it is anticipated that in the mid-1970's an additional unit would be constructed, requiring additional bauxite for the Sherwin Plant in the amount of 600,000 to 700,000 tons of bauxite. Furthermore, we would anticipate that a similar increase would take place in the end of the 1970's or early 1980's.

In addition to the bauxite moving into the Sherwin Plant, there is about 400,000 tons of alumina being exported annually, and this will increase to about 600,000 tons in 1971/1972. The alumina will be moved out intermittently by all vessels except the 47,000 ton vessel.

Finally, we can advise that we are continually reviewing our ship construction program in order to update our fleet to meet the expanding requirements of Reynolds Metals Company. Some vessels in our fleet are approaching obsolescence and in order to fully realize economies in our operation, we must rebuild with larger vessels.

We trust that the foregoing gives you all of the information you requested in our conversation today; however, do not hesitate to call us if you desire more detail.

Yours very truly,

D. B. WOOD, *Manager, Marine Division.*

MAIN DIMENSIONS OF VESSELS USING LA QUINTA CHANNEL

Vessel	Length		Beam		Depth		Maximum mean draft		Maximum deadweight
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	
47,000-ton vessel[1]	734	9	102	0	57	6	42	0	50,940
27,000-ton vessel	597	6	84	0	48	0	36	0	27,340
SS J. Louis	669	6	90	0	51	0	[2]37	1½	35,673
SS Richard	669	6	90	0	51	0	[2]37	1½	35,845
SS Inger	626	0	75	0	43	9	[2]31	6⅜	23,509
SS Walter Rice	626	0	75	0	43	9	[2]31	6⅜	23,509
SS Louise	534	8⅛	70	0	40	9	[2]31	10¾	18,028
SS Carl Schmedeman	518	0	66	4	37	5½	[2]28	8	14,457

[1] This vessel will operate on 40 ft. draft and 47,435 tons deadweight.
[2] This will be the mean draft after July 1968.

NEWS FROM REYNOLDS METALS CO., PUBLIC RELATIONS STAFF, RICHMOND, VA.

RICHMOND, VA., January 4.—A 47,000-ton-capacity, self-unloading ore ship has been ordered by Caribbean Steamship Company, a subsidiary of Reynolds Metals Company.

Plans for the new vessel, which will be the largest in the company's fleet, were announced by Walter L. Rice, president of Caribbean and vice president of Reynolds.

The contract with Deutsche Werft, Hamburg, West Germany, calls for delivery in November, 1969. The largest vessels currently used by Caribbean are the sister ships, S.S. Richard and S.S. J. Louis, both with 32,000-ton capacities.

The vessel is designed to self-discharge her cargo of bauxite ore at a rate of 2,000 long tons per hour at the docks of Reynolds Sherwin alumina plant, Corpus Christi, Texas.

Mr. Rice said the ship will be used in various trades, including the transportation of bauxite from Jamaica to Corpus Christi.

Making a Jamaica-Corpus Christi roundtrip about every eight days, she will be able to move nearly two million tons of bauxite annually.

Reynolds has previously announced plans for expansion of its Jamaica mining operation and an expansion has recently been completed to increase the Sherwin plant's daily production of alumina to 3,000 tons per day.

The new vessel will be 734 feet overall with a 102-foot beam. A geared turbine propulsion plant of 18,000 horsepower will provide a speed of 16.7 knots.

Aluminum will be used extensively throughout the steel-hulled ship. The pilot house, internal sheathing, side ports and other items such as hatch covers and lifeboats will be aluminum.

Designed for quick, clean discharge of ore, the new ship will have a bow thruster which will assist in docking and undocking. Plans are being studied for alterations to the current Sherwin plant dock facilities to handle the new ship.