



JACKSONVILLE *Seafarer*

May 1982

**Classics in
containers**

Big On Barges.

TMT's fleet of nine roll-on/roll-off barges is the largest in the Caribbean and includes the largest such barges in the world. These record-breaking, triple-deck barges measure 580 x 105 feet, stand taller than a five-story building and carry up to 374 forty- and forty-five-foot trailers. This massive fleet of equipment gives TMT more than 6,500 trailer spaces per month for shipments to and from the Caribbean. But it took more than big barges to make us the best transportation company in the Caribbean. A lot more.

Bigger On Service.



SAILING SCHEDULE

SOUTHBOUND

- To: San Juan, Ponce & Mayaguez
• Wednesdays & Saturdays from Jacksonville & Miami
• Fridays from Lake Charles
• Thursdays from Philadelphia

With Connections To:

- Dominican Republic — every Mon. & Thur.
- St. Thomas — every Tue. & Thur.
- St. Croix, V.I. — every Mon. & Wed.
- St. Maarten — every Thur.

NORTHBOUND

- To: Jacksonville & Miami Tuesdays and Fridays
To: Lake Charles, LA Mondays
To: Philadelphia Thursdays



TRAILER MARINE TRANSPORT CORPORATION

A Crowley Company

P.O. Box 2110, 815 Haines Street, Jacksonville, FL 32203 (904) 354-0352 (800) 874-6762

ATLANTA (404) 452-1447 CHARLESTON (803) 747-3731 CHICAGO (312) 655-2868 COLUMBUS (614) 436-6580 HOUSTON (713) 931-1100 JACKSONVILLE (904) 354-0352 LAKE CHARLES (318) 439-6147 LOS ANGELES (213) 435-4416 MAYAGUEZ (809) 833-8885 MIAMI (305) 446-6165 NEW YORK (212) 466-1922

PHILADELPHIA (609) 665-7160 PONCE (809) 843-6368 SAN FRANCISCO (415) 546-2387 SAN JUAN (809) 721-1313 SANTO DOMINGO (809) 565-6661 ST. CROIX (809) 733-1764 ST. LOUIS (314) 727-7878 ST. MAARTEN 011-599-5-3410 ST. THOMAS (809) 774-2933 WASHINGTON, D.C. (301) 423-3500



**"It ain't like it was
in the good old days....
No, and it never was."**

By John G. McGiffin Jr.

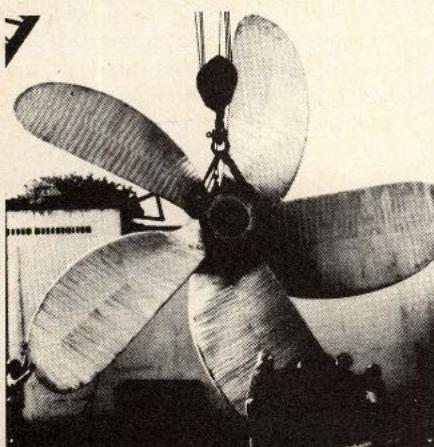
I once saw the 20-mule team that the Borax people used to send around for advertising. Only I think that there was a small mule as a leader and that actually made it a 21-mule team.

I wondered how they could ever turn a corner.

The next multiple teams I saw were in Algeria—two-wheeled carts that carried an estimated five tons of grapes, with six or more of the biggest horses I ever imagined.

**Florida-Southern
Plywood Corp.**
Warehouse Distributors
2650 Phyllis St., Jacksonville, FL 32204
Established 1946 (904) 387-2546

OCEAN SUPPLY CO. INC.
Farboil Paints & Coatings,
Marine Hardware, Zinc Anodes,
Plates and Shapes
2420 Phoenix Ave. (904) 353-0236
Jacksonville, Florida 32206



**ELLIS PROPELLER
CO., INC.**
PROPELLERS and SHAFTING
Propeller Reconditioning
UP TO 22 FEET DIAMETER
Propeller Manufacture
10 to 72 inch Diameter

Ph: 354-8233 2900 Phoenix Avenue
Jacksonville, Florida 32206

I don't think that they turned corners, but only gentle curves.

The garbage wagons had the same sort of teams, with usually more than six animals, that dragged the big wagons up the hill to dump the garbage over the falaise into the sea. I always wondered how they turned that team around to go back to town.

There were also tandem teams in this country—two horses hitched one behind the other to a light buggy. They were sort of the sports cars of their day, and it took a lot of training for them to work well together.

The lead horse had to sort of sidestep to go around a corner, the two horses turning so that they were always both headed in the same direction, not one horse turning and then the other following in its tracks. They were very pretty to watch.

I heard a story once about such a team. It belonged to a young minister in upper New York State. And he had spent a lot of time with those horses and they performed wonderfully.

But one day, the bishop came to visit and suggested that it was a little sporty for a man of the cloth.

The young minister liked the team, and had gone to a lot of trouble to teach the horses their art, and thought that since the place was very hilly, two horses were needed.

And he did not see the difference whether two horses were hitched side by side or one behind the other.

The bishop replied, "Well, son, when I pronounce the benediction, I raise both my hands side by side. If I raised my hands one behind the other, it just might not be the same."

Cermack is TMT director

Tom Cermack has been appointed director of industry relations for Crowley Maritime Corp.'s Caribbean Division, which includes Trailer Marine Transport.

Cermack, most recently vice president of intermodal marketing for a major ocean carrier, is responsible for coordinating and managing industry relationships with all railroads, motor carriers and connecting water carriers.

On the Cover

John Hendricks, president of Legendary Motor Cars Inc. of Jacksonville, stands before a 1930 Buick Marquette Phaeton at the Jacksonville Port Authority's Talleyrand Docks & Terminals. Jacksonville is the leading car importer in the world, and though the cars Hendricks imports in containers like those stacked behind him represent a minuscule percentage of the some 390,000 coming through the port annually, their per-unit value is tremendous. Hendricks imports the antique vehicles from throughout the world, restores them and—in many cases—re-exports them. See story on Page 10.

CHRIS-MARINE U.S.A.

Engineers & Contractors
Diesel & Turbocharger Repairs

151 E. Bay Street, Jacksonville, FL 32202
(904) 354-6566
Telex: 56392 Answerback: CHRISMARIN JAX

EQUIPMENT & PERSONNEL
MAY BE FLOWN
TO REMOTE LOCATIONS
LOGAN
Diving Inc.
Phone (904) 731-0000
Night (904) 398-5848

CROSS-STATE TOWING SERVICE

M. R. Lane, President & Owner

7 Tugs & various sizes of Deck Barges
Crane Service up to 125 tons
Launch Service

9211 Commonwealth Avenue Phone: 781-5736
JACKSONVILLE, FLORIDA 32220

JACKSONVILLE Seafarer

Box 4728 Jacksonville, Fla. 32201

Name _____ Position _____

Company & Division _____

P. O. Box _____

City _____ State _____ Zip _____

**Bill me \$5/yr. Check enclosed
(Florida subscribers add 4% sales tax.)**

JACKSONVILLE *Seafarer*

Vol. 31 No. 5

May 1982

David A. Howard, Publisher

Lawrence Dennis, Editor
Hayes Howard, Advertising
Julie Anderson, Production

President

Lance Ringhaver, President
Ring Power Corporation

Vice President

George W. Gibbs III, President
Atlantic Marine, Inc. and
Atlantic Dry Dock Corporation

Treasurer

Harry Graham, Vice President
Atlantic National Bank

Directors

James L. Clark, General Manager
Southern & Western North America
Sea-Land Service Inc.

Melvin B. Coalson,
Regional Sales Manager
Southern Railway System

John W. Connolly, President
Eastern Seaboard Petroleum Company

Albert Ernest Jr., President
Barnett Bank of Jacksonville

Gerard B. Fox, Manager
Strachan Shipping Company

James D. Goodloe, Chairman
Parkhill-Goodloe Company

Robert Homan, Senior Vice President
Crowley Maritime Corporation

John G. McGiffin Jr., President
McGiffin & Company

Arnold P. McIlwain, President
Jacksonville Shipyards Inc.
Maryland Shipbuilding & Dry Dock

Tom Mainwaring, President
Ryder Truck Lines

Edmond J. Moran Jr.
Vice President & General Manager
Florida Towing Corporation

Rear Adm. Max Morris, Consultant
U.N. Conference on Law of the Sea
Professor, University of North Florida

James F. Moseley, Attorney
Toole, Taylor, Moseley & Joyner

Roderick M. Nicol, Asst. Vice President
Law & Administration
Seaboard Coast Line Industries

Frank Peeples, President
Southeastern Maritime Corporation

Jacksonville Seafarer
(ISSN-0447-2462)

It's time to move on Blount Island

The Jacksonville area has an opportunity before it that must rank as one of the most exciting in years—the chance to cash in a ship-repair and shipbuilding boom.

But if that opportunity is to be taken advantage of, if the potential is to be realized, the city's civic, government and business leaders must act now to take the necessary steps.

Opinion

We believe the community has at least started to move in the right direction to take advantage of part of the opportunity—ship repair—as indicated in the story beginning on Page 4.

But as important as the ship-repair aspect of the shipyard opportunity is to the community (the possibility of \$1.3 billion worth of repair work over the next 10 years), there's another aspect that could mean even more in the long term.

And that is new construction of major vessels, which is an industry that doesn't exist anywhere between Newport News and Pascagoula, Miss., at present.

Jacksonville has a tremendous natural asset in the 880 acres of land that now belongs to Offshore Power Systems at Blount Island.

It's long been realized that the OPS site is a natural for a major ship construction facility, so it should come as no surprise that Capt. Don Johnston, the Navy's supervisor of shipbuilding, conversion and repair, should say that there's not another facility like it for that purpose in the U.S.

Johnston, whose job is to see that the Navy's ships at Mayport get repaired efficiently and on time, was speaking of the site in those terms—as a major repair facility.

However, proposals by some in Congress to build at least 40 standard-design Ro/Ro vessels on a production-line basis, as described by Jacksonville Congressman Charles Bennett at the Southeast regional Propeller Club convention in Jacksonville in April (see story on Page 12), open up an exciting prospect for Blount Island.

The island could become the site of the first truly modern American shipyard, a yard that would turn out vessels using the latest modular production techniques

pioneered by the Japanese, Koreans and others.

All the facilities are there or could be built quickly at a minimum of expense. There's plenty of land for a "ship assembly line," on which the hulls could be built in modular units, joined on a railway system and launched into the existing slip for fitting out.

To be sure, there are uncertainties, imponderables and obstacles to such an ambitious project.

For one, the maritime reform bill sponsored by Rep. Mario Biaggi of New York is still in Congress, and nothing will be done on the revitalization of the Merchant Marine—meaning an aggressive program for the construction of new vessels—until it is passed.

For another, there's the fact that Westinghouse, through its OPS subsidiary, now owns that ideal 880-acre site on Blount Island. Since Westinghouse, a Capt. Johnston reveals, has already said it's not in the shipbuilding business, the firm would have to sell the land to someone who is, or will be.

And, of course, the whole thing would require a tremendous investment and commitment by a far-sighted firm willing to take a corporate gamble on something that is not the easiest thing in the world to find in these economically trying times.

Also, as has been shown time and again, the shipyards already in place in Jacksonville will fight tooth and nail against any new facility in the area, even though it may be dedicated to new major-vessel construction and not repair or small-vessel construction.

But none of those factors should prevent the City of Jacksonville, which too often in the past has been caught flatfooted when it came to taking advantage of technological innovations and the opportunities they offer, from aggressively pursuing the idea.

As has been said many times, the OPS land at Blount Island is far too valuable to be used for making parts for the rides at Disney World, the only activity that's going on at OPS now.

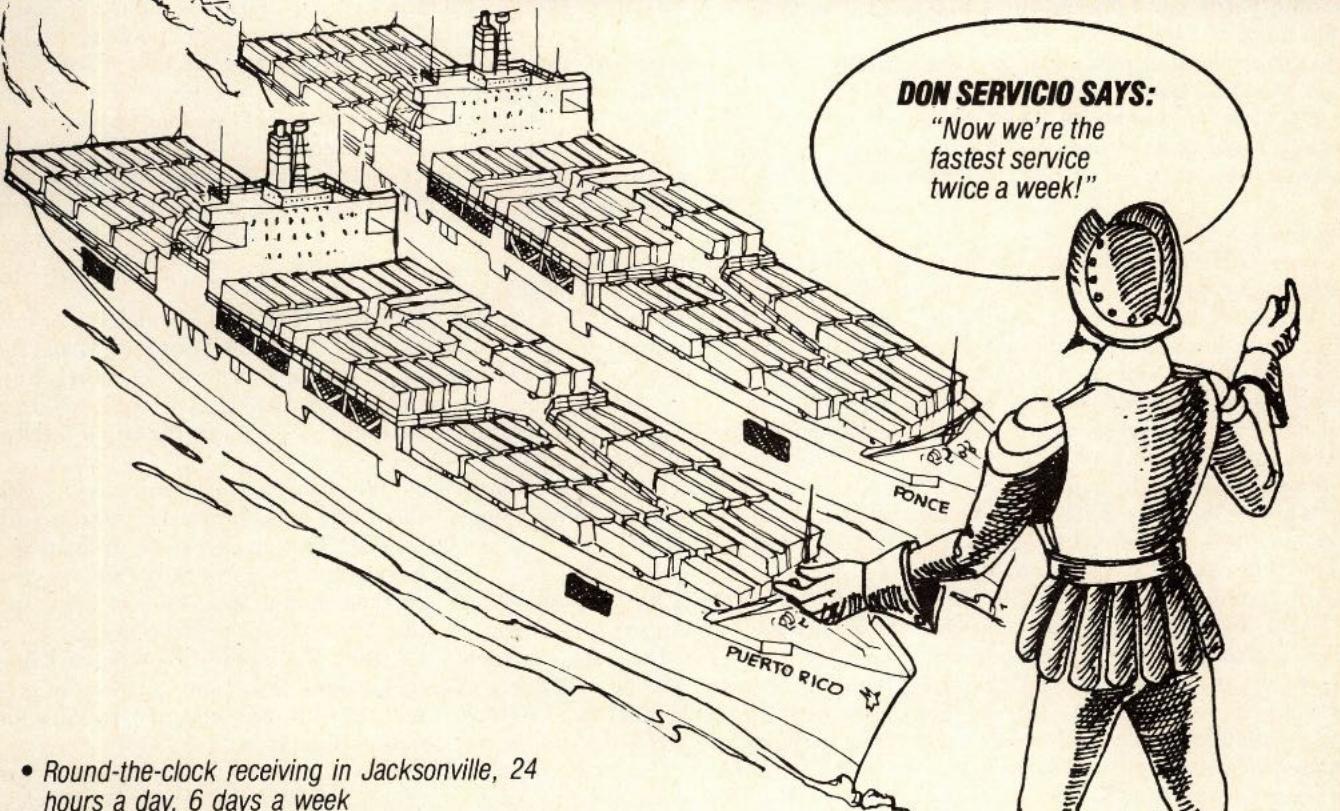
It's time to move, to take the bull by the horns and get something going, particularly in light of possible imminent developments.

Let's not get caught flatfooted again.

Lawrence Dennis

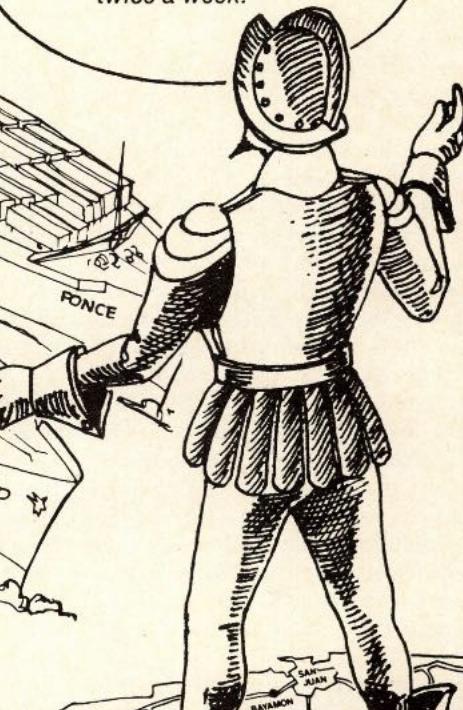
Jacksonville Seafarer is published on the 15th day of each month by Howard Publications Inc., 33 S. Hogan St., P.O. Box 4728, Jacksonville, Florida 32201. Second-class postage paid at Jacksonville, Florida. Subscription, \$5/year, 50 cents/copy. Telephone: (904) 355-2601.

NAVIERAS GIVES JACKSONVILLE TWICE WEEKLY SERVICE TO SAN JUAN WITH 2 HIGH SPEED RO/RO's



DON SERVICIO SAYS:

"Now we're the
fastest service
twice a week!"



- Round-the-clock receiving in Jacksonville, 24 hours a day, 6 days a week
- Sailings every Friday & Tuesday to deliver your cargo in San Juan just 2 days later
- Fast rail connections from midwest points direct to San Juan on one through bill-of-lading
- Regular connections in San Juan to the Dominican Republic, Haiti, and U.S. Virgin Islands



TO BOOK SHIPPING
TO SAN JUAN CALL
(904) 751-3050

NAVIERAS IS PUERTO RICO

Call these numbers
for booking and
information:

Atlanta (404) 952-1244
Baltimore (301) 828-4720
Boston (800) 526-6841
Charleston (803) 747-0454

Charlotte (704) 568-4310
Chicago (312) 398-1822
Cincinnati (800) 323-4111
Dallas (214) 361-4309

Elizabeth (201) 352-2700
Hartford (800) 526-6841
Houston (713) 470-1910
Jacksonville (904) 751-3050

Los Angeles (213) 617-2964
Miami (305) 374-2300
New Orleans (504) 945-4000
New York (212) 349-4500

Philadelphia (800) 526-6841
San Francisco (415) 956-4766
San Juan (809) 783-1414
St. Louis (314) 625-1169

Dry Docks

Navy wants three Jacksonville yards with them to handle its escalated repair needs; \$1.3 billion could be at stake

Navy wants three dry dock-capable yards in Jacksonville to provide guaranteed competitive-bid situation for maintenance and repair work on new, existing ships based at Mayport; two area yards—Atlantic Marine and North Florida—have plans in the works; If existing yards can't handle the workload, head of Ship Repair Task Force says group will seek new yards to come in so area can benefit from projected \$1.3 billion in contracts over next decade. Navy sings praises of shipyard potentialities of OPS' Blount Island site.

Capt. D.H. Johnston Jr., the U.S. Navy's supervisor of shipbuilding, conversion and repair (Supship) in Jacksonville, could justifiably paraphrase Britain's Lord Nelson and say, "If I were to die right now, 'want of dry docks,' would be found engraved on my heart."

Johnston, the man responsible for awarding repair and maintenance contracts for the ships based at Naval Station Mayport, has—or will have—plenty of frigates, the dearth of which Lord Nelson was bemoaning.

What worries him is whether or not he will have the dry docks necessary to insure a competitive-bid situation in Jacksonville, so that he can carry out the Navy directive to have all repair and maintenance work on vessels performed at yards within a 50-mile radius of their home ports (see *Seafarer*, April 1982, Page 17).

Right now, there is one yard within that 50-mile radius capable of dry-docking Navy escort vessels and frigates—Jacksonville Shipyards Inc.

Determined to Have Three Dry Docks. The Navy, firmly committed to the 50-mile concept—or at worst to a fall-back position that calls for work within a 200-

mile radius of home port—for morale and retention purposes, appears determined to have those three dry dock-capable yards in the area for two reasons: to insure that the workload can be handled and to make sure it gets a good price for its work because of a really competitive environment.

Stakes Are Tremendous. Over \$1.3 billion worth of work is scheduled to be done on escort and support vessels (not counting work on major fleet units such as carriers) based at Mayport and Naval Station Charleston during the next decade.

Since there are presently no dry docks capable of handling such vessels at Charleston, Supship says Jacksonville yards can expect to get much of the work from there, if the area has the dry dock capacity.

Partly because of the Navy's position, the Jacksonville Chamber of Commerce's Ship Repair Task Force has been addressing that issue, among others, since its formation April 1.

Plans for More Dry Docks. Area shipyards have also begun scrambling to give the Navy the three dry docks it requires. Atlantic Marine will have in operation by November a 4,000-ton marine railway capable of handling the new FFG-7 (*Oliver Hazard Perry*)-class frigates. And North Florida Shipyard has plans for at least one dry dock capable of handling the vessels.

At the same time, the Navy has let it be known that if the local yards cannot or will not handle the work, it's in favor of seeing companies come into the area that can.

The Ship Repair Task Force, anxious to insure that the Jacksonville area reaps the benefits of the predicted Navy repair bonanza, has agreed in principle.

And that has raised the hackles of the existing yards, which are not represented on the body.

'Little Encouragement' to Yards. "I find very little encouragement in your purpose and objectives relative to support of the existing maritime industrial base," Phil Cooke, manager of planning for JSI, wrote in a letter to Rod Porter, the executive vice president of American National Bank of Jacksonville who serves as chairman of the 17-member task force. "I get the strong feeling that the direction your task force is heading is primarily directed toward bringing new businesses into the area."

No Intent to Solicit. Though Porter told *Seafarer* that he had assured JSI and the other yards that that was not entirely true, he admitted that the task force would not hesitate to go outside the city if it felt it necessary.

"We want to work very closely with them [the area shipyards]," Porter said. "We are visiting every one of them and have asked them to write us an overview of their operations....They're here, and they know what the facts...are."

"[But] We at the Chamber of Commerce look upon our mission as protecting, working with and expanding the industrial base."

Still, he said, the local yards are figuratively being given the inside track.

"I have assured them that it is not the intent of our committee [to solicit outside yards]," he said. "Only if it were the decision of the local yards not to participate would we aggressively go out of town for new industry."

The Blount Island Jitters. One of the root causes of the existing yards' uneasiness is doubtless the Navy's continuing and unabashed love affair with the

EASTERN SEABOARD

BUNKERS!

"Specializing in Modern Energy Sources"

PETROLEUM
COMPANY
INC.

All grades Intermediates, MGO, MDO delivered from our terminal in company-owned barges and trucks.
Serving Jacksonville, Fernandina, Brunswick and Tampa.

6531 Evergreen Avenue • Jacksonville, Florida 32206 • (904) 355-9676 • TWX 810-827-0273 • Cable: EASTPET

A sample copy of the April issue of "American Shipper" was mailed to you in March with the hope that you, as a reader of "Seafarer," would like also to become a subscriber to "American Shipper," which many now consider the most authoritative and lively shipping publication in America. You may have

recognized the picture on the front cover as having been at the entrance to the St. Johns River at Mayport. On April 14, we also mailed you a copy of the

May issue, on the cover of which we announced the four regional editions of "American Shipper." There were only eight (8) pages in the May issue devoted exclusively to the South, but this will increase to sixteen (16) pages in the June issue,

perhaps twenty-four (24) by July and thirty-two (32) pages for our southern readers by the end of the year. The amount of regional coverage—very much like what you read in this issue of the "Seafarer," but covering the entire South—will increase month by month. **We want very much to mail you copies of the June and July issue of "American Shipper," but can do so only if you take advantage of this SPECIAL OFFER for readers of "Seafarer." Mail in the COUPON below, and we will send you 22 months of both the "Seafarer" and the "American Shipper" for ONLY \$10.**

This offer includes the six months FREE issues given all new subscribers to "American Shipper" in accordance with our regular coupon below, plus a half-price deal on the next 16 months just because you are a reader of "Seafarer." You may send \$10 with the coupon or wait until we send a bill about October 1. If disappointed, you may cancel with no obligation whatsoever. FAIR ENOUGH?

To Subscribe

American Shipper Magazine
P.O. Box 4728, Jacksonville FL 32201

New Subscriber: Please send American Shipper FREE for SIX MONTHS without obligation. At the end of six months, I will receive a renewal notice and decide whether to subscribe at regular price of \$15 for next one-year period.

Foreign Air Mail Delivery: For new or old subscribers who desire faster mail: \$50.

Name: _____

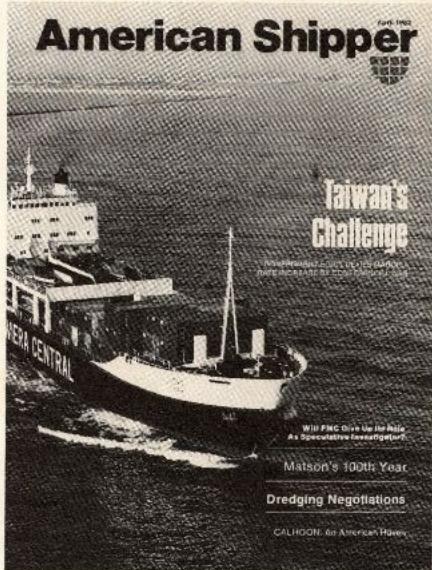
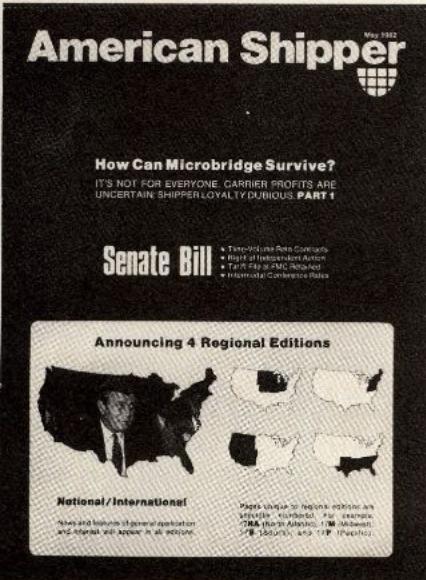
Firm: _____ Title: _____

Principal Product or Service: _____

P. O. Box/Address: _____

City: _____ State: _____ ZIP: _____

Signature: _____ Date: _____



American Shipper

June

American Shipper

July

mothballed Offshore Power Systems site at Blount Island.

"There isn't a potential shipyard facility like that in the United States," Johnston told a meeting of the task force at Mayport April 23 in referring to the OPS facility. "The nation needs the potential in that facility, particularly for a dry dock that can accommodate an aircraft carrier or a battleship."

Johnston pointed to the site's 40-foot-deep slip, the existing graving dock, on-site rotary cranes, and a potential for three miles of wet-slip space off the main channel of the St. Johns River.

All of that was built in the '70s for the construction of floating nuclear power plants, a project that has fallen through, and speculation has run rampant on how Westinghouse, OPS' parent company, would use the land, or whether it would sell the 880 acre-site.

Navy Talks to Westinghouse. "The people we have talked to at Westinghouse say they're not in the shipyard business," Johnston said. "They are working hard with the people in Pittsburgh [Westinghouse corporate headquarters] to find a use for the site."

Johnston said that in his opinion, a yard like Newport News Shipbuilding and Dry Dock Corp. should be extremely interested in the site, since it has the potential for working on nuclear vessels such as carriers and submarines.

Newport News is the only yard on the East Coast that can dry dock such vessels, he said, and its Virginia facility is too cramped to allow expansion.

He speculated that floating dry docks to handle such ships could be located on the Back Channel, on Blount Island's east bank, near the existing OPS buildings that were designed to work on nuclear equipment.

Personally, though, he said, if a repair-only facility was the goal for the Blount Island site, he would prefer to see more than one company operating there.

Specifics on AMI Dry Dock. Back in the real world, Johnston said that he would feel better about the vital competitive-bid situation when Atlantic Marine drove the first piling on its new 4,000-ton railway.

According to Atlantic Marine vice president Ed Dougherty, Johnston should be able to rest a bit easier.

"We have broken ground and it should be in operation in November," Dougherty said of the railway, which is being built on the south side of the yard, on the St. Johns' main channel.

One concern some have expressed during task force deliberations was that relatively small firms like AMI might have difficulty in arranging financing for

major capital improvements like dry docks.

That wasn't a problem for Atlantic, said Dougherty.

"We worked with three banks in town that were eager for the business," he said. "If you've got the guts and are willing to pay the interest rates, you can get the money."

Atlantic's \$5 million package (which includes expansions other than the marine railway) was aided by the approval of an industrial revenue bond by the Jacksonville Port Authority that allowed the firm to get a lower interest rate.

JPA Won't Finance Shipyards. There has been some discussion among members of the task force of the JPA doing more than approving IRBs for shipyard expansion—like footing the bill for leasing equipment like dry docks to yards. The possibilities of that are nil, one JPA staff member said.

"...We are not in a posture to do anything," said Cliff Mendoza, deputy managing director of the agency. "You're talking about a substantial financial commitment, and we don't have the cash flow. We're postponing \$1 million and \$2 million projects. We don't even have the money to develop our own property."

North Florida Dry Dock Plans. The installation by North Florida Shipyards of a dry dock, with the ones that will be available at Atlantic and JSI, would give the Navy its three-dry-dock capability and its assured competitive-bid environment.

At present, according to Joe Shiffert, North Florida's president, the firm's dry dock facilities are still up in the air.

"We're still in the planning stages, but yes, we're looking at one and possibly two [dry docks]," Shiffert told *Seafarer*. Though Shiffert said he preferred not to discuss particulars, such as the exact sites in the Commodores Point yard of the dry docks, he said he expected to have one operational by 1985.

He added that what North Florida did would depend on the signing of a long-term lease with the owner of the property on which North Florida's downtown-Jacksonville yard is located, Commodores Point Terminal Inc.

"When you're talking about a dry dock, you're talking about a long-term commitment," he said.

Business Will Be Here. Other doubts had been expressed about the ability of the business volume to support the new yard facilities. The Navy cannot guarantee in writing contracts over the long-term, largely because of its inability to award multiyear repair contracts be-

cause of budgeting restrictions, though Johnston did assure task force members that the work would be available if the facilities were.

But that's not a concern, according to Shiffert.

"I believe it [the business] is going to be here, forget about the Navy," he said.

Filling Up Dry Docks. If Supship's figures are correct, however, there may not be any room for any other kind of work, even if the area has three dry docks.

Johnston said the Navy estimates that there will be 30 months of dry dock work for destroyer-type vessels a year.

That means that two dry docks would be in use for Navy work year-around and a third would be monopolized for such work for half the year.

And that doesn't even take into account the dry-docking requirements of other vessels, though many of those—such as yard tugs and minesweepers—can be handled by smaller dry docks, such as those at JSI's Bellinger Division.

All told, Johnston said, the Navy's destroyer-type vessels at Mayport would require 45 months of yard time yearly, a figure that includes 15 months a year of wet-slip time.

In addition, a total of 30 months of topside repair work would be necessary in the Mayport basin, exclusive of the in-yard work.

And even that figure applies only to scheduled repairs, not to emergency repairs, he stressed.

Man-Day Requirement to Double. Another potential problem area, according to Johnston, is skilled workers to handle the extra work.

He said Supship now estimates the manpower potential of the area for Navy repair and maintenance work at 20,000 man-days a month.

Within two years, when the new FFG-7 frigates at Mayport really get cranked up in their periodic maintenance cycles, he said an estimated 40,000 man-days a month would be required.

Right now, he said, the manpower pool in the area was hardly large enough to handle the present Navy workload, let alone meet the increased demand in the future.

He pointed out that when topside work was performed in the basin at Mayport on the carrier *Forrestal* in 1981, it was necessary to "import" 600 men from the Philadelphia Naval Shipyard to enable the work to be done.

He expressed hopes that the mobile nature of shipyard labor and accelerated training programs would enable the area to provide the necessary pool of skilled labor to get the job done.

THE NEXT TIME THEY SAY, “IT CAN’T BE DONE”, HANG UP AND CALL **1 800 633-6795.**

When they tell you, "It can't be done," sometimes they're really saying they can't handle the pressure.

So when your intermodal trucking company says you're asking the impossible, don't give up. Call us.

We're Searail. And we have a pretty unusual approach to intermodal shipping.

For starters, we're intermodal from the ground up. That's how we began. So we have a depth of experience that helps us solve problems other outfits just shrug off.

We work 24 hours a day, seven days a week. (That alone can sometimes make the impossible, possible.) You'll never pay an after-hours penalty, because we don't have after-hours.

You have our number. And we have more to tell you. So call us right now. Or the next time they say, "It can't be done."

SEARAIL

General Office
854 South Conception Street
Mobile, Alabama 36603
205 433-2651



Terminals:

Alexandria 503 823-3330

Baton Rouge 504 387-0540

Charleston 803 744-3973

Chicago 312 444-9519

Jacksonville 904 751-2935

Memphis 901 774-2590

Meridian 601 485-5600

Milwaukee 414 761-1020

Mobile 205 433-2656

New Orleans 504 948-2353

Philadelphia 215 333-0222

Savannah 912 238-0544

Second Look at Coal

JPA still going slow on facility as terminal plans elsewhere are dropped

Jacksonville Port Authority still considering 55-acre Blount Island site for coal facility, but would not use unit trains to ship commodity off the island to Jacksonville Electric Authority stations. Elsewhere, bottoming out of foreign markets, rail access problems, costs, public opposition bring an early end to Great Coal Rush in the Southeast: activity at completed terminals off, terminal plans in North Carolina and Savannah abandoned; terminals going ahead at Charleston.

Jacksonville Port Authority managing director John Mackroth gave his bosses—the JPA board of directors—a pat on the back at a recent board meeting.

"Considering what has happened in the coal export situation in the Southeast, this board is to be congratulated for not allowing itself to be stampeded into premature actions," Mackroth said.

The JPA managing director was referring to the "stampede" in 1979-81 that sent port authorities, coal companies and speculators to their drawing boards, property charts and financial institutions with plans for terminals in the Southeast and hopes of cashing in on an expected export bonanza.

In the last two months, the house of cards of plans for coal export terminals in North Carolina and Georgia has collapsed, with companies planning such facilities either abandoning their projects or stymied by delays attributed to the loss of markets, rail-access problems, local public opposition and costs.

JPA Coal Plans. Though the JPA can be a bit smug about its refusal to jump on the coal-export bandwagon prematurely, the agency still has not shelved plans for a coal facility of its own at its Blount Island Terminal.

"We're very much for anything that will add tonnage [at the port]," JPA deputy managing director Cliff Mendoza told *Seafarer*. "However, there are so many facets that we look into—how we go about getting a facility, what property we'd use for it and what we'd have to give up in order to get it."

Mendoza said that the JPA is still considering the development of a 55-acre parcel east of its marginal wharf at Blount Island, which is currently being expanded.

The site would initially be leased to the Jacksonville Electric Authority for the unloading of coal for its proposed coal-fired electric generating stations at Eastport, on the mainland a few miles from the terminal.

No Unit-Train Shipments. Mendoza stressed that if the facility ever becomes a reality, the coal would not be transported to the mainland by rail, a proposal that aroused a storm of opposition from current tenants at the terminal.

"We'd have to use some other sort of system," he said. "It has hasn't been determined exactly what, but it would definitely not be by rail."

He said that any action on the facility, which he said could also be used for export if the need arose, was in any event "six or seven years down the road."

He concluded that the future of the coal facility was linked to action taken by the JEA, which is having difficulties in ironing out problems with Florida Power & Light Co., its prospective partner in the joint-venture plants, and the city government.

A Litany of Disasters. Meanwhile, the list of troubled or cancelled export terminals in North Carolina and Georgia reads like a litany of disasters:

- Savannah Coal Port Inc., a firm building a 12-15-million-ton-a-year facility on Hutchinson Island near downtown Savannah, announced that construction on its half-completed facility was being suspended due to its inability to negotiate contracts for rail service.

- Ala-OHIO Valley Coal Co. Inc. of Washington filed Chapter 11 bankruptcy proceedings in November. The company's Morehead City terminal, which began operations in March 1981, shipped only 400,000-600,000 tons in its first year of operation. The terminal is still in operation, but Ala-OHIO guaranteed the North Carolina State Ports Authority, the owner of the terminal, a million-ton-a-year volume.

- Plans for five terminals at other sites in North Carolina have been shelved. Some of the companies involved had already purchased land for the facilities, but have now sold their property. Others have dropped their options to lease land for terminals from the North Carolina State Ports Authority.

- Two firms still committed to building coal facilities in North Carolina are facing stiff opposition from citizens concerned about congestion caused by coal unit trains and other aspects of terminal operation and other problems. They are Gulf-Interstate Inc., which wants to build a terminal on Morehead City's Radio Island, across the channel from the Ala-OHIO terminal, and the Wilmington Coal Transfer Co., which wants to open a terminal in downtown Wilmington. The firm must hope the

citizens of the city vote for a bond referendum for the facility in May, but the terminal has met stiff opposition in some quarters.

Charleston Terminals Going Ahead. In contrast, about the only recently projected coal export terminals in the Southeast still going ahead are at Charleston.

Massey Coal Terminal S.C., a subsidiary of the A.T. Massey Coal Co., is going ahead with its facility on Charleston's Shipyard River, which has already loaded five ships and which expects to begin shipments in 2.5-million-ton-a-year volumes in December.

Charleston Marine Coal Terminal Inc., a locally owned firm, is committed to beginning shipments at the rate of three million tons a year in the fall from its terminal upriver from the Massey terminal.

Tom McQuade, vice president of the Massey terminal, told *Seafarer* that the drop in demand for export coal would have little effect on his operations.

"We had always planned to build the terminal in stages, as the business demanded," he said.

Coal Business at 20-Year Low. At the same time, McQuade said, it was understandable that projects elsewhere were faltering.

"The coal business is certainly not immune to what's going on elsewhere in the world," he said. "Right now, it's down. In fact, the coal business is about as bad as it has been in the last 20 years."

Jim Young, president of Charleston Marine, said that his firm had not so far been plagued by problems facing the other terminals, and added that his company had firm orders for export coal.

Hopes for Morehead City Terminal. A spokesman for the North Carolina State Ports Authority said hopes for the continued operation of the Morehead City terminal were high.

"We still have great hopes that the terminal will continue to operate," said Bill Stover, who explained that the ports authority was staking some of its hopes for converting Morehead City from a general cargo to a bulk port on the terminal.

"We're not one of their creditors. They guaranteed us \$1 million a year [in the lease agreement], and they've been paying us every month."

"There's no reason for us to believe that they won't honor their commitment. It's a reorganization-type thing with them."

Have Shipyard... Will Travel!

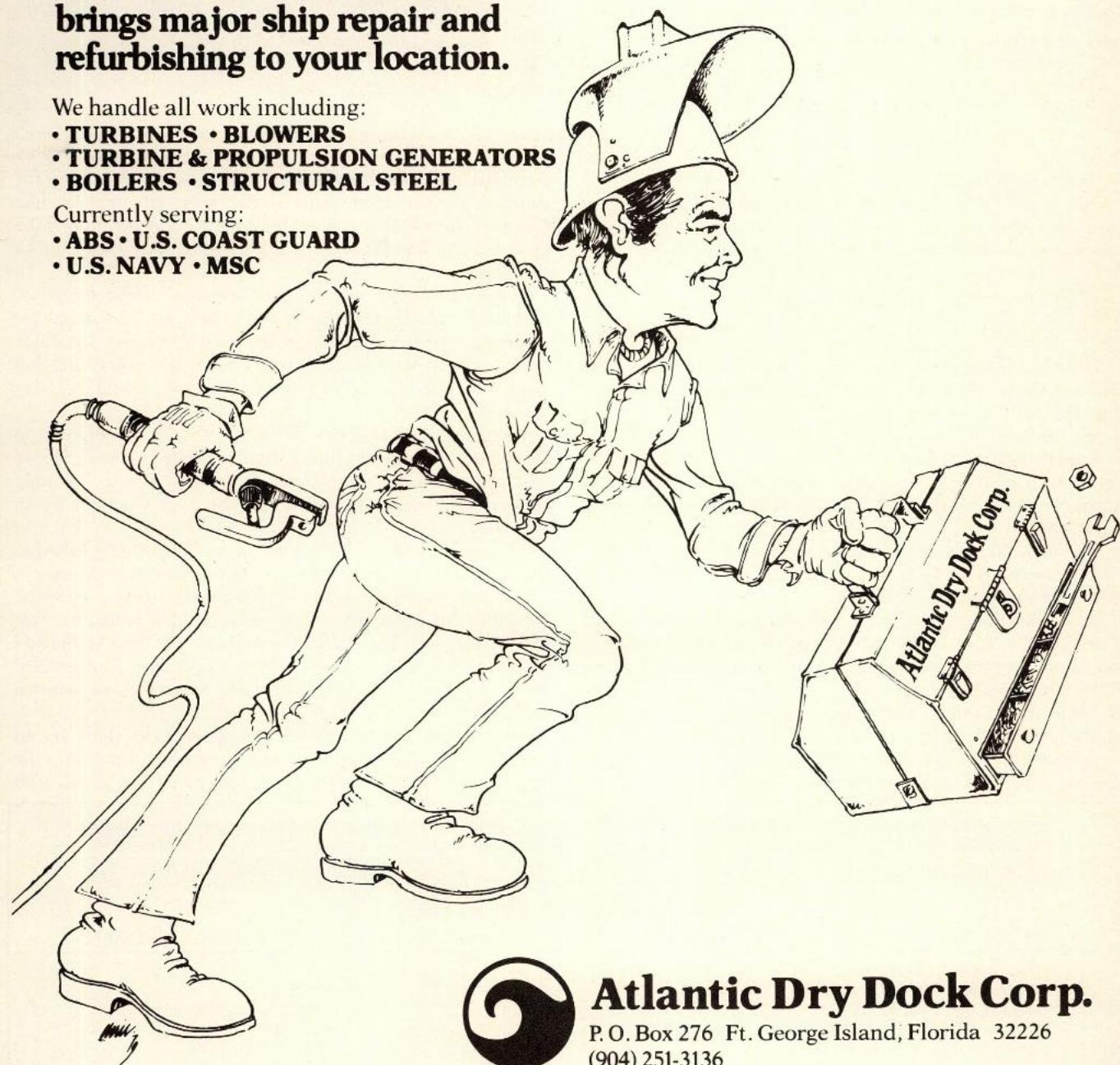
**Our VOYAGE REPAIR team
brings major ship repair and
refurbishing to your location.**

We handle all work including:

- TURBINES • BLOWERS
- TURBINE & PROPULSION GENERATORS
- BOILERS • STRUCTURAL STEEL

Currently serving:

- ABS • U.S. COAST GUARD
- U.S. NAVY • MSC



Atlantic Dry Dock Corp.

P. O. Box 276 Ft. George Island, Florida 32226
(904) 251-3136

"Don't Move the Ship. Move the Shipyard."

Buggies in boxes

Jacksonville's Legendary Motor Cars Inc. is an auto importer, too, but its buggies come in boxes—marine containers—and are up to 80 years old...and very valuable.



Some of the rusty, dusty treasures awaiting restoration in Legendary's warehouse.

World Cars Inc. it ain't

But the fact that Legendary Motor Cars Inc. can't lay claim to being the Port of Jacksonville's highest-volume auto importer doesn't bother its president, John Hendricks.

Cover Story

He can take satisfaction in the knowledge that his firm imports the most expensive autos—in terms of cost per unit—into the port.

His imports, in fact, aren't just autos, they're treasures.

A major portion of Legendary Motor Cars' business, you see, is importing American- and foreign-built vehicles from throughout the world and lovingly restoring them to their original state.

The painstaking restorations are often done on speculation, for resale and possible re-export, and are also performed on order for owners of the vehicles.

And when the vehicles, for whatever purpose, are imported through the port, they often arrive in 20-foot marine containers, a most unorthodox way of shipping autos in this age of giant Ro/Ro ships.

Some of the vehicles, of course, come in and are exported by more conventional means—in Ro/Ro ships or aboard breakbulk lift on/lift off vessel's like Peralta's *William R. Adams*, which sails between Jacksonville and Rotterdam.

Buggies in Boxes from Uruguay. There are two reasons for shipping the cars from some South American countries, like Uruguay, in containers, says Hendricks. For protection of the rare vehicles and because that's the only way they can be shipped.

"That's the only way to get them out of the country," Hendricks told *Seafarer*, referring to his portion of a 140-car collection recently purchased from a collector in Uruguay. "The dock [in Montevideo] is very small and everything that goes aboard has to be inspected by the government. It's very difficult."

Hendricks said that the Uruguay vehicles are shipped in Container Transport International boxes aboard Moore McCormack Lines vessels, which provide a twice-monthly service between Jacksonville and the East Coast of South America.

The vehicles have their wheels chocked by blocks nailed to the containers' floors for security during the ocean voyage.

When the 20-footers arrive in Jacksonville, they're unloaded from the ships and, after Customs and other formalities are taken care of, trucked from the Jacksonville Port Authority's Talleyrand Docks & Terminals to Legendary Motor Cars' shop and warehouse on Forsyth Street in downtown Jacksonville.

Interestingly enough, Hendricks pointed out, there are no import duties on American-made cars, notwithstanding the fact that the vehicles may have left the country as much as 50



SOUTHEASTERN MARITIME CO.

STEAMSHIP AGENTS

STEVEDORES

TERMINAL OPERATORS

WAREHOUSEMEN

SAVANNAH, GEORGIA 31402

310 East Bay Street, P.O. Box 2088, 912/232-5581

ATLANTA, GEORGIA 30318

1465 Northside Drive, N.W., Suite 68, Phone 404/351-8176
Greenville, S.C. Phone 803/242-4397

JACKSONVILLE, FLORIDA 32201

2040 East 19th Street, P.O. Box 1538, Phone 904/353-8201

CHARLESTON, SOUTH CAROLINA 29402

6 Gilon St, P.O. Drawer 978, Phone 803/722-8451

MIAMI, FLORIDA 33145

1330 Coral Way, Suite 201, Phone 305/856-7303

SERVING

East Coast South America
South Africa/West Africa
Red Sea/Persian Gulf
North Europe/United Kingdom
Mediterranean
Egypt
All Far East Ports
The Philippines
Australia

years ago. Normal Customs duties are levied on imported foreign vehicles.

Like all importers and exporters, Hendricks works closely with a local forwarder and customhouse broker, in this instance, Bee International of Jacksonville.

Once the containers arrive at the shop, the vehicles inside are removed and placed in storage until restoration work begins.

The Work of Restoration. Typical of the vehicles acquired by Hendricks from the Uruguayan collection is a 1930 Buick Marquette Phaeton, which was built in a General Motors plant in England (the vehicle has right-hand drive), found its way to South America and was purchased and restored, bolt-by-bolt. Most of the parts on the elegant vehicle are refurbished originals, Hendricks explained. Some equipment, such as tires and canvas tops, are reproductions. Many of the "new" components—like tires—can be purchased locally, but when they can't be, Legendary Motor Cars' craftsmen (the firm maintains a work force of about seven skilled artisans) make them from scratch, which was the case with the canvas, wood and metal top on the Buick.

Like many of the vehicles the firm imports, Hendricks said, the Buick was in running condition when acquired, and only needed a thorough renovation, which included a total disassembly of the auto, a refinishing of all components, replacement of irreparable parts and taking the body, frame and engine down to bare metal and repainting them during a process requiring hand rubbing and sanding and the application of as many as 15 coats of lacquer.

The car is for sale for \$32,800, though Hendricks says the vehicle—which has won two first-place awards in regional competitions staged by the Antique Automobile Association of America—has been valued as high as \$50,000.

Other acquisitions from the Uruguayan collection currently being restored or awaiting restoration include a number of Dodge roadsters, a Rolls-Royce or two, a 1930s Mercedes-Benz limousine used by the German embassy in Montevideo and even a four-door, convertible pre-World War II German Army Mercedes staff car.

Modern 'Classics' Are Also in the Inventory. Though the most spectacular and interesting restoration jobs involve vehicles that are literally ancient—such as an 1898 French "horseless carriage" for which Hendricks is currently dickering—the firm also does many restoration jobs on more modern vehicles.

"We also do a lot of work on newer American-made vehicles for European buyers," he explained, "mostly things like Cadillacs a few years old."

In addition, he added, Legendary Motor Cars restores and refinishes autos that most people would hardly consider antiques—ranging from recent-model MGB GTs and Mercedes to 1963 Chevrolets, as well as a Cadillac for an honest-to-goodness Saudi Arabian sheik.

Started in 1974. Hendricks said that he started the firm in 1974, after spending years working on antique and classic autos as a hobby.

"There's no one in this area that offers the type of service we provide," he said. "There are people who do certain limited types of restoration work on vehicles, but as far as total restorations, we're it."

He added that the company attracts customers from throughout the U.S. and other countries. They include not only antique or classic car aficionados looking for a show-stopping vehicle, but also owners after a restoration or repairs.

So Jacksonville has become an importer and exporter of classic vehicles.

Some Lead...

Some follow.



In a world where sameness is the order of the day, leadership shines like a beacon in the night. At AES, leadership is nothing less than a tradition. We've been sailing from the East Coast of the U.S. and Canada to Australia/New Zealand for more than 30 years. During that time, we've led the field in the areas that count most to you, including:

- Ports of Call
- Transit Time
- Cargo Flexibility
- On-Time Performance

As in any field, leadership in the shipping industry comes down to one thing: results. And for 30 years, outstanding results are among the many successful deliveries we've made for our shippers.



...We deliver!

Agent:
HARRINGTON & COMPANY, INC.
P.O. BOX 3157
JACKSONVILLE, FL 32206
(904) 355-2521



Unite or Lose

Choices facing ports, Propeller Club regional told;
Hvide, Bennett offer Merchant Marine proposals

President of Hvide Shipping advocates foreign building of flexible, combination ships, combining of bulk, liner and coastwise trades in 'single Merchant Marine'; Congressman Bennett calls for more Title XI money, standardized merchant ship construction program; pipeline hit. By Hugh White

The Propeller Club's 1982 Southeast regional convention at the Sheraton St. Johns Place in Jacksonville April 14-16 was billed as "Southeast Port Development in the Reagan Era", but by week's end, a theme of "unite or lose out" had emerged.

The conferees were told—and told each other—to unite in support of American-flag ships in general and against northern ports and regional pipelines in particular. While those messages may not have been news to everyone in the audience, at least one speaker proposed a few fresh ideas for implementing the strategy.

Hvide Wants Three-Pronged Attack.

Hvide Shipping Inc. president J. Erik Hvide of Fort Lauderdale called for a three-pronged attack: build flexible, multipurpose ships; allow reflagging of serviceable foreign-flag vessels to the Stars and Stripes and allow the building of new U.S.-flag vessels in foreign yards; and merge coastwise and international trade into a single American Merchant Marine.

Reagan Ignores Merchant Marine. The Reagan administration, while calling for a beefed-up defense, has treated the concept of a strong merchant marine "almost as an aside," Hvide said.

"So far, nothing has come out in the form of a new [Merchant Marine] policy," he said. "In the meantime, they've eliminated construction and new



Bennett (c) called for more of Title XI money, standardized shipbuilding program.

operating subsidies, and now they're going to eliminate Title XI [guaranteeing loans for vessel construction], which was the only program that made any money.

"They're throwing out the tub along with the baby and the bathwater," Hvide said.

Ports and their users must press the administration to develop a policy, but unless there is some unity of purpose, it won't happen, he said.

Interest Groups at Cross-Purposes.

"The problem is so many interest groups are lobbying at cross purposes. All the bulk trades are looking out for themselves—you've got grain vs. oil vs. chemicals and so on."

Subsidy programs can help, but only if planned with some foresight, he said.

"All the subsidies can give you is the lowest-cost ships in the world, but they won't be any good if there's no cargo," Hvide said.

"The reality of the situation is that a vessel has to have flexibility. We need a broad, comprehensive policy to include

dry bulk, wet bulk and liners together."

The second element of his strategy includes allowing foreign construction of U.S.-flag vessels.

"Labor costs are too high here, and everybody thinks Japan has low labor costs, but that's...not true any more," he said. "The true low-cost yards are now in Korea, Singapore [and] Hong Kong."

Korean labor is paid about \$3 an hour at present, while the Japanese pay scale is now up to \$12, with American shipworkers averaging more than \$20 an hour, he said.

"We can't build a strong U.S. fleet by having it built here any more," he said. "The government has done its part to kill American shipyards with OSHA, workers' comp and so forth."

"Obviously we have to maintain U.S. yards at some level, and Navy programs are doing that."

The "Ultimate Necessity." A single American fleet combining coastwise and international trade is the third area Hvide said will have to be addressed in his

| | | | | |
|------|--------|---------|--------|-------|
| DECK | ENGINE | STEWARD | BONDED | CABIN |
|------|--------|---------|--------|-------|

SOUTHCENTRAL MARINE SERVICE, INC.
1726 East Church Street
Jacksonville, Florida 32202

The fastest growing chandler in the South covering Florida and South Georgia

"WE DO IT RIGHT"

TWX 810-827-3235
SOMAR JAX
CABLE: SOMAR JAX NIGHT 641-4743 724-0047

AREA CODE 904
358-2792

PARKHILL • GOODLOE CO., INC.
DREDGING CONTRACTORS
P. O. BOX 8707 • JACKSONVILLE, FLORIDA—32211
TELEPHONE: (904) 743-4332

strategy for rejuvenation of the U.S. Merchant Marine.

"It's the hardest, but ultimately necessary," he said.

As it now stands, there is very little coastwise bulk trade, and liner trade—with probably the largest U.S.-flag participation—is virtually non-existent, Hvide said. International trade is weak as well, with the American government accounting for most of that, he added.

"Fully one-third of all tankers in the world are surplus right now," Hvive said. "The worldwide recession is affecting U.S. lines and bulk trades very deeply."

"The coming of the Coal Age hasn't happened yet...and people are beginning to realize they were premature in their thinking it would be here right away. It will be a gradual growth over the next 10 to 15 years."

Bennett's Proposals. Congressman Charles Bennett (D-Jacksonville), chairman of the House Seapower Subcommittee, agreed with Hvive on Title XI in his luncheon address on April 15, but wanted American shipyards to get what would be a bonanza merchant ship construction program utilizing a standardized design to increase efficiency.

He also wants a presidential commission on seabuilding and sealift capabilities.

Title XI, Construction Program. Bennett said he supports the Biaggi bill, which would unfreeze Title XI money and up the fund from \$12 billion to \$15 billion.

He also wants to expand the "sealift mobility capacity through the design and procurement via a commercial build-and-charter program—subject to Congressional authorization—of standard design series construction."

"This would rationalize shipbuilding by concentrating ship orders of standard design construction at selected shipyards," he said. "...Commercial ship construction could be revitalized through a comparable promotion of standard-design series construction of commercial vessels. Build-and-charter approaches should be seriously considered here, too."

Bennett said that he had also asked the General Accounting Office to take "a broader look at innovative financing methods for commercial ship construction."

The presidential commission he advocates, he said, should include representatives from government, business and labor organizations involved in building and operating our Merchant Marine....A national Merchant Marine and shipbuilding policy has become an imperative national priority."

Bennett earlier had recited the dismal figures underlining the decline in the carrying capacity of the U.S. Merchant Marine over the last 30 years, and had told the delegates that the marked increase in that of the Soviet Union posed a serious threat to the nation's security.

"It's [the Soviet Union's] merchant fleet is steadily growing, now including over 40 sophisticated Ro/Ro ships particularly well-suited for amphibious landing operations," he said.

Pipeline Florida's First Hurdle. An energy pipeline looms ominously over Florida's ports, Hvive contended.

A plan by Florida Gas Transmission Co.—based in Winter Park but a subsidiary of the giant Continental Group of Connecticut—to sell one of two natural gas pipelines to a sister subsidiary, Transgulf Pipeline Co., would allow direct piping of light petroleum products from Texas and Louisiana through the Florida panhandle to Broward County (with branches along the way) to compete directly with Port Everglades and other ports.

The pipeline could displace 18 American-flag vessels carrying 350,000 barrels of light petroleum products into Florida daily, throw 882 seamen out of jobs, and cost Florida consumers between \$40 million to \$180 million a year, he said.



THE ELLER EXTRA: AGENCY SERVICE ABOVE AND BEYOND.

Bringing the Captain a morning newspaper along with ship's business isn't essential. But it is an appreciated, thoughtful touch. And just one

example of the extra attention you can expect from Eller & Company.

From the time your ship arrives until it's underway again, we follow through to make sure its every need is satisfied—correctly and on time. Our experienced management people are always personally involved to make sure of it.

This extra care is a little thing. But at Eller & Company, we know the little differences are very important. For more information on the Eller extras, call us today.

THE ELLER EXTRAS:
A lot of little differences that make the big difference in service.

ELLER
& COMPANY, INC.

**SERVICE TO MARITIME COMMERCE
STEVEDORING • AGENCY • SALES**
701 S.E. 24th Street, Ft. Lauderdale, FL 33316
Tel: (305) 525-3381,
TWX: 510-955-9860 Telex: 51-4367

Offices: Miami, Port Everglades, Port Canaveral, Jacksonville, Tampa, Savannah, Charleston, Wilmington, N.C., Norfolk, New York, Atlanta, Memphis, Mobile, New Orleans, Houston, Dallas. European Office: London.

Navieras adds new 'Balder Haren' to islands feeder fleet

Navieras de Puerto Rico, the Puerto Rican government-operated carrier, has announced the addition of a new Ro/Ro vessel to its feeder service between Puerto Rico and the U.S. Virgin Islands, the Dominican Republic and Haiti.

The *Balder Haren* joins its sister ship, the *Balder Eems*, and, according to company officers, is expected to allow expansion of Navieras' service between Puerto Rico and other Caribbean points.

The *Haren*, like the *Eems*, has a capacity of 52 40-foot trailers and 30 autos and also features connection points for 25 reefer trailers.

Roberto Lugo D'Acosta, Navieras' chief executive officer, said that the addition of the new vessel to the islands feeder service would assure faster connections and delivery of all sorts of containers, trailers and Ro/Ro cargoes to destinations in the Caribbean beyond Puerto Rico.

The newly acquired vessel sails every Monday and Wednesday from San Juan to the U.S. Virgin Islands and every Friday to the Dominican Republic. The



The 'Balder Haren,' Navieras' newly acquired vessel for its island feeder service.

Eems sails every Tuesday from San Juan to the Dominican Republic and every Thursday to Haiti.

Navieras offers 38 monthly sailings

between seven U.S. East Coast ports—Elizabeth, Baltimore, Norfolk, Charleston, Savannah, Jacksonville and Miami—and San Juan.

CAROLINA SHIPPING COMPANY

P.O. Box 52358
Jacksonville, Florida 32201

*Steamship Agents
and
Contracting Stevedores*



Ph: 904/355-5757 • TWX: 810-784-5603 • Cable: CAROLINE
OFFICES IN CHARLESTON, JACKSONVILLE, SAVANNAH,
ATLANTA, AND CHARLOTTE

Since 1916

Regular Services To & From

LONDON • ROTTERDAM • FAR EAST
EAST & WEST COAST SOUTH AMERICA
MEDITERRANEAN • PERSIAN GULF

—offices—

3226 Talleyrand Ave. Jacksonville, Fla.
Phone (904) 355-4751 Cable: SOSHIPCO

—also in—
Brunswick • Savannah • Charleston

SSC Southern Shipping Co.
STEAMSHIP AGENTS
STEVEDORES FREIGHT FORWARDERS

Parkhill-Goodloe announces pair of acquisitions

Parkhill-Goodloe Co., which for more than a hundred years has been known as a leading dredging company in the Southeast, has announced a pair of acquisitions—an electrical supply firm in Jacksonville and an automobile dealership in nearby Fernandina Beach.

The Jacksonville-based firm has acquired Rafco Services Inc., a company located at 3010 Powers Avenue that services maritime, industrial and commercial accounts.

The auto dealership is Carter Chrysler, Plymouth, Dodge Inc., located at 4000 Amelia Parkway in Fernandina Beach.

Ronald A. Burroughs, vice president and secretary of Parkhill-Goodloe, will serve as an officer in both of the newly acquired concerns.

Burroughs will serve as secretary-treasurer of Rafco and as vice president and secretary-treasurer of the auto dealership.

James E. Farmer, who was with Westinghouse for 15 years, is the president of Rafco, which was incorporated in 1980. Ward Matthews, a veteran of 10 years service with Ward Engineering, is the company's vice president.

Lee Carter remains as president of the auto dealership that bears his name.

"Rafco has the capability to help

design and implement a new electrical system or help in trouble-shooting and correcting problems in an existing system," said George M. Goodloe, president of the parent company, in summing up the electronics firm's capabilities. "Rafco can upgrade a system to the present state of modern technology and can also supply a wide variety of electrical supply products, both marine and industrial. We are looking forward to a productive association with the Rafco company."

Parkhill-Goodloe History. Parkhill-Goodloe was established in Jacksonville in 1879 by Capt. R.G. Ross, who headed the firm until his retirement in 1915.

In 1890, George W. Parkhill, Ross' son-in-law, joined the firm, which was active in dredging and harbor-improvement operations from Wilmington, N.C., to Key West.

After Ross' retirement, Parkhill, with Capt. Herman Lonnecke, formed the Seaboard Dredging Co. at the foot of Arlington Road in Jacksonville, the site of the successor firm's present headquarters.

After Lonnecke dropped out of the firm, the company became Parkhill Dredging Co., and W.H. Goodloe

became general manager and vice president in 1927.

R. Ross Parkhill, George's son, joined the firm in 1925 and became president of the company—which had meanwhile acquired its present name—in 1945. He held that post until his retirement in 1967, after which W.H. Goodloe Sons acquired his interests.

James D. Goodloe now serves as the company's chairman, while brother George remains as president.

Burroughs joined the company in 1967.

The company is active throughout the Southeast, and recently completed the maintenance dredging of the Fulton-Dames Point Cutoff section of Jacksonville Harbor under contract to the Army Corps of Engineers.

Consolidated appointment

Consolidated Marine Services Inc. of Jacksonville has been named exclusive sales representative in the Western Hemisphere for 18 cargo vessels of various types and tonnages by German shipping interests.

All vessels are currently active in service and in class.

For information, contact staff engineer Robert Reuschle at (904) 353-1074.

RO/RO IS JACKSONVILLE

JAX PORT
Gateway To The Sunbelt !

Whatever method RO/RO shipping you require you'll find it at the Port of Jacksonville !

JACKSONVILLE PORT AUTHORITY

2831 TALLEYRAND AVENUE • POST OFFICE BOX 3005 JACKSONVILLE, FLORIDA 32206
TELEPHONE 904/633-5240 • NEW YORK 212/425-1655

Dial us Toll Free: 1-800-874-8050 (except Fla.)

Jacksonville brokers, forwarders form association

Eight Jacksonville freight forwarding and customhouse brokerage firms have reformed a trade association that they hope will increase their influence on decisions affecting their trade and the port.

"I think there's strength in numbers," Tom Watkins, president of Thomas L. Watkins and the new Jacksonville Customs Brokers and Freight Forwarders Association, told *Seafarer*. "We will have

a part in play in areas in which there are problems concerning the port, to discuss things with people like the JPA, for instance. We'll have more clout as a group than we would have as individuals."

Watkins said that another role of the association would be to keep its members informed on national and local developments that could affect their business.

Educating Members. "One of the basic reasons [for the association] is to educate each other on the actions of the Federal Maritime Commission and U.S. Customs regulations," he said. "Those of us [association members] who are members of the national association [the New York-based National Association of Customs Brokers and Freight Forwarders of America Inc.] are kept abreast by them."

Watkins said that though the local association was not affiliated with the national body at present, it probably would seek such affiliation in the future. He added that the group's organizational meeting was held March 24.

"The old group was affiliated [with the national group]," he explained, referring to a similar association that was allowed to wither away several years ago.

Membership of Association. The members of the association, other than Watkins, are Bee International, Harper Robinson Co., John S. James Co., Robert G. Marshall CHB, McGiffin & Co.,

Schenkers International Forwarders Inc. and Sunshine Forwarders Inc.

Watkins expressed the hope that other firms in the trade in the port (there are about 17 freight forwarding and customhouse brokerage firms in Jacksonville) would also join the association.

Meetings of the association will be held on the fourth Wednesday of every month at 5:30 p.m., initially in the Jacksonville Port Authority main conference room on Talleyrand Ave.

Watkins said that the association intended to line up a slate of speakers who could address developments, problems and trends in the industry.

Other Association Officers. Other officers of the association are vice president Manuel McGinn of John S. James Co.; secretary Sharon Clark of John S. James Co.; and treasurer Linda Kellogg of Robert G. Marshall CHB.

Cruise ship to sail for Bermuda May 20

The Costa Lines cruise ship *M/V World Renaissance* is now in port and will sail on a seven-day cruise to Bermuda and back on May 20.

Tom Mason, assistant local manager of local agent Strachan Shipping Co., hopes the next cruise sailing from the port will be sooner than this one, which is the first since 1975, when the *Renaissance* last sailed from the port.

"We hope to have the turnout to make this an annual affair," Mason said.

The *World Renaissance* is one of several cruise vessels that visit Jacksonville Shipyards Inc.'s downtown Commercial Yard each year for their annual routine maintenance work.

The 12,000-grt, Greek-flag ship will leave the yard and dock at the Jacksonville Port Authority's Talleyrand Docks & Terminals on May 19, Mason said.

There, space for a passenger reception area, Customs clearance and parking for passengers will be provided by the JPA at one of its transit sheds.

The seven-day cruise includes a 4:30 p.m. Thursday departure, arrival at St. George, Bermuda, at 8 a.m. Sunday, departure for Jacksonville at 4:30 p.m. Monday and arrival back at Talleyrand at 8 a.m. the following Thursday.

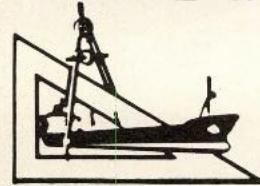
The price for passages range from \$775 per person to \$1,215 per person for single occupancy, and accommodations may be arranged through local travel agents or by calling Costa Lines' booking office direct in Miami.

CONSOLIDATED RIGGING & MARINE SUPPLY, INC.

- Accredited under the Department of Labor to test and inspect and certificate cranes. (Title 29—Chapter 13, Part 1919)
- Distributor of Mac Whyte wire rope, Crosby fittings and ACCO chain.
- Manufacturer of wire rope slings up to 24" in diameter.

Manila and synthetic cordage.
572
2039 E. 11th St.
Jacksonville, Florida

CDI MARINE COMPANY



NAVAL ARCHITECTS
MARINE ENGINEERS

JACKSONVILLE, FL
(904) 724-9700

HAMPTON, VA
(804) 627-4384

CHARLESTON, SC
(803) 554-5580

WASHINGTON, D.C.
(703) 521-2452

CHESAPEAKE, VA
(804) 543-4211

SAN DIEGO, CA
(714) 474-3317

PHILADELPHIA, PA
(609) 772-0800

GROTON, CT
(203) 446-1721

BOSTON, MA
(617) 878-8340

Florida Towing Company

Suite 3206—One Independent Square
Jacksonville, FL, 32202
(904) 354-0483



OFFSHORE AND HARBOUR TOWING

Sea-Land delivers plants safely; export market eyed

A containerized shipment of Florida tropical plants arrived safely in Rotterdam aboard Sea-Land Service's M/V *Independence*, which sailed from Jacksonville March 16 (see *Seafarer*, April 1982, Page 14).

The plants are now on display at an international horticultural exhibition in Amsterdam, and their safe arrival, after a nine-day voyage across the Atlantic during which they were carefully monitored in their four containers, has Florida nurserymen and growers eyeing a tremendously expanded export market.

'50 Million Export Market' Eyed. "...We see the potential in three to five years of a \$50 million export market to Europe," said Charles Dunn, executive vice president of the Tampa-based Florida Nurserymen and Growers Association, which represents about 1,500 of the state's 2,000 growers.

If that market develops, it will be in large part due to the success of efforts to evolve a viable method of shipment that resulted in the initial movement. Tropical plants are extremely sensitive to changes in temperature, light conditions, humidity and other conditions.

Though at least one containerized shipment of tropical plants was made from Jacksonville in the past—several years ago aboard a U.S. Lines vessel—the Sea-Land movement marked the first major scientific attempt to move a major consignment. About 1,000 plants ranging in size from foot-high queen evergreens to 24-foot fig trees, were shipped.

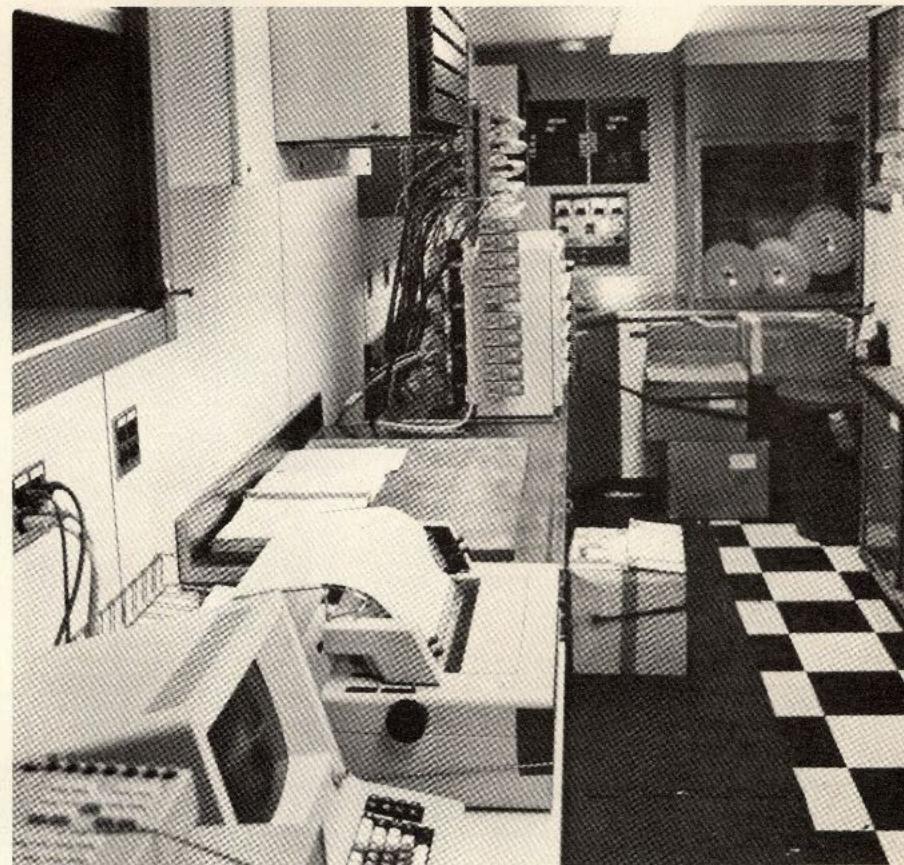
The shipment was accompanied by Sea-Land product research and development specialist Dr. Yilmaz Ilker, who monitored the conditions in the plants' containers from the line's mobile research lab aboard the *Independence*.

Plants Even Had New Growth. There was originally some concern about whether the plants could survive nine days in a dark container, but Sea-Land specialists, the growers and agricultural researchers at the University of Florida developed acclimation techniques that allow the plants to survive up to 28 days in low-light conditions.

In fact, a Sea-Land spokesperson said, there was even some new growth on the plants when they arrived and were unloaded in Amsterdam.

"There were really no problems," said Barbara Pratt, who directs mobile laboratory testing for Sea-Land. "The plants came out in as good condition as when they went in. Everything worked beautifully."

"There was only one slight problem, at the exhibition hall where the plants are



The interior of Sea-Land's mobile research lab, from which the plants were monitored.

displayed. The temperature was too low—in the upper 40s—and the temperature in the containers was maintained at 55. Heaters were put in and that remedied that problem."

The show is called *Floriade '82*, and runs from April through October. It has attracted exhibitors from a number of countries, including several European nations and Japan and China.

The exhibition is seen as a major showcase for Florida plants, and several state leaders were in Amsterdam April 23 to celebrate a "Florida day" at the affair, including secretary of state George Firestone and secretary of agriculture Doyle Conner.

Though indoor tropical plants are popular in Europe, the climate isn't suited to growing them there.

Once the plants are grown and acclimated, however, they can be used for interior landscaping purposes and it's simply a matter of maintenance—light, water, fertilizer and temperature control.

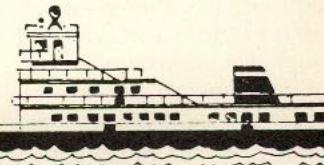

MARINE MANAGERS
SHIPBROKERS AND
TECHNICAL REPRESENTATIVES
CONSOLIDATED MARINE SERVICES, INC.
Ph: (904) 353-1074 TELEX: 056-8421
2000 E. BAY STREET
JACKSONVILLE, FL 32202 NEW YORK HAMBURG

TELEPHONE

JACKSONVILLE AREA CODE 904
264-6582

MAILING ADDRESS
P.O. BOX 1167
REYNOLDS INDUSTRIAL PARK
GREEN COVE SPRINGS, FL 32043

F.V. OLIVER, JR., PRESIDENT



SUN STATE MARINE, INC.

TUGBOATS
Up to 1200 HP

BARGES
Clean & Dirty
Up to 25,000 bbls.

40 YEARS EXPERIENCE
In this area

Bringing home the boosters

Ships designed, built, fitted out at Jacksonville are performing well for NASA in shuttle booster recovery program.

After three successful recoveries of the giant booster rockets used to hurl America's first space shuttle into orbit, NASA technicians, officers of United Technologies Corp. subsidiary United Space Boosters Inc. and the crews of the booster-recovery vessels *UTC Liberty* and *UTC Freedom* are singing the praises of the Jacksonville-designed, -built and -equipped vessels.

"The vessels have performed exceptionally well and have met all of our expectations," Capt. Dan Riksen, master of the *Freedom*, told *Seafarer*. "There have been no problems. We are extremely pleased with the whole operation—the ships and the people [the highly skilled personnel who conduct the recovery of the 84-ton, 124-foot booster casings, frustums and parachutes off the Florida coast]."

The ships were designed by Rudolph Matzer & Associates of Jacksonville, built by Atlantic Marine Inc. of nearby Fort George Island, and equipped by a number of Jacksonville firms, including D.W. Anderson Inc., which furnished and installed the Carrier Transicold refrigeration and air conditioning equipment aboard the vessels.

Riksen and his fellow skipper aboard the *Liberty* are in command of the vessels during recovery operations, but overall responsibility for the entire operation is



Back from space—NASA divers and technicians aboard 'UTC Liberty' working on the recovery of one of space shuttle 'Columbia's' rocket boosters.

Anker Rasmussen, USB's manager of marine operations.

Working under Rasmussen, in addition to the ship's crews, are 12 highly trained divers and other specialists.

On some missions, as in the second recovery of the boosters 160 miles off Cape Canaveral in November, the crews more than earn their pay.

30-Foot Swells, 18-Foot Seas. "We had 30-foot swells and 18-foot seas," Riksen said. "The boosters were surging up and down very much."

"Storm conditions...caused a hydraulic action within the boosters that had them surging up and down between 20 and 36 feet," explained Rasmussen. "For the divers, it was like trying to catch hold of a high-speed elevator in a three-story building."

Conditions were so rough that the recovery operation, which Riksen said normally takes about four hours, took more than 13 hours.

Recovery Operation. The recovery operation is intended to retrieve not only the boosters, but their frustums—the containers housing the parachutes that lower the boosters into the sea—and the chutes themselves.

When the 176-foot recovery vessels pull alongside the parachutes, a swimmer

attaches a line so they can be hauled aboard by the ships' stern winches.

Getting the boosters aboard is nowhere near as simple.

The boosters, which at launch contain over one million pounds of solid rocket propellant, float vertically, with the nozzles at their ends anywhere from 90 to 120 feet below the surface.

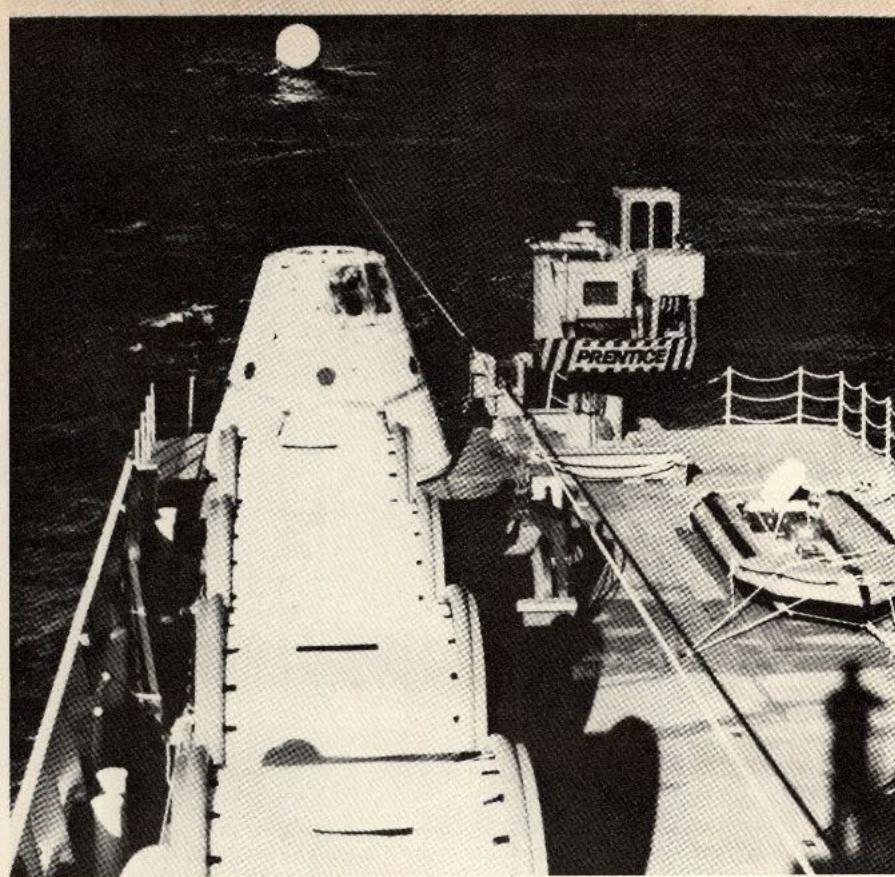
Five divers motor in an inflatable boat to each booster, where three of them go into the water and swim down to the nozzle.

There, they insert specially designed retrieval booms into the nozzles.

The boom is generally installed in about eight minutes, and air is pumped through a trailing hose into the casings to force the water from them and produce enough buoyancy so that they tip over into the water in a near-horizontal position.

Meanwhile, the parachutes are being recovered and the frustums, which separate from the boosters themselves at about 6,200 feet, are hauled aboard the vessels by winches.

The Trip Home. Once the parachutes and frustums are aboard and the boosters are "laid down," they are taken in tow by the recovery vessels for the almost-200-mile trip back to Port Canaveral, the vessels' home port.



The 'Freedom,' with frustum and parachutes aboard, tows a booster home.

"Initially, we take them to Port Canaveral, up the Banana River to an Air Force base, which is being leased by NASA," said Riksen. "There they are lifted from the water by a large sling-crane very similar to a straddle lift. They are taken to a USB facility, where technicians refurbish them for the next flight."

The reuse of the booster casings saves the government millions and is an integral part of the Space Shuttle program, as well as the *raison d'être* for the *Freedom* and the *Liberty*.

"It's a different story now from the days when a rocket motor went up and was discarded after only that use," said Paul Donnelly, vice president of Florida operations for United Space Boosters. "With the shuttle, the boosters can be used again and again, and that means economy for NASA's new space transportation system."

On Station. Riksen said that the crews of the two recovery vessels, unlike the millions of Floridians and visitors who flock to the Cape on launch day, have yet to see their first shuttle launch.

The *Liberty* and the *Freedom* leave port about two days before the launch to reach their duty station offshore.

The fun for the retrieval crews begins about two minutes after launch, when—at an altitude of about 31 miles—the used boosters, their fuel spent, are blown away from the shuttle orbiter by small solid-fuel rocket motors and the descent

to the surface of the ocean begins.

Normally, the recovery operation begins as soon as the boosters and their parachutes and frustums hit the water.

On the November recovery, however, the recovery attempt was postponed

until the second day after launch, as the *Liberty* and the *Freedom* rode out the foul weather and waited for calmer seas to begin retrieval operations.

Oceanographic Research. The major function of the two ships, of course, is recovering the boosters.

But Riksen said that the vessels had also been used on a subcontract basis in oceanographic research work for private firms like oil companies and for the Navy.

The ships were designed with such a dual role in mind.

MARINE INDUSTRIAL SITES

2-4 acres on the St. Johns River

International Shipyard Inc.
1615 Huffington Lane
Jacksonville, FL 32216

House of Ropes, Slings & Allied Fittings



429 Talleyrand Ave., Jacksonville
(904) 355-3423

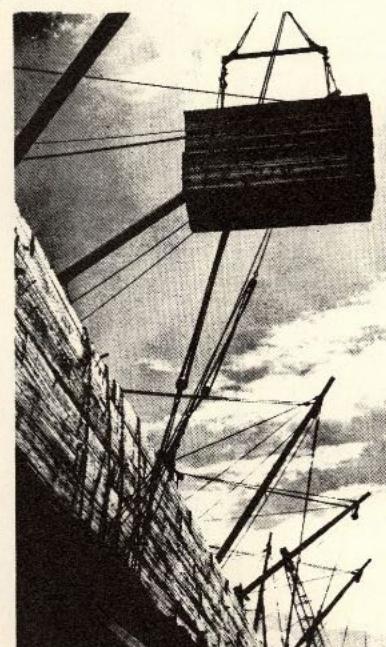
We Cover the Waterfront

Hoffert Marine, Inc. 1700 E. Church

Every Hour of Every Day

Phone: (904) 354-8242

Prime
Contracting
Stevedores



Southern Carolina Stevedoring Corp.

Phone: (904) 355-4751
P. O. Box 52475 Cable: SOCARCO
JACKSONVILLE, FLORIDA 32201

Customs agents go after containerized contraband

Shippers and ocean carriers aren't the only ones who are taking advantage of the trend toward containerization. Drug smugglers, too, are using marine containers for 'intermodal' shipments of contraband into the U.S. Culprits include shippers, importers and dock labor, says Customs, which is seeking to expand its network of informants in an effort to battle the rising trade in illegal drugs via commercial shipping.

Small boats scurrying back and forth between mother ships and secluded coves and creek mouths in Florida's remote coastal areas—that's the picture the general public has of the multi-million dollar drug smuggling business in the Southeast.

That is an accurate picture, as far as it goes, but it's an incomplete one.

Because some of the discharge points for illegal drugs entering the U.S. are far from secluded. They're the centers of Florida's commerce—the marine terminals at the state's ports.

Drug smugglers are discovering something that shippers, ocean carriers and importers discovered long ago...the security, safety, ease and speed of shipping their cargoes in marine containers.

Consequently, a smuggling network using false-sided and false-bottomed boxes, items of cargo with hiding places for caches of illegal drugs and other clever subterfuges has been built up in Florida and other states in the Southeast.

The network is operated by shippers in Central and South America and the Caribbean and importers and dock labor—and no doubt, organized crime—in the U.S.



A cache of marijuana found in a secret compartment in a marine container.

"Containerization has not only been a boon to the shipper, it's been equally a boon to the smuggler," said Jim Dingfelder, a spokesman for the Customs Service's Miami region office.

'Not Even a Newsworthy Event.' How widespread is the operation?

"It's not even a newsworthy event any more when we find drugs in containers," said Dingfelder. "There have been a large number of seizures over the last two years."

Compounding the Customs Service's difficulty in combating the epidemic is the smugglers' ingenuity.

Dingfelder pointed out that the drug runners modify standard marine containers by putting in false bottoms and walls, creating secret compartments where illegal drugs—bales and smaller caches of marijuana, cocaine and the like—can be stored. The smugglers also hide the drugs in compartments in what appears to be legitimate cargo, like furniture.

Longshoremen, Others Involved.

Those involved in the smuggling operations using containers uncovered by Customs thus far have represented a broad spectrum of waterfront businesses

PORT CARRIERS, INC. The Total Service Company



EXPORT/IMPORT WAREHOUSING

- 370,000 Sq. Ft. Warehousing
- 800 Ft. Truck Loading Docks
- 14 Acres Paved Open Storage
- Rail Siding For 15 Cars

P. O. Box 26344

Jacksonville, Fl. 32218

Office: Warehouse No.1, Blount Island 904/751-3414

Steamship Agents • Chartering Brokers
Stevedores • Cargo Specialists
Terminal Operators

**STEVENS
SHIPPING
AND
TERMINAL COMPANY**

Serving:
Atlanta, Ga.
Brunswick, Ga.
Charleston, S.C.
Georgetown, S.C.
Jacksonville, Fl.
New York, N.Y.
Savannah, Ga.

JACKSONVILLE ADDRESS:

2831 Talleyrand Ave., Port Central Office Building
P.O. Box 3336, Jacksonville, Fl. 32206
(904) 354-0883 • TWX: 810-827-5289 • Cable: STEVENS

(Sales Office) Atlanta, Ga. 30339
290 Interstate North, Suite 120 • (404) 955-2941

Charleston, S.C. 29402

4 Queen Street, P.O. Drawer 1297 • (803) 577-6610
Savannah, Ga. 31498

26 E. Bay Street, P.O. Box 1468 • (912) 233-8131

and workers at marine terminals.

"There are conspirators among the longshoremen," Dingfelder said. "We've caught longshoremen breaking them down [the cargoes in the containers] and taking the marijuana out."

The longshoremen aren't the only ones caught with their fingers in the illegal cookie jars, Dingfelder added.

"In one case, we observed a freight forwarder and customhouse broker pick up a container in which we had discovered pot and drive it out a terminal gate," he said. "For some reason—maybe somehow he knew that we were watching that container—he turned around and carried it back into the terminal. There was nothing we could do."

That was an unusual situation, Dingfelder said. Usually, in cases where the Customs Service had not discovered the contraband by opening and checking the containers, the boxes were simply delivered to their destinations inland—the essence of intermodal drug running.

The problem, in fact, has become so serious that the Customs Service is embarking on an effort to expand its network of public—but secret—informants.

Expanding the Informant Network. "It [the program to encourage citizens to

inform the Customs Service of suspicious activities] has been in place for some time," Dingfelder explained. "The difference is that it's always been on a one-to-one basis between the agent and the informant."

"That's great within the scope of what the person [informant] knows, but what we're trying to do is make the public more aware of what we're doing—and to make them aware that we're willing to pay for information."

Up to \$50,000 for Information. And the payments can run into big bucks. Informants can be paid up to 25% of the value of the merchandise and conveyances seized, up to a \$50,000 limit per case.

The money generally comes from the sale of the vehicles, planes or boats used to smuggle the contraband.

"It should be stressed that marijuana and cocaine is contraband, and therefore considered by Customs to have no value," said Andrew J. Hoffman, director of the Miami Region Customs Patrol Office. "The value of vessels, aircraft, vehicles, etc. utilized in transporting the contraband is the basis used to compute a reward payment."

Hoffman added that smaller payments—averaging \$2,500 to \$5,000—are also made for information leading just to the

seizure of contraband and/or arrests. The Customs Service considers the size of the seizures and the importance of those arrested in making such payments.

In the best cops-and-robbers fashion, Customs agents generally try to follow a container in which they've discovered contraband to its consignee to net the "big fish" involved in an operation, Dingfelder said. That's not always easy to do, given the nature of the waterfront, where it's difficult to keep any secret for very long.

Protecting the Informants. Hoffman emphasized that the Customs Service goes to great lengths to protect its informants from gangland-like retribution.

"It is the policy of the Customs Service not to reveal the identity of any confidential source of information," he said.

When a person agrees to furnish information, he's given an assumed name, and his true identity is known only to the two Customs Patrol officers with whom he deals. When a reward is paid, the officer meets the informant and pays him cash. The informant signs his assumed name on a receipt, and that's the only record made of the transaction.

Hoffman said no informant in the Miami region had ever been harmed.



DIRECT TRUCK SERVICE
FOR MARINE CONTAINERS
BETWEEN
ALL U.S. PORTS AND
ALL U.S. POINTS

IN: JACKSONVILLE
904/353-9342

TERMINAL LOCATIONS

| | |
|-------------------------------|--------------|
| BALTIMORE | 301-485-1220 |
| CHARLESTON | 803-552-2970 |
| HOUSTON | 713-452-3201 |
| JACKSONVILLE | 904-353-9342 |
| MIAMI | 305-592-1835 |
| MOBILE | 205-438-2706 |
| NEWARK | 201-589-1480 |
| NEW ORLEANS | 504-279-6461 |
| NORFOLK | 804-460-4654 |
| RICHMOND | 804-788-4739 |
| SAVANNAH | 912-964-2225 |
| TAMPA | 813-621-4971 |
| BOSTON | 617-395-2525 |
| PHILADELPHIA | 800-233-7565 |
| PHILA - IN PA. ONLY | 717-243-7812 |

N. ATLANTIC SALES OFFICE
ONE WORLD TRADE CENTER
SUITE 8519
NY, NY 10048
(212) 432-1866
JOHN PAPALIA

CORPORATE OFFICE
1076 HARRISBURG PIKE
P.O. Box 810
CARLISLE, PA 17013
(800) 233-4440
(800) 233-7565

STRACHAN

SHIPPING COMPANY

AGENTS
STEVEDORES
TERMINAL OPERATORS

JACKSONVILLE - MIAMI - PENSACOLA

PORT EVERGLADES - TAMPA

-and-

Savannah - Charleston - Brunswick

Mobile - Pascagoula

New Orleans - Houston - Galveston - Beaumont

Other Offices At

New York, Chicago, Memphis, St. Louis,
Tulsa, Dallas, Atlanta, Greenville

St. Johns Bar Pilots hike rates 14%, cut manpower

Capt. Joe Bolton put on his best bookkeeper's deadpan at a March 30 Pilot Commissioners' hearing.

His presentation so impressed the commissioners that they gave the St. Johns Bar Pilots Association the 14% rate hike Bolton asked for, just one day after they had denied a similar request by Tampa's pilots.

Commission chairman John G. Schiffmacher told Bolton his facts and figures were impressive and thorough compared to the Tampa group's disorganization and infighting.

Beginning the next day (March 31), draft charges went up from \$13.25 to \$14 per foot with a 12-foot minimum, and tonnage charges from 2.25 cents to 2.75 cents per GRT with a \$25 minimum. The association did not ask for and the board did not make any other changes in pilotage charges.

The average freighter entering the port of Jacksonville weighs 10,000 to 20,000 tons and draws 20 to 30 feet. For the couple of hours it takes to con one of them up or down the river, the Bar Pilots Association earns in the neighborhood of \$1,000, Bolton said.

The increases were needed to keep pace with inflation and to protect pilots against the possibility of lost revenues

when and if the Florida Gas Transmission Co.'s liquid fuels pipeline is approved, possibly this summer, Bolton said. The cross-Florida line would cut shipping into Jacksonville by about 15%, he said.

By the same token, his association will allow attrition to reduce its ranks from 12 to 11 pilots, so possibly lower revenues can be split by fewer men.

His pilots took in \$3.9 million during the 24 months ending June 30, 1981, Bolton said, with the individual pilot taking home an average of about \$100,000 a year as his share of the fee pool. The rate hike should add almost \$400 a month to that income, or 4.7% more per year, he said.

The association had been operating recently with six men on call 24 hours a day for three weeks in a row, with six men off duty. The duty pilots then took three weeks vacation, although they were on call in case of emergency.

That schedule has now changed to a three-on, three-off, three-on, two-off basis, with no loss of service to the vessels, Bolton said.

"You could reduce it down and have six pilots and make about \$200,000 a year, but you wouldn't have any time off," he said.

One reason the 14% rate hike only

works out to a 4.7% hike in pilot take-home pay was evident in the sparkling surroundings in which the hearings were held: a brand new, two-story waterfront pilot office in Mayport.

His association borrowed \$1 million in 1979 to erect the building, which replaces cramped, leased quarters at the Mayport Naval Station. Payments on the building's 15-year banknote are \$11,000 a month, and payments on two new pilot boats take another large chunk out of monthly gross revenue, Bolton said. The 14% fee boost might wind up a good deal less if last year was an example, he said.

"In January 1981, we only got a real 6% increase instead of the 11.9% you [commissioners] granted us, due to less business than we projected," Bolton said. "Of this new increase, I'll lose 5.7%, so I only get a true 8.2% if collections don't keep pace with projections."

Bolton said he based his projections on handling 3,000 to 3,200 ships a year, most in the 10,000- to 20,000-ton range.

"We get a lot of light-draft ships with large tonnages because of the shipyards [taking in empty vessels for repair]," he said. "The pipeline would cut 14%-16% of our business in light crude shipments...if we lose 30-40 jobs a month, we won't need even 11 pilots."

FMC NO. 37

sunshine forwarders, inc.

P.O. Box 88, Jacksonville, FL 32201
(904) 353-1741 or (904) 353-5591
TWX: 810-827-0208 • Telex: 5-6347

Prado Mall, Suite 102, Box 43
5600 Roswell Road N.E.,
Atlanta, GA 30342
(404) 252-0844

INTERNATIONAL FREIGHT FORWARDERS

McGiffin
AND COMPANY, INCORPORATED
ESTABLISHED IN 1892

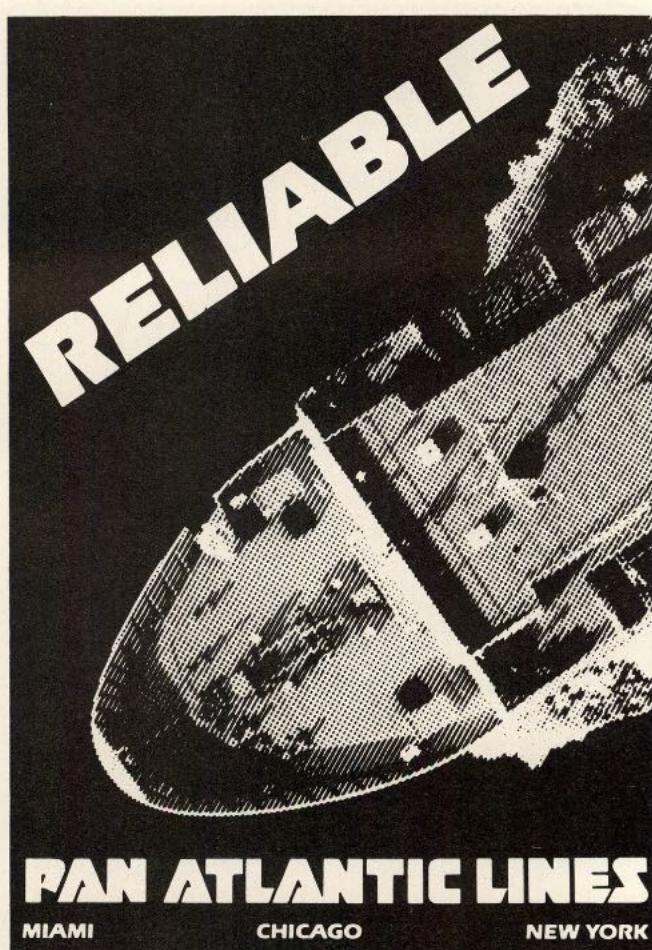
STEAMSHIP AGENTS

STEVEDORES

CUSTOMHOUSE BROKERS

1510 TALLEYRAND AVENUE • JACKSONVILLE, FLORIDA
POST OFFICE BOX 3, 32201
TWX: 810-827-0208 PHONE: (904) 353-1741
TLX: 5-6347
P.O. DRAWER K, CAPE CANAVERAL, FL 32920
TWX: 510-958-2109 PHONE: (305) 784-6467

RELIABLE



PAN ATLANTIC LINES

MIAMI CHICAGO NEW YORK

Pipeline opponents vow another try in wake of veto

Proponents of a bill passed by the Florida Legislature that could have delayed implementation of a proposal to convert one of two natural gas pipelines from Louisiana to South Florida to carry light petroleum products (LPP), suffered a major defeat April 7 when Gov. Bob Graham vetoed the measure.

But opponents of the planned conversion by Florida Gas Transmission Co., which include most of the state's port interests and tanker and barge companies operating in Florida, say the fight will go on.

And they say even if they're unsuccessful in the short run at the state level, there'll still be plenty of time to try again in a later legislative session, contending that the Federal Energy Regulatory Commission—which must approve the conversion—won't act for some time.

"They're taking testimony in Washington now," said Bud Chiles, the Tallahassee lobbyist who led the fight for the pipeline conversion bill. "We're talking about at least six-eight months, and the appeals process will extend that to two-three years."

The bill would have declared the proposed conversion—which opponents say would cost certain Florida ports like Jacksonville and Port Everglades up to 95% of their tanker tonnage—a development of regional impact (DRI), and would have required four hearings around the state, delaying implementation of the plans for as long as a year, even if the FERC acted promptly.

Possibility of Suing DER. "We're holding a meeting to what other avenues are available to us," Chiles said. "There is the possibility of suing DER [the state Department of Environmental Regulation] to force them to write the conversion in as a DRI."

According to law, a DRI is any project that involves more than a single county. Since the pipeline would traverse several counties on its path from the Panhandle to the Jacksonville and Miami areas, Chiles said, it should be so classified. The law requiring DRI classifications, however, does not specifically mention pipelines.

"It's an administrative thing," Chiles said.

Legislative Alternatives Are Slim. As far as efforts in future legislative sessions are concerned, Chiles admitted that the chances of mustering enough votes to override an almost-certain future veto were slim.

That, he said, because of the closeness of the votes on the original measure in the just-concluded 1982 session—the House

passed the bill 63-52 and the Senate okayed it by a count of 23-15. A two-thirds vote is necessary to override a gubernatorial veto.

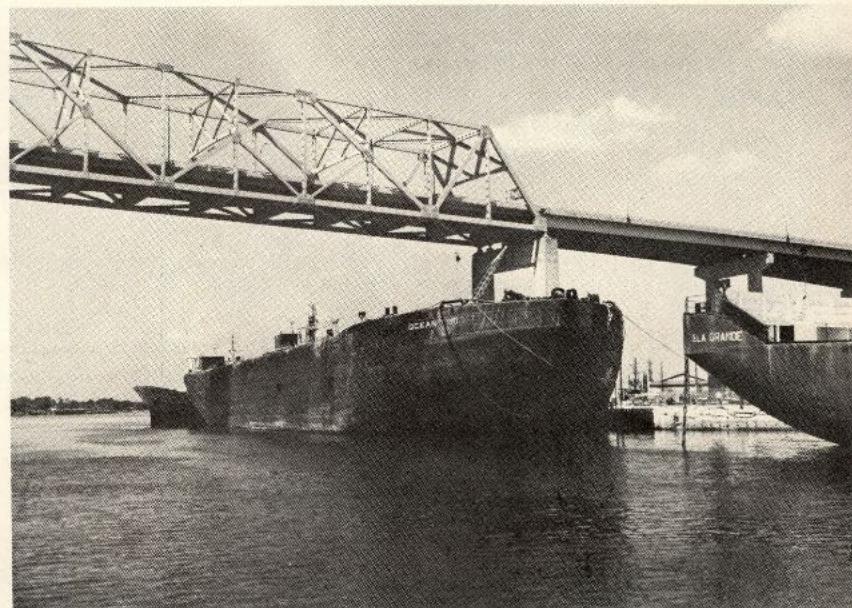
Graham's Rationale on Veto. Graham, in his veto message, indicated that he felt the bill would add an unnecessary level of regulation to those already in place, and that public benefit from the proposed conversion outweighed possible negative effects.

"The people are best served when our laws are directed at legitimate areas of

public concern, not constructed to isolate and subject one enterprise to specialized regulation," the message stated. "...The marketplace is the appropriate area for resolution of economic conflict.

"...Legislation that would shackle free enterprise without regard for the public interest or the proper limited role of government is unacceptable."

The message stated that the conversion is subject to substantial review at the federal and state level, and that "more than 300 permits will have to be obtained before the project is completed."



NORTH FLORIDA SHIPYARDS

Jacksonville's alternative for dockside repair. North Florida Shipyards is located at Commodores Point in downtown Jacksonville. We can perform work on your vessel at our own docks, while at anchorage, or at one of Jacksonville's terminals. Perform all types of pipe fabrication, welding, steel fabrication, electrical, sandblasting and painting, and boiler work along with all types of diesel and machine work.



2000 East Bay Street
Jacksonville, Fla. 32202
(904) 354-3278



IND-MAR DIESEL SERVICES

5105 Buffalo Avenue, Jacksonville, Fla. 32206
(904) 355-5421

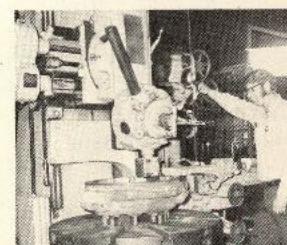
Well equipped diesel shop specializing in rebuilding and repair. Also experience in large slow speed and intermediate speed engines. Maintain large inventory of parts for resale. Genuine Detroit Diesel Dealer.



IND-MAR MACHINE WORKS

5105 Buffalo Avenue, Jacksonville, Fla. 32206
(904) 355-5421

Complete machine shop specializing in pump rebuilding, turbine and valve repairs and rebuilding, metallizing, and bearing remetallizing.



Hall of Famers

First selections of ships, men made for new American Merchant Marine Museum hall

Initial selection includes four ships: the 'Savannah,' the 'Clermont,' the 'Priscilla' and the 'Walk-In-The-Water'; and four American maritime pioneers: Robert Fulton, Nathaniel Bowditch, Clifford Mallory and Capt. Alexander McDougall. Jacksonville's Harry Hart helped make selections, says he will nominate men, ships that sailed from the port.

The "neglected" American Merchant Marine has finally gotten a showcase of its own.

On May 22, National Maritime Day, the first inductions will be made into the

new National Maritime Hall of Fame, which is housed in a wing of the American Merchant Marine Museum on the grounds of the U.S. Merchant Marine Academy at Kings Point, N.Y.

Hart

The selections, four vessels and four pioneers which made American maritime history, were chosen from among 36 "great people" and an identical number of "great ships" by a committee of 46 persons knowledgeable on maritime affairs and history.

Jacksonville's Harry Hart serves on the committee.

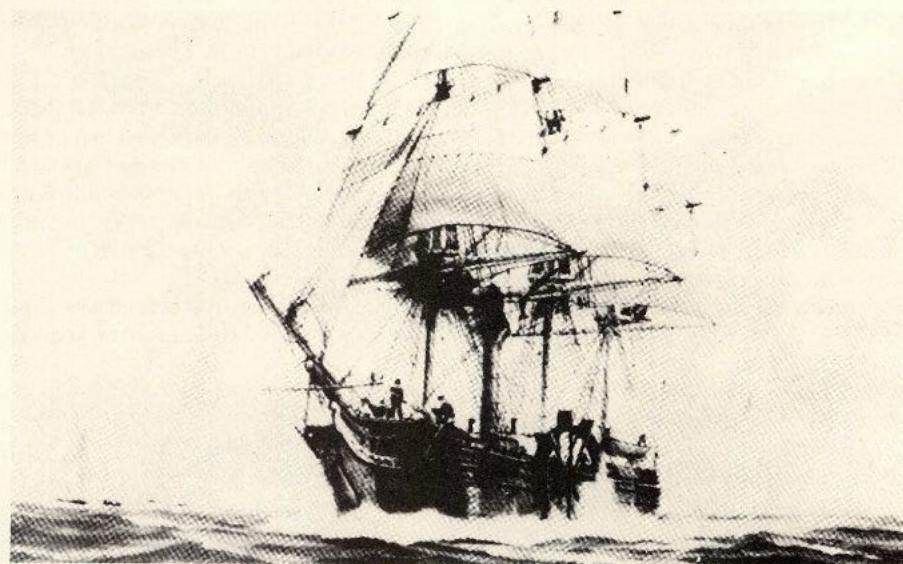
Looking for Jacksonville Nominees.

Hart praised the initial selections—maritime pioneers Robert Fulton, Capt. Alexander McDougall, Nathaniel Bowditch and Clifford Mallory and the vessels *Savannah*, *Clermont*, *Priscilla* and *Walk-In-The-Water*—and said that he would in the future be nominating men and vessels that sailed from the Port of Jacksonville.

"Our initial selection reflects a credit to the men of years gone by, and we're looking forward to naming other men, including those who sailed out of the Port of Jacksonville," Hart told *Seafarer*.

He added that a likely initial "local" candidate was a merchant vessel that he said sailed from the harbor in World War II loaded with troops bound for Europe. The ship was torpedoed by a German submarine, and her five chaplains went down with her when they refused to save themselves and chose instead to help rescue her troops. The incident became one of the great sensations on the World War II home front.

"For far too long, the Merchant Marine has been neglected in the eyes of the public, often times by our government,"



The 'S/S Savannah,' one of four vessels chosen for initial induction.

Hart said in explaining the rationale behind the hall.

Brainchild of Noted Historian. Hart was echoing the sentiments of the "father" of the hall, Frank O. Braynard, curator of the Merchant Marine Museum and America's foremost maritime historian.

"Baseball and football have their halls of fame," said Braynard, "and there are numerous lesser-known halls across the nation. Why not one for the Merchant Marine, which has meant so much in the development of this country and has served in its defense so well?"

"The maritime industry has its great people and its great ships, and the public hardly knows them. The National Maritime Hall of Fame is the first step in getting their contributions realized."

Prerequisites for Nomination. The selection committee will choose four persons and four vessels each year, Braynard said. Nominations are accepted in four categories—deep sea, coastal, inland waterways and Great Lakes shipping.

No living person can be considered, and though a person need not have been born in the U.S., his contributions must have been made in America.

Similarly, a nominated vessel must have passed from the active shipping scene and must have achieved its accomplishments under the American flag, though it need not have been built in America.

Famous Maritime Figures Selected.

Robert Fulton, of course, is well known to most school children for his development of the world's first workable steamboat, the *Clermont*—also an initial selection—in 1807.

The boat opened New York's Hudson River to steam navigation.

Fulton was also responsible for the first steamboats on the Ohio and Mississippi rivers.

Nathaniel Bowditch is credited with turning navigation into an art through the publishing of his *American Practical Navigator* in 1802. Updated editions of the book are still mandatory equipment for mariners, who refer to the book simply as a "Bowditch."

Clifford Mallory was a leader in the coastwise shipping industry, founding a number of shipping companies, including the Mallory Line and Seatrail Line. He also helped found the Mystic Seaport Museum in Connecticut.

Capt. Alexander McDougal was responsible for the design of the "whaleback" vessels, which became famous on the Great Lakes.

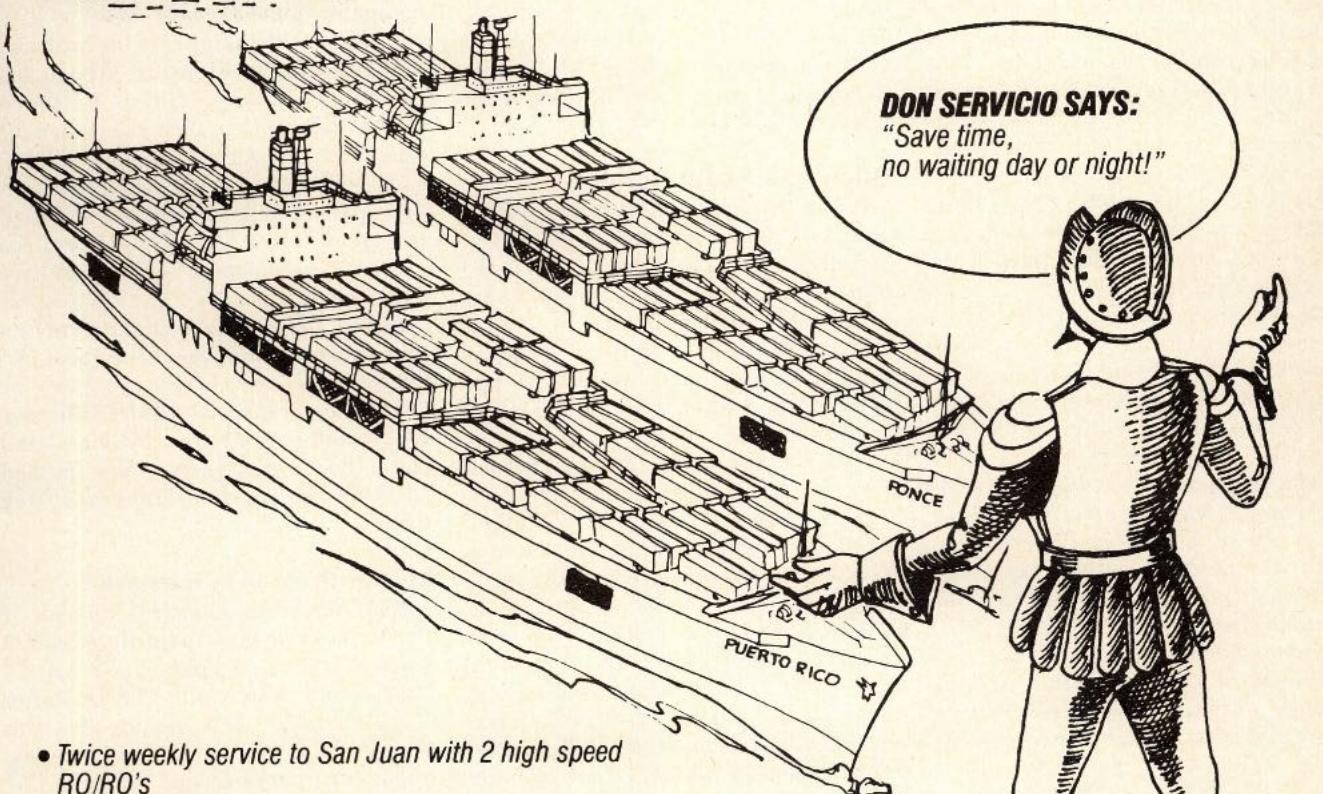
The Great Ships Selected. In addition to the *Clermont*, three other pioneering vessels were selected.

The *Savannah* sailed from her name city to Liverpool, England, in 1819 to become the first steam-powered vessel to cross the Atlantic.

The *Priscilla* was one of America's most famous coastal passenger vessels, serving on the New York-Massachusetts service of the Fall River Line between 1893 and 1938.

The *Walk-In-The-Water* was the first steamboat (1818) on the Great Lakes.

NAVIERAS HAS ROUND-THE-CLOCK RECEIVING IN JACKSONVILLE, 24 HOURS A DAY, 6 DAYS A WEEK,



- Twice weekly service to San Juan with 2 high speed RO/RO's
- Sailings every Friday and Tuesday to deliver your cargo in San Juan just 2 days later
- Fast rail connections from midwest points direct to San Juan on one through bill-of-lading
- Regular connections in San Juan to the Dominican Republic, Haiti, and U.S. Virgin Islands



TO BOOK SHIPPING
TO SAN JUAN CALL
(904) 751-3050



NAVIERAS IS PUERTO RICO

Call these numbers
for booking and
information:

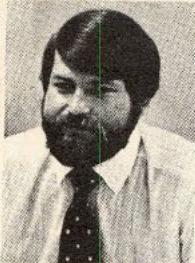
Atlanta (404) 952-1244
Baltimore (301) 828-4720
Boston (800) 526-6841
Charleston (803) 747-0454

Charlotte (704) 568-4310
Chicago (312) 398-1822
Cincinnati (800) 323-4111
Dallas (214) 361-4309

Elizabeth (201) 352-2700
Hartford (800) 526-8841
Houston (713) 470-1910
Jacksonville (904) 751-3050

Los Angeles (213) 617-2964
Miami (305) 374-2300
New Orleans (504) 945-4000
New York (212) 349-4500

Philadelphia (800) 526-6841
San Francisco (415) 956-4766
San Juan (809) 783-1414
St. Louis (314) 625-1169



Seafaring People

By
Larry Dennis

A Poignant Maritime Day

The celebration of National Maritime Day in Jacksonville will be especially poignant this year.

The celebration is scheduled to take place May 22, a Saturday, at the Maritime Memorial on the grounds of the Sheraton at St. Johns Place on the south bank of the river opposite Jacksonville Shipyards Inc.

The event, sponsored locally by the Womens Propeller Club, is intended as an honor to the memory of those members of the American Merchant Marine who have lost their lives in the performance of their duty.

It's especially poignant this year because some maritime heroes who were involved in one of the most famous of the disasters at sea a generation ago and a Jacksonville native lost in one of the most recent will be honored.

Capt. William Lawton of Jacksonville and many of his crewmembers will be the guests of honor, along with Mrs. Edith Canfield, who will cast the traditional memorial wreath on the waters of the river.

Lawton, then skipper of the S/S *Southland* of the old South Atlantic Steamship Lines (a predecessor of U.S. Lines), was first on the scene in rescue

efforts that resulted in the saving of the passengers and crew of the Isbrandtsen Lines freighter *Flying Enterprise*, which foundered in the North Atlantic in the winter of 1951.

Lawton and his crew received the Maritime Administration's "Gallant Ship" award for their part in the rescue efforts, which captured the imaginations and hearts of the American people.

The award, incidentally, will be on display at the celebration.

Mrs. Canfield's son, Michael, is one of those missing from the crew of the S/S *Poet*, which vanished at sea in October 1980 while on a voyage from Cape Henlopen, Del., to Port Said, Egypt. No trace of the vessel or crew was ever found.

The ceremonies are scheduled to begin at 11 a.m. and Capt. Walter McDougal, Coast Guard captain of the port, is the scheduled speaker.

Much Ado About Nothing

With all the uproar about the anchoring of laid-up tankers in the St. Johns River, particularly the huge *Amoco Milford Haven*, you would have thought that riverfront residents—some of whom have gone so far as to file a lawsuit—would have been out in force for an April 15 public meeting on the proposed laying up of two more vessels.

Not so, as the storm apparently turned out to be more of a tempest in a teapot.

Nobody showed up for the 7:30 p.m. meeting at the Jacksonville Port Authority's main conference room on Talleyrand Ave.

"It was the shortest public meeting on record," quipped the man who conducted the non-meeting, Coast Guard Lt. Cmdr. Bruce Klimek, Port of Jacksonville port operations officer. "We waited around for 15 minutes and nobody came."

That was no doubt fine with Klimek and other Coast Guardsmen at Capt. Walter McDougall's Marine Safety Office. The office has received reams of correspondence and numerous phone calls from citizens protesting the layups.

Aprile Fool!

Pity poor Bob Aprile every April 1.

With a handle like that, the Jacksonville Propeller Club's president has to endure a rash of "Aprile Fool's" jokes every year, including one this year at the hands of Wayne Cunningham, a member of the club's board of governors.

Cunningham, who was in the final nerve-racking stages of preparations for the Propeller Club's Southeast regional convention in Jacksonville April 14-16, submitted a letter of resignation from his post as chairman of the convention committee at the April 1 meeting.

Naturally, at the bottom of the letter, was—you guessed it—"Aprile Fool!"

Nobody could ever say that Wayne Cunningham didn't have a sense of humor—unless maybe it was Bob Aprile.

No Steamships for These Sailors

A couple of men who spend most of their time on maritime matters involving large steamships took a break aboard a smaller vessel April 25.

Some break—sailing a Hobie 18 catamaran on the 42-nautical-mile 29th annual Mug Race on the St. Johns River between Palatka and Jacksonville.

John McGiffin III, vice president of McGiffin & Co., and **John Bradshaw**, manager of Carolina Shipping Co., competed in the 357-boat race.

Bradshaw, the skipper of the boat, and McGiffin finished in the first 30 boats and expect to take a finish between fourth and eighth in their class when the final results are tabulated and reported.

"It was some race," said Bradshaw. "The rain didn't bother me and the wind was great. On one leg—it must have been seven or eight miles—we must have averaged 20 mph."

Please, John, you are supposed to be a seafaring man—that should be about 16.5 knots.

Anyway, Bradshaw and McGiffin have been sailing various sizes of Hobies—and larger boats—for years. They finished fifth in their class in last year's Mug Race.

Mackroth Back in Harness

John Mackroth, managing director of the Jacksonville Port Authority, is back in harness, at least on a part-time basis.

Mackroth, who was hospitalized after a heart attack a few months ago, was back at the JPA's March board meeting, appearing pretty hale and hearty.

Mackroth, who now wears a pacemaker, is still only working a four-hour day, however.

Propeller Club Inducts Four

The board of governors of the Propeller Club of Jacksonville approved the membership applications of four new members at its April 1 meeting, bringing the number of new members approved for the fiscal year to 384.

The new members are **John P. "Jack" Denneen**, who was previously a member of the local club and who has now returned to the city as operations manager for Seacoast Electronics; **Jack Linville**, who succeeded Propeller Club president Aprile as sales manager for the Bellinger Division of Jacksonville Shipyards Inc.; **Bryan P. Kuvick**, a sales representative with Atlantic Marine Inc.; and **Dave Rawls Jr.**, trucking manager for Port Carriers Inc.

ST. JOHNS BAR PILOT ASSN.
Phone: 246-6716
Jacksonville, Florida

MARINE SURVEYORS
ENGINEERS
CONSULTANTS
INTRAMARINE, INC.
Ph: (904) 353-0828
P.O. Box 53043
JACKSONVILLE, FL 32201
HULL • MACHINERY • CARGO • YACHT SURVEYS
Telex: 56-8421

HORVATH ASSOCIATES, INC.
**MARINE
CONSULTANTS
SURVEYORS**
Box 52148, Jacksonville, Florida 32201
(904) 356-7876 (904) 268-2812

In International Trade, Much Can Be Lost In The Translation.



When you're dealing in international trade, it's sometimes hard to get the story straight.

But at Barnett, we put it in plain English.

Through our correspondent relationships with banks around the world, we're able to give your company clear information on such areas as opportunities in foreign markets, international

money markets and financing of foreign trade.

So if international trade is important to your business, call Tino Fernandez at (904)791-7579, Jacksonville; Dennis P. Wood at (305)646-3526, Orlando/Winter Park or Scott Holloway at (305)350-7138, Miami. Anywhere money talks, we interpret.

**Barnett
Bank**

All Barnett Banks are members of FDIC.

Port Briefs

JPA Ro/Ro Pier Specs

The official specifications for the Jacksonville Port Authority's planned Ro/Ro auto pier at its Blount Island Terminal have been submitted to the Jacksonville District office of the Army Corps of Engineers.

The structure, which will serve the growing auto import complex at the terminal and which should be in service by 1984, will be located on the 30-foot Back Channel on the west side of the island, where most of the imported auto

processing firms are located.

The reinforced concrete pier, 80 feet wide by 600 feet long, will have two access ramps to the shore, 261-293 feet away, and will be available for use by all imported auto processors located at the terminal.

The pier will accommodate side-ramp Ro/Ro vessels as well as stern-quarter ramp ships, and will complement a stern-ramp Ro/Ro pier located nearby, on the 38-foot channel of the St. Johns River.

About 79,000 cubic yards of spoil material will have to be dredged out to provide a 30-foot depth alongside the pier, which will be located 125 feet east of the federally maintained Back Channel.

JPA Six-Month Tonnage Down

Total tonnage handled at JPA-owned and -operated facilities at the Port of Jacksonville dipped from 239,741 tons in March 1981 to 164,218 tons in March 1982 and the number of autos imported fell for the first time during the current fiscal year, though the number of vehicles imported for the year is still above the previous year's figures.

Autos imported were down during the month from 36,989 to 32,599 units. For the year, auto imports for the first six months of 1982 stood at 193,328, compared to 187,342 for the same period last year.

At the six-month mark of the agency's October-September fiscal year, total cargo tonnage was down from 1,309,300 tons to 1,183,864 tons. The major culprit was the export cargo category, where the tonnage was down from 239,395 tons to 139,584, primarily as a result of decreases in exports of lumber, sugar, wood-pulp and paper products.

Container tonnage was up for

the month—from 59,222 tons to 65,961 tons—though figures for the year to date still lagged, 326,831 tons in 1982 to 348,715 tons in 1981.

Container units handled for the first six months dropped from 37,165 to 30,518.

Ships Supply Names Shermer

Ships Supply Inc., a long-time dealer in marine supplies in Jacksonville, has announced its expansion to handle a diverse range of products for the chemical, manufacturing, mining, pulp and paper, ship building and marine and overland transportation and shipping industries.

Consequently, Ships Supply has announced the appointment of Charles L. Shermer as industrial representative. Shermer has been with the firm since 1978.

The firm also maintains an office in Tampa.

Ryder's Brown Dead at 49

Edward J. Brown, senior vice president of Ryder Truck Lines, died March 8 in Jacksonville. He was 49.

Brown had served in the position at Ryder since 1978, where he was responsible for the company's sales, marketing, public relations and NVO operations, and also served on the firm's executive management committee.

Hoffert Handles Circo-Flex

Hoffert Marine Inc. of Jacksonville, a leading supplier of deck and engine equipment for Naval and commercial vessels, has added Circo-Flex seals to its inventory.

Circo-Flex seals utilize a dry-film lubricant that protects them from contact with the materials being pumped, and are especially effective in applications used for transport of abrasives, corrosives or very volatile fluids.

Hoffert Marine also has offices in Houston, Norfolk and Nutley, N.J.

Ring Power Truck Repair Center

Ring Power Corp., the Jacksonville-based Caterpillar dealer with offices in Tallahassee and Ocala, recently opened its new 24-bay truck repair center at its Phillips Highway headquarters.

The new service shop features large-capacity overhead hoists, bulk oil dispensing, elevated work platforms and special tools and diagnostic equipment developed for the trucking industry that allow it to handle all makes of diesel-powered trucks.

Formal opening of the facility is scheduled for June.

Commodores Point Terminal

INDUSTRIAL SITES
MARINE TERMINALS

P.O. BOX 212
JACKSONVILLE, FLORIDA 32201

Soucy-St. George & Co.

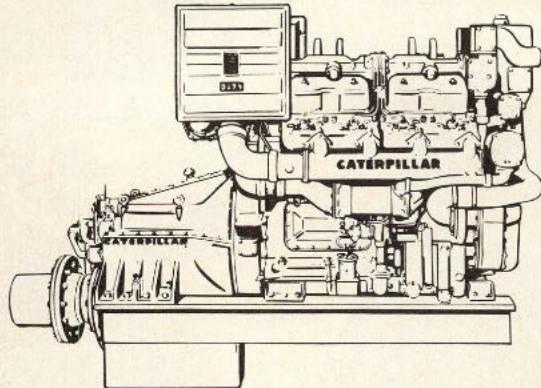
marine surveyors and consultants

International Adjuster, Ltd.

International Cargo Gear Bureau, Inc.

National Cargo Bureau, Inc.
Post Office Box 16593
Phone 354-2442
Jacksonville, Florida 32216

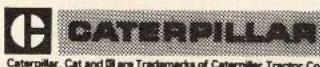
RING POWER FOR ALL YOUR DIESEL ENGINE APPLICATIONS—MARINE— INDUSTRIAL—ELECTRIC SETS



SALES—PARTS—SERVICE



Jacksonville
8050 Phillips Hwy.
904/737-7730



Caterpillar, Cat and ■ are Trademarks of Caterpillar Tractor Co.

AJC Names Rodriguez

AJC International Inc., an Atlanta-based importer and exporter that handles \$100 million in food products annually, has announced the appointment of Felipe Rodriguez to its trade staff.

Rodriguez, formerly general manager of Greater San Juan Distributing in Puerto Rico, will be charged with expanding the firm's Latin American division.

Florida Trade Conference

The topic of the 1982 Florida Governor's Conference on World Trade, scheduled for May 18-19 at the Pier 66 Hotel in Fort Lauderdale, is "How Florida Looks at Export Opportunities and How World Markets Look at Florida."

Dr. I-Shuan Sun, chairman of the Import-Export Bank of China, will deliver the keynote address.

Strachan Names Flora Manager

Strachan Shipping Co. has named Jeff H. Flora manager, sales and marketing, for the South Atlantic region.

Flora, based in Atlanta, will be responsible for all sales and marketing activity in North and South Carolina, Tennessee, Georgia and Florida.

Flora was formerly manager of Strachan's Greenville, S.C., office. He was succeeded in that post by Judy Drake.

JIA Passenger, Cargo Stats

Passenger totals continued to climb at Jacksonville International Airport in

New Service

BRASS POLISHING & Lacquering

NAUTICAL SUPPLY CO.

Compass Adjustors, Charts
& Navigational Instruments

113 East Bay Street, Jacksonville, FL (904) 355-8058

BUFFALO ELECTRIC MOTOR WORKS INC.

5105 BUFFALO AVENUE
JACKSONVILLE, FLORIDA 32206
(904) 355-5421

HARRY P. HART ASSOCIATES

- Public Relations
- Publicity
- Advertising
- Special Events

HARRY P. HART
115 S. Third St. No. 1012
Jacksonville Beach, FL 32250 904/241-7664

Phone (904) 249-2741

JOHN M. BELL
Marine Surveyor, Engineer, Consultant
Hull and Machinery Surveys
Repair Specifications and Supervision

814 East Coast Drive
Atlantic Beach, Florida 32233

February compared to the same month in 1981, but cargo volume continued to slip from the figures of a year ago.

The facility handled 131,575 passengers during the month, an increase of 14.2% over the 115,254 handled during the month last year. For the calendar year to date, passenger traffic is up 12.4%, from 236,718 passengers to 266,092 passengers.

Cargo volume during February was down 10.8%, from 305,130 pounds to 272,359 pounds, while year-to-date totals were down 10.6%, from 619,820 pounds to 554,344 pounds.

Customs Revises POE Regs

The U.S. Customs Service has announced a revision of its criteria for establishing new ports of entry or Customs stations.

The service said the new criteria, which went into effect in March, reflected a growing demand on the part of the business and travel communities to have Customs services available at convenient locations.

Jurisdictions or parties requesting POE must have a population of 300,000 in the immediate service area, an increase from the previous minimum of 100,000; 2,000 aircraft arrivals a year, up from 1,000; an expected 2,500 formal entries a year (an importation of over \$250 in value), up from 1,500; and an expected 350 cargo-vessel arrivals in a port yearly, up from 250.

The service said the requirements were not absolute, but must be considered when preparing applications. In addition, Customs stressed, existing criteria dealing with adequate wharf, anchorage, cargo and passenger processing space and sufficient administrative and inspection areas remain in effect.

UNCTAD Meet Space Available

A limited number of reservations are still available for a primary seminar on "The UNCTAD Code of Conduct for Liner Conferences," to be held at the U.S. Merchant Marine Academy at Kings Point, N.Y., May 5.

Speakers committed include Dr. Leslie Kanuk, former chairman of the Federal Maritime Commission ("What's Wrong with the Code"); Andrew Gibson, president of Delta Steamship Lines Inc. and former administrator of MarAd ("Bilateralism"); and R. Kenneth Johns, president of Sea-Land Service Inc. ("Alternatives to the Code").

Panel discussions will augment each session of the seminar, and will include top management officers from most of the top U.S. liner companies and many of the intercontinental shipping lines, including James R. Barker, president of Moore McCormack Resources Inc., and Conrad H.C. Everhard, president and

chairman of Dart Orient Services Inc.

The seminar is sponsored by the U.S. Maritime Resource Center, an independent foundation, and will be opened by Prof. Joseph C. Sweeney of Fordham Law School.

The seminar will be moderated by Paul Richardson, president of Paul Richardson Associates and former vice chairman of Sea-Land, and Elliot Shrier, president of Manalytics Inc.

Cost of the seminar is \$175 per person, which includes a reception at the academy's officers' club.

For more information, call the center at (516) 482-5274.



ATLANTIC FIREBRICK

Distributor - Installer

A. P. GREEN &

B & W REFACTORIES

Office: 355-8333

1843 East Adams St.

Jacksonville, Fla. 32202



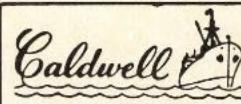
THOMAS L. WATKINS

Custom House Broker
Foreign Freight Forwarder

(904) 353-5231

FMC no. 1329

1830 E. 21st St. P.O. Box 1194 Jax., Fla. 32201



Since 1916

Steamship Agents • Stevedores
Freight Brokers

Jacksonville, Florida 32201

TWX: 810-827-1411



Underwater Services, Inc.

21481 Highland Lakes Blvd.
North Miami Beach, Florida 33179

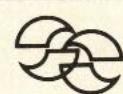
(305) 935-0219

Submerged Hull Cleaning—Underwater Maintenance

Closed Circuit TV

RUDOLPH F. MATZER & ASSOCIATES, Inc.

Naval Architects
—Marine Engineers
Marine Surveyors
Marine Consultants
Phone (904) 246-6438
13891 ATLANTIC BLVD.
JACKSONVILLE, FLA. 32225
TWX 810-828-6094

 seacoast
electronics inc.

Dedicated to the Commercial Marine Industry
Representing all major commercial Electronics
Manufacturers and supplying services and
equipment to the general shipping industry
for 13 years.

1737 E. Duval Street Jacksonville, Florida 32202
Telephone: (904) 355-0343 24 Hour Paging Service

STEAMSHIP LINES, AGENTS & STEVEDORES

| | |
|---|----------|
| Caldwell Shipping Company | |
| P.O. Box 1913 | 356-1311 |
| Carolina Shipping Company | |
| 3226 Tallyrand Ave., P.O. Box 52358 | 355-5757 |
| Eller & Company, Inc. | |
| 1820 Westcott Street | 359-0251 |
| Harrington & Company | |
| 305 E. Union St., P.O. Box 3157 | 355-2521 |
| McGiffin & Company | |
| 1510 Tallyrand Ave., P.O. Box 3 | 353-1741 |
| Navieras de Puerto Rico | |
| P.O. Box 40044 | 751-3050 |
| Pan Atlantic | |
| P.O. Box 3 | 353-1741 |
| Sea-Land Service, Inc. | |
| 2831 Tallyrand Ave., P.O. Box 3281 | 356-0081 |
| Southeastern Maritime Company | |
| 2040 E. 19th St., P.O. Box 1538 | 353-8201 |
| Southern Carolina Stevedoring Corporation | |
| 3226 Tallyrand Ave., P.O. Box 52475 | 355-4751 |
| Southern Shipping Company | |
| 3226 Tallyrand Ave., P.O. Box 4468 | 355-4751 |
| Stevens Shipping & Terminal Company | |
| 2831 Tallyrand Ave., P.O. Box 3336 | 354-0883 |
| Strachan Shipping Company | |
| 223 W. Adams St., P.O. Box 4010 | 356-0711 |
| Trailer Marine Transport Corporation | |
| 815 Haines St., P.O. Box 2110 | 354-0352 |

Advertisers

Firms desiring listing should contact the Advertising Manager, Jacksonville Seafarer, Inc.; P. O. Box 4728, Jacksonville, Florida, 32201; telephone (904) 355-2601.

ADVERTISING AGENCY

| | |
|---|----------|
| Harry P. Hart Associates | |
| 115 S. Third St. No. 1012 Jacksonville Beach | 241-7664 |

BANKS

| | |
|--------------------------|----------|
| Atlantic National Bank | |
| 200 West Forsyth St. | 632-6767 |
| Barnett Banks of Florida | |
| 100 Laura St. | 791-7579 |

BARGE

| | |
|--------------------------|----------|
| Sun State Marine, Inc. | |
| Pier 3 P.O. Box 1117 | |
| Reynolds Industrial Park | 284-7271 |
| Green Cove Springs, Fla. | 264-6582 |

BUNKER

| | |
|---------------------------------------|----------|
| Eastern Seaboard Petroleum Co., Inc. | |
| 6531 Evergreen, P.O. Box 3233, Sta. F | 355-9676 |

CHANDLER

| | |
|-----------------------------------|----------|
| Southcentral Marine Service, Inc. | |
| 1726 E. Church St. | 358-2792 |

COMPASS ADJUSTER

| | |
|-------------------------|----------------------|
| Nautical Supply Company | |
| 113 E. Bay St.—Nights | 355-8058 387-4506 |

DIESEL ENGINES

| | |
|------------------------------------|----------|
| Ind-Mar Diesel Services | |
| 5105 Buffalo Ave., P.O. Box 3863 | 355-5421 |
| Ring Power Corporation | |
| 8050 Phillips Hwy., P.O. Box 17600 | 737-7730 |

DIVING

| | |
|----------------------------------|----------------|
| Ind-Mar Machine Shop | |
| 5105 Buffalo Ave., P.O. Box 3863 | 355-5421 |
| Logan Diving, Inc. | |
| 5731 St. Augustine Rd. | 731-0000 |
| Underwater Services, Inc. | |
| 21481 Highland Lakes Blvd. | |
| North Miami Beach, FL 33179 | (305) 935-0219 |

DREDGING & MARINE CONSTRUCTION

| | |
|--------------------------------|----------|
| Jacksonville Shipyards, Inc. | |
| 750 E. Bay St., P.O. Box 2347 | 355-1711 |
| Parkhill-Goodloe Company, Inc. | |
| P. O. Box 8707 | 743-4332 |

ELECTRONIC EQUIPMENT-MARINE

| | |
|---------------------------------|----------|
| Jacksonville Marine Radio, Inc. | |
| 2256 Atlantic Blvd. | 398-3233 |
| Seacoast Electronics, Inc. | |
| 1737 E. Duval St. | 355-0343 |

FOREIGN FREIGHT FORWARDERS

| | |
|------------------------------------|----------|
| Southern Shipping Company | |
| 3226 Tallyrand Ave., P.O. Box 4668 | 355-4751 |
| Sunshine Forwarders, Inc. | |
| 1510 Tallyrand Ave., P.O. Box 88 | 353-1744 |
| Thomas L. Watkins | |
| P. O. Box 1194 | 353-5231 |

MACHINE SHOPS

| | |
|------------------------------------|----------|
| Buffalo Electric Motor Works, Inc. | |
| 5105 Buffalo Ave. | 355-5421 |
| Hoffert Marine, Inc. | |
| 1700 E. Church St. | 354-8242 |

MARINE EQUIPMENT

| | |
|----------------------------------|----------|
| Hoffert Marine, Inc. | |
| 1700 East Church St. | 354-8242 |
| Ind-Mar Diesel Services | |
| 5105 Buffalo Ave., P.O. Box 3863 | 355-5421 |

MARINE MANAGEMENT

| | |
|------------------------------------|----------|
| Consolidated Marine Services, Inc. | |
| 2000 E. Bay St., P.O. Box 4466 | 353-1074 |

MARINE PAINTS

| | |
|------------------------|----------|
| Hoffert Marine, Inc. | |
| 1700 E. Church St. | 354-8242 |
| Ocean Supply Co., Inc. | |
| 2420 Phoenix Ave. | 353-0236 |

MARINE SERVICE

| | |
|-----------------------|----------------|
| Datrex, Inc. | |
| 618 Tallyrand | 355-1401 |
| 3795 N.W. 25th Street | |
| Miami, FL | (305) 638-8220 |
| Hoffert Marine, Inc. | |
| 1700 E. Church St. | 354-8242 |
| Sonat Marine | |
| Three Parkway | |
| Philadelphia, PA | (215) 864-1200 |

NAVAL ARCHITECTS

| | |
|-----------------------------|----------|
| CDI Marine Company | |
| 9951 Atlantic Blvd. | 724-9700 |
| Rudolph Matzer & Associates | |
| 13891 Atlantic Blvd. | 246-6438 |

NAVIGATION EQUIPMENT

| | |
|-------------------------|----------|
| Nautical Supply Company | |
| 113 East Bay St. | 355-8058 |

PHOTOGRAPHY

| | |
|--------------------------------|----------|
| Maritime Photographic Services | |
| 827 20th St. North | 246-8229 |
| Jacksonville Beach, 32250 | |

PLYWOOD

| | |
|--------------------------------|----------|
| Florida Southern Plywood Corp. | |
| 2650 Phyllis St. | 387-2546 |

PORT AUTHORITY

| | |
|-------------------------------------|----------|
| John R. Mackroth, Managing Director | |
| P. O. Box 3005 | 633-5240 |

PROPELLER

| | |
|-------------------------|----------|
| Ellis Propeller Company | |
| 2900 Phoenix Ave. | 354-8233 |

REFRACTORIES

| | |
|--|----------|
| Atlantic Fire Brick & Supply Co., Inc. | |
| 1843 East Adams St. | 355-8333 |
| Thermal Engineering Co. | |
| 5105 Buffalo Ave. | 355-5421 |

SHIP BUILDERS

| | |
|--------------------------------------|----------|
| Atlantic Marine Corporation | |
| Ft. George Island, P.O. Box 138 | 251-3111 |
| Bellinger Shipyards, Division of JSI | |
| 13911 Atlantic Blvd. | 246-9981 |

SHIP REPAIR YARDS

| | |
|--------------------------------------|----------|
| Atlantic Dry Dock Corporation | |
| Ft. George Island, P.O. Box 138 | 251-3111 |
| Bellinger Shipyards, Division of JSI | |
| 13911 Atlantic Blvd. | 246-9981 |
| Ind-Mar Machine Shop | |
| 5105 Buffalo Ave., P.O. Box 3863 | 355-5421 |
| International Shipyard Inc. | |
| 1615 Huffingham Lane | |
| Jacksonville Shipyards | |
| 800 E. Bay St., P.O. Box 2347 | 355-1711 |
| North Florida Shipyards | |
| 2000 East Bay St. | 354-3278 |

STEAMSHIP TERMINALS

| | |
|---------------------------------------|----------------|
| Commodores Point Terminal | |
| Foot of Adams St., P.O. Box 212 | 355-9500 |
| McGiffin & Company Terminal (SCL) | |
| Shed No. 3, Blount Island | |
| ACL Export Terminals, P.O. Box 3 | 353-1741 |
| Port Authority Docks | |
| Talleyrand Ave., P.O. Box 3005 | 633-5260 |
| TWX | (810) 827-1323 |
| Port Carriers Terminal, Blount Island | |
| P. O. Box 26344 | 751-3414 |

SURVEYORS

| | |
|------------------------------------|----------|
| John M. Bell | |
| 814 East Coast Dr., Atlantic Beach | 249-2741 |
| Horvath Associates | |
| P. O. Box 52148 | 356-7876 |
| International Cargo Gear Bureau | |
| P. O. Box 16593 | 356-7171 |
| Intramarine, Inc. | |
| P. O. Box 53043 | 353-0828 |
| Soucy-St. George & Co. | |

TANK CLEANING

| | |
|-----------------------|----------|
| Oil Recovery Co. Inc. | |
| 816 Tallyrand Ave. | 355-0086 |

TANK FABRICATOR

| | |
|--------------------------------|----------|
| Specialty Tank & Equipment Co. | |
| 857 Robinson, Drawer 52056 | 353-0108 |

TOWING

| | |
|--------------------------------|----------|
| Cross State Towing Service | |
| 9211 Commonwealth Ave. | 356-9611 |
| Florida Towing, Inc. | |
| Independent Square, Suite 3206 | 354-0483 |
| Sun State Marine, Inc. | |
| Pier 3 | |
| Reynolds Industrial Park | |
| P.O. Box 1117 | 264-6582 |
| Green Cove Springs, Fla. | 284-7271 |

TRUCK LINES

| | |
|--------------------|----------|
| Searail Inc. | |
| 9210 Parker Ave. | 751-2935 |
| Sea Wheels | |
| 5912 New Kings Rd. | 764-0564 |

TURBINE REPAIR

| | |
|----------------------|----------|
| Ind-Mar Machine Shop | |
| 5105 Buffalo Ave. | 355-5421 |

Service Directory

EMERGENCY NUMBERS

| | |
| --- | --- |
| FIRE | 633-2211 |

<tbl_r cells

Jacksonville Sailing Schedule

Scheduled services for Southeast shippers. Subject to change.

BB—Break Bulk; **BIT**—Blount Island Terminal; **C**—Container; **D**—Discharge; **L**—Load; **R**—Refrigerated; **Ro/Ro**—Roll-on/Roll-off; **T**—Tank; **TDT**—Talleyrand Docks; **TMT**—TMT Terminal.

Caribbean, Bahamas, Bermu. & Cen. Amer.

IMPARCA LINE

Semco, agent
D/L(BB-C)BIT
On Inducement (Monthly)

NANICA

Harrington, agent
D/L(C-BB)TDT
On Inducement

NAVIERAS (P.R.)

PRMMI, agent
D/L(R-T-Ro/Ro)BIT
Ro/Ro every Tuesday and
Friday via S/S Puerto Rico
and S/S Ponce

PAN-ATLANTIC BERMUDA

McGiffin, agent
D/L(C-R)BIT
Direct to Hamilton

Three monthly

ROYAL NETHERLANDS

Strachan, agent
L(BB-C)TDT
On Inducement (Monthly)

SEA-LAND

D/L(C-R-T)TDT
Direct to San Juan
via S/S Seattle, S/S Tampa
and S/S Charleston
Weekly

TRAILER MARINE TRANSPORT (TMT)

D/L(Ro/Ro)TMT
Direct to San Juan,
with connections to other
Caribbean islands

Barge every Wed. & Sat.

VENEZUELA LINES

Carolina, agent
D/L(BB)BIT
Twice Monthly

4/15 Admiral Atlantic

4/23 Merengue Express

4/25 Admiral Atlantic

CAPE HAITI, Haiti

Sea-Land
COLON, C.Z.

Sea-Land
CRISTOBAL, C.Z.

Sea-Land
CUMANA, Ven.

TMT

CURACAO, Ven.

Royal Netherlands

Sea-Land
DOMINICA, WI

TMT

FRENCH GUIANA

TMT

GEORGETOWN, Guy.

Royal Netherlands

GONAIVES, Haiti

Sea-Land
GRENADE, WI

TMT

GUADELOUPE, WI

TMT

GUANTA, Ven.

Imparca

Venezuela

Venezuela Ro/Ro

HAINA, D.R.

Sea-Land

HAMILTON, Berm.

Pan Atlantic

KINGSTON, Jamaica

Royal Netherlands

Sea-Land
LA GUAIRA, Ven.

Imparca

Venezuela

LA ROMANA, D.R.

Sea-Land

LES CAYES, Haiti

Sea-Land

MARACAIBO, Ven.

Royal Netherlands

Venezuela

MARTINIQUE, WI

TMT

MAYAGUEZ, P.R.

Navieras

TMT

MONTSERRAT, WI

TMT

PARAMARIBO, Sur.

Royal Netherlands

TMT

PONCE, P.R.

Navieras

TMT

PORT AU PRINCE, Haiti

Sea-Land

PORT DE PAIX, Haiti

Sea-Land

PORT LIMON, C.R.

Sea-Land

PORT OF SPAIN, Trin.

Sea-Land

PUERTO CABOLO, Venezuela

Imparca

Venezuela Lines

PUERTO PLATA, D.R.

Sea-Land

PUNTARENAS, C.R.

Sea-Land

RIO HAINA, D.R.

Sea-Land

ST. BARTHOLOMEW, West Indies

TMT

ST. CROIX, Vir. Is.

Navieras

Sea-Land

ST. KITTS, WI

TMT

ST. LUCIA, WI

TMT

ST. MAARTEEN, Ant.

TMT

ST. THOMAS, Vir. Is.

Navieras

Sea-Land

ST. JOSE, C.R.

Sea-Land

SAN JUAN, P.R.

Navieras

Sea-Land

SAN PEDRO, D.R.

Sea-Land

SANTO DOMINGO, P.R.

Royal Netherlands

TMT

TEGUCIGALPA, Hon.

Sea-Land

TRINIDAD, W.I.

Royal Netherlands

ANTIGUA, WI

TMT

ARUBA, Ven.

Royal Netherlands

BALBOA, C.Z.

Sea-Land

BARBADOS, WI

Royal Netherlands

TMT

BOCA CHICA, D.R.

Navieras

Western Europe & UK

DEPPE

Caldwell, agent
D/(BB)TD1
Monthly

FOREST (LINE) (LASH)

Caldwell, agent (outbound)
Semco, agent (inbound)
D/L(BB)BIT
Monthly

PERALTA

Eller, agent
D/L(BB)BIT
Every 35 days
4/28

W.R. Adams

POLISH OCEAN

Harrington, agent
L(C-BB-R)BIT
On Inducement

SEA-LAND

D/L(C-R-T)TDT
Direct to Rotterdam

Vessel every Wednesday

4/21 Venture
4/28 Express
5/5 Producer
5/12 Consumer

TRANS FREIGHT

Harrington, agent
D/L(C)BIT
Fortnightly

UNITED STATES

Harrington, agent
D/L(C-R-T)BIT
Vessel every Saturday

4/18 American Legend
4/25 American Argosy
5/2 American Leader
5/10 American Accord

ANTWERP, Belgium

Depp
Forest
Polish Ocean
Sea-Land
Trans Freight Lines
U.S. Lines

BELFAST, N. Ireland

Sea-Land
Trans Freight Lines
U.S. Lines

BERGEN, Norway

Sea-Land
Trans Freight Lines
U.S. Lines

BREMEN, Germany

Forest
Polish Ocean
Trans Freight Lines
U.S. Lines

BREMERHAVEN, Ger.

Forest
Sea-Land
Trans Freight Lines
U.S. Lines

COPENHAGEN, Den.

Sea-Land
Trans Freight Lines
U.S. Lines

DUBLIN, Ireland

Sea-Land
Trans Freight Lines
U.S. Lines

FELIXSTOWE, Eng.

Peralta
Sea-Land
Trans Freight Lines
U.S. Lines

GLASGOW, Scotland

Sea-Land
Trans Freight Lines
U.S. Lines

GLASGOW, Scotland

Sea-Land
Trans Freight Lines
U.S. Lines

GRANGEMOUTH, Scotland

Sea-Land
U.S. Lines

GREENOCK, Scot.

U.S. Lines

HAMBURG, Ger.

Polish Ocean
Sea-Land
Trans Freight Lines
U.S. Lines

HELSINKI, Finland

Sea-Land
Trans Freight Lines
U.S. Lines

LE HAVRE, France

Polish Ocean
Sea-Land
Trans Freight Lines
U.S. Lines

LENINGRAD, Russia

U.S. Lines

LIVERPOOL, England

Trans Freight Lines
U.S. Lines

LONDON, England

U.S. Lines

MALMO, Sweden

Trans Freight Lines
U.S. Lines

NORRKOPING, Swed.

Sea-Land
Trans Freight Lines
U.S. Lines

OSLO, Norway

Sea-Land
Trans Freight Lines
U.S. Lines

PRESTON, England

Sea-Land
Forest

ROTTERDAM, Holland

Peralta
Polish Ocean
Sea-Land
Trans Freight Lines
U.S. Lines

STAVANGER, Nor.

Sea-Land
Trans Freight Lines
U.S. Lines

STOCKHOLM, Swed.

Sea-Land
Trans Freight Lines
U.S. Lines

AARHUS, Denmark

Sea-Land
Trans Freight Lines
U.S. Lines

AMSTERDAM, Neth.

Sea-Land
Trans Freight Lines
U.S. Lines

TRINIDAD, W.I.

Sea-Land
Trans Freight Lines
U.S. Lines

Mediterranean (including Portugal)

CMA

Harrington, agent
D/L(C)BIT
On Inducement

CNAN

Harrington, agent
D/L(BB)TDT
On Inducement

COSTA LINE

East Coast, agent
D/L(BB-R)TDT BIT
On Inducement

EGYPTIAN NATIONAL LINES

Semco, agent
D/L(C)TDT
On Inducement

HELLENIC

Eller, agent
D/L(BB-R)TDT
On Inducement

JUGOLINIJA

Southern, agent
D/L(BB)BIT
Monthly

KOCTUG

Semco, agent
D/L(BB)BIT
On Inducement

LYKES BROS.

Strachan, agent
L(BB)TDT, BIT
On Inducement Monthly

SEA-LAND

D/L(C-R)TDT
Wkly through service to
Algeciras via Rotterdam
and Bremerhaven

Vessel every Wednesday

4/21 Venture
4/28 Express
5/5 Producer
5/12 Consumer

TRANS FREIGHT

Harrington, agent
D/L(C)BIT
Fortnightly

UNITED STATES

Harrington, agent
D/L(C-R-T)BIT
Relay svc. through LeHavre

Vessel every Saturday

4/18 Gehan Al Sadat

PHARAONIC ATLANTIC LINE

SEMCO, agent
D/L(BB-C)BIT
Monthly

ALEXANDRIA, Egypt

Egyptian Lines
Hellenic
Lykes

PIRAEUS, Greece

Hellenic
Sea-Land

PORT SAID, Egypt

Lykes

RIJEKA, Yugoslavia

Sea-Land

SALONICA, Greece

Hellenic
Sea-Land

SAVONA, Italy

Costa
Jugolinija

TARTOS, Syria

CMA

TRIESTE, Italy

Sea-Land

TRIPOLI, Algeria

CMA

VALENCIA, Spain

Lykes
Sea-Land

VENICE, Italy

Jugolinija

ALICANTE, Spain

Sea-Land

ANNABA, Algeria

CNAN

AOABA, Jordan

Hellenic
Lykes

BARCELONA, Spain

Costa
Lykes

BEIRUT, Lebanon

CMA
Costa
Hellenic

CADIZ, Spain

Sea-Land

CASABLANCA, Mor.

Africa (E. & W. Coasts south of Sahara)

AGROMAR

Harrington, agent
D/L(BB)TDT
On Inducement

BARBER WEST AFRICA

Harrington, agent
D/L(BB-R-C)BIT
On Inducement

BLACK STAR

Strachan, agent
D/L(BB-C)TDT
On Inducement

HELLENIC

Eller, agent
D/L(BB-R)TDT
On Inducement

JECO SHIPPING

Harrington, agent
D/L(BB-C)BIT
On Inducement

MEDAFRICA LINE

Southern, agent
D/L(BB)BIT TDT
On Inducement

MOORE McCORMACK

Strachan, agent
D/L(BB-C-T)TDT
Monthly

4/17 Mormacaltair
5/4 Mormacmoon

NAVAL LINES

Strachan, agent
L/Ro-RR-BB-C)TDT
On Inducement
(Monthly)

4/21 Seki Cedar
4/23 Seki Roulette

SAF MARINE

Stevens, agent
D/L(BB-C)TDT BIT
Every three weeks

TORM LINES

Stevens, agent
D/L(BB-TDT
Monthly

TRANS FREIGHT

Harrington, agent
D/L(C)BIT
Fortnightly

UTERWYK LIBERIA LINES

Semco, agent
D/L(BB-C)TDT BIT
Twice Monthly

USAFRICA

Semco, agent
D/L(BB-C) BIT
Monthly

ABIDJAN, Ivory Coast

Barber
Black Star
Farrell
Naval
Uiterwyk
USAFRICA

BEIRA, Mozambique
Farrell
Moore McCormack
SAF Marine

CABINDA, Angola
USAFRICA

CAPE TOWN, S. Africa
Agromar
Farrell
Hellenic

Moore McCormack
SAF Marine

Trans Freight Lines
COTONOU, Dahomey
Naval

Trans Freight Lines
DAKAR, Senegal
Black Star
Farrell
Naval

Trans Freight Lines
Uiterwyk
USAFRICA

DAR-ES-SALAAM,
Tanzania

Farrell
Hellenic

Moore McCormack

DUALA, Cameroon

Republic

Barber
Black Star

Farrell

Naval

Trans Freight Lines
Uiterwyk

DURBAN, S. Africa

Agromar
Farrell

Hellenic

Moore McCormack

SAF Marine

Trans Freight Lines
Uiterwyk

E. LONDON, S. Africa

Agromar
Farrell

Moore McCormack

SAF Marine

Trans Freight Lines
FREETOWN, Sierra Leone

Barber
Naval

LAGOS/APAPA, Nigeria

Barber
Black Star

Farrell

Jeco

Medafrika

Naval

Trans Freight Lines
USAFRICA

LOBITO, Angola

USAFRICA

LOME, Togo

Naval

Trans Freight Lines
USAFRICA

LUANDA, Angola

Naval

USAFRICA

MAPUTO, E. Africa

Agromar
Farrell

Moore McCormack

SAF Marine

MATADI, Congo

Farrell

Naval

Trans Freight Lines
USAFRICA

MOGADISHU, Somalia

Moore McCormack

MOMBASA, Kenya

Farrell

Hellenic

Moore McCormack

MONROVIA, Liberia

Barber
Black Star

Farrell

Naval

Trans Freight Lines
Uiterwyk

USAFRICA

NACALHA, E. Africa

Farrell

Moore McCormack

OWENDO, Gabon

Naval

PORT ELIZABETH, South Africa

Agromar
Farrell

Moore McCormack

SAF Marine

Trans Freight Lines
PORT GENTIL, Gabon

Naval

Trans Freight Lines
PORT HARCOURT, Nigeria

Black Star

Jeco

Medafrika

Naval

Trans Freight Lines
TAKORADI, Ghana

Black Star

USAFRICA

TEMA, Ghana

Barber
Black Star

Farrell

Jeco

Naval

Trans Freight Lines
TENIRIFFE, Can. Is.

Barber

Trans Freight Lines
WALVIS BAY, S. Africa

Farrell

Moore McCormack

SAF Marine

Trans Freight Lines
WARRI, Nigeria

Naval

ZANZIBAR, Tanzania

Moore McCormack

Indian Ocean & Persian Gulf

BARBER BLUE SEA

Harrington, agent

L(C-T-R-BB)BIT

Feeder service

CMA

Harrington, agent

D/L(C)BIT

On Inducement

HELLENIC

Eller, agent

D/L(BB-R)TDT

On Inducement

HOEGH-UGLAND

Caldwell, agent

Ro/Ro BIT

On Inducement

P&O LINE

Eller, agent

D/L(BB)TDT

On Inducement

PAKISTAN NATL. SHIPPING CORP.

Southern, agent

L(BB)BIT, TDT

On Inducement

WATERMAN (LASH)

Strachan, agent

L(BB)TDT

On Inducement

SCI LINE

Norton, Lilly, agent

L(BB)BIT

On Inducement

ATLANTTRAFIK

Harrington, agent

(C-R)BIT

Monthly

BARBER BLUE SEA

Harrington, agent

D/L(C-T-R-BB)BIT

Twice Monthly

COLUMBUS LINE

Stevens, agent

D/L(C-R)BIT

Every 45 days

RETLA

Harrington, agent

D(BB)BIT, TDT

On Inducement

SANKO SS

Strachan, agent

D(BB) BIT

Monthly

SPACE CHARTER GROUP

Agents: Eller, Japan Line,

K Line, Mitsui OSK, NYK,

Semco, Stevens, Strachan,

TTT Ship, YS Line

D/(C-R) BIT

Minibrige

4/16 Yashima Maru

TOKAI LINE

Carolina, agent

D(BB)TDT

Monthly

ABU DHABI, UAE

Barber Blue Sea

P&O Line

SCA, Yemen

ALEXANDRIA, Egypt

SCI

QATAR, Jordan

Waterman

ASSAB, Ethiopia

Waterman

BAHRAIN ISLAND, Bahrain

Waterman

CHITTAGONG, Bangladesh

Waterman

COLOMBO, Sri Lanka

Waterman

DAMMAM, S.A.

P&O Line

DOHA, Qatar

Barber Blue Sea

Hellenic

BASRAH, Iraq

CMA

BOMBAY, India

SCI

CALCUTTA, India

Waterman

CHITTAGONG, Bangladesh

Waterman

COLOMBO, Sri Lanka

Waterman

DAMMAM, S.A.

P&O Line

DOHA, Qatar

Barber Blue Sea

Hellenic

BASRAH, Iraq

CMA

BOMBAY, India

SCI

CALCUTTA, India

Waterman

CHITTAGONG, Bangladesh

Waterman

COLOMBO, Sri Lanka

Waterman

DAMMAM, S.A.

P&O Line

DOHA, Qatar

Barber Blue Sea

Hellenic

BASRAH, Iraq

CMA

BOMBAY, India

SCI

CALCUTTA, India

Waterman

CHITTAGONG, Bangladesh

Waterman

COLOMBO, Sri Lanka

Waterman

DAMMAM, S.A.

P&O Line

DOHA, Qatar

Barber Blue Sea

Hellenic

BASRAH, Iraq

CMA

BOMBAY, India

SCI

CALCUTTA, India

Waterman

CHITTAGONG, Bangladesh

Waterman

COLOMBO, Sri Lanka

Waterman

DAMMAM, S.A.

P&O Line

DOHA, Qatar

Barber Blue Sea

Hellenic

BASRAH, Iraq

CMA

BOMBAY, India

SCI

CALCUTTA, India

Waterman

CHITTAGONG, Bangladesh

Waterman

COLOMBO, Sri Lanka

Waterman

DAMMAM, S.A.

P&O Line

DOHA, Qatar

Barber Blue Sea

Hellenic

BASRAH, Iraq

CMA

BOMBAY, India

Sea-Land. Fast in, Fast out.



When your drivers or truckers get tied up at a congested terminal, it can cost you time and money.

Here's how you can get around those expensive tie-ups: Ship via Sea-Land®.

Nearly all Sea-Land terminals are exclusive—used for Sea-Land customers only. That's why you get in and out fast.

And the Sea-Land people handling your cargo are experienced professionals who help you get in and out even faster.

If you don't like being kept waiting, ship via Sea-Land. Call your Sea-Land representative today.

SeaLand

What we did for shipping, we're doing for service.

AT JACKSONVILLE SHIPYARDS, "SERVICE" IS THE LANGUAGE WE SPEAK BEST

An act of assistance or benefit
to another or others.
service (sûr' vis) Work done
by someone who serves. (Gives good
and quick service). Offering repair
and maintenance or supporting services.
To help, answer needs of; Help, useful
benefit. (To be of service to.)
serviceable (sur'vis-e-bəl) Re-
(or service; usable. Able to give
service.

Wherever you're coming from
— or wherever you're going — make Jacksonville
Shipyards your port-of-call for first-
cabin service.

We know how to treat you right while you're with us. And how to get you back out to sea as fast as we can. Plus the weather's on our side and that helps a lot.

Modern drydocks, including one with a capacity up to 125,000 dwt class, give us plenty of space

to do the job right. Thanks to our handy wet berths your ship won't be high and dry any longer than necessary. Plus, you'll have at your service 2400 skilled mechanics who know how to solve big or small problems in a minimum of time. They realize every minute counts.

The other important factor: the sunny-side-upness of Florida's weather, makes just about every day a working day at Jacksonville Shipyards. Daylight lasts just a

little bit longer in our area, too.

So, when you're ready to go and you find there's a problem, sail it to us.

We speak your language through service. Just write or call: Jacksonville Shipyards, Inc., Fruehauf Corp., 750 E. Bay St., P.O. Box 2347, Jacksonville, Florida 32203-(904) 355-1711; Telex 056284. New York Sales Office: 21 West St., New York, N.Y. 10006 -(212) 943-2397.

Jacksonville Shipyards, Inc.

A subsidiary of Fruehauf Corporation