



# PORT EVERGLADES

A CENTURY OF OPPORTUNITY



CHRONOLOGICAL DIGEST  
OF OUTSTANDING GROWTH

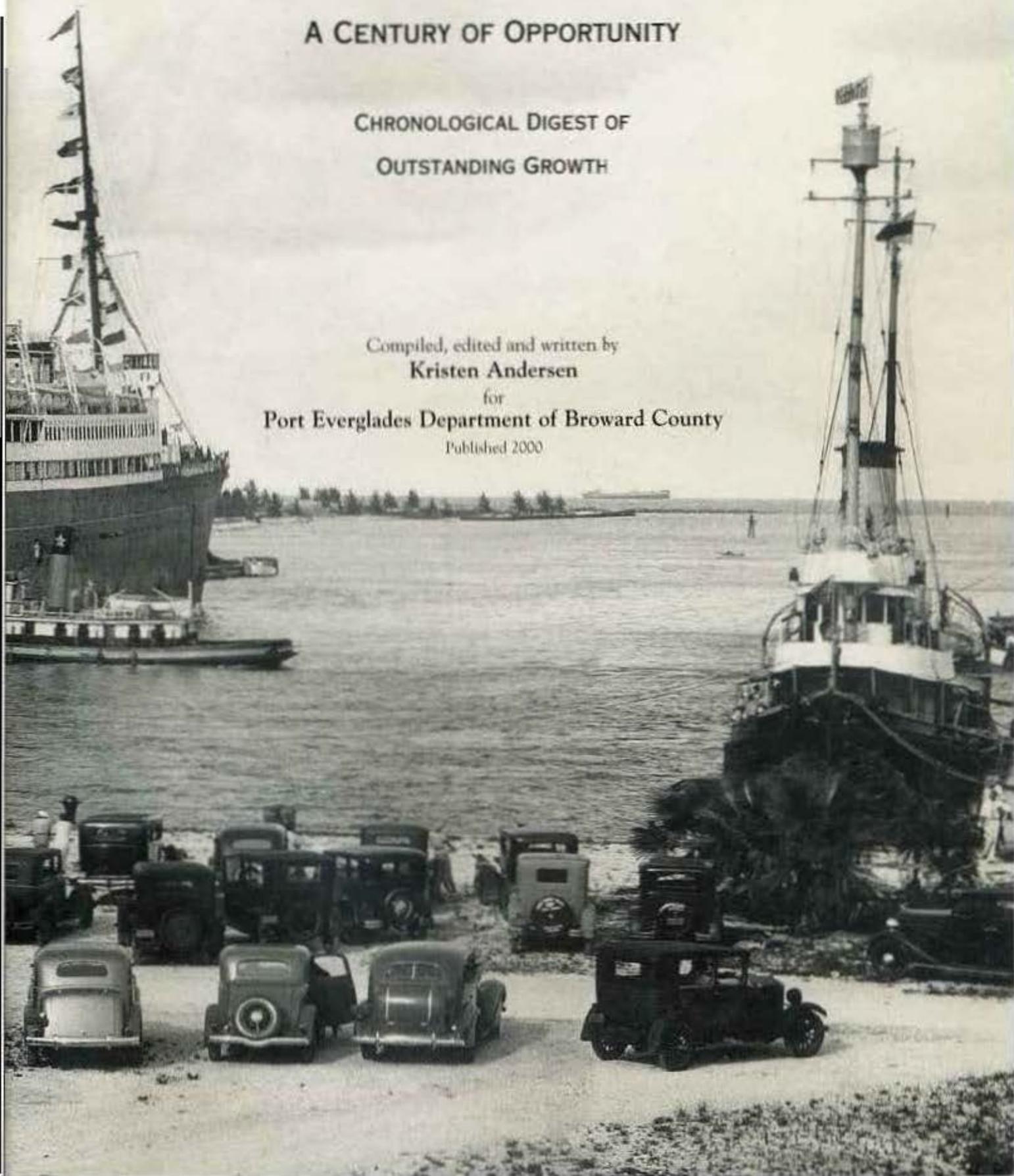


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OUTSTANDING GROWTH

Compiled, edited and written by  
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for  
Port Everglades Department of Broward County  
Published 2000





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# PORT EVERGLADES

## A CENTURY OF OPPORTUNITY

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## EDITOR'S FORWARD

To celebrate the millennium and honor more than seven decades of successful port commerce, this commemorative history has been assembled to share and document Port Everglades' rich and colorful history. Special acknowledgment to Fort Lauderdale resident Helen Ferris for her encouragement to publish a port history. Special thanks to the Broward County Historical Society for ongoing invaluable input, resources, cooperation and clarifications. Thanks also to the innumerable people who verified historical facts and provided personal input.

A smorgasbord of chronological events and impressions with a few anecdotal tales, this history is an informal presentation containing a collection of figures and facts (some of which occasionally contradicted each other). Every effort has been made to clarify facts where possible and to avoid the inadvertent but inevitable omission of names or events.

No footnotes are included, but a reference of the many resources are listed in the back. For a deeper look into the pioneering lives, lifestyles, communities and colorful accounts of events that have contributed to this seaport's diversity and greatness, pick up one of the interesting books listed in the reference section.

If you are interested in obtaining copies of any photos that have been collected for this publication, please refer to each photo's credit line to determine the source and then contact the appropriate resource listed in the reference section for copyright and availability information.

## INTRODUCTION

Since its inception in the late 1920s, Port Everglades (also known as Lake Mabel, Bay Mabel, Bay Mabel Harbor, Hollywood Harbor and Port Florida) has been destined to become and remain one of South Florida's most successful economic contributors and a vital link for international trade and tourism. Over the years, Port Everglades has augmented national defense, stimulated employment, provided South Florida with the fuel to go and the building materials to grow, encouraged agricultural and industrial productivity, and created and enhanced international commerce.

To understand the chain of events and progressive steps that laid the foundation to create this unique world-class port, we must scan back to the 1800s and early 1900s. The story truly begins with this early era's risk-taking pioneers, developers, businessmen, engineers and politicians who, through hard work and determination, prevailed over a multitude of financial, political, economic and natural obstacles, and set the stage for a century of opportunity.

**PORT EVERGLADES  
A CENTURY OF OPPORTUNITY**

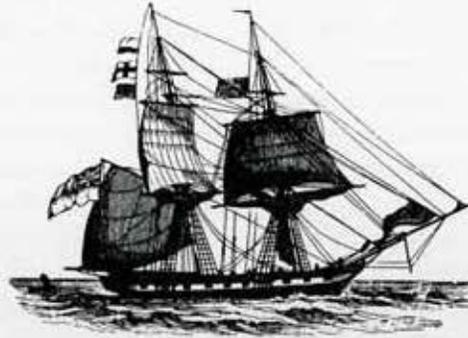
**CHRONOLOGICAL DIGEST OF  
OUTSTANDING GROWTH**



1850: Map of Florida.

# IN THE BEGINNING

## PATH MAKERS & PIONEERS



**T**he rich history of Florida spans several centuries with archeological evidence indicating the region was populated thousands of years ago by hunters and gatherers known as “Archaic” Indians. Recorded history, however, begins with Spanish exploration. The first white visitor to the Broward County area may have been Ponce de Leon, who sailed down Florida’s east coast in a 1513 quest for the Fountain of Youth. His Rio Salado “Salty River” is identified on the “Freducci Map” produced shortly after his voyage, establishing what will later be known as the New River among the earliest marked and chartered landmarks in the nation.

Recorded history names the area’s first known residents as the Tequesta Indians, who inhabited most of Florida’s southeast coast and enjoyed the abundance of natural resources along the New River. However, conflicts with Spanish settlers, other Indians and disease took their toll and by the late 1760s, the last of the Tequesta had left the area. Except for a few white settlers, there was no real population for several decades. The Seminole Indians, pushed south by settlers in northern Florida, didn’t make their first appearance until the 1820s and were joined by only a handful of white planters along the New River who trickled south in small numbers.

Isolation was a very real concept to people trying to carve out a living in the swampy south-east Florida area we now know as Broward

County. Agriculture and salvaging shipwrecks were often the only means of acquiring income. During the first half of the 1800s, a series of Seminole Wars,

sparked by tensions created by the U.S. government policy of Indian removal, made life even more dangerous and challenging for settlers. During the Civil War between the states (1861-1865) the isolated area of Fort Lauderdale was reported to have been a refuge for deserters, draft evaders and Union sympathizers.

Developer tycoon Henry Morrison Flagler, a Standard Oil retiree, and his Florida East Coast Railway (FEC) played a crucial role in opening Florida to the rest of the nation. With no prior experience in railroads, his first involvement began when he settled in St. Augustine to finish plans for the 1888 opening of his 450-room Ponce de Leon Hotel, the first of many Florida Flagler hotels. Realizing that good railway connections were a terrific way to reach untapped resources for trade and tourism, he began absorbing rail lines, improving the connections, adding modern trackage and slowly but surely taking his railway down into deep south Florida.

In 1893, he secured a charter to build toward Miami with a land grant of over 8,000 acres for construction south of Daytona. Landowners along the route presented no obstruction and quickly granted right of way, understanding the great value of transportation into otherwise nearly inaccessible territory.

Flagler reached West Palm Beach on March 22, 1894, and after building two more hotels, continued south toward Miami. Surveys for the extension south began in mid-1895, and on September 13, 1895, his rail company, the *JstA&IR Rwy Co.*, officially changed its name to the *Florida East Coast Railway*. FEC Railway's first passenger train reached Fort Lauderdale on February 22, 1896, and an official stop was established.

Railroad extension continued south to Miami and opened boundless new opportunities all up and down the Florida east coast as small towns along the railway route provided shelter for railroad workers and the nearby farms provided freight for the trains.

Produce cultivated locally became the area's economic base, including tomatoes grown in the marshlands of Davie, and citrus and winter vegetables grown in Fort Lauderdale, Hallandale, Pompano and Deerfield areas. Unfortunately, vast quantities of tomatoes and other produce were frequently dumped by growers who were still unable to efficiently transport and distribute their rich agricultural harvests. Bringing shipping to the area became a favorite topic of discussion and Fort Lauderdale reportedly had a motto: "Fort Lauderdale, the Gateway to the Everglades—Give Us a Deep Harbor and We Will Feed the World."

Another major rail line also established its Florida niche in the 1800s. Seaboard Air Lines' (SAL) trackage began in Richmond, Virginia, and eventually found its way south in the 1920s to the Miami/Homestead area in South Florida. Both FEC and SAL played an important role in Broward County's future development and each was eventually linked to the future Port Everglades.

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### 1819

The United States acquires the territory of Florida from Spain.

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### 1838

Conflict between Seminole Indians and Florida settlers sparks a series of wars that bring soldiers to the southeast area of the state. Major

General Thomas Jesup orders a battalion of Tennessee volunteers under Major William Lauderdale of Sumner County, Tennessee, and a company of regular United States artillerymen under Lieutenant Robert Anderson to what has been named the New River. In keeping with the army's practice of the day, the garrison they establish is named Fort Lauderdale for the commanding officer. Although this fort is occupied for less than a month, two others built during the Seminole Wars also are named Fort Lauderdale. The third and permanent fort, built on the beach in 1839, serves as a base for several expeditions into the Everglades. By 1842, the second Seminole War ends in a historic battle when an army of 525 American troop soldiers under Col. James Bankhead skirmish with Seminole Indians at Pine Island and prevail. Fort Lauderdale is decommissioned and peace returns to the region until 1857 when the Third Seminole War breaks out and the fort is briefly reoccupied.

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### 1845

Florida becomes the 27th state in the Union and George MacKay conducts an official government survey of what will later become Broward County.

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### 1861

Florida secedes from the Union as the Civil War begins, but the Florida coast is blockaded by the Union Navy. When the Civil War ends in '65, Confederate Secretary of War John C. Breckinridge and companions pass through future Broward County on escape to Cuba.

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### 1876

Strong onshore winds and dangerous reefs frequently cause shipwrecks along Florida's coastline. The United States Life Saving Service (precursor to the U.S. Coast Guard) builds five Houses of Refuge spaced 25 miles apart along the southeast coast from Jupiter to Miami. Manned by a "keeper," each House is equipped with 20 beds and kitchen facilities and is charged with providing food, shelter and other necessities to shipwreck survivors who make it to shore. Fort Lauderdale's House No. 4, operated under the supervision of its first

keeper, Washington Jenkins, is first built where the future Bonnet House property stands just south of Hugh Taylor Birch State Park. In the early 1890s, House No. 4 moves south to a new location that will eventually become Coast Guard Base Six in 1924 and later, Bahia Mar Resort.

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## 1886

The U.S. government establishes official mail carrier service from Jupiter Inlet to Miami. Up to now, mail has been delivered by "barefoot mailmen" who reportedly found the easiest way to deliver the mail was on foot along the beach and by crossing the numerous inlets with boats hidden along the shore. Frequently, a traveler would accompany him and pay \$5 for the privilege. While the first official U.S. Post Office does not open in Fort Lauderdale until 1891, the city's first Postmaster, William C. Valentine, is home-steaded on land that eventually becomes known as Vreeland's Island, then Burnham's Point and finally Harbor Beach just north of what eventually develops into Port Everglades.

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## 1883

Formal construction and dredging of Florida's section of the Atlantic Intracoastal Waterway starts at Jacksonville in 1883 with the original project dimensions of 5 feet deep and 50 feet wide. The waterway is an internal coastal defense canal running 1,391 miles from New York/New Jersey to Miami and during its construction, existing canals along the route are transferred to federal government control and maintenance. The Florida East Coast Canal is the completing link of the Intracoastal which finally reaches Miami in 1912. En route, the canal connects several bodies of water including the New River and a small lake which becomes known as Lake Mabel and later

as Port Everglades. Lake Mabel is so named by surveyor Arthur Williams for his partner's fiancée and eventual wife, Mabel White.

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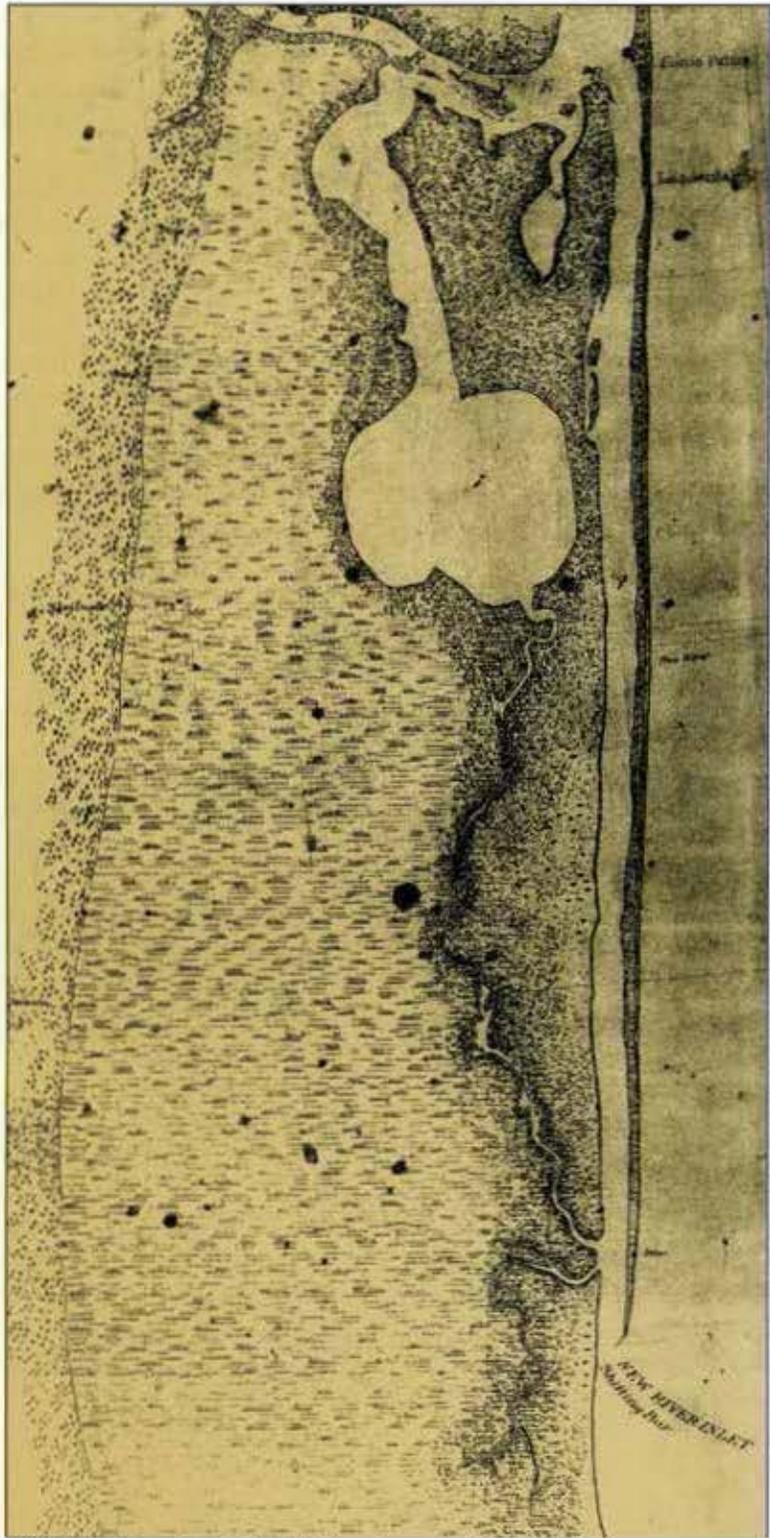
## 1893

Frank Stranahan, later considered the founder of Fort Lauderdale, arrives at New River when his cousin offers him a job to run the New River Camp, river ferry and post office. Recognized as "the first permanent white settler of Fort Lauderdale," he quickly establishes a busy trading post doing business with local residents and area Seminoles, putting the name "Fort Lauderdale" on his trading post. There is talk, however, of more productive forms of trade and transportation to enhance the local economy.

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## 1896

The Florida Coast Line & Canal Co. buys a land deed for Dade and Palm Beach counties from the Board of Trustees of the Internal Improvement Fund of Florida. The deed includes land surrounding Lake Mabel. Meanwhile, famed developer Henry Flagler brings his railway through the tiny settlement of Fort Lauderdale. Officially platted in '95, the village is given a boost when Flagler agrees to provide a permanent railroad stop there. The rail crosses the New River and new settlers begin arriving by train. Many north Florida farmers, hurt by a disastrous freeze the year before, also begin moving their operations south and farms spring up quickly as the railroad provides ready access to northern markets. Model Land Company is formed as the first of Henry Flagler's "Flagler System Land Companies." The Model Land Company will control huge acreages of land throughout Florida, and early in the next century will buy a large tract of land that includes the site of a future major seaport.



1900-1910s: Map shows Lake Mabel and unstable New River Inlet.

# 1900-1920

## STAKING A FOOTHOLD & DREAMING A PLAN

**T**he small body of water that eventually becomes Port Everglades was originally known as Lake Mabel or Bay Mabel. This 2,700-foot-wide and 3,400-foot-long natural lake soon became known as Bay Mabel Harbor to increasing numbers of small boaters sailing between the established New River and the lake. At the time, the only access to the ocean was by the unstable New River Inlet, the dimensions and location of which would change considerably from time to time due to storms and hurricanes.

Bay Mabel Harbor and its potential remained a favorite topic of discussion through the early 1900s. Area residents' desire to expand their small harbor's horizons was summed up when local entertainer Edith Lewis reportedly performed in a 1913 home talent show at the Lyric Theater singing new localized words to a popular tune:

*"Reuben, Reuben, I been thinking ...  
What a grand thing it would be  
If we had a deep water harbor  
In this river by a sea ..."*

Henry Flagler, determined to take his planned "sea train" operation south across the Florida Keys to Key West, was, much to local disappointment, not swayed by a survey conducted by board of trade member and community leader Ed King indicating that Bay Mabel was an ideal site for a rail/harbor operation to

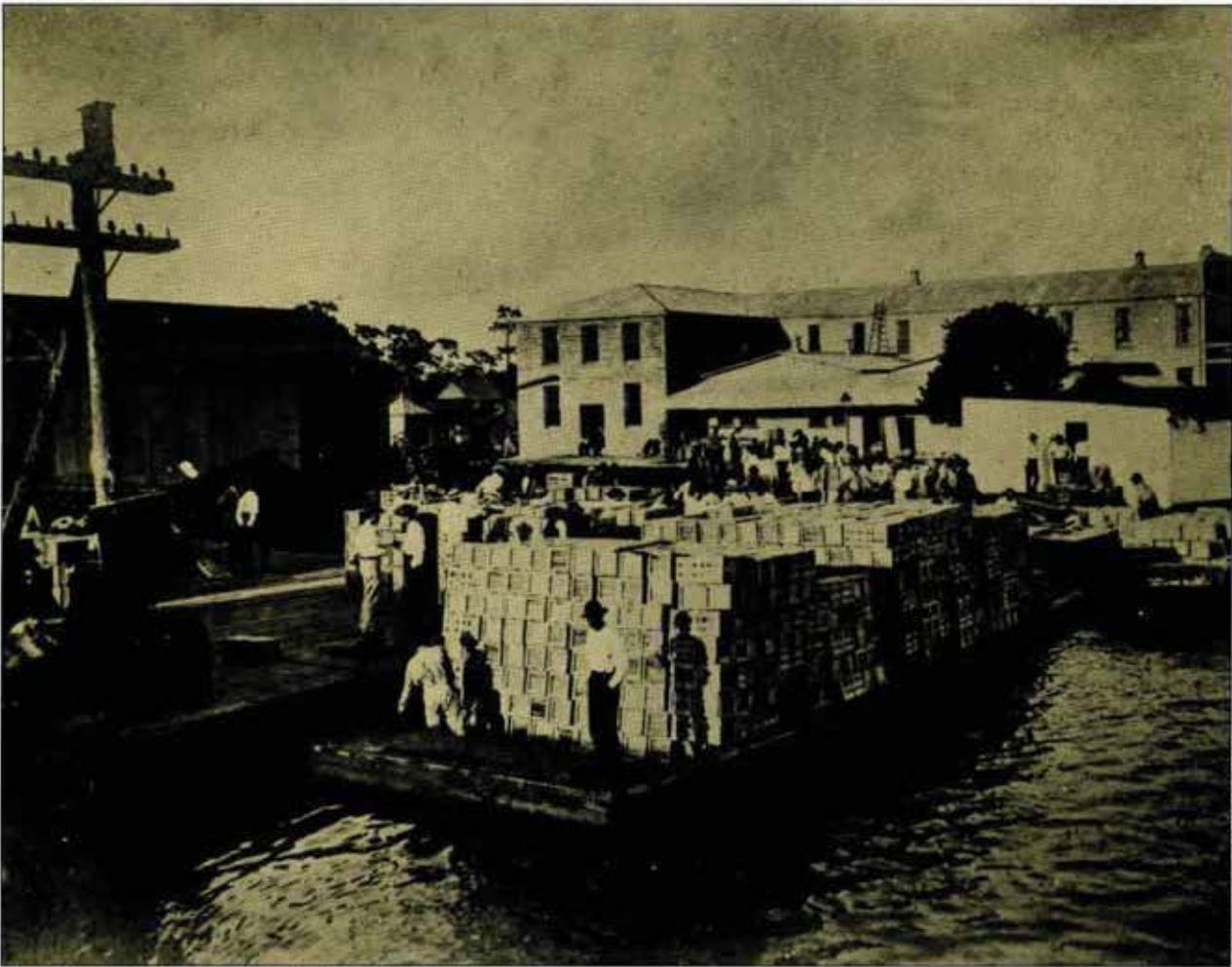


enhance trade with Cuba. Instead, construction began in 1905 on what became known as the Overseas Railroad, working its way down through the Keys. Delayed by hurricanes in 1906, 1909 and 1910, the first train didn't actually reach Key

West until January 1912 and thereafter, Key West was only recognized as the end of the line rather than becoming a major terminal for cargo and passenger transfer to nearby islands.

Regular train schedules through the Keys remained in effect, including service by the *Havana Special* passenger train, until a vicious 1935 hurricane destroyed much of the rail and the project was abandoned. FEC Railway's tracks throughout the rest of Florida, however, and the dozens of trains that rode them, quickly became lifelines for civilization, contributing substantially to the development of Florida's east coast for several decades.

With the completion of the North New River Canal in 1912, Fort Lauderdale's nickname as the *Gateway to the Everglades* became more prominent. The river carried much of the produce grown locally to the Florida East Coast Railway station in Fort Lauderdale. Roadway connections were still undeveloped however. None of the coastal towns had bridges to the beaches, although trails were carved out in the Intracoastal canal banks, and determined beachgoers could row to the beach. The only land route between West Palm Beach and Miami was "a narrow cart trail at times winding



Fr. Land - Historical Society #5-56)

1911: Food barges transport goods along the New River.

through swamps, pitted with deep ruts and holes and the danger of encounters with panthers, poisonous snakes, clouds of stinging insects and few, if any, sources of pure water.”

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### 1900

The census taker finds 52 people living in the village town of Fort Lauderdale which is described as a “closely knit pioneer world.”

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### 1904

The town of Dania is the first town in Broward to be incorporated. Originally founded by the Florida East Coast Railroad’s Model Land Co. whose officials first named it Modelo, the town was renamed Dania when a large group of settlers from Wisconsin, the Danish Brotherhood, named the community after their

own people. Dania soon becomes the Tomato Capital of the World with 30 to 40 large scale tomato growers and hundreds of acres under cultivation directly or by sharecroppers. Nearly a century later, part of Dania remains included in the Port Everglades jurisdictional area.

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### 1906

Capt. James Vreeland is put in charge of the Revenue Cutter’s House of Refuge, predecessor to the Coast Guard. He later recalls several shipwrecks off the coast including one from a bad hurricane in 1909 when the entire crew safely reaches the beach after the sinking of their Key West-bound schooner. They remain at the House of Refuge until their passage home is arranged. On another occasion, a wrecked lumber boat originally destined for Cuba washes up railroad ties all over the beach.

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**1910**

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The 1910 census now lists 143 inhabitants on the New River with activity centering around the river and the railroad. Fort Lauderdale's first bank, the Fort Lauderdale State Bank, opens with a capital of \$15,000. Frank Oliver is named president.

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**1911**

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Members of the Fort Lauderdale Board of Trade become increasingly appalled at the amount of produce unable to be effectively distributed and pass a resolution advocating a deepwater harbor project so farmers can ship produce north and west. The same year, Fort Lauderdale is officially incorporated, named for Maj. William Lauderdale, a commanding officer from the days of the Seminole Wars.

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**1912**

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The American Association of Port Authorities (AAPA) is founded to represent public port authorities in the United States, Canada, Latin America and the Caribbean. By the end of the century, AAPA represents more than 150 ports and 300 sustaining and associate members, firms and individuals with an interest in seaports of the Western Hemisphere.

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**1913**

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William H. Marshall, who became Fort Lauderdale's first mayor in 1911 and becomes Florida's first state representative in 1915, and

town "founder" Frank Stranahan combine resources to form the Fort Lauderdale Harbor Co., which eventually opens the unstable New River Inlet to the sea for small boats by digging a more permanent canal known as "Lake Mabel Cut."

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**1915**

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A new 990,227-acre county is carved out of Dade and Palm Beach counties and formally established April 30, 1915. Broward County is named for Napoleon Bonaparte Broward, who, as governor of Florida from 1905-1909, played a leading part in draining the Everglades for development. His idea was to make the rich black muck of the Everglades available to farming. One of the first acts by the newly appointed Broward County Commission is approving a bond issue for more than a half-million dollars to provide bridges over the Intracoastal canal.

The U.S. Coast Guard is formed from the Revenue Cutter's House of Refuge, a site where distressed boaters can seek help and shipwreck survivors can remain temporarily housed.

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**1919**

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The new Broward Hotel, Broward County's first "tourist hotel," opens for business. Tragically, this same year, the fourth most deadly hurricane of the century, at Category 4 (winds from 131-155), kills between 600 and 900 people in South Florida, including more than 500 on ships at sea.

# HOLLYWOOD

BY-THE-SEA

in  
FLORIDA



**NOTE**—Construction work started last Fall on the above plan for converting Lake Mabel into Hollywood Harbor. It is a gigantic task, requiring many more months of labor before the activity shown in the large picture is realized.

**F**LORIDA has long needed more fine deep-water harbors for the industrial development of her tremendous and varied resources. Hollywood By-the-Sea, situated about twenty miles north of Miami, is now constructing such a harbor.

Through this great new port, when completed, may flow the freight and passenger traffic of the seas, giving to industry and commerce a far wider opportunity in Florida. In addition there are other important improvements in transportation—the further development of Miami's harbor and the extension and double-tracking of railroads. To a land of perpetual summer, unsurpassed as a place to live, are now being added the balancing factors of enterprise and achievement.

Hollywood harbor is being built at Lake Mabel, near Hollywood By-the-Sea. When completed Hollywood Harbor will have a full 23-foot depth of water in channel, in turning basin, and at the docks. And, as work on Hollywood Harbor goes forward, Hollywood is occupied with the other affairs of a thriving, year-round city. Homes, shops, business buildings are constantly being added.

Month after month—the year 'round—Hollywood is busy with its work—and its play. The ocean beach, bathing casino, the lakes, five hotels, clubs, golf course, and paved roads open the way to every form of pleasure and recreation. Visit Hollywood By-the-Sea, when you are in Florida.

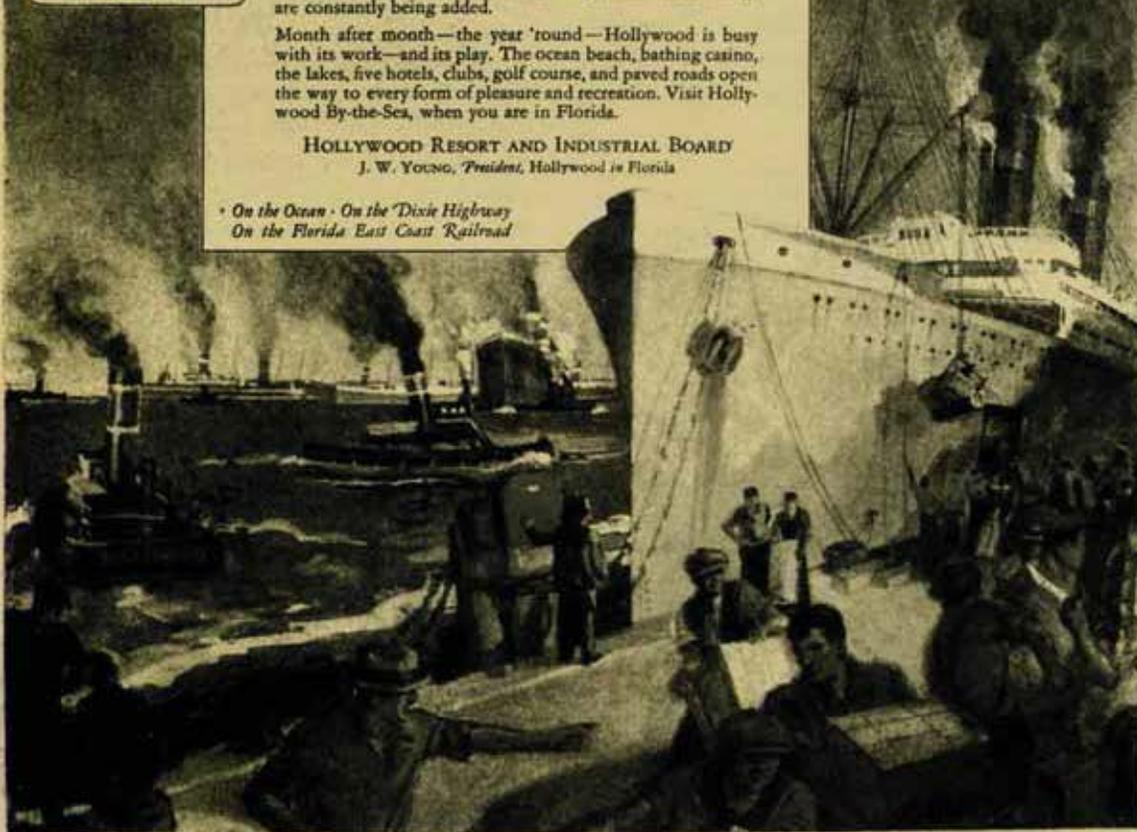
**HOLLYWOOD RESORT AND INDUSTRIAL BOARD**

J. W. YOUNG, *President, Hollywood in Florida*

• On the Ocean • On the Dixie Highway  
On the Florida East Coast Railroad



New \$5,000,000 Hollywood Hotel on the Beach



(City of Hollywood Records and Archives, Inc.)

# 1920s

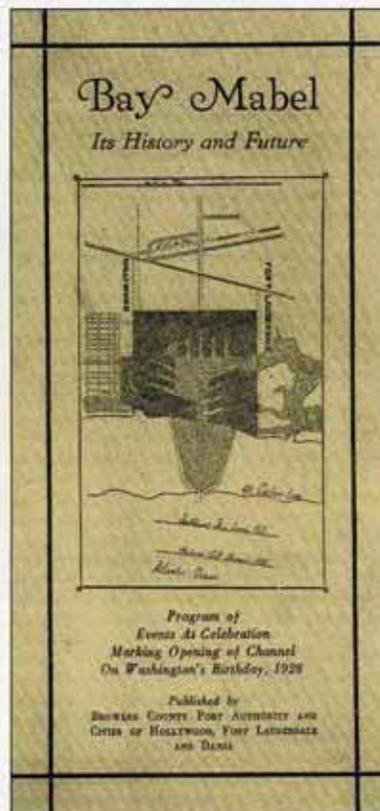
## PLANNING A DREAM & BIRTH OF A SEAPORT

The 1920s mark the era when Joseph Wesley Young, founder and major developer of the City of Hollywood, began working toward his dream of turning Lake Mabel into a deep harbor seaport. Arriving in 1920 from Indianapolis, he was once credited with “bringing the spark that ignited the Florida land boom.”

Young formed the Hollywood Land & Water Co., and devoted his efforts to the planning, development and construction of the city known as Hollywood. By 1924, he began focusing on the concept of seaport development. According to one account,

he first conceived the idea of converting the lake into a world port while grounded in its mud flats in a speedboat with Hollywood engineer R.D. Wells.

Young’s experience and important participation in constructing the harbor at Long Beach, California, in the 1900s and 1910s gave him special insight to the lake’s potential and its important relationship to the surrounding land. With the population influx of the early '20s, Young envisioned a deepwater harbor as a way to develop, enhance and “anchor” a valuable local commercial and industrial district. There was plenty of enthusiastic support for the project and although the birth of a seaport



presented what seemed to be insurmountable challenges nearly every step of the way, Young’s foresight and ambition ultimately resulted in the major seaport Port Everglades is today.

The harbor’s beginning was fraught with financial and labor difficulties primarily because it was built in one of the worst financial periods of all time—the Florida real estate crash of the late '20s and the national economic crisis that followed in the '30s. Realizing he needed all the support he could muster from the highest levels, Young hired Gen. George W. Goethals, builder of the Panama Canal (finished in 1914) as his con-

sulting engineer to ensure positive influence on Washington decision-makers in hopes of future legislative support. Goethals, whose primary function was honorary for the sake of his name and reputation, left the job after three weeks, reportedly from personality and business decision conflicts, and Young brought in his old friend Col. Charles H. Windham a consulting engineer from the harbor construction project at Long Beach, California, to take charge. To gain support for Young’s project, Windham created a promotional document titled “Fourteen Points for the Harbor,” promoting “Port Florida” as a potentially important link to the Caribbean, and Central and South America.



(P.E. Archives)

1925: Bay Mabel looking west.

Much of the initial planning for the actual project is credited to Chief Engineer Frank C. Dickey, who came to Florida in 1909 working with the Department of the U.S. Engineers in Jacksonville until he was transferred south after WWI. Actual construction work on the harbor began in March 1925. When Young was unable to recruit enough local men to clear the jungle of mangroves, company engineer John J. Gleason traveled to his home state of Vermont and hired 10 Canadian and 25 American lumberjacks for the job. As construction moved forward, the lake became known as Hollywood Harbor and Young's dream started to take form. The port project was "officially" completed in '31, credited to George B. Hills Engineering Company of Jacksonville with much additional credit assigned to project engineer Arthur N. Solee.

By 1927, railway Seaboard Air Line (SAL) was providing interstate service along with Florida East Coast Railway. Under the leadership of S. Davies Warfield, SAL built 238 miles of track from Coleman to Sebring, across Palm Beach and down the coast to the Miami area,

absorbing over 200 miles of other small lines and increasing its trackage to over 500 miles. The seaport realized the tremendous advantage of the two major railways' proximity and by the decade's end took major steps in establishing a seaport rail with links to both lines. Also by the end of the decade, the port welcomed its first military ship and began hosting regular calls by cargo ships. Seatrain Lines, for example, had vessels equipped with railroad tracks and carried full railroad cars between the United States, Cuba and Puerto Rico.

With the advent of port politics came port controversy. Writer August Burghard noted, "In the dark days of the depression following the crash of the great land boom, the devastation of the 1926 hurricane and bank failures, some cynics, observing the narrow little road through tall weeds and mangroves down to the hidden, unused waters of Lake Mabel, with the single dredge pumping away, and knowing how port funds were being dissipated, were heard to mutter, 'Port Everglades was conceived in sin, brought forth in iniquity, with little hope for the present and none at all for the future.'"

**Fourteen Points for the Harbor**  
By Charles H. Windham (1926)  
*Master Builder of Ports and Waterways*

1. With 35 feet of water at low tide, Port Florida will welcome the great ocean liners, and will provide connection with every port, railroad and traffic route in the world.
2. The building of Port Florida will encourage and advance the water control and drainage of the Everglades, making possible the quickest water route from that region to the East Coast and making this entire section of the state the vegetable and fruit garden of the United States from the Mississippi eastward.
3. Port Florida will give rise to industrial activity of all kinds adjacent to the water front and provide the dinner pail for workers, mechanics and wage earners generally in this territory.
4. Port Florida is destined to be the greatest commercial center of the state, due to the vast undeveloped resources west, north and south of the turning basin and slips, and the direct connection with the two main railroads of Florida and the barge canals.
5. Port Florida will be the most convenient deep water harbor to everything south of Yucatan and Mexico, including Central America, South America, Panama, the West Indies and the Bahamas, being nearer to all these than New Orleans.
6. Port Florida will lie within a half mile of the city limits of Fort Lauderdale on the north and Hollywood on the south, two of the most flourishing cities in Florida, and each with a population approximating twenty thousand and rapidly growing.
7. Port Florida will provide dry docking for damaged and crippled ships in the waters east and south of the port.
8. Pilotage at Port Florida will be at an absolute minimum.
9. It will be less than one mile from the Gulf Stream to the turning basin in Port Florida and less than two miles to the docks west of the turning basin.
10. In the matter of freedom from fogs, Port Florida will be highly favored. Foggy weather averages here less than two days a year, as against New York's one thousand hours and more per annum, four hundred hours at Norfolk and varying periods at other Atlantic ports.
11. Storms in this locality rarely exceed a velocity of 40 miles per hour, as against the 70 and 100 mile gales prevailing at other places on the east coast of the United States resulting in sea waves 35 and 40 feet high.
12. Port Florida will be the most natural distributing point for the Southern States to all territories lying to the South of this country.
13. Port Florida will connect with canals and truck highways serving the Lake Okeechobee region and the Ridge and Lake citrus belt.
14. As a tourist resort, deep draft yachts may enter Port Florida and lay alongside the docks while their owners and guests visit the tourist hotels which are planned for the district or are already in existence.

A map of the lake area accompanying the Fourteen Points includes the information: "*Proposed Plan Lake Mabel Harbor, Hollywood, Florida. F.C. Dickey, chief engineer; H.E. Hicks, assistant engineer; M.E. Berry and A.W. Longaker, delineators, April 23, 1926.*"



1926: Bay Mabel looking north.

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### 1923

Model Land Co., a holding organization for the properties of the Florida East Coast Railway, buys portions of land including the land surrounding Bay Mabel, owned by the Florida Coast Line & Canal Co. The same year, John F. Warwick receives title to the lands by payment of \$22,500 in cash and \$22.50 in revenue stamps.

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### 1924

Christmas eve, Joseph W. Young purchases 1,440 acres from John F. Warwick, including submerged and mangrove-covered land adjacent to Bay Mabel, and creates the Hollywood Harbor Development Co., convinced that harbor improvements with ocean access will promote growth and prosperity to the entire region. He believes that by providing a new method for satisfactory transportation of goods to and from South Florida, he can forever establish his harborfront business district. The acreage is purchased with a mortgage of \$2,075,000 in seven notes. Young moves ahead with the concept and the proposed

harbor is designed by Frank Dickey, Hollywood's city engineer. The lake currently averages about three feet in depth. Right away, there is trouble on-site as one of Young's first dredges on site, the *Broward*, catches fire and sinks before dredging gets under way.

Fort Lauderdale Coast Guard Base Six is established (where Bahia Mar Resort & Marina currently stands) from what was known as the Fort Lauderdale House of Refuge, a way station for sailors shipwrecked along the South Florida coast. The first USCG cutter based here is the *Yamacraw* with 33 crewmen. At this time Fort Lauderdale has 3,000 residents and Broward County has less than 30,000 residents.

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### 1925

The city of Hollywood is incorporated in September, getting its name from founder Joseph W. Young who christens it Hollywood-by-the-Sea. The Fort Lauderdale City Council, planning to annex Lake Mabel in its own expansion program, votes to abandon the project upon seeing how quickly Young's port

**Harbor Research Bulletin**  
Published by The Research Bureau, E. W. Hurt, Ph.D., Director  
 Vol. 1                      May 22, 1926                      No. 18

**Bay Mabel Port Distances**

**15 Salient Bay Mabel Facts**

1. Natural harbor site.	(d) Practically no fog.
2. Close to sea.	(e) Relatively storm free area.
3. Relatively small dredging expenses.	(f) Favorable all-year climatic work conditions.
4. Connected with Florida Inland Waterways for barge traffic.	9. Tremendously fertile back country.
5. Connected with two railroads, one cross state.	10. Citrus area creeping southward.
6. Connected with state highways.	11. Industries already coming hither.
7. Close to established shipping lines.	12. Closest deep harbor to Panama and the Pacific.
8. <b>Port Efficiency.</b>	13. Gulf stream aid to Europe.
(a) Short wide entrance.	14. Gulf stream takes place of expensive breakwater.
(b) Full depth at docks close to sea.	15. Hence, cheaper jetty construction.
(c) Electric loading direct to cars.	

May 22, 1926: The eight-page *Harbor Research Bulletin* promotes Bay Mabel Port benefits including "Practically no fog," and educates on its transportation cost advantage: "1 mill by sea, 1 cent by rail, 7 cents by good road and 25 cents by county road."

development plans are progressing. Actual work on dredging the harbor begins this year by Young's new dredging firm, Tropical Dredging & Construction Co. Initially operating three dredges, the *Broward II*, *Palm Beach* and *Dade*, the firm soon adds the *Monroe* arriving from Baltimore to join the fleet.

In August 1925, FEC Railway announces a rail embargo and permit system on carload shipments except for fuel, petroleum, livestock and perishable materials. The problem, according to *The History of Florida* (Charlton W. Tebeau) "arose from long delays in unloading freight cars, which were being used by consignees as warehouses in the absence of storage facilities." The embargo goes statewide on

October 29 to include "less than" carload shipments and indicates a gloomy future for the Florida land boom. The embargo lasts until mid 1926.

Bookkeeper for Young's Tropical Dredging & Construction Co. is Myrtle Anderson Gray, who has worked for J. W. Young since 1920. In 1925, she becomes the first bookkeeper for what will eventually become Port Everglades and is the only woman, along with 500 men, employed at the port. Myrtle works at the harbor until 1928. She later recalls in a letter written at age 89, "Col. Charles H. Windham was introduced .... there was a great man, he worked long hours and his heart was in the port .... Windham had a wooden shack built at the port, and that is where I kept books .... He did not want a secretary but he asked me if I could type .... I was not trained for that kind of job so he said he might need a letter once a month. We got along fine." (Decades later at the seaport's 50th anniversary, she and surveyor A. C. Tony Mickelson, one of Young's men, are honored with applause and plaques. Her plaque and photos are eventually put on display at Hollywood's Hammerstein Historical House.)

Three years before the national crisis that led up to and followed the 1929 stock market crash, Florida suffers its own financial and real estate collapse. Between 1926 and 1930, assessed value of real estate drops from \$643 million to \$441 million. The operating revenue of the state's two major railroads, Seaboard Air Line and Florida East Coast Railway, drops from \$91 million to \$46 million and both lines end up going into receivership by '31. More than 40 banks close their doors. Joseph Young, with his many properties and investments, takes several hard financial hits.

## 1926

Determined not to give up in spite of the nation's economic crisis, the financially embattled Young, now mayor of Hollywood, seeks outside financial assistance from the cities of Hollywood and Fort Lauderdale, entering into a tripartite agreement with each city agreeing to contribute monies toward development of Bay Mabel Harbor (also referred to as "Hollywood Harbor/Port Florida").

The agreement is to be operative for an interim period until the Florida Legislature can introduce legislation and form a legal Port District. Both cities have successful bond elections with the affirmative votes of 3,763 zealous citizens: 3,050 Yes/21 No in Hollywood, June 10, and 713 Yes/63 No in Fort Lauderdale, August 3. Enthusiastic Hollywood residents celebrate the bond approvals with a band-led, torch lit procession to the Young residence. As the harbor project is valued at \$6 million, the two cities authorize and sell issues of general obligation improvement bonds at \$2 million each while Young is to contribute land and construction work as his part of the agreement.

Within a month after the agreement is signed, the most destructive hurricane to hit South Florida comes ashore September 18, crossing the southern Florida peninsula up to Pensacola through the Gulf of Mexico and up to Alabama. The storm kills 243 and causes \$1.3 billion (1990 dollars) in damage with winds of 135 mph and a storm tide of 13.2 feet above Miami's mean low water mark. In Fort Lauderdale, 800 buildings are destroyed and 2,200 damaged. Fort Lauderdale's U.S. Coast Guard Base Six is destroyed. A shocked and devastated populace dwindles from 19,000 to 9,000 in the immediate aftermath of the storm and the South Florida land boom is over. Despite the traumatic

circumstances, work continues on the port harbor although wind and water have wreaked severe havoc with transportation routes and construction projects.

### 1927

On April 2, U.S. Secretary Dwight E. Davis approves the final plans for the seaport. Young incorporates Hollywood Harbor Development Co. with Tropical Dredging, a move protested by the Citizen's Welfare League which challenges the role of a dredging company that must be paid in advance to provide working capital.

Before the harbor project is complete, the Florida Legislature passes a special act on June 6, 1927 to establish the Broward County Port Authority as the governing body for the seaport, describing its powers and boundaries through a state charter. The charter empowers the seaport to levy taxes for debt service requirements, operational needs and expansion, and to meet interest and bond redemption requirements. Florida Governor John W. Martin appoints four commissioners to serve the new Port District: C.C. Freeman of Hollywood, Martin Frost of Dania, Samuel Drake of Fort Lauderdale, and Ralph J. Blank of Fort Lauderdale. When the Port Authority takes over the bonds, this action relieves the cities of their financial obligations and places the burden of responsibility on the



1927: Looking east from new Slip #1, harbor construction is well under way.



1928: The new harbor inlet is being dredged although the final barrier is still in place.

(PE Archives)

Port District, a much larger taxing district. Fort Lauderdale and Hollywood's indebtedness is reduced, however, all Broward County residents now have an additional taxing district.

The Port Authority is immediately faced with financial troubles. Young, struggling from the real estate crash, can't keep up with his part of the agreement and Tropical Dredging owes \$250,000 to the City of Hollywood. The Authority also realizes that funds from sold bonds will be \$400,000 lower than expected. The same year, First National Bank of Fort Lauderdale reports it cannot honor a port withdrawal of funds without eliminating withdrawals for other bank users. (The troubled bank soon merges with Fort Lauderdale Bank & Trust Co. to form the new Broward Bank & Trust Co., which opens for business in 1928.)

Struggling with his many endeavors, Young is unable to invest any more capital into the port project. As a result, the Port Authority takes control of Tropical Dredging and all its assets, including dredges, to ensure project completion. The harbor becomes a project of its financiers and, ironically, Young, founder and father of the seaport, is no longer a player in its development. Dredges now working on the harbor are the *General*, *Hurricane*, *Dania* and *Hallandale*.

By the time the seaport construction/dredging project is nearly complete, public utility Florida Power & Light has already installed the first two units of a 150,000-kilowatt power plant at the port site and has purchased a 40-acre industrial site for storing oil needed for plant operation. Also, Seaboard Air Line completes a second railway through Broward County.

# BAY MABEL HARBOR CELEBRATION

February 22, 1928



WASHINGTON'S BIRTHDAY

(The Union of Bay Mabel and the Atlantic Ocean)

BROWARD COUNTY PORT AUTHORITY  
 C. C. FREEMAN, *Chairman*, Hollywood, Florida  
 R. J. BLANK, *Secretary-Treasurer*, Fort Lauderdale  
 MARTIN C. FROST, *Dania*, Florida  
 SAM'L. L. DRAKE, *Fort Lauderdale*

(P. O. BOX C. FORT LAUDERDALE)

February 22, 1928



WASHINGTON'S BIRTHDAY

## EXECUTIVE COMMITTEE

C. B. MOODY, *Chairman*, Hollywood, Fla.  
 B. J. BLANK, *Secretary*, Ft. Lauderdale, Fla.

*Fort Lauderdale, Florida*

THOS. N. STILWELL  
 W. J. REED  
 C. D. KITTRIDGE  
 W. T. ELLER

*Dania, Florida*

ARTHUR O'HEA  
 RAYMOND SKINNER  
 CARL MUSEBECK  
 A. J. RYAN

*Hollywood, Florida*

J. W. YOUNG  
 C. B. MOODY  
 JAMES BOEHM  
 H. H. PRINGLE

*Hallandale, Florida*

J. W. MOFFIT  
 P. C. SCHWARTZ

*Davie, Florida*

C. A. WALSH  
 FRANK STIRLING

*Members-At-Large*

WALTER F. LINEBERGER,  
*Fort Lauderdale*

C. H. WINDHAM, *Hollywood*  
 CARL WEIDLING, *Fort Lauderdale*  
 A. H. BROOK, *Fort Lauderdale*

## PUBLICITY COMMITTEE

R. J. BLANK, *Chairman*, Ft. Lauderdale  
 O. D. STILES, *Dania*  
 H. EMERSON EVANS, *Hollywood*  
 DAVID TARBELL, *Fort Lauderdale*  
 L. G. HOLMES, *Hollywood*

## FINANCE COMMITTEE

C. C. FREEMAN, *Chairman*, Hollywood  
 H. H. PRINGLE, *Hollywood*  
 ARTHUR O'HEA, *Dania*  
 C. D. KITTRIDGE, *Ft. Lauderdale*

## TRANSPORTATION COMMITTEE

C. B. MOODY, *Chairman*, Hollywood  
 ED. PYNCHON, *Ft. Lauderdale*  
 F. P. MEDFORD, *Ft. Lauderdale*  
 H. B. WELLS, *Hollywood*  
 FREDERICK H. BENTON, *Ft. Lauderdale*  
 GUS LINDSLEY, *Dania*

## AVIATION ENTERTAINMENT COMMITTEE

MERLE FOGG, *Fort Lauderdale*

## CONCESSIONS

W. J. REED, *Chairman*, Fort Lauderdale  
 J. W. ROBINSON, *Hollywood*

## POLICE AND TRAFFIC

W. J. REED, *Chairman*, Ft. Lauderdale  
 ROYAL W. SCOTT, *Hollywood*  
 BECKWITH JORDAN, *Commander Coast Guard*

"Florida's major development at Bay Mabel is nearing completion. February 22, 1928, is the date set for the cutting through process, which will unite the waters of the Atlantic with those of the Bay. Bay Mabel Harbor, the first unit of which is costing \$6,000,000, on completion, will have a depth of 35 ft. of water at low tide."

## PROGRAM

Starting at 2:30 P. M., February 22

Band Music—By Municipal bands of Fort Lauderdale and Hollywood on both sides of entrance cut.

Messages of Congratulation—from Leaders of America's Industrial, Commercial and Official life.

Address—"Bay Mabel"—Congressman Walter F. Lineberger, Toastmaster.

Addresses by Prominent Men of Florida and the Nation.

President Calvin Coolidge detonates double blast of dynamite which joins the waters of Bay Mabel and the Atlantic Ocean.

National Anthem—by the Audience.

Airplane Stunts

Parachute Jump



Trip across Bay Mabel for everyone.  
 Free parking space for 10,000 cars.  
 Adequate refreshment stands.



1928: Bay Mabel Harbor Celebration program itinerary.

(Ft. Laud. Historical Society) (F.E. Archives)

(Ft. Laud. Historical Society) (F.E. Archives)

**FT. LAUDERDALE DAILY NEWS**  
 PORT LAUDERDALE, FLA. TUESDAY, FEBRUARY 21, 1928.  
 Vol. XVII, No. 142. Price Five Cents

# PRESIDENT TO OPEN PORT BAY MABEL

AERIAL VIEW OF PORT BAY MABEL

### BURNING WOMAN FOUND ON ROAD IN NEW JERSEY

Undiscovered Body Discovered After By Passing Motorists

**BORDED WITH GASOLINE**

Police Indenture Woman Had Been Drugged And Then Set in Flames

NEW JERSEY, N. J., Feb. 20.—The death of a woman who was found on a highway in New Jersey, was ruled to be the result of a motorist's carelessness today. Police here today said that the woman had been taken to an automobile by the driver after she was found unconscious on the highway and then set on fire.

The driver of the car which was found after being stopped by a patrolman, who discovered the woman lying on the highway, was charged with manslaughter and sentenced to a term of imprisonment in the state prison.

### Police Chief Is Acquitted Of Editor's Murder

Judge Orders Released Yet Said to Trial Of Another Officer

LAUREL, Miss., Feb. 20.—Judge William H. Coker today acquitted Police Chief J. M. G. Jones of the murder of Editor J. M. G. Jones in the state capital, Laurel, Miss., in a case which has been pending for months.

The chief made the killing in a heated argument in which he is reported to have been aided by a group of men who were with him at the time the shooting occurred.

The judge released Jones from the case but ordered that he be kept in custody until the trial of another officer who is charged with the murder.

### Mexican Bishop And Priest Are Put Under Arrest

Charge Against Churchmen A Mystery As Officials Keep Silence

MEXICO CITY, Feb. 20.—The bishop of Tepic and a priest were arrested today in Tepic, Jalisco, on charges of having committed a crime which has caused a great deal of excitement in the city.

The charges against them were not made public, but it is believed that they were of a serious nature.

Both the bishop and the priest were taken to the city jail and are being held in custody.

### COOLIDGE WILL SET OFF ACTUAL BEACH BLASTING

Waters Of Atlantic To Be Led Into Bay Mabel Tomorrow Afternoon

INTEREST IS STATE-WIDE

OSCEOLA, Fla., Feb. 20.—President Coolidge will set off the actual beach blasting tomorrow afternoon at the opening of Port Mabel, Fla., when the waters of the Atlantic Ocean will be led into the bay.

The event is expected to attract a large number of people from all over the state.



There is an aerial view of Port Mabel harbor made on February 8, which shows a comprehensive picture of the project in its work of building the world port. In the foreground in distance appear the three barges which the Federal and local work under construction being up at a tidal strip further back in the picture.

### FLORIDA IS SOUND, SAN'S FINANCIER

A STARTS, Feb. 20.—Florida is a sound financial proposition, according to a report made today by a prominent financier.

The report was made by J. M. G. Jones, president of the Florida Sanitary Association, who is a well-known financier.

He said that the state's financial condition is sound and that it is a good investment for anyone who is interested in the state's future.

### Senator Reed Flays G. O. P. In Calling On Democrats

Missouri Campaigner Says American People Should Turn Out Republican Party And Take Power From Lullaby And Cribbers

ST. LOUIS, Mo., Feb. 20.—Senator Reed today flayed the G. O. P. in a speech in St. Louis, Mo., in which he called on the American people to turn out the Republican party and take power from the lullaby and cribbers.

Reed said that the Republican party has been in power for too long and that it is time for the people to take control of the government.

### PLAYWRIGHT AND AUTHOR IS DEAD

ST. LOUIS, Mo., Feb. 20.—The death of a playwright and author was announced today in St. Louis, Mo.

The man, whose name is not yet known, was a well-known figure in the literary world.

He was found dead in his home and the cause of death is not yet known.

### FORD ACCUSED OF FRAUD IN LINCOLN DEAL

ST. LOUIS, Mo., Feb. 20.—The name of Ford is mentioned in a report today in St. Louis, Mo., which accuses him of fraud in a deal involving the Lincoln.

The report says that Ford was involved in a deal that was worth a large sum of money and that he was accused of cheating on the deal.

**OFF AGAIN FOR MIAMI FORD FLUVER PLAVE**

1928: Front page newspaper story promotes the opening of Port Bay Mabel.

## 1928

Promoted as the "Wedding of the Waters," the official harbor dedication takes place February 22, 1928 with about 85 percent of Broward's 30,000 population gathered to witness the explosion that will remove the remaining sand and rock barrier to the ocean. Small businesses and schools are closed for the day and excited onlookers wait on the "weed-covered shore" enjoying event festivities that include parachute jumps and airplane stunts. (Merle L. Fogg, Fort Lauderdale's first aviator and chairman of the aviation entertainment committee, performs a record number of consecutive loops.) The reported story is that despite all the planning, nothing happens at the exact moment when President "Silent Cal" Coolidge is supposed to signal from the White House to initiate the double blast of dynamite. An enthusiastic audience isn't wasted and engineers blast the barrier away shortly thereafter.

A new insight to the event is later revealed by Myrtle Gray, the seaport's first bookkeeper,

who remembers that a bad storm had washed away most of the barrier blocking the lake from the ocean. "There wasn't enough land to blow up," she recalled. To salvage the dedication ceremony, dredges piled back sand "so there would be something to detonate and something to see."

At the time of the dedication, the port harbor is 35 feet deep with 1.2 million cubic yards of sand and 1.1 million cubic yards of rock dredged from the inner harbor. A total of 34,000 cubic yards of rock have been placed in the jetties. Sheeting piling weighing 2.9 million pounds has been used for bulkheads, 60,000 lineal feet of wood piling have been driven for the anchor pile system with 50,000 board feet of creosoted timber placed in the anchoring system.

The first official commercial ship to dock at the new harbor is the *Graypoint* on November 23. By the end of '28, \$100,000 of cotton products is passing through Hollywood Harbor in transit to Latin America, with more than 50 percent delivered to Cuba and other nearby Caribbean islands.

P.L. Archives



(U.E. Archives)

Feb. 22, 1928: An estimated 85 percent of Broward County's population attends Bay Mabel Harbor's "Wedding of the Waters" dedication.

Another hurricane aims for South Florida and port workers scramble for their first storm preparation. Southeast Florida's quarter-million residents are relieved when it misses South Florida, but winds hit Lake Okeechobee causing it to overflow with extensive flooding.

### 1929

On Aug. 9, the first ocean-going cargo ship and the first foreign registered vessel, ss *Vogtland*, a 385-foot German-flagged ship, arrives from Bremen and discharges 800 tons of sheet

metal/piling to be used for Port of Palm Beach bulkhead construction. A gang of 60 stevedores and longshoremen are on hand to unload the sheet metal which is then loaded onto smaller vessels and shipped up to Palm Beach.

*USS Antares (AG 10)* is the port's first military ship. Carrying 28 officers and 484 soldiers of the 2nd Battalion of the Fleet Marine Force, *Antares* is believed to be here due to trouble in nearby Nicaragua and marines from the ship are encamped in an area south of Slip #1 for five months. Their presence helps arouse Federal



(U.E. Archives)

Feb. 22, 1928: This picture of the port harbor dedication crowd was taken by Ben W. Butler, pioneer resident and Diaryman of Hollywood.



(P.E. Archives)

1928: Dredges are busy clearing Slip #1.



(P.E. Archives)

1928: Dredges steadily deepen the entrance channel.

interest and support for the seaport's growth. The military presence also sets a precedent that develops Fort Lauderdale into a Navy-friendly town and Broward's harbor into a favorite liberty and operational port for the U.S. Navy and the navies of many other countries.

Refrigerated cargo storage is now available from the Port Everglades Refrigeration Co. and the concept of a true full-service transportation hub begins to take shape with seaport linkage to air and rail operations. To build a rail link, the seaport obtains a Certificate of Convenience and Necessity for construction of the Broward County Port Authority Railway—a new 11.5-mile rail link between the harbor and the Florida East Coast Railway and Seaboard Air Line Railway. Expected to greatly enhance cargo

operations, the little rail opens for business the following year.

Near the harbor, Fort Lauderdale's first airport opens for business. Under the leadership of H.W. Langmead and built by the City of Fort Lauderdale, the airfield is dedicated on May 1, 1929, as Merle Fogg Field. Named in honor of Merle Fogg, the area's famed biplane pilot killed in a plane crash May 28, 1928, the airport is constructed on the original municipal golf course south of Fort Lauderdale where President Warren Harding had played golf. This site eventually grows into the burgeoning Fort Lauderdale/Hollywood International Airport located adjacent to Port Everglades, creating one of the nation's closest airport/seaport connections.



(P.E. Archives)

1928: Harbor aerial east to west.

Wednesday, January 23, 1929

FT. LAUDERDALE DAILY NEWS

Page 7

**Now A Reality - Not A Promise**  
**The Port Everglades Oil & Gas Co.**  
**IS ACTUALLY DRILLING FOR OIL**

*This is A Community Project*

**CONTINUANCE**

Of This Vital Factor In The Life Of Broward County

**DEPENDS ON YOU**

**SUCCESSFUL COMPLETION** of this Great Undertaking **WILL ENHANCE THE VALUE** of Every Property In This City and Insure the **PROGRESS** Towards Which This City **Aspires.**

**YOU HAVE AWAITED THIS OPPORTUNITY:** THE PEOPLE OF THIS COMMUNITY MUST NOT PASS IT BY. HELP US TO PROVE THERE IS OIL IN BROWARD COUNTY.

**GEOLOGISTS ASSURE US THERE IS OIL HERE.** THE PUBLIC MUST HELP US TO LOCATE IT.

**Port Everglades Oil & Gas Co.**

**Shares Are Common Stock \$10.00, Par Value; Non Assessable: Purchasable At Moderate Rates As Low As \$5.00 Per Week.**

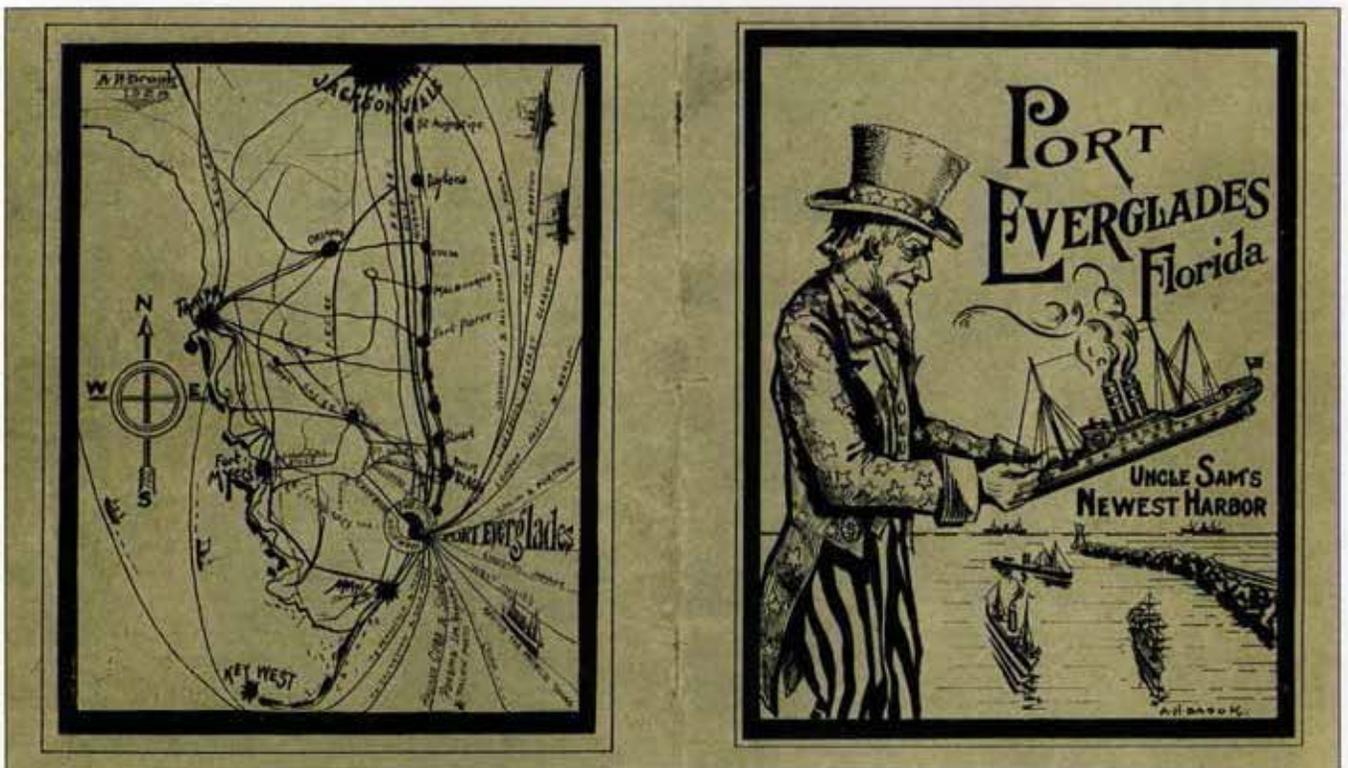
Temporary Office - South Side Drug Store,

Telephone 9117



(P.E. Archives)

Early 1930s: Passenger ferries soon become a fashionable and convenient mode of transportation to nearby islands.



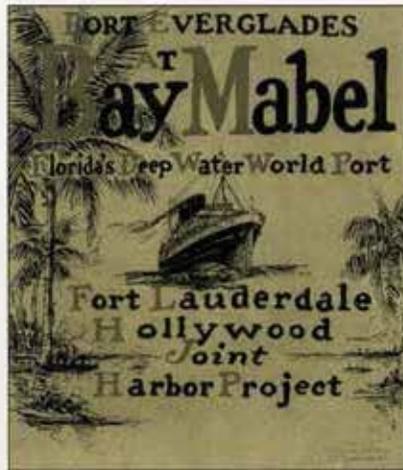
1938: The Story of Port Everglades is outlined in this 28-page booklet written by Frank Snively which prefaces with "Florida's Latest Accomplishment — Insuring a Progress Against All Reasonable Odds." The cover was designed by Commodore A. H. Brook, former president of the Fort Lauderdale Chamber of Commerce and in whose honor the 17th Street Brook Memorial Causeway of the late 20th century is named.

# 1930s

## HEAVY COMMERCE BEGINS

**T**he Intracoastal, now about 10 feet deep throughout most of Florida and with numerous inlets, allowed the spread of saltwater along the coastal freshwater marshes, replacing freshwater habitats and resulting in the gradual spread of salt-tolerant mangroves. Original concentrations of mangroves near the Hillsboro Inlet, Whiskey Creek and New River Inlet provided the seed stock for mangrove propagation while Bay Mabel essentially remained a freshwater system exhibiting vegetation dominated by maidencane, sawgrass, arrowhead and pickerel weed.

The opening of the Bay Mabel Harbor Inlet marked man's major modification to the area's ecosystem, as it drastically and irreversibly changed the natural habitats of the coastal wetlands along Fort Lauderdale, Hollywood and Dania. Former brush and scrublands surrounding the lake became salty marshland and salt tolerant plants such as red, white and black mangroves quickly became the dominant coastal vegetation. Mangroves became increasingly important to the area's coastal wetlands as they formed a dense forest and supported a complex food web that sustained many commercially and recreationally valuable species of fish and shellfish. Environment and industry began a successful co-existence as the new harbor, officially named Port Everglades at the decade's beginning, struggled for recognition and new business.



In the late '20s and early '30s, the commodities with the seemingly most potential were flour, feed, fertilizer, sugar, fruit and vegetables. However, in spite of the new harbor and an estimated 3,254 miles of state-maintained highway in place by 1930, an insubstantial amount of goods was moving in or out. Philip Weidling, newspaper reporter, pioneer and co-author of *Checked Sunshine* wrote: "Broward County was in depression. It produced no manufactured goods or other exportables. Winter vegetables were too perishable to be shipped in slow unrefrigerated vessels. As for imports, what little was needed by Depression-ridden Broward was shipped in either by rail or to the nearby port of Miami which was always entirely inimical to the local port."

Port Everglades' first manager, Warren Eller, realized that one of the Broward seaport's strongest advantages was open storage space. Targeting bulk cargoes—petroleum products, lumber, cement and scrap metal, he went after oil companies and building material shippers who needed large storage areas, and shippers who could carry scrap metal to Japan. His aggressive marketing strategy created a strong foundation on which the seaport built its prosperity for decades to come.

While growth remained slow in the early to mid-1930s, the height of the Great Depression, Port Everglades remained one of the area's

strongest economic engines and one of the few places where jobs were available. Weidling also wrote, "The port had no stevedores and these were a necessity. At first they called upon the port of Miami services when a ship needed them, but this was unsatisfactory. Eller proposed either that the port itself establish the service or that he would do so at his own expense. He warned that the time would come when other firms would want this business and promised that when the time came he would either sell his business or resign as port manager—which he did in 1938."

By the late '30s, the seaport was handling more than a million tons of cargo a year thanks to Eller's initiatives. With a new deep harbor, shoreside services and nearby airfield, city and seaport officials also began lobbying Washington to make Port Everglades the site of a proposed Southeastern Naval Aviation Base and to establish a seaport slip specifically for aircraft carriers. Despite efforts, major naval activity didn't arrive until the war years of the 1940s.



1930s: *Caledonia* and a passenger train make a convenient rail-sea connection. Hollywood and Fort Lauderdale are so small, that FEC Pullman trains typically back alongside the dock and passengers are whisked off to Miami or Palm Beach.

### 1930

On April 30, Congress approves an annual appropriation of \$40,000 for port maintenance—the first of several.

Voters in the 1930 election elect four representatives to constitute the first elected Authority. Broward County Port Authority



Dec. 19, 1930: The first train, led by SAL Engine #649 on the Broward County Port Authority Railway warrants a commemorative photo.

Board of Commissioners includes chairman Floyd L. Wray of Hollywood, A.J. Ryan of Dania, and John D. Sherwin and Thomas E. Swanson of Fort Lauderdale. All titles to land, including lake bottom and rights of way, are transferred to the new Authority. During their first year, Board members raise their salaries from \$75 a month to \$125, angering bond holders who have not received payment in four years. Once in office, the Board begins drafting rules and regulations for electing the next Board—a preliminary warning of major controversy to come with the next election in 1934.

In a contest conducted by several local women's clubs, the seaport is renamed "Port Everglades" to represent the region rather than a single city. The name represents the current belief that this harbor is "the gateway to the rich agricultural area embraced in the four million acres at the port's very back door."



1931: On a chilly morning, port employees welcome the first trainload of cement, pulled by FEC Engine #703.

A major storm destroys the U.S. Coast Guard Fort Lauderdale Life Boat Station built in 1875 and the USCG Biscayne Bay Life Boat Station built in 1877. Coast Guard's main Fort Lauderdale Base Six luckily survives the weather but struggles to effectively cover an enlarged, increasingly busier territory. As population and boating emergencies continue to grow in Southeast Florida, Coast Guard Air Station Miami is built in '32 to continue providing service to that area, followed by the Fort Pierce Life Boat Station built in '37.

### 1931

U.S. Treasury Department makes Port Everglades an official Port of Entry for foreign traffic with customs, immigration and health services available. Soon thereafter, the seaport welcomes its first two cruise ships when the United Fruit Co. decides to make Port Everglades a regular port of call for cruise ships *Talamanca* and *Pastores*—sailing from New York to Port Everglades, Havana, Port Antonio, Kingston, Cristobal and Limon. Two other prestigious cruise lines follow United Fruit Company's lead – Hamburg American and Cunard Anchor Lines.

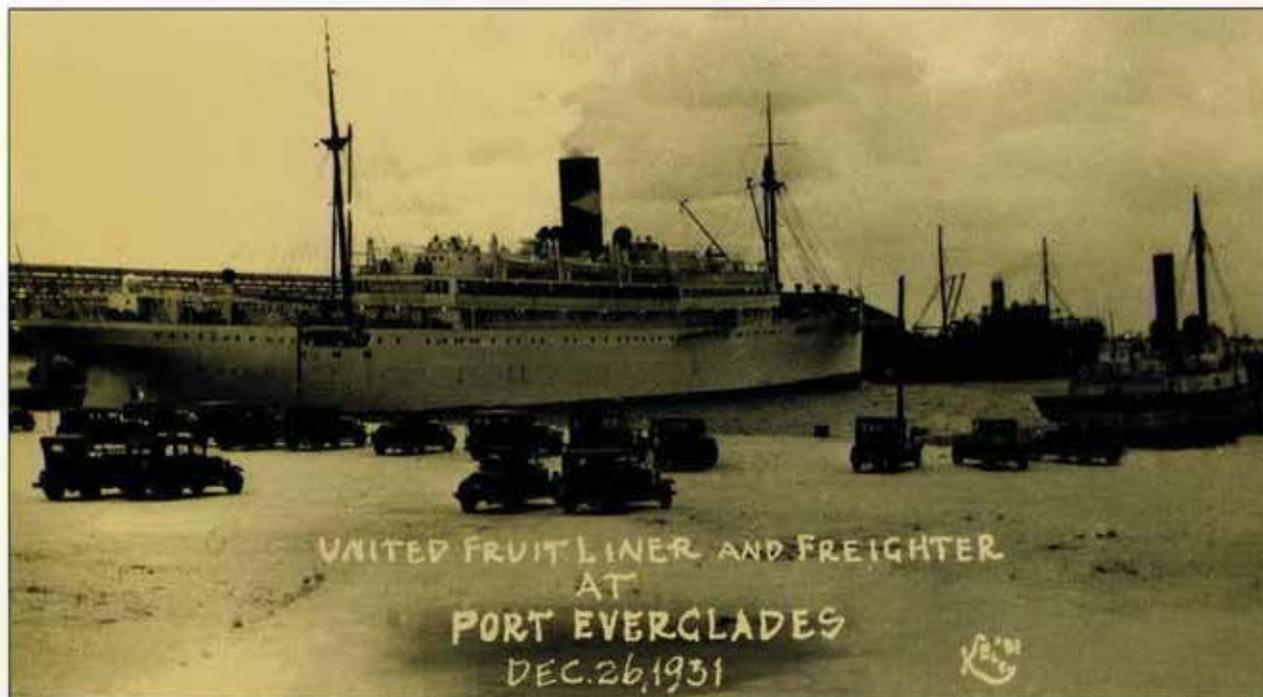
To accommodate Port Everglade's increasing

ship traffic, the Port Everglades Pilots' Association is formed with the mission to safely guide all vessels in and out of the harbor, including docking and undocking services. Its single pilot member is fully licensed and appointed by the State of Florida.

The seaport's first cargo steamship line, Baltimore and Carolina S.S. Company (Bull Line) also begins semi-monthly service with *ss Betty Weams*.

Aeroland Oil Co. is the first petroleum company that enters into an agreement with the Port Authority for land and pipeline easements. Belcher (Coastal Fuels), Standard Oil (Chevron) and American Oil (Amoco) follow with a typical one-year pipeline easement lease costing about \$25. Some historical accounts indicate that the port's first petroleum tanker ship, *S.T. Huguenot*, delivers 210,000 gallons of gasoline to Port Everglades the following year. However, in historical film footage taken by M.A. Hottt, he states that the *Norman Bridge* is the port's first oil tanker. Meanwhile, the Broward County Port Authority Railway welcomes its first trainload of cement.

To reflect the seaport's growth, the Port Everglades Charter Act of '27 is abolished June 3 and replaced with a new charter.



Dec. 26, 1931: United Fruit Co., the port's first official cruise line, offers regular service between New York, Port Everglades, Cuba and other ports of call.



1932: Port Everglades looking east shows one large storage tank, owned by Belcher Oil.

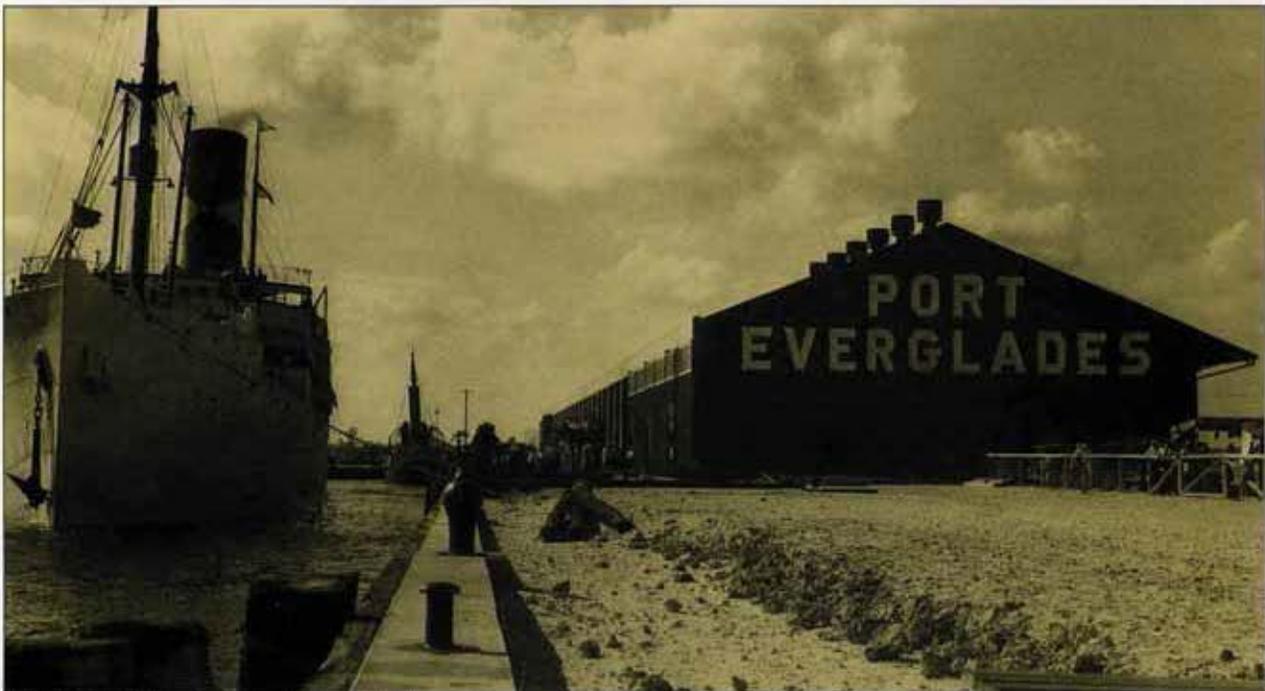
## 1932

Although records declare the first unit of port construction "finished" on Jan. 1, 1929, and again "finished" on Nov. 19, 1931, the harbor has enjoyed a full year of operation by 1932. Construction costs up to this period have reached about \$4.2 million. Facilities consist of a 2000-foot-wide entrance channel complete with base jetties and a turning basin. Slip #1 with 2,700 linear feet can accommodate up to four ships. A long all-metal dockside warehouse, Transit Warehouse #21 (later renumbered #7) opens for business on Pier 2 and a 3.5-mile belt railway switching line and marginal tracks now connect with mainline tracks

for Florida East Coast Railway and Seaboard Air Line Railway.

On April Fool's Day, Warren Eller leaves his job as Secretary of the Fort Lauderdale Chamber of Commerce earning \$400 a month salary, to become the first full-time port employee as port manager for \$200 a month. (His salary never exceeds \$300.) When he starts work on April 1, the Port Authority has two full-time employees—himself and his secretary. The attorney, engineer, auditor and harbor-master are part-timers and the locomotive engineer (who handles 51 cars that year) occasionally calls on Eller to be his switchman. No tugboats are available to assist the large ships using the harbor and Capt. Irving G. Shuman, (father of future renowned Fort Lauderdale Mayor Virginia Young), is the port's only pilot. The seaport's gross operating income for Fiscal Year '32-'33 reaches a record high of \$3,973.17.

A Japanese-flag vessel unloads the first shipload of dry cargo at Port Everglades—beet pulp intended for use as dairy feed. The same year, exportation of scrap metal destined for recycling begins and quickly becomes the seaport's biggest export through the turn of the century. While some inbound cargo shipments include cargoes such as fertilizer and calcium nitrate from Norway, Port Everglades is beginning to gain a



1932: United Fruit Co. cruise ship, *Calamares*, approaches the berth.



(Pc. Land. Historical Society-#5-3980)

1934: Armed forces have discovered that the port's open land and ocean access provide excellent staging areas for drilling and operational exercises.

reputation as *South Florida's Filling Station* for tankers bringing in petroleum products.

The largest cruise ship to visit Port Everglades to-date is Cunard Lines' famous *Caledonia*, last of the three stacked cruise ships and later sunk as an armed merchant cruiser in 1940. Panama Pacific Line's *Columbia*, largest American-flagged vessel afloat at the time, makes the first of several port calls. Built in 1917, this grand ship is scrapped in '36.

### 1933

Decisions of the Board result in the start of a "Landlord Port" concept, dedicated to encouraging private enterprise and development. Meanwhile, the seaport's gross operating income for Fiscal Year '33-'34 dramatically increases to \$16,395.91. The mayor of Fort Lauderdale and the port manager, determined to keep the finances healthy, begin heavily lobbying the U.S. Navy to visit Port Everglades and enjoy the area's hospitality.

Warren T. Eller forms the Port Everglades Terminal Co. to provide stevedoring services. Four years later, the company becomes Eller & Co., a steamship agency headquartered at Port Everglades through the turn of the century.

*USS Langley*, the first aircraft carrier and largest naval ship to visit the port so far, sails into harbor on January 4 to participate in Miami's All-American Air Races. She carries 447 men, 29 officers and 29 airplanes.

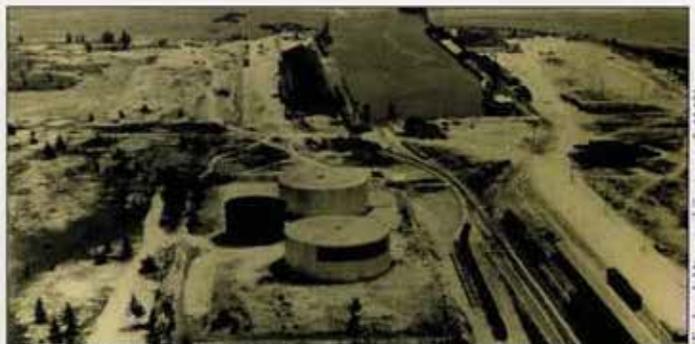


(Pc. Archives)

1934: A variety of vessels now use the port's Slip #1.

### 1934

Founder of Port Everglades and founder of Hollywood J.W. Young dies of a heart attack in his Hollywood home at age 51, but still lives long enough to see his little harbor become a thriving seaport. Meanwhile, politics provides excellent fodder for local newspapers as the new election for the port's Board of Commissioners is decried as illegal. The 5.5-month controversy focuses on who are the true "official officials," with members of the "old" board refusing to relinquish seats and challenging "new" Board members' rights to any empowerment. The issue is dragged through four courts—Fort Lauderdale, Miami, Fort Pierce and the Florida Supreme Court in Tallahassee—making headlines in the *Fort Lauderdale News* 28 times. In '35, the State Supreme Court dissolves an injunction against the "new" Board and the three "new" members meet for the first time: E.K. DeLoach, B.W. Strickland, H.G. LaBree (none of the "old" Board members).



(Pc. Land. Historical Society-#5-4182)

1934: Belcher Oil's liquid bulk tank farm has grown to three tanks.

## 1935

The "Labor Day" hurricane of '35 is one of the most intense hurricanes to hit the United States this century, devastating South Florida but ironically resulting in increased business for Port Everglades. The Category 5 storm crashes into the Florida Keys with winds of 150 to 200 mph, killing more than 400 people and completely destroying the "Overseas Railroad" extension of FEC railway that island hops through the Keys. FEC Co. decides not to rebuild, selling railroad right-of-way and bridges to the state for \$640,000. Taking advantage of structural foundations already in place, the State of Florida begins the arduous task of converting the former Overseas Railroad into a state-maintained Overseas Highway for cars which officially opens in 1938. Meanwhile, car ferry businesses using the former railway system must now move to another location or go out of business. Port Manager Warren Eller seizes the opportunity to heavily market Port Everglades and prevails. Among other companies, Havana Railroad Ferry moves its busy base of operations to Port Everglades and the first Florida East Coast Railway car ferry arrives from Cuba. The Authority makes a formal request to the City of Fort Lauderdale to declare a city wide half-day holiday so the citizens of Broward County can welcome the vessel. This service eventually runs



Feb. 17, 1935: *Duchess of Richmond* disembarking passengers.

three or four ships, each capable of carrying 28 loaded railroad cars.

To accommodate the increasing business, the first petroleum and molasses storage tanks are constructed near the port's waterfront and a U.S. Customs House opens on-site with four permanent Customs officials.

Total tonnage moving through the seaport reaches 341,529 tons. The Port Charter of '31 is replaced again with a new charter that describes the Port District, (for taxing purposes) as including the "southerly 14 miles of Broward County with a total area covering approximately 665 square miles."



Mid '30s: Holland America Line's original *Volendam* is nudged dockside while a sole tiny figure, probably staff, oversees operations from the roof of the adjacent warehouse.

**EXECUTIVE DEPARTMENT**  
STATE OF FLORIDA

IN THE NAME AND BY THE AUTHORITY OF THE  
**STATE OF FLORIDA**

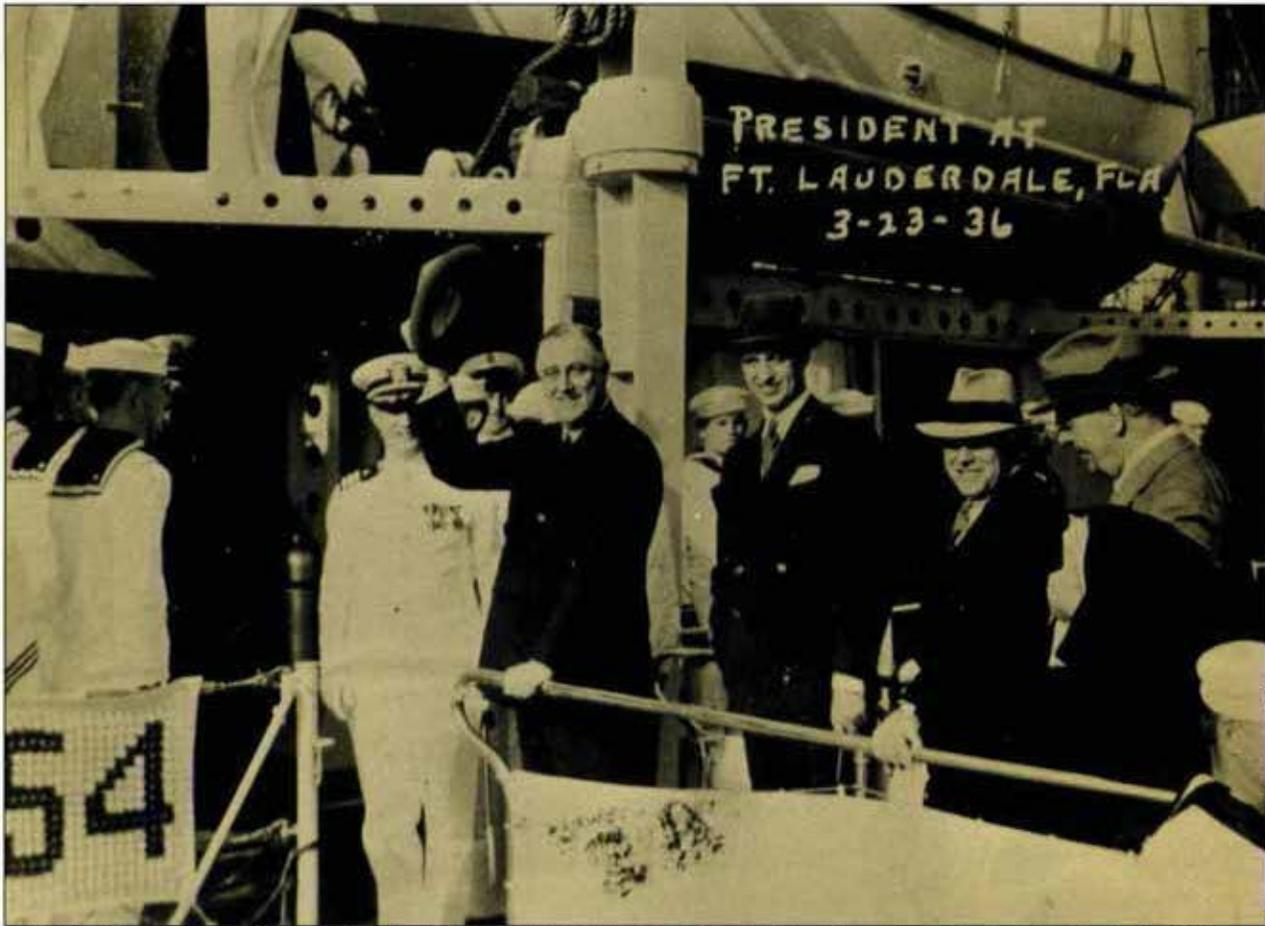
Whereas, B. W. STRICKLAND  
hath been duly appointed by the Governor According  
to the Constitution and Laws of said State, to be  
MEMBER OF THE BROWARD COUNTY PORT AUTHORITY FROM ELECTION DISTRICT NUMBER  
THREE IN AND FOR BROWARD COUNTY FROM THE TWENTY FOURTH DAY OF MAY A. D.  
1935 UNTIL THE FIRST TUESDAY AFTER THE FIRST MONDAY IN JANUARY 1937

Now, Therefore, Reposing especial trust and  
confidence in the loyalty, patriotism, fidelity and prudence of  
the said B. W. STRICKLAND J.  
*David Holtz*  
Governor of the State of Florida, under and by virtue of the authority  
vested in me by the Constitution and Laws of the said State,  
Do hereby Commission the said B. W. STRICKLAND  
to be such MEMBER BROWARD COUNTY PORT AUTHORITY according to  
the Constitution and Laws of said State, for the term aforesaid, and  
In the Name of the People of the State of Florida, and to have,  
hold and exercise the said office, and all the powers appertaining  
thereto, and to fulfill the duties thereof, and to receive the privileges  
and emoluments thereof, in accordance with the requirements of law.

In Testimony Whereof, I do hereunto set my hand  
and cause to be affixed the Great Seal of the State  
at TALLAHASSEE, THE CAPITAL,  
this 24th day of May A. D.  
1935, and of the Independence of the United States  
the one hundred and Fifty ninth year.

BY THE GOVERNOR, ATTEST *R. A. Gray* SECRETARY OF STATE  
*D. W. Holtz* GOVERNOR OF FLORIDA

1935: A "State of Florida Certification of Appointment" was received by each Port Authority Commissioner upon being named to office.



(Fl. Land. Historical Society, # 5-2591)

1936: Franklin D. Roosevelt boards the Navy destroyer *Monaghan* at Port Everglades on his way to a fishing trip, March 23, 1936.



(Fl. Land. Historical Society, # 5-2592)

1936: Car carriers ply the Cuban trade.

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### 1936

An appropriation bill passes the State House of Representatives to expand seaport facilities. Revenue is used to widen the entrance channel to 500 feet seaward and 300 feet in the inner channel, and "complete" the turning basin at 1,200 by 1,200 feet.

President Franklin Delano Roosevelt arrives at Port Everglades by rail for a March 23-April 8th cruise and fishing expedition. He sails from Port Everglades aboard destroyer *USS Monaghan* to rendezvous with his presidential yacht *USS Potomac* at Tortuga Island. His yacht is actually a former Coast Guard offshore patrol vessel converted in '35 and renamed the *Electra*. Before he departs Port Everglades, city officials present him with a new fishing rod in a big fanfare send-off while area residents begin to realize, by the president's presence, the potential world importance of their little port. This is actually the first of many trips Roosevelt makes through Port Everglades during his presidency.

A Cuban consulate establishes permanent chancellery at Port Everglades for full-time representation since establishment of the Cuban

car ferry terminal. Florida East Coast Railway negotiates with the port for facilities to handle cattle and mules for shipment to and from Cuba. During the winter season, there is also heavy movement of race horses and pineapples to Cuba while molasses proves to be a strong year-round import commodity.

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### 1937

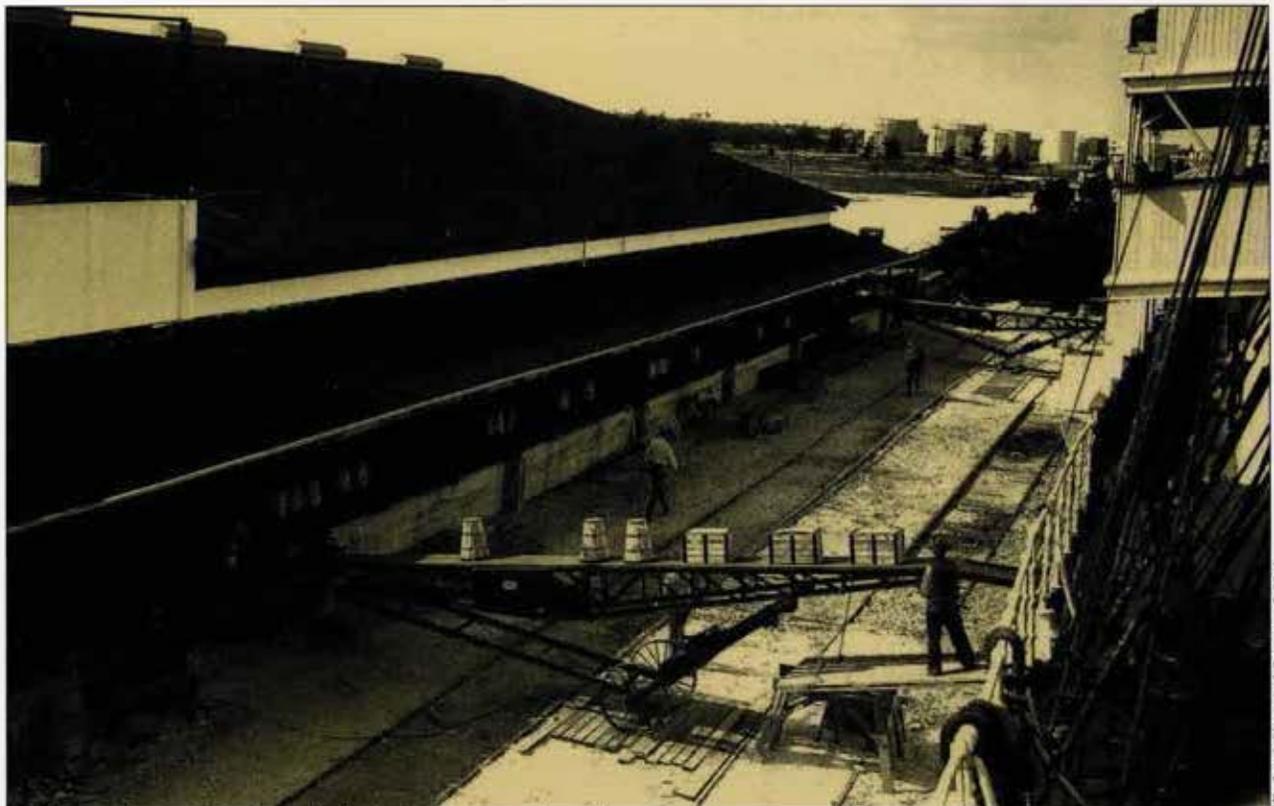
Scrap metal to Japan is a major export with 6,000 tons shipped in '36 and 6,500 tons shipped in '37.

General Obligation Bonds, assumed by the Authority in 1927 are refunded this year and again in 1942. As of December 1959, the principal due on the bonds will be reduced to \$2,285,000 and paid off by 1970.

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### 1938

A new Administration Building is built that will serve as seaport headquarters for the next 50 years. Total waterborne commerce exceeds one million tons for the first time and steadily rises from this point on. To attract and accommodate increasing business, Broward County Port



1936: Crated cargo is loaded and unloaded using a special mobile ramp.



1938: Stevedores stack sacks of potatoes.

Authority begins further harbor expansion under a \$155,000 War Department permitted contract. The entrance channel is lengthened to 7,200 feet and the turning basin is extended 350 feet northward. Steel bulkheads are installed along the channel entrance along with two converging stone jetties. Construction of Slip #2, which will accommodate an additional four ships, begins at a cost of \$346,775.

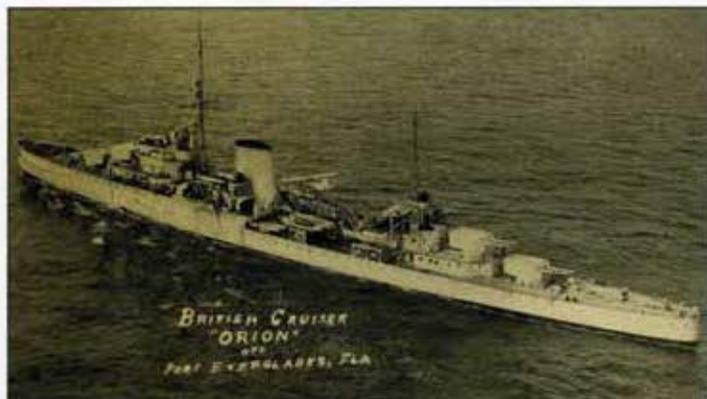
Warren Eller resigns to run Port Everglades Terminal Co. full-time and R.T. "Dusty" Spangler becomes new port manager. He remains port manager until 1963 except for a two-year hiatus when he serves as port manager for what is now being referred to as the Port of Miami. Known as the Dean of Port Managers, Spangler is credited with increasing tonnage handled at Port Everglades from one million tons in '38 to 6.2 million in '63. More than two decades after he is hired, he is still making a profound contribution to the seaport. Through his recommendations and efforts, the seaport's basin will be dredged to 37 feet and he is instrumental in attracting large cruise ships and oil tankers to the deepened basin.

### 1939

On December 19, only four days after President Franklin Delano Roosevelt tours port facilities, British cruiser *Orion* fires two shots across the bow of diesel-powered German freighter *Arauca*, believing it to carry war supplies. The freighter, not far offshore from Port Everglades and on its maiden round-trip voyage returning to Hamburg from Vera Cruz, Mexico,



1938: Owner and his dog pose for a picture at the Port Everglades Fishing Camp, "Where Fishing is Always God."



Dec. 19, 1939: British cruiser *Orion* chases German freighter *Arauca* into port and remains on patrol outside the harbor entrance.

is reportedly carrying oil, phosphate, sisal hemp, hides, rosin and pepper. To avoid the *Orion*, she races into Port Everglades, dodging inside two southbound U.S. oil tankers, knowing that the *Orion* can not follow as non-U.S. warships are not allowed to enter any harbors in the United States, still a neutral country in WWII. Trapped inside harbor while the *Orion* maintains patrol outside, the *Arauca* is unable to deliver her cargo and within days, shipping companies slap several hundred thousands of dollars in libels on the freighter for non-delivery of cargo. *Arauca*, her 42 crew members and her captain, Frederick Stengler, are interned at



Dec. 19, 1939: German freighter *Arauca*, spotted offshore of Port Everglades and then chased into port by a British cruiser, will not be allowed to deliver her cargo.

Port Everglades until 1941 when President Roosevelt, again visiting the port, notices the ship proudly flying the German flag. Angered, he orders the U.S. Coast Guard to seize the ship, jail the crew and hoist the U.S. flag aboard the vessel. Port Everglades' neutrality is officially ended.



1939: Hardworking stevedores load and unload produce from refrigerated rail cars.



PORT EVERGLADES, FLA.  
APR. 22, 1941.

BY  
M.E.BERRY

April 22, 1941: Port Everglades has two fully operational harbor slips and several tank farms for petroleum and molasses.

# 1940s

## THE WAR YEARS

**I**n the pre-war years and during WWII, specifically 1939 to 1945, Port Everglades commerce intensified. In fact, from 1941 to 1943, when the port was primarily a military operation used largely for the war effort, annual freight traffic averaged 2.2 million tons per annum or more than 200 percent over the preceding five year period. Port Everglades was considered a valuable asset to the military with its massive petroleum tank farm and extensive loading and unloading equipment. Importation of materials vital to the war effort was considered of great value to the entire nation. Imports were mostly raw sugar, black strap molasses and ores from Cuba and other island countries which were reshipped by rail or water to Eastern and Northern ports. Incoming petroleum products continued to be distributed locally to support the demands of the growing population. Exports consisted mostly of coal, coke and grain products to Cuba.

Molasses in particular was considered a strategic material. Imported from Cuba by a British firm, the Pacific Molasses Co., it was stored in large tanks at the port until shipment to England where it was made into industrial alcohol and later into explosives. (When the year 2000 rolled in, those original tanks were still in use at Coastal Fuels' large petroleum tank farm.)

Several military training establishments began appearing in the Broward County area during this era: Fort Lauderdale Naval Air



Training Station, Hollywood Naval Air Gunnery School, U.S. Army Coast Artillery Base on the beach opposite Port Everglades,

Naval Air Field at what later becomes North Perry Airport, and a small naval boat facility at Port Everglades whose duty it was to salvage the torpedoes expended in training the torpedo bomber crews of the Air Station. Anticipating eventual participation in the war, the Navy Department felt it also necessary to create several active duty combat bases (as opposed to training bases) and established the Navy's "Inshore Patrol" branch to assist in national shoreline protection. Numerous bases opened on the country's coastline including South Florida's only Naval combat base—the U.S. Navy Section Base at Port Everglades. Utilizing donated and loaned yachts and boats crewed mostly by Navy reservists, the Inshore Patrol's mission was primarily anti-submarine warfare.

When the United States declared war December 11, 1941, on Germany and Italy, Port Everglades and the defense of all of its approaches came under the jurisdiction of the Coast Guard which in turn was taken over by the U.S. Navy the same day. Although the Coast Guard acted under Navy order, it still retained all of its other duties, including protection of ports and coastline. To perform this duty, the law provided (and still does in modern times) for a Captain of the Port—a Coast Guard officer whose responsibility it is to protect the docks, warehouses, gasoline storage

tanks and all other visiting ships of the world — everything within the confines of the port plus land and sea approaches. Lt. Richard Stinson was named commander of Coast Guard Base Six, situated just north of the port, and he was charged with the security of all facilities and the patrolling of all beaches from St. Lucie Inlet south to Baker's Haulover. When finished with his assignment, he was replaced by Jack T. Nelson who recalls later in a letter, "There was never a Captain of the Port stationed at Port Everglades. He was in Miami, although he came up frequently, sometimes, I think, because the orders were so secret, he delivered them to ship captains in person."

Although a Coast Guard cutter was permanently based at the port for rescue and salvage missions, the Coast Guard unit was inconvenienced by its base location north of the harbor. Men were transported to the port in carry-alls, station wagons or cars from the base to the port via the old Las Olas bridge down to U.S. 1 and over to the port, where they relieved the guards who were then returned by the same route. The unit eventually moved to the Port Everglades harbor and were initially provided barracks on a large old houseboat "CGB 14," towed up from Miami. Lt. Nelson soon established three additional substations for beach patrol—one at Hallandale (an old hotel on the beach) for the patrol from Baker's Haulover to Port Everglades inlet; one at Pompano (first at Hillsboro Light, later at Silver Thatch Inn) for the beach from Port Everglades to Boca Raton

Inlet; and one at Gulfstream Polo Stables for Boca Raton to Boynton Inlet. "First it was on foot (a footsore duty), later on horses," Nelson recalled in a letter. "It seemed like quite a few of the men came from Oklahoma, Texas, etc. Some of them joined the Coast Guard thinking they'd get on a ship and ended up riding a horse."

German submarines began attacking shipping lanes off of Florida and Broward County cities were blacked out at night while armed men patrolled the beach. Coast Guard Base Six was active and the Navy took over the nearby Merle Fogg Airfield, setting up several nearby satellite airfields. The seaport served as a harbor refuge from submarine attacks and as a rendezvous for ship convoys while the Navy took over most of the seaport's facilities for storage and shipment of munitions and supplies. Pier #4 was covered with ammunition dumps, a small carrier was based at Berth #9 and three destroyers were nested at Berth #6. The Navy dredged its own harbor slip and the new Slip #3, only 12 feet deep, was used to berth anti-sub "chaser" ships and bombing target vessels for the Fort Lauderdale and Opa Locka Naval Air Stations.

For 2.5 years following United States entry into WWII, the War Shipping Administration operated a sea-train from the port using large ships that carried 94 railroad cars on four decks; these railcars were lifted aboard ship with a railroad gantry crane. Naval interests also took over three Florida East Coast Railway car ferries operated by the Peninsular & Occidental Steamship Line that sailed regularly to Cuba—the *Estrada Palma*, *Joseph R. Parrott* and *Henry M. Flagler*, as they were ideally suited for mine-laying operations. After the war, the ferry lines were sold to the West Indies Steamship Co. and the designated U.S. Port of Origin for these operations moved up to Palm Beach.

Port Everglades' Navy Section Base had two barracks and a two-story administration building, a galley/mess hall, garages for base vehicles, a two-man brig, a small hospital, and a communications center called the radio shack. There was a well-equipped machine shop, carpenter shop and a ship fitters shop to convert pleasure boats into anti-sub chasers vessels by ripping out decor and installing bunks or hammock hooks, depth charge racks,



1943: Sailors on liberty head for town.

ammunition gear, radio and sonar gear, and economical diesel engines. This "new" vessel type was called a Y.P. (yacht patrol), but crews referred to them as "pogey boats" and named them for precious stones.

According to an article of firsthand experience by former naval reservist Bob Lamme, an interesting feature of the base was its pigeon training facility. For security reasons, patrol craft could receive but not send messages which might reveal their positions to the enemy. All ship-to-shore communications therefore utilized the strong, sure wings of carrier pigeons. The keeper and tutor of the feathered couriers was a petty officer designated a "Specialist P.I." (Pigeon Instructor).

Lamme believed the most exciting day in Port Everglades Navy Section Base history came in August '42. "A submarine wolfpack had been located off the coast and every sub-fighting craft available was rushed to the scene. As their depth charges were expended, the ships raced back to Port Everglades to restock from the Section Base's ammunitions dump. It was a dynamic day! As the lean, fierce destroyers stood by our dock to onload 'ash cans' we felt, at last, that we were part of the war. It was on this day that the real power of the German submarine blockage was ended. Never again were we to be barred from our own waters."

September 2, 1945, marked the end of WWII with the formal surrender of the Japanese. During the war, a total of 5,536 Broward County residents served in the armed forces with 76 dying or killed in action. There are no formal records or statistics of the countless merchant seaman who also lost their lives during the war from the Broward County area.

At war's end, the U.S. Navy began pulling out boats, equipment and men from Port Everglades, and before long, the Coast Guard took over the Navy Section Base with Lt. Nelson, eventually promoted to lieutenant commander, in command of both Coast Guard and remaining Navy personnel. Now that beach patrols were no longer needed, many sections simply shut down. The Palm Beach Coast Guard unit was combined with the Fort Lauderdale unit and at one point, LCDR Nelson was in command of more than 2,000 Coast

Guard and Navy personnel. After the war, various buildings from the Section Base were either torn down or sold and relocated. The Navy Base Mess Hall, according to permit records of 1999, still stands at a Fort Lauderdale commercial site on Davie Boulevard, near the railroad tracks.

Immediately post-war, port calls by military vessels declined until the Korean War sparked new activity between 1950-1953. However the post-WWII era brought thousands of new residents into South Florida creating an unprecedented demand for petroleum products, building materials and various other commodities, and creating more trade and opportunity for Port Everglades.

In addition to increased waterborne commerce for the port, the 1940s war era also spurred the birth of containerized shipping. During the war, the Army developed a steel container measuring 8x8x8 called a "Conex" for carrying ammunition. Post-war, these boxes were used for storing high value cargo—setting a precedent for the entire containerized cargo shipping industry in the decades to come. Building on the box concept used by the Army, Grace Lines pioneered containerization development leading to 17-foot containers that could be moved by rail or ship. It took another decade for universal standards to be established and even longer before everyone conformed to the standards, so this mode of shipping wasn't always the most efficient. Post-war, regular container business didn't start again in earnest at Port Everglades until 1963 when cargo carrier/shipper Sea-Land Service commenced service. In later decades, Port Everglades invests millions of dollars to successfully attract business in this booming industry.

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## 1940

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The seaport expansion project is completed for \$1.56 million with a turning basin widened to 1,200 feet long by 1,550 feet wide. The primary on-site residents are Broward County Port Authority, Belcher Oil Co., American Oil Co., Standard Oil Co., Port Everglades Refrigeration Co., U.S. Customs and Car Ferry Co.'s terminal. A new, sorely needed U.S. Customs House opens for operations with a structural cost of \$51,000.



(City of Hollywood, Florida Archives &amp; Records Ctr.)

Early 1940s: Bird's-eye view of port facilities (rendering).

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## 1941

President Franklin Roosevelt makes his last Port Everglades visit in March. Arriving by presidential train, he boards his presidential yacht *Potomac* for a fishing trip escorted by destroyer *USS Benson*. Upon return from his excursion, he meets with several members of cabinet on the yacht's deck, taking advantage of beautiful weather. When he spots the *Arauca*, a German freighter interned in the port, flying a red and white Nazi flag, he orders the U.S. Coast Guard to seize the ship and have the crew arrested. Roosevelt then orders the seizure of all Italian, Danish and German ships in other U.S. ports. The crew of the fated *Arauca* is jailed first at the U.S. Coast Guard Base, then sent to Broward County Jail for a week, moved to a Dade County Jail and later transported to New York's Ellis Island where they remain until the end of the war in '45. In his next radio "fireside" chat, the president reports the ship seizures to the American public. *Arauca* is sent to Mobile,

Alabama for overhaul and is eventually remanned with a Scandinavian crew, running itineraries between Chile and the United States.

USCG Commander John Hopkins McVey organizes Flotilla II, Division 10 Auxiliary, a local organization of private boatmen that brings in 253 survivors from ships torpedoed during the war. Early in '43, he organizes the temporary reserve of the Coast Guard, a volunteer organization that takes over the function of the auxiliary and also guards Port Everglades and the beachfront from Baker's Haulover north to Boynton Inlet. Nearly 500 citizens serve under his command. He eventually becomes vice commodore of the USCG Auxiliary, Seventh Coast Guard District.

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## 1942

Contractor Fred Howland of Miami is notified to begin work on the Fort Lauderdale Naval Air Station, and though it is far from complete, the facility is formally commissioned

on Oct. 1 with 17 TBM (Torpedo Bomber) Avenger (carrier-based aircraft) planes and 16 students. By the first of the new year (1943), the facility increases its capacity to 50 planes and 75 students and by March 1st, it has 100 planes and 180 students. American and British pilots are trained here.

The unsung heroes of the war are the U.S. Merchant Marine who provide the greatest sea-lift in history between the production army at home and the fighting forces scattered around the globe in World War II. In fact, prior to the attack on Pearl Harbor, Dec. 7, 1941, six American merchant ships have already been lost with a total of 39 seaman already killed in action. The first merchant ship sunk by torpedoes in Florida waters is on January 15, 1942.

(In 1997, a special plaque honoring the American Merchant Marine is placed with honor in the lobby of the port's Administration Building, donated by the American Merchant Marine Gulfstream Chapter in honor of the "American Merchant Marines Who Served in all our Wars since 1775." The plaque memorializes those killed in action in WWII:

"6,094 U.S. Merchant Seaman including 60 POWs; 529 U.S. Army Transport Service Merchant Seamen; 142 U.S. Merchant Marine Academy Cadets; 70 U.S. Merchant Marine Seamen on Allied Flag Ships; and 1,800 U.S. Naval Armed Guard Sailors on Merchant Ships. Ships Sunk by Enemy Action: 833 confirmed sunk/33 vanished without a trace."

Just a few months later on May 4, the British tanker *Eclipse* is torpedoed by a German submarine within sight of the shore and towed to Port Everglades, again bringing home the realities of war. The next morning, American tanker *Java Arrow*, owned by the Socony Vacuum Oil Co., and carrying water ballast and 1,300 drums of lube oil, is torpedoed by German submarine *U-333* several miles offshore of St. Lucie, Florida. Rescue personnel from the Fort Pierce Inlet USCG Lifeboat Station respond to escort the vessel as tugboats *Ontario* and *Bafshe* help the tanker limp into the safe Port Everglades harbor. It takes 90 hours to bring her safely into port. USCG determines the ship is salvageable so the tanker is repaired and returned to service as the *Kerry Patch* and later as the *Celtic*.



1943: Port Everglades Navy Section Base & Boat Facility is fully operational with its own harbor slip (Slip #3).



1943: Navy training is held daily off Port Everglades. Pictured: U.S. Navy Y.P. boat drops depth charge.



1945: An escort carrier visits Port Everglades.

Meanwhile, *Bluenose*, the famous fishing/racing Nova Scotia-built schooner is busy creating its own niche in Port Everglades history. Built in 1921, the “deep-bellied carrier of fish” falls idle when WWII brings fishing on the Great Banks to a halt. In '42, new owner West Indies Trading Co. brings her to Port Everglades and puts her back to work sailing a regular itinerary to and from the islands carrying 100 to 500 tons of cargo each trip. Incoming cargoes are mostly rum, sugar, bananas and pineapples while outgoing cargo is rumored to be explosives, especially dynamite, shipped to Havana and there transferred to other ships and transported to U.S. airports in foreign countries. The multimasted vessel sails every nine days until '46 when she strikes a coral ledge off of Haiti and sinks—the undefeated champion of the International Fishermen’s Trophy for 21 consecutive years. Descendant *Bluenose II*, becomes the official sailing ambassador for the Province of Nova Scotia and makes her Port Everglades debut in '78.

## 1943

The federally improved Intracoastal Waterway now extends across Lake Mabel and the east side of the Port Everglades turning basin. The rest of Lake Mabel is only 2 to 3 feet deep. By the end of the year, the seaport has hosted 778 ship calls, up from 284 only three years prior.

The U.S. Navy Section Base at Port Everglade is in full operation along with the Navy Boat Facility at Port Everglades, established in October as part of the Naval Air Station (NAS). The unit is instrumental in providing practical target bombing practice plus air and sea rescue. During this time, a young 18-year-old pilot named George Herbert Walker Bush arrives at NAS to learn to fly the Avenger and ends up flying combat duty with Naval Air Squadron VT-51 in the Pacific. Five decades later he will become president of the United States and in 1992 revisits the site of his TBM training.

In October, a non-war-related disaster at sea takes the lives of dozens when a heavily laden tanker swerves toward the shore into the



(P.E. Archives)

Jan. 15, 1946: Port Everglades storage tanks now provide a liquid bulk capacity of 70-plus million gallons. (The tank farm pictured is believed to be Gulf's tank farm.)



(P.E. Archives)

1946: Atlantic Oil Refining and Esso ships are berthed alongside the Gulf Fertilizer Co.'s building.



(P.E. Archives)

1946: Well-dressed hopeful job seekers gather alongside Cargo Transit Warehouse #7.

direct path of an empty tanker that hits her broadside, nearly cutting her in two. In a fiery catastrophe that only leaves 48 survivors, the stricken tanker sinks. The other, badly damaged by fire but still afloat, is towed to Port Everglades the next day. It is noted with sad irony that criminal negligence is responsible for a loss that would have made any U-boat commander proud.

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### 1944

With destroyers and "flat tops" now patrolling the seas, submarine warfare on our coastline is over. On March 1, the Port Everglades Navy Section Base is formally decommissioned and the "pogey navy" is scattered to the various theaters of global conflict.

Although Navy ships disappear, commerce remains strong and continues to diversify. Port Everglades storage tanks can now handle 29.5 million gallons of petroleum and Pacific Molasses Co. can store 40 million gallons of molasses. Port Everglades Refrigeration Co. expands its pre-cooling and storage plant on Pier 1 to handle a daily capacity of 100 carloads of fruits and vegetables. Forest Products Corp. operates a wholesale lumber yard dealing in wood products from the Pacific coast and other foreign countries. Gulf Fertilizer Co. owns and operates a fertilizer manufacturing plant on Pier 1.

Port Everglades Propeller Club, a membership organization of port businesses that remains active through the turn of the century, is formally chartered "to hear speakers that make decisions affecting the maritime industry, to receive up-to-date information, to socialize with others that have same business interests and to make concerns known on a local and national level."

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### 1945

Port Everglades celebrates VJ Day, marking the end of WWII, with noisy fanfare. Ship crew tie down the whistles of every vessel in port so that the shrill clamor continues for hours. Some ships even fire volleys of pistol shells in the air.

Just a few months after WWII ends, the famous "Flight of the Lost Patrol" carves its own niche in enigmatic history when five TBM Avengers with 14 crewmen aboard leave the Fort Lauderdale Naval Air Station on December 5 for a US Naval Flight 19 training mission and disappear without a trace. A PBM search & rescue plane with 13 crewmen aboard departs from the Melbourne navy base looking for the Avengers and also disappears without a trace, giving birth to the legend and mystery of the Devil's Triangle (Bermuda Triangle). Decades later in 1990, a small memorial park at the Fort Lauderdale/Hollywood International Airport is dedicated during an air show as a memorial of U.S. Naval Flight 19.

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### 1946

Port Everglades widens its turning basin again along with the flare at the entrance channel. Nearby, the U.S. Navy completes operations at the Naval Air Station Fort Lauderdale and the airport is returned to civilian status. Memory of the station is kept alive for decades to come by Allan E. McElhiney, a U.S. Navy Machinist Mate 2/C during WWII who served at the base and eventually forms the Naval Air Station Fort Lauderdale Historical Association which at the turn of the century, still maintains a museum of WWII and Naval Air Station memorabilia at the Fort Lauderdale/Hollywood International Airport.

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### 1947

A large Category 4 September hurricane crosses over 240 miles of Florida's east coastline with highest winds of 155 mph at Hillsboro Light. Extensive flooding, especially in the Davie agricultural area, affects farmers and therefore Port Everglades' shippers of farm produce.

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### 1948

To diversify its cargo, Port Everglades welcomes the operations of a sugar processing firm.



(P.E. Archives)

Mid 40s: The Port Everglades Administration Building houses the Port Authority, FEC Car Ferry Co. and the P&O Steamship Co.



(P.E. Archives)

May 27, 1948: The Port Everglades entrance channel looking west.



(P.E. Archives)

May 27, 1948: Looking north shows room to grow.



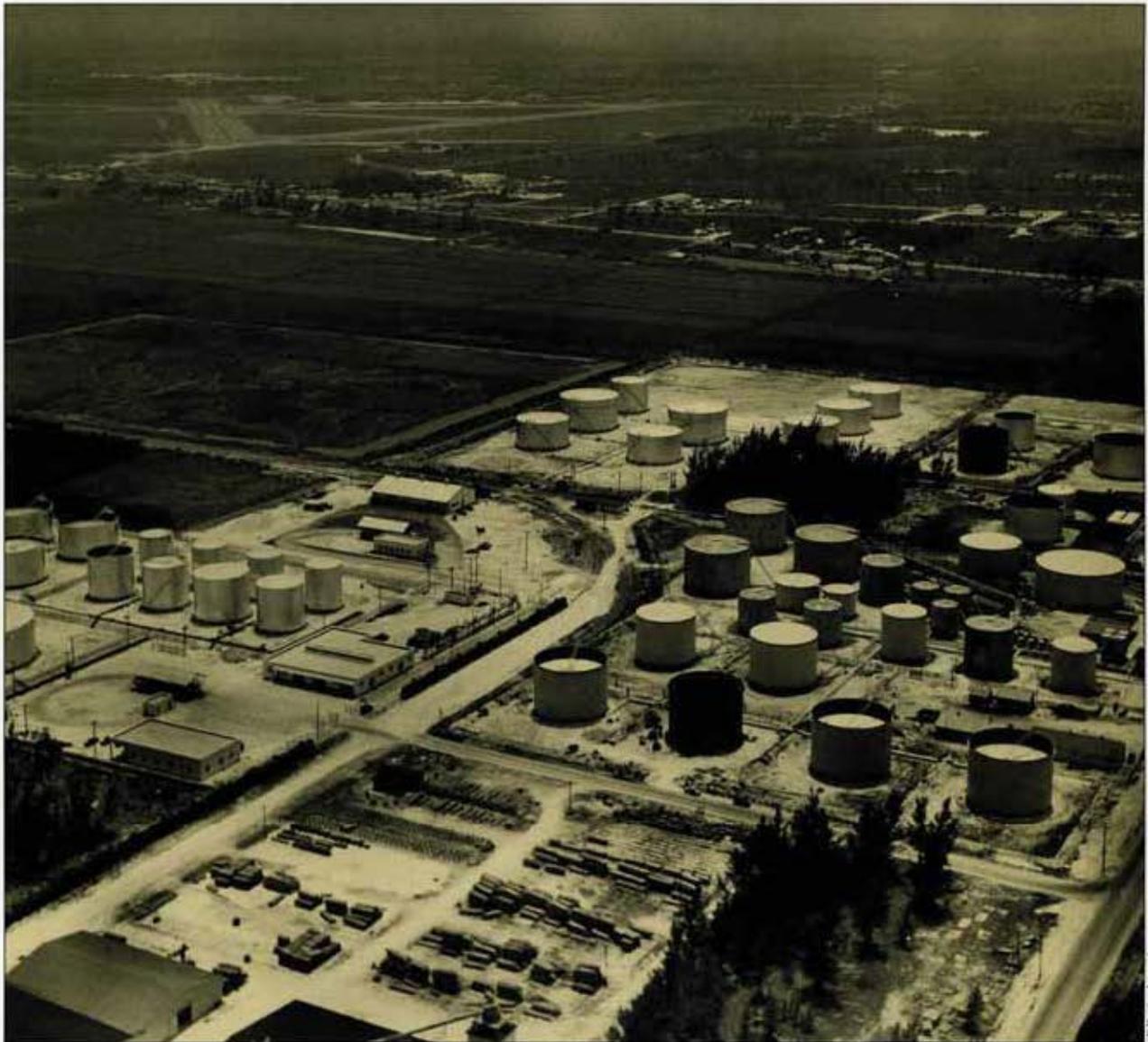
March 10, 1948: Cargo handlers from Port Everglades Terminal Co. unload lumber from the *Loyola Victory*.

(P.E. Archives)



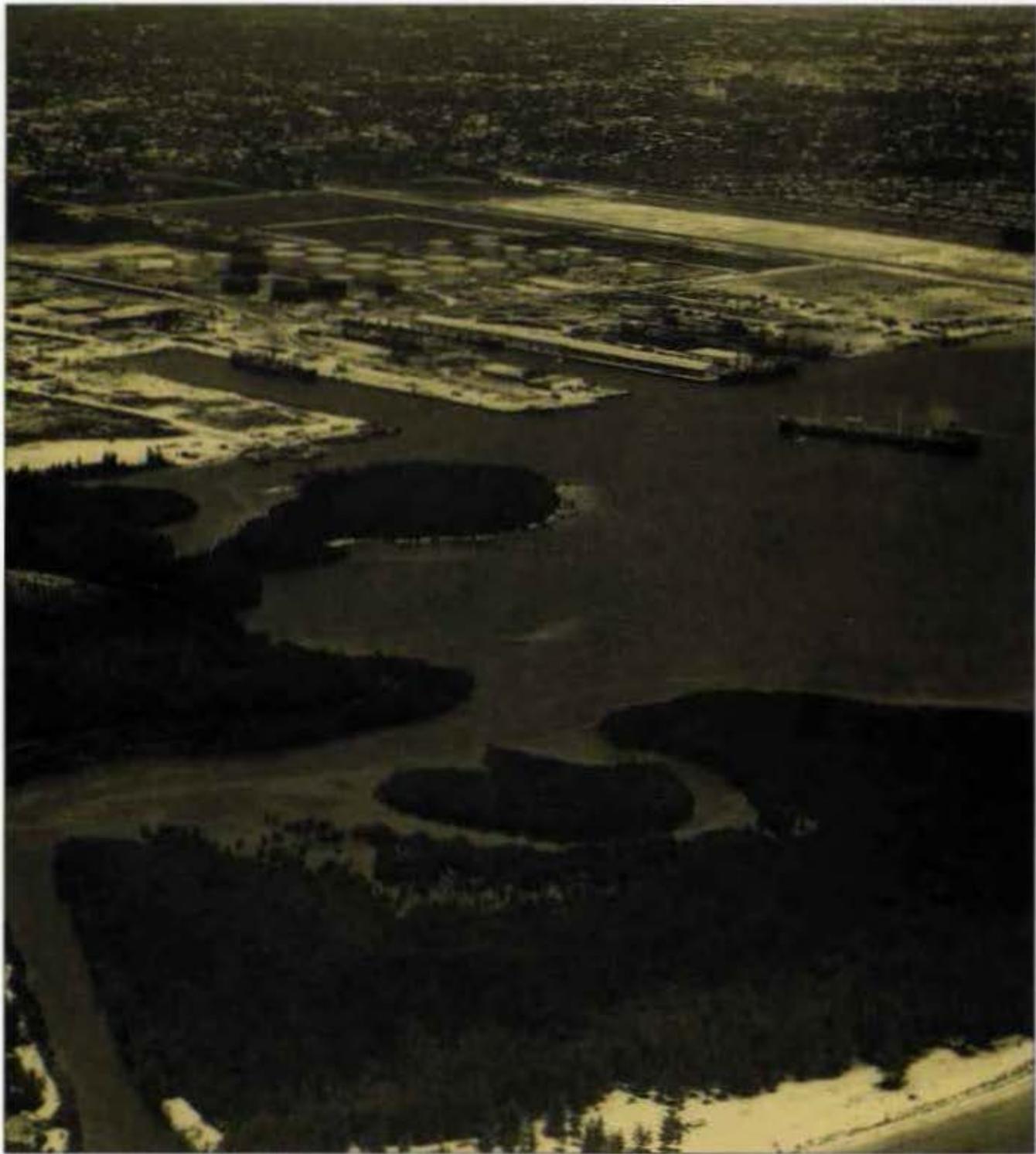
1948: Cargo marked "Chinese Air Force" is loaded onto cargo ship *Fermoor*.

(P.E. Archives)



1948: Looking southwest, liquid fuel tanks cover the western side of the port.

(P.E. Archives)



1954: This aerial shows undeveloped land along the Intracoastal Waterway.

# 1950s

## SETTING THE STAGE

**T**he Korean Conflict of 1950-51 again brought numerous military training groups into port along with marines for liberty call. Marines reopened the Naval Air Station at Opa Locka and brought much of their supplies and equipment through Port Everglades. After the cease-fire, marines reclosed the Air Station and again took most of their equipment back to Virginia and North Carolina by vessel via Port Everglades.

Major increases in waterborne commerce in the mid-'50s pointed out the inadequacy of existing facilities. A long-range survey clearly indicated that the harbor had to be expanded or it would have to turn away business. In 1955, Port Everglades had a total of nine ship berthing spaces. Transit warehousing was woefully inadequate with two sheds, one of which was razed shortly after having outlived its usefulness. Total covered space was about 100,000 square feet and at one time, 155,000 bags of cement had to be stored under a circus tent due to limited covered facilities. Business was booming and in '56, cargo increased from 3,341,908 tons to 5,104,537 tons—a gain of 52 percent—the largest percentage gain experienced in a single year by any harbor in the State of Florida. Port officials began thinking about facility expansion possibilities at the southern end of the seaport where large tracts of unused land could be put to valuable use. The concept of a major cargo center began to take shape although it is not until several decades later that plans take on definition.



The cruise industry was enjoying its own boom. By the time the '50s rolled in, Port

Everglades was busy establishing a foundation for a healthy cruise business, already serving as a port of call for various regularly scheduled around-the-world cruise itineraries. Mid-'50s, the Fort Lauderdale Rotary Club began a tradition of greeting ships, especially in-transit ships from foreign lands, and passengers were served Florida orange juice courtesy of the Florida Development Commission. This "friendly ambassador" tradition carried well into the '70s. Technological advances in the transportation industry also helped the port's cruise business grow. For years, transatlantic passenger ships had served as the only means of transportation. With the introduction of the 707 jetliner in October '58, several ships employed in transatlantic service redirected operations and relocated to Port Everglades for leisure travel cruises. Total cruise passengers jumped to 29,090 in 1959, nearly double the amount that embarked or disembarked the year prior, and by the first quarter of 1960, those numbers leaped to 5,000 cruise passengers a month.

Port Everglades issued various revenue bonds over the years to cover major projects for expansion of facilities—including the port refunding and improvement revenue issue of 1955. These bonds, in the amount of \$1.3 million, were payable from the port's gross revenue and reached final maturity in 1983. A portion of the funds made available from the sale was used to



Early 1950s: Port Everglades has a security post at its State Road 84 entrance.

redeem the outstanding Harbor Revenue Certificate and Bonds. The rest helped finance development of new Pier 4 (later referred to as Northport.) The Authority also levied an ad valorem tax each year in the 1950s but as the seaport's financial position improved, the Port Authority adopted a policy of tax reduction and made use of operating surplus for expansion of facilities. The levy was gradually lowered every year from 2.5 mils in 1950 to 1.5 mils in 1955 to .4 mils in 1959 and 1960 for the lowest millage levy in the seaport's history. Over the decade, the tax levy raised a total of \$4,266,336 for capital improvements.

The result was several needed improvements. Ship berths increased from 9 to 16 including new Pier 4 which provided three additional berths for ocean-going vessels. New warehouses increased space from 100,000 to 274,000 square feet. The port's Administration

Building, bulging at the seams, was modernized and enlarged. A new office building was constructed for port industries and additional lands were purchased. Toward the end of the '50s, the port was also interested in establishing a permanent Foreign Trade Zone, but the business community's interest level was considered insufficient to justify the effort and expense. (Interest grew stronger through the next decade and a half and Port Everglades finally got its Zone in the late '70s.)

## 1950

The Port Everglades Fire & Security Department is established in March 1950 to provide dedicated fire prevention and suppression along with general public safety. The new department has five men under the control of its first chief, John Cody. These men handle all



March 1950: Port Everglades Fire & Security Department is formed to protect port assets, cargo and public safety.



Early 1950s: Esso Stockholm petroleum tanker approaches the berth.

of the potential security and fire situations within the port jurisdictional area with three pieces of equipment: a 1942 Ford Pumper, a chemical truck with one of the first foam generators developed and a Jeep used for patrolling. Hurricane King, a small violent storm passes directly over Miami and Fort Lauderdale on September 17 with winds of 120 to 150 mph and while the seaport's new Fire & Security Dept. goes on full alert, the port luckily sustains negligible damage. The '50s marks the era when hurricanes are given names, beginning with the use of the alphabet in 1950 and female names in '54. Male names are first added to the list in '79.

## 1951

A small cargo terminal measuring only 242 by 161 feet, is built on Pier #4. Reconstructed from the former Ponce building, Transit Cargo Warehouse #41 (later renumbered #3) is serving as a "temporary" designated Foreign Trade Zone site by the end of the decade, where all merchandise is considered to be outside U.S. Customs territory and duties on merchandise can be deferred, reduced or in some cases eliminated. The building is torn down in 1989.

## 1954

Acknowledged pioneer of marrying containerization and intermodalism is Malcom R. McLean, founder of Sea-Land Services, who begins using lightweight aluminum for containers. International standardization attempts begin for container sizes and strengths settling on 20', 30' and 40' but true conformance to the standards doesn't really begin until the '60s and '70s.

The first train ferry to operate out of Port Everglades since WWII, *Antonio Maceo*, makes a successful trial run to Havana and back for Suwannee Train Ferry Lines. *Antonio Maceo* and *Jose Marti* are the two ships designated for providing daily service.

Port Everglades now has a 4,000,000 barrel capacity for storing petroleum products.



Sept. 20, 1954: Livestock is one type of 'cargo' shipped between Port Everglades and Cuba. Here, it looks like cattle are being loaded onto or unloaded from the *Buenaventura*.



1954: Wilson & Toomer Fertilizer Co. has a waterfront facility.

### 1955

Authority members include Chairman George W. Kelly, John W. Bell, Paul M. Ryle, R. B. Walker and Chester A. Watkins.

### 1956

The Authority prepares its first long-term Master Plan which serves as the basis of long range planning for the next 23 years. Total waterborne commerce exceeds 5 million tons. Slip #3 is more formally constructed and the first cement silos appear on the waterfront. A tentative plan begins to take form for expanding Port Everglades to the south.

The first regularly scheduled cruise service begins in October with the *Santa Maria of Companhia Colonila De Navegacao* (Portuguese Lines) sailing between Port Everglades and Lisbon. Grace Line begins a regular schedule in



Aug. 2, 1954: Suwannee Trainferry Lines to Cuba is the first rail/sea carrier to operate from Port Everglades since WWII.

July '58 with the *Santa Paula* and *Santa Rosa*. The new trend of offering winter cruises to the Caribbean and West Indies doesn't really kick in until 1959.

Florida Turnpike is completed through Broward County, improving transportation of goods and people. Closer to the seaport, the 17th Street Causeway/Commodore Brook Memorial Bridge officially opens February 24. Brook was an English yachtsman recognized for being a prominent Fort Lauderdale "booster." The bridge borders the seaport's northern end and provides drivers a fascinating glimpse of the seaport and a new panorama of harbor operations.

Plans for Transit Cargo Terminal #22 (later renumbered #6) are completed. By the end of the decade, the building joins Building 41 (#3) in serving as a "temporary" designated Foreign Trade Zone site.



April 1955: Scrap metal is a prominent port export. Pacific Molasses Co. storage tanks can be seen in the background.



April 1955: Cargo handlers maneuver heavy bags of cement.

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## 1957

The seaport levies an ad valorem tax of 1.4 mils, raising more money than any other year in the decade—\$596,912—for capital improvement projects.

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## 1958

Port Everglades Towing Co. is founded by maritime entrepreneur Hans Hvide and full tugboat service becomes available. In '68, the company becomes Port Everglades Towing, Inc.; in '76- Hvide Shipping Inc.; in '94- Hvide Marine Incorporated.

The entrance channel and turning basin are deepened and widened. Terminal #43 (later renumbered as Terminal #1) and Terminal #42 (later renumbered as Terminal #2) open for business as dual-purpose facilities handling both cargo and cruise operations. Terminal #42 is utilized by German Line, American Export Line, Grace Line and primary user Sitmar Cruises which has approximately 4,000 square feet dedicated to its cruise operations. A major renovation is completed in 1983 and then in 1989, Princess Cruises takes over Sitmar and continues as primary user. The terminal is completely renovated and expanded again for Princess in 1995.

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## 1959

Florida's first jet fuel pipeline reaches 54 miles from Port Everglades to Homestead Air Force Base and two 55,000 barrel tanks are installed at the Base to receive the product.

Dutch liners *Willem Ruys* and *Johann Van Oldenbarnevelt*, both plying around-the-world cruise routes, join the growing number of cruise ships calling at the seaport.

The Fort Lauderdale Council Navy League of the United States is formally established, with several local councils appearing within Broward County over the next several decades including the Broward County Council, Hollywood Council, Pompano Gold Coast Council and Women's Council. Navy League members serve as community liaisons, greeting all of Port Everglades' visiting Navy and Coast Guard ships year-round and offering hospitality, assistance and friendship to visiting sailors and their families.



Aug. 20, 1956: Port's Fire & Security Dept. responds to a warehouse fire.

Breakwater Towers is the first of several high-rise condominiums to be built on the north side of the port's entrance channel. Atlantic Towers follows in '61, Sky Harbour East in '63, Everglades House in '65 and Point of Americas I and II in '71. Residents along the channel serve as "on-site good will ambassadors" frequently waving flags and banners, ringing bells and blowing horns to welcome and send-off cruise ships and navy ships. Bullhorns are used to shout greetings, and at night lights are blinked on and off.



1958: High aerial of Port Everglades. Note newest terminal at north end—Terminal #43 (later renamed Terminal #1).

Florida Legislature creates a new charter for governing the port and at the end of the decade Authority Commissioners are E. J. Crowells, Robert S. McConnaughy, Fred J. Stevens, Igor A. Dart and Wellington P. Hartman.



(P.E. Archives)

Early 1960s: The Port Administration Building is a one-story facility.

# 1960s

## MEETING THE CHALLENGES

**G**rowth seemed inevitable providing the seaport could meet the challenge in terms of providing enhanced facilities and services. In preparation for anticipated demand and need, another major harbor improvement project began, new buildings appeared and additional land was purchased for expansion. There were 27 berths available by the end of the decade for the diversified maritime industry, but the seaport's determination to grow was not without struggle. Labor strikes and work stoppages put ripples in smooth port operations and the Cuban embargo devastated the port's healthy trade relationship with the nearby island nation.

Union contracts to perform specific services increasingly became the norm across the nation in the '60s, and together as a unified force, unions occasionally used sit-ins and picketers to force attention toward various issues on both local and national levels. Issues over the years ranged from a national concern about lax international shipping laws (aiming demonstrations at foreign flag ships operating out of U.S. ports after several ship fires) to local concerns that included sizes of workgroups, use of non-union personnel handling hoses for the port's numerous petroleum ships, providing continued wages when longshoremen were forced to stop working due to intermittent rain showers, and the port's use of its own linehandlers for mooring and unmooring



ships. Longshoremen performed various other tasks vital to the port, however, including checking, loading and unloading

ships' cargo and passenger baggage and providing skilled operation of heavy cargo handling equipment. Through the turn of the century, longshoremen labor remained one of the most important resources for seaports, providing vital services crucial to seaport operations globally.

In the early to mid-'60s, the nation endured a series of longshoremen strikes that crippled seaports, and in '63, President John F. Kennedy formed a "settle or else" strike board to end a costly port strike affecting Atlantic and Gulf Coast seaports. As a result, longshoremen won increased wages and the American Association of Port Authorities named a special committee to recommend improved legislation in the labor-management areas affecting the entire maritime industry. Also in '63, the International Longshoremen's Association (ILA) announced it would no longer ask its national membership to honor jurisdictional picket lines of other unions in U.S. Atlantic ports, Gulf ports and Great Lakes ports. This move was greatly applauded by the ILA membership including Port Everglades' union longshoremen who were occasionally required to stop working in support of another union's dispute, resulting in personal economic hardship and disruption of port services. Labor issues



(PE Archives)

1961-2: Cruise ships now use the new 90,000-square-foot Cargo/Cruise Terminal #31 (lower left—it later becomes Transit Cargo Warehouse #16). Cruise ships in port north to south (top to bottom): *Queen of Bermuda*, *Santa Paula* (pulling away), *Caronia*, and a Cunard ship (either *Carmania* or *Franconia*).

still arose however. In '65, more than 300 picketers showed up at Port Everglades to protest the docking of the Greek-owned ss *Australis*, (formerly the ss *America* passenger ship), protesting the U.S. Department of Commerce decision to allow the sale of the former U.S. Lines steamship to the Greek concern.

The nearby Florida East Coast Railway was dealing with its own labor challenges and in its case, violent incidents. Over 200 saboteur crimes against FEC were reported, including some that caused several train crashes in '63. In '64, the violence peaked when angry strikers blew up two trains with dynamite. The guilty parties were later apprehended and imprisoned but the damage was done—federal courts had no sympathy for acts of sabotage and violence and FEC won court challenges to its right to use non-union labor. The violent and unsuccessful FEC strike showed the nation that a violent approach to solving differences accomplished little. Eventually, FEC was able to focus

back on business, but in a new reality. For the next several years, decreasing numbers of passengers were warned in the railway's timetables that they "assume all risk for death, injury or loss of personal property resulting from any acts of sabotage and vandalism." FEC stopped all passenger service on its trains by 1968, focusing solely on cargo transport in the future.

At nearby Port Everglades, only occasional picketer protests peppered the productive atmosphere of the seaport through the next several decades—the issue typically being contracted use of non-union labor to perform stevedoring and cargo-handling services in addition to union labor. However, both union and non-union workers helped bring the burgeoning seaport into the international spotlight as a facility that offered smooth operations, professionalism and responsiveness to industry needs.

In spite of occasional ripples created by dock strikes, the port's cruise business exploded into activity in the early '60s. Ocean liners

*Ocean Monarch* and *Franca C* offered regular around-the-world circuit voyages from Port Everglades. Several new ships joined the fleet and passenger counts soared from 7,817 total passengers in '59 to 31,258 passengers in '60. Six cruise terminals were built— Terminals #31 (later renumbered as #16), #32 (#18), #51 (#19), #21, #22 and #24. Interest in the cruise ship fleet and itinerary options was so strong, the seaport began printing and distributing official *Cruise Guides*.

In the early to mid '60s a four-day cruise to Haiti aboard the ms *Riveria* cost \$125 and a seven-day cruise was available for about \$200 on the *Hanseatic* advertised as "30,000 tons of German hospitality." A 19-day cruise to the Mediterranean, Europe and North Africa cost \$340 aboard the ms *Franca C*. A 56-day cruise aboard the ms *Italia* began at \$1,130 while a 95-day around-the-world cruise aboard Cunard's *Caronia* began at \$2,875 for the very wealthy cruise passenger. With ever more cruise lines calling and increased public awareness of the seaport's excellent gateway location, Port Everglades became entrenched in its new role as the "Hub of Winter Cruise Activities on the South Atlantic."

The cruise industry thrived, but certain aspects of the cargo and ferry industry took a hit as tensions steadily increased between the United States and Cuba, just 90 miles south of Florida. In '59, rebel leader Fidel Castro assumed control of the government and when he seized all American-owned property in 1960, he also nationalized sugar factories, estates, mines, power plants, telephone and transportation companies, banks, hotels and apartment houses.

The United States reacted first by stopping all sugar purchases and then cutting off trade altogether, putting an end to Port Everglades' healthy Cuban commerce. Shipping lines and ferry companies serving Cuba had to stop operations immediately and either find new destinations and customers or go out of business. Castro angrily denounced the embargo and responded by acquiring foreign military and economic aid from communist countries including Russia. U.S. diplomatic relations with Cuba were formally severed in January

1961 and a failed "Bay of Pigs" invasion upon Cuban shores the same year only served to increase strife between the mighty nation and the island country.

Although navy ship calls at Port Everglades had declined after the Korean War, rising tensions with Cuba brought a rush of activity back. As shiploads of Russian soldiers began arriving on Cuban shores and reconnaissance photography showed the construction of launching sites for medium range and intermediate-range nuclear missiles, the much closer threat of nuclear destruction struck home.

What is dubbed in U.S. history as the "Cuban Missile Crisis" had a direct affect on Port Everglades as full-time military interests again took over the developed south end of the seaport, including a diversified fleet of warships and the Army's Armored Division of tanks and self-propelled artillery. President John F. Kennedy rejected military advice for a full scale surprise attack on Cuba and instead declared a "quarantine" – a naval blockade to stop the flow of weapons to the island. Navy ships began to frequent Port Everglades on liberty from the constant patrols off South Florida. The president delivered a public ultimatum to the USSR on October 22, 1962, demanding withdrawal of all offensive missiles and after nearly two weeks of unprecedented international tension, the Soviet government yielded and began a slow withdrawal. Kennedy in turn agreed to refrain from attempting to overthrow Castros' government although the embargo remained in place.

By 1963, the U.S. government had blacklisted a large number of ships, including British, Greek and Lebanese ships, for carrying cargo to or from Cuba, forbidding their entry into U.S. ports. Between Jan. 1 and July 4 alone, there were 128 ships blacklisted, many of which would have conducted trade through Port Everglades.

Sometimes maritime unions and the Cuban situation overlapped at Port Everglades. When a U.S.-supported civilian attempt to overthrow the Castro regime failed at the infamous Bay of Pigs invasion, the U.S. government made an agreement with Castro to exchange medical supplies and other necessities for the release of Bay of Pigs prisoners. The American freighter

*African Pilot* made two dramatic Port Everglades visits on the historic Cuban prisoner mission with several area maritime unions and businesses donating an estimated \$12,500-\$15,000 in labor and services to ensure the humanitarian project progressed smoothly. *African Pilot* first docked at Port Everglades on Dec. 20, 1961, sailing two days later with 1,800 tons of medicine, food-stuffs, milk products, baby food and other items and returning to Port Everglades with nearly 1,000 Cuban refugees. Cooperation between unions wasn't always smooth – in '63, U.S. flag cargo ship *Maximus*, formerly owned by Grace Line, delivered more than 4,000 tons of humanitarian goods to Havana but when it returned to the United States, first calling at Port Everglades on July 3, rival maritime factions disputed on the pier over whether the sale of a ship altered its union manning status.

The Cuban crisis eventually calmed into a stalemate status quo around the mid-'60s and military traffic at Port Everglades quieted down again. Although the embargo continued, huge storage tanks filled with Cuban and Caribbean molasses were well stocked and as late as 1965, molasses was still considered a major commodity at the port. The port's primary molasses firm eventually went out of business by the end of the decade and molasses tanks were redesignated for petroleum products.

As if bursting at its seams with infallible commerce potential, Port Everglades survived the dampened cargo tonnage growth between 1959-1963, recovering quickly and increasing dramatically within just a few years. Cruise ship sailings erupted into a flurry of activity—even without Cuba as a port of call—jumping from 108 sailings in 1960 to 265 sailings by 1969.

Port Everglades remained very aware, however, that if trade sanctions against Cuba are ever lifted, it will be in a prime position to once again capture the tremendous trade and tourism commerce potential that the nearby island offers.

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## 1960

1960 marks the initial Federal appropriation of \$750,000, kicking off a \$7 million harbor improvement project that dredges the

entrance to 37 feet, then 40 feet, and extends the basin. The port also spends \$250,000 activating a "comprehensive fire protection and safety" program that includes a new \$162,000 firehouse/security building and a \$33,000 fire pumper that can pump 250 gallons per minute. In September, a U.S. Post Office sub-station opens in the new Security Annex and three maintenance buildings are constructed for public works needs.

The port's first five permanent payroll linesmen positions are created. From 1932 through 1959, the port had relied on casual labor for ship linehandling, hiring individuals who were paid cash at the end of each sailing and docking of a ship.

Broward County's population has grown to 333,945 and Florida Power & Light must also grow to accommodate the County's power needs. Its Port Everglades Plant begins operating with the first of four new generating units. Subsequent units begin operation in '61, '64, and '66.

Hurricane Donna hits the Florida Keys with winds from 140 to 180 mph, moves up over Naples and Fort Myers then turns northeast crossing the state again, exiting Florida near Daytona Beach heading north and causing havoc with the entire Atlantic coastline up to Maine. She causes more than \$387 million in damages (\$1.8 billion 1990 dollars). Broward County on Florida's southeast coast seems to be one of few counties spared the worst of it.

Holland America Line (HOLAM) introduces several new cargo ships to her Florida trade routes beginning with the *Gaasterdyk*, followed by the *Gorredyk*, *Grebbe dyk* and *Grotedyk*. HOLAM eventually sells off its freight division in 1974 and concentrates on the cruise industry as "HAL." Meanwhile, the 30,000-ton *Hanseatic* is the largest cruise ship to-date to visit Port Everglades, making 13 circuit voyages to the Caribbean and West Indies.

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## 1961

Florida Power & Light now has two units and two landmark red and white stacks that private boaters and commercial ships use for easy location of the port's entrance. Texaco Inc., considered the last of nation's leading petroleum



1960s-1980s: Sailor's Canteen/Post Office on Spangler Boulevard is a convenient stop for stamps and a sandwich.

companies to move into Port Everglades, constructs a 162,000-barrel storage tank. To accommodate both cruise and cargo activity, the Authority builds Terminal #31 (later renumbered as Building #16) – a 90,000 square foot dual-purpose facility at Pier 3. A 100-acre tract of land on the port's south end is cleared to serve as a spoil area for dredged material and land is raised 10 to 18 feet as an initial step of southerly expansion. Port Everglades is now considered the third ranking port in the State of Florida in terms of tonnage.

Three terms expire and three new commissioners are elected to join the Authority—Lawrence J. Corcoran, George W. Kelly, E. Laird Rickard, who dies soon thereafter and is succeeded by Kenneth E. Whitson.

## 1962

About 1,500 feet outside the port's entrance, the public spotlight is on "Spoil Island," a five-acre sand island surging 21 feet on the surface that was created by port channel dredging. Apparently, the port didn't contract for disposal of the dredged fill so the dredging contractor took a tremendous barge load of dirt and sand from the dredging and simply dumped it off of the port's entrance, creating an island. Fort Lauderdale city officials want to make it a

protected recreation site. Broward County wants it removed, but the port doesn't have the funds. While officials argue about who is going to remove the island, a local man stakes legal squatter's claims by pitching a tent and living on the tiny island. Officials are frantic to get him to leave, and eventually, the mayor and sheriff travel by boat out to the island and plead with the squatter to leave. The island was harming the environment, they argue, and could be a dangerous place for him to stay. They would be forever grateful if he would vacate. The young man plays along for a while but finally agrees to go – after one last island party. He invites all his friends and their friends, crowding several hundred people on the sludge pile. The party lasts all night and well into the next day until, reluctantly, everyone packs up and goes home leaving the island unoccupied. Its fate is finally determined by the Army Corps of Engineers ruling that the island will be allowed to naturally dissolve back into the sea, which it does, and in fairly short time thanks to a hurricane that washes most of the sand and earth up onto the shore creating a large private beach later enjoyed by residents of the Point of Americas condominiums. By '63, the island shrinks to a mere sliver and disappears.





1962: Ships in port (front to back) include a cargo ship, cruise ship *Santa Paula* and cruise ship *Hanseatic*.

For added security, public information and port recognition, a new modern gatehouse and overhead marquee is built at the port's entranceway on Spangler Boulevard, the main road into the port from U.S. 1. (The old fashioned gatehouse/marquee structure is removed in the early '90s.)

### 1963

Sea-Land Service Inc., commences service at Port Everglades with the 225-TEU capacity (twenty-foot equivalent unit containers) *Sea-Land Afoundria*. This service is discontinued in '64 when Sea-Land's ships are reassigned to emergency earthquake relief duty on the U.S. West Coast. Sea-Land doesn't return to Port Everglades until '70 and then only for a year, but returns for good in '74. In the decades to come, the carrier establishes itself as the seaport's most prominent shipping line. Atlantic Cement Co. takes advantage of the seaport's prime and available waterfront land and builds eight bulk cement silos with a total 250,000-barrel capacity.

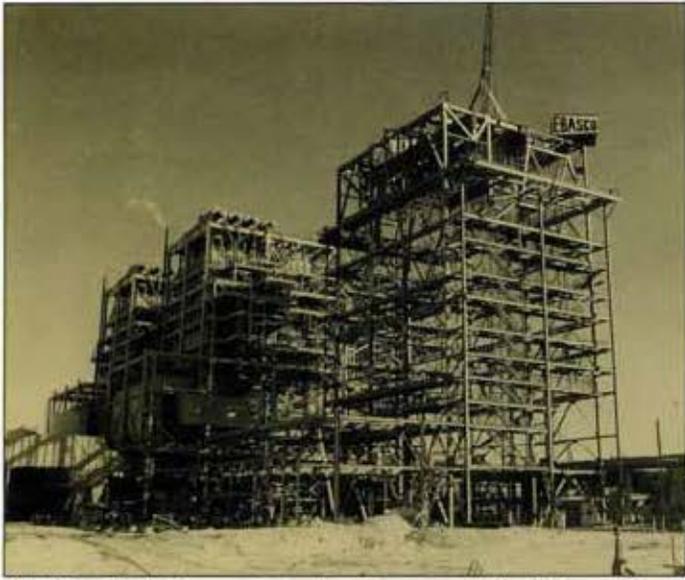
Peninsular & Oriental superliner, the 42,000-ton *ss Oriana*, now the largest passenger vessel to-date to visit a Florida port, makes her Port Everglades debut on August 20. Known as the "undisputed speed queen of the Pacific," *Oriana*, launched in '59 by Princess Alexandria of Kent, measures 804 feet long and carries 2,138 passengers plus a crew of 900. Her sistership, *ss Oransay*, also makes her maiden call. Cunard Steamship Company's *Carmania* and *Mauretania* begin winter sailings.

Two port managers serve: first Thomas Dromgool, followed by Jack D. Jackson who is acting port manager until early '64.

### 1964

Predictions of major cargo tonnage increases and ship calls justify building a new transit warehouse, so another 90,000-square-foot cargo/cruise facility, Terminal #32, (later renumbered to Terminal #18) is built for Pier 3 operations. A new, smaller port facility, slightly south of Port Everglades called Port Laudania, welcomes its first general cargo ship, the

# PORT EVERGLADES



(P.E. Archives)

1964: The third of four units is under construction at Florida Power & Light's Port Everglades power plant. Units are built in '60, '61, '64 and '66.



(P.E. Archives)

1964: Port builds new dual-purpose Cruise/Cargo Terminal #32 at Pier 3 (later becomes Terminal #18).



(P.E. Archives)

April 1964: Onlookers await the departure of *Hanseatic*, sailing to Europe via New York with 560 passengers.



1965: Cargo ship *Ferncliff* berthed next to scrap metal to be exported.

213-foot *Pelican*. Although ships call at both places, the larger seaport serves a different maritime market as the only harbor in South Florida capable of handling the heavy-bulk, deep-draft cargo ships serving southeast Florida.

Fidel Castro cuts off water utilities to the U.S. Naval Base at Guantanamo Bay on Cuba's southeastern side. The base quickly builds its own generators and purifiers, becoming self sufficient, but in the meantime, an estimated 1,148,000 tons of water are shipped to the base from Port Everglades.

J.B. (Sonny) Henderson joins the seaport and serves as port manager until 1969.

## 1965

Florida Legislature renames the Broward County Port Authority as Port Everglades Authority. Port Everglades now offers 10,410

linear feet of berthing and two primary passenger terminals with smaller facilities available as needed. Construction of four-lane roads begins inside the port and an ongoing port beautification program is put into effect with designed landscaping. A new office facility called the 611 Amman Building is built overlooking the harbor.

The port's little 11.5-mile railroad typically carries 220 FEC cars and 110 Seaboard cars, serving port industries and hauling scrap metal. Although commissioners agree the railway is a necessary part of port operations, they are also anxious for one of the major railways to take it over as it has cost the port money to run since the end of WWII. Overall business is still picking up, however. Operating revenue from seaport and rail operations reaches \$1,959,584. The seaport handles nearly 6 million tons of



(P.E. Archives)

1965: New port-owned office building, the 611 Amman Building, opens for leasing.

petroleum products, 374,631 tons of cement, 136,578 tons of steel and 71,725 tons of scrap metal. Cruise sailings increase to an average of about four cruise ships per week.

Cruise officials welcome Eastern Steamship Lines' *Ariadne*. Other cruise ships sailing are Hamburg-Atlantic's 30,000-ton *Hanseatic* under charter to Caribbean Cruise Line; Moore-McCormack's *Brasil* and *Argentina*; Grace Line's weekly *Santa Rosa* and *Santa Paula*; Portuguese Navigation's monthly liner *Santa Maria*; American Export Lines' *Atlantic*; Nederland Line's *Johann Van Oldenbarnevelt* and *Oranje*; Royal Rotterdam Lloyd's *Willem Ruys*, and Furness-Withy's *Ocean Monarch*. New Zealand Steamship Company's passenger/cargo ships *Rangitiki* and *Rangitoo* make regular calls along with P & O Line's *Oriana*, *Orcades* and *Oronsay*; the 45,000-ton *Canberra* and 24,000-ton *Chusan*; Cunard's *Carmania*, *Caronia* and *Mauretania*; Chandris Lines' *Australis* and Caribbean Cruise Lines' *Rivieria*; and Furness Lines' *Queen of Bermuda*. Ship calls are also made by *Southern Cross*, *Cabo San Vicente*; Home Lines' *Italia* and *Queen Frederica*; *Empress of England*; American President Lines' *President Monroe* and *President Polk*, and Costa Line's *Bianca* and *Franca C*—back for its seventh season and promoting “party cruises.” Costa expands its cruise offerings with three- and four-day cruises to the Bahamas from Port Everglades aboard the *Anna C*.

Florida Power & Light completes its fourth and final unit and the giant FPL industrial complex, now known as the Port Everglades FPL Plant, becomes the largest power installation in the state. The four units together generate more than 1.3 million kilowatts.



(P.E. Archives)

1966: A small island plot of land is removed and new Piers 5 and 7 are built in a peninsula.

Several Navy “firsts” take place in '65: A NATO (North Atlantic Treaty Organization) fleet makes the first of several visits that continue through the next several decades. The Navy's first guided missile cruiser *USS Boston*, first nuclear powered surface ship *USS Long Beach*, first nuclear powered frigate *USS Bainbridge*,



1966-7: Cruise ships in port north to south (right to left): *Empress of England*, *Adriadne*, Cunard ship (either *Carrmania* or *Franconia*) and *Rangitoto*.

first Emergency Presidential Command Ship *USS Northampton*, and *USS Okinawa*—first aircraft carrier to dock in 17 years—all make their Port Everglades inaugural visits. *N.S. Savannah*, the world's first nuclear-powered merchant ship, also makes her port debut sailing for American Export Isbrandtsen Lines.

Hurricane Betsy hits Southeast Florida and moves up to Louisiana. The Category 3 storm causes \$1.4 billion in overall damages (\$6.4 billion in 1990 dollars), but Port Everglades remains relatively unscathed.

Authority board members are Fred J. Stevens-chairman, R. A. (Dick) Basinger-vice chairman, Kenneth E. Whitson, George W. Kelly, and Lawrence J. Corcoran.

## 1966

Port Everglades buys 280 acres of land fronting the Intracoastal Waterway for \$5.3 million with proceeds from a \$18.6 million 1966 bond issue. The land is for the planned south cargo terminal which is designed to include a second turning basin.

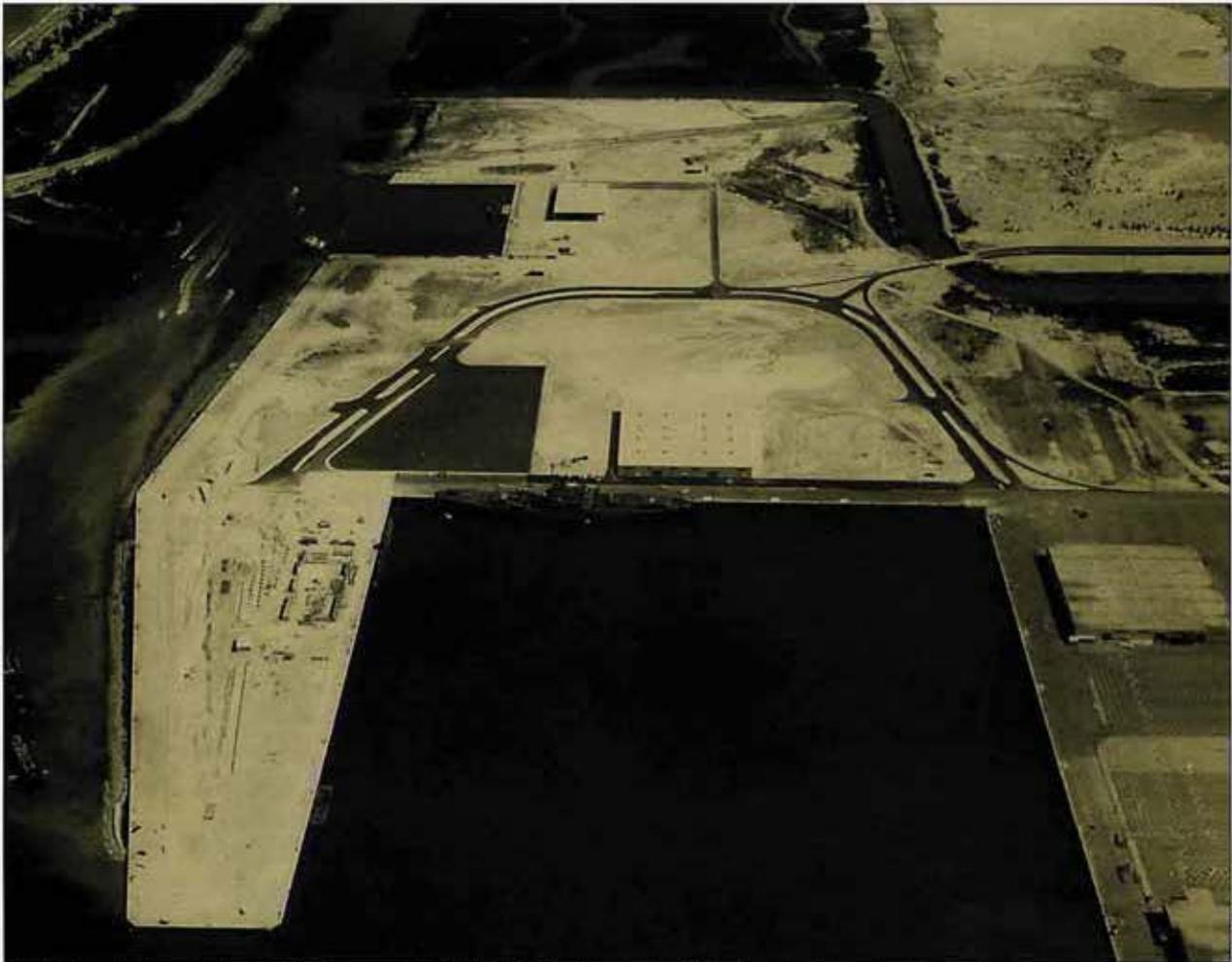
In a major construction project, Piers 5 and 7 are built into the harbor creating what will eventually become known as the Midport peninsula. To quickly utilize the new berths, a \$586,123 ultra-modern 90,000-square-foot transit cargo warehouse is constructed on Pier 5 and numbered Terminal #51 (later renumbered as Terminal #19). At the north end of the port, a new headquarters facility (Building #45) is built for Port Everglades Towing Co., the firm providing the port's harbor tug service. The building is torn down 30 years later.

The seaport earns \$2,117,477 in total operating revenue including \$67,603 revenue from the port's 11.5-mile railroad, still considered a money-losing operation. Efforts are made to transfer the railroad over to FEC, but negotiations hit a snag and stop when the port wants to protect the little line's 15 full-time employees. Two weeks later, the Authority approves, in principle, establishment of the Railroad Historical Society at the port. The main feature of the group's project is the locomotive *Ferdinand Magellan*, a private armored train used by three



(P.E. Archives)

1967: Historical rail cars from Gold Coast Railroad sit on port trackage.

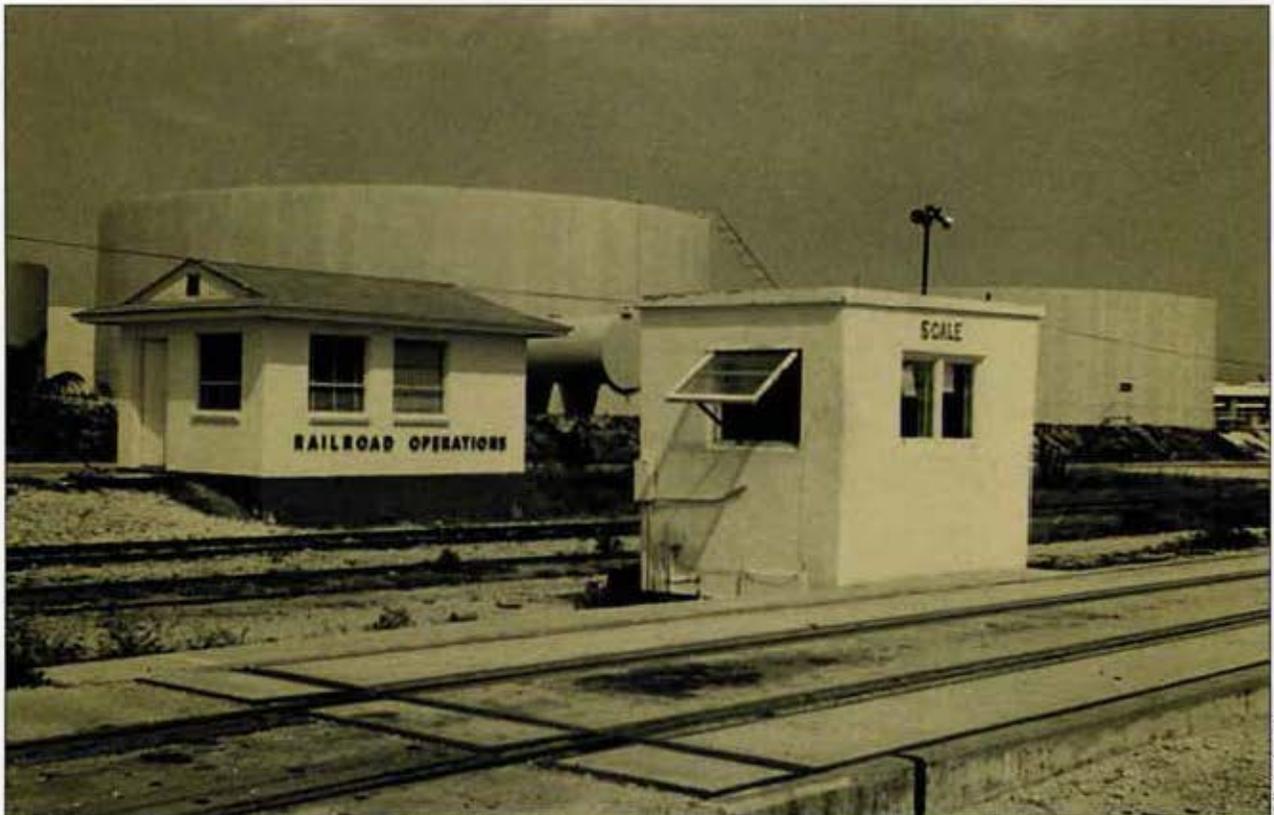


(P.E. Archives)

1967: Construction of a large 24,000-square-foot facility, Cruise Terminal #21, begins on the peninsula.



1967: *Leonardo da Vinci* and *Independence* are among the many cruise ships establishing Port Everglades as "South's Leading International Cruise Port."



1967: Broward County Port Authority Railway, 11.5 miles long, is sold to Seaboard Air Line Railway.



(P.E. Archives)

1967: Italian Line's *Leonardo da Vinci* enters the port. She makes in-transit port calls at Port Everglades until '78.



(P.E. Archives)

1967: A port record is established when *Steel Vendor* unloads 3.5 million board feet of lumber from the U.S. West Coast.



1967: Grace Line's *Santa Rosa*, which first called at the port in 1958, participates in new Cruise Terminal 21's formal dedication.

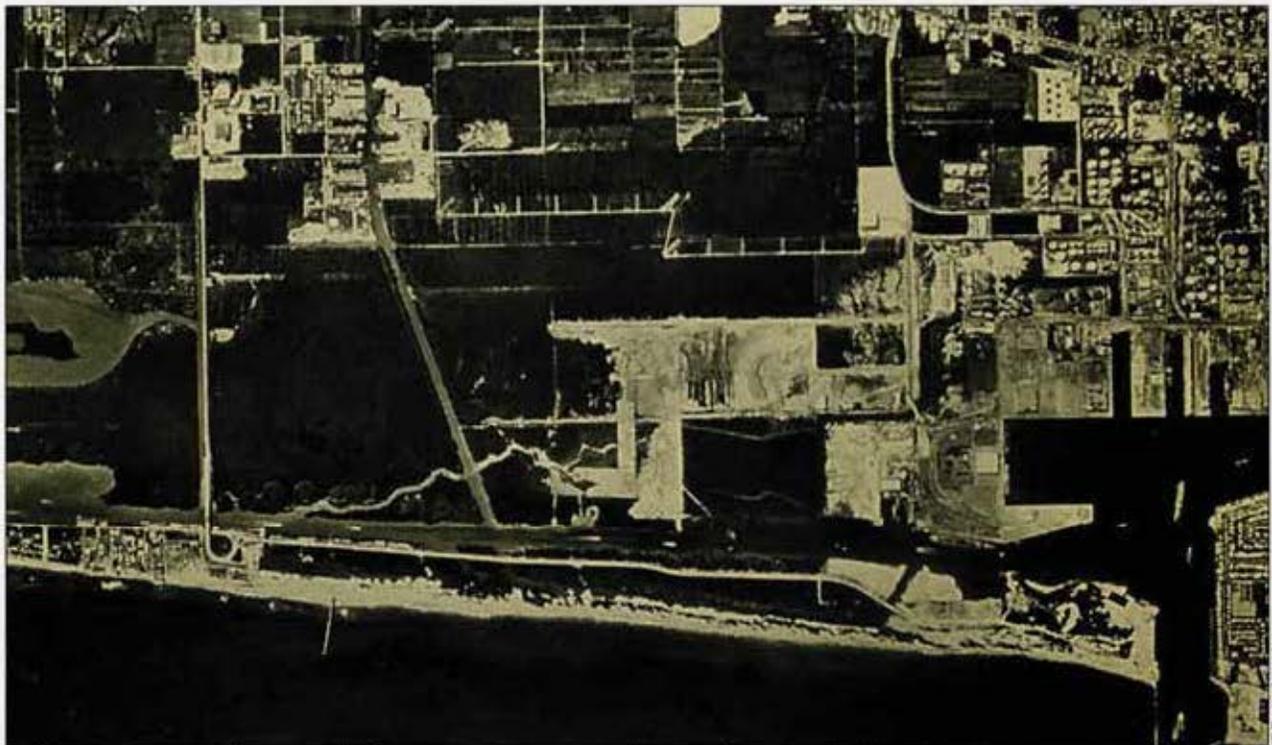
former U.S. presidents for campaigning—Franklin D. Roosevelt, Harry S. Truman and Dwight D. Eisenhower. On Sundays only, the train would carry passengers on port tracts for a small fee while several other cars would be on exhibition. The project never pans out.

## 1967

In May, the Port Everglades railway is turned over to Seaboard Air Line Railway.

A new port record is set when the *ss Steel Vendor* brings in 3.5 million board feet of construction lumber from the U.S. West Coast. Lumber is becoming an important commodity as South Florida picks up speed in growth and development. Even with the dedication of newly constructed \$600,000, 24,000-square-foot Cruise Terminal #21, the seaport's cruise facilities are kept busy. To help with the occasional cruise overflow, buildings #16 and #18, used primarily for cargo operations, each have small terminals on one corner that are used for cruise operations until the late 70s. Paquet Lines begins sailing each winter with the *Renaissance* and later the *Mermoz*.

Feb. 7, the Authority agrees to "sell" (at \$1 per acre) nine acres of land to the City of Fort Lauderdale for Snyder Park, stipulating that if the acreage ever stops being used for the park, the donated land reverts back to the port. The park is named for Samuel Pearl Snyder, tomato farmer turned road builder who constructed Las Olas Boulevard in 1916-17—the first highway from downtown to the beach.



1969: Port planners are focused on 280 acres of undeveloped waterfront land bought in '66 for a planned south cargo terminal.

In 1927, Snyder built main north-south roadway U.S. 1 from Dania North to Gateway (Sunrise Blvd.). Rock used for U.S. 1 running past Port Everglades comes from pits that form the present day lakes at Snyder Park. The 60+ acre park doesn't officially open until April '73.

Total waterborne commerce tonnage exceeds 8 million for the first time while cruise ships make 198 calls with 112,176 total passengers.

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### 1968

The giant 83,000-ton *Queen Elizabeth*, largest passenger vessel of her time, makes her Port Everglades debut and is stationed here for two years as a tourist attraction. Although the tourism project is considered a failure, the grand ship contributes to future development at the seaport's southern end as the Intracoastal Waterway is dredged to accommodate her bulky draft. Cruise Terminals #22 and #24, separate buildings at construction, open for cruise operations. They are later joined together into one large facility.

The 1,039-foot aircraft carrier *USS Independence* makes her first visit to the Port Everglades area in March, anchoring offshore.

Dry Marinas, a new family-owned dry-stack marina opens for business operating near the Florida Power & Light discharge canal. Offering dry slip storage for recreational boating, the firm continues to operate from the same site through the turn of the century.

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### 1969

The Port Authority approves and levies an ad valorem tax of 2 cents per \$1,000 of assessable property in Broward County. Transit Warehouse #7 is expanded to 84,000 square feet.

Commissioners at the end of the decade include Gregory S. McIntosh (who later has the connecting road to Southport named for him), Jack Clark, Fred J. Stevens, Lester E. Culverson and W. Phil McConaghey. Michael K. Tewksbury is appointed port manager, but resigns in '70 to run for port commissioner where he serves one term.

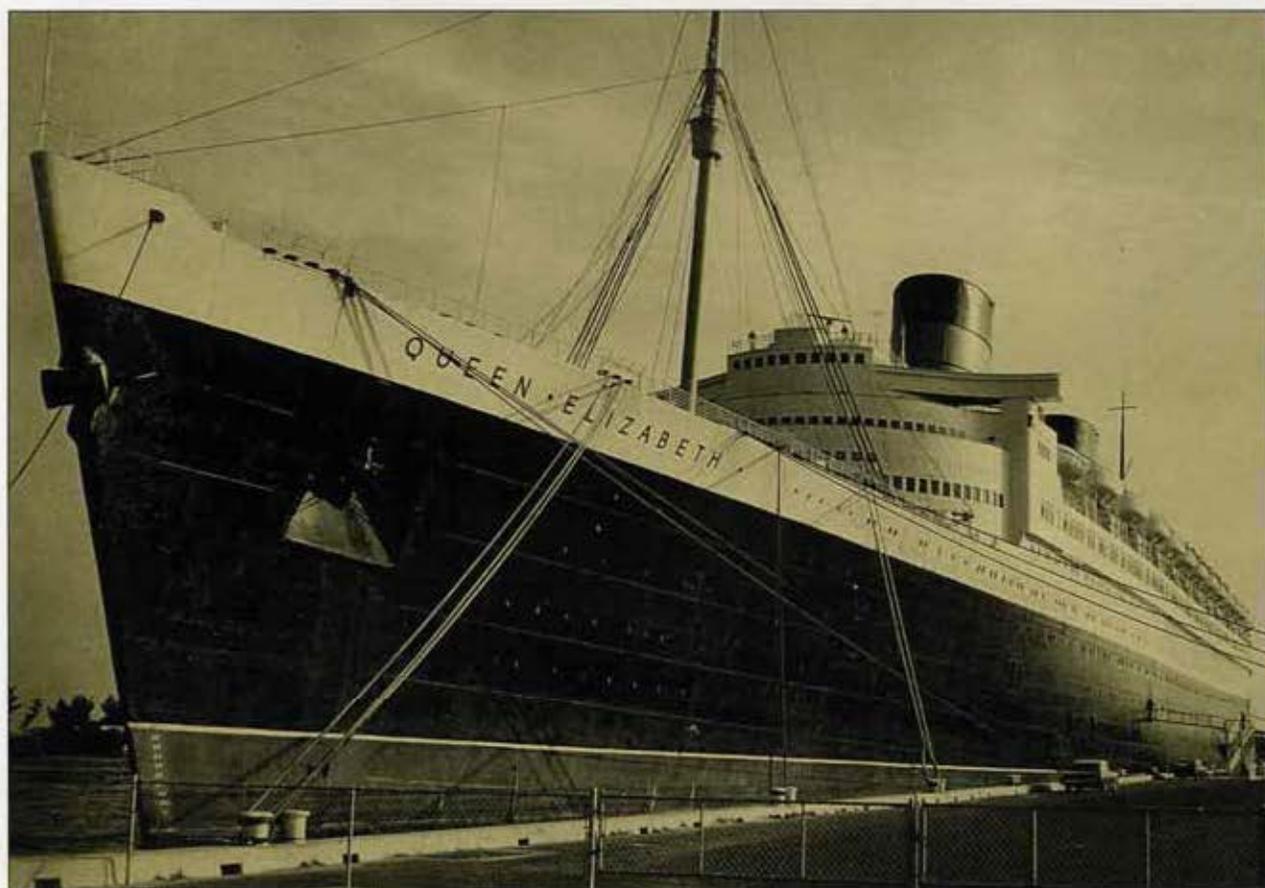


Dec. 8, 1968: *Queen Elizabeth* makes her Port Everglades debut escorted by a welcoming flotilla.



(P.E. Archives)

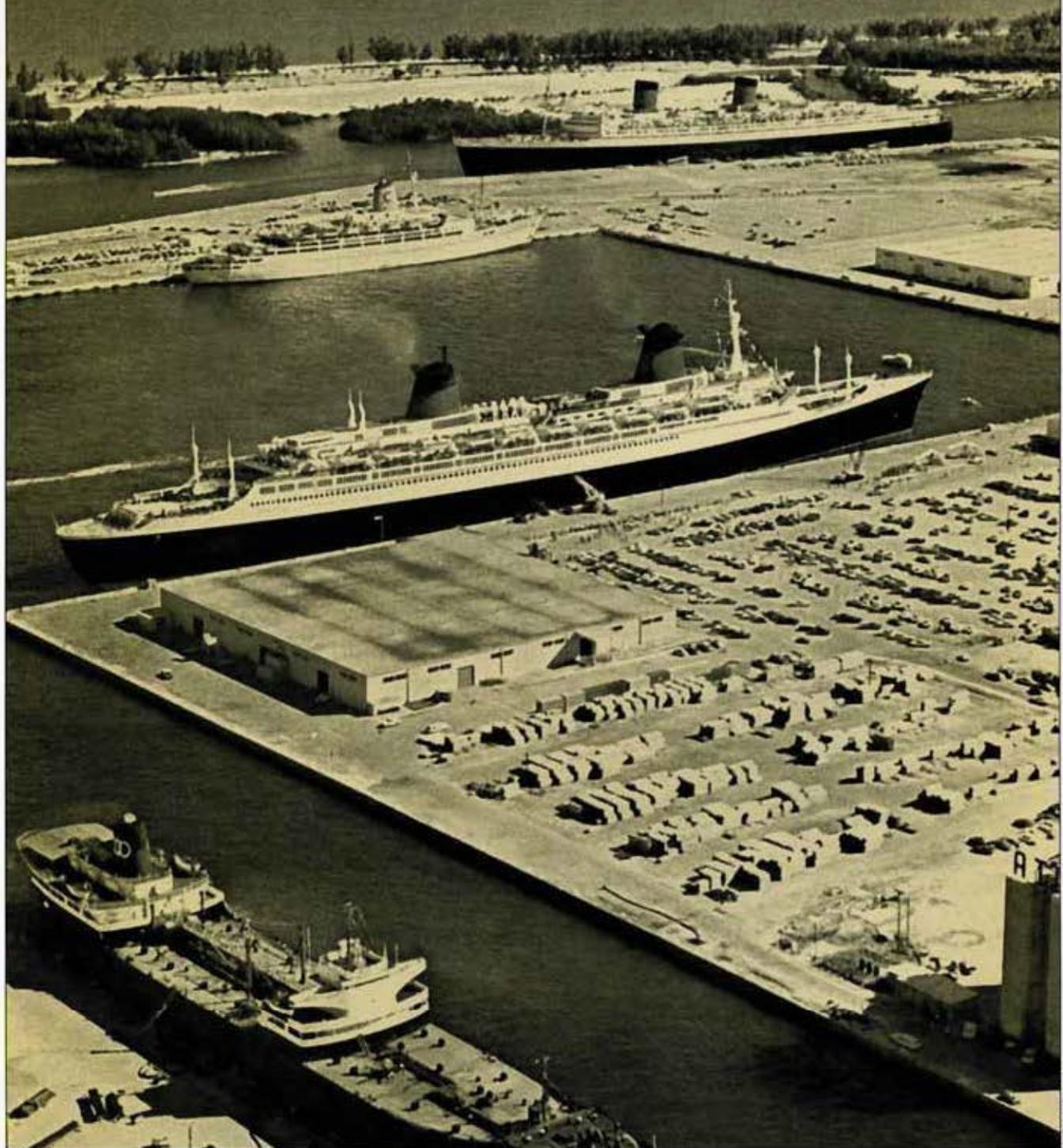
1968: *Queen Elizabeth* matches the length of a nearby Navy carrier.



(P.E. Archives)

1969: *Queen Elizabeth* berthed at Port Everglades from 1968-1970.

Harbor of  
PORT EVERGLADES, FLORIDA  
(Hollywood-Fort Lauderdale)  
1970 ANNUAL REPORT



1970: ss *France*, ss *Queen Elizabeth* and Costa Line are featured on the port's 1970 Annual Report.

# 1970s

## MANATEE MANIA

**I**n a decade of dawning environmental awareness, the slow-moving gentle West Indian Manatee became a major controversial subject at Port Everglades, inspiring the environmental passion of port commissioners, staff and citizens alike.

Every winter, warm-blooded manatees migrate south to escape cold northern waters. With the construction of the port-based Florida Power & Light power plant in the early 1960s, manatees soon discovered the plant's discharge canal which averages about 15 degrees warmer than the adjoined Intracoastal Waterway. Dozens of manatees began making the canal a warm and cozy sanctuary for up to four months a year during their annual southern sojourn.

As the port began to develop plans for unused land at the seaport's southern end, concern grew stronger about the safety of these migrating manatees near any seaport dredging and marine construction projects. Working with various agencies, the port made substantial and permanent contributions to manatee protection by establishing dredging safety procedures that are now incorporated into all federal and state dredging permit requirements for marine construction.

Although regulatory groundwork was already in place with the U.S. Marine Mammal Protection Act of 1972, followed by the Manatee U.S. Endangered Species Act of 1973, controversy accompanied local efforts to



provide a safe sanctuary within the power plant's discharge canal. One such effort included proposed private development of a 1900s Seafarers Village

and Maritime Museum on land bordering the discharge canal, previously leased by a company called Hydro Ski. Referred to as the Indian Overhaul Project, the facility would include a swinging "look-out" bridge over the canal to prevent powerboat traffic (and therefore protect manatees) and dockage space to restore up to six old wood character boats. When people were discovered living aboard the boats, the project was stopped and in '78, the port voted not to renew the lease.

Another controversial protection effort involved a floating canal barrier, erected by the port in '77 to stop boats from intruding on the manatees' security. The barricade infuriated curious boaters and local fishermen, charter and otherwise, who were denied access to the schools of tarpon that also frequent the canal. There was also the question of whether the port had the jurisdictional authority to close off a "navigational" canal. Subsequently, the port learned that by itself, it could not legally declare the area a preserve, close the canal, restrict boat traffic or enforce the regulations of other government authorities. Frustrated, staff were forced to remove the barriers which, in the course of events, were actually put up and taken down several times. The port continued appealing to boat owners through signage and



D.M. Schwann (F.E. Archives)

1970s: Looking northwest.

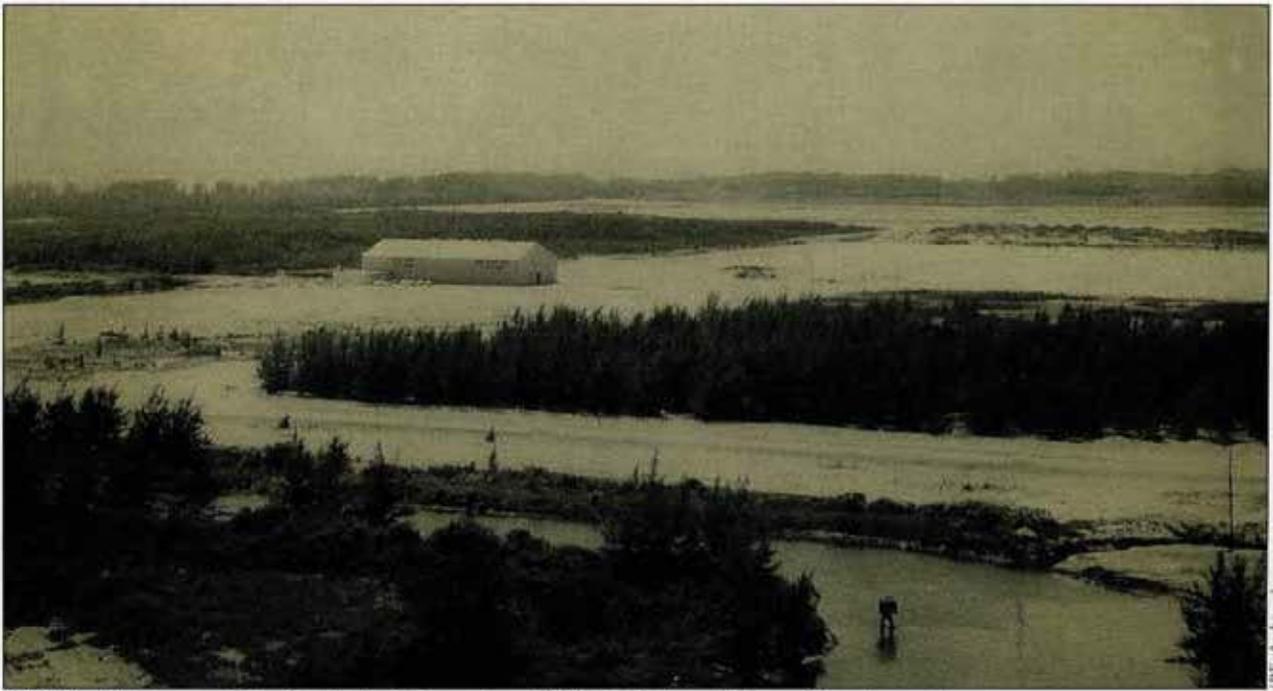
publicity to lower speeds, but it was finally determined that no one had jurisdiction to block off the canal unless the area was officially declared an approved sanctuary.

The only way foreseen to accomplish this goal was to encourage and support increased manatee protection measures enforced at the state level, and although the marine recreational industry worried that making boaters go slower would drive away recreational boating and tourism dollars, the Florida Manatee Sanctuary Act was finally passed on July 1, 1978, amid protests and cheers. The act establishes the entire state as a "refuge and sanctuary for the manatees" and permits enforcement of boat speed regulations in designated sensitive areas. (About two dozen manatee wintering sites, including Port Everglades, are now designated protection zones within the sanctuary area.) Port officials approved the construction of a

maintenance facility on the discharge canal for Florida Marine Patrol whose constant presence and designated role as manatee protector would further discourage speeding boaters in sensitive areas.

In addition to establishing a safe, permanent marine sanctuary habitat for migrating manatees, identifying several areas within the port area that require a higher sense of manatee awareness, and supporting successful Florida legislation for manatee protection, the port engaged in numerous other environmental programs over the ensuing years, addressing bird nesting, water quality monitoring, sea turtle tagging, and beach renourishment among many other projects. The port's ongoing dedication to its environment has contributed toward national recognition as an environmental leader.

Overshadowed somewhat by the manatee headlines, business boomed at the seaport.



1970: Dry Marinas, providing dry slip boat storage since 1968, stands alone at the port's southern end.

A surging Broward County population that nearly doubled in 10 years to more than 620,100 residents, guaranteed a mounting demand for petroleum and building materials such as cement, cement clinkers, lumber and steel. Conformity to standardized shipping formats finally prevailed and containerized activity resumed on a growing scale. For the first time, annual tonnages exceeded and remained in the eight digits.

The '70s marked a change in attitude and new era of cooperation between the cruise line and airline industries. It became evident that airlines should not be considered as competitors but that an alliance should be formed between airlines and cruise lines—the result is the now popular air/sea package. By the late '70s however, the seaport's cruise industry began to decline and port officials determined that a new aggressive capital investment into cruise facilities over the next decade would help regain lost business and surpass current activity.

The question of de-annexation from the cities within the port's jurisdiction became a major topic of debate toward the end of the decade but legislation addressing the issue temporarily killed the furor in '83. And, where the threat of warfare was once a reason for a

heavy Navy presence, now sunshine, beaches and South Florida hospitality began bringing increasing numbers of Navy ships to town. Ships operating in the South Atlantic or Caribbean area vied for a Port Everglades port call around Fort Lauderdale's famous spring break when the beachfront would overflow with partying college students.

## 1970

Container business resumes in earnest and total waterborne commerce exceeds 10 million tons. Lykes Line begins service to the



1970s: Postcard with *Queen Elizabeth*.



(P.E. Archives)

1970s: Port Everglades Fire & Security Department is centrally located for fast response to any emergency.

Mediterranean and Sea-Land returns for about a year before moving to Miami. New fencing and reefer plugs are installed.

Traditionally a winter season cruise port, Port Everglades offers its first year-round cruise service established by Eastern Steamship Line's *ss Ariadne* followed by Holland America Lines' *Nieuw Amsterdam*. Port Everglades also welcomes dockside the largest ship to-date, *ss France*, at 1,036 feet and 66,000 tons, which

made its first appearance at Port Everglades in '64 but had never entered the harbor and tied up at berth. The rare event of two of the world's most magnificent cruise ships in port, the *France* and the *Queen Elizabeth*, (based at Port Everglades for the past two years), inspires the port to immortalize the moment and put an aerial photograph of the two ships on its annual report cover. Shortly thereafter, the majestic *Queen Elizabeth* is sold, renamed the *ss Seawise University*



(P.E. Archives)

1970s: At the port's north end, Building #45 serves as tugboat headquarters from '66 to the late 80s. The building is torn down in '96.



Dec. 1970: ss *France* approaches the port.

and sailed to Hong Kong where a major fire puts an unfortunate end to her career. Port Everglades Pilots' Association increases its membership from five to eight pilots to accommodate the increase in ship traffic.

A barrier island that includes a long 2.5 mile stretch of beach and greenery bordering the port harbor and the Intracoastal Waterway becomes a state park named John U. Lloyd State Recreation Area. The park is named after the county attorney who fought to acquire 100 acres of land from the J.B. Kline family for \$1.6 million and developed the beach area for use by black residents during the era of 1950s segregation. In that early era, this pristine area was simply referred to as Broward Beach and the only access for visitors was by ferry or dune buggy. When state-built Dania Beach Boulevard opened to the public in '64, integration at the park began in full swing as increasing numbers of residents and visitors discovered its beautiful secluded beach. Port Everglades donates 24 acres to the park in 1972 based on the premise that the donated acreage is not essential to port operations. With an existing 80 acres, an additional 138 acres purchased by the state for \$15.2 million, plus the port's land donation, the park grows to 242 acres with 11,550 feet of ocean frontage. The donation is finalized by '74—about the same

time that nude sunbathers, horses and dogs are barred from the park's beach.

Jack H. Ferris, Jr. is appointed port director serving until the following year. Port Authority members are Jack Clark-chairman, W. Phil McConaghey- vice chair, Jack C. Behringer, Lester E. Culverson and Fred J. Stevens.

## 1971

The 963-foot *Queen Elizabeth 2*, introduced in 1969, makes her Port Everglades debut. Built by John Brown Shipyard of Glasgow, Scotland for \$69.8 million, she is one of a kind and remains the fastest cruise ship on the water through the turn of the century. Offering 100-day-plus cruises around the world, transatlantic and Caribbean cruises, *QE2* chooses Port Everglades as her Florida home port and visits one to three times every winter season until the mid-90s.

Tracor Marine opens a Port Everglades shipyard for ship repairs and begins operations using the largest synchrolift in North America. The lift measures 350 feet long and 80 feet wide with a lifting capacity of 4,500 tons and is regarded as the biggest innovation in dry-docking in 100 years. Closing its ship repair business at Port Everglades in the late '80s, the firm buys out its Midport lease, handing the port a \$3 million check. The lift is removed



P.E. Archives

1972: A second floor is added to the Port Everglades Administration Building.

and is eventually sunk off the Broward County coastline in 1982 as part of the Broward County artificial reef program.

Port Everglades is now Florida's deepest harbor—a claim to fame that carries through the next several decades. The world's largest ocean-going petroleum barge, the 270,000-barrel-capacity *ENCO Port Everglades* and her tug *Enco Sunshine State* are christened at Port Everglades in a dual ceremony. ENCO provides service between Texas and Florida.

The Port Everglades Oil Spill Clean-Up Committee is formed, dedicated to protecting the port's marine environment from oil spills and other related emergencies through training and emergency response. Members include the port, emergency response contractors and all of the port's petroleum firms. After a year of storing equipment at the port's public safety facilities, the Clean-Up Committee purchases a 9,000-square-foot building in 1993 from MacMillan Bloedel lumber firm and establishes a permanent Midport headquarters site for command operations and storing extensive spill response equipment.

A floating barge laboratory of the Environmental Protection Agency is relocated

to a new mooring site within the port (the site is later referred to as the "EPA slip" in the FPL discharge canal.)

Michael K. Tewksbury is Authority chairman with Douglas E. Laird as vice chair. Capt. Noel R. Bacon, USN (Ret.), is hired as port director, serving about 14 months. He is rehired in '73, but serves less than a year.

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## 1972

Fresh grapefruit is shipped to Japan for the first time and maiden voyages are made by the cruise ships *Aquarius*, *Fairwind*, *Angelina Lauro*, *Royal Viking Star* and *Island Princess*. A second floor is added to the port's Administration Building.

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## 1973

*Oriental Empress*, a combined passenger and cargo vessel, makes her debut. Her owner, C.Y. Tung, is the same buyer who purchased the *Queen Elizabeth* and remodeled her into a short-lived floating university.

Cement remains a major bulk commodity at Port Everglades and gets a big boost when Rinker Materials Corp., buys the eight-silo cement terminal from Atlantic Cement, builds a 15,500-square-foot warehouse and adds another two silos.



1973: Cement silos tower over the waterfront at Port Everglades.

Strictly a seasonal cruise port to-date, with all cruise ships disappearing for the summer months to sail Alaskan waters and other itineraries, Port Everglades' cruise industry hits a turning point this year with the initiation of year-round sailings by Sitmar Cruise Line's *Fairwind*. Her popularity during the summer months proves to the industry that there is a substantial and profitable Caribbean cruise market to be tapped during the assumed-to-be-too-slow summer season.

Port Authority chairman is Jack C. Behringer with Jack Clark as vice chair. Paul D. DeMariano is formally promoted from director of operations to port director and at the time, he is the youngest director of any major seaport in the country. Serving until '78 when he leaves to enter private business, he is credited with diversifying the port's operations from a heavy concentration on petroleum to container freight and cruise passenger operations. He establishes a separate marketing division focusing on the cruise industry; initiates the creation and modernization of new and upgraded cruise terminals; creates Foreign Trade Zone #25—the first in Florida—and deepens the entrance channel and harbor. He also earns the unofficial claim to fame as serving one of the longest terms as port director from the '60s through the '80s. DeMariano returns to the port in 1999 again taking the lead role as port director.

## 1974

Port Everglades now offers a deepwater harbor of 37 feet as the turning basin is redredged, the entrance channel is deepened and widened on a new alignment, and a new channel is dredged to the southeast section of the turning basin. Cruise passengers reach a new high with 261,957 travelers moving through the seaport. Sea-Land returns and commits to Port Everglades operations with the *Sea-Land Producer* unloading 100 containers from Europe.

To encourage more produce cargo, the port begins efforts to lure a freezer warehouse into setting up on-site operations. There is talk about building a facility for the Micro-Wave Seed project that would import, treat and re-export seeds, but it never comes to fruition.

Florida Power & Light builds the seaport's two largest fuel storage tanks.

An economic study shows what the seaport already knows—an unhealthy heavy reliance on bulk commodities, already affected by a major slump in Florida's construction industry, and petroleum. Petroleum is subject to the full brunt of an energy crisis and gas and fuel volumes moving through the port slump by 30 percent as petroleum products become allocated. Despite the slump, port officials begin an 11-year fight to keep Transgulf Pipeline Co.'s oil pipeline from Louisiana out of Florida, fearing loss of revenues, jobs and a risk to Florida's pristine



(PE Archives)

1974: Ships in port include: Cunard's *Franconia* (#24) & *Carmania* (#16), CCM's *Santa Maria* (#18), Costa's *Federico* (#21) and Eastern Steamship's *Adriadne* (#22).

environment. Port and petroleum shipper efforts will continue through the next several decades through an organization called the Florida Alliance whose mission is to successfully stop subsequent attempts of any Florida pipeline construction and to raise public awareness about the inequity of regulation between petroleum pipeline and shipping industries.

Cruise operations on the other hand continue to break records. Terminals #22 and #24, each a small separate facility, are joined and combined into one building with a large common area for baggage handling and customs staging. The first cruise ship to sail from the "new" facility is *Leonardo da Vinci*, kicking off her initial season of winter sailings. For decades following, Terminal #22/24's central warehouse area is the perfect size for numerous port functions and maritime trade shows.

Port Everglades Authority Commissioners are W. Phil McConaghey- chairman, Michael Tewksbury- vice chairman, Jack C. Behringer, Jack Clark and Fred. J. Stevens. Michael Marinelli is sworn in as an incoming commissioner and remains on the board for several terms through the 1980s.

## 1975

Arson is blamed for a \$1 million fire, the second in six months, that destroys the old 1932-built Transit Warehouse #7, packed with wastepaper destined for recycling (later referred to as secondary fiber), and \$250,000 worth of Navy equipment used by *USS Monab*. The port does not rebuild the warehouse.

Seatrains Lines Inc. returns with service to northern Europe on large 2,056-TEU vessels. This service continues until 1980 when Trans Freight Lines takes over with the inaugural sailing of *TFL Liberty* to North Europe.

Last revised in the late '60s and focusing on construction of a south turning basin, the Port Everglades Master Plan is again revised to show more detail on the proposed project. A large section of mangroves would have to be excavated for the planned 2,000 by 2,000-foot basin, and the port has to face the difficult project of obtaining the necessary permits now required to destroy the mangroves. The irony is that the mangrove forest would have been already cleared and filled in the 1960s if the area had not been designated as a future turning basin in the existing Master Plan.

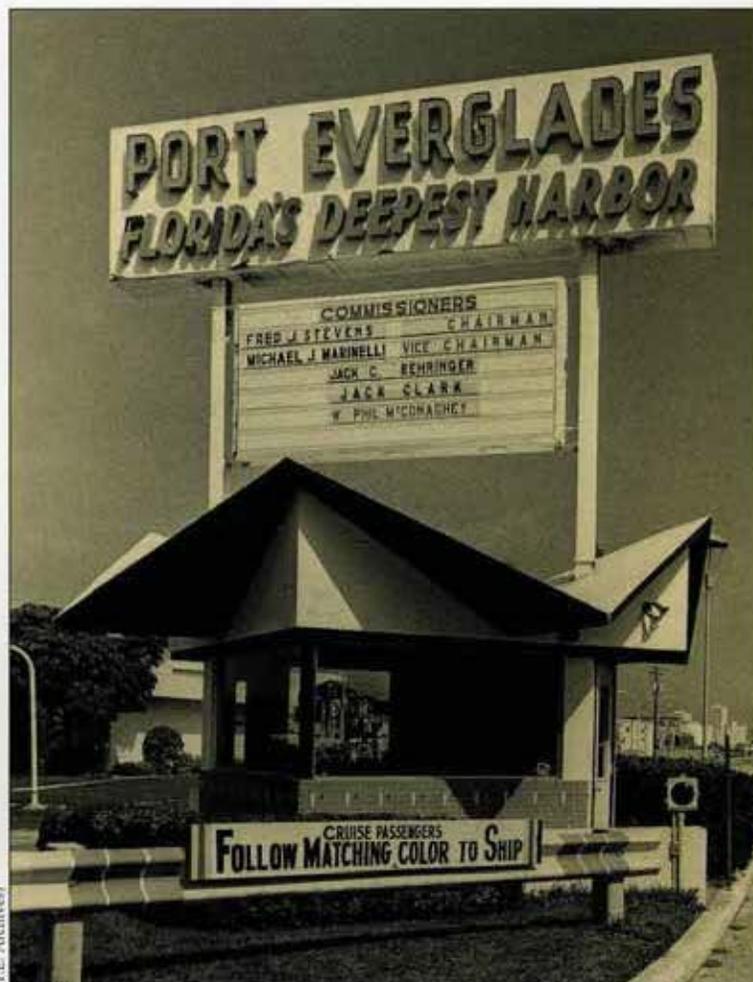
The new U.S. Coast Guard Station Fort Lauderdale, lining the east side of the seaport's harbor, is formally commissioned on Aug. 7, with the primary missions of search and rescue and drug interdiction. Newly commissioned *USS Nimitz (CVN 75)*, the nation's first nuclear-powered, 95,000-ton aircraft carrier, visits the area, anchoring offshore and sending thousands of sailors into port for "rest and relaxation."

To be prepared for any medical emergencies at the port, a paramedic response unit is set up at the port's fire station on a 24-hour basis through Broward County cooperation.

Port Everglades Authority Commissioners are Fred. J. Stevens-chairman, Michael Marinelli-vice chairman, Jack C. Behringer, Jack Clark and W. Phil McConaghey.

### 1976

U.S. Department of Commerce formally designates Port Everglades as the site of Florida's first Foreign Trade Zone (#25) and the Federal Economic Development Administration issues a \$2.6 million construction grant to build a 110,000-square-foot FTZ warehouse with support and security facilities. As the 30-acre zone is officially considered outside U.S. Customs territory, FTZ #25 encourages international trade as duties on merchandise



1975: The port entrance at State Road 84 and U.S. 1 boasts of Florida's Deepest Harbor.



1975: Port firefighters and Port Everglades Towing's firefighting tugboats respond to second fire at Transit Warehouse #7.



(P.E. Archives)

July 1976: U.S. Dept. of Commerce approves Port Everglades as future site of Foreign Trade Zone #25, Florida's first FTZ.

can be deferred, reduced or in some cases, eliminated. Scores of firms use the FTZ as a strategically located base of operations for storage, manipulation and transshipment of foreign and domestic merchandise.

The 181-foot, 85-foot tall ship *Unicorn*, a Finnish brig, is designated Ambassador of Good Will from Port Everglades to participate in the June 20th Bicentennial race of tall ships between Bermuda and Newport Rhode Island. As she sails out of the inlet, she reportedly dips her Bicentennial flag to aircraft carrier *USS Forrestal* anchored offshore.

In May, the Royal Navy carrier *HMS Ark Royal* steams into Port Everglades with some 600 men at the rails spelling out a Bicentennial message: 1776-1976. Lois Marinelli, wife to Port Commissioner Michael Marinelli, recalls an *Ark Royal* event in her book *Times Past But Not Forgotten*: "We were invited to a cocktail reception the first evening and the following night to a Bicentennial Ball ... a gala black tie affair ... The invitation had aroused our curiosity because

the word 'Carriages' was printed in the left corner and '0200' in the far right corner. No one seemed to know what this meant, but we were advised not to leave the party early, that it was bad manners; no one can leave before the Queen's dismissal. The ball was a smashing success and at exactly two o'clock a tall pompous man, dressed in tux, tails and high hat, marched out and stomped down a huge scepter commanding 'To your carriages.' We were dismissed."

Interstate-95, a crucial north-south highway that will remain vital to the intermodal transport of goods moving to and from Port Everglades, is completed through Broward County. Unfortunately, even with future expansion, the highway can't keep up with the county's tremendous population growth and soon becomes heavily trafficked.

June Silvernale joins the Authority as the first elected female port authority commissioner in the United States. Fred J. Stevens is named chairman of Port Everglades Authority, Michael Marinelli is named vice chair.



Late 1978: Port Everglades Foreign Trade Zone opens for business (looking south/southeast).

### 1977

Port Everglades now has eight transit sheds and seven cruise terminals. Foreign Trade Zone temporary quarters are established in Dania and permanent FTZ construction begins with 900 concrete piles driven into a bedrock to support the foundations of three operating buildings and two ancillary structures.

### 1978

FTZ #25 begins operations at its current location and shortly thereafter, the U.S. Dept. of Commerce authorizes expansion from 30 to 82 acres making it the largest operating FTZ in the United States at the time. The same year, Congress approves additional funds for harbor deepening and the seaport's prospect for handling larger cargo ships is becoming a reality. The first shipment of refined sugar to be offloaded at Port Everglades since WWII moves across the docks when the cargo liner *Diamant* brings in 3,700 tons from Brazil.

Bahamas Hydrofoil Cruises inaugurates daily hydrofoil service to Freeport, Grand Bahamas, using three 200-passenger foils.

The service doesn't last long due in part to unpopular rough riding across the Gulf Stream. In the late '80s, after the vessels have been out of service and stored out of water for many years at the port's north end, their special foils are removed and the bodies are resold as private, traditionally hulled boats.

Cargo Terminal #19, built in '66, undergoes a major redesign and renovation and becomes a dual-purpose facility now handling cruise operations in addition to cargo operations. (The terminal is renovated again in '86/'87.) On November 4, Terminal #19 hosts the inaugural festivities of new 17,600-ton liner *Cunard Princess* followed by her year-round seven-day cruise operations. The next day, Flagship Cruises' 25,700-ton, 661-foot *Kungsholm* makes port history sailing her first of four weekly cruises to Bermuda as the first ship to offer the popular island resort as a destination from South Florida. Other cruise ships sailing from Port Everglades include *Sagaffjord*, *Vistaffjord*, *Rotterdam*, *Leonardo da Vinci*, *Doric*, *Fairwind*, *Oriana*, *Royal Viking Sea*, *Frederico C* and *Queen Elizabeth 2*.



(U.E. Archives)

Feb. 1978: Daily ferry service to the Bahamas begins utilizing three 200-passenger hydrofoils. Service is short-lived although the hydrofoils stay in storage at Port Everglades until the late '80s.

*HMS Ark Royal*, British aircraft carrier makes her final Port Everglades call before decommissioning.

Port Everglades receives an award of merit from the American Association of Port Authorities for "Support of Audubon Society-Care of Roof Nesting Birds."

John Flynn, director of operations serves as acting port director through early '79. Ernest Pinto is named chairman of Port Everglades Authority, June Silvernale is named vice chair.

## 1979

On the cruise side, nearly 350,000 cruise passengers move through the port. Anxious to also grab a share of a huge container shipping industry, the seaport welcomes its first gantry crane (built by Paceco of Korea and purchased by Sea-Land Service for \$6 million) in October. Sea-Land's crane sits on 1,500 feet of rail at Berths #16/17/18 where it remains in

service for more than a decade. Port Everglades is one of the first seaports to use this efficient innovation in cargo handling. Onlookers who have never seen such a huge piece of hardware describe it as a "monstrous black titan." In spite of the progress made in containerized cargo handling, petroleum products still account for almost 67 percent of operating revenues by the end of the decade.

Luminarias Restaurant opens at the tip of the port's little peninsula with the unique setting of water on three sides and fantastic water views. The second floor is designed with an open panoramic view and port staff envision the possibility of moving port offices in there if the restaurant doesn't work out—which seems quite possible as the establishment goes through a series of changes. The restaurant becomes Normandy Beach from '81-82, Pleasures in '82-83 and finally opens as Burt & Jack's in May '84.

Port Everglades Association, a non-profit organization, formally incorporates on March 2, "to promote the growth and vitality of the Port for the benefit of the greater community and Port-related businesses." Its multifold mission reads as follows: "To promote and recognize the diversity of the Port Everglades business community as it relates to direct maritime interests; assist and support Port staff in achieving shared strategic objectives; provide advice and counsel on Port management from the customer's perspective to assure an internationally competitive position; and to be a resource to advance the Port's interests before commercial and political bodies." The founding fathers and the first board of directors

are: Jean Fitzgerald, Tracor Marine Inc.; Carl J. Thorsen, Eller & Co.; Hans Hvide, Hvide Shipping Inc.; Claude Collins, Strachan Shipping; Bill Jackson, Port Everglades Pilots; and Harry Santos, Jr. By the 1990s, the influential Port Everglades Association has more than 70 port-related business memberships.

Orlando Suarez is hired as port director and serves for less than a year. Phil Greene, director of administration, first serving as acting port director, is appointed port director in '80 and leaves in '81. Michael Marinelli is named chairman of Port Everglades Authority, Jack Behringer is named vice chairman. Other commissioners are Steven David, Ernest Pinto and June Silvernale.



1979: Port Everglades gets its first rail-mounted container gantry crane, owned by Sea-Land Service.



(Original photo: J.E. Clark)

1987: Popular "fish-eye" postcard.



(Original photo: J.E. Clark)

1988: Postcard aerial shows Holland America Line, Carnival Cruise Lines, and battleship Iowa (BB 61).

# 1980s

## DECADE OF DIVERSIFICATION (NOT DE-ANNEXATION)

**B**roward County population exceeded the one million mark in 1980 and petroleum products moving through Port Everglades matched the growing consumer demand. Still known as South Florida's "filling station" where tankers unloaded their petroleum products, Port Everglades was determined to soften its dependency on the petroleum industry. The seaport began focusing on diversification in the late 1970s and through the 1980s – a strategy that brings modern Port Everglades a healthy variety of commerce and industry. The early part of the decade marked the beginning of the port's very successful "Five Star Port" campaign, carving its niche in the cruise market by enticing the highest rated cruise ships in the industry and acknowledging the "five star" travel agents that supported the luxury fleet. The port's cruise industry, containerized cargo operations and maritime real estate business all become important profit centers thanks to the foundations and goals established during this era.

In the early part of the decade, port officials and lobbyists encouraged the State Legislature to consider granting de-annexation from the three cities within the port's jurisdictional boundaries when the delegation reviewed the Port Charter. The port's two-part argument claimed difficulty in dealing with the cities of Hollywood, Fort Lauderdale and Dania as each had different development requirements that sometimes conflicted. Another issue was



the disparity between the tax revenues the cities collected at the port and the amount spent on municipal services as the port provided its own police and fire services. A statement by a port official argued, "If the port was able to collect the same money in return for services, the operating revenues, used to subsidize the cities, could be used for capital expansion, thus reducing the port's dependence on its own county-wide taxing ability."

The community response to the port's proposed de-annexation was not favorable. The three cities were against de-annexation anticipating a large loss of revenue, the chambers of commerce were against it and so was the Broward County League of Cities. Editorials began appearing in the local daily newspapers suggesting Port Everglades should be transferred to county government to solve the jurisdictional problem. Then, in December 1983, Broward legislators voted 18-0 to reject the port's request to secede from the three cities and directed officials to agree on a compromise development code that will spare port businesses from conflicting regulations. By January, negotiations for a formal interlocal agreement between the port and the three cities were well under way with the final agreement signed in spring '84. The agreement addressed port boundaries, a uniform development code, city-supplied road maintenance, increased police patrol and cooperation, reimbursement of tax revenues to the port in

recognition of its professional fire fighting services and other issues.

For ease of reference in planning and developing, staff divided the port into sections—Northport, Midport and Southport and in the early '80s, discussion began on a proposed hotel/convention center complex for development at Northport (actually completed in '91) while detailed plans materialized for the overall development of the Southport cargo terminal. The Intracoastal Waterway was dredged from Burt & Jack's restaurant down to the Dania Cut-off Canal to accommodate future cargo ship traffic and in the mid-'80s, an additional 36 acres were purchased at the southeast corner of the proposed cargo terminal.



1984: Port Everglades begins a comprehensive wetlands mitigation program associated with its proposed development of a new turning notch.

In '84, the seaport refocused on the permitting process for an integral part of the overall Southport plan—a turning notch that will allow larger ships to safely navigate the narrow Intracoastal to and from the future terminal. To receive all necessary permits for the notch, the port outlined and began a major mitigation project to compensate for an 18-acre loss of mangroves from turning notch construction and gained national recognition for its extensive environmental efforts. The \$4.2 million project (of which \$1.5 million was reimbursed from the State of Florida) converted large acreages of unutilized uplands into healthy wetlands at the adjacent John U. Lloyd State Recreation Area. More than 160,000 new mangrove seedlings were planted and thrived, quickly growing several feet high. Shorelines were stabilized,

tidal flushing improved and new environments were created for young marine life by linings of rip-rap (limestone). A 168-acre tract of wetlands at nearby West Lake was given a healthy boost with an improved tidal flushing system and the port granted the remaining 48.27 acres (2.1 million square feet) of wetland mangroves alongside the proposed turning notch as a conservation easement. Plans were also developed for a tidal lagoon and educational environmental facility at the adjacent state park that wins national acclaim in 1991.

Although Southport and its associated primary projects were a focus of planning activity, it still essentially remained a big plot of undeveloped land through most the '80s. In spite of the operational challenges of no utilities or facility support, one shipping line decided to become Southport pioneers in the mid-80s. Crowley Caribbean Transport (later to become Crowley American Transport and later again Crowley Liner Services), an ocean carrier specializing in "ro/ro" (roll-on/roll-off) cargoes—trailers, buses and tractors, shared the port's vision of Southport and moved up from Miami to establish regular operations in Southport's undeveloped mud and dust. Crowley's commitment and confidence in the location encouraged port officials and increased their determination to build a major complex that could rival and compete with the industry's top container facilities. One of the first major facility elements, a permanent ro/ro ramp (as opposed to the floating barges that had been used) finally opened for operations in November 1990. Crowley remains a major Port Everglades shipping line through the turn of the century.

A new Port Charter was approved later in the decade and de-annexation was not mentioned thanks to new cooperation between the port and its three jurisdictional cities. In '89, a new inter-local agreement was ratified by the port, the three cities and the county regarding jurisdiction, law enforcement, fire protection, emergency medical services, water/sewer service, maintenance dredging, code enforcement and occupational licenses, zoning and building services, and future property. As the decade drew to an end, the seaport was growing by leaps and bounds with



1980s: The Port Restaurant provides a casual eatery (and sometimes even a lingerie raffle) for port workers.

record tonnages, cruise passengers and intensive capital improvement projects, but in spite of all the growth, development and diversification, the end of the '80s was fraught with controversy as the so-called political roller coaster took off again at full speed.

In '89, the Authority levied a 2.5 mil ad valorem (property tax) to help fund nearly \$300 million in planned capital improvement projects, mostly for Southport development. Although maritime businesses supported the tax levy in support of seaport expansion, the port acceded to public pressure and agreed to scale back expansion plans, eventually opting to lower the originally proposed levy down to 57 cents per \$1,000 of assessable Broward County property.

After half a decade of not being on the tax roll, the seaport's reappearance surprised taxpayers. Spurred by a nearly concurrent staff purchase of seven gold rings intended for presentation to Authority commissioners as a statement of office, negative media, public outrage and federal agency attention (including the FBI, U.S. Attorney's Office and the State Auditor's Office) blasted perceived improper spending practices at the seaport. Although the Attorney General's Office ruled that the purchase of the gold rings could be considered a

"frivolous waste but not a violation of state ethics code," allegations of misspent money and "Remember the Rings" became the battle cries of media, taxpayers and county officials who proposed and promoted dissolving the Port Authority and placing the seaport under county government.

Controversy aside, economic studies determined the seaport was providing an annual economic impact of more than \$3.5 billion to its surrounding communities by the end of the decade.

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## 1980

Port Everglades handles a total cargo tonnage throughput of 11.7 million tons with operating revenues reaching \$4.8 million. A 43 percent increase in container traffic is proof that the efforts of the Authority over the past few years to diversify the mix of cargo are beginning to pay off. Sea-Land, the prominent carrier and a contributor to that growth, celebrates its 200th vessel call.

The first hydraulic-powered, covered and handicapped friendly passenger loading bridge, purchased for \$260,000, is put into operation at Berth 24. A total of five bridges are ordered and



(Original photo: J.E. Clark)

1980s: Postcard.

these modern pieces of equipment, similar to airport jetways, are another factor in helping to lure cruise lines to the seaport, demonstrating the port's commitment to providing the cruise industry the best facilities.

The Authority approves and levies an ad valorem tax of \$1 per \$1,000 of assessable property in Broward County to assist with capital projects. In November, the "new" Authority Board includes Ernest Pinto-chairman, Steven J. David-vice chair, Jack C. Behringer, Michael Marinelli and June Silvernale. Phillip Greene, who is director of administration, is officially appointed port director and serves until '81 after which he joins the City of Hollywood as controller.

## 1981

Chuck Simandl, director of Engineering serves as acting port director until James Connolly is hired and serves as port director until '86. During his administration, the seaport begins laying the groundwork for a wave of capital improvements necessary to forge a flourishing cruise industry including several new

cruise terminals and major renovations to existing ones. Connolly promotes lighthearted mottoes that he calls "Connolly's Rules" with such commonsense quips as "Watch the nickels ... and the dollars will take care of themselves; Whenever given a choice of 'Take it or Leave it' ... always leave it; Never give away the meat ... and fight over the bone; Never let one discipline ... get ahold of your company."

A second gantry crane begins operations – this one is built by Kone Oy (Finland), owned by the port and has a 30-long-ton lift capacity. Continental Cement Co. of Florida takes over the existing dockside cement terminal from Lehigh Portland Cement.

Dutch trading ship *MV Pacific*, laden with millions of bananas, calls at Port Everglades, establishing the first regular produce service in 20 years, reminiscent of the days of the United Fruit Co. in the 1930s. ACT/PACE begins service to Australia/New Zealand shipping mostly frozen meat.

Port Everglades is the recipient of American Association of Port Authorities'

Citation of Meritorious Achievement Award for Endangered Species Involvement, recognizing the port's superior efforts to protect the manatee and raise public awareness. The same year Governor Bob Graham asks popular singer/songwriter Jimmy Buffet to lead a publicity campaign for manatee awareness. Buffet creates a new manatee tune:

*Sometimes I see me as an old manatee  
Heading south as the waters grow colder.  
He tries to steer clear of the hum-drum  
so near  
It cuts prop scars deep in his shoulders.  
That's how it flows right to the end.  
His body's quite flexible, but that barnacle  
brain don't bend.*

*Growing Older But Not Up*  
Jimmy Buffet

The Port Authority approves and levies an ad valorem tax of 44 cents per \$1,000 of assessable property in Broward County. Growing from five members to nine in November '80, Port Everglades Authority Board of Commissioners now includes Charles Shaw-chairman, Robert Barber- vice chairman, Maurice Berkowitz, Steven David, Stan Harris, Thomas Kearns, Phyllis Loconto, Michael Marinelli and Alan Marks. The following year, Michael Block takes David's seat and Martin Wyneken replaces Kearns.

along with another privately owned office building which will become known as the World Trade Center, then the Port Everglades Executive Center (1800 office building). New Nimitz-class USS Carl Vinson (CVN 70) makes her debut call to the area in May, anchoring offshore.

*Festamare*, a major nautical-themed summer festival, is held at the port's Berth 20 area. Guests enjoy musical entertainment and can tour the MGM *Bounty* sailing ship, the *African Queen*, frigate USS *Pharris*, research vessel USS *Glover* and two minesweepers, USS *Fearless* and USS *Illusive*. In spite of a celebrity entertainer list that includes Mitch Miller, Vic Damone, Henny Youngman, Greg Allman Band, Dukes of Dixie, Crystals and more, the festival loses money due to lack of attendance. The event is deemed a failure and not rescheduled.

Port Firefighters Local 1989 begins the annual tradition of coordinating a port business golf tournament to benefit the Muscular Dystrophy Association. This event continues through the next decade. In 1993, staff coordination is reassigned, the tournament is expanded to include tennis, and the beneficiary is changed to the port-located seaman's center—Seafarers' House. By the late '90s, the event is raising more than \$30,000 for the cause.

Florida East Coast Railway develops a rail-yard 1.6 miles from the port on land purchased from Causeway Lumber. This "piggyback" operation is equipped to handle trailers on flat cars (TOFC) or containers on flat car (COFC) modes and remains an important link in Port Everglades' intermodal connections through the turn of the century.

The Port Authority approves and levies an ad valorem tax of 37 cents per \$1,000 of assessable property in Broward County.



1980s: Port logo.

## 1982

Port Everglades begins incorporating city names into its logo to better represent its location and, with a newly deepened harbor of 42 feet, is comfortable in laying claim to the fame as being "Florida's Deepest Harbor." After years of marketing efforts, a large privately owned freezer warehouse finally opens for business at the port

## 1983

Port-owned land now consists of about 750 acres of upland plus about 260 acres of submerged land in the turning basin, slips and channels. The port does not own all of the land within its larger jurisdictional area – much is owned by private individuals and companies. Port Everglades establishes long-term relations with the Florida Ocean Sciences Institute (FOSI), by entering into a 30-year lease for



J.E. Clark

1984: Burt & Jack's Restaurant, located on the Midpoint peninsula, is opened with a star-studded celebrity event. The restaurant is owned by actor Burt Reynolds and restaurateur Jack Jackson.

1.62 acres. FOSI is an alternative school that motivates troubled students by developing their interest in marine science and projects.

Efforts to improve cruise facilities and attract new cruise business are focused on the seaport's north end. Cruise Terminal #2, built in '58, undergoes a major reconstruction. Reconstructed Cruise Terminal #1 opens in August, and receives a City of Fort Lauderdale Community Appearance Award (along with the local French Quarter Restaurant), in recognition of "Outstanding Achievement for Urban Environment Design" for its *trompe l'oeil* (fool the eye) mural painted on the north and east sides of the facility. The mural presents a realistic three-dimensional view of tiled roof overhangs, archways, balconies and windows that aren't really there. (The north side of the faded mural is eventually painted over in '95.) Terminal #1 is hardly used for several years except for a few sporadic ship calls and a few test market sailings by daily cruise line SeaEscape (which becomes the terminal's first and only full-time tenant in 1987 through to the next century).

Seven shipping lines now maintain regular container services at Port Everglades, making about 20 total ship calls in an average month. Aircraft carrier *USS Dwight D. Eisenhower* (CVN

69) visits Broward County but anchors offshore and sends sailors into port by launch boats.

Port Everglades is the recipient of AAPA's national Award for Environmental Improvement for Abatement of Petroleum Product Pollution at Port Everglades, a major clean-up project that recovers 90,000 gallons of ground fuel from decades of heavy petroleum operations.

The Port Authority adopts a Port Development Master Plan for 1984-2000 and levies an ad valorem tax of 29 cents per \$1,000 of assessable property in Broward County to help fund expansion. Port Everglades Authority Commissioners are Martin Wyneken-chairman, Phyllis Loconto- vice chair, Robert Barber, Michael Block, Harold Dyer, Michael Marinelli, Alan Marks, Stan Harris and Charles Shaw.

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## 1984

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The restaurant built in 1979 on the Midport peninsula officially reopens as famous Burt & Jack's gourmet restaurant, co-owned by actor Burt Reynolds and restaurateur Jack Jackson. Reynolds reportedly spotted the restaurant while flying in a helicopter during the filming of his movie *Stick* in '83 and after making inquiries to buy it, agreed to enter a partnership with Jack Jackson. Burt & Jack's

opens in May and although Reynolds does not attend the grand opening, many of his Hollywood celebrity friends attend including Ernest Bourgnine, Dom DeLuise, George Segal, Robbie Benson, Karen Valentine, Ricardo Montalban and Charles Nelson Reilly. Surrounded by water and port activity on three sides, the restaurant offers a fascinating, unique harbor view, an intimate atmosphere and superior dining that quickly ensures this restaurant's popularity.

Rinker Materials Corp. adds two more silos while a \$3.35 million blasting and dredging project deepens the port's section of the Intracoastal Waterway to 44 feet.

Port Everglades hosts its first Manatee Day, an annual tradition that carries into the next decade.

The Florida Legislature passes a local bill addressing the composition of the Port Everglades Authority. The board size is reduced from nine members back to seven—five elected

members and two appointed by the Broward County Commission, one to represent labor interests and one to represent business interests at the port. Phyllis Loconto is named chair of the Authority, Stan Harris is vice chair.

## 1985

Port Everglades sells its railroad connection with Seaboard System Railroad Inc., to the Florida Department of Transportation for \$4.5 million. The sale will facilitate construction of Interstate-595 – an east-west highway that will link Port Everglades directly to the rest of Florida's highway system. Florida East Coast Railway connections are retained.

Broward County State Attorney's Office begins an investigative probe into the port's bidding procedures that piques the interest of media and other agencies, kicking off several years of media inquiries and investigations into port activities. Meanwhile, containerized cargo moving through the seaport exceeds the half



Mid-1980s: Since 1971, Tracor Marine operates North America's largest synchrolift for large boat repairs.



1986: A scrap metal cargo ship loading up from the port's scrap yard at berth 26 might be headed to Japan, Korea or Turkey.

million tons mark at 590,301 tons. Anticipating need for additional facilities to the south, the seaport receives Army Corps of Engineers approval for construction of a southern turning notch.

Costa Cruises' North American flagship, the 31,500-ton, 984-passenger *Costa Riviera*, is the first cruise ship to be formally christened at Port Everglades, starting a trend that continues through the turn of the century as cruise lines want their majestic ships named with fanfare at "America's Five Star Port." *Costa Riviera* launches the line's memorable "Cruising

Italian Style" theme that is personified aboard all Costa ships. Ship's godmother at the christening is Connie Stevens.

A Small Disadvantaged Business Enterprise program is established at the seaport to help small minority firms get into the mainstream of business in Broward. Later in '90, Port Everglades is named Minority Business Advocate of the Year, acknowledging its numerous workshops, seminars and Fair Share agreement programs.

A known manatee hang out south of the power plant discharge canal, inaccessible by land, is officially designated a protected Manatee Lagoon.

Port Everglades Authority, now a seven-member Board, includes Michael Marinelli-chairman, Walter Browne- vice chairman, Joseph DeLillo, Jean Fitzgerald, Stan Harris, Alan Marks and Herb Myers.

## 1986

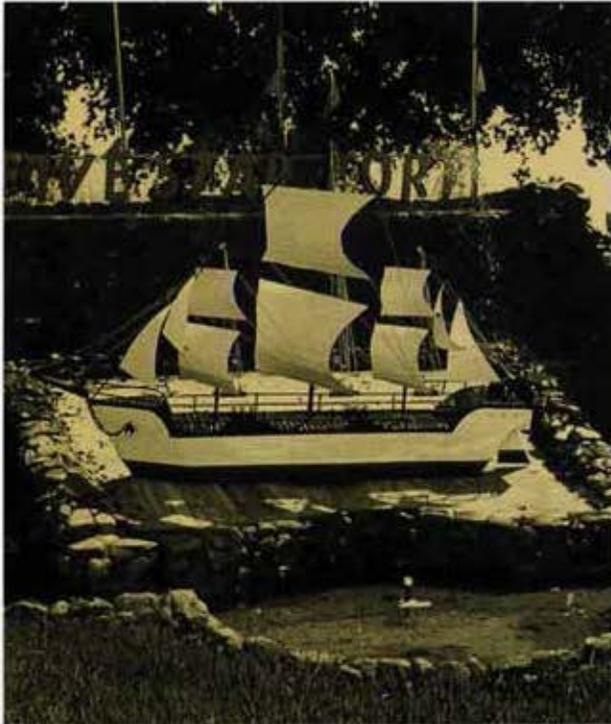
The first Crowley Maritime ships *Penny I* and *Mar Caribe* call at temporary facilities at the developing Southport Complex, essentially still scrub growth and muddy roads.

Port Everglades Authority issues a revenue bond for \$104,175,000 with varying annual installments through 2016 issued in part to defease the 1966 bond issue and provide funds for the seaport's building program. Port Everglades officials are excited about the capital expansion plan – one of the largest ever undertaken by a Florida seaport. Much of the capital will be used to create the Southport Container Complex which will be one of the most modern of its kind on the eastern seaboard. Southport projects that will benefit from the revenue bond include (but are not limited to) construction of the new turning notch so container ships will not have to back up the Intracoastal and the purchase of 36 acres from Hollywood Inc., for \$19.5 million.

Although an aggressive stance is taken on expansion, the seaport retains a strong commitment to environmental awareness, research and protection. The seaport is nationally honored in September when the AAPA acknowledges the port's admirable and successful efforts on behalf of the endangered manatee and presents the



1987: A tugboat wheelhouse greets passengers entering the Midport cruise area (removed by end of decade).



1987: Landscaping/artwork is created by the port's Public Works staff as part of a port-wide beautification program.

Award of Excellence for the port's environmental brochure explaining its manatee preservation program.

Daily catamaran service begins to Freeport but doesn't last long as numerous passengers suffer from seasickness and the media dubs the ships "Roughriders."

On Oct. 21, the famous and original *African Queen* is shipped through the port and loaded onto the *Sealand Producer* bound for the London Boat Show in England. The steel-hulled river boat was originally rented on location in Uganda for John Huston's epic *African Queen* movie—one of the first major American productions filmed on location in Africa. A stunt boat was used for the vessel that was blown up in the movie and the real *African Queen* returned to her river duties. When the movie became a cinematic legend, the studio brought the boat to the United States as a promotional afterthought. She moved through several owners and was eventually rescued from a cow pasture in 1982 and refurbished by Louisville entrepreneur Jim Hendricks. *African Queen* returns to South Florida via Port Everglades in December 1987.

Although many cruise lines have local offices, Ocean Cruise Lines is the first cruise line to make Broward County its permanent home. Its ship, *Ocean Princess*, debuts Oct. 25 and is followed by Home Lines' *Homeric* two days later.

Port Everglades Authority Commissioners are Michael Marinelli- chairman, Walter Browne- vice chair, Joseph DeLillo, Jean Fitzgerald, Betsy Krant, Alan Marks, and Herb Myers. Jim Phiefer, director of operations, serves as acting director until C. Thomas Burke is named port director. Burke resigns in '88 to become an international marketing consultant for the seaport.

## 1987

Port staff happily move into a new six-story, glass-front Administration Building at 1850 Eller Drive where nearly every office has a view. Passenger Development, Marketing & Sales (later renamed Cargo Marketing) and Public Relations (later renamed Corporate Communications) all become separate divisions in separate offices. The old facility is leased until it is eventually torn down in 1992.

Daily cruise ship operator SeaEscape permanently rejoins the port fleet, sailing from Terminal #1. Because the market is familiar with the SeaEscape name, through test sailings from Port Everglades and having sailed from Miami for several years, SeaEscape quickly becomes a popular Port Everglades excursion.

Terminal #3 has outlived its usefulness and is torn down while next door, Terminal #4, the



1987: High aerial shows Crowley as the pioneer tenant at Southport.



(J.E. Archives)

Dec. '87: Following a world tour, the original *African Queen* (from the movie with Katherine Hepburn and Humphrey Bogart) is offloaded by Sea-Land Service and forwarded by truck to the owner's home in Key Largo.



(J.E. Clark)

July '87: Battleship *USS Iowa* (BB 61) makes the first of two port visits (2nd: 10/88). Port and community grieve for new friends lost when an explosion aboard ship kills 47 crew April 19, 1989.



1987: Construction begins on modern, centrally located headquarters for Public Safety.

seaport's seventh cruise facility, opens at Northport with more than 16,000 square feet dedicated to cruise operations and another 80,000 square feet for transit cargo. The \$5 million facility is used primarily by a new day cruise line, Discovery Cruises. Discovery Cruises' predecessor, Sea Holiday Cruises, had tried day-cruises the year prior but the company didn't survive. Reorganized and refinanced, the new company Discovery Cruises begins operations, but as it is virtually unknown and competing with well-known competitor SeaEscape, her ship only carries 12 passengers on the first cruise. Discovery quickly gains popularity and within a short time the two daily cruise lines are each carrying up to 1,000 passengers a day in a burgeoning business that includes cruises to Freeport, Bahamas plus day and dinner cruises offshore. Thanks to the two daily cruise lines, the annual cruise passenger count at Port Everglades reaches and exceeds the one million passenger milestone with a total of 1,079,611 passengers.

Cruise Terminal #19 undergoes a major renovation for Home Lines while an eight-foot, two-ton bronze statue of Christopher Columbus arrives with fanfare aboard cruise ship *Costa Riviera* and is temporarily placed on display in Cruise Terminal #21. Sculpted in Italy, the statue is the first registered project of President Reagan's Christopher Columbus Quincentenary Jubilee Commission, a national

group to lead the celebration of the 500th anniversary of Columbus' arrival in 1492.

Containerized cargo also reaches and exceeds the one million milestone, jumping from 769,555 the year prior to 1,449,098 tons in '87. Continental Cement Co. of Florida, invests \$3 million to install an 800-metric-ton-per-hour, Swedish-built, dockside rail-mounted, Siwertell cement unloader.

*USS Leyte Gulf (CG 55)*, an Aegis-class guided missile cruiser, becomes the first Navy ship to be formally commissioned at Port Everglades. An estimated 10,000 guests attend the Sept. 26, 1987 pierside ceremony. Battleship *USS Iowa (BB 61)* makes her first of two port calls.

Port Everglades U.S. Customs Contraband Enforcement Team, working with the Florida Department of Law Enforcement and the Drug Enforcement



1987-1988: Port's "Superman" logo.

Agency, makes the nation's largest cocaine discovery/seizure to date in Port Everglades Foreign Trade Zone #25. Smuggled cocaine is

suspected and discovered cleverly stored in thousands of two-kilo packages carefully hidden inside drilled-out individual planks of finished wood used to build picnic tables and benches. More than 8,000 pounds of coke, with an estimated total street value of \$340 million, are seized from the giant shipment of wood.

The Greater Fort Lauderdale Convention & Visitors Bureau (GFLCVB) is created to promote the Greater Fort Lauderdale area as a premier leisure and meeting destination. To accomplish its goals, the bureau is divided into five major divisions: Administration, Leisure Sales, Communications, Marketing Services and Convention Sales. Port Everglades will establish a long-term working relationship with the "CVB" to enhance pre- and post-cruise vacations. Less than a decade later, the CVB moves its headquarters onto the third floor of the port's Administration Building.

### 1988

As seaport operations expand in a southerly direction, the original fire station is no longer

strategically located to quickly access all port areas. Staff and equipment relocate to a new centralized location in the port and into new modern Public Safety headquarters, a facility specially designed to accommodate the many facets of public safety including dispatch, offices, training and conference rooms, video workroom, equipment and apparatus storage, I.D. and permitting, and sufficient facilities for firefighters spending nights away from home protecting the port on rotating shifts. Offices are also provided for Broward Sheriff's Office as well as facilities for Broward County fire rescue paramedics.

Terminal #26 is dedicated as a new dual-purpose facility combining a cargo transit warehouse and a world-class cruise terminal. As the port's eighth cruise terminal, the award-winning facility is dedicated in conjunction with the renaming celebration of Home Lines' *Homeric* into Holland America Line's *Westerdam*. The following year, *Westerdam* is sent back to its German shipyard for an historic engineering project that lengthens her in the middle by 134



1987: Port Everglades' main entrance is still sporting a welcome marquee at State Road 84 & U.S. 1.



1988: The new Public Safety building at 1901 Eller Drive is dedicated October 1988.

feet to make her 798 feet. Adjoining Terminal #26 is a new modern office facility, Building #27, which becomes the new headquarters for Hvide Marine/Port Everglades Towing.

Port Everglades receives its first international tourism award, the *Grand Prix Mondial du Voyage*, acknowledging it as the World's Best Cruise Port thanks to its aggressive travel agent outreach program, its diversified options of cruise itineraries, a fleet of the highest-rated cruise ships in the world and its superior cruise terminals. The seaport receives this award an unprecedented six times through the turn of the century—1988, 1990, 1994, 1995, 1997 and 1999.

After Hurricane Gilbert batters several Caribbean islands, Port Everglades waives dockage and wharfage fees for any vessel transporting relief supplies.

Sea-Land Service's first giant 950-foot Atlantic-class container ship with a capacity for

3000 to 4000 TEUs makes its inaugural port call in a weekly service that will make a substantial contribution to the seaport's future growth in the container industry.

The 887-foot battleship *USS Iowa (BB 61)* makes her final Port Everglades call in October, just months prior to a tragic turret explosion that shocks the country and makes international headlines. The Broward County community mourns the nearly 50 lives lost of newly made friends during the recent port visit. Several months later, the *USS Wisconsin (BB 64)* is the last battleship to visit Port Everglades. Across the harbor from the battleship is Donald Trump's \$29 million yacht *Trump Princess*, sitting in the port's harbor to watch the Winterfest Boat Parade as it is too wide to navigate the Intracoastal Waterway. Nimitz-class carrier *USS Theodore Roosevelt (CVN 72)* makes her first visit of many, anchoring offshore due to her size and deep draft.



(J.E. Clark)

1988: Dual-purpose Cruise/Cargo Terminal #26 opens for operations. Tonight, the *Westerdam* glows alongside the new facility.

The seaport hires consultant Booz Allen & Hamilton to create a Management Organization Review and the controversial study is used to tighten budgets and reorganize management structure. Port Everglades Authority Commissioners are Joseph DeLillo-

chair; Herb Myers-vice chair, Walter Browne, Jim Kane, Betsy Krant, Michael Marinelli, and Alan Marks. Joel Alesi, director of administration, serves as acting port director and is appointed port director the same year, serving until '90.



(J.E. Archives)

1988: Port Everglades handles special shipments of all types including vintage aircraft.



March 2, 1989: A new 50-long-ton capacity Paceco gantry container crane is dedicated at Port Everglades Midport Terminal.

(P.E. Archives)

## 1989

Port Everglades finishes its new Master Plan with a list of capital improvement projects that includes “finishing” the Southport Container Complex. Florida Legislature approves a complete revision and update of the Port Charter.

The seaport’s third rail-mounted container gantry crane is dedicated at Midport. This new crane replaces a crane ordered but not delivered as it was heavily damaged en route to Port Everglades when the barge carrying it ran aground in shallow waters off of Louisiana. With a capacity of lifting 50-ton containers, the new mammoth piece of equipment becomes an important player in servicing the giant Atlantic-class container ships arriving weekly.

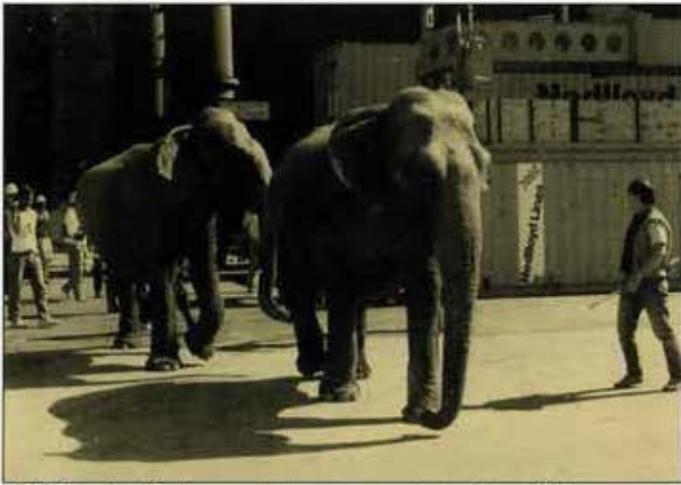
The Port Everglades Seafarers’ House opens to provide communications, ministry and special assistance services to ship crewmembers. Within a few years, the center moves to a larger facility in Midport and within a decade, is one of the busiest mariner hospitality centers in North America. By the turn of the century,

Seafarers’ House is again considering a move to a larger facility.

Marinelli Gardens picnic park is dedicated to long-time Port Commissioner Michael Marinelli for his guidance and leadership and becomes the new permanent home for the bronze statue of Christopher Columbus that has been on display in a cruise terminal since its ’87 arrival to the seaport.

Port Everglades is awarded AAPA’s national Communications Award of Excellence for two industry-specific videos. One is a marketing video targeting the U.S. Navy Atlantic Fleet—*Liberty Call*, the other an informational video outlining the seaport’s public safety program—*10-8*.

Cargo Terminal #3 is torn down and Cruise/Cargo Terminal #26, designed by Michael A. Shiff & Associates, wins an architectural award for its unique world-class design. The port is so pleased with the facility, it decides to use the same design, mirror imaged, on its next cruise facility to be built in a few years.



1989: Ringling Brothers transports circus animals through Port Everglades including 16 elephants (unloaded two-per opentop container), one rhino, three tigers and two leopards. The year prior, R. Bros. shipped 14 lions.

(J.E. Archiver)



1989: Dock Express begins unique float-on/float-off (flo/flo) service using vessels with submersible hulls to ship yachts overseas. In '92, the firm becomes United Yacht Transport and in the new century, Dockwise Yacht Transport.

(J.E. Clark)

Ship's Godmother Audrey Hepburn performs the traditional bottle smashing against the hull of Princess Cruises' new *Star Princess*—the fourth largest cruise ship in the world at the time of introduction and sistership to famed "Love Boat" of the television series.

*USS John F. Kennedy (CV 67)* makes her fourth port visit and Vintage WWII era aircraft carrier "Older but Bolder" *USS Coral Sea (CV 43)* makes her last Port Everglades visit before decommissioning.

Interstate-595, nicknamed the Port Everglades Expressway (or tongue-in-cheek — "Port Everglades Autobahn"), officially opens

with an Oct. 21 celebration of fireworks, a six-mile run and entertainment activities sponsored by local Chambers of Commerce. The new 13.5-mile, \$1.2 billion highway is projected to be used by 100,000 motorists a day by the year 2000. Linking Port Everglades directly with all of Florida's highway system, I-595 also creates a vital, convenient and direct intermodal link for the thousands of trailer and tanker trucks that move cargo in and out of Port Everglades on a daily basis.

Port Everglades Authority issues two bonds: 1989A Bonds for \$117,454,948 with varying installments through the year 2016, and 1989B Bonds for \$31,415,000 with varying installments through the year 2000. Part of the 1989A proceeds are used to defease the 1986 Bonds and the balance is used for capital improvements. The 1989B series is used for capital improvements only. Funds are primarily used for Southport development projects including dredging of the Intracoastal Waterway adjacent to Southport.

Tecmarine Lines Inc., begins containerized cargo operations at Port Everglades. Beginning



1989: The two-ton bronze statue of Christopher Columbus moves from Terminal #21 to its new permanent home in Marinelli Gardens.

(J.E. Clark)



Aug. 16, 1989: Aerial shows growing 65-acre Southport terminal before new bulkhead, cranes and ro/ro ramps.

with one ship, the Tecmarine fleet quickly expands to ten containerships and becomes known for its specialization in handling project cargo not practical to containerization. In '94, the line is the first to commence weekly service between Port Everglades and Port au Prince, Haiti, with the first arrival just prior to the end of the Haiti trade embargo (carrying embargo-exempt humanitarian cargo). In '95, the line signs a 20-year lease on 13 acres of the port's waterfront land for its permanent Florida marine terminal.

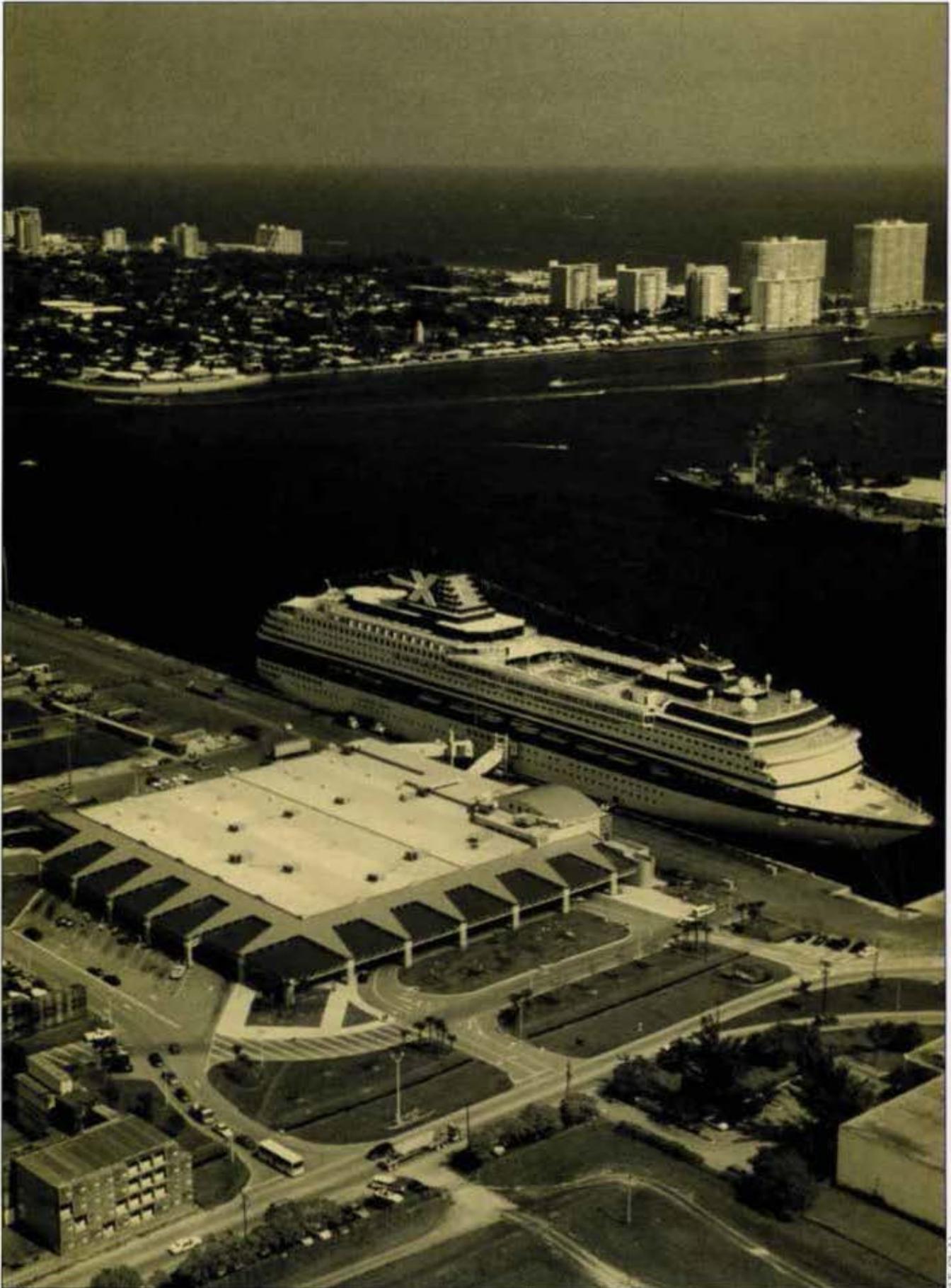
Hurricane Hugo rips through Puerto Rico, the Virgin Islands and other Caribbean islands

wreaking havoc with trade and tourism and causing more than \$3 billion in damages off of the U.S. mainland. Hugo creates formidable weather for Florida but stays offshore until making a direct hit on South Carolina as a Category 4 storm. Port Everglades again waives port fees for any ship transporting emergency relief cargoes to hurricane traumatized areas but can't get a break in the headlines amidst a rage of local political, media and public furor focused on the purchase of seven gold rings.

Closing out the decade, Walter J. Browne is named Port Everglades Authority chair, Betsy Krant is vice chair.



1989: Postcard features USS America (CV 66).



(J.E. Clark)

1997: Terminal #18 is a major \$11.5 million reconstruction project turning an old warehouse into the port's 10th world-class cruise facility.

# 1990s

## THE CHALLENGE OF TRANSITION AND GROWTH

**W**hile the 1990s kicked off with questions to be answered and difficult transitions to be made, this decade represents another banner era of growth and prosperity with millions of dollars invested in new facilities and new milestones established in ship calls, cargo tonnages, cruise passengers and overall revenues.

A whirlwind of controversy greeted the decade's beginning, carried over from the year prior as discussion over who should govern the seaport continued to excite the passions of politicians, businesses and voters. Early '90, the Broward County Legislative Delegation killed a proposal to put Port Everglades under county rule. Meanwhile, the Authority, determined to steady the rocking boat created by the "Remember the Rings" controversy of '89, permanently dropped seaport tax levies from the tax rolls and immediately launched a variety of austerity measures ranging from new budgetary controls, expense cost-cutting and a new competitive bidding process, to staff downsizing, increasing port user tariffs and postponing projects.

Despite the seaport's positive efforts in tightening its belt and a proven track record of ongoing successful commerce, a county-sponsored straw ballot in Nov. '90 asked Broward County residents if the seaport should be put under county government. Voters, extremely weary of port-related controversy covered in-depth almost daily by local media, overwhelmingly responded Yes. Broward County



submitted its ballot results along with a proposal to the State Legislature to implement the change and in March '92, the state scheduled the formal transition from State Charter rule to Broward County Government for November 22, 1994.

With several new commissioners joining only for the duration of the Authority's remaining years before dissolving, board members and staff continued working diligently to tighten the budget belt and improve the seaport's integrity and respectability. Staff began the complicated process of merging numerous aspects of seaport operations into Broward County government guidelines—from procurement procedures and paychecks to emergency management coordination and information systems. While many port employees were unhappy with wage freezes and/or decreased benefits, management took pride in what was considered a "seamless transfer" that allowed port business to continue without interruption through the transition process.

Development progress remained independent of any controversy as it had through earlier decades. Following the strategic guidelines presented in its Master Plan, Port Everglades completed several major capital projects that encouraged and accommodated a decade of record commerce: development and full utilization of the new Southport Container Terminal, two new parking garages, two new passenger facilities—Cruise Terminals #25 and 26,

major expansion of several others including Terminals #2, 18, 19, and 25, new Midport container yards and a steadily increasing number of container gantry cranes—eight by the end of the century. Phenomenal business growth also remained the norm. Between 1985 and 1995, cruise passengers moving through Port Everglades increased by more than 10 times while containerized cargo increased three fold. It soon became apparent that the port's Master Plan needed updating, so the new Port Everglades Master Plan 1995-2005 was developed to outline expansion for continued growth and prosperity into the new millennium.

To follow its ambitious Master Plan, the Port Department has had to increasingly rely on other funding sources (other than taxpayer assistance), and the 1990s mark the beginning of the port's participation in the state's new Florida Seaport Transportation & Economic Development Program (FSTED). Created to finance Florida port transportation or port facilities projects that improve the movement of cargo or passengers in commerce and trade, FSTED has a 50/50 dollar-match requirement with an extensive advance application and approval process, including reviews by three state agencies for each project. From 1990 to 2000, Port Everglades was awarded nearly \$20 million toward its capital improvement program from the FSTED Program—roughly 20 percent of the \$92 million total made available to Florida's 14 public ports.

As Port Everglades entered its 70th year of operations in 1998, planning was already in the works for development of the Southport Intermodal Complex, made possible by the county's biggest land purchase in recent history—\$120 million for 271 acres of land bordering the west end of the seaport. Not without its own cup of controversy primarily over its hefty price tag, the land is considered vital to the port's future with planned land use including an Intermodal Container Transfer Facility (rail yard), extensive container yard development, about two dozen acres for utility easements and 97 acres for the Port Everglades Commerce Center—a warehouse/distribution center to be developed by World Gate Associates LP in support of waterborne commerce.

At the end of FY 99 ending Sept. 30, 1999, top revenue earners remained from top down: Container Cargo, Petroleum, Cruise, Real Estate, Parking, and Bulk/NeoBulk Cargo. The port earned a record \$74.1 million in operating revenue and moved more than 23 million tons of waterborne commerce tonnage. On the cruise side, the seaport's cruise ship business boomed with multi-day cruise passenger counts finally surpassing daily cruise business and a year-end tally of 2.4 million total passengers moving through the port. Containerized cargo exceeded 4.1 million tons while petroleum products exceeded 15.5 million tons. By the end of the 20th century, the port was three months into its Fiscal Year 2000, already



(Original photo: J.E. Clark)

1990: Postcard features USS Nassau and cruise ship Mardi Gras.



(Original photo: J.E. Clark)

1991: Postcard features a harbor with diversified vessels: cargo, cruise and navy.

anticipating record revenues, passenger counts and cargo tonnages for the first year of the new century. A major expansion of the port's main entrance/exit Eller Drive was completed, new gantry cranes and several planned phases of development were in place for Southport, and following on the heels of Terminal #25 expansion, Terminal #21 and Midport Garage expansion projects were well under way with plans in place to permanently convert Transit Warehouse #29 into a dual-purpose facility for cargo and cruise, making it the port's official 11th cruise terminal.

In summary, the 1990s capped off a century of tremendous ongoing opportunity: opportunity for pioneers from all decades to dream a plan and plan a dream, opportunity fraught with growing pains and driven by determination, opportunity for the foresighted to forge foundations with successful results, and opportunity to create a permanent economic contributor.

## 1990

Cargo shipper Crowley Caribbean Transport signs a 10-year lease to continue operating at the developing Southport Terminal. While most of the surrounding acreage is still a muddy and dusty patch of land, Southport's newly constructed, permanent roll-on/roll-off ramp opens for business. The \$14 million, 2,500-space Northport Parking Garage also opens for

business as cruise passenger counts exceed the two million milestone with single-day cruise passengers accounting for an astonishing 1.4 million of the 2.1 million total. Celebrity Cruises' *Meridian* makes her Port Everglades debut and Ship's Godmother Annette Funicello christens Costa Cruises' contemporary 25,000-ton *CostaMarina*.

Whitbread Round the World Race, a nine-month, 32,932-mile challenge with 22 sailing yacht racers representing 13 countries, makes Fort Lauderdale the North American stopover for the first time and is based at nearby Pier 66 Resort & Marina for several weeks before starting the last leg back to England. The inconvenience of the 17th Street bridge prompts organizers to approach Port Everglades for a headquarters site when the race returns four years later. Already providing storage space for race supplies, the port agrees and promises to develop the dirt site at the Midport mini-basin prior to the race's arrival in 1994.

Aircraft carrier *USS Theodore Roosevelt* (CVN 71) establishes a precedent on October 26th when she is the first Nimitz-class aircraft carrier to dare bring her deep draft into port for dockside berthing. After *TR* proves that it can be done safely, nearly every visiting carrier thereafter comes dockside. *USS Miami* (SSN 755), the Navy's newest nuclear-powered fast attack submarine, also makes her inaugural call dockside. Ironically, due to operational



1990: High aerial shows short entrance channel and proximity to airport.

constraints and the fact that Miami is not cleared for nuclear submarine visits, Port Everglades becomes and remains the *Miami's* South Florida port of call. New aircraft carrier *USS Abraham Lincoln (CVN 72)*, commissioned in '89, makes her Port Everglades debut.

There are now ten harbor pilots assigned to Port Everglades through the Port Everglades Pilots' Association. Although harbor dimensions remain the same, the size of ships continues to increase in beam, tonnage and draft, requiring port pilots to proportionally increase their level of skill to maintain operational safety.

Amid cheers from the general public and local residents, the Port Authority denies permission to build a controversial medical waste incinerator on port land. Meanwhile, the port's old garbage incinerator is torn down just east of the Administration Building.

Resident manatees in the FPL intake canal spur the closing of the popular Sea-Life Viewing Area, a public observation look-out that attracted more than 400,000 visitors a year and was often touted as the "best free show in town." Concerned environmental agencies believe that good-intentioned visitors feeding the manatees, mostly food not a part of their natural diet, is weakening the manatees' health and disrupting their natural migration. (One generous gentleman makes a daily contribution to the manatees' diet that includes a large box of jelly donuts leftover from his bakery sales.) The manatees are "rescued" in an elaborate relocation mission and the park is permanently closed to avoid attracting any more "freeloader" manatees.

Hvide Shipping takes delivery of a 46,300-dwt U.S.-flag chemical tanker, the *M/V Seabulk America*. Built in Norfolk Shipbuilding &

Drydock Co., out of a wrecked tanker and a former barge, and finished in Jacksonville, the new ship is christened with fireworks and festivities at Port Everglades and put to operations in U.S. coastal trade.

Port Everglades awards the largest construction contract in its history, \$38.5 million, to build 4,760 lineal feet of Southport bulkhead, 2,740 feet of crane runway, three roll-on/roll-off ramps, a 50-foot finger pier plus utility installation, paving and other related projects.

Broward Navy Days Inc., a non-profit membership group formed at the port's encouragement, is established specifically to coordinate, enhance and widen the scope of community and business involvement in an ongoing annual event honoring the U.S. Navy's October 13th birthday. First promoted as Navy Appreciation Days in the late '80s, then as Broward Navy Days and then simply as Fleet Week, this birthday celebration traditionally attracts a variety of Navy ships ranging from submarines to aircraft carriers. Ships host dozens of pre-arranged special group tours and generally draw large crowds for free general public visiting. Thousands of sailors are hosted at week-long festivities, treated to numerous sporting events and welcomed at county-wide

community outreach programs. The seaport waives dockage fees for participating ships, including Coast Guard vessels.

Betsy Krant is named Authority chair, Jim Kane is named vice chair. Joel Alesi resigns as port director and Deputy Port Director Gene F. Ciccarelli serves as acting port director until '91.

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## 1991

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James J. O'Brien is named the seaport's 19th port director since 1963. He arrives with 28 years maritime experience, brings stability to a seaport that has been rocked with controversy for several years and sees the port through its eventual transition from State Charter to county government.

The \$49 million Greater Fort Lauderdale/Broward County Convention Center opens at Northport in Port Everglades. The 370,000-square-foot facility features a 150,000-square-foot exhibition hall the size of three football fields and is capable of handling about 840 full-size booths. Gracing the center's frontage—a \$1.5 million, 10,000-pound, 30-foot sailfish fountain sculpture, built in Colorado by artist Kent Ullberg, and dedicated to the Florida marine environment.



1991: The Greater Fort Lauderdale/Broward County Convention Center opens for business.

(J.E. Clark)



1991: Port Everglades builds a new Environmental Education Facility at John U. Lloyd State Recreation Area.

Port Everglades' ninth dockside transit warehouse Terminal #29, designed to possibly accommodate cruise operations down the road, opens for cargo operations at berth 29. The warehouse comes in handy as a makeshift cruise terminal by the middle of the decade when extremely busy cruise seasons bring certain days with more ships than cruise terminals.

Port-wide, employees participate in the local six-month Operation Homefront project where volunteers collect hundreds of thousands of care packages in Operation Shoebox, sent to servicemen and women overseas in the Desert Storm war. With the holidays in mind, volunteers also collect money, food and toys for local families of military personnel on active duty overseas. Following the war's end in February '92, crowds gather to welcome local service personnel home in a Navy League-sponsored parade on Fort Lauderdale's Las Olas Boulevard.

Costa Cruises inaugurates its third new ship in as many years at Port Everglades—the *CostaClassica* with Angie Dickinson as ship's godmother.

Port Everglades builds a new Environmental Education Facility overlooking a U-shaped channel at the adjacent John U. Lloyd State Recreation Area. The partially enclosed heavy timber structure encompasses 1,100 square feet and features a 700-foot

boardwalk overlooking the channel which is barricaded to boat traffic and allows observation of tidal marine wildlife. Complete with audiovisual capabilities, the facility is supervised by park personnel and utilized by various environmental education groups. The port is awarded with another national Environmental Award of Excellence from the American Association of Port Authorities for the project and its community outreach potential.

## 1992

Out with the old and in with the new—the seaport's old Administration Building (#61/61A) is torn down and its ninth cruise facility, the \$3.2 million Terminal #25, opens for operations as a mirror image of architectural



1992: Pilots and tugboats welcome the inaugural arrival of the *Dreamward*.

award-winner Terminal #26. Terminal dedication honors Carl Thorsen of Eller & Co., a pioneering leader and prominent influence in the port's cruise industry since the 1950s. To better accommodate cruise ships in the Midport area, the port adds a 150-foot-long, 40-foot-wide finger pier at Pier 7, tipping off the Midport peninsula. An event highlight for the port's



1993: A rare photo opportunity presents itself when three Cunard ships are in port at the same time: *QE2*, *Vistafjord* and *Sagafjord*.

cruise industry is the christening of Norwegian Cruise Line's *Dreamward* by singer/entertainer Diana Ross.

Work begins on the \$5 million Southport Phase IV project adding 55 additional acres and bringing the container terminal up to 155 acres. At midport, Rinker Materials Corp. invests \$5.8 million for the installation of a new 400-metric-ton-per-hour, Netherlands-built Kovako cement unloader on dockside rails.

In a 10-year lease agreement for \$1 per year, Daily Bread Food Bank begins operations in the port's former fire station on Spangler Road, serving as a major food distribution point for the tri-county area of Dade, Broward and Palm Beach. The Food Bank channels damaged food products and surplus foods to more than 150 agencies, churches and synagogues, typically distributing up to two million pounds of dry, refrigerated and frozen food a year and providing more than one million meals to needy people.

Hurricane Andrew, the third most intense storm of the century, slams into Florida's southeast coast August 24th with 145 to 175 mph winds annihilating a 25-mile-wide swath in Dade County. The Category 4 storm becomes one of the most costly in U.S. history with damages estimated at \$25 billion. Port Everglades sustains minor wind damage but immediately offers its services to help a shocked and

traumatized neighboring Dade County. The port's Foreign Trade Zone #25 (FTZ) becomes a storage, repacking and distribution center for the American Red Cross until closer facilities can be arranged nearer the most affected areas. A 29-truck convoy of the Indiana National Guard carrying the emotional message "With Love from Indiana" arrives with a special FTZ delivery of donated water, food and domestic necessities for hurricane victims. Port staff and volunteers from seaport businesses join in donating numerous hours toward relief efforts in



1992: Following the largest construction contract in the port's history (\$38.5 million) building Southport bulkhead, cranes rails and roll-on/roll-off ramps, work begins on Southport Phase IV—a new 55-acre container yard at the terminal's north end. Sea-Land Service moves into 43 acres in 1994.



(J.E. Clark)

1993: The first of three new \$7.9 million Southport container cranes arrives in February.



(J.E. Clark)

1993: Southport gets its second low-profile container gantry crane in March followed by a third in April. All three are operational by summer, doubling the seaport's container handling capacity.

the FTZ and down in Dade County along with thousands of concerned South Florida neighbors.

An economic impact study is released by the Broward Economic Development Council determining that Navy ship visits at Port Everglades contribute up to \$50 million a year to surrounding communities. Driving that point home, Nimitz-class aircraft carrier *USS George Washington* (CVN 73) makes her Port Everglades debut shortly after the study is released, bringing nearly 6,000 sailors ashore during a single port call.

Nearby at the Naval Air Station (NAS) Fort Lauderdale Historical Museum, President George Bush returns to the site of his 1940s TBM Avenger training, autographing a special 27'x7' mural that honors the historic Naval Air Station and the men who served there. Jeb Bush, the president's son, had represented his father at the mural's dedication two years earlier. Created by noted muralist Bob Jenny, the mural is named "On Final Approach" and depicts a TBM Avenger coming in for a landing at the NAS against a backdrop of a Fort Lauderdale



(J.E. Clark)

1990s: Giant container ships are escorted safely down the Intracoastal to the Southport Terminal.



1994: Aerial shows busy entrance channel.

J.E. Clark

sunset. The only historical building remaining from NAS Fort Lauderdale is the JBOQ where Ensign Bush was housed during his training days. Still belonging to the U.S. Navy, the building provides space to the NAS Historical Association for its small museum of historical memorabilia. Ownership of the building transfers from the U.S. Navy to the Broward County Aviation Department in October, 1996 as part of the airport expansion program but the museum is provided a permanent home.

Residents vote Yes on a county referendum to transfer Port Everglades from State Charter-run government to Broward County government which subsequently leads to legislation enacting the change in governance. Date of formal transition is set for November 22, 1994.

Commissioner Joseph DeLillo leaves office in November. Jim Kane is named Authority chair, Herb Myers is named vice chair.

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### 1993

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Port Everglades has 48 berths, nine passenger terminals, total cargo tonnage of 18 million tons and \$40.9 million in operating revenue. Three new \$8 million gantry cranes begin operations at the "new" \$100 million Southport Container Terminal making it fully a operational ro/ro (roll-on/roll-off) and lo/lo (lift-on/lift-off) facility.

The submarine *USS John C. Calhoun* (SSBN 630), built in 1964, ends her official career in July and is the first ship to be formally deactivated at Port Everglades in a respectful tribute to her



(J.E. Clark)

1994: USS *George Washington* (CVN 73) is the last carrier to visit Port Everglades with a full air wing aboard.

crews and accomplishments. On the upside, two Holland America Line cruise ships are formally "named" in Port Everglades ceremonies by Ship's Godmothers Lynn Arison and June Allyson for the *Statendam* and *Maasdam*, respectively. The multimillion dollar luxury ships are the first two of several new-builds for Holland America that increase the number of five-star ships in the Port Everglades fleet. Diamond Cruise Ltd. introduces its ultra-luxury twin-hulled 20,400-ton *Radisson Diamond*, considered a technological breakthrough in cruise ship stability.

Port Everglades and county staff begin intensive preparations for the seaport's transition to county government with the goal of effecting a "seamless transfer" that has no negative effect on port business.

Port Everglades is awarded American Association of Port Authorities' national Communications Award of Merit for its promotional video *Welcome to Port Everglades*. On a larger film scale, *Staying Alive*, a \$3.5 million NBC television pilot starring Larry Hagman, films on the port's petroleum docks.

Mary Anne Gray is named the last Port

Everglades Authority chair, Alan J. Kan is named vice chair. Tragically, after 19 months of enthusiastic, dedicated work, Commissioner Kan passes away from a heart attack on May 23, '94. His seat is not refilled for the remaining months before the Authority is formally dissolved. Other members of the last board include Doris Altier, James G. Kane, Thomas McDonald, Herb Myers and Jim Weldon.

## 1994

Cargo shipping line Sea-Land Service expands operations and moves from Midport to a 43-acre facility at the Southport Container Terminal, utilizing three 40-ton Samsung container cranes for their 950-foot Atlantic-class ships. Sea-Land's Midport crane (the seaport's original crane), is relocated to a port in Dominican Republic, bringing Midport back to two gantry cranes and the port's total cranes back to five. Late spring and summer, several new container shipping lines begin regular service from Port Everglades. King Ocean and subsidiary Sea-Barge (which eventually evolves into American-flagged Sea-Star), and

Hyde Shipping representing Hybur Ltd. and Thompson Shipping Co., move into the Midport terminal. The new companies contribute to a 50 percent increase in container business which reaches new milestones at more than 2.1 million tons in FY '94 and 3.1 million tons in FY '95. Bulk cargo also gets a boost when Continental Cement increases its storage capacity to 48,600 tons by adding two new silos and bringing their total silos to 20.

On the cruise side, a new record is set in April with 10 cruise ships in port. That cruise record won't be matched again until 1996, and is topped late 1997 with 13 cruise ships. Ship's Godmother Madeleine Arison christens Holland America Line's new 1,266-passenger cruise ship *Ryndam*.

To accommodate growing Midport cruise business, the badly needed Midport Parking Garage opens for business just in time to host hundreds of visitors associated with the Whitbread Round the World Race's North American Stopover. This year, Port Everglades is the only North American stop for the famous 32,000-mile yacht race. For three weeks, the Whitbread Heineken Village at the port's Midport mini-basin is the heart of activity centered around the yachts and their crews.

The 150-foot mega-yacht *ZEUS* is inaugurated in June. *ZEUS*, a private vessel mostly built at the seaport's north end, holds the record as being the world's biggest sloop with the tallest mast of 175 feet. She also has the ability to achieve record speeds of 20-30 knots.

Nov. 22, the Port Everglades Authority Board of Commissioners is dissolved and seaport governing duties are formally transferred to Broward County Government. Port Authority employees become county employees and Port Everglades becomes a department of Broward County, operating as an enterprise fund where seaport operating revenues are reinvested into port growth and expansion.

## 1995

The seaport completes its successful transition to Broward County government with no disruption to maritime operations/business while operating revenues hit an all-time high of \$51 million.

Several new cruise ships are inaugurated at Port Everglades including Crystal Cruises' *Crystal Symphony* (Ship's Godmother Angela Lansbury), Celebrity Cruises' *Century* (Ship's Godmother Christina Chandris) and Princess Cruises' *Sun Princess* (Ship's Godmother Lady



1995: Public Safety invests in a new high-tech E-One Industrial Pumper capable of delivering 3,000 gallons-per-minute of industrial foam and 1,000 pounds of dry chemical agent. The roof-top cannon can pump 2,500 gallons per minute of water, foam or dry chemical.

(PE Archives)



J.E. Clark

1995: American-flagged Sea-Barge, predecessor to Sea-Star Line Inc., begins the port's first regular service to Puerto Rico.

Dorothy Sterling). A major \$4 million expansion of Cruise Terminal #2 is completed in time to welcome the 77,000-ton *Sun Princess*, which is the nation's largest cruise ship to date at the time of introduction. *Royal Odyssey*, (formerly *Royal Viking Sea*) also makes her Port Everglades debut.

*Striptease*, a \$40-million Castle Rock Entertainment feature movie starring Demi Moore, Armand Assante and Burt Reynolds, films in the Midport area including Cargo/Cruise Terminal #26. *Pier 66*, a \$3 million Spelling Entertainment television pilot, films in the port's harbor. *Hello She Lied*, a \$2 million Showtime Movie of the Week starring Kathy Ireland, films at the Southport cranes.

Hvide Marine/Port Everglades Towing christens its new \$6.5 million TT *Broward*, a 100-foot powerful tractor tug with twin 2,550 horsepower engines. This brings the number of tugboats based at Port Everglades up to four with a fifth available as needed.

Crowley American Transport's Southport Terminal is named Terminal of the Year for its customer service and can-do attitude. Crowley's Port Everglades terminal now employs nearly 240 employees.

The new 18-acre Midport Cargo Yard is finished with the property filled by customers

nearly as soon as it is available for operations—indicative of the increasing demands and growth of the containerized cargo industry. In fact, for the first time in the seaport's history, containerized cargo surpasses petroleum in annual operating revenue for the port. Acknowledging this growth and the need to readdress its future development plans, Port Everglades initiates an update for its Master Plan which includes a planning horizon of 10 years and addresses potential and inevitable growth in cargo and cruise operations.

The Automated Manifest System is launched, a computerized system which will streamline clearance of goods through U.S. Customs, resulting in faster clearance and subsequent savings for seaport clients.

Rinker Materials Corp. increases its storage capacity to 65,000 tons by adding two new silos and bringing its total silos to 14. There are now 34 cement silos operational at the port.

## 1996

To accommodate Celebrity Cruises' new 77,000-ton cruise sister ships *Century* (12/95) and *Galaxy* (12/96), Port Everglades invests \$11.5 million in the renovation of an old cargo warehouse into the seaport's 10th world-class cruise facility – Terminal #18. Other newly



(J.E. Clark)

1996: Dec. 21st is the port's busiest cruise ship day in history with 13 ships in port. These two pictures show a full Midport and a late afternoon Northport.



(J.E. Clark)



(J.E. Clark)

1996: Port Everglades Towing tugboats line the pier alongside the parent company headquarters of Hvide Marine Incorporated.

built cruise ships to join the fleet: Holland America Lines' *Veendam* (5/96) with Ship's Godmother Debbie Reynolds, and Costa Cruises' *CostaVictoria* (12/96) with Ship's Godmother Carla Ardisson Costa. After several years without three- and four-day cruise options, Port Everglades also welcomes back Dolphin Cruises' *OceanBreeze* sailing twice weekly. Although the 1955-built ship only remains for one season, she is welcomed back with fondness—over the decades, she has sailed from Port Everglades under two other names: *Azure Seas* and *Southern Cross*. She returns to Port Everglades in '98 operated by Premier Cruises and begins offering two-night cruises in '99 through Imperial Majesty Cruise Line.

April 6 is one of the seaport's busiest cruise days to-date with an estimated 27,000 cruise passengers moving the port aboard 10 cruise ships in port (eight multi-day cruise ships and two daily cruise ships). Eight months later,

December 21 establishes a new world record in the port's cruise industry with nearly 30,000 cruise passengers handled in just one day and 13 cruise ships in port. The weekend of Dec. 20-22 also marks the port harbor master's busiest 72 hours in port history to date with 69 cruise ship moves.

*USS Cole* (DDG-67), the nation's newest guided missile destroyer, is formally commissioned and "brought to life" June 7 at Port Everglades in a huge ceremony observed by 5,000 guests. Guest speaker is Secretary of Defense William J. Perry and ship's godmother is his wife, Lee Perry. This is the second Navy ship to honor Port Everglades as its commissioning site, the first being *Leyte Gulf* (CG 55) in 1987.

Port Everglades is honored nationally with the Best of Class-Superior Award presented by the National Association of County Information Officers for Port Everglades' *Port Report* magazine.



1997: Celebrity Cruises is the primary user of new Cruise Terminal #18.

*Out to Sea*, a 20th Century Fox \$25 million feature movie starring Walter Matthau and Jack Lemmon, films at Port Everglades Terminal #26.

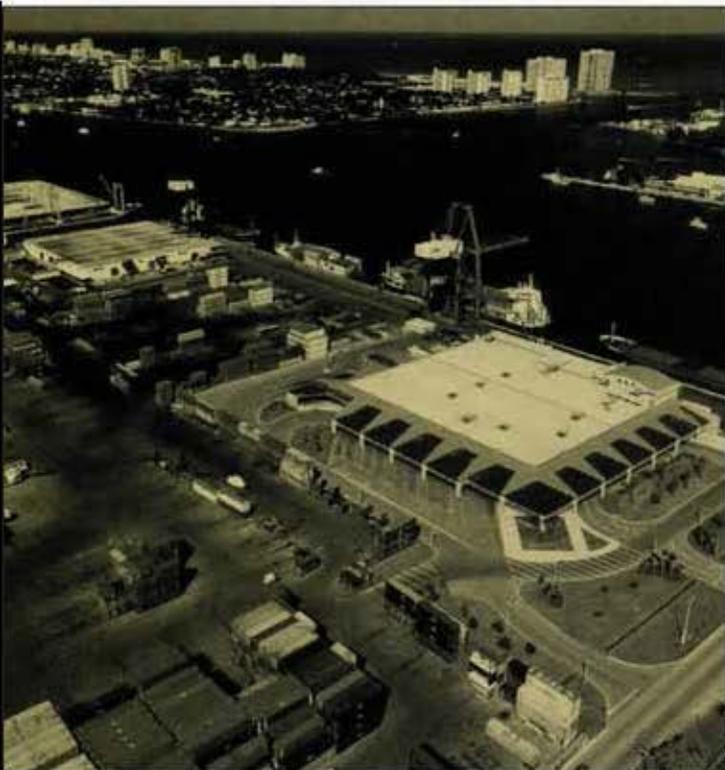
### 1997

Southport Terminal gets its fourth Korean-built Samsung 40-ton capacity container gantry crane. The \$9.4 million crane brings the port's total rail-mounted gantry cranes back up to six.

Another busy year of ship inaugurations includes Mobil Oil Corp.'s *American Progress*, the first double hull petroleum tanker built in a U.S. shipyard that conforms to OPA 90 requiring all petroleum carriers operating in U.S. waters be double hulled by the year 2015. Celebrity Cruises' inaugurates its new 1,870-passenger *Mercury*, introducing a new style of "high-tech" contemporary decor and amenities. Holland America Line (HAL) retires the classic



1997: Northport Marketplace, a \$25 million, 100,000-square-foot retail/entertainment complex opens for business on the seaport's northern border. It closes in 1999.



1997: Port Everglades' Midport Terminal handles both cargo and cruise operations. Today is a cargo day.

*Rotterdam V* after nearly a 40-year sailing career and introduces the new 62,000-ton *Rotterdam VI* as the new flagship of the HAL fleet. Her Royal Highness Princess Margriet of the Netherlands is ship's godmother. Hvide Marine christens its innovative ship docking module tugboat *New River*. The nation's newest aircraft carrier, *USS John C. Stennis (CVN 74)*, commissioned in Dec. '95, also makes her debut call at the navy's favorite liberty port. There is such strong interest in visiting the ship that traffic is backed up for miles outside the seaport's entrances.

The First Annual Golden Compass award, honoring exemplary contribution to the maritime industry, is presented to Hans J. Hvide (1917-1999), founder of nearly a dozen maritime companies and Chairman/CEO for Eller & Company, one of the port's original ship agent/stevedoring firms. Funds raised from the awards dinner benefit the Seafarers' House at Port Everglades. Subsequent award recipients include John Bowers, president- ILA ('98), Kirk Lanterman, chairman/CEO-Holland America Line ('99), and Thomas B. Crowley Jr., chairman/CEO-Crowley Maritime, (2000).

Port Everglades' *Port Report* magazine is awarded the Golden Pen Award of Excellence by the International Association of Business Communicators (IABC) Gold Coast Chapter. IABC also honors the port with the Golden Pen Award of Merit- Public Relations Program for the Navy/ Community Contact Program—an aggressive community outreach program that matches up to 300 culturally diverse South Florida community groups and schools a year with visiting Navy ships for educational tours and community outreach projects.

Discussion begins in earnest about the purchase of 271 acres of undeveloped land located between the airport and seaport. The land is considered crucial for port expansion, but becomes a political controversy when a county commissioner threatens to sue his fellow board members over the purchase price of \$120 million—reflecting the highest ticket land purchase in the county's history. Despite expressed reservations, a majority vote by commissioners approves the purchase from Michael Swerdlow Inc., late in the year and plans move forward to develop what will be known as the Southport Intermodal Complex. The acquisition agreement allows Swerdlow's company, World Gate Associates, to lease back 97 acres of the land for warehouse development into the Port Everglades Commerce Center.

Resolve Fire & Hazard Response School opens for hands-on emergency ship response training aboard training vessel *Gray Manatee*, a 138-foot ship simulator built from nine 40-foot and six 20-foot steel containers just north of the port's Public Safety building. Constructed to resemble a real ship inside and out, the simulator has fire and smoke delivery systems, realistic operational areas and compartments, and is adaptable to numerous potential scenarios for emergency training.

The third weekend in December stands as the port's busiest 72 hours to-date with the harbormaster supervising 132 ship moves (arrivals, departures and shifts) including 41 container ship moves, 21 petroleum tanker moves, one bulk ship and 69 cruise ship moves for a total of 3,175,057 gross registered tons handled.



J.E. Clark

1997: Broward County makes a historical and controversial \$120 million land purchase of 271 acres for Southport expansion.



(J.E. Archives)

1998: Overlays show planned Southport development.

Broward County enters into a 99-year lease with BCCC Hotel Limited Partnership for 4.412 acres of land at Northport where controlling partner in the project, Peebles Atlantic Development Corp., will construct a first-class, full-service 500-room hotel adjacent to the Greater Fort Lauderdale/Broward County Convention Center. Construction does not begin until after the turn of the century as issues are worked out between lessee and lessor. Initial plans outline a 17-story building with approximately 320,000 square feet of build-out area including approximately 20,000 square feet of meeting and conference space, two restaurants and a health club spa facility. Meanwhile, The Ireland Companies' Northport Marketplace, a newly-built \$25 million, 100,000-square-foot retail/entertainment complex, celebrates the grand opening of its signature tenant Planet Hollywood along with several other bars, restaurants and shops. By early 1999, however, the entire Northport Marketplace complex closes in bankruptcy and remains closed through the turn of the century.

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### 1998

Princess Cruises' 109,000-ton, 2,600-passenger *Grand Princess*, the world's largest cruise ship at the time of introduction, joins the port's fleet in October following a spring debut in Europe and a summer debut in New York. *Grand Princess* offers seven-day Caribbean cruises and introduces "Grand-class" cruising with 24-hour full-service dining and the largest number of standard staterooms with private balconies of any ship in the industry.

Whitbread Round the World Race—held every four years and touted "the world's most grueling yacht race" at 31,600-nautical miles, returns to Port Everglades for the second time. Three weeks of festivities are centered around the Midport-based Volvo Whitbread Village attracting hundreds of media and international guests to Broward County and bringing thousands of visitors to the port. Navy ships *USS Gates* and *USS Spruance* participate in the activities focused on the crew of nine Whitbread 60s racing yachts. This is the last time Whitbread visits Port Everglades in the 20th century.

Broward County issues approximately \$210

million in port revenue bonds to pay for a 271-acre land purchase approved late 1997, defease an older revenue bond issue and fund port-wide infrastructure improvements.

The bombing of an American embassy in Africa puts U.S. armed forces on alert worldwide. As a precaution, intense security consideration and planning is incorporated into the annual Fleet Week event at Port Everglades to ensure the security and safety of service personnel and visiting public. The increased security enhancements don't discourage attendance and a record 25,000-plus visitors come to Port Everglades for Navy ship visiting.

Additional expansion takes place at the Southport Container Terminal with the completion of a 23-acre container yard (Phase 5-A) at its northwestern corner. The yard is leased to Seaboard Marine in a 20-year lease as soon as it is completed. Construction widening Eller Drive to four lanes begins, including a new bridge across the FPL discharge canal. Terminal #25 is expanded by 15,000 feet, turning the facility into a "mega-cruise terminal."

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### 1999

January 17, 1999, is the port's busiest cruise day to-date, breaking the world's modern record for the most cruise passengers ever processed in a single day—more than 33,000. The 12 cruise ships in port disembark in two hours the equivalent of 110 fully loaded Boeing 737 jetliners and, during a five-hour period in the afternoon, embark a similar number of passengers. Placed in a single line, the passengers the port handles in that one day would stretch nearly 20 miles, occupy 825 standard buses or fill both Miami Arena and the National Car Rental Center in suburban Greater Fort Lauderdale.

The cruise industry is now introducing dozens of new build cruise ships large enough to earn the title of "mega-ship" (more than 60,000 tons and 1,500 passengers) and the majority of the port's 10 cruise terminals are now able to accommodate these giant floating luxury resorts. Expansion of Terminal #21 by 33,000 feet gets underway in '99 with completion planned for 2000, along with the expansion of the Midport Parking Garage from 1,000 parking spaces to 2,000.



1998: An east view highlights the port's extensive petroleum tank farm, now handling 15 million tons of petroleum products a year.

The port hosts several major cruise ship naming ceremonies: Renaissance Cruises' new *R-3* and *R-4* cruise ships making in-transit debuts, Radisson Seven Seas' new *Seven Seas Navigator* and Holland America's new *Volendam*, both joining the port's regular fleet, plus the renaming ceremony of Cunard's *Royal Viking Sun* into Seabourn's *Seabourn Sun*. The port looks forward to hosting the naming ceremonies of the new 77,441-ton *Ocean Princess* and the 63,000-ton *Zaandam* in early to mid-2000, and welcoming year-round sailings by Royal Caribbean's *Enchantment of the Seas* in spring 2000.

Port Everglades also hosts its third and last of the century Navy ship commissioning with the *USS Higgins (DDG 76)* "brought to life" before a crowd of thousands. While Navy ship calls have decreased dramatically due to fleet downsizing, federal budget restraints and a busy global theater, the commissioning demonstrates the U.S. Navy's ongoing commitment to Port Everglades and the Broward County community. Other Navy ships commissioned at Port Everglades are *USS Leyte Gulf (CG 55)*-1987 and *USS Cole (DDG 67)*-1996.

Florida Legislature approves a bill to include 271 acres purchased in 1997 for port expansion into the port's official jurisdictional area. With passage, the seaport grows from 1,919 acres to 2,190 acres (887 hectares) which includes 1,742 acres of upland and 448 acres of submerged land. Upland acreage falls within the following

municipalities: 1,242 acres or 71.3 percent of Port Everglades is located within the City of Hollywood; 232 acres or 13.3 percent is located within the City of Fort Lauderdale; 234 acres or 13.4 percent is located within the City of Dania Beach; 34 acres or 2 percent is located within unincorporated Broward County.

President Bill Clinton launches his Port Crime Commission to study and make recommendations on combating drug trafficking and auto/cargo theft at U.S. ports. The federal commission, which includes senior officials from U.S. Customs and the FBI, visits Port Everglades led by U.S. Rep. E. Clay Shaw Jr., and meets with public safety officials, shipping executives and others involved with port operations to gather valuable input. Meanwhile Port Everglades continues implementing its new \$9 million tightened security port-wide program that includes new identification, monitoring and access control systems.

Imperial Majesty Cruise Line's *OceanBreeze* is inaugurated as South Florida's only two-night cruise to the Bahamas. This successful cruise option proves popular with the public and generates more than \$1.8 million in cruise revenue for Port Everglades.

Hvide Marine, global marine transportation firm and owner of the port's franchised harbor tug operator Port Everglades Towing, struggles to stay financially afloat when the oil market sours during an era of intensive business



J.E. Clark

1999: Two fully erect 151-foot tall cranes, Nos. 5 and 6, arrive in December from Korea, destined for the Southport Terminal. A seventh Southport crane is ordered before the end of the year.

consolidation. Seeking protection from creditors, the firm files for Chapter 11 and initiates a major reorganization plan that includes new investors, new stock, a new board of directors and a new CEO. Jean Fitzgerald, a former chairman of both the Port Everglades Authority and Broward Navy Days Inc., former president of the Florida Alliance and a Hvide director since 1994, is named the company's new CEO to lead the firm through the reorganization. By the end of the year, the firm emerges from Chapter 11 still retaining 274 vessels and 2,500 employees worldwide. Port Everglades' Towing harbor tug service is not affected by the reorganization. Post-reorganization, Fitzgerald steps down and new CEO Gerhard E. Kurz takes the helm.

Maersk Line buys Sea-Land Service's global operations opening officials' eyes wide at both Port Everglades and Port of Miami where the two firms each operate large terminals. No major changes at either terminal are made through the end of the year although Maersk ships and containers are now regular sights at Port Everglades.

Port Everglades Pilots' Association, its state-appointed membership numbering 16 professional harbor pilots since 1996, handles

more than 5,200 vessel moves a year working in close cooperation with harbor tugboats and the port's harbormaster team. The Association remains an active participant in the port's navigational planning, anticipating the future arrival of next-generation, wide-beamed post-Panamax vessels—ships too large to use the Panama Canal.

On Veterans Day, Hollywood actor Tom Hanks and director Steven Spielberg visit Port Everglades to receive the U.S. Navy's highest civilian honor—the Distinguished Public Service Award. The ceremony takes place aboard the *USS Normandy (CG 60)* and honors the celebrities for raising awareness of WWII through the making of movie *Saving Private Ryan*.

Port Everglades welcomes South Florida Auto Terminal Inc. to its growing roster of tenants in late '99. Providing an auto/auto parts processing operation, this firm adds a new dimension to the diversified services and industries at Port Everglades.

Famous *QE2*, sailing from Port Everglades from 1971 to 1997, makes a special reappearance when busy cruise days in Miami provide no room for her lengthy 963 feet. The port also accommodates the short notice visits of the newly-christened *Disney Wonder* and Carnival's *Fantasy* cruise ships, both homeported at Port Canaveral, when Hurricane Dennis forces their emergency port calls with less than 24 hours notice. Staff is able to accommodate both ships with service and a smile as early as 3 a.m. on a Sunday morning. When Hurricane Floyd threatens to hit central Florida shortly thereafter, the *Disney Wonder* returns to Port Everglades confident of world-class service.

To enhance the safety of Port Everglades' businesses and visitors, the port's fire-fighting and emergency response services are operationally separated from its security and law enforcement activities and are integrated into the Fire Rescue Division of Broward County Department of Safety & Emergency Services. All public safety functions, including emergency response vehicles and equipment, law enforcement activities, implementation of the port security improvements program and overall port security are centrally housed at the port's Public Safety building.



1999: Rendering depicts expansion of the Midport Parking Garage, being doubled from 1,000 parking spaces to 2,000 and dominated by a Operations/Harbormaster Tower standing nearly 110 feet tall. Construction begins in '99 with completion anticipated summer 2000.

FTZ #25 undergoes several upgrades that address security, safety and efficiency. Monitored security cameras are installed at various strategic locations. The fire alarm system for the Zone's five warehouses is upgraded to fiber optics for improved communications and performance and less susceptibility to lightening damage. FTZ #25 also gets a new SmartZone inventory software system which replaces the dated pick-inventory

method and benefits FTZ staff and tenants by automating current manual procedures and streamlining the entire operation.

Port Director James J. O'Brien retires in July after 8.5 years. During his administration, port revenues have risen from \$34.6 million in '91 to \$74.1 million in '99 while gross margin (difference between operating revenue and expenses) more than doubled from \$14 million



(J.E. Clark)

Late 1990s: This Southport photo is used in several promotional publications.

to \$38.9 million. Expansion included several new cargo yards, six new container gantry cranes, improved roadway access, two new cruise terminals and groundwork for future development of Southport.

Upon O'Brien's departure, Deputy Port Director Gene F. Ciccarelli serves as acting port director for four months. During his administration, Port Everglades enters into several unprecedented long-term agreements covering seven of the port's 15 current cruise lines or about 70 percent of the port's annual cruise business. Combined, the agreements guarantee the port a minimum of \$90 million in cruise revenue over the next 10 years but based on projections, could generate up to \$240 million. Additional three-year agreements, approved in 1997, cover the port's two daily cruise lines which generate 15 percent of the annual cruise revenue. In total, about 85 percent of the port's cruise business is now under multi-year agreements with guaranteed minimum revenues.

In November, after an intensive nationwide search, Broward County Board of Commissioners names Paul D. DeMariano as the new port director. DeMariano brings more than three decades executive maritime experience including several prior years as the seaport's Port Director in the 1970s. He immediately focuses on cost containment, streamlined operational and administrative processes, continued coordination in establishing a Broward County Mega-

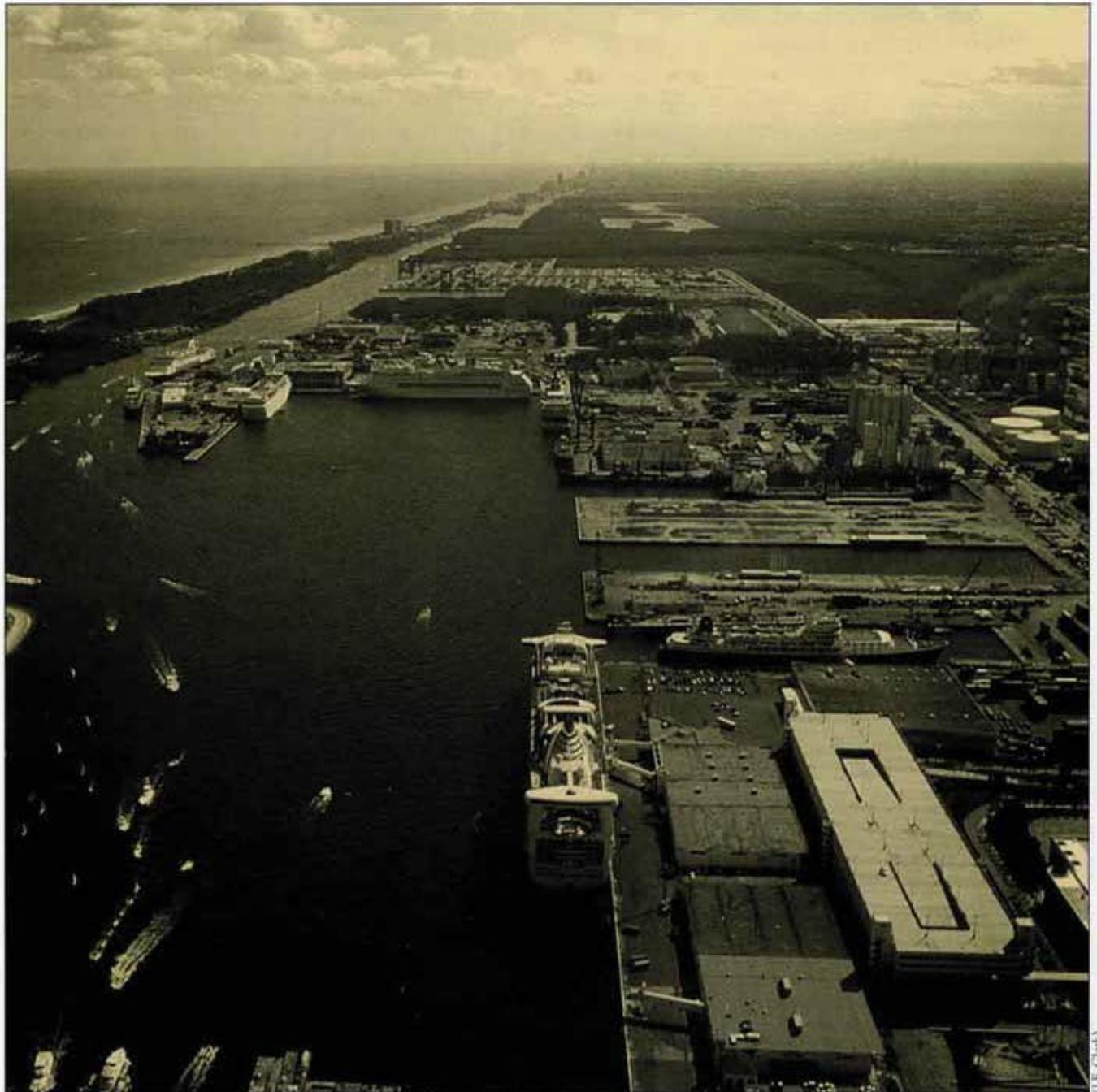
Transportation Zone and continued infrastructure improvements to increase Port Everglades' national prominence.

New bonds are issued in the fall through the Florida Seaport Transportation & Economic Development Program, making \$147 million available to Florida ports. Port Everglades commits to match its allocated amount of \$17 million from revenues, plus interest, providing a total of more than \$34 million for capital projects over the next few years.

Crowley Maritime reaches an agreement to sell its South American container service to Hamburg Sud and officially begins operating its Puerto Rico, Caribbean and Latin American services under the Crowley Liner Services brand name early January 2000, still sailing from Port Everglades Southport Terminal.

In December, Port Everglades takes delivery of two additional \$10 million gantry cranes for its growing Southport Terminal, bringing total Southport cranes to six and the port's overall total to eight. A seventh crane for Southport is ordered with delivery planned mid-2001. The container rail system around the north end corner of the Southport Terminal is expanded to bring new gantry crane operations to Berth 30.

As the world prepares for possible problems associated with computer date rollovers from 1999 to 2000, the port undergoes its own multi-month major "Y2K Bug" preparation and as a result, no millennium hiccups are experienced.



2000: Aerial shows harbor front only. Actual port jurisdiction now encompasses 2,190 acres.

(J.E. Clark)

# 2000

## TURN OF THE CENTURY

**P**ort Everglades enters the new century aggressively moving

forward in nurturing its diverse commerce operations with a record \$230 million committed to current capital improvement projects. Using its innovative Master Plan 2000-2005 and a 2000-2005/2010 update in the works, the seaport will continue developing the facilities most beneficial to its maritime customers and port users



while increasing earnings for revenue centers. Port Department Master Plan

goals include: continued diversification of revenue streams; Southport development; expansion of cruise terminals and parking facilities; port roadway improvements and continuation of the port's security enhancement program. In summary, Port Everglades is poised for a new Century of Opportunity.

## BROWARD COUNTY PROPERTY OWNERS HELPED BUILD PORT EVERGLADES

The citizens and property owners of Broward County helped Port Everglades grow into the major transportation hub for trade and tourism that thrives today. The following list shows the millage rate levied by the seaport for every \$1,000 assessed value of property in Broward County. Empowered to levy up to 2.5 millage, the seaport attempted every year to steadily lessen its tax support burden. However, after the '70s, when no taxes were levied, the Authority needed a strong new influx of capital to diversify and built facilities for the future. 1989 was the last year taxes were levied on behalf of Port Everglades.

Port Everglades became a Department of Broward County in 1994 and now operates as a self-sufficient Enterprise Fund without any burden to Broward County taxpayers.

Year	Millage Rate levied	Tax income
1950	2.5	n/a
1954	1.60	n/a
1955	1.50	n/a
1956	1.50	n/a
1957	1.40	\$ 596,912
1958	.70	\$ 385,496
1959	.40	\$ 267,418
1960	.40	\$ 295,058
1961	.20	\$ 271,193
1962	.20	\$ 279,067
1963	.20	\$ 285,449
1964	.20	\$ 288,358
1965	.20	\$ 312,991
1966	.136	\$ 305,681
1967	.130	\$ 309,901
1968	.130	\$ 318,744
1969	.02	\$ 52,876
1980	.9988	\$ 16,607,297
1981	.4441	\$ n/a
1982	.3736	\$ 9,715,669
1983	.2874	\$ 7,951,466
1989	.57	\$ 22,953,806

Chart  
- A -

PORT EVERGLADES BERTH CONSTRUCTION

BERTH	DATE	CONSTRUCTION	STEELMILL	BOTTOM OF PILE	DEPTH
1A/B	1956/1960	Original	Luxemborg Dortmund, Germany	-31.5' to -49'	-12' to -23'
1	1956	Original	-	-49'	-35'
2	1956	Original	-	-49'	-35'
3	1940/1956	Original	-	-49'	-35'
4	1940 1962 1976 1978 1995	Original Recon/.toe wall Reconstruct New Reconstruct	U.S.A. Dortmund, Germany Dortmund, Germany Dortmund, Germany Dortmund, Germany	- -55' & -60' -67' -71'	- - -43' -43'
4A	1978	Original	Dortmund, Germany	-61'	-43'
5	1940 1962 1978	Original Toe wall Reconstruct	U.S.A Dortmund, Germany	-40' -60' -71'	- -43'
6	1929 1940 1965	Original Original Reconstruct	U.S.A. U.S.A. Luxemborg	-40' -40' -53'	- -38'
7-8	1929 1965	Original Reconstruct	U.S.A. Luxemborg	-40' -53'	- -38'
8A	1929 1965	Original Reconstruct	U.S.A. Luxemborg	-40' -53'	- -38'
9-10	1929 1965	Original Reconstruct	U.S.A. Luxemborg	-40' -53'	- -38'
11	1929/1939 1954 1965	Original Original Reconstruct	U.S.A. U.S.A. Luxemborg	-40' - -53'	- -38'
12-13	1954 1984	Original Reconstruct	U.S.A. U.S.A.	- -71'	- -38'
14	1957	Original	Luxemborg	-49'	-38'
15	1960	Original	Luxemborg	-49'	-38'
16	1960	Original	Luxemborg	-49'	-38'

## PORT EVERGLADES BERTH CONSTRUCTION (CONT.)

BERTH	DATE	CONSTRUCTION	STEELMILL	BOTTOM OF PILE	DEPTH
17	1960 1964	Original Original	Luxemborg Dortmund, Germany	-49' -53'	-40'
18	1964	Original	Dortmund, Germany	-53'	-38'
19	1964/1966	Original	Dortmund, Germany	-53'	-38'
20	1966	Original	Luxemborg	-53'	-38'
21	1966	Original	Luxemborg	-53'	-38'
22	1966	Original	Luxemborg	-53'	-38'
23	1966	Original	Luxemborg	-53'	-38'
24	1966/1967	Original	Luxemborg	-53'	-40'
25	1967	Original	Luxemborg	-51' to 62'	-40'
26	1967	Original	Luxemborg	-62'	-40'
27	1967	Original	Luxemborg	-62'	-40'
28 ABCDEF	1967	Original	Luxemborg	-35' to -62'	-27'
29	1967 1983	Original Reconstruct	Luxemborg	-72'	-40'
30	1992	Original	Germany	-12' to -39'	-44'
31-32	1992	Original	Germany	-72'	-44'
33	1992	Original	Germany	-72'	-44'

PORT EVERGLADES  
HISTORICAL OPERATING REVENUE

1932	\$ 3,973	1968	\$ 2,428,261
1933	\$ 16,396	1969	\$ 3,077,342
1934	\$ 40,555	1970	\$ 3,316,964
1935	\$ 32,349	1971	\$ 3,144,367
1936	\$ 68,285	1972	\$ 3,658,325
1937	\$ 86,700	1973	\$ 4,197,273
1938	\$ 94,314	1974	\$ 4,380,256
1939	\$ 109,848	1975	\$ 4,815,185
1940	\$ 116,609	1976	\$ 4,743,292
1941	\$ 125,126	1977	\$ 5,200,417
1942	\$ 222,965	1978	\$ 5,994,321
1943	\$ 558,261	1979	\$ 6,825,890
1944	\$ 353,035	1980	\$ 7,733,535
1945	\$ 291,341	1981	\$ 9,260,484
1946	\$ 238,295	1982	\$ 10,735,338
1947	\$ 281,110	1983	\$ 12,410,266
1948	\$ 255,482	1984	\$ 14,267,154
1949	\$ 188,690	1985	\$ 17,037,825
1950	\$ 266,235	1986	\$ 19,544,172
1951	\$ 323,291	1987	\$ 22,312,363
1952	\$ 369,027	1988	\$ 20,097,577
1953	\$ 377,492	1989*	\$ 20,097,577
1954	\$ 524,468	1990	\$ 30,551,225
1955	\$ 741,482	1991	\$ 34,612,355
1956	\$ 953,679	1992	\$ 36,797,835
1957	\$ 1,132,913	1993	\$ 40,964,175
1958	\$ 1,239,692	1994	\$ 44,827,304
1959	\$ 1,349,153	1995	\$ 51,863,659
1960	\$ 1,453,577	1996	\$ 56,644,524
1961	\$ 1,359,728	1997	\$ 64,824,946
1962	\$ 1,299,264	1998	\$ 66,524,115
1963	\$ 1,506,060	1999	\$ 74,189,588
1964	\$ 1,778,591	2000	\$75+ million projected
1965	\$ 1,959,584		
1966	\$ 2,117,477		
1967	\$ 2,155,495		

\*Due to a change in fiscal year, 1989 operations reflect nine months of activity.

### PORT EVERGLADES SHIP ARRIVALS

1943	433	1972	1,605
1944	298	1973	1,731
1945	233	1974	1,654
1946	944	1975	1,551
1947	704	1976	1,635
1948	361	1977	1,674
1949	287	1978	2,003
1950	293	1979	2,002
1951	351	1980	1,819
1952	361	1981	n/a
1953	546	1982	n/a
1954	689	1983	n/a
1955	712	1984	n/a
1956	785	1985	1,639
1957	901	1986	1,934
1958	934	1987	3,144
1959	1,095	1988	3,411
1960	1,090	1989	3,566
1961	1,083	1990	3,733
1962	1,197	1991	3,864
1963	1,294	1992	3,855
1964	1,435	1993	4,030
1965	1,252	1994	4,370
1966	1,424	1995	5,214
1967	1,443	1996	5,453
1968	1,475	1997	5,525
1969	1,505	1998	5,352
1970	1,516	1999	5,809
1971	1,647		

Chart  
- D -

WATERBORNE TONNAGES

1928-31	N/A	1967	8,309,177
1932	74,527	1968	8,610,390
1933	131,702	1969	9,754,388
1934	301,733	1970	10,226,897
1935	341,529	1971	10,912,106
1936	714,513	1972	12,342,850
1937	954,726	1973	13,697,486
1938	1,006,598	1974	12,487,889
1939	1,096,624	1975	11,737,427
1940	1,110,138	1976	13,135,143
1941	1,773,961	1977	12,515,906
1942	2,101,957	1978	13,192,234
1943	2,909,726	1979	14,280,999
1944	2,580,931	1980	13,869,724
1945	1,977,593	1981	13,181,701
1946	1,691,941	1982	12,266,953
1947	2,555,679	1983	12,642,616
1948	2,640,251	1984	13,017,790
1949	2,455,909	1985	13,123,320
1950	2,755,116	1986	14,303,747
1951	2,584,659	1987	16,084,666
1952	2,609,391	1988	16,758,639
1953	2,683,384	1989*	12,481,864
1954	3,169,075	1990	17,294,602
1955	3,712,435	1991	17,317,160
1956	5,395,406	1992	16,353,376
1957	6,315,885	1993	18,064,152
1958	6,764,023	1994	18,545,469
1959	5,876,618	1995	20,681,673
1960	5,232,808	1996	20,880,536
1961	5,344,551	1997	21,743,677
1962	5,680,153	1998	23,017,446
1963	6,216,409	1999	23,681,273
1964	7,951,165		
1965	7,347,030		
1966	7,765,317		

\*In 1989, the seaport changed from a calendar year to a fiscal year, therefore 1989 reflects only nine months.

## PORT EVERGLADES CRUISE PASSENGER TRAFFIC

1958	14,872	1980	121,616
1959	29,090	1981	208,594
1960	57,014	1982	160,690
1961	64,667	1983	177,639
1962	66,966	1984	204,241
1963	79,025	1985	227,018
1964	105,469	1986	560,586
1965	111,346	1987	1,079,611
1966	114,063	1988	1,689,844
1967	112,176	1989	1,459,914
1968	122,183	1990	2,127,503
1969	143,390	1991	2,271,086
1970	159,730	1992	2,279,918
1971	172,572	1993	2,312,646
1972	203,462	1994	2,378,473
1973	253,867	1995	2,215,554
1974	260,408	1996	2,127,689
1975	247,581	1997	2,522,677
1976	189,973	1998	2,256,169
1977	216,700	1999	2,392,324
1978	346,580	2000	2.7 million
1979	160,743		projected

Chart  
- F -

**SUPPORTING THE ARTIFICIAL REEF PROGRAM**

Port Everglades has been an active participant in Broward County's artificial reef program since the 1970s, working with the Broward County Department of Natural Resource Protection. Although the seaport has assisted other counties with their reef projects, the majority have been designated for permanent sites off Broward County's shoreline to provide beach erosion protection and new thriving marine habitats for fishing or diving. The seaport assists the county program by providing special berthing areas to allow clean-up and strip-down of future reefs and waiving dockage or storage fees.

The following chart shows the Broward County reefs that benefited from seaport assistance:

Reef No.	Year Deployed	Name	Description	Depth
7	1978	Chris Craft Molds	Boat molds	70'
8	1982	Tracor/Navy Drydock	Steel drydock	220'
12	1982	Chevron 1	Fuel tanks	73'
13	1982	Trio Bravo	149' Army tug	145'
18	1983	Grouper Grotto	39' Chevron tanks	146'
21	1984	Lowrance	435' freighter	200'
23	1985	Marriot Reef	DC-4 airplane	71'
24	1985	Mercedes I	198' freighter	97'
25	1985	Rebel	135' freighter	110'
35	1986	Bill Boyd	211' freighter	265'
36	1986	Jay Scutti	95' tug	64'
37	1986	FLA.	150' minesweeper	388'
40	1986	Corey N Chris	120' dredge	244'
43	1987	Miller Lite	186' freighter	155'
44	1987	Buddy Merritt	70' barge	414'
45	1987	Jim Atria	226' freighter	112'
46	1987	Berry Patch	65' tug	65'
47	1988	Noula Express	123' freighter	71'
49	1988	Ronald B. Johnson	226' bulk carrier	230'
54	1989	Papas Reef	170' freighter	260'
57	1989	Port Everglades Reef	Concrete block/pilings	150'
58	1990	Kornahrens Reef	Submarine netting	140'

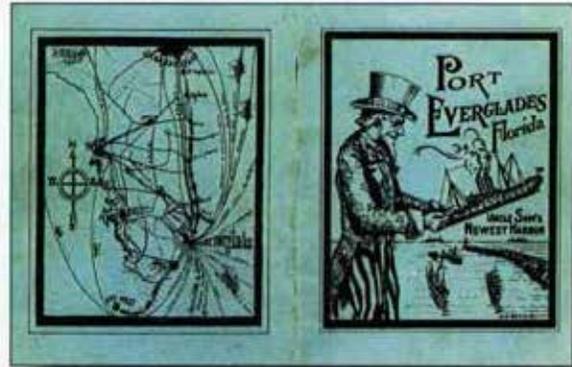
### SUPPORTING THE ARTIFICIAL REEF PROGRAM (CONT.)

Reef No.	Year Deployed	Name	Description	Depth
59	1990	Rodeo 25	215' freighter	122'
60	1990	Capt. Dan	175' USCG tender	109'
67	1992	Wendy Rossheim	118' steel yacht	65'
68	1992	Mariner Outboard/Rodeo	170' freighter	108'
69	1993	Mariner II	Tug & barge	110'
70	1994	Fishamerica (Jim Torgerson)	160' Navy workboat	115'
71	1994	Rinker Reef	60' concrete modules	22'/75'
72	1995	Hollywood Reef	30' reef balls, concrete pipe, 2 barges (12/24)	73'
73	1995	Boating Magazine/ Wildlife Forever	former 150' dredge Dewit Clinton	156'
74	1996	Johnny Morris Offshore Angler	237' German freighter built in '57	215'
75	1996	Nova/Rinker Reef	Swiss Cheese Modules	20'/67'
76	1997	Guy Harvey Reef	185' freighter	130'
77	1998	Donal G. McAllister	N.Y. Harbor tugboat	85'
78	1998	Peter B. McAllister	N.Y. Harbor tugboat	101'

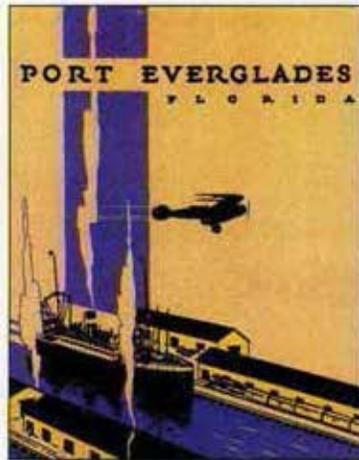
*Courtesy of Broward County DNRP*



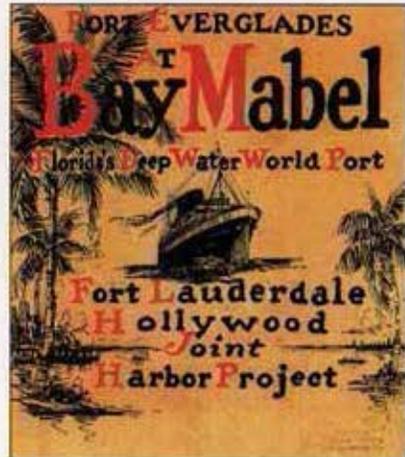
Port Advertisement  
1926-27



Brochure  
1928



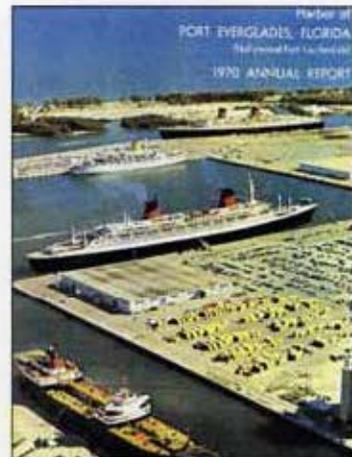
Brochure  
1930s



Poster  
1930s

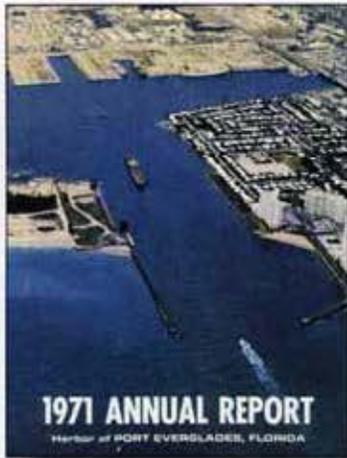


Metal Ticket Stamp  
1960s

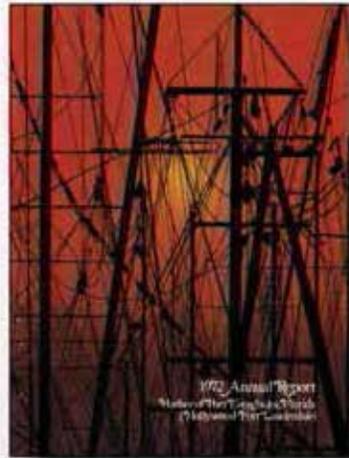


Annual Report  
1970

# PORT IN PRINT



Annual Report  
1971



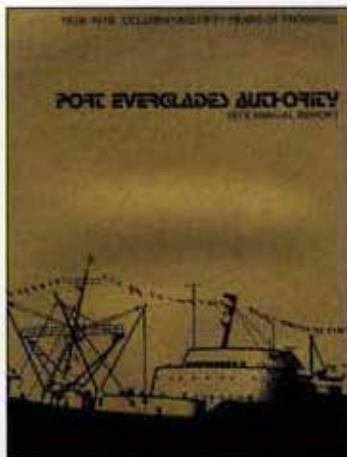
Annual Report  
1972



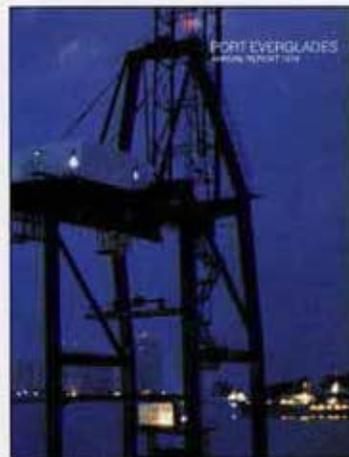
Annual Report  
1976



Annual Report  
1977



Annual Report  
1978



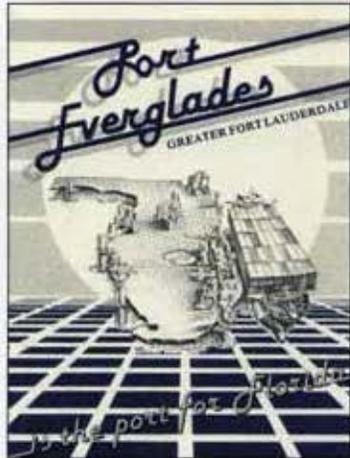
Annual Report  
1979



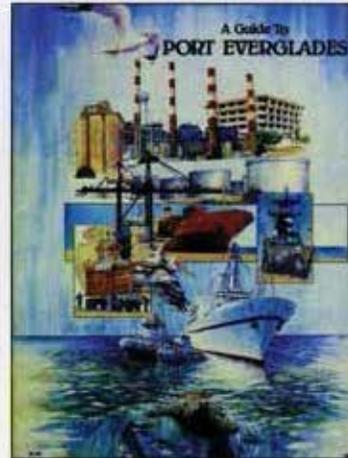
Annual Report  
1980



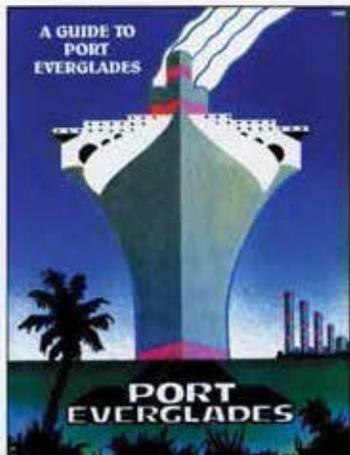
Sticker  
1980s



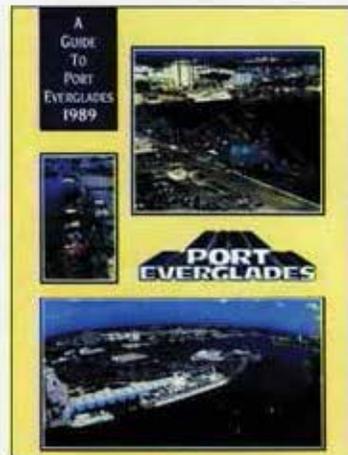
Brochure  
1980s



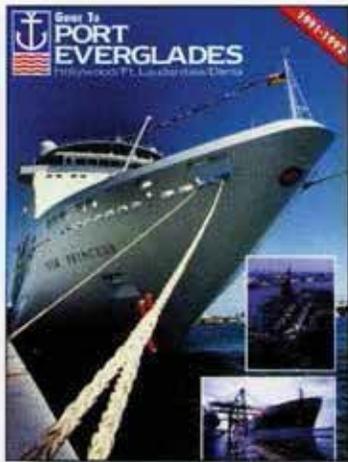
Brochure  
1987



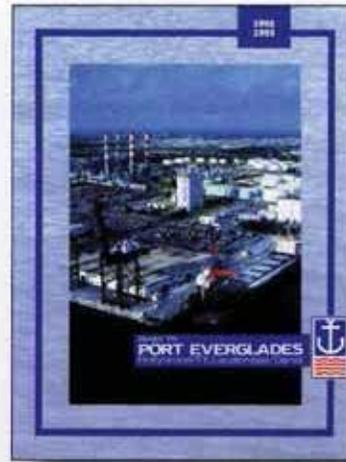
Brochure  
1988



Brochure  
1989



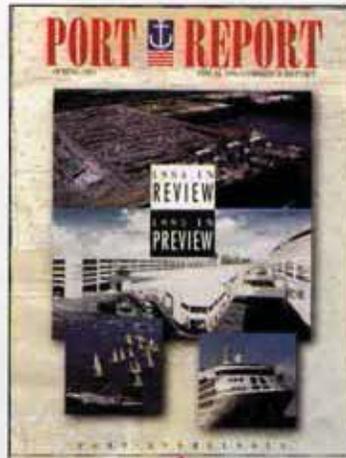
Brochure  
1991-1992



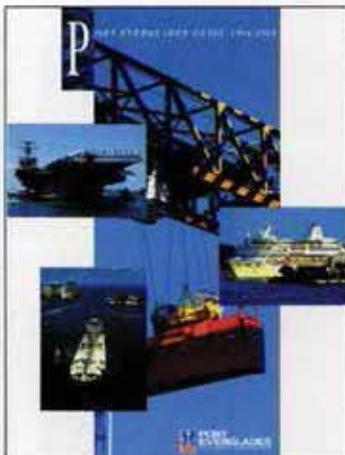
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1992-1993



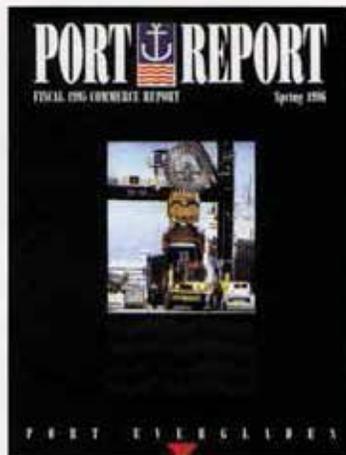
Cruise Advertisement  
1993



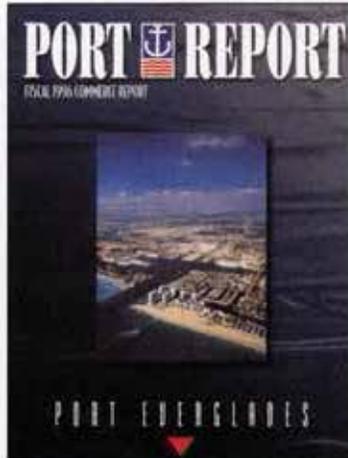
Annual Report  
1994



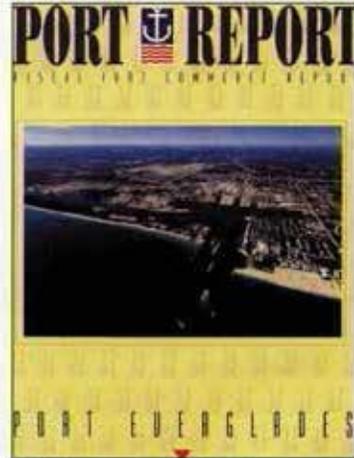
Brochure  
1995



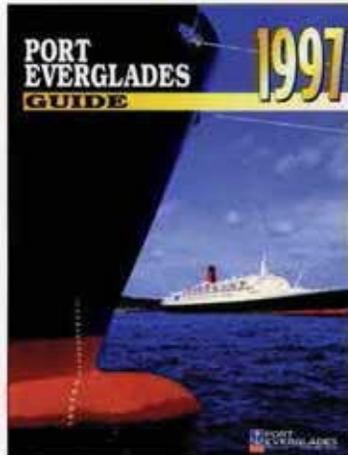
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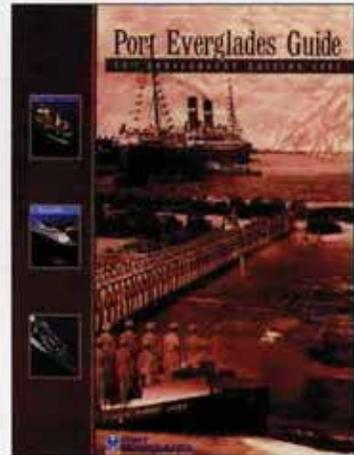
Annual Report  
1996



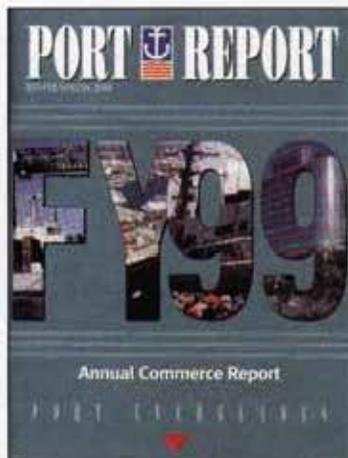
Annual Report  
1997



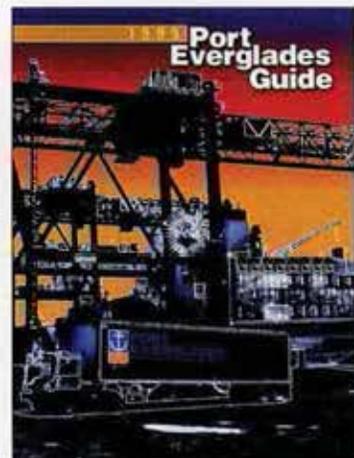
Brochure  
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Brochure  
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J.E. Clark Photographics (954) 563-3433  
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