"You see the yard at work, and look back over the list of shipyard accomplishments chalked up to Gibbs' credit... and you begin to get a new concept of what the sometimes overworked word 'service' means when used by a team of men who really mean it." — from SEAFARER.
IN a recent editorial, the Florida Times-Union added its endorsement to a unified port authority for operation of the Port of Jacksonville.

Under the head “Joint Port Authority is Important Step,” the newspaper commented on discussions then under way toward creation of a joint city-county authority with members of the County and City Commissioners serving as members.

“Unless a joint authority is created, the County might well end up operating one part of the Port while the City operated another. That would be a manifestly wasteful and inconvenient procedure.

“To prevent this by setting up a single coordinating authority is essential to fulfill the promise of our port. That promise is a great one, and should not be lost through failure to seize the opportunity.” Those words from the morning newspaper reflected general public opinion in regard to a unified port development program. The proposed city-county administrative setup was deemed unwieldy, however, and legislation to carry out the specific proposal was not enacted.

Cooperative effort toward creation of a unified Port program in the very near future is expected, however, as a result of these developments.

“EXPORT AND IMPORT trade at Jacksonville is one yardstick for measuring the prosperity of our city,” according to a recent editorial in the Florida Times-Union.

“Therefore, with this city situated at the apex of a triangle which has legs extending to a vast area of the eastern United States, local interests may find it a lucrative pursuit to study the possibility of further exploiting the territory which Jacksonville serves, for the development of increased export and import tonnage through our harbor facilities.”

A few days later, when a delegation of thirty-nine Jacksonville business leaders was leaving on a two day goodwill mission to Havana, Cuba, the Times-Union editorial writers commented:

“Jacksonville is wise to seize this opportunity, because certainly there are possibilities of greater trade between our port and Latin America.

Population and living standards are both rising fast in the lands to the South. Great market opportunities can be exploited by those who are alert to them. U.S. trade with Latin America already amounts to more than several billion dollars a year, with the volume increasing steadily. There is no reason why an increasing share of this should not move through the Port of Jacksonville.

“Contacts between Floridians and Cubans have paid off in profitable tourism for both nations in recent years. Florida vacation in Cuba and Cubans vacation in Florida. This tourism in turn leads to new trade possibilities, as interest in each other’s tastes and products is stimulated.

“What lies ahead depends upon the energy and ingenuity of our businessmen, and the current mission to Cuba shows that they are mobilizing to make the most of opportunities there. It should be only the beginning of a renewed effort to do business with all parts of Latin America.”

Governors of Tennessee and Alabama have issued statements indicating that they regard the proposed canal connecting the Tennessee and Tombigbee Rivers as so vital to the economy of their area as to warrant the appropriation necessary to construct it.

“The south’s great natural resource of waterways has been and is continuing to be a leading part of its development.”

—Manufacturer’s Record
it's an eye opener!

The Rawls' craftsmen solve unusual problems.

A Liberty ship, with its power obtained from four aircraft engines on deck, was delivered to the Navy, June 18, after conversion at Rawls Brothers. This was the first application of air boat power techniques to a major ocean vessel. Rawls' craftsmen, employing their wide experience and creative skills, ably solved the hundreds of new problems this unique project presented. For your next job, check with Rawls first.

''If Time is Important, Overhaul at Rawls''

2000 East Bay St. P.O. Box 5737
JACKSONVILLE, FLORIDA
Telephone Elgin 4-2811
Rawls Brothers Install Turbo-Prop Engines On Experimental Ship

Navy Conducts Tests; Mobile Power is Obtained from Deck; Controls Topside

YAG-37, a converted Liberty ship with its mobile power obtained from 4 aircraft engines on deck, was delivered to the Navy June 18, after conversion at the Rawls Brothers Contractors, Inc., shipyard in Jacksonville, Florida.

The vessel proceeded immediately under tow to a testing area off Panama City, Florida, where the feasibility of the unique conversion will be determined by the Navy.

Four turbo-prop airplane engines delivering a combined 24,000 H. P. were installed upon the YAG-37 (SS John L. Sullivan) at the Rawls Brothers yard. The engines, mounted on 40 millimeter gun mounts capable of making full 360 degree turns, are located two on the bow and two on the stern. They provide the vessel's entire mobile force as the ship's regular propeller was removed and main engines secured.

Central Controls

The entire controls for the four aircraft engines, ship's rudder, ballast system and fuel controls are located in the conventional wheelhouse.

This is the first application of airborne techniques to a major ocean vessel to remove the ship's propulsion mechanism from the vulnerable underwater area to position on deck. The vessel, according to the Navy, will be operated with a crew of twenty—approximately half the normal Liberty ship complement.

According to Commander W. M. Nicholson, project officer for the Navy's Bureau of Ships, the British experimented with similar idea several years ago but made their test on a tugboat and used jet aircraft engines.

Nicholson said results of the YAG-37 project have been excellent. The engines have been tested at 20,000 H. P. and developed more than 10,000 H. P. under load. The ship is expected to make 12 knots and the combined 24,000 H. P. engine can be used to lift the ship in the event of the regular propulsion machinery breaking down.
Electric and fuel systems on YAG-37 are a first in the shipping industry.

Directed Work
The YAC-37 conversion is the largest ever made by the Rawls Brothers yard at Jacksonville. President Hugh Rawls assigned Charles (Chuck) Starkenburg, Deputy Superintendent of the yard, continuously to the project. Starkenburg worked closely on the conversion with Commander Nicholson and Wayne Bucy, factory representative of Pratt & Whitney Aircraft, which built the four T-34 turbo-prop engines.

The engines are equipped with 3-bladed Hamilton Standard propellers which were installed under the direction of Frank Dennis and Bernard Brennan, factory representatives from the Hamilton Standard plant at Windsor Lock, Conn.

The intricate electrical control systems, including the wheel house panels, were installed by the Rawls Brothers force.

Mobile compressed air starting pods, manufactured by Air Research Corporation, are utilized to start the Pratt & Whitney turbo-prop engines.

Ship Controls
Power for operation of the ship’s rudder, anchor winch and ballast systems is supplied by three air compressors, which are also mounted on deck.

A 100 KW Allis-Chalmers electric generator mounted aft of the deckhouse structure and driven in a GM 3846A engine, provides electric current for the control systems and for training the four engines on their 40 millimeter gunmounts.

The CO-2 fire control system was designed and installed by Walter Kidde Sales and Service of Jacksonville.

Fuel filter systems are provided for each of the fore and aft engine mounts.

Fuel for the engines is carried in twin fuel tanks located on the port and starboard decks or sides, just forward of the deck house. These tanks, coated with Bevan, are each 10 feet in diameter.

Although it is not necessarily essential equipment, the YAG-37 has a regulation pilot seat mounted on each bridge.
degree the past experience of the two brothers most actively concerned with the yard operation.

President Hugh Rawls has been in the shipyard business throughout his adult life. An electrical engineer, he was at one time electrical superintendent for another shipyard.

General Manager David Rawls studied business administration in college and spent nine years in the U. S. Air Force. In 1950, he went into business with his brother Hugh, and they opened a tiny office at the foot of Beaver Street. Until 1954 they also operated a branch plant at Green Cove Springs, 26 miles upstream from Jacksonville, where the Florida group of the Atlantic Reserve Fleet of the Navy is moored.

In 1953, Rawls Brothers moved to their present plant site at 5000 East Bay Street on Commodores Point. From their small waterfront location they performed painting and minor repair work on reserve Naval vessels and successfully completed an Army tug boat construction job which another contractor had begun but been unable to complete.

It was work such as this that established the Rawls Brothers reputation for excellent performance on small tasks and placed the company in position to negotiate for the lease of a 3,000 ton concrete dock, which the Navy offered to small contractors in 1955.

DD 607 Docked

Largest vessels to be dry-docked on the facility have been the USS Frazier (DD 607), which went on dock during the month of June for extensive overhaul and major alterations. The Frazier was followed by the USS Ordronaux (DD 617) for similar work. The two destroyer conversion jobs being performed by Rawls Brothers are among five awarded to Jacksonville contractors in bids totaling in excess of two million dollars for the five conversions. It is estimated that approximately $1,400,000 of these $2,000,000 contracts will be utilized for labor and approximately $600,000 for material.

Rawls Brothers recently announced the appointment of E. W. Lounsbury Company, 11 Broadway, New York 4, N. Y., as their agents for new construction work. E. W. Lounsbury is widely known in the maritime industry.

The Rawls brothers are also principals in the firm Cove Contractors, Inc., a local firm supplying sand and aggregate to contractors. Cove Contractors operates its own tug and barge equipment.

Family group photographed when Rawls Brothers dedicated its new dry dock facility were, left to right, John Rawls of Marianna, General Manager David Rawls, U. S. Senator George Smothers (the speaker), Mrs. Ruth Rawls Hodges (mother) and President Hugh Rawls.

Elaborate Electrical System

The recent conversion job on the YAG-37 required installation of four aircraft engines and laying of an elaborate electrical control system. It reflects to a great

3,000-Ton Dock

It was work such as this that established the Rawls Brothers reputation for excellent performance on small tasks and placed the company in position to negotiate for the lease of a 3,000 ton concrete dock, which the Navy offered to small contractors in 1955.

DD 607 Docked

Largest vessels to be dry-docked on the facility have been the USS Frazier (DD 607), which went on dock during the month of June for extensive overhaul and major alterations. The Frazier was followed by the USS Ordronaux (DD 617) for similar work. The two destroyer conversion jobs being performed by Rawls Brothers are among five awarded to Jacksonville contractors in bids totaling in excess of two million dollars for the five conversions. It is estimated that approximately $1,400,000 of these $2,000,000 contracts will be utilized for labor and approximately $600,000 for material.

Rawls Brothers recently announced the appointment of E. W. Lounsbury Company, 11 Broadway, New York 4, N. Y., as their agents for new construction work. E. W. Lounsbury is widely known in the maritime industry.

The Rawls brothers are also principals in the firm Cove Contractors, Inc., a local firm supplying sand and aggregate to contractors. Cove Contractors operates its own tug and barge equipment.

Elaborate Electrical System

The recent conversion job on the YAG-37 required installation of four aircraft engines and laying of an elaborate electrical control system. It reflects to a great degree the past experience of the two brothers most actively concerned with the yard operation.

President Hugh Rawls has been in the shipyard business throughout his adult life. An electrical engineer, he was at one time electrical superintendent for another shipyard.

General Manager David Rawls studied business administration in college and spent nine years in the U. S. Air Force. In 1950, he went into business with his brother Hugh, and they opened a tiny

3,000-Ton Dock

It was work such as this that established the Rawls Brothers reputation for excellent performance on small tasks and placed the company in position to negotiate for the lease of a 3,000 ton concrete dock, which the Navy offered to small contractors in 1955.

DD 607 Docked

Largest vessels to be dry-docked on the facility have been the USS Frazier (DD 607), which went on dock during the month of June for extensive overhaul and major alterations. The Frazier was followed by the USS Ordronaux (DD 617) for similar work. The two destroyer conversion jobs being performed by Rawls Brothers are among five awarded to Jacksonville contractors in bids totaling in excess of two million dollars for the five conversions. It is estimated that approximately $1,400,000 of these $2,000,000 contracts will be utilized for labor and approximately $600,000 for material.

Rawls Brothers recently announced the appointment of E. W. Lounsbury Company, 11 Broadway, New York 4, N. Y., as their agents for new construction work. E. W. Lounsbury is widely known in the maritime industry.

The Rawls brothers are also principals in the firm Cove Contractors, Inc., a local firm supplying sand and aggregate to contractors. Cove Contractors operates its own tug and barge equipment.
Trailer units are backed onto rail cars over specially built ramp. FEC mainline at left.

**Great Southern on Piggy-Back**

The piggy-back era in Florida transportation was inaugurated June 12 when eight Great Southern Trucking Company trailers started on a regularly scheduled run between Jacksonville and Miami on flat cars of the Florida East Coast Railway.

That evening, eight more trailers began the northbound trip from Miami to Jacksonville.

The F.E.C.-Great Southern piggy-back service is the first tried in the South. A minimum of eight trailers a day will be shipped during a year's trial of the operation.

"This new departure in transportation will be the forerunner of lots of business for all the railroads," former Governor John W. Martin, Trustee of the F.E.C., said. "I am glad that the Florida East Coast and the Great Southern have inaugurated this service, and I am glad to see the truckers and the railroads get together. They should stop fighting one another."

A. E. Green, Jr., Vice President and General Manager of Great Southern, which serves six southeastern states as a part of the nationwide Ryder System, Inc., said the piggy-back service had advantages to trucker, railroad and the public.

"Through coordinated transportation, we will have better service and in years to come it will be cheaper service for the public" Green said.

Green said it is expected that greater weight can be put on the trucks by putting them on the flat cars. He pointed out also that the rail service eliminates highway hazards.

Green said that the company has no immediate plans for extending the piggy-back service to other railroads in the Southeast, but that Rail-Trailer Company, which represents a large group of motor carriers, has been conducting negotiations with various railroads in connection with the possible extension of piggy-back service.

**Loading Ramps**

The Great Southern trailers were loaded to the flat cars at a specially constructed loading platform at the Bowden marshaling yards, just south of Jacksonville. Trailer units can be delivered over the local streets and highways to the Bowden yard loading area during the night and early morning hours and loaded to flat cars prior to departure of the ten o'clock F.E.C. freight to Miami.

The trailers are backed by skilled drivers aboard the flat cars and shackled to the deck with special jacks relieving the dolly wheels of the load during the train ride.

It is contemplated that in the future the F.E.C. will have flat cars able to receive two 35 foot trailer units or three 24 foot units on a single flat car especially equipped for piggy-back service. Similar units are already in service in other parts of the country.

Great Southern is a part of the Ryder System, Inc., which is also the parent company of Borinquen Steamship Company operating regularly scheduled service between Jacksonville and San Juan, Puerto Rico. Borinquen will further the development of containerized cargo shipments between the United States and Puerto Rico.
SAILINGS TO:
Bahamas
Cuba
Dominican Republic
Jamaica
Mexico
British Honduras
Guatemala

Henry L. Hartley
Hartley Appointed
Pilot Commissioner

HENRY L. HARTLEY, a Director of Jacksonville SEAFARER and Vice-President of Gibbs Corporation, has been appointed a member of the Board of Pilot Commissioners and Port Wardens for the Port of Jacksonville, succeeding the late Horace C. Avery. The appointment was announced July 1 by Governor LeRoy Collins.

REGULARLY SCHEDULED SERVICE from JACKSONVILLE & SAVANNAH to PUERTO RICO
BOOKINGS THROUGH ALL GREAT SOUTHERN TRUCKING COMPANY TERMINALS AND AGENTS
GENERAL SALES AGENTS
Lawes Shipping Co.
17 Battery Place
New York 4, N. Y.

SUB-SALES AGENTS
Kuecker Steamship Services
Chicago, Cleveland, Detroit

Lavino Shipping Company
Pittsburgh & Philadelphia

PORT AGENTS
Strachan Shipping Company
Savannah, Ga.
Buccaneer Line Inc.
Jacksonville, Fla.
Port Everglades Terminal Co.
Port Everglades, Fla.

Borinquen Steamship Co.
P. O. Box 5434, San Juan, P. R.
P. O. Box 2408, Jacksonville, Fla.

Cable Address: “CALDIEP”
Telephone (407) 330-2121

SERVING JACKSONVILLE and FERNANDINA BEACH, FLA.
1630 East Adams St.    P. O. Box 1913    Jacksonville 1, Florida

FLORIDA National Bank of Jacksonville
ONE OF 77 BANKS IN THE FEDERA NATIONAL GROUP
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION
SERVICES of a Customhouse Broker and Foreign Freight Forwarder are perhaps the most indispensable yet least understood of any group operating in the import—export field.

As his name implies, the basic function of a Customhouse Broker is to see his client and his client's import merchandise safely through Customs. In order to do this, he must be thoroughly acquainted with every division of government concerned with imports and must know the duties of most of the employees in these divisions. He must know exactly which customs employees to see in order to accomplish the multitudinous operations incidental to the clearing of shipments.

An importer is not required to employ the services of a Customhouse Broker, but when Customhouse Brokers are employed they become such an important cog in the importer's business that importers ought to exercise as much care in their selection as they do in the selection and purchase of merchandise. Customs penalties are frequently very high and inattentiveness or incompetence on the part of a trader may result in a fine or failure to receive payment promptly.

An experienced Customhouse Broker is expert in many other fields such as packaging, trucking, cartage, storage, coopering, weighing, lighterage, domestic and foreign rail transportation, marine and other forms of insurance, ocean transportation, banking, financing and cost accounting. He keeps abreast of current developments in international politics as they effect international trade and maintains contact with correspondents in all principal cities of the world.

Before one can apply for licensing as a Customhouse Broker he should have a minimum of five years general experience in the employ of a licensed Customhouse brokerage firm and he must pass a rigid examination prior to licensing.

Foreign Freight Forwarder

More often than not a Customhouse Broker is also a Foreign Freight Forwarder so that he handles exports as well as imports and may be said to truly know international trade forward and backward.

Of the Foreign Freight Forwarder the Supreme Court has said—

"The foreign freight forwarding business is a medium used by almost all export shippers. An exporter intending to ship goods abroad consigns the merchandise to a forwarder who then makes all the arrangements for dispatching it to a foreign port. The forwarder must arrange the necessary space with the steamship companies, procure and prepare the many documents, obtain permits for the acceptance of freight at piers, and at times must find available storage space for the shipment until steamers are available. If requested to do so, a forwarder will secure whatever insurance is needed.

"Forwarders also have many other incidental duties. They check the marks on shipping papers and containers in order to be certain that they are in accordance with the regulations of the country of destination. They convert weights and measurements into the metric system when necessary. They keep records for the convenience of the exporter of all shipments dispatched. They also prosecute such claims as may be required by the exporter against carriers, insurance companies, and any other parties in interest."

"By engaging in these many activities of the forwarding business, independent forwarders act as agents of the shippers."

A Foreign Freight Forwarder is subject to registration and regulation by the Federal Maritime Board. Regulations provide that all who engage in foreign freight forwarding must register. This regulation includes manufacturers, exporters, commission merchants and others who might engage in forwarding activities, even though such activity might be only casual. Lists of independent freight forwarders are compiled and are available from the Customhouse Brokers and Forwarders Association of America, Inc., which is the trade organization representing these two important fields.
The Port of Jacksonville and Cuba

by Octavio A. Descalzo

"LA REVISTA BAHIA"

UPON request made by the splendid publication "Seafarer", of Jacksonville, Fla., I will try to express in a few lines which are the Cuban goods which our manufacturers are pleased to ship through the Port of Jacksonville, for consumption in the United States.

In the first place there is our most important export item, sugar, and then there follow in significance fruit and vegetables, canned goods, iron and other metal ores. These are the goods shipped by the ferryboats of "West India Fruit & SS. Co." to the Port of Palm Beach, and thence reshipped to Jacksonville by truck services and railroads in Florida.

Cuba imports through Jacksonville lumber, fertilizers, empty crates for packing fruit and vegetables, pine resin and chemicals. For their overseas transportation to the Port of Havana, the monthly service of the Ward-Garcia Line, or the ferryboat service through the Port of Palm Beach is used.

The excellent shipyards of the Port of Jacksonville are the cause of occasional calls by Cuban boats in need of their services for repairs or the hogging of bottoms.

At present the Cuban Merchant Marine has 19 boats, a fleet which consists of warehouse vessels, tankers for molasses and fertilizers and special vessels for the transportation of fruit and vegetables. Those ships could include in their future itineraries the close-by Port of Jacksonville for regular service between the same and the Port of Havana.

In the Port of Havana important businesses and industries unfold their activities, among them a flour mill, an electric power plant, fertilizer manufacturers, refineries, shipyards, railroads, etc., and these, together with the 2,000 or 3,000 importers of all kinds of goods, make our City a center of maritime trade capable of leading to the establishing of regular communication between Jacksonville and Cuba.

TRADE FAIR

The Washington State International Trade Fair held in Seattle May 17 through 26 contained exhibits from sixteen nations and was attended by 30,453 persons.

Improved merchandise and unusual public entertainment, coupled with staunch civic support were given credit for the success of the Fair.

MEMBERS of the Foreign Trade Committee of the Jacksonville Area Chamber of Commerce discussed the pros and cons of making a Trade Mission to the Caribbean Area for more than a year. In early May, Wirt A. Beard, chairman, announced that the first Trade Mission would be undertaken by the businessmen members of the Chamber of Commerce to Havana, June 9-11.

Orientation Tour

A conducted tour was made by the members of the Trade Mission to the points of interest and industrial activities in Havana. These included the Historical Museum of Arts, the National Capitol Building, the Carona Cigar Factory, the old Market Square, a portion of old Havana, the Cemetery, an Alligator Factory, the newest surburban restricted residential area, and an experimental farm.

This assisted the party to better understand the economic factors confronting Cuba today.

American Chamber Briefing

Over an hour of Monday afternoon June 10, was devoted to obtaining information on the industrial activity and economic picture of Cuba at the American Chamber of Commerce of Cuba's office.

Lawrence Crosby, president of the two largest sugar firms in the world, and known as "Mr. Sugar", portrayed the economic factors confronting the Cuban population.

He traced a portion of the historical background that has resulted in the imbalance of trade between Cuba and the United States, and mentioned that the major problem facing the inhabitants of Cuba today was their lack of diversification, their main crop being sugar.

Crosby and other members of the American Chamber stated that Cuba has the best soil in the world, and, in most areas, will produce from 18 to 20 years of sugar cane with a single planting. However, the present limited agricultural endeavor provides only three to four months employment for a majority of their available labor.

It was estimated that unemployment for their six million population varied from 750,000 to 1,000,000 persons per annum. Most of the work is done by hand and other antiquated methods, in view of the fear of creation of further unemployment by the uneducated through mechanization.

Specific questions by representatives of the Trade Mission provided definite leads for future follow-up direct with local firms. A movie produced by the Electric Company of Cuba covered industrial development in the six Provinces of Cuba and furnished additional information as to the potential of trade relationships.

President Batista's Reception

The entire membership of the Trade Mission, along with approximately twenty Mission, along with approximately twenty-five members of the American Chamber of Commerce of Cuba, were given the red carpet treatment and were received by President Batista in his reception room of the Presidential Palace.

After individually greeting each one in a receiving line, President Batista made a warm speech of welcome to our group. Beard made an appropriate response and presented an air view picture of the City of Jacksonville in color to President Batista as a token of friendship.

Mr. Batista expressed his appreciation for the gift and mentioned that he had a home in Daytona Beach.

An informal period followed these for-
Dear Sir:

Private dollars pour into Caribbean area and countries to the south, priming the pumps of industrial and agricultural development. Dollar capital, now up to $7 billion, frequently directed by local executives, ups living standards, generates local and inter-American trade, fosters other developments.

Investment experts and industrial scouts, after a careful and hard look, see promise of profitable opportunities in food processing, textile manufacturing, cement, simple chemicals, construction materials in Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua, for instance. Possibilities for glass, tires and paints manufacture also exist.

Exploitation of minerals usually proceeds industrial development. Oil and iron rich Venezuela is a prime example.

Over 160 new industries opened in Venezuela in 1956 as iron ore production climbed 42 per cent over 1955. U. S. Steel expects to take out 12 million tons this year, up from 8 million in 1956. Oil output surged 14.2 per cent above the previous year and asbestos production shot up 231 per cent in a single year. New plants include a tube and tire factory, a floor tile company and two electric storage battery makers.

Chrysler Corp. just announced purchase of a 200,000 square foot assembly plant in Caracas, Venezuela, for production of its cars and trucks, formerly assembled by Ensamblaje Venezolana.

Industrial development brings higher living standards to the masses. For example, two new mills are expected to boost Venezuelan output of wheat flour to 40 pc of the country's requirements by 1958, thus reducing flour prices.

Industrial Development:

New, varied industries pop up all over the Caribbean. The Commonwealth of Puerto Rico's "Operation Bootstrap" brought 171 new plants to that country in 1956. Heading the list were chemicals and plastics. Nassau is also getting a plastic steel factory which will use aluminum, steel powders, dyes and resins to make various products.

Iron and steel also grows in Colombia. Acerias Paz del Rio, the Colombian steel company, plans to boost its output of iron ore from 2,200 tons daily to 4,300 tons a day and is ordering a sintering plant to remove zinc from the iron ore. Plans also call for a second blast furnace to add to present capacity of 550 metric tons daily. A new rolling mill is in the planning stage.

Asbestos deposits in Colombia are also subjects of development plans. Mangner & Villa Ltda, a native firm, obtained asbestos mining concessions on nearly 25,000 acres near Medellin.
The hunt for oil in the Caribbean goes on with independent companies stepping up the tempo. Areas of interest include Colombia, Guatemala, Venezuela, and Panama. One company, already holding leases on 2 million acres in Panama, has acquired three million more.

A $33 million 55,000 barrel-a-day refinery, Panama's first, will be erected in Portobelo, Colon, by Panama Refining and Petrochemical Co., which has 10 year contracts for crude oil supplies and similar contracts for its entire output. Next month, the Off-Shore Co., Baton Rouge, La., will launch a new off-shore drilling program in the Gulf of Paria, off Trinidad's West Coast, where three wells are already producing about 1,000 barrels daily.

Oil companies don't overlook other minerals. Standard Oil Co. of Indiana, for example, expects to search for uranium on 16 million Cuban acres to which it holds oil concessions.

Bulky minerals, such as marble, clays and tals may offer possibilities. Jamaican interests are seeking American or Canadian financing for development of marble deposits.

New Industry Around the Caribbean Trade Basin:

Ten pharmaceutical firms will begin operating soon around Bogota...Johnson's Wax is trying to acquire land for a plant in Venezuela...The Dominican Republic has started a cotton mill, salt refinery and fertilizer plant with a combined worth of $2.5 million...A $6.3 million cement plant will open shortly in Caracas...A $6 million brewery will be built in Maracaibo...A paper-making machine is to be delivered early next year for a new 100-tons daily mill in Trinidad...Production is being stepped up at new Salvadoran-Japanese textile mill which, with 25,000 spindles, is the largest industry in El Salvador...Paint production has begun at a new plant in Bogota...Ralston Purina Co. started feed mixing operations in new Venezuelan plant...A Jamaican plant is expanding output of condensed milk with new process using imported butter-fat and non-fat milk solids...A fifth garment manufacturer plans operations in Jamaica.

Signs of Development:

Better timber utilization is a current project of Caribbean foresters. Seasoning, standardization, stock-piling and mechanization are objectives.

U. S. considers whether to sell its Virgin Islands Corp. with its sugar interests to private industry or the island's government...Colombia buys new dredges to keep the Magdalena River, its principal transportation artery, safe for navigation...Venezuela reports progress on construction of rail lines...A $10 million contract to make Bridgetown, Barbados, a deepwater harbor has been awarded...Cooperative agricultural credit and low cost housing will be topics of Curacao conference...

Local investors subscribe heavily to Jamaica Telephone Co. stock offering...Cuban Telephone Co., a subsidiary of International Telephone and Telegraph Corp., raised $10.2 million for expansion through stock sales in Cuba after government authorized telephone rates to produce 7 per cent net return on investment.

Financial Development Signs:

Foreign capital inflow into Latin America, of which Caribbean group is a vital part, increased 50 per cent in 1956, representing 9 per cent of total investment...Chase National Bank of New York will make short business and industrial loans in Venezuela...Colombian money reforms appear successful, loans of $87 million have
Dear Sir:

Directors of SEAFARER have, for a long time, been acutely aware of the need for an independent, unbiased publication to fill the void of sound business news about the neighboring Caribbean region, where 44-million people are undergoing a rapid improvement in living standards and economic development.

At the request of many business people throughout Florida and the Caribbean, and with the endorsement of SEAFARER's directors, I have organized the CARIBBEAN GROUP Services to meet this publishing need.

A staff of overseas correspondents, together with seven editorial researchers in the home office, presents CARIBBEAN GROUP Newsletter in combination with the free Reader Reports. The modest cost of $30 per year assures you of an accurate review of Caribbean development—plus the specific details you need in your own company.

One important fact obtained from CARIBBEAN GROUP Newsletter and Reader Reports, properly utilized, will repay your company an hundred-fold for the cost of the subscription.

The next Newsletter will be Air-Mailed August 15th. Act promptly, using the enclosed subscription form, and be sure to receive it!

Sincerely,

David A. Howard
AIM of the CARIBBEAN GROUP is to maintain the most complete file of information available anywhere about the Caribbean region; to meet the needs of businessmen for current and authentic information which they require in their business planning, and to make this information available to clients through ........


Digest of Current Business Facts

The Newsletter is specifically designed to search out and publish reliable and up-to-date commercial facts and news of general interest to businessmen.

Air Mailed, the Letter will keep you informed of the goods and services in demand for which there is a market potential, as well as the raw materials or manufactured products which the Caribbean offers to sell.

Seven researchers perform a continuous reading task which the average company is not equipped to undertake. All usable information will be verified and catalogued. That portion which the editors deem of greatest value will be presented concisely in the Newsletter.
been arranged by U. S. Export-Import Bank and commercial banks in the U. S. to help Colombia pay off its commercial debts to U. S. businessmen...Venezuela's Banco Obrero (Worker's Bank) will invest $45 million this year for housing development.

Agriculture:

Bankers are also interested in agriculture. A director of Venezuela's Agricultural Bank has been in Canada observing new methods of potato and cattle growing. One result: Venezuela bought $1.2 million worth of certified seed potatoes. Venezuela imported 5,000 head of pedigreed cattle in 1956 and cut bovine tuberculosis in native cattle from 4.28 per cent in 1955, less than half of one per cent now. Venezuela is cutting sugar and rice acreage sharply this year, boosting corn acreage.

Commonwealth of Puerto Rico farmers are offered crop insurance by U. S. government...

Jamaican citrus growers look for packaging and processing economies...Goodyear Rubber Plantations plan to invest $2 million in Guatemala to produce natural rubber...Cuba cuts blackstrap molasses prices in half, makes retroactive adjustments on earlier sales this year.

Taxes and Development:

U. S. negotiates with Cuba and Mexico on tax treaty to give U. S. companies operating in those countries credit for taxes waived by them, thus reducing total tax liability. The proposed treaties are similar to that approved between U. S. and Honduras last year.

Companies can save on U. S. taxes by setting up subsidiaries in Venezuela, retaining funds to create new industry in Venezuela...Panama woos manufacturers to Colon Free Zone, allowing profits on sales to foreign customers to be exempted from income taxes...Panama also courts U. S. industry with long-term tax and duty exemptions...Virgin Islands welcomes new U. S. industries with 10-year tax exemption and 75 per cent reduction in income taxes...Colombia announced new income tax regulations specifically aimed at income of non-residents who do not have agents there.

An income tax surcharge is added by Dominican Republic, raising rates about 5 per cent.

Trade Leads:

Port of Spain importer wants agency for beef products, chicken and vegetables...Another agent wants agency for canned fruits and vegetables...Bogota representative seeks copper wire and copper weld agencies...Bogota export merchant has large quantities of tropical hardwood lumber suitable for floorboards...Sales contracts for $635,000 wheat flour for export from U. S. to Colombia expire August 31...Various Venezuelan agencies seek contacts for men's wear, communications materials and appliances, cosmetics and toilet goods and electrical materials and supplies...Another would like agency for office machines and equipment and a Caracas firm wants an agency for air compressors...

Trade Winds:

Organization of American States will consider headquartering at proposed Inter-American Trade Center in Miami...Studies aimed at establishing a common Latin American market endorsed...British West Indies trade balance with Canada increased 19 per cent, to nearly $20 million, in 1956 over 1957...United Kingdom Trade Commission moves office to Kingston, Jamaica, closes Nassau office.
Air Service:

Trade developments generate air traffic, both cargo and passenger. Pan American World Airways, a big airline factor in the Caribbean, expects air cargo revenues this year to gain 50 per cent over 1956. Air freight volume is booming so that Pan Am has added a non-stop weekly Clipper service between New York and Caracas. Civil Aeronautics Administration has flashed an okay signal for Pan Am to fly cargo service directly from San Juan, Commonwealth of Puerto Rico, to Boston, Philadelphia, Baltimore and Washington, as well as New York.

One attention getting reason for the proposed new flights from San Juan: April air cargo clearing the airport there was 3,029,377 pounds, up from 2.7 million pounds in April of 1956 and only 2 million pounds two years ago.

More northbound freight is not just a possibility: Its a probability in the near future. Panama shrimpers, for example were so pleased with air freight last winter during shipping strike emergency that they are dickerling with air carriers for regular air movement.

Air travel is commonplace for Caribbean passengers. In Cuba, for instance, there are air connections from Havana to all major cities. Cubana Air Lines has enviable safety record, no fatal accidents since 1937.

Paralleling San Juan's lofty gain in air freight is its increase in passenger traffic: up 13 pc in April over a year ago and a whopping 31 pc over April 1955.

A passenger aviation first: Avianca (Columbian National Airlines) starts service between Bogota, Quito, and Lima, first time the three capitals have had regular air links.

News on Steamship Services:

Nearly all steamship news from the Caribbean is good.

Two pessimistic notes: The vessel, West Indian, will be withdrawn from the British inter-island service this year because of heavy operating losses. TMT Trailer Ferry, Inc., will go before a referee in bankruptcy early this month to plead its case in a suit for involuntary reorganization brought against it by three creditors. TMT ferries trailers between Jacksonville and San Juan.

Other news is on the upside.

New Service is due between Trinidad, Barbados, Grenada, St. Vincent and St. Lucia...M. A. S. Marks, chairman of the board of Texas International Sulphur Co., bought Three Bays Steamship line from Arthur Vining Davis, has three new Liberty ships scheduled for service soon and plans for three more...Texas International also announces a new $3.4 million Frasch sulphur extraction plant on the Isthmus of Tehuantepec, Mexico, will be in production in about a year...Grace Lines asks Maritime Administration's okay to operate four foreign flag vessels between Great Lakes and Caribbean through 1958...Lawes Shipping Co. becomes U. S. General Agent for Delpha Lines which operates weekly service between New York and Havana...Jamaican's new harbor at Kingston...Flota Mercante Grandcolombiana expects to take delivery on three new ships this year, four in 1958, for operation between New York City and Colombian ports...United Fruit Steamship Co. renews East Coast Colombia Conference and announces August 9 sailings from New York to Barranquilla and August 16 sailings from New Orleans.

...Puerto Rican fertilizer gets two barges to haul its products between the Commonwealth of Puerto Rico and other islands...Maracaibo Marine Service taking delivery on first two of 44 barges under construction for it.

With very best regards,
CARIBBEAN GROUP

FURTHER INFORMATION ON ANY SUBJECT MENTIONED IN THIS NEWSLETTER MAY BE OBTAINED BY ESTABLISHED CLIENTS, WITHOUT CHARGE, BY WRITING CARIBBEAN GROUP. SUBSCRIBERS ARE URGED TO USE THIS SERVICE.
Trade missions are serious business — but not all serious. Enjoying festivities are, left to right, Tom Peacock, Jr. and John Fowler of Fleco Corporation, builders of land clearing equipment here, and George Black, public relations consultant.

malties during which time each member was able to talk with President Batista, Mr. Menocal, Minister of Commerce, and Mr. Riviera, Minister of the Treasury.

Harbor Tour

On Tuesday morning, June 11, the NorGulf Steamship Corporation provided the launch for a tour of the harbor of Havana. William A. Chiara, General Manager of their terminals, explained the many points of interest, shipping facilities, and future plans for development.

The present depth of water of the channel and dockside areas varies from 37 feet to 27 feet. A new tunnel is being installed between the business section of Havana and the North Shore of the harbor at a depth of forty-five foot clearance at mean low water. A government sponsored Marine Terminal is in the process of construction almost opposite the NorGulf terminal, however, no definite date had been established for completion.

Members of the Mission were pleased to observe a barge receiving steel beams alongside a discharging vessel carrying the sign, "Jacksonville, Florida". The tour terminated at the International Yacht Club, at which we were made to feel at home by observing three yachts with Jacksonville, Florida, as their port of registry. A delightful breeze during the heat of the day added to the enjoyment of an excellent luncheon at the Club.

National Bank of Cuba

The Chairman and five other members of the Mission attended a reception at the National Bank of Cuba and were given the financial structure and position of the Cuban economy.

Chamber of Commerce of Cuba

Briefing and Reception

Upon departure from the National Bank of Cuba, the members of the Mission assembled at the Chamber of Commerce of Cuba and were welcomed by the President of the Chamber, Roberto Suero and approximately twenty other members of their organization. An exchange of information covering the prospective areas in which items available from Cuba as well as those available from the United States followed, including information covering the Harbor and Facilities, at present and planned for the future, for the Port of Jacksonville. Specific questions from members of our Mission were answered by the members of the Cuban Chamber of Commerce and several leads were furnished that extended the tour in Havana of six members of the original party. Added detailed and beneficial exchanges of ideas were accomplished at the reception.

SEAFARERs Seen At Japanese Fair

C OPIES of the SEAFARER and material from past issues of the magazine were on display at the Port Exhibition in Nagoya, Japan, July 10-20.

The material graphically outlines the facilities of the Port of Jacksonville and includes information on the physical capacity of the port, the market area serviced from here, general statistical data and the growth expected between now and 1980.

Among the items sent to Nagoya were the Port and Industrial map which appeared in the January, 1957 SEAFARER and the general port survey from the June, 1956 SEAFARER.

The material was forwarded to Japan by the Jacksonville Traffic Bureau and the Foreign Trade Committee of the Chamber of Commerce.

Ward - Garcia Corporation To Build Six New Ships

THE new construction and vessel replacement program of the Ward-Garcia Corporation calling for construction of 10 vessels within the next six years was recently activated with the keel laying of the first ship.

The first phase of this construction program calls for four cargo vessels especially designed for the New York to Mexico run of the Ward Line.

The ships being built at the Atlantic Ship Building Company in England will be 4,100 dead weight tons each with the engine room, bridge and crews' quarters located aft. Having a speed of 15 knots it is expected that these new vessels will reduce the duration of the voyage from New York to Veracruz by 24 hours with an average voyage time of 5 1/2 days.

It is expected that the first of these new vessels will be launched during September 1957 and will enter service on or about April 1, 1958. Ships of this class have been especially designed for the New York to Mexico run.
UNLESS OTHERWISE STATED, ALL PUBLICATIONS LISTED IN THIS COLUMN ARE AVAILABLE AT THE U.S. DEPARTMENT OF COMMERCE, DISTRICT OFFICE, ROOM 425 FEDERAL BUILDING, JACKSONVILLE, FLA. RUF B. NEUMANN, JR. IS MANAGER.


"THE CARRIER'S ROLE IN EXPORT CONTROL" CONTAINS A SUMMARY OF THE PRINCIPAL RESPONSIBILITIES OF THE UNITED STATES AND FOREIGN CARRIERS UNDER EXPORT CONTROL REGULATIONS ADMINISTERED BY THE U.S. DEPARTMENT OF COMMERCE.

A COPY OF "DIRECTORY OF INTERNATIONAL TRADERS OF BROOKLYN, N.Y.—1957" WHICH IS A 95-PAGE DIRECTORY COMPILED BY THE BROOKLYN CHAMBER OF COMMERCE, BROOKLYN, N.Y., LISTING EXPORT AND IMPORT FIRMS IN THAT BOROUGH, ALPHABETICALLY BY COMMODITIES, HAS BEEN RECEIVED IN THE REFERENCE LIBRARY.

"PATENT LICENSING ABROAD," A COMPILATION OF THE LEADING ARTICLES ON THE SUBJECT OF PATENT LICENSING ABROAD, HAS BEEN ASSEMBLED AND IS AVAILABLE ON LOAN.

A LIST OF "FACTORIES PROMOTED BY THE ECONOMIC DEVELOPMENT ADMINISTRATION OR BY THE PUCO RICAN INDUSTRIAL DEVELOPMENT COMPANY" HAS BEEN COMPILIED BY THE OFFICE OF ECONOMIC RESEARCH, ECONOMIC DEVELOPMENT ADMINISTRATION, COMMONWEALTH OF PUERTO RICO, THROUGH DECEMBER 31, 1956.

A STUDY ON FOREIGN MARKETS FOR U.S. PAPER PRODUCTS IS ON FILE. THE REPORT ATTEMPTS TO SHOW GROWING MARKETS FOR THE UNITED STATES PAPER INDUSTRY THROUGH CURRENT ECONOMIC DEVELOPMENTS IN A NUMBER OF COUNTRIES AND MARKETS POSSIBILITIES FOR PAPER PRODUCTS IN THE NATIONS REVIEWED. IN SOME INSTANCES SMALL COUNTRIES HAVE BEEN PURPOSELY SELECTED BECAUSE OF THEIR PROXIMITY TO THE UNITED STATES AND THEIR ECONOMIC POTENTIAL.

THE 1957 EDITION OF THE BUYER'S GUIDE TO IMPORTED GERMAN PRODUCTS IS AVAILABLE ON LOAN. IT LISTS 8400 GERMAN IMPORT MANUFACTURERS, THEIR PRODUCTS AND THEIR U.S. REPRESENTATIVES AS WELL AS THOUSANDS OF FACTS AND FIGURES ON GERMAN AND GERMAN BUSINESS ORGANIZATIONS. TO THOSE TRADING WITH GERMANY OR CONSIDERING DOING SO IT SHOULD PROVE A VALUABLE SOURCE OF INFORMATION.

NOW AVAILABLE—ANNUAL 1956 ISSUES OF UNITED STATES FOREIGN TRADE STATISTICS:

FT 110—Imports by Individual Commodities Showing Countries of Origin Arranged.

FT 190—Exports by Individual Countries Showing Broad Groupings of Commodities Exported from Each.

FT 410—Export Statistics by Individual Commodities Showing Countries of Destination. Part 1 (Includes Schedule B—Commodity Groups 00-95) Part 2 (Includes Schedule B—Commodity Groups 6-9)

FT 420—Export Statistics by Individual Countries of Destination Showing the Broad Groupings of Commodities Exported to Each.

FT 800—Statistics on United States Trade with Its Territories and Possessions.

THE 86TH ANNUAL "EXPORT-COMPASS—1955-56" FOR AUSTRIA, CONTAINING A COMPLETE LIST OF GOODS AND PRODUCERS, IS AVAILABLE. A "DIRECTORY OF THE IMPORTERS AND EXPORTERS OF THE TURIN (ITALY) PROVINCE" IS ALSO AVAILABLE.

TRADE OPPORTUNITIES:

Cario, New York and Handicraft—Inter-Island Trading Corporation Private Limited (manufacturer, exporter of shellcraft novelties on cottage industry basis), 143 Mahatma Gandhi Road, Calcutta 7, wishes to export direct shellcraft novelties in dozens lot. Illustrated and descriptive leaflets with price information available through the Jacksonville office, U.S. Department of Commerce, 425 Federal Building, according to Rule B. Newman, Jr., Manager.

FRUITS—Fengers Ronservesfabrik (canners and wholesalers of fruits and vegetables), Haarby, Fyn, wishes to export through one agent covering the territory east of the Mississippi and one agent covering the western territory, and particularly interested in establishing connections with chain stores for high-quality whole cleaned mushrooms in brine-packed cans weighing 25 oz. each, of which 17½ oz. is dry matter.

PINE OIL—Progress Traders (manufacturer's agent, broker), 285 Abdul Raheman St., Bombay 3, wishes to obtain agency for pine oil of standard, superior, and inferior qualities.

FRUIT—J. Hoogesterger 58 Centr Markt, Amersfoort, Holland, wishes to get in touch with firms in the United States who are exporters of oranges, lemons and pineapples.

CHEAP WATCHES—Societe Starco 6 Rue De Constantinople, Casablanca, would like to be put in touch with exporters of cheap watches in the United States.

HARE SKINS—The firm Dr. Desney at Schellebelle-le-Termont, Belgium is interested in importing Northern white Dakote hare skins.

HATTERS FUR—The firm FLANDRIA, S.A. at Lokeren, Belgium, is looking forward to export hatters fur and spinning into the U.S., Canada and certain South American countries.

RAILROAD TIES—Continental Traders Ltda. Av. Rio Branco 20 9/Andar S/901 Rio, cable address EXCACAU RIO, would appreciate being put in touch with importers, not agents or brokers, of Railroad ties of excellent quality (Icuitas parmanus and trichilia la coiante wood) in U.S.A. They are also large producers of Brazilian nuts and have been seeking contact with a firm or individual in U.S.A. willing to invest in this business.

HOSPITAL EQUIPMENT—N. V. Netham AFD Appartebouw 49 OZ Waalhaven Rotterdam wishes to export to U.S.A. hospital kitchen equipment.

SCRAP METAL—Allage 40 de Lairessestraat want to get in touch with firms in the United States who are exporting ferro and non-ferro scraps.

FOREIGN CONSULS AT JACKSONVILLE

Costa Rica, T. B. O'Steen, Consul
6 West Bay Street, P. O. Box 199
Elgin 6-4824

Cuba, Julio R. Emilio, Consul
1533 Pearl Street
Elgin 6-2670

Danmark, E. C. Robin, Vice Consul
1941 Hendricks Avenue
Elgin 6-5036

Dominican Republic, Miguel Herrera, Consul
1446 Edgewood Ave.
Elgin 6-7396

El Salvador, Ruben Pena, Vice Consul
49 River walk Avenue
Elgin 6-3952

Gambia, E. J. Wilk, Vice Consul
P. O. Box 2554
Elgin 6-0604

Honduras, Mrs. E. Carles, Consul
762 Lynch Bldg.
Elgin 6-4799

Netherlands, E. C. Vander Oudemanen, Vice Consul
17 West Church Street
Elgin 6-4916

Norway, D. A. Watts, Vice Consul
Independent Life Bldg., P. O. Box 4016
Elgin 6-0711

Panama, M. M. Torres, Jr., Consul
P. O. Box 4016
Elgin 6-0711

Peru, Mrs. E. Carles, Vice Consul
708 Lynch Bldg.
Elgin 6-1769

Sweden, Sam W. Marshall, Jr., Consul
1010 E. Adams Street, P. O. Box 212
Elgin 6-0111

Trinidad, Mrs. E. Carles, Vice Consul
3621 St. Johns Avenue
Elgin 6-4916

Uuguay, R. B. Lovett, Consul
1010 E. Adams Street, P. O. Box 212
Elgin 6-0111

Venezuela, Ramon Ursua, Consul
3611 Hyde Park
Elgin 6-4916

Compiled and edited by Howard Publications, Inc., Jacksonville, Fla. — Repreisie 5c each, $40 per thousand.
Farrell Lines' 16 fast ships, equipped for transequatorial service, are ideally suited to carry Jacksonville's valuable cargoes of naval stores, paper, chemicals, wood pulp. Farrell ships provide direct service between U. S. Atlantic ports and all three ocean coasts of Africa.

**Farrell Lines**

26 Beaver Street, New York 4, N. Y.

STRACHAN SHIPPING CO.
Jacksonville Agents

Do you recognize this picture? It was previously printed in the SEAFARER, illustrating a story about a Jacksonville project. Aside from the interest for curiosity's sake, the correct identification of the picture is worth a year's subscription to SEAFARER. Send reply to JACKSONVILLE SEAFARER, INC., 237 W. Forsyth St., Jacksonville, Fla.

The group of happy "shrimp fishermen" pictured in this space in the July issue were really desk-bound business men out on the trial runs of the shrimp-boat FAIRSTAR back in March of 1952. The shrimp boat was built by Gibbs Corporation—which no longer builds the boats, but sells lots of Caterpillar engines for shrimpers. W. H. Aberly, vice president of Gibbs, was first to identify the entire party.

The SEAFARER bound volume for the years 1952-53-54 is now available and may be purchased from the SEAFARER at a cost of $25 each. Purchasers will receive first priority on purchase of the bound volume covering 1955-56-57, to be available about December 15.

Whatever your needs in this country or abroad as an exporter or importer, we are here to provide you with the following services —

- Collection of drafts drawn on foreign banks.
- Foreign Remittances and Exchanges.
- Commercial Letters of Credit.
- Travelers Letters of Credit.
- Travelers Cheques.
- Foreign Credit Information.
- Letters of Introduction.

**The Atlantic National Bank**

of Jacksonville, Fla.

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION
NOTES ON

TRAFFIC MANAGEMENT

From

Jacksonville Traffic Bureau

WHEN you hear the words "Research and Development," does a picture of laboratory bottles, test tubes and apparatus containing elements and chemical combinations and/or a complete testing outfit for a new product come first to mind?

Few persons visualize that an enormous amount of research and development has been devoted to the Transportation Industry during the past twenty years. While it is admitted that a great portion of the progress made in the packaging and transporting of material was outside the laboratory techniques, it is also true that traffic management has resorted to experiments and tests to achieve its present efficiency.

Perhaps the acceptance of our transportation systems' ability to meet the ever increasing demands placed upon them has permitted little reflection or thought as to how all of the increased tonnages were handled. Most of us are prone to utilize the recent expressions employed in transportation today, including "piggy-back", "fishy-back", "roll-on, roll-off", etc. as readily as the teen-ager adopts their changing fads. Actually a great deal of energy and effort has been expended in developing these new methods of transportation. It also took considerable foresight and conviction by those individuals devoted to improving transportation services to obtain the financial backing necessary in conducting their experiments.

Further, you may rightfully ask, "What does research and development in transportation mean to me?"

First, it has made the distribution of the products you use in your daily life in accordance with demand. This insures the compliance with advertising you read that includes the word "FRESH".

Second, the improvements in the methods of transportation have permitted lower freight rates to be charged for the various consumable supplies.

Third, the improved packaging and terminal handling accorded the merchandise has reduced the damages in shipment which results in a lower retail cost.

Several years ago the Pennsylvania Railroad was faced with losing a considerable volume of coal tonnage. The rising freight rates on carload had placed them in a non-competitive position with a barge line. The Research and Development of the railroad was given the problem to solve. The solution was the construction of a pipeline that delivered the coal, along with water, to a drying plant, located at the consuming area.

Conveyor belts, elevators, and other labor saving devices have been tested and approved for employment in materials handling to expedite transportation. All-cargo aircraft lines have speeded perishable and other valuable merchandise to markets. Among the top ten items carried by aircraft in a recent month were three items produced in Florida: flowers, birds and fruits. Without research and development, we would not be capable of employing aircraft in the transportation of freight.

Employment of electronics, radios, and other scientific devices in the transportation field has increased the services available to the using public. While many of these aids were developed initially for other purposes, it required additional research and development to properly install and effectively improve their utilization in connection with transportation systems. The American Railway Express is continuing their program to equip its trucks with two-way radios in order to facilitate its services in the public interests.

As the wheels of transportation continue to revolve, so must the minds of the persons in Research and Development Transportation Departments turn over each new idea that may be presented, selecting those that will maintain the progress of our transportation systems equal to the public demands.

G. WILLIS, president of C. G. Willis, Inc., and operator of a common carrier barge service between Trenton, N. J. and Jacksonville, died in Norfolk on the evening of June 15.

A native of Williston, N. C. and one-time master of schooner vessels, Captain Willis rose to become perhaps the outstanding common carrier barge operator along the Atlantic seaboard. The barge line has developed a reputation for regular and dependable service which is outstanding in its field.

During recent years, Captain Willis groomed his son C. G. Willis, Jr., and son-in-law, Jack Hogan, in the operation of the barge line, assuring that the firm can continue to operate in the same high manner despite the loss of its founder.

The shrewd and hard-working seafarer, grew up on the Sounds of eastern North Carolina and learned the ways of sailing vessels in those waters. His name came to be known outside his home country during the thirties when he operated sailing vessels from the South Atlantic Coastal ports to Puerto Rico, carrying empty rum bottles and various medicinals to Puerto Rico and returning with full cargoes of rum and coconuts.

He later went into the tug operation around the Port of Norfolk and became known in the Jacksonville area as the operator barging Ford automobiles from the assembly plant at Norfolk to the distribution terminal on the Jacksonville waterfront. This operation continued until the Florida market began to be supplied by the Ford assembly plant in Atlanta, at which time the Norfolk run was discontinued.

Willis began common carrier service from Trenton southward to Jacksonville in October 1928 on an experimental basis. The operation was highly successful, and the line now has several vessels weekly in and out of Jacksonville. Willis has operated with self-propelled and non-self-propelled equipment, one of the self-propelled barges the BELVEDERE carries his brother Ardell as chief engineer.

Another brother, W. B. Willis, resides at St. Simons Island, Georgia and supervises the southern end of the operations for C. G. Willis, Inc. A third brother, Ivey, resides at Georgetown, S. C.

Recently Willis moved his headquarters from Norfolk to Pauldenboro, N. J. in order to have headquarters nearer the Philadelphia, Baltimore, New Jersey and New York area where much of the southbound freight originates. Northbound, the line hauls primarily kraft paper products.
U. S. LINES

NAMES GANNON

FREIGHT MANAGER

A PPPOINTMENT of William A. Gannon to the position of District Freight Manager for the United States Lines in its South Atlantic area was announced recently by William B. Rand, Vice President of the company in charge of freight traffic. In his new post, Gannon will represent the Company in connection with all United States Lines freight services to and from Europe, the Far East and Australia.

Strachan Shipping Company will continue as agents for the United States Lines in the South Atlantic area. Gannon entered the United States Armed Forces in September 1941 and served with the 37th Infantry Division, seeing combat service in a number of campaigns, including Hollandia, Finch-
hafen and Biak in New Guinea and Lingayen Gulf and Manila in the Philippines. Shortly after he was discharged from the service in January 1946 he joined the freight staff of the United States Lines.

***

Renault Motor Firm Takes Look At U. S. Sites

P IERRE DREYFUS, president and general manager of Renault Inc., French automobile company, told Governor Roy Collins recently that Florida will get first consideration if and when Renault decides to locate an assembly plant in this country.

“We feel that we will sell 25,000 cars in the United States this year,” Dreyfus told the Governor. “So if it becomes economically possible to locate an assembly plant in this country, Florida will be the first state to get consideration.”

Dreyfus visited the Governor in company with three of his top officials, lending support to the belief that Renault is seriously considering a Florida assembly plant.

Import of European automobiles into Jacksonville and all Florida ports has been growing at a very rapid rate recently so that automobiles are now a principal import of the state. Anyone strolling on a public street or highway is impressed with this fact.

Ship to Florida?

- Our Service Provides Economical and Dependable Transportation from the Boston, New York, Philadelphia Areas to Jacksonville, Fla.
- Vessels Sail Every Tuesday from Paulsboro, N. J. with Cargo Picked Up by Our Connecting Motor Carrier.
- Joint Through Rates Include All Charges from Origin to Destination.

PHILADELPHIA AREA OFFICE

C. G. WILLIS, INC.

Main Office—Paulsboro, N. J.
Camden Phone: W OCslo 62396
Philadelphia Phone: WAlnut 55541

JACKSONVILLE AREA OFFICE

Main Office—Jacksonville, Fla.
Paulsboro, N. J.
Phone: Paulsboro Hazel 34500

Our Service Provides Economical and Dependable Transportation from the Boston, New York, Philadelphia Areas to Jacksonville, Fla.

C. G. WILLIS, INC.

Ship to Florida?

- Our Service Provides Economical and Dependable Transportation from the Boston, New York, Philadelphia Areas to Jacksonville, Fla.
- Vessels Sail Every Tuesday from Paulsboro, N. J. with Cargo Picked Up by Our Connecting Motor Carrier.
- Joint Through Rates Include All Charges from Origin to Destination.

COMBATING CORROSION IN TRANSPORTATION

Industriy Discussed by Solvay Engineer

"THE use of sodium Nitrite to combat corrosion in the transportation industry" was the title of a paper given by Walter C. Fox, Technical Service Engineer of Solvay Process Division of Allied Chemical & Dye Corporation at the recent meeting of Corrosion Engineers in Jacksonville.

Sodium nitrite, he said, finds use in tankers and pipe lines carrying petroleum products. These applications were developed largely by the Shell Development Company and some are covered by their patents, according to Fox.

One particularly difficult corrosion problem was encountered in tankers carrying light petroleum products. These ships normally make the return voyage empty, or with partial ballast. The empty tanks must be cleaned in transit to prepare for the next loading.

This was normally accomplished by a Butterworth system using hot salt water sprays which, according to Fox, caused very serious corrosion.

It has been found, he added, that this type corrosion can be very largely controlled by using a fresh water solution of about 4% sodium nitrite and 2% caustic soda. This solution also improves the cleaning efficiency of the other working operation.

New tankers which have received this nitrite-caustic treatment since first placed in service show very little corrosion after as much as five years service, according to Fox.

To simplify the addition of the chemicals, and insure proper proportions, Solvay developed a fused, flake product called Nitrox containing the desired two parts Nitrite and one part caustic.

Sodium nitrite is also used in ship maintenance. The U. S. Navy specifies that all wet sandblasting of ship steel work be done with a solution of Sodium Nitrite and ammonium phosphate to prevent corrosive attack of the cleaned metal surfaces. Other exposed steel surfaces are frequently swabbed with Nitrite-phosphate solutions to keep them free from rust until they can be painted.

British investigators also found that it is very effective for preventing corrosion of journal bearings by seawater. Pipe lines used to transport petroleum products can be protected from internal corrosion by the addition of sodium nitrite, which is also included in some of the special outside wrapping tapes.
NEW COLONIAL OIL WAREHOUSE

Above is a photo of the new 6,000 sq. ft. warehouse erected by Colonial Oil Co. at its Commodores Point Terminal. Colonial uses the new building for storage of RPM Motor Oils and RPM Delo which they distribute throughout 22 counties in this area; Pennzoil Motor Oils which they distribute throughout 40 counties, and their own line of Colonial Motor Oils. A unique feature of the warehouse is the green plastic paneling in the roof which eliminates the need for windows. Another feature is the complete absence of cross members in the roof bracing which permits piling merchandise up to the roof if desired.

Carr Will Succeed Chester Thompson

Directors of the American Waterways Operators, Inc., have announced the election of Braxton B. Carr as president, succeeding Chester C. Thompson, who has served in that capacity since 1944.

Carr has been assistant to the president of the Association since February, 1956. Prior to joining the staff of the inland waterways industry’s National Association, Mr. Carr was Executive Vice President of Warrior-Tombigbee Development Association, with headquarters in Birmingham, Alabama.
GATCO’s Tug Gets Chemical Towing Order

The “Gatco Alabama”, new 103-foot diesel tug owned by Gulf Atlantic Towing Corporation of Jacksonville, has been assigned to tow barges between the Olin Mathieson Chemical Corporation plants at McIntosh, Ala., and Brunswick, Ga.

The big tug, built in Port Arthur, Texas for Cleveland Diesel Engine Division of General Motors, for resale to GATCO, is the newest unit of the GATCO fleet of about 40 tugs and barges.

Harold G. Williams, President of GATCO, announced that the tug “Gatco Alabama” will work on a five year contract towing chlorine and caustic soda barges from the Olin Mathieson Chemical Corporation at McIntosh, about 60 miles north of Mobile, around the Florida Coast and on to Brunswick.

Caustic soda will be hauled in specially designed barges built for the purpose, while chlorine will be carried in pressure tanks built into special barges constructed by Dravo Corporation of Pittsburgh. The tug will move one loaded caustic barge on each trip out of McIntosh and will bring two empty barges back on each return trip.

BARGE TERMINALS

The Alabama State Planning and Industrial Development Board has proposed a $10,000,000 state bond issue to finance the construction of public barge docks in thirty ports on the inland waterways of the state.

Alabama’s navigation channels include the Warrior-Tombigbee Waterway between Mobile and Birmingham, the Chattahoochee and Tennessee Rivers and the Gulf Intracoastal Waterway.

STEEL BARGES
FOR RENT OR SALE

J. H. Coppedge, Inc.

904 ATLANTIC BANK BLDG.

PHONE Elgin 3-4341
## Jacksonville Port Directory

(Firms desiring listing in this directory should contact the General Manager, Jacksonville Seafarer, Inc., 237 West Forsyth Street, Jacksonville 2, Fla., Telephone Elgin 3-6596)

### Banks

<table>
<thead>
<tr>
<th>Bank Name</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATLANTIC NATIONAL BANK</td>
<td>Elgin 6-5611</td>
</tr>
<tr>
<td>BARNETT NATIONAL BANK</td>
<td>Elgin 6-5611</td>
</tr>
<tr>
<td>FLORIDA NATIONAL BANK</td>
<td>Elgin 6-5641</td>
</tr>
</tbody>
</table>

### Barges

<table>
<thead>
<tr>
<th>Company</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. H. COPPEDGE, INC.</td>
<td>Elgin 3-4534</td>
</tr>
<tr>
<td>GULF ATLANTIC TOWING CORP.</td>
<td>Elgin 5-4543</td>
</tr>
<tr>
<td>C. G. WILLS BARGE LINE (COMMON CARRIER)</td>
<td>Elgin 6-4761</td>
</tr>
</tbody>
</table>

### Boats

<table>
<thead>
<tr>
<th>Company</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>KNIGHT BOATS &amp; MOTORS DIV., SIMMS BROS., INC.</td>
<td>Elgin 3-3123</td>
</tr>
<tr>
<td>COLONIAL OIL COMPANY</td>
<td>Elgin 3-9047</td>
</tr>
<tr>
<td>EASTERN SEABOARD PETROLEUM CO., INC.</td>
<td>Elgin 5-9676</td>
</tr>
<tr>
<td>SOUTHERN STATES OIL COMPANY</td>
<td>Elgin 5-8396</td>
</tr>
</tbody>
</table>

### COMPASS ADJUSTOR

Capt. Byron R. Everson
1638 East Adams Street
Elgin 5-8607

### CROSSEDOT DOCK MATERIAL

EPPINGER & RUSSELL CO.
37th Street & Talleyrand Ave., P. O. Box 3297
Elgin 3-3123

### DREDGING & MARINE CONSTRUCTION

Hendry Corporation
Tampa, Fla., P. O. Box 13-228

### ENGRAVERS

<table>
<thead>
<tr>
<th>Company</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESPRESS-GRIMES</td>
<td>Elgin 6-4831</td>
</tr>
<tr>
<td>FOUNDRIES</td>
<td>Elgin 4-0661</td>
</tr>
<tr>
<td>THOS. F. SEITZINGER'S SONS, INC.</td>
<td>Trinity 6-3787</td>
</tr>
</tbody>
</table>

### INDUSTRIAL REALTORS

Knight, Orr & Company, Inc.
405 Lynch Building
Elgin 5-0641

### IMPORTER - EXPORTER

Kurt Orban Company, Inc. (Industrial)
Emerson Gill, Rep., 1039 Hendricks Ave.
Flanders 9-7126

### INSURORS

<table>
<thead>
<tr>
<th>Company</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charles H. Blume &amp; Company</td>
<td>Elgin 4-0455</td>
</tr>
<tr>
<td>JACKSONVILLE PROPERTIES INC.</td>
<td>Elgin 5-8356</td>
</tr>
<tr>
<td>KENYON PARSONS &amp; COMPANY</td>
<td>Elgin 3-3958</td>
</tr>
</tbody>
</table>

### INSTRUMENTS AND CHARTS

<table>
<thead>
<tr>
<th>Company</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. &amp; W. B. DREW COMPANY</td>
<td>Elgin 3-5511</td>
</tr>
</tbody>
</table>

### NAUTICAL SUPPLY COMPANY

15 North Newnan Street
Elgin 5-8058

### PROPELLERS

ELLIS PROPELLER COMPANY
2900 Phoenix Avenue
Elgin 4-8233

### RESIN COATINGS, FIBERGLASS

MARSCOT BOATS, INC.
4501 Appleton Ave.
Evergreen 7-1576

### SHIP CHANDLERS

FLORIDA MARINE SUPPLY, INC.
1430 E. Adams Street
Jacksonville Ship Chandlery & Awnings Co.
239 East Bay St., P. O. Box 395
Elgin 3-4954

### SHIP REPAIR YARDS

DIESEL SHIPBUILDING COMPANY
P. O. Box 546, Atlantic Beach, Fla.
Florida Ship Repair, Inc.
Foot of Davis Rd., P. O. Box 8126
Raymond 5-1866

### SHIPBOARDING, REPAIR & REPAIR CO.

Foot of Hendricks Ave., P. O. Box 4190
Flanders 9-0571

### SOUTHERN SHIPBUILDING, INC.

Foot of Flagler Avenue, P. O. Box 504
Exbrook 8-1591

### RAWLIS BROTHERS CONTRACTORS, INC.

200 East Bay Street, P. O. Box 5737
Elgin 4-2811

### SHRMBOATS

DIESEL ENGINE SALES, INC.
St. Augustine, Fla., P. O. Box 658
Valley 9-5651

### STEAMSHIP AGENTS - OPERATORS

BORINQUEN STEAMSHIP COMPANY
2050 Kings Rd., P. O. Box 2408
Elgin 6-2462

### BUCCANEER LINE, INC.

1746 East Adams Street, P. O. Box 4321
Elgin 6-7735

### CALDWELL SHIPPING COMPANY

1630 East Adams Street, P. O. Box 1913
Elgin 6-1311

### RAUfMANN SHIPPING COMPANY

8080 Talleyrand Ave., P. O. Box 1866
Elgin 3-5436

### McGiffin & COMPANY

Foot of Hogan Street, P. O. Box 3
Elgin 3-1741

### SOUTHSHIP REPAIR COMPANY

3526 Talleyrand Ave., P. O. Box 4668
Elgin 5-7671

### STRACHAN SHIPBOARDING COMPANY

Independent Life Bldg., P. O. Box 4010
Elgin 6-0711

### STEAMSHIP TERMINALS

COMMODORES POINT TERMINAL (ACL)
Foot of Adams Street, P. O. Box 512
Elgin 5-9901

### JAX WAREHOUSE & TERMINAL CO., INC.

1746 E. Adams Street, P. O. Box 1115
Elgin 3-8451

### M & M TERMINAL WAREHOUSE COMPANY (SAL)

800 East Bay Street
Elgin 3-4435

### MECKFINT & COMPANY TERMINAL (SAL)

Foot of Hogan Street, P. O. Box 3
Elgin 3-1741

### MUNICIPAL DOCKS & TERMINALS (MD Ry)

Talleyrand Avenue, P. O. Box 3005
Elgin 3-0931

### STRACHAN STEAMSHIP TERMINAL (ACL)

Foot of Adams Street, P. O. Box 4010
Elgin 3-1382

---

Firms with display advertisements appear in this type
Nautical Know-How from Way-Back

Here you’ll find a complete chandlery service for ship owners, operators and shipyards.


NEW YORK REPRESENTATIVE • GEORGE J. COBLIN
Two Broadway  New York 4, N. Y.  Tel.: Digby 4-7543
regularly scheduled sailings

DIRECT TO HAVANA

Weekly from — Charleston, Houston, Beaumont, Lake Charles
Fortnightly from — Savannah, Jacksonville, Pensacola
Jacksonville Agent: McGiffen & Co. Inc.

Pier 34 North River
New York 13, N.Y.
WATKINS 4-4000

Ship Agents
STEVEDORES
FORWARDING AGENTS FMB NO. 782

McGiffen & Co., Inc.

Established 1892

Regular Service for:
INDEPENDENT GULF LINE — WESTERN EUROPE
MANCHESTER LINERS — UNITED KINGDOM
ROBIN LINE — SOUTH & EAST AFRICA
WARD-GARCIA LINE - HAVANA

SOUTHERN SHIPPING COMPANY

STEAMSHIP AGENTS—STEVEDORES
FOREIGN FREIGHT FORWARDERS

LICENSED BY FEDERAL MARITIME BOARD LICENSE NO. 999

Serving Shipowners, Operators, Exporters and Importers
at Jacksonville Since 1916
OFFICES AT JACKSONVILLE and CHARLESTON

South Atlantic Line

Fast Regular Service
between
U. S. South Atlantic Ports
and
United Kingdom — Ireland and North Continental Ports
Modern C-2 type cargo vessels
Will call at Baltic and Scandinavian Ports when sufficient cargo is offered.

Head Office

United States Lines
One Broadway, New York, Digby 4-2840

General Agents:
Strachan Shipping Co.
New York, 17 Battery Place BO 9-6963
Wilmington, N.C., Wilmington Shipping Co. 2-3381
Charleston, Carolina Shipping Co. 3-6485
Savannah, Savannah B. & T. Bldg. 4-6671
Jacksonville, Independent Life Insurance Bldg. EL 6-0711
Atlanta, Healey Bldg. CY 3-3313
Memphis, Cotton Exchange Bldg. 8-5135
St. Louis, Paul Brown Bldg. CE 3389

ColdeMAR Line

Weekly Services To:
BARRANQUILLA CRISTOBAL CARTAGENA
Optional Calls: Santa Marta - Guayaquil (Ecuador)
Bi-Weekly Services To:
LA GUAIRA LA GUARIDA MARACAIBO
GUANTA

Kaufmann Shipping Company

(not incorporated)
Steamship Agents — Stevedores — Freight Brokers
Agents For:
COLDMA R LINE— to Venezuela, Columbia and Panama
MARENICK LINE— to Panama and West Coast Central America
FERN-VILLE LINE to Near East and Far East
OZEAN/STINNES LINE— to European Continental Ports
P.O. Box 1866—2080 Talleymand Ave., TWX 63 — Tel. Elgin 3-5638

Royal Netherlands Steamship Company

25 Broadway, New York 4, N.Y.

Regular FORTNIGHTLY sailings from

JACKSONVILLE
DIRECT TO
PORT AU PRINCE, CIUDAD TRUJILLO, LA GUAIRA, PUERTO CABELLO, CURACAO and TRINIDAD

Calling at Aruba, Barbados, Grenada and Haitian Outports as cargo offers

AGENTS
JACKSONVILLE, FLA. SA V ANNAH, GA. CHARLESTON, S.C.
Strachan Shipping Co. Strachan Shipping Co. Carolina Shipping Co.

ALSO
Strachan Shipping Co. — Cincinnati, Memphis,
Atlanta, Chicago, St. Louis and Kansas City,

NEW YORK AGENTS
Funch, Edge & Company, Inc.

JACKSONVILLE Seafarer AUGUST 195
**SCHEDULE OF STEAMER SAILINGS**  
(Subject to Change Without Notice)  
**Port of Jacksonville**

**LISTED PORTS OF CALL ARE SERVED REGULARLY FROM JACKSONVILLE**

---

### EUROPE

<table>
<thead>
<tr>
<th>Port</th>
<th>Line</th>
<th>Agent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug. 2 BARBARA</td>
<td>(D-L-P) Ocean-Stinnes</td>
<td>Kaufmann</td>
</tr>
<tr>
<td>Aug. 5 RANTUM</td>
<td>(D-L-P) Ocean-Stinnes</td>
<td>Kaufmann</td>
</tr>
<tr>
<td>Sept. 9 LUDWIGSBERG</td>
<td>(D-L-P) Ocean-Stinnes</td>
<td>Kaufmann</td>
</tr>
</tbody>
</table>

| Le Havre, Amsterdam, Bremen, Hamburg, Antwerp | (L-P) Independent-Gulf | McGiffin |
| Sept. 4 FARMESUM                    |                            |           |
| Sept. 30 HEELSUM                    | (L-P) Independent-Gulf     | McGiffin   |

(Transshipment to Rotterdam, Ghent and Scandinavian Ports)

- Dublin, Glasgow, Liverpool, Manchester  
  Aug. 15 THOMAS NELSON (D-L) U. S. Lines  
  Strachan
- Liverpool, Manchester, Glasgow, Cardiff, Belfast, Dublin  
  Aug. 12 MANCHESTER SHIPPER (D-L-P) Manchester  
  McGiffin
- Aug. 31 MANCHESTER TRADER (D-L-P) Manchester  
  McGiffin
- Sept. 30 MANCHESTER CITY (D-L-P) Manchester  
  McGiffin
- Le Havre  
  Aug. 23 SOUTHWIND (D-L) U. S. Lines  
  Strachan
- Rotterdam, Antwerp, Bremen, Bremerhaven, Hamburg  
  Aug. 10 SOUTHLAND (D-L) U. S. Lines  
  Strachan

### MEDITERRANEAN

- Barcelona, Genoa, Naples, Trieste, Bari  
  Aug. 22 NORMAN LYKES (L) Lykes  
  Strachan

### AFRICA

- Capetown, Port Elizabeth, East London, Durban, Lourenco Marques, Madagascar  
  Aug. 28 MORMACIO (D-L) Robin  
  McGiffin
- Capetown, Port Elizabeth, East London, Durban, Lourenco Marques, Beira  
  Aug. 19 ROBIN GRAY (L) Robin  
  McGiffin
- Sept. 18 ROBIN GOODFELLOW (L) Robin  
  McGiffin
- Capetown, Port Elizabeth, East London, Durban, Lourenco Marques, Beira, Mombassa, Tanga, Zanzibar, Dui-es-Salam  
  Aug. 10 ROBIN KIRK (L) Robin  
  McGiffin
- Sept. 9 ROBIN MOWBRAY (L) Robin  
  McGiffin
- Capetown, Port Elizabeth, East London, Durban, Lourenco Marques  
  Aug. 10 AFRICAN ENTERPRISE (L) Farrell  
  Strachan
- Aug. 19 AFRICAN STAR (L) Farrell  
  Strachan

### CENTRAL AMERICA

- East Coast—Rio de Janeiro, Santos, Montevideo, Buenos Aires  
  Aug. 4 MORMACIO (D-L) Moore-McCormack  
  Strachan
- North Coast—Barranquilla, La Guaira, Puerto Cabello, Manzalibo  
  Panama Canal, Panama & transshipment  
  West Coast
- West Coast—Buenaventura & transshipment  
  West Coast
  Aug. 5 CALI (D-L) Coldemar  
  Kaufmann
  Aug. 17 COLOMBIA (D-L-P) Coldemar  
  Kaufmann
- Sept. 8 CALI (D-L) Coldemar  
  Kaufmann
- North Coast & offshore islands—Curacao, Puerto Cabello, La Guaira, Trinidad  
  (Aruba, Manzalibo, Barbados offered)  
  Aug. 8 SCHIE (L) Royal Netherlands  
  Strachan
- Aug. 25 PYGMALION (L) Royal Netherlands  
  Strachan

### WEST INDIES, CARIBBEAN, BERMUDA

- Bahamas—Nassau, Eleuthera, Grand Bahamas  
  Aug. 2 PRIVATEER (D-L) Buccaneer  
  Buccaneer
  Aug. 9 PRIVATEER (D-L) Buccaneer  
  Buccaneer
  Aug. 16 PRIVATEER (D-L) Buccaneer  
  Buccaneer
  Aug. 23 PRIVATEER (D-L) Buccaneer  
  Buccaneer
  Aug. 30 PRIVATEER (D-L) Buccaneer  
  Buccaneer
- Puerto Rico—San Juan  
  Aug. 19 PONCE (D-L) Borrinquen  
  Buccaneer
  Sept. 3 PONCE (D-L) Borrinquen  
  Buccaneer
  Sept. 27 PONCE (D-L) Borrinquen  
  Buccaneer
- Cuba—Havana  
  Aug. 10 A VESSEL (L) Ward-Garcia  
  McGiffin
  Aug. 20 A VESSEL (L) Ward-Garcia  
  McGiffin
  Sept. 5 A VESSEL (L) Ward-Garcia  
  McGiffin
  Sept. 19 A VESSEL (L) Ward-Garcia  
  McGiffin
- Cuba—Matanzas  
  Aug. 15 A VESSEL (L) Ward-Garcia  
  McGiffin
  Sept. 15 A VESSEL (L) Ward-Garcia  
  McGiffin
- Bermuda  
  Aug. 10 VENIMOS (L) Booth  
  Strachan
- Mexico—Progresso  
  Aug. 4 EBBE (L) Buccaneer  
  Buccaneer
  Sept. 4 EBBE (L) Buccaneer  
  Buccaneer
- Dominican Republic—Ciudad Trujillo  
  Aug. 4 EBBE (L) Buccaneer  
  Buccaneer
  Aug. 8 SCHIE (L) Royal Netherlands  
  Strachan
  Aug. 25 PYGMALION (L) Royal Netherlands  
  Strachan
  Sept. 4 EBBE (L) Buccaneer  
  Buccaneer
- Haiti—Port au Prince  
  Aug. 4 SCHIE (L) Royal Netherlands  
  Strachan
  Aug. 25 PYGMALION (L) Royal Netherlands  
  Strachan
- Jamaica—Kingston  
  Aug. 4 EBBE (L) Buccaneer  
  Buccaneer
  Sept. 4 EBBE (L) Buccaneer  
  Buccaneer
- Puerto Rico and Virgin Islands (Passengers to San Juan, only)  
  Aug. 6 TMT CARIB QUEEN (D-L-P) TMT Trailing ferry  
  TMT
  Aug. 16 TMT CARIB QUEEN (D-L-P) TMT Trailing ferry  
  TMT
  Aug. 26 TMT CARIB QUEEN (D-L-P) TMT Trailing ferry  
  TMT
  Sept. 1 TMT CARIB QUEEN (D-L-P) TMT Trailing ferry  
  TMT

### INTERCOASTAL

- Stockton, Oakland, Alameda, Los Angeles  
  Aug. 16 CHICASAW (D) Pan-Atlantic  
  Strachan
  Aug. 29 CHICASAW (L) Pan-Atlantic  
  Strachan

### COASTWISE

- C. G. WILLIS BARGE LINE offers weekly and oftener service by barge and self-propelled vessels between Jacksonville, Fla., Camden, N.J., and intermediate points.
A warm welcome awaits you any hour of the day or night!

THE welcome mat's always out at Merrill-Stevens. Around the clock, experienced shipyard crews work as a team to help owners and masters meet schedules, reduce maintenance costs and cut lay-up time. Drop anchor soon—we'll be looking for you!