

No. 669

Habana, August 10, 1942.

AIRMAIL

Subject: Loading sugar on the Barge S.S. LAKE FARGE
operated by Barge Lines, Inc., between
Habana and Port Everglades.

The Honorable,
The Secretary of State,
Washington, D. C.

Sir:

I have the honor to enclose, with the request that it be forwarded to War Shipping Administration, a communication from W. S. Loudermilk, Representative in Cuba for War Shipping Administration, regarding the loading report of sugar loaded on the S. S. LAKE FARGE in Habana.

Respectfully yours,

For the Ambassador,

Charles H. Ducoté
Assistant Commercial Attaché

Enclosures:

1. Communication from W. S. Loudermilk
2. Loading report of SS Lake Farge

File No. 861.35
CHD:eln

File
5-14-42

Enclosure No. 1 to Dispatch No. 669 of August
10, 1942, from the Embassy at Habana.

Habana, August 10, 1942.

To: Mr. B. M. Bloomfield,
Assistant to Director of Traffic,
War Shipping Administration,
Washington, D. C.

From: W. S. Loudermilk, Representative,
War Shipping Administration,
Habana, Cuba.

Subject: Loading sugar on the Barge S.S. LAKE PARCE
operated by Barge Lines, Inc., between
Habana and Port Everglades.

I am attaching a copy of loading report
covering the sugar loading on the S. S. LAKE PARCE in
Habana.

Compared to the loading of the S. S. LAKE
FRUMET, which was the first barge of this type that we
loaded here, I think the work shows some improvement.

I wish to point out, however, that this barge
belongs to Mr. Dan Robinson and is to be towed between
Habana and Port Everglades by the tug HUMBRICK. Loading
was completed August 7 at 9:20 A.M. and the barge shifted
to anchor same day awaiting the arrival of the tug.

Mr. David Atwater has a similar operation bet-
ween Habana and Port Everglades and if it could be arranged
between those two owners to interchange their tugs this
would speed up the movement of the barges by reason of us
not being equipped presently to load with any degree of
efficiency more than one barge at a time in Habana.

We are endeavoring to get the operator of Paula
dock to obtain another crane since these barges cannot be
loaded except by barge crane or shore cranes with a reach
of 40 feet until they have approximately 50% of their
load on board. It is then possible to load sugar with
the ordinary mechanical conveyors with an additional
crew of stevedores and thereby release the cranes to
start work on other barges until they too are loaded to
about 50% capacity.

The use of the cranes for loading the barges
is charged to the Defense Supplies Corporation who own
the sugar at the rate of \$50.00 per eight-hour day and
while we are doing all possible to reduce the expenses
we wanted you to be acquainted with local conditions.

Please be kind enough to present a copy of the
loading report to Mr. Barrett, of the Sugar Allocations
Committee in New York, for his information.

W. S. L.