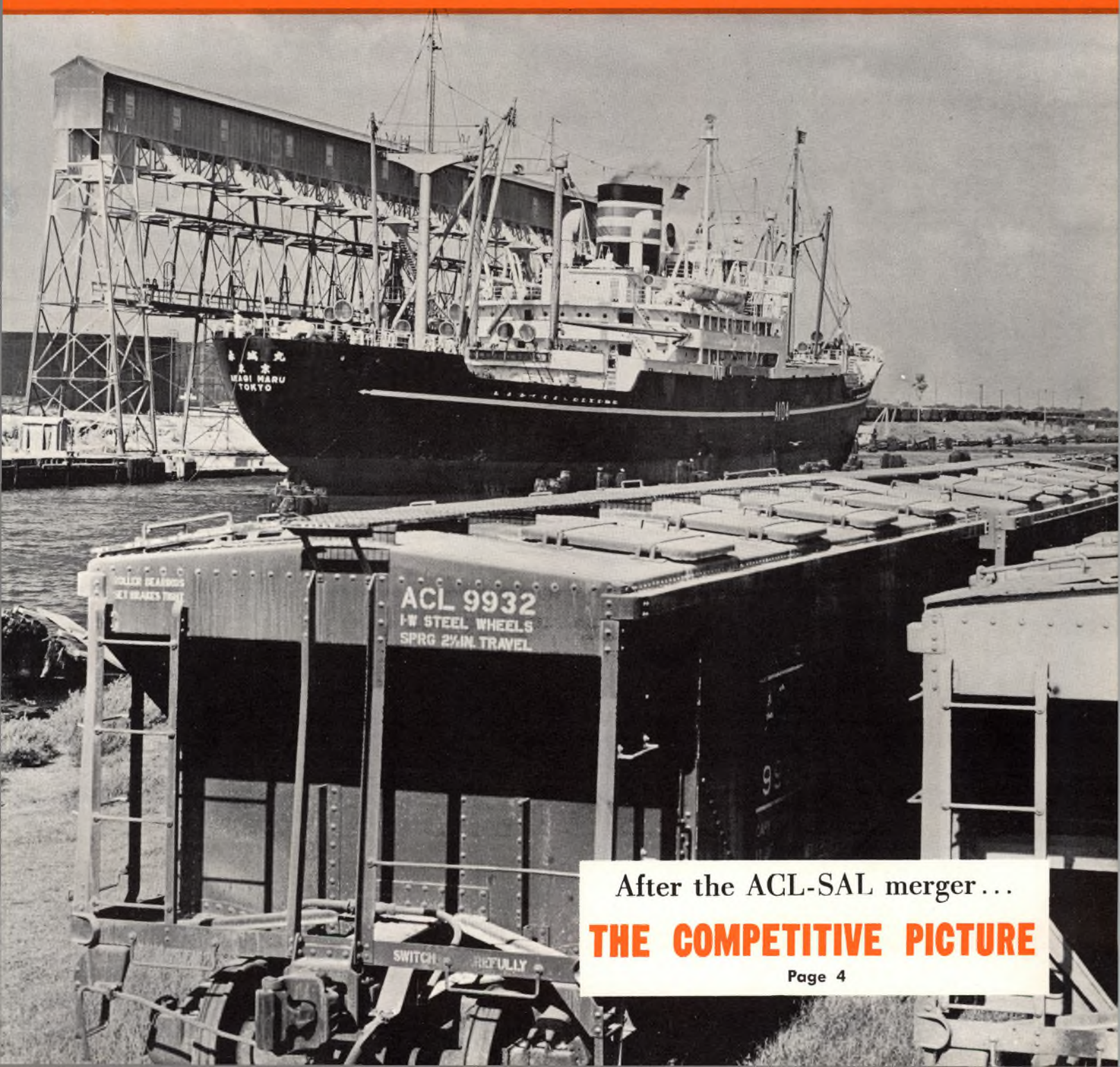
FLORIDA JOURNAL

OF COMMERCE

Vol. 5, No. 8

August, 1963

25¢



After the ACL-SAL merger...

THE COMPETITIVE PICTURE

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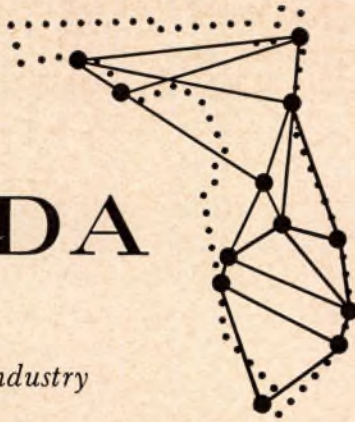
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J. Dillon Kennedy Elected Ports Council President



JACKSONVILLE'S CITY Commissioner **J. Dillon Kennedy** became president of the Florida Ports and Foreign Trade Council on July 1 and took over active supervision of the statewide efforts to expand Florida's international trade activities. By coincidence, his election to the top port position came at the same time as the organization of the Jacksonville Port Authority, charged with future direction of Jacksonville's own port program. The Council, composed of public and private deepwater terminal operators, plans to coordinate all of the joint efforts of

Florida ports to attract new international business to the state. Offices are maintained in Tallahassee. The Council is closely allied with the International Trade Department of the Florida Development Commission, acting in an advisory capacity.

Kennedy succeeded **Jack Fitzgerald**, director of the Tampa Port Authority.

Other new officers of the Council to serve with Kennedy include first vice president **Col. M. A. Ramsey** of Fort Pierce; second vice president **Joel Wilcox** of West Palm Beach; secretary-treasurer **Martin Hearn** of Tampa.

In addition to the officers, directors of the Council are **D. A. Watts** of Jacksonville, a member of the Jacksonville Port Authority; Fitzgerald; **Harold Colee** of Jacksonville, executive vice president of the Florida State Chamber of Commerce; chairman **Wendell Jarrard** of the Florida Development Commission; **Arthur E. Darlow** and **James H. Moulder** of Miami; **Henry N. Folk** and **Mrs. E. P. Nickinson** of Pensacola; **Thomas S. Dromgool** and **R. T. Spangler** of Fort Lauderdale; **George J. King** of Port Canaveral; **L. C. Ringhaver** of Jacksonville and St. Augustine; and **S. S. Gailard** of Tampa.

I. Paul Pedraza, former executive director of the Council who assumed a position with the U. S. Department of Commerce at San Juan Puerto Rico April 1, has been elected an honorary member of the Council.

Following the annual meeting June 21, about 20 members of the Council left for Miami, where they departed on a one-week trade mission to Jamaica. Visits were made to Kingston, Ocho Rios, Port Antonio and Montego Bay.

Econo-Flo Orders Five New Barges

ST. LOUIS

A CONTRACT FOR THE construction of five new bulk flour barges has been awarded to St. Louis Shipbuilding-Federal Barge, Inc. by Econo-Flo Flour Service of Salina, Kansas.

The new order makes a total of 20 barges built by the yard for Econo-Flo's bulk flour movement.

Econo-Flo uses barges to distribute its flour through seven large grain milling firms over the eastern half of the nation. One of these branches is located on the Gulf Intra-coastal Waterway at Carrabelle, Florida.

Flour is pumped directly from the barges to Econo-Flo's storage bins, then distributed in bags or by bulk carrier.

McLEAN INDUSTRIES DECLARES DIVIDENDS

PORT NEWARK

At a board of directors meeting recently, McLean Industries, Inc., declared a dividend of \$1 per share on cumulative preferred stock.

The dividend paid from current earnings includes \$.75 for the regular second quarterly dividend, and \$.25 for partial payment of arrearages.

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By David A. Howard



What to Expect Of Florida Ports Council

New leadership and a realistic attitude signal the start of a new era of growth, accomplishment, and harmony with the Florida Development Commission on matters of international travel and trade.

THE FLORIDA PORTS and Foreign Trade Council starts its new fiscal year this month (July) with a totally new face.

Gone are the days of easy dependence on the Florida Development Commission to meet the salary of the executive director. The Council will be on its own in the future — at least in this regard.

Gone are the days of I. P. de Pedraza, the Spanish intellectual who did so much to set the Council on its initial objectives and obtained for the Council an international stature far beyond what could rightfully be expected. The Council starts life anew with someone (not yet chosen) who is more attuned to the realities of life in Florida today.

Gone, too, will be some of the lustre in the front office. The Council will offer a higher reward for a warehouse full of newspaper than a mention in the Paris edition of the Herald Tribune.

Gone are the days of small (but active) membership. The Council will broaden its base of participation and support with Florida.

In fact, the Council has gone to work.

It has been our privilege to follow the Council in all of its growing pains, from the time of conception at Orlando in 1958 to its birth at Tallahassee in 1959, and to its near demise on several touchy occasions. We have been present at its moments of glory also, and have been on hand to hear the nation's outstanding authority on effective trade promotion privately tell a friend: "I can see right now that this (Florida) World Trade Conference is well on its way to being the third ranking conference in the United States (behind New York and Chicago)." That is strong praise for a program only in its second year; an outstanding hon-

or for the Florida Ports Council and the Florida State Chamber of Commerce — the agency which actually stages the conference in cooperation with the Council.

These are among the solid accomplishments which will be retained by the Council under the new leadership of President **Dillon Kennedy**.

The fact that Mr. Pedraza is no longer with the Council has been a blow, but the good things he left will be carried on.

We expect, among other things, to see closer working harmony with the Florida Development Commission's Department of International Trade and Travel in the future. This liaison will go forward on specific projects in a spirit even finer than before. After all, financial independence of the Council is a healthy thing. The Council will, we expect, become an official advisor agent to the Commission — providing professional know-how and advice of port operators and foreign tradesmen, while the Commission supplies the manpower and money needed to carry through.

We expect greater liaison on matters of international travel. South Florida port are finding the Commission's efforts in travel promotion very profitable. They like it — and it is a popular thing today.

Members of the Council first opposed sending a Greyhound bus to Europe (July issue) to promote Florida tourism. They felt the bus could not maneuver on European streets and highways. Now, they are suggesting that the bus be made available as a showcase of Florida products in Europe.

Yes, times are changing. But no matter how they change, our feeling is that the Council was well born and will develop into a husky young fellow.



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RAILROAD cars laden with phosphate move into the ACL tipple at Tampa for discharging.



By Irene Sperry

After the ACL-SAL merger

THE COMPETITIVE

Had such a merger been proposed a few decades ago, there would have been no chance for its approval, since railroads reigned supreme in the nation's transportation picture and the very thought of eliminating a competing rail line through merger would have been abhorrent. Today, however, the transportation picture has changed.

A FAVORABLE DECISION on the proposed merger of two of the South's largest railroads — the Atlantic Coast Line and the Seaboard Air Line — is expected to be handed down by the Interstate Commerce Commission within a few months.

If approved, the merger could place 82 percent of Florida's Class 1 rail lines in the hands of one company, which would be known as the Seaboard Coast Line Railroad.

The merger would also make Central and Southwest Florida one of the largest one-rail areas in the nation.

At some 67 common points now served by both lines in the Sunshine State, facilities would be consolidated under the merger, and duplicate lines, which in many instances

run parallel to each other only a stone's throw apart, would be eliminated.

Trends In Florida

Definite trends toward shipping via other modes of transportation have already been exhibited by certain large industries in this state.

For example, the citrus and farming industries are using motor carrier to a very great extent. The vast fertilizer industry uses waterborne transportation inbound for its raw materials, and water, truck and rail outbound. In the sand and aggregate fields, where rail transportation was once used almost exclusively, water and motor carriers have steadily gained in tonnage hauled. Rails have in many instances been forced to reduce rates in order merely to retain a share of the bulk tonnage in recent years,

and auto and air transportation has already decreased rail passenger travel by over 40 per cent.

It is evident that motor and water carriers are competing strongly with rail transportation. There is no doubt that these modes will continue to compete, whether there is only one rail line in the area or two.

The strength of this competition, in fact, is behind the merger proposal itself. Although both ACL and SAL are in good financial condition " . . . we see the handwriting on the wall, and we propose to lock the barn door before the horse is stolen," comments **W. Thomas Rice**, who is slated to become president of the merged company.

Other Safeguards

Florida shippers, then, have a choice of carriers to provide the competition necessary for a single-line railroad in most areas.

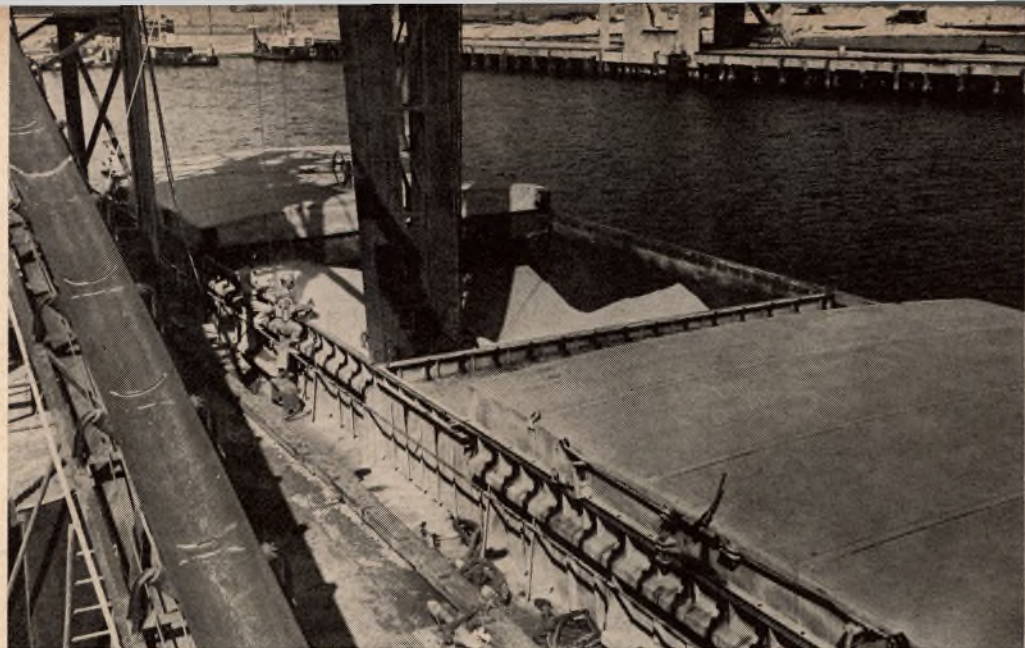
In addition, shippers in general feel that they ship by route rather than by a particular carrier, and they will continue to specify the best route available for their needs.

Other safeguards to insure competition to the merged rail line will be included in the ICC decision of approval. Some or all of the conditions specified in the merger proposal will be imposed by the ICC in addition to "standard" conditions normally applied to rail mergers.

Calculated to prevent injury to other lines in the Southeast in fields not covered by the "standard" conditions, additional conditions may insure shippers of another form of rail competition through alternate routing on line hauls.

Deemed harsh, but still acceptable to the CL-SAL, is a condition which calls for the opening of the merged company's junctions and gateways to railroads for which routes are already provided, and the institution of new routes throughout the merged company's system, at the option of the lines connecting with those of the merged company, on a reciprocal basis with equal privileges to participating carriers.

In Florida alone, the merged company



AT TAMPA, Midwest grain is pumped directly from a barge into storage elevators of the Illinois Grain Corp. More grain may soon be moving into the South as a result of Southern Railway's reduced 5-car grain rates.

lines would connect with other separate rail carriers at a minimum 20 points to interchange traffic on a reciprocal basis.

The adoption of this condition regulating interchanges could insure Florida East Coast Railway of its share of traffic moving through Jacksonville to South Florida and Southern Railway its share of traffic mov-

ing through Jacksonville northward. At present, the strikebound FEC derives some 40 percent of its total freight revenues from interchanges received at Jacksonville. One-half of these interchanges are through ACL.

Another condition included in the proposal calls for the preservation of schedules.

Still another would permit Southern Railway — a vigorous opponent of the merger although it has acquired stock control of the Central of Georgia — to elect whether to continue certain operations under trackage rights over the lines of the merged company.

There is also a proposed condition which would enable the ICC to retain jurisdiction for the purpose of considering petitions which might be filed by intervening carriers within a five-year period after the merger is consummated.

The Tampa Area

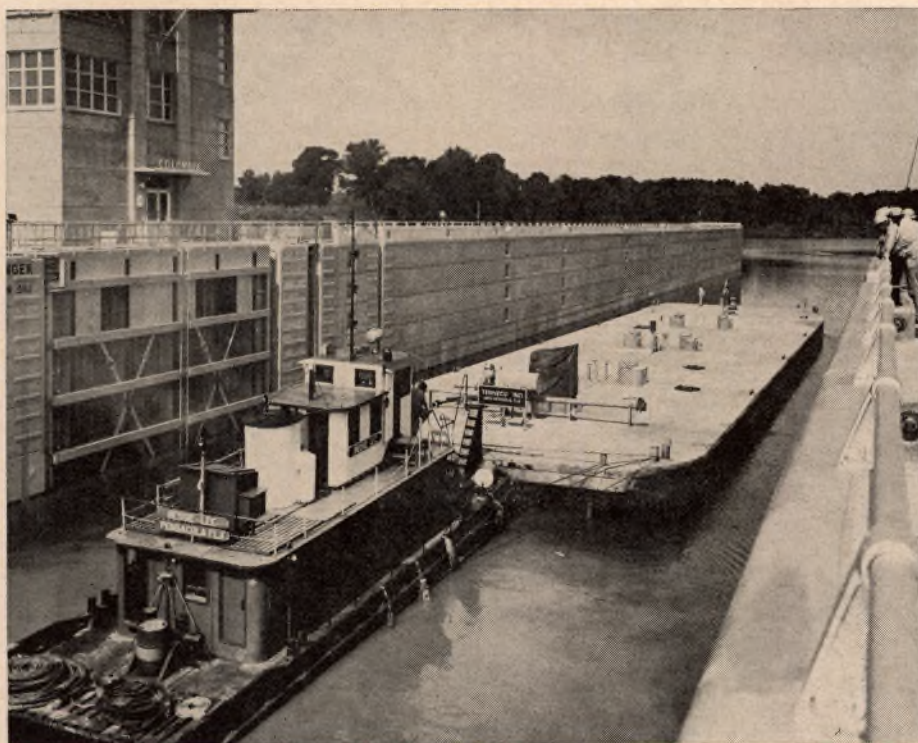
For some years both ACL and SAL have operated in the Tampa area, which they both serve, in a spirit of cooperation on rates and schedules. In essence, the area has already experienced one-line rail service in a very limited degree for some time.

During the years from 1956 through 1959, the rail lines notably increased the tonnage of bituminous coal and phosphate rock hauled. Several general freight rate increases occurred during the same period, yet grand average revenue per ton on all commodities hauled was seven cents (7¢) less in 1960 than in 1956.

Phosphate movement increased 18.3 percent during that period, but revenue increased by only 5.5 percent, since rate adjustments were necessary to keep the tonnage on the railroads due to truck competition.

Stone and rock, the second largest commodity handled by rails in the Tampa area, has already begun to show the effects of truck competition. According to **George L.**

PICTURE



HEAVILY-LADEN barge clears a lock on the Okeechobee waterway.



STEEL is discharged at Southport Terminal from Bethlehem Steel Co. ship.

Rosborough, Jr., secretary of Shands & Baker, Inc., a company engaged in processing and selling sand and road aggregates, 70 per cent of this traffic presently moves by rail, while 30 per cent moves by truck. Prior to 1947 or 1948, sand did not move by truck at all.

Based in Tampa is Redwing Carriers, Inc., the largest bulk motor carriers in Florida. Specializing in hauling liquid bulk commodities such as petroleum products, molten sulphur, chemicals and asphalt, Redwing recently acquired Florida Tank Lines, the largest motor carrier of dry cement in the state. Commodities hauled by these motor lines would have been carried almost exclusively by rail less than twenty years ago.

A 1960 survey of shippers and consignees in the area, each having a tonnage of 1,000 tons a year or more, developed an estimate that of total inbound tonnage of nearly 17-million net tons, about 1.5-million moved via truck; 5.9-million via water; and 9.6-million via rail.

Outbound tonnage on the same survey totaled 11.5-million net tons of which 3.3-million moved via truck; 5.9-million via water; and 2.2-million via rail, indicating the weak position of the railroads on outbound tonnage. This is largely due to phosphate and related product shipments.

Water carriers have cut deeply into rail tonnage at Tampa, also. Domestic inbound waterborne traffic increased 16.2 per cent during the 1956-59 period, while outbound tonnage increased 20.6 per cent. Since most of this tonnage could have been handled by rail, it is obvious that competition of ship and barge transportation is effective in the Tampa area.

In Miami

Miami, unlike Tampa, will still have rail competition after the ACL-SAL merger. The Florida East Coast Railway will continue to provide service along the Gold Coast together with the new Seaboard Coast Line which will use Seaboard Air Line's trackage in the area.

In addition, Miami has numerous large motor carriers as well as considerable barge and ship traffic.

The East Coast

Florida East Coast Railway will still maintain its choice position along the east coast of Florida from Jacksonville to the West Palm Beach area, where present Seaboard Air Line trackage swings in from the west to run parallel from there down to the Miami area.

Recently, the FEC began installing trackage into the Merritt Island-Cape Canaveral area, now not being serviced by any major rail line. According to **Ed Ball**, FEC board chairman, the new trackage, which will run from Titusville to Wilson, is expected to generate several millions of dollars in revenue per year.

Central Florida

Citrus shippers and vegetable growers in the Central Florida area will have one-line service. But, it is this same phase of industry which relies heavily already on motor carriers as transportation. In this area in particular, shippers will direct routing rather than the carrier since fresh produce must move swiftly to its destination with minimum delay.

North Florida

In the North Florida area, where pulpwood predominates as the primary commod-

ity, objection to the proposed merger was voiced by Union Bag Co., St. Regis Paper Co., and St. Joe Paper Co.

The merger, which will result in low single-line rates on pulpwood, was primarily opposed by Union Bag because it would open up areas of wood procurement that paper companies previously precluded from acquiring pulpwood in certain areas due to high joint-line rate scales.

St. Regis was concerned because only one railroad line would be left to serve its Eastport plant near Jacksonville, and support a condition proposed by Southern Railway which would permit Southern to serve the Eastport paper mill.

The St. Joe Paper Co. feared the abandonment of the Climax-Chattahoochee branch of ACL would increase its transportation costs by \$222,072, and that other mills would gain an advantage in wood procurement due to the application of the single-line scale. But, the firm did not object to the merger itself.

Any abandonment of trackage by the merged company would have to be heard in full and approved by the ICC, according to the merger proposal.

St. Joe Paper Co. will probably save a like amount through the single-line rate which would be in effect under the merger.

The lower rates would apply to pulpwood and sand and limerock only. For example, a cord of pulpwood shipped to Fernand from Fort White presently costs \$4.79; under the single-line rate the same shipment would cost only \$3.10 — a saving of \$1 per cord.

It is estimated that the pulpwood industry may realize a yearly saving of \$750,000 upon adoption of similar rate reductions.

Jacksonville

Jacksonville, already headquarters of ACL and the principal gateway into Florida, probably will gain most through the merger.

Southern Railway and Florida East Coast will still interchange at its terminals and a new \$20-million automatic freight classification yard to further facilitate interchange is planned by the merged company.

In addition, it is estimated that nearly 4,000 railroad employees will relocate in "Gateway City" through the consolidation. Some ACL employees will move to Richmond, Va. The economy would gain.

Although the headquarters will consolidate departments, both top offices would be retained with only a redistribution of personnel at present.

Merger Plan

According to the proposal, the merger would be accomplished by exchanging S stock one for one in the new company; A preferred stock would be exchanged one for three, and common stock, one for 1. Stockholders in both companies have voted overwhelmingly in favor of the proposed merger.

TRANSPORTATION FUTURE

● All carrier modes will be permitted to invest in other forms of transportation: railroads will be buying air routes; truckers will be going into water carriage; airlines will be adding rail and truck facilities; and water carriers will be going into trucking and truck leasing.

● Where once cities attracted industry with special concessions, now the central city must lure back its escaped middle-class population with subsidized rapid transit, desirable housing and environment at least comparable to that of the suburbs in wholesomeness.

● Regional airports will replace municipal airports, with new "bedroom" suburbs springing up along the expressways connecting these super-size regional airports in much the same manner that suburbs historically developed alongside rail commuter lines.

● High-speed medium distance railroads will transport passengers between cities, leaving the air carriers to take people over cross-country and intercontinental distances.

● The nation's transportation will be regulated by professionally trained experts who communicate freely with each other and view transportation as a single entity rather than as isolated modes.

These predictions were made by sociologist **W. F. Cottrell** and political scientist **Victor G. Rosenblum** during the month-long study recently completed at Northwestern University's Transportation Center in Evanston, Illinois.

\$1,000,000 Appropriation To Begin Barge Canal Asked By U.S. President



THE CROSS-Florida Barge Canal will link the Gulf of Mexico and Intracoastal Waterways to provide a direct, protected water route across the state.

WASHINGTON, D. C.

PRESIDENT KENNEDY asked \$1-million to begin construction of the Cross-Florida Barge Canal in a \$1.9-million special request made to Congress on June 24.

The presidential request gave support to a proposal made before a congressional public works subcommittee by **Governor Farris Bryant** in mid-June.

Bryant told the group that construction of the canal can begin in fiscal 1964, if Congress appropriates the necessary money. The last Congress provided preconstruction planning funds for the project, estimated to cost about \$145.5-million.

The \$1-million appropriation would be used by the Corps of Engineers to start work on the canal linking the Gulf of Mexico and Atlantic Intracoastal Waterways to provide a more direct and protected route for waterborne bulk cargoes, stimulate the

economy of the Southeastern U.S. and speed the movement of strategic materials in case of a national emergency.

The canal project, expected to take several years to complete, has been the dream of Florida's men of vision for decades. Concerted efforts in recent years by civic, shipping, industrial and barge groups, as well as by Florida newspapers and magazines, such as the SEAFARER, and the continued efforts of the Florida Waterways Association, the Florida Canal Authority and state legislative groups have finally brought the project to this point — where the dream may soon become a reality.

A new film promoting the Cross-Florida Barge Canal has just been completed through the cooperation of the Florida Canal Authority, Governor Bryant, **Secretary of State Tom Adams**, and the Florida Development Commission.

Airplane Displaces Ship in Saturn S-IV Transportation Role

PORT CANAVERAL

AIRPLANES are returning — temporarily, at least—to their former role of transporting America's huge missile components to Cape Canaveral for launching.

NASA has signed a contract with Aero Spacelines, Inc., of Van Nuys, Calif., for the use of a B-337 (PG) aircraft with a specially enlarged body section to transport Saturn rocket stages from Santa Monica, Calif., to Canaveral.

The 12-hour plane flight will replace the 3-week ocean trip via the Panama Canal (May issue, *FLORIDA JOURNAL OF COMMERCE*.)

The plane is a Boeing Stratocruiser outfit fitted just for the job of transporting the Saturn S-IV stage, which is 18 feet in diameter and 40 feet in length. The fuselage parts into two sections to accommodate the big booster.

In addition to the Santa Monica-Canaveral service, the same plane will be used to transport other missile components around the country by air.

Shipping people are only slightly alarmed for the moment. Even though the B-337 (only one of its kind) can handle this assignment, the rocket stages continue to grow in size and will require movement by water in most instances.



THE SATURN booster barging operation between Huntsville, Ala. and Port Canaveral will not be affected by the new airlift. Above, GATCO barge *Compromise* is steadily maneuvered through the Intracoastal Waterway to Florida's space center.

Converted Auto Barge Economical, Efficient As Long Haul Cattle Carrier

GREENVILLE, MISS.

AN AUTOMOBILE barge converted into a cattle boat has been used successfully in transporting 1,000 yearling steers a distance of some 1,440 miles from Greenville, Miss. to Omaha, Nebraska in a significant new development in inland water carrier transportation.

The cattle were fed and watered enroute aboard the barge by automatic machinery and arrived in good condition.

Railroads now supply the principal meth-

od of cattle transportation, but, due to lack of boxcar feeding and watering facilities, frequent stops are necessary for these needs. As a result, a loss of weight, as much as 12 to 14 percent, is common.

According to **Gerald Harrison**, a cattle rancher of Houston, Texas and owner of the 175-foot by 45-foot converted automobile barge, the use of barge transportation may avoid that 12 to 14 percent shrinkage and weight increases are even anticipated.

"This is the most economic, efficient way to ship cattle to northern feeders," Harrison said. "The final results will be the production of better cattle at less cost."

Ten cow pens were built on each of the two lower decks of the barge and a 3,000-gallon water tank was installed on the top deck, which also serves as a helicopter landing port when the services of veterinarians are needed in a hurry.

The cattle barge, re-christened the *LULU BELLE*, has a second water tank in the stern holding 10,000 to 15,000 gallons. Provision has also been made to pump river water for the cattle. Feed carried in the hold is dispensed by automatic equipment.

Harrison plans at least two more shipments of 1,000 head of cattle each to Omaha this fall from ranches he operates in Mississippi and Arkansas. In October, a load of heifers will be barged through the Gulf Intracoastal Canal to Texas. Calves will be brought back to the Delta on the return trip and later shipped to Omaha. On return runs from Omaha, the barge will carry corn, baled hay and alfalfa pellets.

FEC Begins Construction Of First Rail Link To Canaveral

ST. AUGUSTINE

THE FLORIDA EAST COAST Railway has begun construction of rail facilities which will link Merritt Island and NASA facilities with FEC's main line near Titusville to provide the first railroad service into the Cape Canaveral area.

Under an agreement between NASA and FEC, the Railway is constructing approximately 25 miles of track on the island and across the inland waterway in what is one of the largest railroad construction programs in recent years, according to **W. L. Thornton**, vice president and chief operating officer of FEC.

FEC will lay track from its main line, about 2.9 miles north of Titusville, to Wilson, which is at the intersection of A1A and State Road 402. At Wilson, FEC will also build a classification and switching yard. The government will construct those portions of the railroad east and south of Wilson.

Total FEC expenditure in providing the rail linkage to the government facilities at Wilson will be about \$3.5-million.

Land acquisition and contracts awarded to date total approximately \$2-million.

Maurice H. Connell and Associates have contracted for the location and design of the FEC's portion of the railroad which includes a two-mile causeway and drawbridge across the Inidan River and the inland waterway, and approximately six miles of construction on Merritt Island itself.

Bauer Dredging Company of Port Lavaca, Texas won the bid for hydraulic fill for the new causeway. The concrete substructure, including the trestles approaching the drawbridge and the masonry foundation work under the bascule itself, will be built by Powell Brothers, Inc., of Fort Lauderdale. Nashville Bridge Company will construct the bascule bridge, which was designed by L. O. Hopkins and Sons.

It is expected that the entire railroad will be completed and in operation by early 1964, and that its construction will greatly reduce the transportation costs being incurred by the government in providing construction material for the NOVA project.

Southern Acquires Central Of Georgia

WASHINGTON, D. C.

SOUTHERN RAILWAY Company has acquired stock control of the Central of Georgia Railway by purchasing approximately 71 percent interest in Central's capital stock held by the St. Louis-San Francisco Railway.

Purchase price was \$22,655,000, according to an announcement by **D. W. Brosnan**, Southern's president.

W. E. Dillard, now president of Central, will be retained as president to manage the railroad.

Central and Southern facilities will be combined at a number of locations as outlined in hearings before the Interstate Commerce Commission, Brosnan said.

Green Peppers Flown To Germany

MIAMI

PLUMP, GREEN Florida peppers — 7,000 lbs. in all — recently were shipped from Miami via Northeast and Lufthansa Airlines to Frankfurt, Germany in what may possibly have been the first air shipment of the tasty vegetable.

Morris Odessky, head of Miami-based Morris Sales and Export Co., worked with **Phil S. Eby**, Lufthansa Airline cargo manager in the Southeast, in planning the unique flight of the green peppers destined for delivery to **A. Flatoe** of Comarket in Frankfurt. Flatoe, an American, also imports Florida citrus concentrate and fresh Florida strawberries during the winter months.

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Aerial view of Deer Point Reservoir shows concrete spillway. In addition to carrying off the overflow, the spillway forms the base of a fine two-lane road.

Bay County Builds Reservoir To Lure New Industry

Area makes the most of its plentiful natural resources....

FLORIDA'S FABULOUS resources — water, minerals, and wood—are increasingly attracting and expanding industries which utilize these raw materials.

The Sunshine State's abundant supply of pure fresh water, an essential element for many industries, is greater than that of any area of similar size on the North American continent and, teamed with Florida's mineral and wood resources, provides a powerful lure to industries.

As a case in point, let's take a look at Panama City, near Pensacola in Northwest Florida's Bay County.

Since 1931, Panama City has been the site of International Paper Company's kraft paper and linerboard plant. The reasons Panama City was chosen by International then still hold true—water and wood in abundant supply. Both the city and the industry have grown throughout the years.

Recently, International signed an agreement to purchase 30-million gallons of water per day for 30 years, with a 30-year renewal option, from Panama City's new Deer Point

Reservoir, and announced a \$6-million expansion program involving a new bleaching plant to produce bleached linerboard. The process uses vast quantities of water.

But, this didn't just happen to come about. It was the result of a concentrated effort on the part of numerous Bay County officials.

The vast 5,000 acre Deer Point Reservoir was built at a cost of \$6.5-million from what was formerly a salt water marsh. Four spring-fed creeks pour approximately 500-millions gallons of water daily into the lake—enough to supply the needs of cities the size of Detroit or Philadelphia.

International's huge, long-term, water purchase agreement has, in turn, enabled the city and county to begin construction of a \$1.4-million pipeline installation to bring water from Deer Point Reservoir into Panama City via a 10-mile long 48-54" diameter pipe. The new water source is expected to attract further industrial development.

Anticipating this area's future growth, the

Gulf Power Company has begun construction of a new steam generating plant at an estimated cost of more than \$80-million. It is fueled by coal.

Last year, International Paper Company spent \$13.6-million for wood purchases—some from company-owned lands, but a greater portion from private owners in the area—and another \$8-million for other purchases. International's freight bill came to \$6.72-million, not including an amount for wood freighted in. Annual payroll came to \$7.8-million. In all, International contributed more than \$36-million to the area's economy in 1962.

Water as a means of transportation plays a big part in Panama City's economy, too. More than 15 barge lines operate in and out of Panama City's port by way of the inland waterway carrying fuel and lubrication oil to storage facilities of nearly 20-million gallon capacity.

In 1961, the Panama City port handled 800,091 tons of inbound cargo and 14,237 tons of exports.

Thus, water, both as a raw material and as a means of transportation, and wood resources mean economic success for Panama City, and for Florida as well. The state's 2-million acres of commercial forest land support a half billion dollar pulpwood, lumber, veneer and naval stores industry. Waterborne commerce through Florida's busy ports in 1961 totalled 31,526,893 tons, according to a U. S. Army Corp. of Engineers report. Imports accounted for 5,230,997 tons and exports were 5,110,222 tons.

Florida leads the nation in production of phosphate, staurolite, fuller's earth, and toxic-age minerals, such as monazite, zirconium and hafnium.

There are nearly a score of phosphate processing plants of different types in Florida and researchers are constantly finding new uses for phosphate and its by-products. The value of phosphate produced last year was \$97-million.

At Bartow, in Central Florida, International Minerals & Chemical Corporation has announced plans to build new units at its Bonnie chemical plant for the granulation of triple superphosphate and higher concentration of phosphoric acid.

The granulation unit will replace an existing production section and be linked to the diammonium phosphate plant by a common control and operating station.

The acid concentration unit will be adjacent to the recently-opened phosphoric acid plant and will be "fed" by it. Wellman-Ord Engineering, Inc. of Lakeland engineered this phase of the company's multi-million dollar long-range program to update its facilities at Bonnie.



International Paper Co. plant at Panama City produces a daily average output of 1,300 tons of unbleached kraft container board.

In the Tampa area, phosphate forms an important part of bulk cargo moving through the port of Tampa to the four corners of the world.

Other mineral production of commercial value includes crushed limestone which amounts to \$34-million yearly, clays, sand and gravel, lime, cement, peat, natural gas and petroleum. Total mineral production in 1962 was valued at \$191-million.

Small wonder then that Florida is one of the fastest growing states in the nation, with forecasts predicting a 53 percent increase over 1960 population by 1970.



View of the new reservoir and spillway showing recreation area.

1.
FLORIDA'S RAW MINERALS
1962

Rank in Nat'l. Prod.	Type of Raw Mineral	Value
1	Phosphate	\$97,372,000
2	Titanium	
1	Monozite	
1	Staurolite	
1	Fullers Earth	
1	Zirconium	
1	Hafnium	
	Cement	
	Petroleum	41,956,000
9	Crushed Stone	34,341,000
	Clays	7,494,000
	Sand and Gravel	5,894,000
	Lime	4,813,000
3	Peat	151,000
	Natural Gas	6,000
24	Total adjusted value	\$191,061,000

1.
FLORIDA FOREST PRODUCTS
1960

Item	Production	2. Wholesale Mfd. Value
Lumber	326,000,000 bd. ft.	\$ 55,652,000
Pulpwood	1,923,900 cds.	335,186,000
Gum naval stores	13,350 units	3,227,000
Wood naval stores	800,000 tons	42,000,000
Veneer	67,000,000 bd. ft.	10,270,000
Poles & piling	333,000 pcs.	1,109,000
Cross ties	206,000 pcs.	2,808,000
Fuelwood	197,000 cords	6,888,000
Miscellaneous	36,420 cords	3,652,000
	Total	\$473,848,000

1. Compiled and published by the Florida State Chamber of Commerce

2. Wholesale value of primary manufactured products. Over \$225,000,000 more is added by remanufacture, particularly in pulp, paper packaging processes.

Travelers From Afar . .



WHY DO THEY COME?

A MILLION faces will enter through South Florida's immigration turnstiles during 1963 — almost enough to replace the entire population of Dade County.

The skills, the races, the nationalities and the professions could well provide the ingredients for a going, prosperous city.

Sit in the International Airport at Miami, or visit on the docks at Miami and Port Everglades. Faces appear as a great mass of humanity. They mingle and intermix. But there is a way to distinguish the incoming travellers.

Notice how — and where — they arrive.

The patterns are carefully distinguished in a research study completed last month by the Florida Development Commission and Immigration Service.

Arriving by Air at Miami:

Chances are 50-50 that the arriving passenger is an alien visitor; 2 to 1 that the visitor is here on business.

Arriving by Sea at Miami:

Chances are 11 to 1 that the arriving passenger is an American returning from a short cruise to Nassau, Jamaica or the Virgin Islands.

Arriving by Sea at Port Everglades:

Two out of 3 faces belong to an American citizen back from an extended Caribbean cruise; the others being a mixture of European and Latin American faces.

Arriving by Air at Fort Lauderdale:

Nine out of 10 are citizens returning from a brief visit to the Bahamas.

Arriving by Air at West Palm Beach:

Three out of four will be citizens returning from the Bahamas by Mackey Air Line. Others may be laborers flying in from

the Bahamas and Jamaica on chartered planes to harvest crops of the Everglades.

The study, believed to be the first of its kind in Florida, disclosed that 291,648 aliens arrived in Florida ports of entry last year and comprised 40% of the total arrivals. Of these, 80,620 were known to be tourists — leading the research team to estimate that about 100,000 alien tourists arrived. Most of these came via Miami.

Florida has only recently made a serious bid to attract international visitors. A "gate" of 100,000 represents one-fourth the gate which the Bahamas Islands attracts each year, but Florida hopes, and is trying, to surpass its neighboring vacation land within the next few years.

An increase in such travel has become a major project of the State of Florida. Details are pursued by the Florida Development Commission and the Secretary of State.



Spanish Line Inaugurates Service

PORT EVERGLADES

ANOTHER NEW passenger-cargo ship service was added to an ever-increasing list at Port Everglades on June 10 with the first call by the M. V. COVADONGA, of Compania Transatlantica Espanola, S. A. (Spanish Line).

The vessel, which has accommodations for 353 passengers in first and tourist class, arrived from Mexico enroute to New York. She brought in 505 tons of glass. Over 190 in-transit passengers were treated to their first glimpse of Florida as they enjoyed a brief stay for sightseeing and shopping.

Port Everglades and Canadian Gulf Line of Florida, Inc., officials welcomed the captain, **don Victor Perez Viz-caino**. Presentation of a handsome plaque and the key of the port was made by Broward County Port Authority vice chairman **Larry Corcoran**. Also on hand were **Gordon Kimmel** and **Ray Shanahan**, executive vice president and vice president, respectively, of Canadian Gulf Line, port agents for the Spanish Line. The general agent is Garcia & Diaz, of New York.

Coincidentally, the arrival of the COVADONGA served to renew for recently appointed port manager **Thomas A. Dromgool** an acquaintance of long standing with Capt. Viz-caino.

Shanahan said that the inauguration of regular cargo service by Spanish Line ships opens up a new route for trade.

In addition, ocean travelers will have an opportunity to visit Mexico, Central America and other countries on the itinerary of the COVADONGA.

The vessel is scheduled to return here on July 20 on the run to Vera Cruz, Mexico; Cartagena, Colombia; San Juan, Puerto Rico, and ports in Spain. Among the latter are Coruna, Gijon, Santander, Bilbao, Vigo and Cadiz.

The Covadonga was built in 1953, is 486 feet in length and has a 62-foot beam. Her passenger accommodations impressed port officials and members of the press who made a tour of the vessel.

Tourist or Business man?

New York City, which is the largest tourist and commercial center in this hemisphere, estimates that 85% of its visitors are business travelers, leaving only 15% as vacationers. This is due to the fact that business men take an average of 8.8 trips annually, compared to 1.4 trips a year by tourists.

In Florida, it appears that 65% of alien visitors are bent on business in the United States, while the remaining are here for leisure.

By Sea

By Air

TOTAL ARRIVALS FROM FOREIGN PORTS — 1962

	Alien	Citizen	Total	% of Total
Jacksonville	306	1,813	2,119	.29
Key West	1,764	94	1,858	.25
Miami	258,901	338,145	597,046	80.90
Port Everglades	18,004	69,970	87,974	11.92
Tampa	1,844	1,083	2,927	.40
West Palm Beach	10,829	35,199	46,028	6.24
TOTAL	291,648	446,304	737,952	
% of Total	39.52	60.48		100.00

By Sea

	Alien	Citizen	Total	% of Total
Jacksonville	280	1,358	1,638	
Key West	1,566	40	1,606	
Miami	9,291	110,826	120,117	
Port Everglades	12,990	25,392	38,382	
Tampa	188	96	284	
West Palm Beach	495	315	810	
TOTAL	24,810	138,027	162,837	22.07%

By Air

	Alien	Citizen	Total	% of Total
Jacksonville	26	455	481	
Key West	198	54	252	
Miami	249,610	227,319	476,929	
Port Everglades	5,014	44,578	49,592	
Tampa	1,656	987	2,643	
West Palm Beach	10,334	34,884	45,218	
TOTAL	266,838	308,277	575,115	77.93%

JACKSONVILLE PORT AUTHORITY ELECTS WATTS CHAIRMAN

JACKSONVILLE

DAVID A. WATTS, vice president (Florida) of Strachan Shipping Company, was elected chairman of the new Jacksonville Port Authority at its organizational meeting here today.

Watts is also president of the Jacksonville Maritime Association representing local steamship agents and stevedores. He is president of Jacksonville SEAFARER Inc., the port magazine which led the effort to obtain passage of a unified port authority for Jacksonville and Duval County.

The Authority will begin operations within 90 days at the present Municipal Docks and Terminals, which are to be transferred to the Authority for operation.

Prior to formation of the new authority, the City of Jacksonville acted as a port authority in operation of MDT, while the County Commission of Duval County comprised another authority for proposed development of new facilities. The county authority never became operative. In addition, there are numerous privately-owned and operated steamship terminals in the city. These will continue under private management for the time being at least.

Edwin H. Fletcher, president of Gibbs Shipyards Inc., was chosen vice chairman of the Port Authority. County Commissioner **Bob Harris** is the secretary and **David W. Jackson**, president of Jackson Marine Sales Inc., is treasurer.

Other members of the Authority are City Commissioner **J. Dillon Kennedy**, just elected president of the Florida Ports and Foreign Trade Council; Chamber of Commerce President **C. W. Beaufort**, and **Frank Peterson**, president of Diversified Products, Inc., and former manufacturer of Gator Trailers.

The Authority's first action after election of officers was passage of a resolution asking the Duval County Commission to levy a 1½ mill tax as provided in the enabling legislation for support of the Authority's operations.

The board is authorized to call for a general obligation bond election for approval of a \$5,000,000 bond issue, of which \$1,540,000 would go to reimburse the City of Jacksonville for Municipal Docks and Terminals. Transfer of the city docks, however, need not await the bond election. The city will accept interest-bearing revenue certificates pending the time bonds are voted and issued.

The Authority will also acquire title to a large island in the St. Johns River known



David A. Watts

as Blount Island. This tract, which is a three-sided island bounded by deep water, has been held by the Duval County Port and Industrial Authority, which is being disbanded.

It is expected that the first objective of the Authority will be the improvement and expansion of existing cargo handling terminals along the Talleyrand Avenue reach of the river near downtown Jacksonville. Later, the Authority is expected to proceed with development of industrial tracts for major industries requiring deepwater frontage in the vicinity of Blount Island and Dames Point. Extension of the 42-foot St. Johns River entrance channel to Jacksonville will also receive top priority attention from the Authority.

SS FRANCE To Cruise From Port Everglades

PORT EVERGLADES

THE 1,035-foot SS FRANCE, belle of the international cruise and passenger trade, will make a 12-day cruise from here to the Caribbean next March 14-26.

The 66,000-ton ship will then become the largest commercial ship to have called

at a Florida port.

Cunard Line's 34,000-ton SS CARONIA presently holds the title, while the P & O-Orient Lines' ORIANA, a 42,000-ton passenger liner, will hold it from next August 20 until March 14.

Arrival of the SS FRANCE will make Port Everglades strictly "top banana" in the luxury cruise trade next Winter. While Miami will continue to dominate the field in total passenger numbers, the large luxury ships operating on non-regular routes are using this port for seasonal operations.

The 12-day Spring Cruise of the FRANCE will commence on arrival of the \$80,000,000 French ship from New York. From here, the liner will visit St. Thomas, Fort de France, Cristobal, Curacao and Nassau, returning here and then to New York.

Thor Eckert & Co. Appointed N. Y. Agent

NEW ORLEANS

Gulf Coast Shipping Corporation of New Orleans, La., general agents of Jugooceanija Line of Kotor, Yugoslavia, has announced the appointment of Thor Eckert & Co., Inc. as New York agents, effective August 1.

Stevens Shipping Company is Jacksonville agent for the line which operates a regularly scheduled service from U. S. Gulf ports to the Mediterranean.

Strachan Appoints Siddons For Miami

MIAMI

DONALD C. SIDDONS has been appointed traffic representative of Strachan Shipping Company at Miami.

Strachan vice president **D. A. Watts** announced the appointment of the former Fort Lauderdale resident, who will operate an agency office at the Dade County Seaport.

Later, when space on the terminals becomes available, it is planned to start a full steamship agency and stevedoring operation, Watts said.

Lines represented by the agency at present are the twice-monthly service of Royal Netherlands Steamship Line between Miami and the southern Caribbean; the tri-weekly joint service of Swedish-American/Wilh. Wilhemsen Lines to and from Europe; and various tanker and charter lines.

In addition, the Miami office of Strachan will solicit cargo on behalf of other lines represented by Strachan offices at Fort Lauderdale and Jacksonville.

New Grace Liner Ready For Service

NEW YORK

GRACE LINE's new 20,000-ton passenger-cargo liner SANTA MARIANA arrived here at her home port in mid-June on her maiden voyage from the Sparrows Point, Maryland yards of the Bethlehem Steel Company's Shipbuilding Division.

The second of four new sister ships which will ply the New York-Caribbean-Panama-Pacific Coast of South America route, the SANTA MARIANA is commanded by **Captain Nathaniel C. Davis**, formerly Master of the SANTA OLIVIA.

The new vessel is staffed by veteran Grace Line officers with **Joseph N. Pollock**, formerly of the SANTA MONICA as Chief Engineer and **Thomas R. Hunt**, formerly of the SANTA MAGDALENA, sister ship of the newest vessel, and the SANTA ELENA, as Chief Purser.

George R. Hansford, talented Grace Line chef, is Chief Steward aboard the SANTA MARIANA, and **Odber McLean** is Chief Officer.

NEW EXPORT BOOKLET

JACKSONVILLE

Copies of a new booklet covering "The Carrier's Role in Export Control" are available now from the U. S. Department of Commerce district offices in Florida.

Copies may also be obtained from the Office of Export Control (Attention 7340), Department of Commerce, Washington 25, D. C.

The text is revised as of April 1, 1963.

Sea-Land Recognizes Freight Forwarders

NEW YORK

ADDRESSING a sales clinic in New York, **J. C. Kerans**, regional sales manager emphasized the importance for an explosively growing company like Sea-Land to support the international freight forwarder and expound service on a commensurate basis with the company's growth. More than any other group freight forwarders have developed a practical and economical method for handling the details of export shipping. It makes sense for Sea-Land to benefit from the solid experience of this important export management group.

Citrus Recovery To Take Five Years

WINTER HAVEN

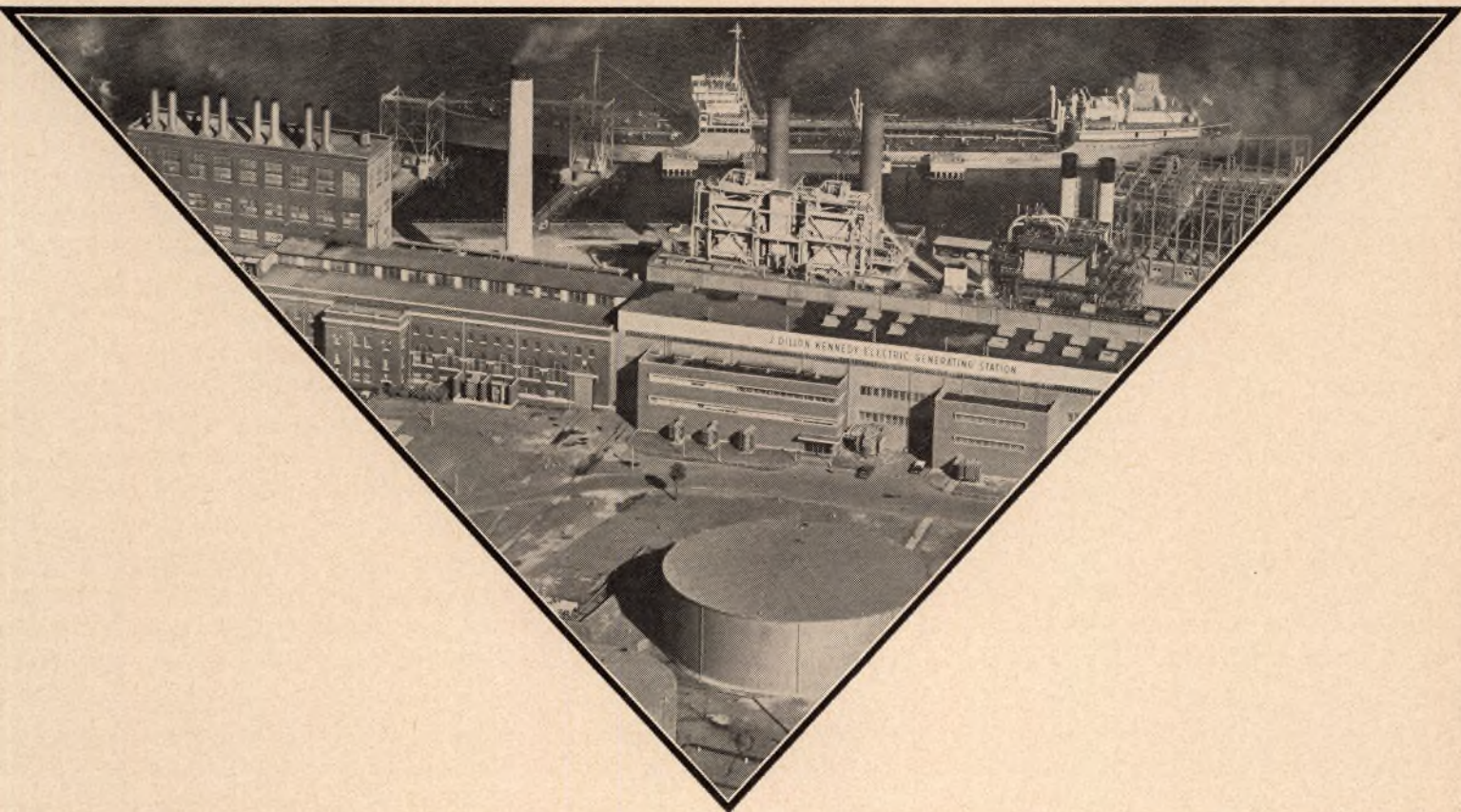
IT WILL TAKE AT LEAST five years for Florida's freeze-stricken citrus industry to reach another 100-million-box orange crop, according to a forecast by Florida Citrus Mutual.

Return of production will be gradual with next season's short crop expected to get a high price. Production is forecast at between 50 and 60-million boxes.

The big cooperative also had an optimistic report for grapefruit growers, forecasting a crop of 20 to 24-million boxes next season, compared with 30-million boxes for the season just ended.

Robert W. Rutledge, executive vice president of the cooperative, released the forecast at the recent 15th annual membership meeting here.

W. Max Acree of Deland was reelected president of the group and **Albert Carlton** of Wauchula succeeded **J. J. Parrish, Jr.** of Titusville as vice president; Carlton was also named to the executive committee, replacing **John Parker** of Arcadia.



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Port Everglades Wins Ad Award

Port Everglades Chairman Kenneth E. Whitson (left) accepts AFA (Advertising Federation of America) plaque from Bill Doyle, chairman of Awards Committee, Fort Lauderdale Advertising Club, and member of the Fourth District AFA awards committee.

The port received the award for its 15-minute sound and color documentary film, adjudged best entry in the state in the "public relations" category.

Tonnage Lost To Natural Gas Regained By Port

PORT EVERGLADES

TOTAL TONNAGE OF cargoes through Port Everglades took a spin downward after 1959 when natural gas was introduced into South Florida and consumption of fuel oils declined.

The decline was anticipated, the Broward County Port Authority braced for the temporary effect — bolstering its revenues with new, fast-growing passenger and cruise business and developing general cargo operations.

According to a new report issued by Authority vice chairman **Larry Corcoran**, the port seems to have weathered the effect and has returned to its high tonnage mark of the past.

In May of this year, tonnage reached 573,870 tons — well above the 494,862 tons of a year before and just a hair under the record May of 1959.

Cargoes increased during four of the first five months of 1963 at the port and are running 9% ahead of last year.

The largest gains (21%) have been in the coastwise trade which rose 2,175,132 tons in the five month period. This indicates that natural gas has found its market, and that increased energy requirements in South Florida are being filled through use of petroleum fuels.

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Biscayne Bay Flow Tested With Dye

MIAMI

FIVE GALLONS of harmless red dye Rhodamine B- were dropped into the lower part of Biscayne Bay east of Sand and Boca Chita Keys recently to trace the flow of oil or waste which might be spilled by tankers.

The experiment was conducted by Marine Accoustical Service of Miami to test the possible damage to marine life and pollution which might occur in the event of an accident with tankers servicing the controversial Seadade Oil Refinery and industrial complex proposed for South Biscayne Bay.

According to MAS, the red dye penetrated three miles into Biscayne Bay before sinking, and had it been oil, which floats, beaches at Miami Beach and Crandon Park would have been oil-covered.

Results of the test, which was not official, were turned over to Dade County officials.

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Southern Shipping Co.

STEAMSHIP AGENTS
 FREIGHT FORWARDERS
 STEVEDORES



ulkheading of Miami's Dodge Island seaport continues rapidly. Above, a workman installs steel cage reinforcing wire prior to pouring concrete. Work on the first office building is about 25% complete and bridge construction to the mainland is at the half-way mark. Limited open-storage cargo operations will begin early in 1964, according to Port Director Arthur E. Darlow.

SA & C Port Group Urges Regulation Of All Terminals

MEMBERS OF THE South Atlantic and Caribbean Ports Association met here in a special session on June 19 to study a proposed amendment to Section 18 of the Shipping Act concerning regulation of ocean terminals.

The group based its study of the proposed legislation on the premise that all port terminals, whether owned, leased, or operated by railroads, steamship lines, stevedoring concerns, or other parties, public or private, should be encompassed by the same regulation at the same time, and so stated in its recommendations to the Federal Maritime Commission.

Briefly, the port group recommended that: all terminals be required by law to file and publish tariffs; thirty day advance notice on increases in charges be required; the FMC have authority to set "reasonable and just" rates; the FMC should have suspension authority over alterations in terminal rates; that definitions be prescribed on a national basis, and that free time, demurrage and storage practices be on a port range basis rather than on a national, coastal, or port to port basis, to provide equal competition. The group requested further clarification

of terminal services to be regulated and definition of the intent and scope of state and local control on terminal rates, and recommended that regulation of private and public terminals be harmonized by requiring all terminals to publish and file tariffs.

Changes in wording of the proposed amendment were also suggested, and results of the discussions forwarded to the Federal Maritime Commission by J. D. Holt, president of the port group.

RATES INCREASED ON

AFRICAN ROUTES

Freight rate increases of about 10 per cent will go into effect around August 1 on the routes between U. S. Atlantic and Gulf ports and South and East Africa served by Farrell, Robin and Lykes lines and the South African Marine line.

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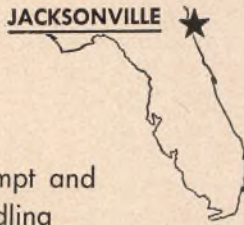
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Space Age Concepts To Aid Shipping

WASHINGTON, D.C.

COMPUTER SYSTEMS and new concepts in radar, sonic, infra-red, laser and other look-out assist devices may soon be improving ship operations if feasibility studies by the Maritime Administration are favorable.

Technology Audit Corp. of Washington, D. C. has been awarded a \$19,000 contract by the Administration to study the possible use of computer and data processing systems in ship conning, navigation and optimum routing, port operations, damage control and ship safety, ship administration and report preparation.

Sperry-Piedmont Co. of Charlottesville, Va. is studying the possibility of developing a device which can detect other objects with high certainty at a range of five miles to 20 miles without cooperation from other objects. To be suitable for operation on a cargo ship of about 10,000 d.w. tons, the devices should also detect objects moving toward the ship and indicate their bearing within 10 to 15 degrees. The eight-month study is under a \$39,000 contract.

Both feasibility studies are part of the Maritime Administration's research and development program designed to find means to improve the service, safety, and economics of the American Merchant Marine.

DRYDOCK BIDS SOUGHT

JACKSONVILLE

THE BUREAU OF SHIPS is seeking bids for the five-year lease of one 1,000-ton designed lifting capacity steel floating drydock, the AFDL-26, presently located at Jacksonville. Bids will be opened July 24 in the Bureau of Ships, Washington, D. C.

According to **Commander Rene E. Gonzalez**, Assistant Industrial Manager, USN, Jacksonville, the bidding will be limited to U. S. citizens, companies presently engaged in shipbuilding or ship repair work in the Atlantic and Gulf Coast areas, and companies which do not now have under lease a Navy drydock of 3,000 tons or less lifting capacity, except the present lessee.

The drydock dimensions are:

Length overall	200'
Length on pontoon	200'
Length on blocks	185'

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STEAMSHIP AGENTS
FREIGHT FORWARDERS
STEVEDORES

Width overall	64'
Width inside	45'
Draft over keel blocks	15' 11"
Draft submerged	28' 6"

Further information, copies of the invitation and inspection arrangements may be obtained from Commander Gonzalez.

JAMES S. KROGEN

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Army Engineers Contract Report

CAPE CANAVERAL & JACKSONVILLE

A \$12.6-MILLION CONTRACT for the first phase of construction of the Air Force's Titan III space exploration complex has been awarded to **C. H. Leavell & Co.** and **Peter Kiewit Sons' Co.** of El Paso, Texas.

According to an announcement by **Col. G. A. Finley**, Canaveral District Engineer, the contract includes construction of 600-foot diameter circular launch pads with platforms, 240-foot mobile service towers weighing 3.5-million pounds for each pad for complexes 40 and 41, railroad tracks to the service towers, two 170-foot umbilical towers with 13 sliding platforms, support and protective clothing buildings, fuel holding areas, provisions for liquid hydrogen, and related facilities.

Canaveral—Merritt Island

R. E. Clarson, Inc. of St. Petersburg, won a \$1.8-million contract for construction of twin launch umbilical tower foundations in connection with NASA's Saturn V moon exploration complex.

A \$94,984 contract for installation of a spray water system for complex 19 at Cape Canaveral was awarded to **Orlando Welding & Piping Contracts** of Orlando.

J. Hilbert Sapp, Inc. of Orlando, was winner of a \$752,155 contract for construction of a primary water system for the vertical assembly building and other NASA facilities on Merritt Island.

Homestead AFB

Jacksonville District announced the award of a \$737,237 contract to **T.C.I. of Nevada, Inc.**, Long Beach, Calif., for construction of an Air Defense Command Complex at Homestead Air Force Base.

Waterways

Notices soliciting bids for construction of dikes at five locations on the Apalachicola River between Blountstown and Chattahoochee in order to stabilize the navigation channel were sent to 779 small contractors and material suppliers by the Mobile District. The **Mississippi Valley Engineering & Construction Co.**, of Memphis, Tenn., won the \$198,195 contract over nine other bidders.

Beach Erosion

Two public hearings on the \$95,000 Duval and St. Johns Counties beach erosion studies have been announced by the U. S.

Army Corps of Engineers. The first hearing will be at 10 A.M. July 23 at the Jacksonville Beach Community Center; the second on July 24 at the St. Augustine Civic Center.

Bids Called

Bids will be opened August 1 for the construction of a missile research laboratory in connection with the Air Force's Dyna-Soar program at Cape Canaveral. Estimated to cost \$700,000, the 34,563 sq. ft. concrete block building will be equipped with air-conditioning, mechanical ventilation, heating, plumbing, and electrical facilities.

Bids will be opened July 24 at Canaveral for construction of a manned spacecraft parachute building estimated to cost \$300,000, and on July 30 a contract estimated at \$200,000 will be awarded for construction of a central dispensary.

Coming up on August 8 is the bid opening on construction of a \$4.5-million causeway across the Indian River connecting U. S. Highway 1 and the NASA Manned Lunar Landing area at Orsino. The 7½-mile four-lane causeway will tie in with a two-lane causeway now under construction from Orsino to Cape Canaveral.

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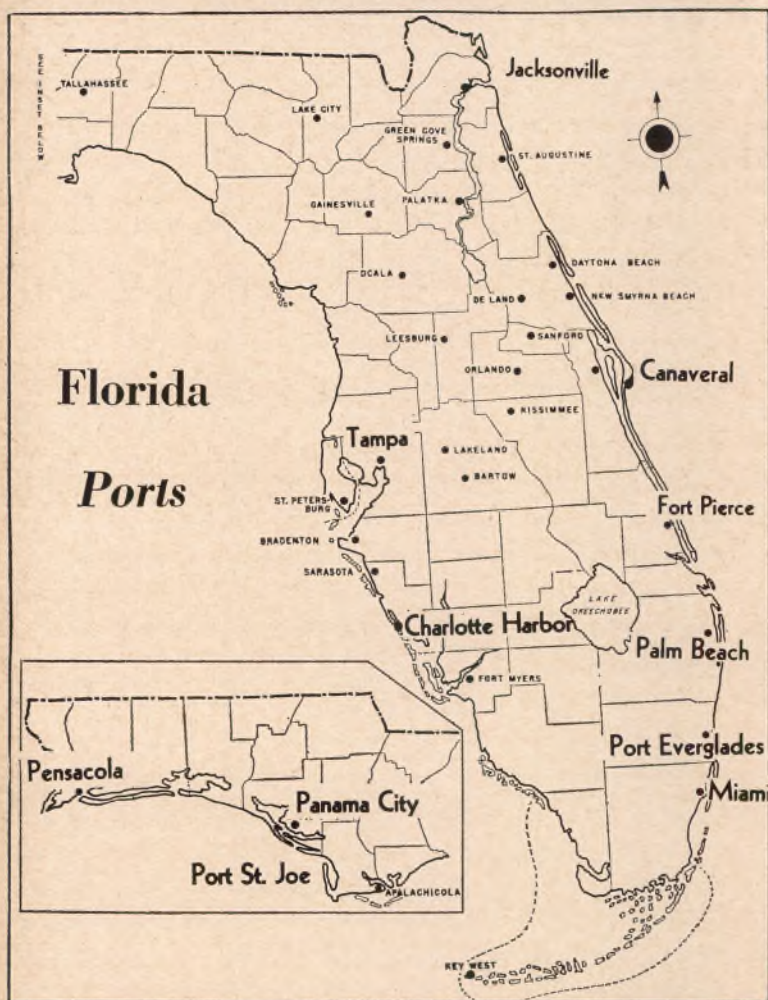
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Buccaneer Line, Inc.	1746 East Adams Street, P. O. Box 4321.....	356-2661
Caldwell Shipping Company	1630 East Adams Street, P. O. Box 1913.....	ELgin 6-1311
Eagle, Inc.	2066B Talleyrand Avenue.....	ELgin 5-9977
Kaufmann Shipping Company	2080 Talleyrand Ave., P. O. Box 1866.....	ELgin 3-5638
McGiffin & Company	1510 Talleyrand Avenue, P. O. Box 3.....	ELgin 3-1741
Southern Shipping Company	3226 Talleyrand Ave., P. O. 4668.....	ELgin 5-7671
Stevens Shipping Co.	130 Platen Rd., P. O. Box 4613.....	ELgin 3-7514
Strachan Shipping Company	Florida National Bank Bldg., P. O. Box 4010.....	ELgin 6-0711
TMT Trailer Ferry, Inc.	215 S. Georgia Street.....	355-4525

MIAMI

Albury & Company	MacArthur Causeway Terminal, P. O. Box 4221.....	JEfferson 1-3466
Canadian-Gulf Line of Florida, Inc.	Municipal Docks, Pier 3.....	FRanklin 4-2683
Eagle, Inc.	Pier 3.....	FRanklin 7-4071
Eller & Company, Inc.	Pier 1, Dade County Seaport.....	377-0208
Shaw Bros. Shipping Co.	Municipal Docks, Pier 3.....	FRanklin 3-0662
Strachan Shipping Company	Pier 3.....	371-6383

PENSACOLA

Fillette-Green & Co., Inc.	11 N. Palafox St.....	HEmlock 8-4471
John A. Merritt & Co.	804 Palafox St., P. O. Box 590.....	HEmlock 2-4175
Strachan Shipping Co.	Florida National Bank Bldg.....	HEmlock 8-4646

PORT EVERGLADES

Albury & Company	P. O. Box 4221, Miami.....	JEfferson 1-3466
Canadian-Gulf Line Of Florida, Inc.	Port Everglades Station, Fort Lauderdale.....	JAckson 4-0338
Eller & Company	Port Everglades Station, Fort Lauderdale.....	525-3381
Port Everglades Terminal Company, Inc.	Port Everglades Station, Fort Lauderdale.....	525-3381
Shaw Brothers Shipping Co.	Port Everglades Station, Fort Lauderdale.....	JAckson 4-7612
Strachan Shipping Company	Port Everglades Station, Fort Lauderdale.....	JAckson 3-6563

TAMPA

A. R. Savage & Co.	501 Jackson Street.....	229-7918
East-Gulf Shipping Corp.	Foot of Grant St., P. O. Box 2213.....	248-4946
Fillette-Green & Co., of Tampa, Inc.	315 Madison St. P. O. Box 2948.....	229-0201
Gulf Florida Terminal Company	13th & York Street, P. O. Box 2481.....	229-7711
Intero Shipping Corporation	404 Jackson Street, P. O. Box 2735.....	223-4736
Lykes Bros. Steamship Co., Inc.	203 North Franklin St., 2879.....	223-3981
Peninsular Steamship Co., Inc.	P. O. Box 485.....	253-6561

SCHEDULED SAILINGS
(Subject to Change)

All Ports of Florida

LISTED PORTS OF CALL ARE SERVED REGULARLY

As Reported on July 12, 1963 by the Agents

*Direct to Port	D—Discharge	L—Load	P—Passengers		
Date	Fla. Port	Vessel	D-L-P-R	Line	Agent

R—Refrigerated	(Contact agents for additional sailings)				
Date	Fla. Port	Vessel	D-L-P-R	Line	Agent

WESTERN EUROPE & UNITED KINGDOM

Ports of Call
 All Cargo Line: Hamburg, Rotterdam, Dublin
 American Star: London, Hamburg, Rotterdam, Antwerp
 Armement Deppe: LeHavre, Dunkirk, Bremen, Hamburg, Rotterdam, Ghent
 Antwerp, London
 Cobelfret: Antwerp, Bremen
 Cunard: Liverpool*, Manchester, London*
 Harrison: Liverpool*, Manchester, Glasgow
 Holland-America: LeHavre, Antwerp, Bremen, Hamburg, Rotterdam
 Independent Gull: LeHavre*, Dunkirk, Amsterdam (Rotterdam), Bremen, Hamburg, Antwerp (with transshipment to Scandinavian destinations & U.K.)
 Lykes: Liverpool, Manchester, London, Glasgow
 Manchester: Avonmouth, Liverpool, Manchester, Glasgow, Cardiff, Belfast, Dublin
 Norge Line: LeHavre, Rotterdam, Bremen, Hamburg & Antwerp (Scandinavian & U. K. ports via transshipment)
 Ocean-Stinnes: LeHavre, Antwerp, Bremen, Hamburg, Rotterdam
 Peralta: London, Antwerp, Rotterdam, Bremen
 Scandinavian-American: Oslo, Copenhagen, Gdynia
 Swedish-American: Oslo, Gothenburg, Copenhagen, Malmo, Stockholm
 U. S. Lines: London, Glasgow, Liverpool, Antwerp, Rotterdam, Hamburg, Bremen
 Waterman: LeHavre, Bremen, Rotterdam, Antwerp, Southampton*
 Wilhelmsen: Bremen*, Hamburg, Antwerp, Ghent, Rotterdam, Amsterdam, Oslo, Gothenburg, Copenhagen, Malmo, Stockholm, Helsinki

12	Miami	BIEBERSTEIN	D-L	Hapag	Albury
13	Miami	GROTEDEYK	D-L-R	Hol.-Amer.	CanGulf
13	Jacksonville	BREIM	L	Amer. Star	Kaufmann
15	Tampa	HASSELBURG	D-L-P	Ozean/Stinnes	
15	Tampa	BIEBERSTEIN	D-L	N. German Lloyd	
15	Miami	TRUTH	D	Amer. Star	Eagle
15	Port Everglades	KLOOSTERDYK	D-L	Hol.-Amer.	CanGulf
17	Tampa	BELGIEN	D-L-P-R	All Cargo	East-Gulf
17	Jacksonville	MANCH. PORT	D-L-P-R	Manchester	McGiffin
17	Tampa	ANVERS	D-L-P-R	Deppe	Savage
17	Miami	LUXEMBOURG	D-L-P	Deppe	Eller
17	Jacksonville	HASSELBURG	D-L-P	Ozean/Stinnes	Stevens
17	Jacksonville	AMER. MILLER	D-L	U. S. Lines	Strachan
18	Tampa	SVANEHOLM	D	Swed.-Amer.	Gulf Fla.
18	Port Everglades	ODENSHOLM	D	Swed.-Amer.	Strachan
18	Miami	A VESSEL	D	French	Albury
19	Port Everglades	LUXEMBOURG	D-L-P	Deppe	Eller
18	Tampa	H. DOERKAMP	D-L	Hamburg-Amer.	
20	Jacksonville	TUNAHOLM	D	Swed.-Amer.	Strachan
20	Tampa	GYDA	D-L	Norge	Peninsular
22	Tampa	EMMSTEIN	D-L	N. German Lloyd	
23	Jacksonville	ODENSHOLM	D	Swed.-Amer.	Strachan
21	Panama City	GROTEDEYK	D-L-R	Hol.-Amer.	Fillette-Green
21	Panama City	ANDREW JACKSON	D-L	Waterman	
22	Jacksonville	TRUTH	D	Amer. Star	Kaufmann
23	Pensacola	GROTEDEYK	D-L-R	Hol.-Amer.	Fillette-Green
23	Pensacola	EUGENE LYKES	D-L	Lykes	Merritt
24	Tampa	GROTEDEYK	D-L-R	Hol.-Amer.	
24	Tampa	OHIO	L	Scand.-Amer.	
24	Tampa	OHIO	L-R	Cunard	
25	Jacksonville	RITA MAERSK	D	Moller	Southern
25	Pensacola	ESCAUT	D-L-P	Deppe	Merritt
26	Miami	EIN SCHIFF	D-L	Hapag	Albury
29	Port Everglades	SOMMELSDYK	D-L	Hol.-Amer.	CanGulf
29	Miami	KINDERDYK	D-L	Hol.-Amer.	CanGulf
29	Jacksonville	MOSTUN	L	Amer. Star	Kaufmann
30	Jacksonville	AMER. PACKER	D-L	U. S. Line	Strachan
31	Tampa	ESCAUT	D-L-P	Deppe	Savage

August	Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
1	Jacksonville	STUREHOLM	D	Swed.-Amer.	Strachan	
1	Jacksonville	UDDEHOLM	D	Swed.-Amer.	Strachan	
2	Jacksonville	SYLLUM	D-L-P	Ozean/Stinnes	Stevens	
3	Tampa	BIEBERSTEIN	D-L	N. German Lloyd		
4	Port Everglades	LULUA	D	Deppe	Eller	
4	Miami	GAND	D-L-P	Deppe	Eller	
4	Tampa	VRETAHOLM	D-L-R	Swed.-Amer./Wilh.	Gulf Fla.	
5	Pensacola	CORONA	D-L	All Cargo	Merritt	
5	Jacksonville	WOLTERSUM	D-L-P-R	Independ-Gulf	McGiffin	
5	Tampa	SONDERBURG	D-L-P	Ozean/Stinnes		
9	Jacksonville	AMER. BANKER	D-L	U. S. Lines	Strachan	
10	Tampa	GOVERNOR	D-L-R	Harrison	Gulf Florida	
12	Miami	GREBBEDYK	D-L	Hol.-Amer.	CanGulf	
12	Jacksonville	WOKINGHAM	D-L	Manchester	McGiffin	
13	Tampa	MANGLA	L	Cunard		
14	Port Everglades	ANDYK	D-L	Hol.-Amer.	CanGulf	
15	Jacksonville	E. HUGO STINNES	D-L-P	Ozean/Stinnes	Stevens	
15	Jacksonville	TEXAS	D	Wilhelmsen	Strachan	

MEDITERRANEAN (EAST TO INDIA)

Ports of Call
 Central-Gulf: Massawa, Djibouti, Bandar, Khoramshahr, Karachi, Bombay
 Colonial: Tenerife, Funchal, Vigo, Lisbon La Guaira, Curacao, San Juan
 Condordia: Genoa, Naples, Massawa, Bahrein, Damman, Kuwait, Khoramshahr
 Creole: Genoa, Naples, Palermo, Messina, Trieste, Venice
 d'Amico Lines: Lisbon, Cadiz, Barcelona, Marseilles, Genoa, Naples, Savona, Tripoli, Leghorn, Venice, Mestre, Trieste
 Fabre: Marseille, Genoa, Leghorn, Naples, Venice, Trieste, Algiers, Oran, Cadiz, Barcelona, Lisbon
 Fernville: Tripoli, Naples, Alexandria, Piraeus, Casablanca, Beirut, Latakia, Iskenderun, Istanbul
 Gulf Line: Piraeus, Haifa Tel Aviv
 Hansa Line: Port Said, Kuwait, Khoramshahr, Basrah, Tripoli, Beirut, Damman
 Hellenic: Genoa, Savona, Leghorn, Naples, Tunis, Tripoli, Piraeus, Salonika, Istanbul
 Holland-South Atlantic: Lisbon, Cadiz, Valencia, Barcelona, Marseilles, Genoa
 Jugolinja: Casablanca, Tangier, Gibraltar, Genoa, Naples, Trieste, Rijeka
 Jugoceanija: Genoa, Savona, Venice, Civitavecchia, Rijeka, Lisbon, Cadiz, Valencia, Barcelona, Marseilles
 Lykes: Barcelona, Genoa, Naples, Trieste, Rijeka
 Malaya-Indonesia: Alexandria, Port Said, Jatta, Djibouti, Belawan Deli, Peenang, Port Sweetenham, Singapore, Bangkok, Djakarta, Tjriebon, Suribaya
 Marchessini: Tripoli, Benghazi, Alexandria, Beirut, Lattaria, Karachi, Bombay
 Nedlloyd: Tripoli, Bombay, Cochin, Madras, Calcutta, Chittagong, Beirut, Aquaba, Bahrein, Kuwait, Khoramshahr, Basrah, Abadan
 Nervion: Lisbon, Barcelona, Valencia, Alicante, Cadiz, Santander, Bilbao
 Pan Islamic: Karachi
 Portuguese: Tenerife, Funchal, Vigo, Lisbon
 Sidarma: Marseille, Genoa, Leghorn, Savona, Lisbon
 Zim-Israel: Tel Aviv, Haifa, Leghorn, Genoa, Marseilles, Barcelona, Cadiz, Lisbon

July	Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
14	Tampa	TEVERYA	D-L-P	Zim Israel	Savage	
16	Jacksonville	L. MARCELLO	D-L-P	Sidarma	Kaufmann	
17	Pensacola	MONDORO	D-L	Creole	Fillette Green	

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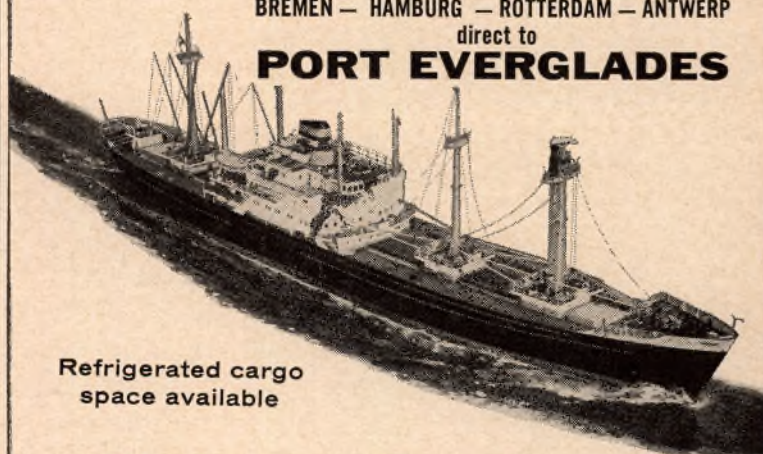
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BREMEN — HAMBURG — ROTTERDAM — ANTWERP
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Tampa Port Magazine, published bi-monthly to give current shipping schedules and information about the Tampa Port, area industries and personalities. On alternate months, a concise, 4-page Newsletter brings you the "last minute" information.



Port of Tampa Operations Manual, lists regulations, services and port charges.



Port of Tampa Map, shows channel depths, piers wharves and docks.

Just completed, Tampa Port Authority's Annual Report showing shipping activity and commerce moving through the "Big T".

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Date	Fla. Port	Vessel	D-L-P-R	Line	Age
18	Pensacola	MANISA	D-L	Turkish Cargo	Merr
19	Tampa	CONCORDIA VIKING	D-L		Sava
19	Jacksonville	SULAPHAT	D-L	Hol. S. Atl.	Stev
20	Port Everglades	SANTA MARIA	D-L-P-R	Portugese	Shaw Bra
21	Jacksonville	ASCANIUS	D-L	Malaya-Indo	Strach
22	Tampa	MONFIORE	L	Creole	
24	Jacksonville	DEGANYA	D-L-R	Zim Israel	Eag
25	Jacksonville	DRVAR	D	Jugolinja	Southe
26	Miami	DEGANYA	D-L-R	Zim Israel	Eag
27	Miami	MONT VENTOUX	D-L	Fabre	Ell
27	Jacksonville	MARIA DOLORES	D-L	d'Amico	Hansen-Tideman
29	Port Everglades	MONT VENTOUX	D-L		Ell
29	Pensacola	ADABELLE LYKES	D-L	Lykes	Me
30	Pensacola	GREEN LAKE	D-L	Central Gulf	Merr
August					
1	Jacksonville	DENEK	D-L	Hol.-S. Atl.	Stev
2	Jacksonville	TREPCA	D-L	Jugolinda	Southe
2	Jacksonville	MARIA DELORES	D-L	d'Amico	Hansen-Tideman
5	Jacksonville	L. MOCENIGO	D-L	Sidama	Kaufman
7	Jacksonville	JOSEPH LYKES	D	Lykes	Strach
8	Jacksonville	LARS MELING	D	Malaya-Indo.	Strach
8	Jacksonville	KANDELFELS	D-L	Hansa	Kaufman
11	Jacksonville	BEERSHEVA	D-L-R	Zim Israel	Eag
12	Tampa	DEGANYA	D-L-R	Zim Israel	Sava
13	Miami	BEERSHEVA	D-L-R	Zim Israel	Eag

SOUTH, EAST & WEST AFRICA

Ports of Call
 Black Star Line: Abidjan, Takoradi, Tema, Lajus/Apapa, Port Harcourt, Duala, Sapele, Matadi
 Chargues Reunis: Dakar, Conarky, Monrovia, Abidjan, Takarati, Tema, Lom Cotonou, Lagos/Apapa, Port Harcourt, Duala, Libreville, Port Gentile, Pointe Noire
 Delta: Dakar, Conarky, Monrovia, Abidjan, Port Gentil, Pointe Noire, Matadi, Luanda, Lobito
 Farrell: Capetown, Port Elizabeth, East London, Durban, Lourenco, Marques, Natal, Beira, Mombasa, Dar-es-Salaam, Zanzibar, Tonga, also, West Africa Points
 Lykes: Capetown, Port Elizabeth, East London, Duban, Laurence Marques, Beira, Dar-es-Salaam, Tanga
 South Africa Marine: Capetown, East London, Port Elizabeth, Durban, Lourenco Marques

July	15	Jacksonville	SACRAMENTO	D-L	Chargues Reunis	Southe
	15	Pensacola	DEL MONTE	D-L	Delta	Merr
	16	Jacksonville	AFRIC. MERCURY	D-L-P-R	Farrell	Stev
	26	Pensacola	FRANK LYKES	D-L	Lykes	Merr
	27	Jacksonville	AFRICAN SUN	D-L-P-R	Farrell	Stev
August						
	2	Tampa	A VESSEL	D-L		Sava
	13	Jacksonville	AFRIC. METEOR	D-L-P-R	Farrell	Stev

JAPAN, PHILIPPINES & FAR EAST

Ports of Call
 Bank: Australia, New Zealand
 Booth-American: Brisbane
 Boomerang: Brisbane, Sydney, Adelaide, Melbourne
 Daido: Kobe, Nagoya, Yokohama, Shimizu, Murran
 Fernville: Manila, Hong Kong, Saigon, Bangkok, Singapore, Djarkarta
 Hawaiian Island Service: Honolulu, Hili, Kahului, Nawiliwili, Port Allen
 "K" Line: Yokohama, Yokkaichi, Nagoya, Kobe, Osaka
 Lykes: Japan, Philippines
 Marchessini: Kobe, Pusan, Hong Kong, Manila, Keelung, Cebu, Bangkok
 Mitsui: Moji, Kobe, Nagoya, Shimizu, Yokohama
 N.Y.K. Line: Yokohama, Yokkaichi, Nagoya, Kobe, Osaka
 O. S. K. Line: Hong Kong, Keelung, Moji, Kobe, Nagoya, Shimizu, Yokohama
 Pacific Star Line: Manila, Hong Kong, Kaohsiung, Keelung, Kobe, Naoya, Osaka
 Yokohama, Onahama
 Philippine: Manila, Hong Kong and Philippine out ports
 Sabre: Far East
 Shinnihon: Yokohama, Yokkaichi, Nagoya, Kobe, Osaka
 States-Marine: Hawaii and Far East
 Thai Lines: Jeddah, Jakarta, Suribaya, Port Sweetenham, Singapore, Bangkok, Hong Kong
 Atlantratifik Express: Australia, New Zealand

July	15	Pensacola	LOUISIANA MARU	D-L	"K" Line	Fillette-Gre
	16	Tampa	KAMOHARU MARU	L	Shinnihon	

NORGE LINE

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Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
17	Pensacola	HOWELL LYKES	D-L	Lykes	Merritt
19	Tampa	STEEL EXEC.	D-L-R	Hawaiian Isl-Serv.	Gulf Fla.
22	Jacksonville	TENKO MARU	D-L	O.S.K.	Strachan
22	Jacksonville	PRES. ROXAS	D	United Phillipine	Southern
22	Miami	MEIJYUSAN MARU	D-L	Mitsui	Eller
23	Tampa	YOKOHAMA MARU	L	N.Y.K.	
24	Port Everglades	MEIJYUSAN MARU	D-L	Mitsui	Eller
27	Panama City	LEOVILLE	D-L	Fernville	Fillette-Green
31	Tampa	SADOHARU MARU	D-L	Shinnihon	
August					
1	Miami	CHICAGO MARU	D-L	O.S.K.	CanGulf
2	Tampa	MEIJYUSAN MARU	D-L	Mitsui	Savage
7	Tampa	TAIGEN MARU	L	"K" Line	
8	Tampa	KYOZUI MARU	D-L	N.Y.K.	
11	Tampa	TAGAHARU MARU	L	Shinnihon	
11	Jacksonville	FLORIDA MARU	D	"K"	McGiffin
12	Tampa	TAIKYU MARU	D-L	"K" Line	
14	Tampa	FLORIDA MARU	L	"K" Line	
14	Miami	HAGUROSAN MARU	D-L	Mitsui	Eller
15	Port Everglades	HAGUROSAN MARU	D-L	Mitsui	Eller
18	Tampa	LAKE ONTARIO	D-L-R	Atlanttrafik	Gulf Fla.
19	Port Everglades	RANGITOTO	D-L-P-C	New Zealand	Strachan
19	Tampa	AKAGI MARU	L	N.Y.K.	
21	Port Everglades	SEIKAI MARU	D-L	O.S.K.	CanGulf
23	Tampa	TOSAHARU MARU	D-L	Shinnihon	
23	Jacksonville	SEIKAI MARU	D	O.S.K.	Strachan
26	Jacksonville	TOWNSVILLE STAR	D	Booth-Amer.	Southern
28	Tampa	HAGUROSAN MARU	D-L	Mitsui	Savage

COLOMBIA, PANAMA & WEST COAST SOUTH AMERICA

Ports of Call
 Atlantic: Cristobal
 Chilean: Colombia, Ecuador, Peru, Chile
 Coldemar: Barranquilla, Cartagena, Cristobal, Buenaventura
 Grace: Cristobal (Colon), Balboa (Panama City), Buenaventura, Guayaquil, Callao, Matarani, Arica, Antofagasta, Valparaiso (with transshipment at Cristobal to Puntarenas, San Juan del Sur, Corinto, La Union, La Libertad, Acjet, Amapala and San Jose), Barranquilla, Cartagena
 Gulf & South America: Barranquilla, Cartagena, Cristobal, Buenaventura
 Inter-American: Cristobal, C. Z.; San Andres Island, Colombia
 New Zealand: Cristobal, en route from New Zealand to England
 Pan American Mail: Cristobal*
 West Coast Line: Colombia, Ecuador, Peru, Chile

Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
July					
15	*Miami	CRYSTAL	D-L	Pan-Amer. Mail	Chester, Blackburn & Roder
15	Pensacola	GULF FARMER	D-L	G. & S. A.	Merritt
19	Jacksonville	CALI	D-L	Coldemar	Kaufmann
20	*Miami	ORO VERDE	D-L	Pan American	Chester, Blackburn & Roder
21	Tampa	LIRCAY	D-L	Chilean Line	Gulf Fla.
22	Jacksonville	SANTA INES	D-L	Grace	McGiffin
25	Jacksonville	SCHEERSBURG	D-L	Coldemar	Kaufmann
29	Jacksonville	SANTA TERESA	D-L	Grace	McGiffin
August					
2	Jacksonville	G. SCHULTE	D-L	Coldemar	Kaufmann
5	Jacksonville	SANTA CECILIA	D-L	Grace	McGiffin

EAST COAST SOUTH AMERICA

Ports of Call
 Argentina State: Rio de Janeiro, Buenos Aires
 Delta: Rio de Janeiro, Santos, Montevideo, Buenos Aires
 Inscoc: Belem
 Moore McCormack: Rio de Janeiro, Santos, Montevideo, Buenos Aires

Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
July					
15	Pensacola	INSCO JEM	D	Inscoc	Merritt
15	Tampa	HORNERO	D-L	Argentine	Gulf Fla.
20	Pensacola	DEL SUD	D-L	Delta	Merritt
22	Pensacola	INSCO MARINER	D	Inscoc	Merritt
25	Jacksonville	MORMACMAIL	D	Mormac	Strachan
August					
1	Jacksonville	MORMACWAVE	D	Mormac	Strachan

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Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
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VENEZUELA, TRINIDAD, GUIANAS

Ports of Call
 Alcoa: Puerto Cabello, Guanta, La Guaira, Pt-of-Spain, Paramaribo
 Atlantic: Trinidad
 Colonial: Passenger service from La Guaira & Curacao
 Grace: Curacao, N.A.*; La Guaira, Venezuela; Aruba, N.A.; Kingston, Jamaica; Nassau, Bahamas
 Royal Netherlands: Curacao, Aruba, La Guaira, Maracaibo, Pto. Cabello and Trinidad, with transshipment at Curacao for Georgetown, Paramaribo, Carupano, Puerto Sucre, Guana and Ciudad Bolivar
 Venezuelan: La Guaira, Puerto Cabello, Maracaibo
 Viking Line: Aruba*, Curacao, La Guaira, Puerto Cabello, Guanta, Georgetown, B. G.

Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
July					
16	*Port Everglades	SANTA PAULA	D-L-P	Grace	Eller
22	Miami	MEMNON	D-L	Royal-Nether.	Strachan
23	Jacksonville	MEMNON	L	Royal-Nether.	Strachan
23	*Port Everglades	SANTA ROSA	D-L-P	Grace	Eller
27	Pensacola	GUARICO	D-L	Venezuelan	Fillette-Green
29	Panama City	GUARICO	D-L	Venezuelan	Fillette-Green
30	*Port Everglades	SANTA PAULA	D-L-P	Grace	Eller
August					
5	Miami	SINON	D-L	Royal-Nether.	Strachan
6	Jacksonville	SINON	L	Royal-Neth.	Strachan
6	*Port Everglades	SANTA ROSA	D-L-P	Grace	Eller
7	*Tampa	ARTEMIS	D-L-R	Royal-Neth.	Gulf Fla.
13	*Port Everglades	SANTA PAULA	D-L-P	Grace	Eller

PUERTO RICO

Ports of Call
 Alcoa: San Juan, Mayaguez, Ponce
 Indian Towing: Monthly to San Juan, Ponce
 Sea-Land: San Juan*, weekly on Monday
 South Atlantic & Caribbean: San Juan*, Ponce
 TMT Trailerferry: San Juan*
 TransAmerican: San Juan

Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
July					
15	*Jacksonville	FAIRLAND	D-L-R	Sea-Land	Sea-Land
15	*Jacksonville	FLORIDIAN	D-L	S. Atl. & Carib.	Eagle
15	*Miami	NEW YORKER	D-L	S. Atl. & Carib.	Eagle
15	*Jacksonville	TRAILERFERRY	D-L	TMT	TMT
20	*Jacksonville	TRAILERFERRY	D-L	TMT	TMT
20	Pensacola	BARGE C.I.C. #1	D-L	Ind. Towing	Fillet-Green
22	*Jacksonville	RAPHAEL SEMMES	D-L-R	Sea-Land	Sea-Land
23	*Jacksonville	FLORIDIAN	D-L	S. Atl. & Carib.	Eagle
23	*Miami	NEW YORKER	D-L	S. Atl. & Carib.	Eagle
25	*Jacksonville	TRAILERFERRY	D-L	TMT	TMT



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New York, Chicago, Kansas City, Memphis, Cincinnati, St. Louis, Dallas, Atlanta

Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
29	*Jacksonville	FAIRLAND	D-L-R	Sea-Land	Sea-Land
30	*Jacksonville	TRAILERFERRY	D-L	TMT	TMT
31	*Jacksonville	FLORIDIAN	D-L	S. Atl. & Carib.	Eagle
31	*Miami	NEW YORKER	D-L	S. Atl. & Carib.	Eagle
August					
5	*Jacksonville	TRAILERFERRY	D-L	TMT	TMT
5	*Jacksonville	RAPHAEL SEMMES	D-L-R	Sea-Land	Sea-Land
7	*Miami	NEW YORKER	D-L	S. Atl. & Carib.	Eagle
7	*Jacksonville	FLORIDIAN	D-L	S. Atl. & Carib.	Eagle
10	*Jacksonville	TRAILERFERRY	D-L	TMT	TMT
12	*Jacksonville	FAIRLAND	D-L-R	Sea-Land	Sea-Land
15	*Jacksonville	TRAILERFERRY	D-L	TMT	TMT

BAHAMAS & BERMUDA

Ports of Call

Amerind: **Hamilton***
 Buccaneer: **Hamilton***
 Caribbean Shipping Co., Ltd.: **Nassau***
 Eastern Steamship: **Nassau, Bahama Star sailing ea. Mon. & Fri.**
 P & O: **Nassau, Florida sailing ea. Tues. & Fri.**
 Mader: **Nassau**
 Roberts Line: **Nassau***, weekly on Thursdays

Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
July					
16	*Miami	MEREGHAN 11	D-L-R	Caribbean	Eagle
16	*Jacksonville	OLEANDER	D-L-R	Amerind-Shipping	McGiffin
18	*Miami	NOEL ROBERTS	D-L	Roberts	Albury
19	*Jacksonville	BUCCANEER	D-L-R	Buccaneer	Buccaneer
23	*Miami	MEREGHAN 11	D-L-R	Caribbean	Eagle
25	*Miami	NOEL ROBERTS	D-L	Roberts	Albury
26	*Jacksonville	BUCCANEER	D-L-R	Buccaneer	Buccaneer
30	*Jacksonville	OLEANDER	D-L-R	Amerind-Shipping	McGiffin
30	*Miami	MEREGHAN 11	D-L-R	Caribbean	Eagle
August					
1	*Miami	NOEL ROBERTS	D-L	Roberts	Albury
2	*Jacksonville	BUCCANEER	D-L-R	Buccaneer	Buccaneer
6	*Miami	MEREGHAN 11	D-L-R	Caribbean	Eagle
6	*Jacksonville	CORSAIR	D-L-R	Buccaneer	Buccaneer
8	*Miami	NOEL ROBERTS	D-L	Roberts	Albury
9	*Jacksonville	BUCCANEER	D-L-R	Buccaneer	Buccaneer
15	*Miami	MEREGHAN 11	D-L-R	Caribbean	Eagle

DOMINICAN REPUBLIC, HAITI, JAMAICA, LESSER ANTILLES

Ports of Call

Alcoa: **Kingston, Port-au-Prince, Santo Domingo, Barbados**
 Atlantic: **Lesser Antilles, St. Thomas***
 Ayo: **Kingston, Jamaica**
 Eastern Steamship: **Santo Domingo, Port-au-Prince, Kingston**
 Grace: **Curacao, N. A.*, La Guaira, Venezuela, Aruba, N. A., Kingston, Jamaica,**
Port-au-Prince
 Florida Inter-Island Line: **Port au Prince,* Santo Domingo and Virgin Islands**
 Horst: **Dominican Republic, Haiti, Jamaica**
 Inter-American: **Port-au-Prince, Haiti; Kingston, Jamaica**
 Jamaica Fruit & Shipping: **Port-au-Prince*, Kingston**
 Lincasa Line: **Kingston, Port au Prince, Santo Domingo**
 Walters: **St. Thomas, V.I.*; Grenada, Trinidad**
 West India Shipping: **Christiansted, St. Croix, Port-au-Prince, Antilles**

Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
July					
16	*Port Everglades	SANTA PAULA	D-L-P	Grace	Eller
19	*Miami	KIRKDALE	D-L	Jamaica Fruit	CanGulf
21	*Miami	ICE PEARL	D-L	Atlantic	Chester, Blackburn & Roder
23	*Port Everglades	SANTA ROSA	D-L-P	Grace	Eller
24	Palm Beach	INAGUA HAVEN	D-L	West India Shipping	
30	*Miami	ICE FLOWER	D-L	Atlantic	Chester, Blackburn & Roder
30	Pensacola	BISTER TRADER	D-L		Merritt
30	Port Everglades	SANTA PAULA	D-L-P	Grace	Eller
August					
6	*Port Everglades	SANTA ROSA	D-L-P	Grace	Eller
10	*Port Everglades	SANTA PAULA	D-L-P	Grace	Eller

MEXICO & CENTRAL AMERICA

Ports of Call

Buccaneer: **Belize***
 Coordinated Caribbean Transport, Inc.: **Matias de Galvez***
 Flomerica Line: **Matias De Galvez, Puerto Barrios, Puerto Cortes**
 French Line: **Vera Cruz*, Tampico, Puerto Matias de Galvez, Puerto Barrios,**
Puerto Cortes
 Holland-America: **Tampico, Vera Cruz*, Coatzacoalcos**
 Lincasa Line: **Punto Arenas, San Juan del Sur, Corinto, La Union, La Libertad,**
Acajutla, San Jose, Salina Cruz, Acapulco
 Mamenic: **Puntarenas*, Puerto Samoza, San Juan del Sur, Corinto, Amapala, La**
Union, La Libertad
 Sidarma: **Vera Cruz***
 Swedish-American: **Vera Cruz***
 Trader Line: **Cozumel, British Honduras, Guatemala, Honduras**
 West India Shipping: **Belize, Matias de Galvez**
 Wilhelmsen: **Vera Cruz**
 Zim Israel: **Vera Cruz**

Date	Fla. Port	Vessel	D-L-P-R	Line	Agent
July					
15	Tampa	INGRID HORN	D-L-R	Portnica	Peninsular
15	*Miami	FREIGHT FORW.	D-L-R	C.C.T.	C.C.T.
15	Tampa	PRONTO	D	Lincasa	
16	*Jacksonville	L. MARCELLO	D-P	Sidarma	Kaufmann
18	*Miami	A VESSEL	D	French	Albury
18	*Port Everglades	ODENSHOLM	D-L	Swed.-Amer.	Strachan
19	*Miami	FREIGHT CONS.	D-L-R	C.C.T.	C.C.T.

Date	Fla. Port	Vessel	D-L-P-R	Line	Age
22	*Jacksonville	TRUTH	L	Mamenic	Kaufman
24	Jacksonville	DEGANYA	D-L-R	Zim Israel	Eag
26	Miami	FREIGHT FORW.	D-L-R	C.C.T.	C.C.
26	*Miami	DEGANYA	D-L-R	Zim Israel	Eag
29	Pensacola	MEXICO	D		Merr
August					
1	Tampa	PEIK	D	Lincasa	
5	*Jacksonville	L. MOCENIGO	D-P	Sidarma	Kaufman
10	*Jacksonville	A VESSEL	L	Mamenic	Kaufman
11	Jacksonville	BEERSHEVA	D-L-R	Zim Israel	Eag
12	Tampa	DEGANYA	D-L-R	Zim Israel	Savaq
13	Miami	BEERSHEVA	D-L-R	Zim Israel	Eag
15	Jacksonville	A VESSEL	L	Mamenic	Kaufman
15	Tampa	BEERSHEVA	D-L-R	Zim Israel	Savaq
15	Miami	MOSTUN	L	Mamenic	Eag

EASTERN CANADA

Swedish-American/Grancolombiana: **Halifax, St. John, Montreal**
August
 16 Tampa RYDBOHOLM D-L-P Swed.-Amer/Grandcolomb

VANCOUVER & WESTERN CANADA

Lincasa Line: **Vancouver, New Westminster, B. C., Canada**
July
 15 Tampa PRONTO L Lincasa
August
 1 Tampa PEIK L Lincasa

COASTWISE TO NEW YORK AREA

Sea-Land: **Port Newark***
 Willis: **Baltimore*, Philadelphia, Paulsboro, Trenton**
July
 14 *Jacksonville SUMMIT D-L-R Sea-Land Sea-Lan
 19 *Jacksonville WILLIS BARGE D-L Willis Will
 21 *Jacksonville SUMMIT D-L-R Sea-Land Sea-Lan
 26 *Jacksonville WILLIS BARGE D-L Willis Will
 28 *Jacksonville SUMMIT D-L-R Sea-Land Sea-Lan
August
 2 *Jacksonville WILLIS BARGE D-L Willis Will
 4 *Jacksonville SUMMIT D-L-R Sea-Land Sea-Lan
 9 *Jacksonville WILLIS BARGE D-L Willis Will
 11 *Jacksonville SUMMIT D-L-R Sea-Land Sea-Lan
 16 *Jacksonville WILLIS BARGE D-L Willis Will

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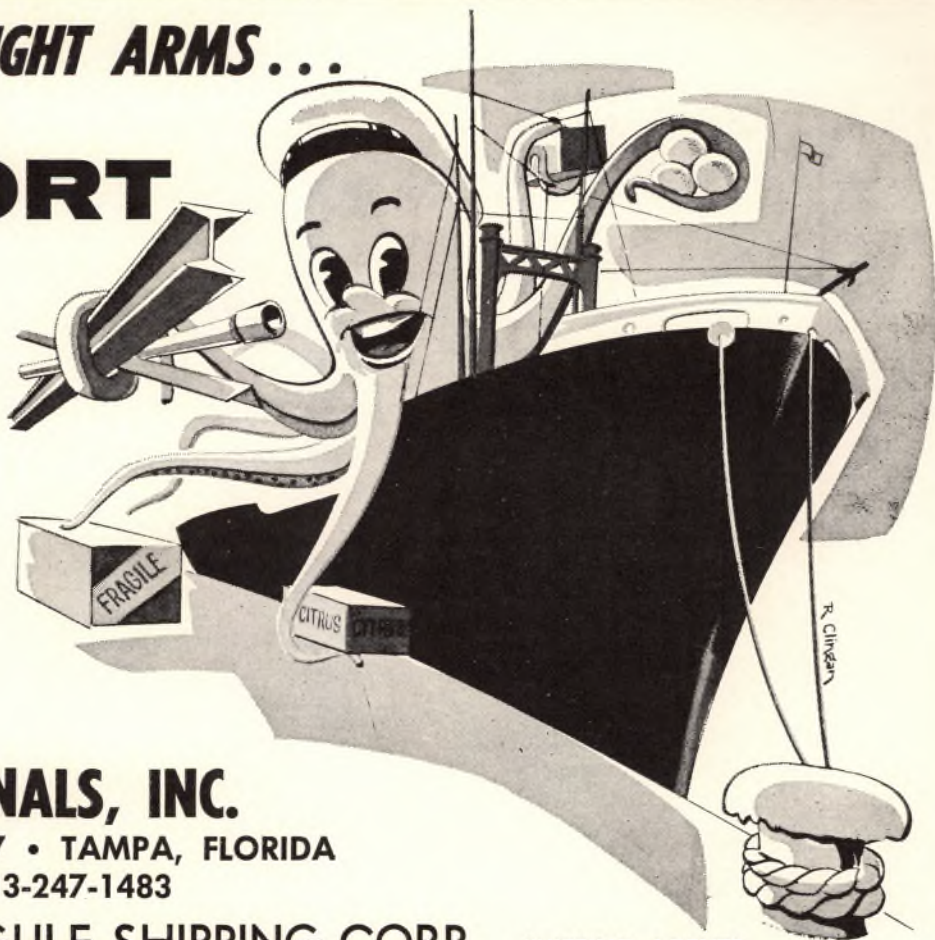
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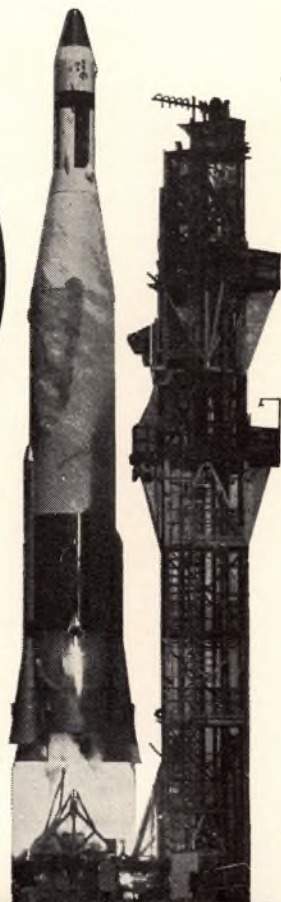
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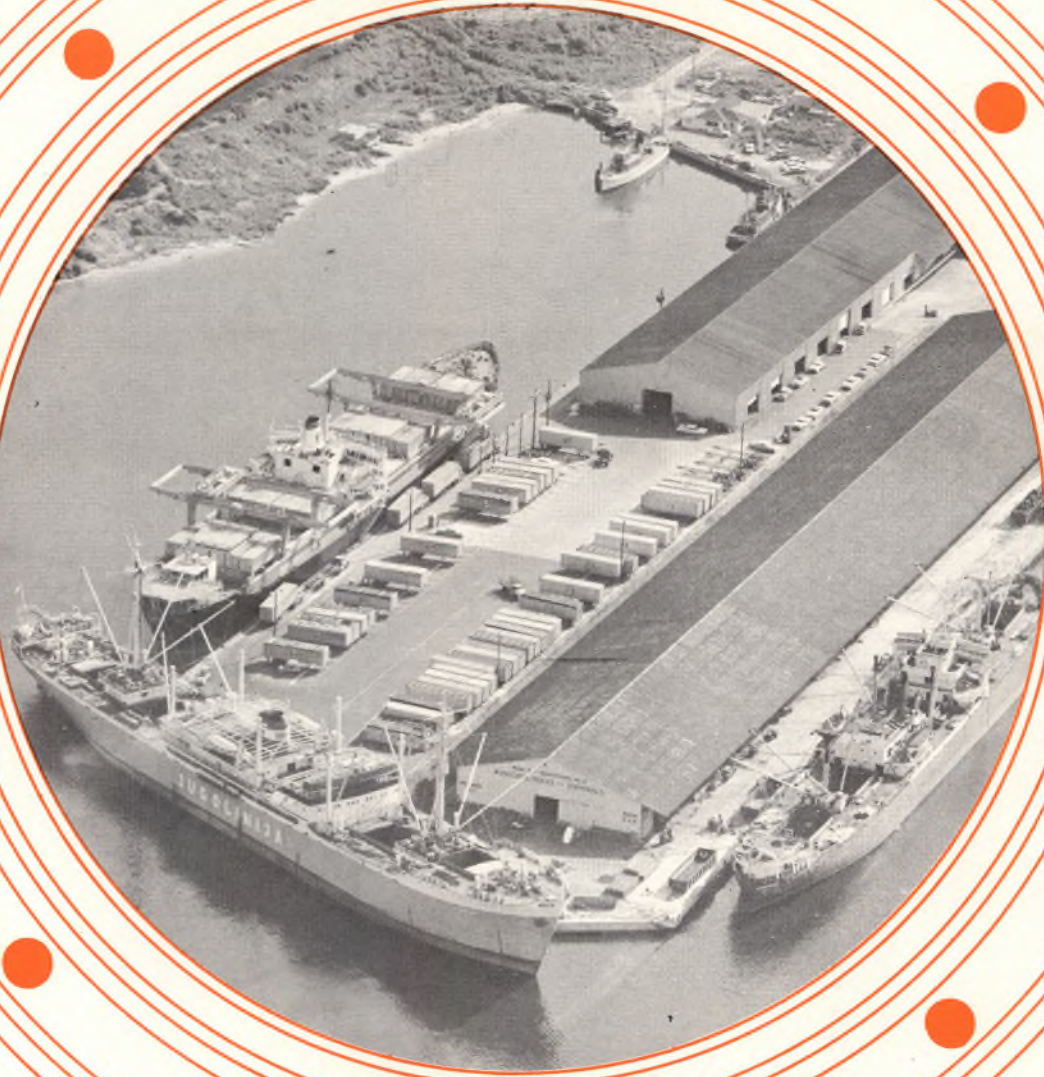
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