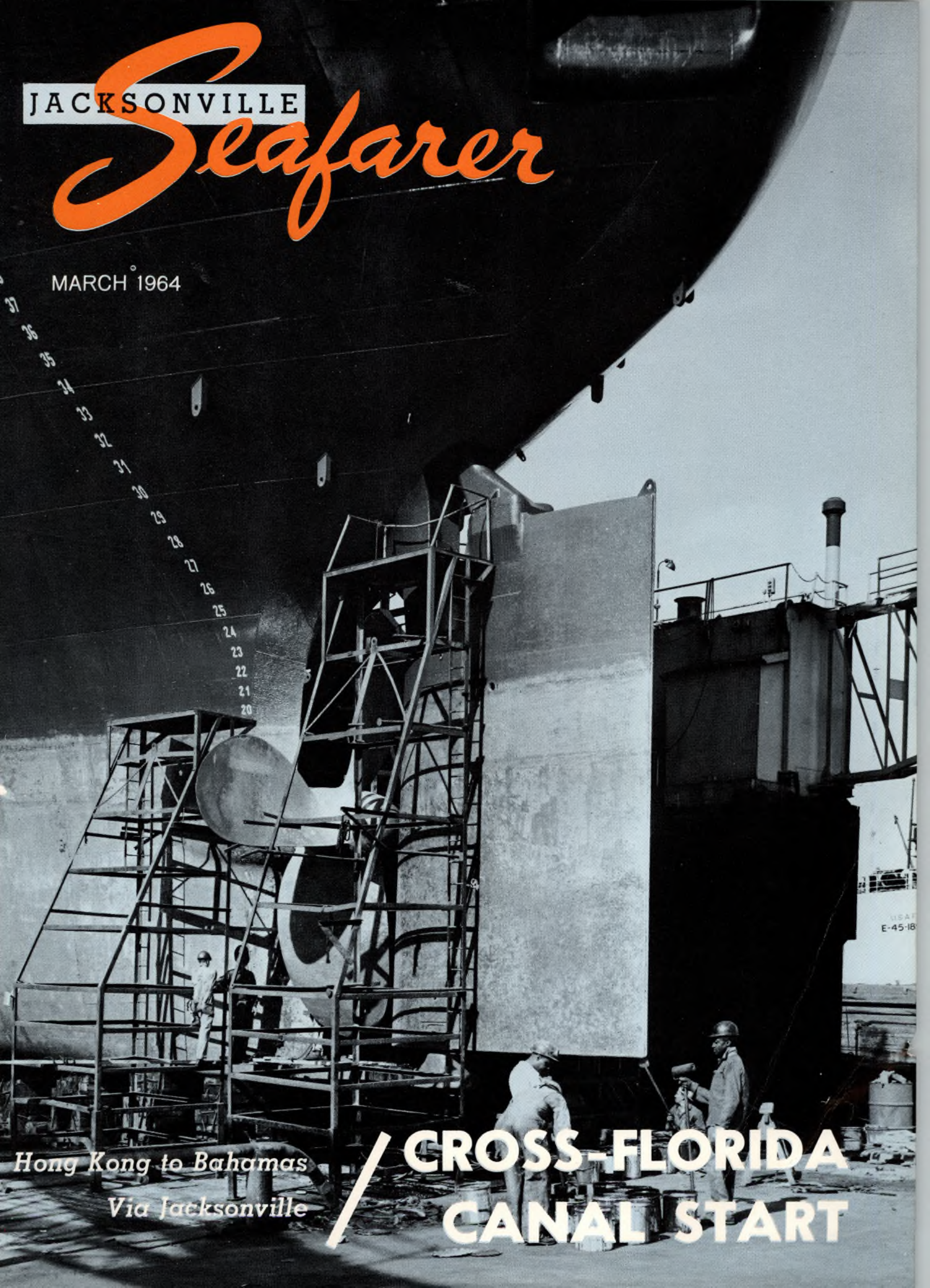


JACKSONVILLE

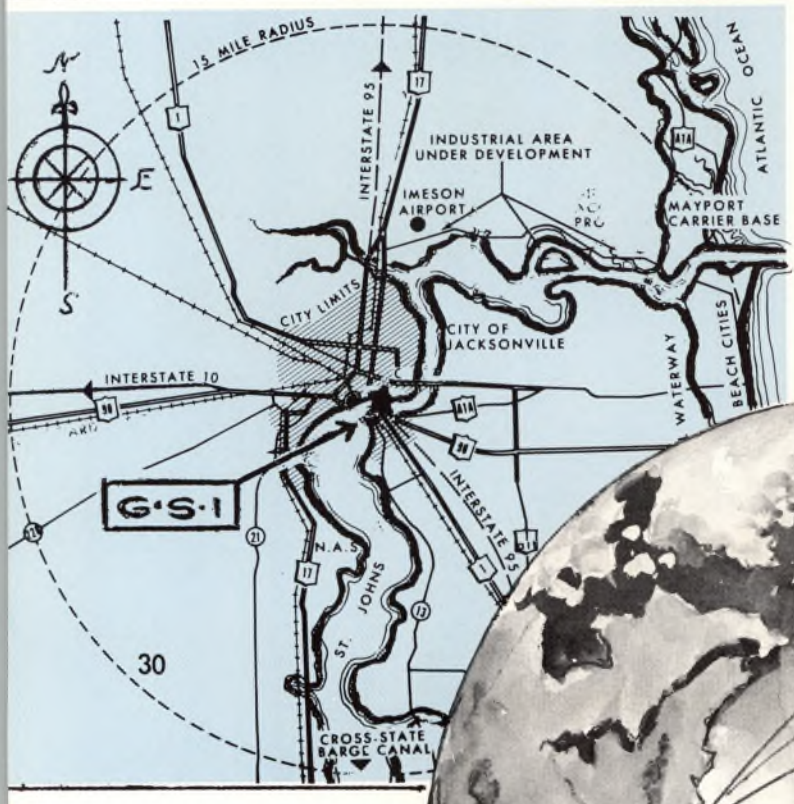
Seafarer

MARCH 1964

Hong Kong to Bahamas

Via Jacksonville

CROSS-FLORIDA CANAL START



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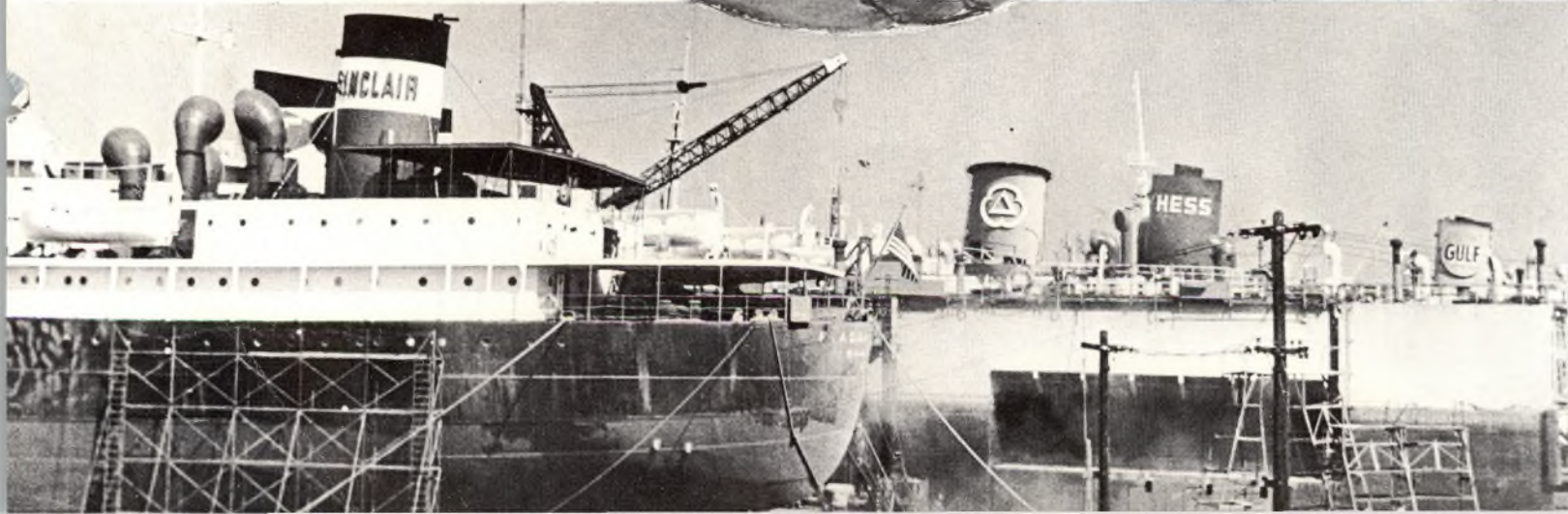

ımerican Bureau ;lects Neilson ts New President

NDREW NEILSON, former vice presi-dent of California Texas Oil Corpora-ɔn, has been elected president of the Amer-an Bureau of Shipping, succeeding **Arthur . Gatewood,** who has been named chair-an.

ABS held its 102nd annual meeting in ew York on January 28, to receive annual ports and elect officers.

Gatewood, who retired at the end of ovember, expressed his warm appreciation ır the cooperation which he had received om all members of ABS and their officers ıring his tenure.

Members elected to the Standing and Fi-ınce Committee were: **James A. Farrell, ., Richmond K. Kelly, Andrew Neilson, aniel D. Strohmeier, Miles F. York.**

Those elected to three year terms on the ɔard of Managers were: **William E. Blew-t, Jr., Walter R. Cherardi, Raymond W. kes, Robert James, Harry X. Kelly, George illion, Daniel K. Ludwig, Andrew Neilson, anley Powell, Jr., Leigh R. Sanford, Harry . Schad, Solon B. Turman;** for a two-year rm: **Adam E. Cornelius, Jr.,** and for the ıe-year term **Joseph Andreae** and **Robert /. Mountrey.**

Among those elected to membership of BS are **Harrison R. Glennon, Jr.,** execu-ve vice president of Moore-McCormack ines; **Capt. Noble L. Gordon,** president of lid-America Transportation Company and ulf Coast Transit Company; **Edwin M. lood,** president, Shipbuilders Council of f America; **Joseph T. Lykes, Jr.,** president ykes Bros. Steamship Company.

Gatewood reported that a total of 286 ew vessels were completed in 1963 to ABS assification. Of these, 99 were completed ı shipyards outside the United States, but ıe aggregate gross tonnage of those com-leted outside the United States came to ,772,000 gross tons—a sizeable portion of ıe total 2,365,000 gross tons of new con-ruction.

Japanese shipyards completed 24 vessels f 677,000 gross tons, representing over ne-third of the tonnage built abroad under ABS requirements last year.

Four Hydrofoils in Italy

Italy built a total of 26 vessels, including our hydrofoil passenger boats.

Many of the vessels built in the foreign hipyards were built for affiliates or subsidi-ry of American operators.

All of the 23 freighters and 3 combination vessels completed in American yards during 1963 were produced as part of the program under which the subsidized shipping companies in the United States are obligated to replace some 300 existing vessels. A total of 80 have been completed out of 115 vessels which have been ordered in the past several years at a cost of over one billion dollars.

The major American vessels built were three 14,400 gross ton combination cargo-passenger ships for Grace Line, two tankers for Texaco Inc., one tanker for Sinclair and five cargo vessels for Lykes Bros. Steamship Company.

JACKSONVILLE Seafarer

Vol. 13 March, 1964 No. 3

David A. Howard, Editor

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C. D. Gibbons Cites Needs Of U. S. Ships Before Club

C. D. Gibbons, chairman of the finance committee of United States Lines Company, was invited to address the Jacksonville Propeller Club February 27 on behalf of the Committee of American Steamship Lines.

Gibbons is a member of the CASL executive board and chairman of its public relations committee.

His prepared talk was concerned with the needs of the American Merchant Marine and steps being taken to improve its competitive position in the world today.

In addition to technological advances adopted by various lines, Gibbons called attention to the importance of the new operating agreement entered into with labor unions which permitted construction of the new Lykes Line Far East Clipper Ships. (See story, this issue.)

He encouraged greater use of American flag steamships by American exporters in an effort to restore a 50/50 balance in the ratio of U. S. foreign trade carried on U. S. ships.

The Finance Chairman and former president of United States Lines commended the Jacksonville Port Authority, which he said would serve to revitalize the port.

Calling attention to annual trade increas in the neighborhood of 25% in the Soutl eastern ports, he cited the need for co tinued port improvement.

The Propeller Club Program Chairma **Fred Hansen,** arranged for **D. A. Watt** chairman of the Jacksonville Port Autho ity and vice president of Strachan Shippir Company (U. S. Line agents in Jackso ville) to introduce the speaker.

Gibbons has 50 years of experience the maritime industry. He started as a shi draftsman in the Navy Bureau of Constru tion and Repair at Washington in 191 followed by years of experience as Assista to the President of Baltimore More Dr Dock and Shipbuilding Corporation; servic as vice president in charge of finance fc the U. S. Shipping Board Merchant Fle Corporation; Assistant Director of Financ with the original Maritime Commission, an later duty with United States Lines, whic he joined in 1938, becoming treasurer i 1943, a vice president in 1953, executiv vice president in 1960 and president th same year, and chairman of the financ committee in 1961.

He is generally credited with being or of the best informed maritime finance off cials in the world.

CONTRACT FINAL LEG OF WATERWAY ALONG EAST COAST

Enlargement of the final section of the Atlantic Intra-coastal Waterway to the project depth of 12 feet and width of 120 feet is underway.

The Corps of Engineers has let a contract for dredging the section between Port Everglades and Miami Harbor.

Low bidder was Norfolk Dredging Company of Norfolk, with an offer of $920,000.

Second low bid was from Western Contracting Corporation of Sioux City, Iowa, at $947,800. Corps of Engineers estimate had been $787,-000.

> **Pictorial Coverage**
>
> Complete coverage of the ground-breaking will appear in a succeeding issue. Two photographers covered the event especially for our readers.

'ebruary 27th . . . . . .

CROSS-FLORIDA BARGE CANAL CONTRACTORS START DIGGING

PALATKA

) REAMS and efforts of 1,000 men are being realized with the start of con-ıction on the Cross-Florida Barge Canal ɔruary 27.

Ground breaking ceremonies were held the clearing of a pine forest near the ıks of the St. Johns River with two con-ctors ready to commence work on the d-earned project to link Atlantic and lf Intracoastal Waterways into a fully egrated waterway system.

By the time another leap year rolls und, dredges, drag lines, constructors and er contractors will be busy along the en-100 mile stretch between Palatka and Gulf Coast of Florida. Construction will at its peak in every area.

Before 1970, it is hoped that the entire terway will be ready for use and (quite sibly) the rocket sections which will nch the first American to his landing on moon will be transported through the ıal.

The timing is such that it is quite con-vable the rockets enroute from Huntsville ı., Houston Texas, and New Orleans to pe Canaveral will be the actual first ship-nts over the new waterway.

President Johnson accepted an invitation to attend and set off the first charge of dynamite in the ground-breaking.

Governor Farris Bryant and **Senator Spessard Holland,** both of whom worked diligently to bring the Cross-Florida Barge Canal into reality, were the principal state political figures participating in the ground breaking ceremonies.

There were hundreds of other State, Federal and local officials and civic leaders present who had spent many long hours gaining unified support for the project within the State of Florida, then selling it to other national groups and Congress prior to the first appropriations being granted by the 88th Congress.

Work on the canal is under the supervision of the Jacksonville District of the Army Corps of Engineers.

Bids Run Low

District Engineer **Colonel H. R. Parfitt** was delighted over the first bid openings for the new waterway when the first award was made at a price approximately 20% under the estimate which had been made by the Corps of Engineers.

If the pattern of low bids continues throughout the project, the total estimated cost of $158,000,000 could drop as low as $135,000,000 before the project is finished.

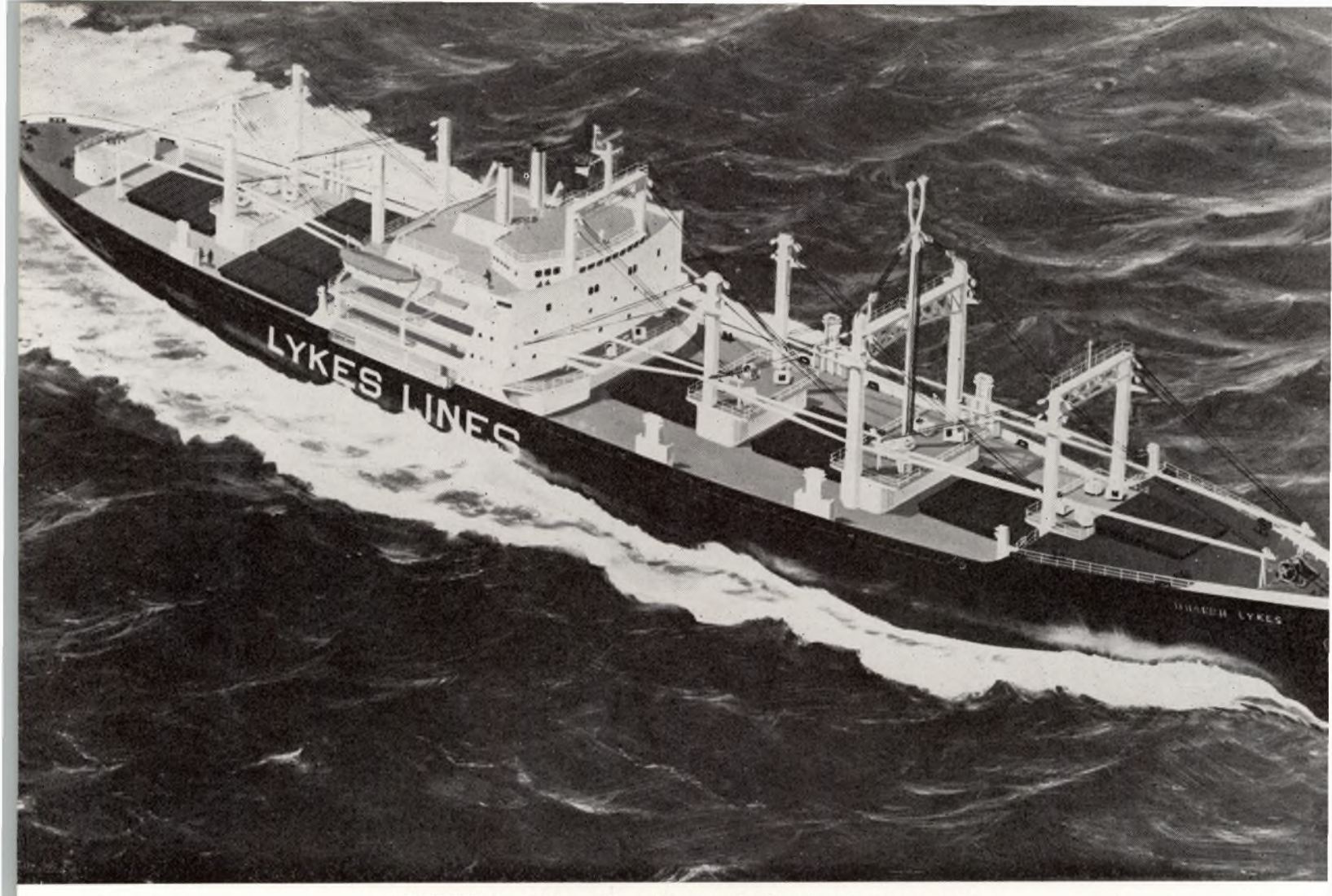
The improvements in engineering and contracting methods during the post-war period have substantially lowered the price tag which will be placed on many parts of the work. Some elements of work requiring large amounts of skilled labor and high-priced materials will, however, increase in price as time passes.

The Barge Canal will provide a channel 150 feet wide and 12 feet deep for the first time between the Gulf and Atlantic Intracoastal Waterways.

The first contract award made on the project was a $226,760. job to **Parkhill-Goodloe Company Inc.,** a Jacksonville Dredging firm.

Engineers had estimated a cost of $285,-000 for the work which involves dredging of approximately one million cubic yards of material at the entrance to the canal to the St. Johns River six and one half miles south of Palatka.

Tidewater Dredging Corp. of Mataire, La., was the successful bidder on a second contract in the amount of $796,574 providing for a land cut of several miles just west of the St. Johns lock which will be installed at the eastern end of the waterway. The government estimate had been $1,185,376.



"CLIPPER" class ships will seek to regain American supremacy at sea.

Lykes' New

FAR EAST CLIPPERS

Hopes Of American Merchant Marine Ride On New, Modern Vessels And Agreement With Union Permitting Smaller Crew

NEW ORLEANS

THE KEEL was laid January 16 for the first of eight Clipper class ships which Lykes Bros. Steamship Company hopes will return supremacy of the seas to the American Flag.

President Lyndon Johnson participated in the keel laying ceremonies for the S.S. LOUISE LYKES, first of eight highly automated cargo ships being built by Avondale Shipyards for Lykes Bros. Steamship Company.

While the vessels will be modern in every way, the most significant feature is a prior agreement with the maritime union which permits the vessels to operate with crews of 32 officers and men— thus taking advantage of the technological advantages which are now available to the American Merchant Marine.

The Clipper ships are to be operated by Lykes in the Gulf— Far East trade and call to vivid memory that period in American history when ships of our nation ruled the trade routes of the world transporting spices from the Orient to America and to Europe.

The Far East Clippers are expected to close the competitive breach which exists between American and foreign shipping to such an extent that American Flag operat will once more be restored to their right place on the high seas. This would me a resurgence in the shipbuilding indus which has been in a stressed state dur recent years while foreign lines ha flourished.

Westinghouse Electric Corporation signed and built the centralized engine ro control systems, the main propulsion m chinery and other electric equipment for Clipper ships.

Union Agreements

The manning agreements with the ma time unions involved permits the Clip class ships to operate with a crew of 32 m This compares with the 47 men norma required to operate the conventional, m ern-day freighter of the same class un the American Flag. Labor and indus agreement facilitated the technological in vations and made the ships economica

easible. The agreements represent an im-ortant step toward a resurgence of the Na-ion's Merchant Marine and will maintain ob security for members of the unions.

Save $2,000,000/Ship

For the Government, spokesman for the naritime industry estimate that over 25 year perating life of the cargo vessels, operating ubsidy payments by the United States (prin-ipally for higher U. S. shipboard labor ost) will be about $2,000,000 less per ship.

Based on replacement of the existing 300 hips now subsidized by the United States, his would represent a savings to the Govern-ient of no less than $600,000,000. over the 5 year lifetime of new vessels.

Primary features of the centralized engine oom control system installed on the Clipper hips will be:

1) Bridge control of propellor speed direction with automatic rate and power limiting features.
2) Running control for automatic regulation of the plant processes such as combustion, auxiliary flow systems, etc. This Control permits maneuvering and steady speed operation without manual adjustment.
3) Centralized instrumentation for purposes of monitoring proper plant operation. These include normal-abnormal indicators and indicating instruments.
4) Sequence control for remote start-up and shut-down of components and sub-systems.
5) Automatic recording of the engine room log including operational performance and historical data.

President Johnson pushed a remote con-ol button from the White House in Wash-ington which started construction of the OUISE LYKES, first of the eight Clipper hips ordered from Avondale at a total cost f $82,000,000.

The President's action climaxed a cere-nony participated in by spokesmen for la-or, government and industry.

Speakers included **Solon D. Thurman,** Chairman, and **Joseph T. Lykes, Jr.,** presi-dent of Lykes Bros. Steamship Company; **Henry Zac Carter,** president of Avondale, **oseph Curran,** president of National Mari-ime; **Lee Pressman,** general counsel for the National Marine Engineers Beneficial Asso-iation and **Joseph M. Bishop**, secretary-reasurer of the International Organization f Masters Mates and Pilots.

The LOUISE LYKES will be ready for ervice in April of 1965.

The ship will have a length of 540 feet, nd deadweight of 14,000 tons, a speed of 0 knots and will be completely air condi-ioned.

The Lykes fleet replacement program calls or construction of 50 new ships costing an stimated $500,000,000—largest shipbuild-ng program undertaken by a privately own-

CASL

TYPICAL MANNING OF FULLY MECHANIZED vs. CONVENTIONAL VESSELS

U.S. FLAG NEW CONSTRUCTION

DECK DEPARTMENT	CONVEN-TIONAL	MECHAN-IZED
Master	1	1
Chief Mate	1	1
Second Mate	1	1
Third Mate	2	1
Radio Officer	1	1
Boatswain	1	1
Purser/Clerk	1	1
Deck Utility	3	1
Able-bodied Seamen	6	4
Ordinary Seamen	3	2
Total Deck	20	14

ENGINE DEPARTMENT	CONVEN-TIONAL	MECHAN-IZED
Chief Engineer	1	1
First Assistant	1	1
Second Assistant	1	1
Third Assistant	4	2
Electrician	2	1
Oilers	3	–
Firemen-Watertenders	3	–
Wipers	2	2
Engine/Deck Mechanics	–	3
Total Engine	17	11

STEWARDS DEPARTMENT	CONVEN-TIONAL	MECHAN-IZED
Chief Steward	1	1
Other ratings	9	6
Total Stewards	10	7

TOTAL CREW

Conventional - 47 | Mechanized - 32

NOTE: The foregoing manning of a mechanized ship is the manning applicable to a basic new ship with Sustained Sea Speed - 20 knots, Cargo Capacity - 750,000 cu. ft. Reefer - 16,000 cu. ft., and Deadweight, Gross - 12,000 tons, Cargo - 10,000 tons. Special cargo features such as larger reefer capacity requires additional manpower in each case.

REDUCED MANNING REQUIREMENTS for the Clipper ships were accepted following negotiation with unions concerned. Smaller crews will still permit safe operation of vessels in case of failure of automatic systems. Shipping officers were high in praise of union leaders who made it possible to proceed with building and operating the new class of ships.

ed company in the history of the American Merchant Marine.

The company was founded by members of the Lykes family of Tampa, Florida, who have been among the most successful operators of steamships in the world.

"BREAK WITH THE PAST"

During the ceremony, Turman described the event as a "sharpe break with the past" and said it was appropriate to "place a marker for history to note."

"The day of the conventional ship is over, and soon these trusted work horses of the sea will be flanked by a new, leaner breed of mechanized ships such as the LOUISE LYKES is the forerunner. These ships will help regain our Nation's rightful place on the seas, and I think it most appropriate that as a class they be called Clippers—and follow in the tradition of the proud and stately sailing fleet which carried this nation to maritime greatness." Turman said the joint effort which made the LOUISE LYKES possible is the "hopeful beginning of this new area.

It is no complete solution. The opportunity is here—the challenge is to use this development as a spring-board to rebuild the American Merchant Marine."

He said the decision to move into the field of automation was reached during 1961 and that Westinghouse Electric Corporation and others were solicited for their views and suggestions.

Turman pointed out that while the ships will be the most highly automated in the American merchant fleet Lykes made no effort to install automatic equipment purely for the sake of automation. The first requirement was that any feature be economically feasible.

He said the steamship line was determined also to maintain a shipboard crew capable of manning the ship safely despite all conditions.

Negotiations with the labor unions, he said, were carried forth in a realistic and open manner. He was very complimentary to the labor union officials who participated in the negotiations and said that there was a realization by all concerned that a satisfactory agreement was essential if the American Flag was to continue to be seen on the high seas.

38 Ft. CHANNEL TO CITY DOCKS

The U. S. Corps of Engineers will hold a public hearing at 10 A.M. Monday, March 2, on their proposal to provide a 38-foot deep channel in the St. Johns River channel upstream to a point opposite the Municipal Docks and Terminals.

The deepening — from existing 34 foot depths — is estimated to cost approximately $9,000,000 and would permit most present-day cargo ships to reach the MDT piers.

The Port is seeking a depth of 42 feet upstream to downtown Jacksonville.

CAPTAIN J. F. OWENS, marine superintendent for the cruise ship SS FLORIDA, has invented a unique process for cleaning steam turbines aboard ship.

The process was tested while the FLORIDA was undergoing annual repairs and renovation at Jacksonville Shipyards recently and resulted in a cost saving of approximately 23% and a saving of approximately two days working time.

Captain Owens and Jacksonville Shipyard President MARTIN KIRWIN believe that the shipboard cleaning procedure will save as much as 30% in cost and 2½ to 3 days of working time in future use.

Captain Owens conceived the procedure after learning of "inplace" cleaning procedures used by Florida Power and Light Company to clean steam turbine blades in shore based electric generating plants of South Florida.

In-Place Turbine Cleaning Process Used On SS FLORIDA

By Captain J. F. Owens
Marine Superintendent,
P & O Steamship Company

DUE to the construction in the engine room and fiddley of the S. S. FLORIDA, the removal of a rotor to shore for cleaning and balancing is a very costly procedure, inasmuch as 80% of the ladders and gratings going up through the fiddley must be removed. The skylight must be removed, also two axial flow fans. While this porcedure is taking place other work in the engine room is naturally slowed down due to the inconvenience to the workers of getting around and getting to their jobs. To expedite other work in the engine room while the rotor is ashore most of the gratings and ladders must be put back in place which means actually two removals and two replacements.

Our Starboard H. P. Turbine has had a history for some years of collecting silica in the early stages of blading and twice in the past fifteen years the rotor has been removed to shipyard for cleaning. According to the records, on one occasion the rotor was put in a chemical bath and revolved for two days in the bath, and on another occasion it was dry blasted. However, at no time was a successful cleaning job done on the stationary blading.

From Power Plants

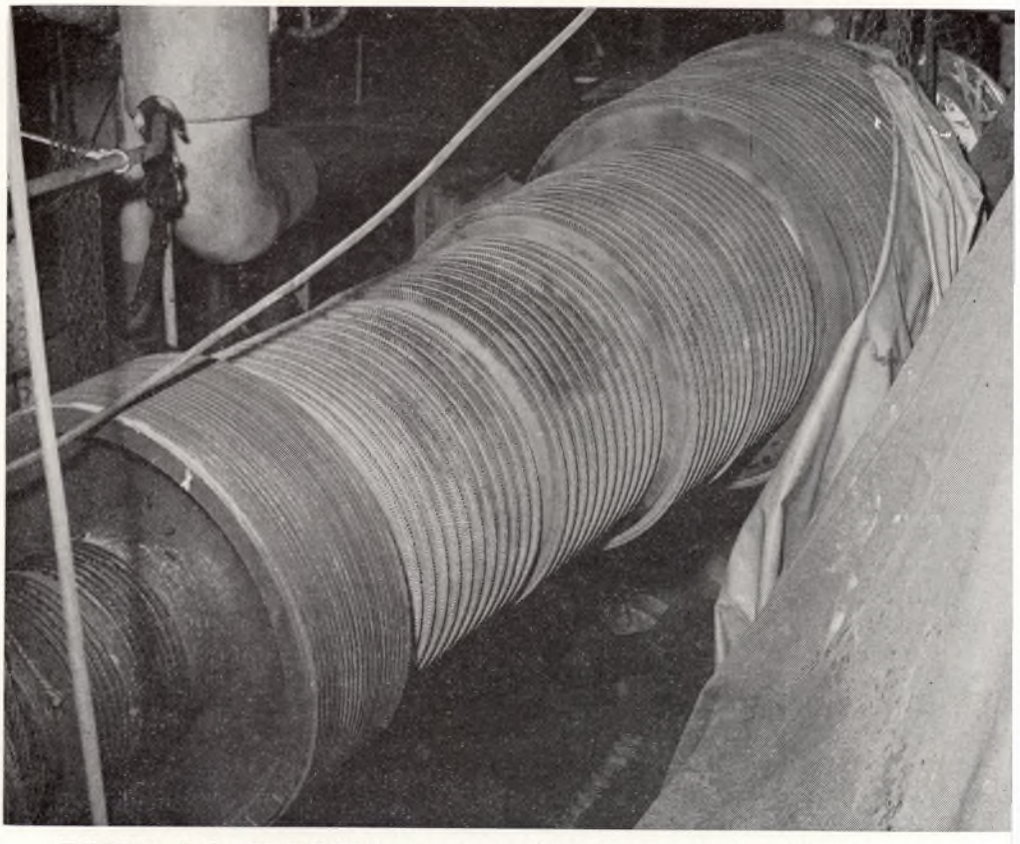
Having learned from private sources that the power plants in Florida were having their turbines wet blasted in place under a tent we decided to experiment this year with the commercial type operation and the following is the procedure used.

The Process

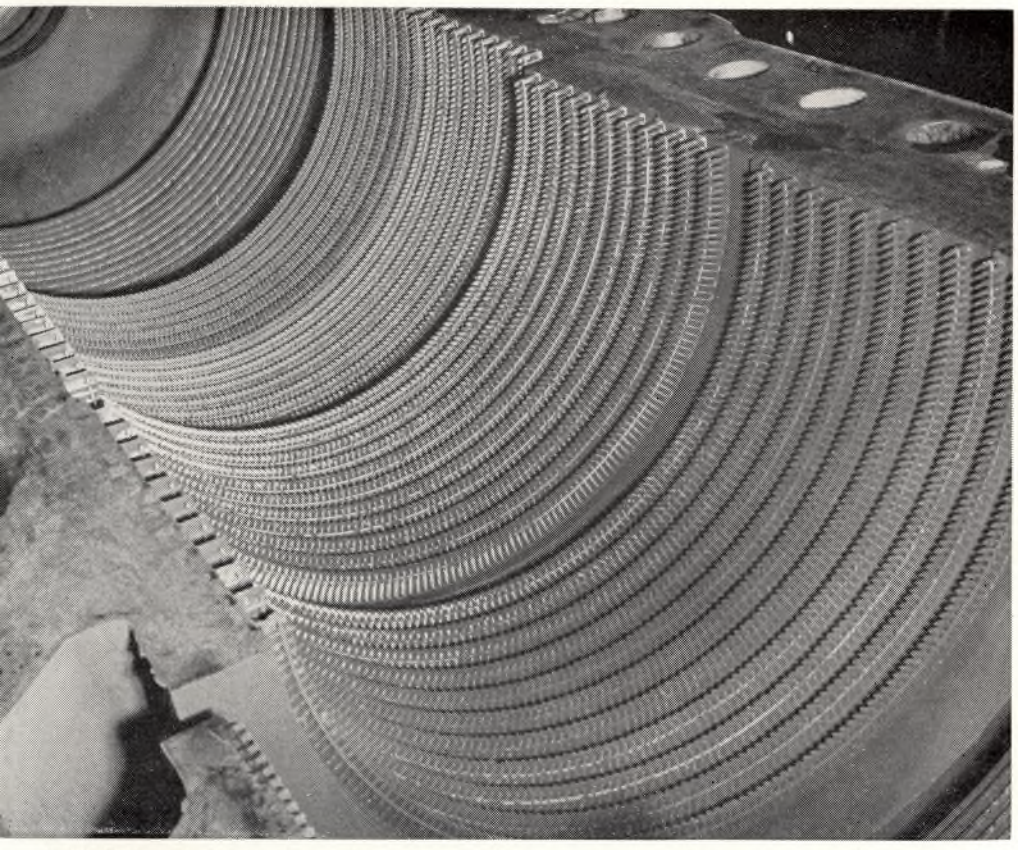
1. The platform between starboard H.P. & L.P. engines was shored up with 8x8 timbers and the top half of the casing was removed and turned over on the platform. A large camp type tent was then rigged over the turbine engine with lights inside the tent and blasting equipment rigged. Aluminum oxide grit No. 220 was used for blasting with ⅜" Sand Storm Wet Jet Nozzle Head

2. In order to protect against possibl damage, adjacent machinery, pumps an other equipment within twenty feet of th unit were protected with polyliner and th blasting was started on the second shift on Friday, and carried over to Saturday morn ing in order to have minimum work goin on the engine room while the wet blastin was taking place. After a few hours o blasting it was noted that with ordinary pre cautions by the men doing the job, i.e., keep ing their tent well closed at all times, an type of work could be performed to th engine room without danger from the we blasting job.

3. We first blasted the rotor in place The labor required was one machinist fo turning the rotor as needed with the jackin engine, and four laborers, two attending out side and two blasting inside the tent. Th main crossover from H.P. to L.P. was brok



TURBINE of the SS FLORIDA was cleaned in place at Jacksonville Shipyards.



TURBINE BED was cleaned in place also. Note the cleanness. In place cleaning saved time and expense.

en and a blank inserted at the expansion oint. The drain line under the lower casing was broken to provide drainage from the casing. Main bearings were covered with polyliner for protection. After blasting, the rotor was thoroughly washed then lifted on he pedestals. After lifting it was again washed and the lower casing washed out.

4. As soon as the blasting of the rotor was completed the tent was shifted over the upper casing and cleaning of the upper casing proceeded while the rotor was being raised and shifted out of the way.

5. Upon completion of the blasting of he upper casing the rig was shifted over the ower casing and same procedure followed as with the rotor and upper casing.

6. After the blasting and cleaning was completed rotor was reinstalled and a 25 H.P. electric motor rigged with belt drive o the aft end of the rotor for balancing in place.

Objectives

We had four main objectives to watch in doing this job:

A. Remove all silica from the blades and thoroughly clean all blading. This engine, prior to cleaning, required 50 pounds more steam than the port L.P. in order to produce he same revolutions. After cleaning this engine requires 15 to 20 pounds less steam han the port engine to produce the same revolutions.

B. Second feature was the time element. Despite the lost time which we feel was inevitable in doing a job which had never been done before in this vessel, and as near as we could determine has never been attempted in any vessel before, we estimate that 1½ to 2 days were saved by doing the operation inside the vessel rather than remove the rotor to shore. In the S.S. FLORIDA specifically we feel that from the experience gained from this job we could save a minimum of 2½ days on any future similar job. This, naturally, would not apply to all vessels due to differences in construction.

C. Cost was the next factor. We estimate a saving on this job of 23% as compared with the cost of the old method, and with the experience gained feel that any future wet blasting of a turbine engine, in the confines of the engine room would result in a saving of not less than 30%.

D. Over and above all other factors the most important feature of this job in our opinion, is the fact that the stationary blading gets the same thorough cleaning as does the rotor. From past experience we know that converting the upper and lower casings into chemical baths will not provide a thorough cleaning of the stationary blading where silica is present. In our experience the chemicals will dissolve the bonding agents so that the silica can be scraped from the blades. We did one month of research and consultation with turbine experts and chemical laboratories, and no one could come up with a chemical which would remove silica from the blades.

A total of about 600 pounds of aluminum oxide was used in the procedure. The only specific improvement we could recommend in the procedure we followed would be in the tent. We would recommend a house type rig of a portable nature made with adjustable aluminum extrusions, the peaked top to be of fibreglass sheets, or sheetmetal, to protect the workers inside from falling objects and the sides to be canvas drop cloths. This rig could be carried aboard by two or three men and installed in place over the unit. This would eliminate the need for riggers building a frame work and suspending the tent. The canvas drops on the sides should have polyliner to keep them dry and more manageable when shifting from one part of the unit to the other.

Bulk Carrier Vessels Pace World Fleets

STEADY increase in the number and size of freighters, ore carriers and tankers in the world's merchant fleets is shown in a new publication just issued by the Maritime Administration.

The report shows a total merchant fleet (world wide) of 17,861 ships of 1,000 gross tons and over on December 31, 1962. This was an increase of 14% over December 31, 1956.

There was a big shift in bulk carriers, however, with 77 ships of over 30,000 deadweight tons—six times more than the number of super carriers in 1956. The total of 1,592 bulk carriers was an increase of about 126% over 1956.

The number of tankers increased 20% with five times as many large (over 30,000 deadweight) ton ships as in 1956.

There was a general decline in combination passenger and cargo ships during the period as more nations accepted the pattern of the United States in getting out of the combination passenger business.

The total U. S. ocean going fleet represents 15% of the world-wide total, but only 5.5% of the world fleet is privately owned in the United States. The U. S. ships have an average age of 15.4 years and average speed of 15.1 knots.

Britain has 13% of the world fleet, but their ships had an average age of only 10 years, speed of 13.5 knots. Russia's merchant fleet is 5.6% of the world's total, but they have an average age of 15.5 years and speed of only 11.9 knots.

The report leads to the conclusion that the American ships on the average are of higher quality than others throughout the world, but that the other nations are sending their finer ships to the United States to compete in the lucrative U. S. foreign trade cargo field.

"HI LEE" was stowed on deck of the MINDORO.

Hong Kong to Bahamas Via Jacksonville

TWO CHINESE junks built in Hong Kong and consigned to the Jack Tar Hotels on Grand Bahama Island were delivered to Jacksonville February 11 by the De Le Rama Line's SS MINDORO.

The vessels were brought into Jacksonville as deck cargo and were swung over the side to the St. Johns River as the MINDORO prepared to work cargo at Commodores Point Terminal.

Strachan Shipping Company stevedores lifted the 34-ft. junks gently from their cradles and set them afloat. They were taken to a local boatyard for stepping the mast and sails and fitting out.

The junks were sold by American Marine Ltd. of Hong Kong to Jack Tar Grand Bahama Ltd., operators of the Grand Bahama Hotel—a unit of the Jack Tar hotel and motel chain.

Gilbert Palmer, who represents the Jack Tar interests in this area, was in charge of arrangements for the craft here.

The junks will be enjoyed by guests at the Grand Bahama Hotel during future seasons. Each craft is 34 ft. 10 inches in length; has a hull depth of 8 ft. 8 in.; beam of 11 ft. 2 in., and weighs 15,000 lbs. They arrive from Hong Kong complete with engines, masts and sails.

The vessels were taken under their own power down the Intracoastal Waterway to West Palm Beach for the crossing to Grand Bahama.

Graham Boat Yard prepared the vessels for the final leg of the journey.

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City Docks Dry Cargo Gains 25%

MUNICIPAL DOCKS and Terminals recorded gains in virtually all phases of their operations during 1963, General Manager **Raymond W. Gage** reported.

Highest gain was a 49% increase in dry general cargo imports, not including the dock's staple movements of green coffee imports. Export tonnage was up 24%.

Although the percentage gains varied according to the type movements involved, the average increased were about 25%.

Gage said that income from operations and investments totalled $993,279—highest in record and a 17% increase over 1962.

The docks served 658 vessels in 1963, compared with 510 the year before. Net tons moved across the docks reached 960,106 tons, an increase of 44,672 tons over 1962.

ITALIA To Become Floating Hotel At Grand Bahama

THE 35 year old Italian cruise ship M/S ITALIA is to be converted into a 500 room floating hotel at Freeport, Grand Bahamas.

Canaveral International Corporation through its subsidiary, Freeport Bahama Enterprises Limited, has announced it will buy the ship from Home Lines when the ship is taken out of service next Spring. Following conversion it will be re-named the Imperial Bahama Hotel and start receiving guests next June.

The ITALIA is 608 feet long and has 500 state rooms as well as three night clubs and several cocktail lounges, theatre and gymnasium.

The ITALIA was built in 1928 as the KUNGSHOLM for Swedish-America Line.

Canaveral International Corporation is a land developing company headed by **Henry** and **Daniel Dubbin** of Miami, former operators of a barge service and other enterprises at Jacksonville.

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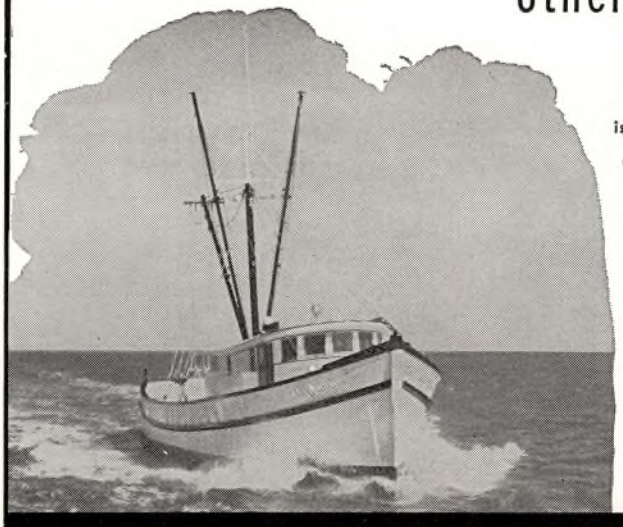

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PROPOSAL —

INTERNATIONAL MARKETING RESOURCE CENTER

3rd FLORIDA WORLD TRADE Confe ence headquarters at Miami will be th DuPont Plaza Hotel, April 9-10.

By M. S. Heidingsfield, Ph.D.
Food Fair Professor of Marketing
College of Business Administration
University of Florida

IT HAS BEEN REPORTED that 1964 will be an excellent sales year in foreign markets. It is anticipated that the total will reach something close to $50 billion, with little more than 12% of total sales.

In western Europe, there appears to be a continuing consumer boom with some increase in price. This will make foreign products more competitive with their American counterparts. There are many new opportunities throughout the world. Increased business activity may be found in Canada, Japan and Australia. Because of the political problems in Latin America, the potential may not be reached this year although the formation of the Atlantic Community Development group (ADELA) may help.

Inasmuch as significant profits lie in the export market and foreign markets are changing in their competitive structure, it will be necessary to help those who are trying to penetrate these markets as well as support those who are currently involved. As a result, the College of Business Administration of the University of Florida would like to establish an International Marketing Resource Center to aid in determining and/or coordinating marketing strategies necessary to assure successful foreign market penetration.

INTERNATIONAL MARKETING RESOURCE CENTER

This penetration would be aided in a number of different ways:

a. To establish a physical center for the collection of current materials on marketing techniques employed by successful international corporations.

b. To provide interested businessmen with organized and digested material related to the many problems of foreign markets.

c. To furnish guidelines for new corporations who wish to enter export trade.

d. To keep senior and middle management abreast of changing world conditions so that profitable market operations may be maintained.

The methods are relatively simple. The University of Florida's College of Business Administration would collect case materials. A Board of Review composed of experienced marketing analysts would study these data and reduce them to the needed operational techniques required for successful penetration. Moreover, the International Marketing Resource Center would provide short seminars for middle and senior management so that they may add to their knowledge of many of the important aspects of International marketing.

Inasmuch as this will be the first center of its kind in the United States, its support would be derived from interested corporations. Obviously, if our Florida corporations are the first subscribers, they would reap the greatest benefits.

No market remains static, and the ne for changing marketing plans must be bas on carefully organized and current materi Therefore the work of the Center will action oriented.

CONCLUSION

There are many problems arising in i ternational marketing—for example, t action of DeGaulle in attempting to contr the common market, the infiltration of an American philosophy in Latin America, t change in governments in Africa. All these raise barriers, but they are not insu mountable if businessmen are equipped wi significant and important up-to-date infc mation. The counter-balancing movement Europe is the European Free Trade Associ tion, sometimes called the "Outer Seven This is another group which will be increa ingly helpful to American businessmen— a matter of fact, it may become more i portant than the Common Market.

3rd Annua

FLORIDA WORLD TRADE CONFERENC

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April 9-10, 196

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honorary chairman: Governor Farris Bryant

extra feature: DODGE ISLAND project of Dade Seaport

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World Trade Committee

3rd Florida World Trade Conference April 9-10

THE TENTATIVE program for the Third Florida World Trade Conference to be held at the DuPont Plaza Hotel in Miami April 9 and 10 has been announced by **Harold Colee,** Executive vice president of the Florida State Chamber of Commerce.

Theme of the conference is "Aid Through Trade."

The conference will be opened by a luncheon addressed by **Governor Farris Bryant** on Thursday April 9.

John D. Turner, division manager of Cities Service Oil Company of Miami and general chairman of the conference will preside at the luncheon. Brief remarks will be given by **Floyd B. Bowen** of Bartow, president of the Florida State Chamber of Commerce and **J. Dillon Kennedy**, Jacksonville city commissioner and president of the Florida Ports and Foreign Trade Council.

The Thursday afternoon program will be devoted to two panel discussions on "The Caribbean" and "The Alliance for Progress."

Subjects to be covered in the Caribbean seminar are Puerto Rico and the Economic Integration of the Caribbean, Development of Intra-Caribbean Trade and the Caribbean Common Market.

The panel discussion on the Alliance for Progress will cover "The Alliance," the "Relationship of the OAS and the Alliance," Investment in Latin America and "Florida's Economic Relationship with Latin America."

The City of Miami will be host at a reception Thursday evening prior to a banquet to be addressed by a speaker yet to be announced. The chamber, with the assistance of the State Department and Florida's delegation in the Senate have invited **Mayor Willie Brandt** of West Berlin and he has indicated interest in appearing, but formal acceptance has not yet been received.

Friday morning's program will consist of two panel discussions, one on the European common market and the other on the Central American common market. Both panels will cover the general subjects of investment and methods of doing business in each of the two trade areas.

Secretary of Commerce **Luther Hodges** has tentatively accepted an invitation to address a Friday luncheon meeting which will be presided over by **James R. Brumby,** president of the Miami Dade County Chamber of Commerce.

Organizations cooperating with the State Chamber of Commerce in conducting the Third Florida World Trade Conference are the Florida Ports and Foreign Trade Council, Upper and Lower Florida Regional Export Expansion Councils, United States Department of Commerce, United States Treasury, Collector of Customs, Small Business Administration, Florida Development Commission, Corps of Engineers, United States Army, Associated Industries of Florida, Florida Bankers Association, Florida Chamber of Commerce Executives, Florida Citrus Commission, Florida Citrus Mutual, and University of Miami.

Sea-Land Takes Option On Alaska Freight Line

PORT ELIZABETH, N. J.

M. R. McEvoy, president of Sea-Land Service Inc., has announced that Sea-Land has obtained an option to buy control of Alaska Freight Lines, a barge service between Seattle and Anchorage.

Duval School Board Will Offer Courses In Foreign Trade

DUVAL COUNTY Board of Public Instruction has announced it will offer two full-fledged night courses in export trade.

Chester D. Howarth, Director of the Board's adult Distributive Education Program said the subjects will be:

"Spanish for the Exporter"

"Export Import Fundamentals"

Howarth said the courses will be instructed by **Mathew C. Gambuzza** and will be conducted in two hour sessions one night weekly for 20 and 40 hours.

The classes will be held at the Central Adult School, 345 East Church Street, Jacksonville.

These are the first courses in the State of Florida under the Adult Distributive Education Program.

Pan American Commission Schedules 1964 Tour

TAMPA

THE Pan American Commission has announced its 1964 Goodwill and Trade Tour will be made to the continent of South America.

Earl Mullen, vice president and executive director of the commission, said the tour will begin on April 14 and extend to May 9.

Tampa's Pan American Commission conducts a tour early to some part of the world in the interest of developing trade through the port of Tampa. The tours are by jet plane with stop overs at the major points of commercial and tourists interest in the land visited.

The tour this year will proceed from Miami to Lima, Peru; thence to Santiago, Chile, Buenos Aires, Montevideo, Sao Paulo, Rio de Janeiro, Brazilia, Caracas and return to Miami and Tampa.

Citrus Industry Will Recover From Freeze By 1967 Season

LAKELAND

A NATIONALLY known business consulting firm expects the Florida citrus industry to be back in full production by 1967 and has recommended to the Florida Citrus Commission that it prepare now to handle the large production.

The firm of Booz, Allen and Hamilton of New York has recommended that the Commission create a new commercial development department to push unified marketing and product research and thus widen the total sales of Florida citrus products.

Booz, Allen predicts that Florida will produce 135,000,000 boxes of oranges and 29,000,000 boxes of grapefruit by the season of 1967/68. The State will need to expand its development of products and markets in order to dispose of the production by then.

Citrus production has been curtailed since December 1962 since a disasterous freeze hit the State. The production loss has been so severe that Florida has become a major importer of citrus rather than exporter during the past year.

The management consultants urge the commission to adopt more long-range objectives, to increase the self tax which the industry pays to finance commission efforts, and to adopt a five year advertising planning cycle rather than the three year cycle which is now used.

Largest Reefer Ship Visits Jax On Maiden Trip

THE SWEDISH M/S ANTILOPE arrived in Jacksonville January 25, just 16 days after sailing from Stockholm on her maiden voyage.

The vessel arrived at Commodores Point Terminal to discharge a load of tractor and other equipment prior to proceeding to Puerto Barrios, Guatemala, and Santo Domingo to load bananas for delivery to Europe.

The vessel is the largest fully refrigerated ship in the world and is the first of four and perhaps six vessels of its class to be built.

The ship is one of 30 owned and 55 operated by Salen Shipping Company of Stockholm in the world-wide fruit and vegetable trades.

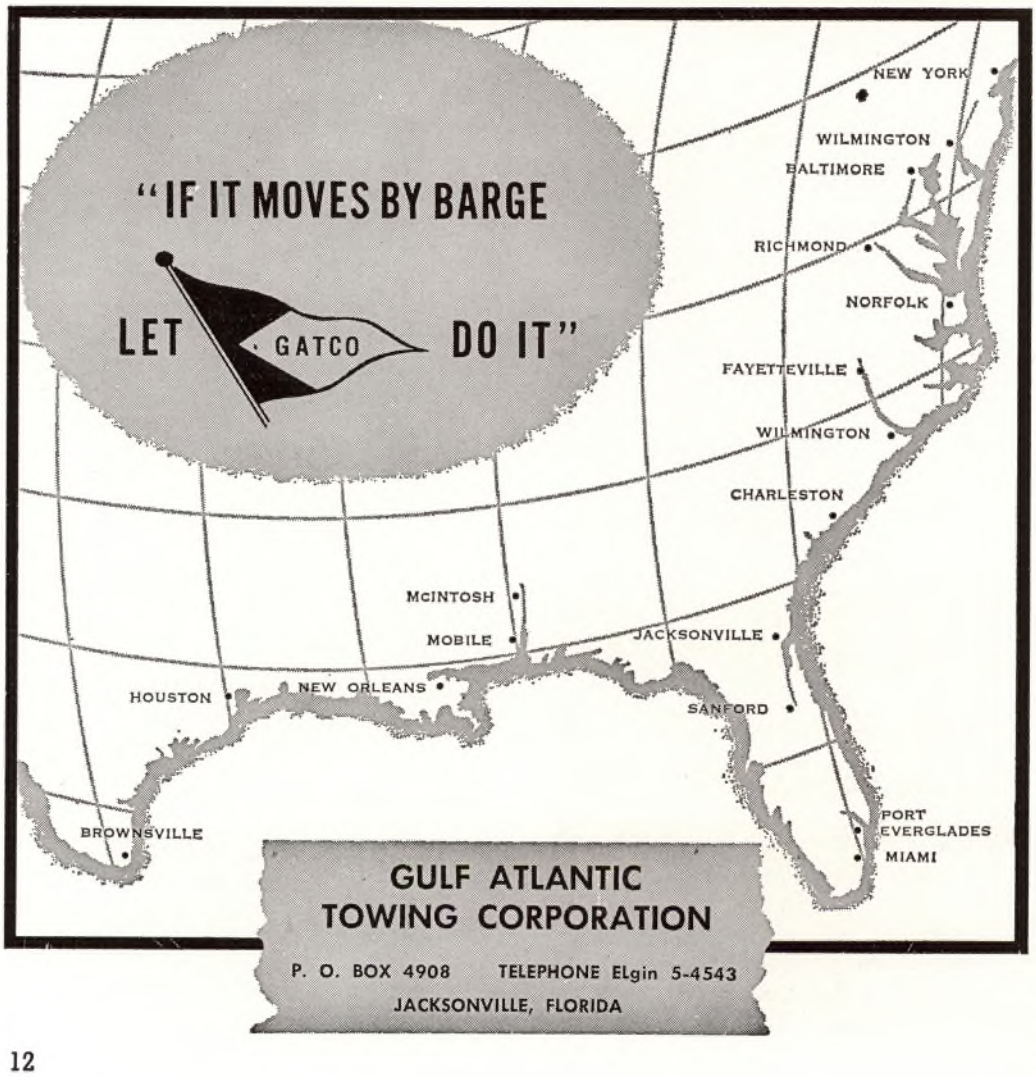
While the vessel was being worked at Commodores Point Terminal by the longshoremen of Strachan Shipping Company, the ship was inspected by Vice Presidents **Philip Lee** and **Julian Fields** of Atlantic Coast Line Railroad Company and Manager **Dave Rawls** of the Jacksonville Port Authority.

The vessel is under the command of **Capt. L. H. Blomquist.** Normally she will operate in the trade hauling cargo from Europe to the Southeastern United States or Central America preparatory to returning with fresh bananas, or citrus fruit. On occasions the ship may transport apples or pears from Argentina to the Continent, or bananas from Ecuador to Japan. She may also be used to transport fresh meat from Australia to the United States, or to engage in other refrigerated trade.

The 490 foot vessel cost approximately $7,000,000 to build and contains 390,000 cubic feet of refrigerated space.

The ANTILOPE is one of the first automated vessels to be built in Europe in a growing trend toward automation in vessels. The ship will normally carry a complement of 36 officers and men.

Accommodations in the ship are panelled with vinyl panels which require a minimum of maintenance and upkeep. Porthole covers and fittings are all of fibreglass reinforced plastic to eliminate the corrosion problem which is common. All hatches are served by revolving cranes which facilitate discharge with a minimum of personnel and expense.



February Cover

Duggan Explains Hydrofoil Spray

A NUMBER of people asked us for a more complete explanation on the magnificent photo of the hydrofoil H/S DENISON which we used on the cover of our February SEAFARER.

Everyone is particularly interested in the unusual spray formation. It appears that the spray thrown up by the hydrofoil ship is actually moving forward at a speed equal to the 50 knot speed of the vessel off Mayport on the day when we took the picture.

The photograph was made by us from a Navy helicopter flying along side at a distance of approximately 150 feet abeam. While the sea appears relatively calm in the photograph, it was a very confused sea resulting from changes of wind and swell which were underway at the time. There is a relative absence of white caps.

Despite this, the hydrofoil passed over a series of three swells on each of which huge sheets of spray rose up from the water to heights of 25 to 30 feet or more. This happened despite the fact that the hydrofoil ship was riding above the crest of the wave itself and the hull was creating no appreciable wake other than the trailing wake of the hydrofoils which extend as much as a mile astern of the vessel at all times when it is "in flight."

First Officer **R. A. Duggan** reached us by phone from Port Everglades and explained the unusual spray. He said that it happens under certain sea conditions and "landing" operations—sometimes throwing a spray 100 feet into the air.

"The first time it happened, people ashore thought we had lost the ship."

The spray is thrown by the forward edges of the foils cutting the water at certain angles. (Duggan can give the exact, physical formulae.)

Forward motion of the spray is due to the fact that the relatively heavy mass of the hydrofoil vessel is moving so rapidly when it strikes the water, which has less mass. The shock of impact impels the droplets at high speed, thus creating the unusual effects.

LOUIS E. PERKINS DIES

MIAMI

Louis E. Perkins, founder of Perkins Marine Lamp and Hardware Corp., died February 2 following a heart attack. He was 69.

The firm has made many major contributions to safety and efficiency of maritime operations throughout its history. Originally organized in Brooklyn, by Perkins and his father, it moved to Miami just three years ago.

Jacksonville Dredging Corporation Organized; Kirwin Is Its President

MARTIN E. KIRWIN, president of Jacksonville Shipyards has announced the organization of a new firm known as Jacksonville Dredging Corporation to engage in commercial dredge operations.

Kerwin is president of the new firm. Other officers are **Edward Lippert,** treasurer and **Edward McCarthy,** secretary.

W. A. Kelly, former manager of the Jacksonville Shipyards' New York office will represent the newly formed dredging company in sales and operations of the equipment.

Kelly was brought back to Jacksonville primarily for this particular phase of the shipyard's operations, Kirwin said.

His position in New York has been filled by **James A. McQuilling.**

Kelly has had considerable experience in dredge work in the past while associated with the U. S. Corps of Engineers.

While soliciting dredging work for the new firm, Kelly also will assist in promotion of ship repair and industrial sales for Jacksonville Shipyard. The shipyard maintains one of the largest machine and fabrication facilities in North Florida, Kirwin said these facilities will be available for commercial machine and fabrication work in the future.

Jacksonville Dredging is a wholly owned subsidiary of Commodores Point Terminal Corporation which acquired eleven items of floating equipment from Jacksonville Utility Company on January 31. The equipment has been operated for several years under lease by personnel of Jacksonville Shipyards.

The equipment includes a dipper dredge which has a dipper capacity of 2½ cubic yards; the 300 hp tug MONAHAN, the 25 ton capacity floating crane HENRY, a pile driver, three dump scows and four deck scows.

Tug To St. Philip Towing

Kenneth Merrill, president of Jacksonville Utility Company, announced that the firm's remaining piece of floating equipment, the powerful tug UTILITY, has been sold to St. Philips Towing Company of Tampa for use in the harbor there.

St. Philips is one of the oldest towing firms in the State of Florida, having begun operations at Miami before moving to the Tampa Bay area.

Foxman Succeeds Bertram in Firm

David A. Foxman has been named president of the Bertram Yacht Division of Nautec Corporation, succeeding **Richard Bertram,** who will devote his time to yachting and personal businesses in South Florida.

The announcement was made by Nautec President **Herbert M. Greenspan,** who said that Bertram would continue as an advisor to the company.

Bertram's fibreglass yachts have been among the most successful entries in the yachting field in recent years.

Foxman has been executive vice president of the Bertram Yacht Division since last April.

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$71,000,000 of Shipyard Work Expected From C-4 Conversions

$71,000,000 of shipyard work is expected to be awarded in the coming months through the conversion of 18 C-4 reserve fleet troop ships which will go into commercial operation soon.

The troop ships are being exchanged to seven private operators by the Maritime Administration and will replace outmoded ships.

Each of the C-4s has an overall length of 522 feet, speed of 17 knots and deadweight tonnage of approximately 15,000 tons.

Sea-Land Gets 6

Most of the ships will be used for either container or bulk service after their conversion. Sea-Land Service Inc., will acquire six of the ships for conversion to container ships for operation between North Atlantic ports, Florida, Texas and Puerto Rico. The converted ships will carry 480 containers each. Total cost of conversion work will be about $44,000,000.

Bethlehem Steel Corporation's Calmar Steamship Corporation will acquire five of the ships for the break bulk cargo service between the Atlantic and Pacific coasts. It is expected the vessels will carry large volume shipments of lumber from the Pacific Northwest to the East coast where native lumber is becoming scarce. Matson Navigation Company will obtain two ships for the combination container and conventional operations between the Pacific coast and Hawaii.

Other firms plan to elongate the former troop ships and make them into bulk cargo vessels. Blidberg-Rothchild Company will convert one ship in this manner, Marine Navigation Company two ships, Oceanic Petroleum Carriers Inc., one ship, Penn Navigation Company one ship.

All of the shipyard work will be done at the expense of the operators without government financing.

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Amerind-Bermuda Manager Visits Port

JOHN J. LYNCH, traffic manager of th Amerind Shipping Corporation's Be muda service visited the Port of Jacksonvil February 14 to call on shippers and th agents McGiffin & Company.

While in Jacksonville, Lynch saw loadir operations as the MV OLEANDER w being loaded at Atlantic Coast Line Expo Terminals with cargo bound to Bermuda.

New Interstate Highway Links Atlanta to Port

Atlanta and Jacksonville have been linked by the longest section of completed interstate super highway in the United States.

227-miles of freeway are now in service from the dock area in the Port of Jacksonville to the town of Unadilla, Ga., near Macon.

The 32-mile link from Unadilla to Macon is nearing completion, and construction of the interstate highway which will supplement Georgia's own primary road system between Macon and Atlanta is well under way.

By next summer, all of Florida's five largest cities, Miami, Jacksonville, Tampa, Orlando, and St. Petersburg will be linked by completed highways.

Mariner Museum Catalogues Will Soon Be Published

NEWPORT NEV

The Mariner's Museum at Newport Ne Va., has authorized G. K. Hall & Compa of Boston to publish four catalogues of collections, representing some of the fin materials on maritime history ever a sembled.

The catalogues will include (1) a ca logue of the 43,000 books in the library; (catalogue of 10,000 marine prints and pai ings; (3) catalogue of 100,000 mari photographs; (4) catalogue maps, ships p pers and log books.

Prepublication price of the entire set catalogues is $900.

Jacksonville Port Directory

(Firms desiring to advertise should contact the Advertising Manager, Jacksonville Seafarer, Inc., 218 West Church Street, Jacksonville, Florida 32202, Telephone ELgin 3-6596.)

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Gulf Atlantic Towing Corp.
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SCHEDULE OF STEAMER SAILINGS

(Subject to Change Without Notice)

Port of JACKSONVILLE

LISTED PORTS OF CALL ARE SERVED REGULARLY FROM JACKSONVILLE

STEAMSHIP AGENTS - OPERATORS

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

Hansen & Tidemann, Inc.
East Adams Street, P. O. Box 1913 ..... ELgin 4-1216

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. Box 4668 ..... ELgin 5-7671

Stevens Shipping Co.
130 Platen Rd., P. O. Box 4613 ..... ELgin 3-7514

Strachan Shipping Company
Florida Natl. Bank Bldg., P. O. Box 4010 ..... ELgin 6-0711

TMT Trailer Ferry, Inc.
215 S. Georgia Street 355-4525

PORT AUTHORITY

Dave Rawls, Managing Director
755 Florida Bank Bldg. 355-6621

PILOTS

St. Johns Bar Pilots Assn.,
Mayport, Fla. ..... CHerry 6-2727
Foot of East Beaver Street,
P. O. Box 4892 ..... ELgin 6-8242

U. S. CUSTOMHOUSE

Merle McCoy, Deputy Collector
Federal Building ..... ELgin 4-7111

FOREIGN CONSULS

Colombia, Julio C. Velandia, Consul General
6628 Pine Summit Dr. 359-7972

Costa Rica, T. B. O'Steen, Consul
325 Herschell St. 389-5608

Denmark, E. C. Rohlin, Vice Consul
5111 Beach Blvd., P. O. Box 5715 ..... EXbrook 8-5787

Dominican Republic, Herbert Moller, Consul
121 W. Forsyth St. ..... ELgin 4-2075

Finland, Carl Opper, Vice Consul
3226 Talleyrand Ave. ..... ELgin 5-7671

France, John Duss, Consul
Barnett Bank Bldg. ..... ELgin 5-0669

Guatemala, Marshall Clagett, Consul
Atlantic Coast Line Bldg. 356-4103

Italy, Umberto Pezzulla, Consular Agent
1457 Challen Avenue ..... EVergreen 9-0014

Netherlands, E. C. Vander Oudermeulen,
Vice Consul
99 E. 56th Street ..... POplar 8-2225

Norway, D. A. Watts, Vice Consul
931 Florida National Bank Bldg.,
P. O. Box 4010 ..... ELgin 6-0711

Panama, Dr. Cesar E. Sanchez, Consul
5609 Fargo Drive 733-0360

Sweden, Mrs. Saga Skafte Lindblom,
Vice Consul ..... EXbrook 8-9023
2365 Riverside Ave. ..... EVergreen 9-8912

Uruguay, W. R. Lovett, Consul
1010 E. Adams St. P. O. Box 4069 ..... ELgin 5-8311

Venezuela, Ramon Ureta, Consul
3681 Hedrick St. ..... EVergreen 9-6855

FOREIGN FREIGHT FORWARDERS

Atlas Agencies, Inc.
2080 Talleyrand Ave., P. O. Box 3175 ..... ELgin 3-563

Caldwell Shipping Company
1630 East Adams Street, P. O. Box 1913 ..... ELgin 6-131

Southern Shipping Company
3226 Talleyrand, P. O. Box 4668 ..... ELgin 5-767

Sunshine Forwarders, Inc.,
P. O. Box 88 ..... ELgin 3-174

Wilk Forwarding Co.
1142 Edgewood Ave. 388-948

STEAMSHIP TERMINALS

Commodores Point Terminal (ACL)
Foot of Adams Street, P. O. Box 212 ..... ELgin 5-950

M & M Terminal Warehouse Company (SAL)
800 East Bay Street ..... ELgin 3-643

McGiffin & Company Terminal (ACL)
ACL Export Terminals, P. O. Box 3 ..... ELgin 3-174

Municipal Docks & Terminals (MDT Ry.)
Talleyrand Ave., P. O. Box 3005, TWX—JK68 ..... ELgin 3-093

Strachan Steamship Terminal (ACL)
Foot of Adams Street, P. O. Box 4010 ..... ELgin 3-132

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ANTWERP
ROTTERDAM

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Most regular and dependable service, operating **FORT-NIGHTLY** between Antwerp, Rotterdam, Bremen, Hamburg and ports of the U. S. Gulf and South Atlantic Coasts.

General Agents

Biehl & Company Inc. — New Orleans

Jacksonville Agents

Stevens Shipping Co. — 130 Platen Road

Caldwell SHIPPING COMPANY INCORPORATED

CABLE ADDRESS "CALSHIP"
TELEPHONE ELgin 6-1311
T. W. X. - JK - 585
F. M. B. - NO. 1284

STEAMSHIP AGENTS • FREIGHT BROKERS • STEVEDORING • FORWARDING AGENTS

SERVING JACKSONVILLE and FERNANDINA BEACH, FLA.

1630 East Adams St. — P. O. Box 1913 — Jacksonville 1, Florida

D—Discharge R—Reefer Space
L—Load P—Passenger

WESTERN EUROPE & UNITED KINGDOM

AMSTERDAM—Independent Gulf, Swedish-American, Wilhelmsen
ANTWERP—American Star, Indepnedent Gulf, Ozean-Stinnes, United States, Wilhelmsen
AVONMOUTH—Manchester, United States
BELFAST—Manchester, United States
BREMEN—American Star, Independent Gulf, Ozean-Stinnes, Swedish-American, United States, Wilhelmsen
CARDIFF—Manchester
COPENHAGEN—Swedish-American, Wilhelmsen
DUBLIN—Manchester, United States
DUNKIRK—Independent Gulf
GHENT—Swedish-American, Wilhelmsen
GLASGOW—Manchester, United States
GOTHENBURG—Swedish-American, Wilhelmsen
GYDNIA—Swedish-American, Wilhelmsen
HAMBURG—American Star, Independent Gulf, Ozean-Stinnes, Swedish-American, United States, Wilhelmsen
HELSINKI—Wilhelmsen
LE HAVRE—Ozean-Stinnes, Swedish-American
LIVERPOOL—United States
LONDON—American Star, United States
MALMO—Swedish-American, Wilhelmsen
MANCHESTER—Manchester, United States
OSLO—Swedish-American, Wilhelmsen
ROTTERDAM—American Star, Independent Gulf, Ozean-Stinnes, Swedish-American, United States, Wilhelmsen
STOCKHOLM—Swedish-American, Wilhelmsen

American Star Line

Jacksonville: Kaufmann Shipping Co.; Municipal Docks & Term.

Mar. 6	GEEREHOWALDT	L	To: Rott. 3/27; Ant. 4/2; Bre. 4/6; Ham. 4/8; Lndn. 4/16
Mar. 16	LISO	D	From: Rott. 2/19; Ant. 2/22; Brem. 2/25; Ham. 2/28; Lndn. 3/4
Apr. 1	BRIEM	L	To: Rott. 4/20; Ant. 4/25; Bre. 4/29; Ham. 4/31; Lndn. 5/8
Apr. 13	HARPEFJELL	D	From: Rott. 3/8;Ant. 3/21; Brem. 3/24; Ham. 3/28; Lndn. 4/4
Apr. 25	LISO	L	To: Rott. 5/15; Ant. 5/18; Bre. 5/22; Ham. 5/25

Independent Gulf Line

Jacksonville: McGiffin & Co.; ACL Export Terminal

Mar. 3	LOPPERSUM	D-L-R-P	All ships return via Atl. Coast From: Ant. 2/13, via Pt. Ever. To: Brem. 3/24; Ham. 3/31;Ams. 4/2; Ant. 4/7; via Chlstn.
Mar. 20	HILVERSUM	D-L-R-P	From: Brem. 2/18; Ham. 2/23; Ams. 2/25; Ant. 3/1 To: Brem. 4/15; Ham. 4/19; Ams. 4/21; Ant. 4/26
Apr. 18	LOPPERSUM	D-L-R-P	From: Bre. 3/24; Ham. 3/29; Ams. 3/31; Ant. 4/3; P.E. 4/20 To: Chlston. 4/26; Sav. 4/28

Manchester Lines

Jacksonville: McGiffin & Co.; ACL Export Term.

Mar. 6	MANCH. SHIPPER	D-L-P	From: Man. 2/15; Glas. 2/17; To: Dub. 3/31; Man. 4/1
Apr. 6	MANCH. PROGRESS	D-L-P	From: Man. 3/18; To: Man. 4/29
Apr. 30	MANCH. PORT	D-L-P	From: Man. 4/11; To: Dub. 5/22; Man. 5/24
Jun. 2	MANCH. PROGRESS	D-L-P	From: Man. 5/16 To: Glas. 6/23; Man. 6-25

Ozean-Stinnes Line

Jacksonville: Stevens Shipping Co.; Municipal Docks & Term.

Mar. 13	CONGO	D-L-P	From: Ant. 2/25; To: Ant. 4/5
Apr. 9	HASSELBURG	D-L-P	
Apr. 16	SCHAUENBURG	D-L-P	

Swedish-American Line

Jacksonville: Strachan Shipping Co.; Commodores Point Term.

Mar. 3	SKELDERVIK	L	To: Havre, Oslo, Goth., Bergen

United States Line

Jacksonville: Strachan Shipping Co.; Commodores Point Term.

Mar. 2	AMERICAN PACKER	D-L	All ships return via Atl. Coast Pts. From: Brem. 2/26; Ham. 2/10; Rott. 2/12 To: Rott., Brem., Ham., Ant.
Mar. 16	AMERICAN PRODUCER	D-L	From: Glas. 2/14; Lpool. 2/19; Lndn. 2/28 To: Lndn., Ham., Brem., Rott., Ant.
Mar. 17	AMERICAN VETERAN	D-L	From: Brhaven 2/20; Brmn 2/21; Ham. 2/23; Ant. 2/25 To: Rott., Brhaven, Brmn., Ham., Ant.
Apr. 3	AMERICAN HARVESTER	D-L	From: Brhaven 3/5; Bremn 3/7; Ham. 3/9; Lnd. 3/12; Ant. 3/16 To: Glas., Lpol., Lndn.
Apr. 17	AMERICAN MILLER	D-L	From: Blfst. 3/16; Lpool. 3/18; Lndn. 3/23; Rott. 3/26; Ant.. 3/29 To: Gla., Blfst., Lpool. Lndn., Rott., Ant.

Wilhelmsen Line

Jacksonville: Strachan Shipping Co.; Commodores Point Term.

Mar. 7	TANA	D	All ships return Europe via Gulf Coast Pts. From: Gydia. 1/31; Stkhm. 2/5; F/land 2/11; Goth. 2/15; Oslo 2/17; Alsund 2/19

Fast fortnightly cargo service

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Accepting cargo for Georgetown, Paramaribo, Carupano, Puerto Sucre, Guanta, and Ciudad Bolivar (transshipment at Curacao)

AGENTS

Jacksonville, Savannah, Port Everglades, Miami (also Cincinnati, Memphis, Atlanta, Chicago, St. Louis, and Kansas City ..... Strachan Shipping Company

Charleston ..... Carolina Shipping Company

New York ..... Funch, Edye & Company, Inc.

Royal Netherlands Steamship Company

25 Broadway, New York 4, N. Y.

DEPPE LINE TO AND FROM U.K. - EUROPE AND FLORIDA

BELGIAN LINE TO AND FROM EUROPE AND FLORIDA

QUICKEST

HT

GENERAL AGENTS **HANSEN & TIDEMANN, INC.**

ELLER AND CO. PORT EVERGLADES AND MIAMI AGENT

TAMPA AGENT: **A. R. SAVAGE & SON**

Mar. 18	THALATTA	D	From: Stkhm. 2/22; F/land 2/29; Goth. 3/4
Apr. 18	TASCO	D	From: Stkhm. 3/21; F/land 3/28; Goth. 4/1

MEDITERRANEAN (East to India)

ALEXANDRIA—Malaya-Indonesian, Torm
ALGIERS—Torm
BARAHIN—Hansa
BARCELONA—d'Amico, Holland South Atlantic, Jugooceanija, Lykes, Torm, Zim Israel
BASRAH—Constellation, Hansa
BEIRUT—Constellation, Hansa, Torm
BOMBAY—Malaya-Indonesian
CADIZ—Hollan-South Atlantic, Lykes
CASABLANCA—Jugolinja, Lykes
DAMMAN—Hansa
GENO—d'Amico, Holland-South Atlantic, Jugolinja, Jugooceanija, Lykes, Sidarma
HAIFA—Zim-Israel
ISTANBUL—Lykes
JEDDAH—Constellation
KARACHI—Constellation
KHORRAMSHAR—Constellation, Malaya-Indonesian, Hansa
KUWAIT—Constellation, Hansa
LATAKIA—Torm
LEGHORN—d'Amico, Jugooceanija, Lykes, Sidarma
LEIXOES—Torm
LISBON—d'Amico, Holland-South Atlantic, Jugooceanija, Lykes, Sidarma, Torm
MARSEILLE—d'Amico, Holland-South Atlantic, Jugooceanija, Lykes, Sidarma
NAPLES—d'Amico, Jugolinja, Lykes
PIRAEUS—Zim Israel
PORT SAID—Constellation
RIJEKA—Jugolinja, Jugooceanija, Lykes
SAVONA—Sidarma
TEL AVIV—Zim Israel
TRIESTE—d'Amico, ugolinja, Jugooceanija, Lykes
TRIPOLI—d'Amico, Hansa, Lykes
TUNIS—Torm
UMMSAID—Hansa
VALENCIA—Holland-South Atlantic, Lykes
SUEZ & BEYOND TO INDIA—Constellation, Hansa, Malaya-Indonesian
OTHER PORTS—Contact agents of lines serving nearby principal ports.

Holland-South Atlantic Line

Jacksonville: Stevens Shipping Co.; Municipal Docks & Term.

Mar. 12	ALKAID	D-L	From Genoa 2/10 To: Valencia 3/16

Jugolinja Line

Jacksonville: Southern Shipping Company; Municipal Docks

Mar. 16	TREPCA	D-L	

McGiffin & Co.

ESTABLISHED IN 1892

Steamship and Forwarding Agents

Jacksonville, Florida

SHIP AGENTS • STEVEDORES • CUSTOM BROKERS

Representing . . .

AMERIND BERMUDA SERVICE to Bermuda

GRACE LINE to Canal Zone, Panama, Colombia, Ecuador, Peru, Bolivia, Chile & West Coast Central America

INDEPENDENT GULF LINE to Western Europe (Amerind Shipping)

MANCHESTER LINERS to the United Kingdom (Furness, Withy)

NERVION LINE to Spain and Portugal.

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Heavy and Specialized Transportation

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Jacksonville 7, Fla.

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COLOMBIA PANAMA

COLDEMAR LINE

WEEKLY service between Jacksonville, New York and Barranquilla, Cartagena, Cristobal, Buenaventura direct, with transshipment at Cristobal to **all ports** on West Coast of South and Central America.

General Agents for North Atlantic

Coldemar Agencies, Inc. New York

SIDARMA LINE

Semi-monthly to Marseille, Savona, Genoa and Leghorn

MAMENIC LINE

Monthly to West Coast of Central American ports

AMERICAN STAR LINE

Monthly to and from London and European continent ports

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STEAMSHIP AGENTS — STEVEDORES — FREIGHT BROKERS

also

Regular dependable service to Piraeus, Salonika, Alexandria and other Mediterranean ports, as cargo offers.

Jugooceanija Line

acksonville: Stevens Shipping Co.; Municipal Docks & Term.

Mar. 16	KORDUN	L	From: Cartagena 2/22 To: Gen., Bar., Trieste, Ven., Rej.

Lykes Line

acksonville: Strachan Shipping Co.; Commodores Point Term.

Mar. 8	CHARLOTTE LYKES	D	Direct from: Naples 2/22; Lhrn. 2/23; Genoa 2/24
Mar. 27	MAYO LYKES	D	Direct from: Naples 3/12; L'hrn 3/13; Genoa 3/14

Malaya-Indonesian Line

acksonville: Strachan Shipping Co.; Commodores Point Term.

Mar. 12	BALI	L	
Mar. 19	MENTOR	L	
Apr. 9	SYDLAND	L	

Sidarma Line

acksonville: Kaufmann Shipping Co.; Municipal Docks & Term.

Feb. 26	VETTOR PISANI	D-L-P	To: Mseille. 3/14; Sava. 3/19; Geno 3/20; Lghn. 3/26
Mar. 20	ANDREA GRITI	D-L-P	To: Mseille. 4/12; Sava. 4/17; Genoa 4/18; Lghn. 4/26
Apr. 12	FRANCISCO MOROSINI	D-L-P	To: Mseille. 5/2; Sava. 5/5; Genoa 5/10; Lghn. 5/23
May 16	VETTOR PISANI	D-L-P	To: Mseille. 6/5; Sava. 6/8; Genoa 6/13; Lghn. 6/23

JAPAN, PHILIPPINES & FAR EAST

APANESE PORTS: YOKOHAMA, YOKKAICHI, NAGOYA, KOBE, OSAKA, SHIMIZU —Barber/Fernville, DeLaRama, Japan Line, NYK Line, OSK Line
ONG KONG—Barber/Fernville, DeLaRama
HILIPPINE ISLAND PORTS—Barber/Fernville, DeLaRama
OUTHEAST ASIA PORTS—Barber/Fernville, DeLaRama

De La Rama Lines

acksonville: Strachan Shipping Co.; Commodores Pont Term.

Mar. 10	BALI	D	From: Mnla., HK., Kob., Ykma., Shmz., Ngya.
Mar. 18	MENTOR	D	From: Mnla., HK., Kob., Ykma., Shmz., Ngya.
Apr. 10	SYDLAND	D	From: Kob. 2/13; Ykma. 2/29; Shmz. 2/25; Ngya. 3/2
Apr. 18	TELEMACHUS	D	From: Mnla. 2/28; HK. 3/1; Kob. 3/8; Ykma. 3/12; Shmz. 3/13; Ngya. 3/9
May 10	ULYSSES	D	From: HK. 3/13; Kob. 3/29; Ykma. 3/25; Ngya. 4/2
May 18	ASCANIUS	D	From: Mnla. 3/28; HK. 4/1; Kob. 4/8; Ykma. 4/12; Shmz. 4/13; Ngya. 4/9

SOUTH, EAST & WEST AFRICA

OUTH & EAST AFRICAN PORTS—Black Diamond, Black Star, Farrell, Robin, South Africa Marine
VEST AFRICA RANGE—Black Star, Chargeurs Reunis, Farrell

Farrell Line

acksonville: Stevens Shipping Co.; Municipal Docks and Terminal

Mar. 9	AFRICAN DAWN	D-L-R-P	From: Durban 2/9; Cptwn. 2/12 To: Cptwn. 4/4; LMrqs. 4/12; DarS. 4/17
Mar. 24	AFRICAN MERCURY	D-L-R-P	From: Beira 2/8; Durban 2/23; Cptwn. 2/27 To: Cptwn. 4/17; LMrqs. 4/25; DarS. 5/1
Apr. 7	AFRICAN SUN	D-L-R-P	From: Beira 5/5; Durban 5/10; Cptwn. 5/14; To: Cptwn. 5/1; LMrqs. 5/9; DarS. 5/15
Apr. 21	AFRICAN METEOR	D-L-R-P	From: Beira 3/14; Durban 3/20; Cptwn. 4/1 To: Cptwn. 5/16; LMrqs. 5/24; DarS. 5/29 All ships deep tank space
May 5	AFRICAN NEPTUNE	D-L-R-P	From: Beira 3/20; Durban 4/5; Cptwn. 4/9 To: Cptwn. 5/29; LMrqs. 6/3; DarS. 6/12

Robin Line

acksonville: Strachan Shipping Co.; Commodores Point Terminal

Mar. 4	MORMACRIO	L	

EAST COAST SOUTH AMERICA

UENOS AIRES—Moore-McCormack, Columbus
ONTEVIDEO—More-McCormack, Columbus
ANTOS—Moore-McCormack, Columbus
IO de JANEIRO—Moore-McCormack, Columbus

Moore-McCormack Line

acksonville: Strachan Shipping Co.; Municipal Docks & Term.
All ships return via E. Cst. Pts.

Mar. 10	MORMACLAND	D-R	Direct from: Fort Aleza 3/1; To: Rio 4/10; Santos 4/12; P'gua 4/18
Mar. 29	MORMACDAWN	D-R	Direct from: BAires 3/3; Monte P'gua 3/9; Santos 3/11; Angra 3/13; Rio 3/14 To: Rio 5/5;Santos 5/7; P'gua 5/13
Apr. 16	MORMACISLE	D-R	Direct from: Rio 3/13; Santos 3/15; P'gua 3/21 To: Rio 5/22; Santos 5/24; P'gua 5/30
Apr. 12	MORMACDOVE	D-R	Direct from: BAires 3/15; Monte Angra 3/25; Rio 3/26; Reclife P'gua 3/20; Santos 3/22; 3/29; Fort 3/31 To: Rio 5/26; Santos 5/28; P'gua 6/3

MEXICO & CENTRAL AMERICA

ACAJUTLA—Mamenic
AMAPALA—Mamenic
BELIZE—Buccaneer
CORINTO—Mamenic
LA LIBERTAD—Mamenic
LA UNION—Mamenic
MATIAS DE GALVEZ—Buccaneer
PUERTO BARRIOS—Buccaneer
PUERTO SAMOZA—Mamenic
PUNTARENUS—Mamenic
SAN JUAN DEL SUR—Mamenic
TAMPICO—Sidarma
VERA CRUZ—Sidarma

Buccaneer Line

Jacksonville: Buccaneer Line, Inc.; Commodores Point Terminal
Every 35 days

Apr. 13	CORSAIR	D-L	Direct to Belize

Mamenic Line

Jacksonville: Kaufmann Shipping Co.; Municipal Docks & Term.

Feb. 28	BRIEM	L	To: Puntarenas 3/10
Mar. 16	LISO	L	To: Puntarenas 3/26
Apr. 13	HARPEFJELL	L	To: Puntarenas 4/23

Sidarma Line

Jacksonville: Kaufmann Shipping Co.; Municipal Docks & Term.

Mar. 20	ANDREA GRITTI	D-P	From: Vera Cruz 3/25; Tampo 3/7
Apr. 12	FRANCISCO MOROSINI	D-P	From: Vera Cruz 3/24; Tampo 3/26

de la rama lines

JOINT SERVICE OF..

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DIRECT

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EVERY FORTNIGHT

AGENTS
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ELgin 6-0711 TWX 305-733-3090
P. O. Box 4010 Jacksonville, Florida

Commodores Point Terminal Corporation
P. O. Box 212
JACKSONVILLE 1, FLORIDA
MARINE TERMINALS — INDUSTRIAL SITES

May 16 VETTOR PISANI D-P From: Vera Cruz 4/28; Tampo 4/30

COLOMBIA, PANAMA & WEST COAST SOUTH AMERICA (Transshipping to West Coast Central America)

BALBOA—Grace
BARRANQUILLA—Coldemar, Grace
CRISTOBAL—Coldemar, Grace, Mamenic
BUENAVENTURA—Coldemar, Grace
CARTAGENA—Coldemar, Grace
GUAYAQUIL & BEYOND TO CHILE—Grace
CENTRAL AMERICA WEST COAST PORTS DIRECT—Mamenic

Coldemar Line

Jacksonville: Kaufmann Shipping Co.; Municipal Docks & Term.

Feb. 28	CALDAS	D-L	From: Buenaventura 2/21; Ctgna. 2/20; Crist. 2/23 To: Barranquilla 3/12
Mar. 6	CALI	D-L	From: Buenaventura 2/28; Ctgna. 2/27; Crist. 3/1 To: Barranquilla 3/19
Mar. 13	GUNTHER SCHULTE	D-L	From: Buenaventura 3/6; Ctgna. 3/5; Crist. 3/8 To: Barranquilla 3/26
Mar. 20	SCHEERSBURG	D-L	From: Buenaventura 3/13; Ctgna. 3/12; Crist. 3/15 To: Barranquilla 4/2

Grace Line

Jacksonville: McGiffin & Co.; Municipal Dock & Term.

Mar. 2	SANTA CATALINA	D-L	Direct to: Cristobal 3/18
Mar. 9	SANTA INES	D-L	Direct to: Barranquilla 3/24; Cart. 3/25; Crist. 3/26
Mar. 16	SANTA RITA	D-L	Direct to: Cristobal 4/1
Mar. 23	SNT OLIVIA	D-L	Direct to: Barranquilla 4/7; Cart. 4/8; Crist. 4/9

CARIBBEAN, VENEZUELA, TRINIDAD & GUIANAS (Excepting Puerto Rico)

ARUBA—Royal Netherlands
CARUPANO—Royal Netherlands
CUIDAD BOLIVAR—Royal Netherlands
CURACAO—Royal Netherlands
GEORGETOWN, BRITISH GUIANA—Royal Netherlands
GUANTO—Royal Netherlands
LA GUAIRA—Royal Netherlands, Venezuelan
MARACAIBO—Royal Netherlands, Venezuela
PARAMRIBO—Royal Netherlands
PUERTO CABELLO—Royal Netherlands, Venezuelan
PUERTO SUCRE—Royal Netherlands
PORT of SPAIN, TRINIDAD—Royal Netherlands

Royal Netherlands Steamship Line

Jacksonville: Strachan Shipping Co.; Commodores Point Term.

Mar. 3	PARTHENON	L	To: Craco 3/18; LaGura. 3/20; Pt. Spain 3/26
Mar. 17	TRITON	L	To: Craco 4/1; LaGura. 4/3; Pt. Spain 4/9
Mar. 30	A VESSEL	L	To: Craco 4/15; Aruba 4/16: LaG. 4/17; Mara. 4/18; Pt. Spain 4/24

PUERTO RICO

SAN JUAN—TMT TrailerFerry

TMT Trailerferry Line

Jacksonville: TMT Trailer Ferry, Inc.; TMT Terminal

Mar. 1	TMT TRAILERFERRY	D-L	Direct to San Juan
Mar. 6	TMT TRAILERFERRY	D-L	Direct to San Juan
Mar. 11	TMT TRAILERFERRY	D-L	Direct to San Juan
Mar. 16	TMT TRAILERFERRY	D-L	Direct to San Juan
Mar. 21	TMT TRAILERFERRY	D-L	Direct to San Juan

BAHAMAS & BERMUDA

FREEPORT—Buccaneer
HAMILTON—Amerind
HATCHET BAY—Buccaneer
NASSAU—Buccaneer

Amerind Line

Jacksonville: McGiffin & Company; ACL Export Term.

Mar. 5	OLEANDER	D-L-R	Direct to Hamilton
Mar. 19	OLEANDER	D-L-R	Direct to Hamilton
Apr. 2	OLEANDER	D-L-R	Direct to Hamilton
Apr. 16	OLEANDER	D-L-R	Direct to Hamilton
Apr. 30	OLEANDER	D-L-R	Direct to Hamilton
May 14	OLEANDER	D-L-R	Direct to Hamilton

Buccaneer Line

Jacksonville: Buccaneer Line, Inc.; Commodores Point Terminal

Mar. 6	BUCCANEER	D-L-R	Direct to Nassau 3/9; Hatchet Bay 3/10
Mar. 13	BUCCANEER	D-L-R	Direct to Nassau 3/16; Hatchet Bay 3/17
Mar. 20	BUCCANEER	D-L-R	Direct to Nassau 3/23; Hatchet Bay 3/24
Mar. 27	BUCCANEER	D-L-R	Direct to Nassau 3/30; Hatchet Bay 3/31
Apr. 3	BUCCANEER	D-L-R	Direct to Nassau 4/16; Hatchet Bay 4/7

Freeport Service

Mar. 3	ANN CHARLOTT	D-L	Direct to Freeport 3/5; Nassau 3/
Mar. 10	ANN CHARLOTT	D-L	Direct to Freeport 3/12; Nassau 3/13
Mar. 17	ANN CHARLOTT	D-L	Direct to Freeport 3/19; Nassau 3/20
Mar. 24	ANN CHARLOTT	D-L	Direct to Freeport 3/26; Nassau 3/27
Mar. 31	ANN CHARLOTT	D-L	Direct to Freeport 4/2; Nassau 4/

COASTWISE TO NEW YORK AREA

BALTIMORE—C. G. Willis Barge Line
PAULSBORO—C. G. Willis Barge Line
PHILADELPHIA—C. G. Willis Barge Line
PORT ELIZABETH—Sea-Land Service Inc.
TRENTON—C. G. Willis Barge Line

G. C. Willis Barge Line

Jacksonville: C. G. Willis, Inc.; M & M Terminal Whse.

Mar. 6	WILLIS BARGE	D-L	
Mar. 13	WILLIS BARGE	D-L	
Mar. 20	WILLIS BARGE	D-L	
Mar. 27	WILLIS BARGE	D-L	
Apr. 3	WILLIS BARGE	D-L	

Sea-Land Service

Jacksonville: Sea-Land Service; Municipal Docks

Mar. 2	BIENVILLE	D-L-R	Direct to Port Elizabeth
Mar. 8	FAIRLAND	D-L-R	Direct to Port Elizabeth
Mar. 14	BIENVILLE	D-L-R	Direct to Port Elizabeth
Mar. 20	FAIRLAND	D-L-R	Direct to Port Elizabeth
Mar. 26	BIENVILLE	D-L-R	Direct to Port Elizabeth

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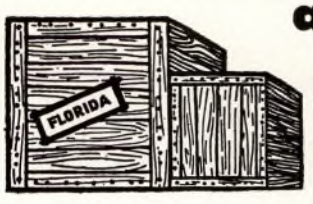

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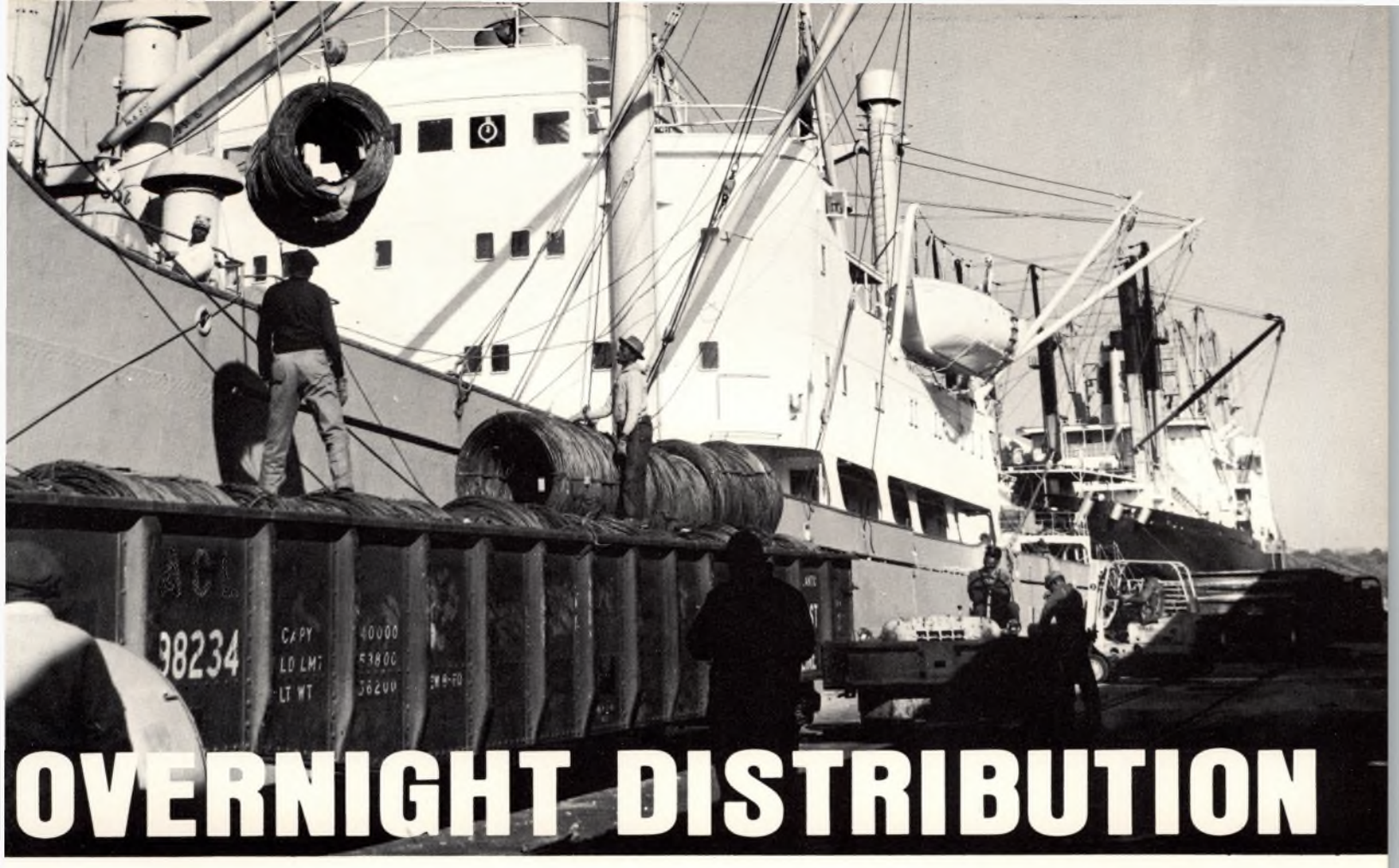

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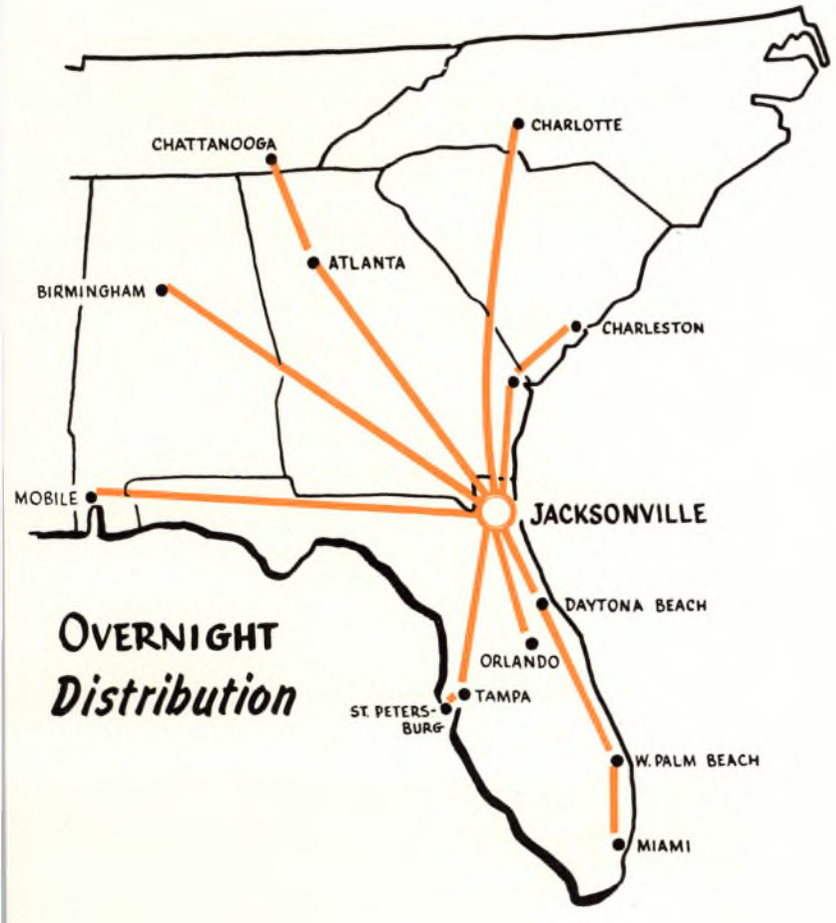

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