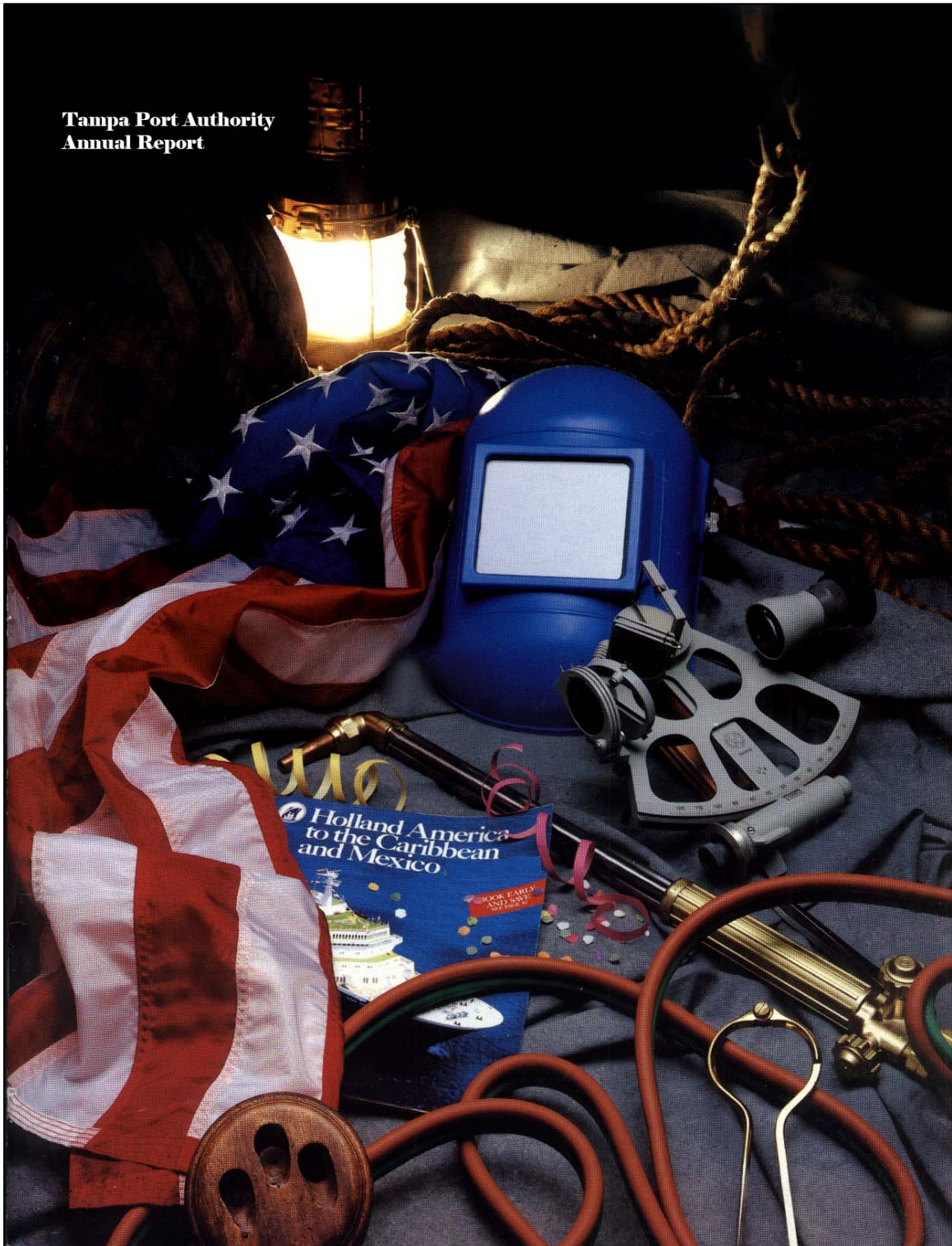


**Tampa Port Authority  
Annual Report**





At midyear, the authority announced plans to construct a new cruise ship terminal in combination with hotels and office space at the junction of Ybor and Garrison Channels. The announcement was greeted enthusiastically because the cruise terminal project would become an integral part of the urbanization of the city's downtown waterfront. The idea of developing the new terminal began to take shape when the authority obtained an option to purchase the Garrison Terminal property in 1983. The terminal has been used for the handling of commercial cargo for many years.

#### PHOSPHATE AND PHOSPHATE PRODUCTS

Fiscal Year	Net Tons
74-75.....	20,448,470
75-76.....	19,528,016
76-77.....	22,866,739
77-78.....	23,974,219
78-79.....	25,058,585
79-80.....	26,675,256
80-81.....	23,190,825
81-82.....	18,136,978
82-83.....	20,778,391
83-84.....	23,610,478

Source: Tampa Port Authority Cargo Report  
Fiscal Year—October 1-September 30

To assist in the development plans, the authority brought in the firm of Williams-Kuebelbeck & Associates, real estate, financial and management consultants of Redwood City, California. The consultant's concept, which was approved by the authority, included two cruise ship terminals, three departure lounges, two 600-room hotels, two office buildings, two ground level customs and baggage areas and drop off zones for cars, taxis and buses and parking areas.

The project will be a joint enterprise between the authority and a private developer, with each contributing a share of the financing. A request for proposal was sent to prospective developers in September, explaining the project in detail and providing guidelines to be followed for development proposals. These proposals will be received in March 1985.

Preliminary development plans call for an efficient state-of-the-art cruise ship facility to open the waterfront for public use and to create an attractive urban setting, including galleries, shops, restaurants and other amenities.

Late in the fiscal year, the authority entered into an agreement to purchase a major portion of the developed and undeveloped land at Port Sutton. The port area is located on the east shore of Hillsborough Bay and has operated as a private port for more than 20 years. It was developed principally for the handling of bulk products including sulfur, cement, phosphate, potash, petroleum, ammonia and salt.

Negotiations for the purchase between the Port Sutton owners and the authority had been carried on intermittently for several years, culminating in an agreement to purchase developed and undeveloped land for \$10.6 million and an option to purchase undeveloped land for \$11.5 million. The purchase was financed by industrial revenue bonds issued by the authority.

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*Today, three cruise ships make Tampa their home port, and a new cruise ship terminal and hotel complex is being planned. A hundred years ago the port was also a popular starting point for passenger boats, bound for the coastal towns of the Panhandle. And excursion boats and ferries plied the waters of Tampa Bay daily.*

*Cruises today are casual and informal. Not so in the past. Shown: Some of the formal cruisewear for the '20s, a note pad from the Queen Mary and a boarding pass for the Peninsular and Occidental Steamship Company, which regularly cruised the west coast of Florida.*







Upon the act becoming law, the port director formed a task force consisting of city fire officials, the Coast Guard and the Port of Tampa Spillage Control Committee to advise on the types of fire fighting equipment to be purchased.

The American Ship Building Company's Tampa Shipyards moved steadily ahead with its construction of two new graving docks and wet slip project. Additionally, a huge fabrication building which extends over one of the graving docks has been built to accommodate new ship construction. Work on five 30,000-ton tanker ships for the U.S. Navy under a \$300 million contract was well along as the year ended.

Prospects were bright for increased general cargo movements to and from the port during 1985.

Seven vessels carrying Chilean grapes are expected between the first of the year and the end of the season in May. These vessels will haul over a million boxes of produce.

During the spring season, five shiploads of apples from France are due to be discharged at the port.

Fresh citrus shipments from the port will expand during the 1985 season by more than a million boxes. Although the 1983 freeze was devastating, grove production exceeded expectations and foreign taste for Florida citrus remained undiminished.

At least one vessel a month will carry U.S. slaughterhouse offals from Tampa to the Middle East. These same ships also will haul tons of underutilized species of fresh frozen fish produced in the Gulf of Mexico off Tampa. This fishery, established with the assistance of the port authority, is expanding to supply Middle East and West African markets.

During 1984, the phosphate industry recovered from a severe recession and industry sources report increased foreign sales of phosphate rock and phosphatic chemicals, the largest percentage of which, will move through Tampa's terminals.

Commissioner Joseph Garcia was elected chairman of the Port Authority Board in December 1983, succeeding Commissioner Robert Cromwell. Commissioner James M. "Mac" Burnett was named vice chairman and Commissioner Fred Hirons, secretary treasurer. Commissioners Jerry Fogarty and Cromwell complete the board membership.



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*For more than 300 years ships have been putting into the Port of Tampa for repairs. And, for almost as long, the port has been building ships for the world's maritime fleets. In years gone by, hemp caulking was pounded into the seams of wood-planked sailing ships with the hatchet-like tool shown—a startling contrast to the luminescent flare of the welding machines that fabricate today's steel hulls at American Shipbuilding's Tampa yards. The coral-crusted bronze nails are from a Spanish galleon that sank in the Gulf almost 400 years ago—a reminder that the skill of the shipbuilder has always been measured against the hazards of the unpredictable sea.*



