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Dry T-shirt bash
Jalapeno lollipop

United Press International

SAN MARCOS — Wet T-shirt contests have become popular at chili busts and beer parties in the hill country in recent years. But next weekend Texans will be introduced to the world's first dry T-shirt contest.

That contest will be part of the celebration of the first anniversary of the invention of the jalapeno lollipop — the latest reason for a beer party.

The Cheatham Street Warehouse and Luckenbach Monthly Moon, which specialize in the absurd, have called the all-day bash for next Sunday to honor Sam Lewis, the San Angelo clown and novelty shop owner and founder of the Cross-Eyed Mule Chili Cooking Team.

Lewis invented the lollipops spiced with ground jalapenos and introduced them at the World Championship Chili Cookoff at Terlingua on Oct. 8, 1977. Since then he reports he has sold more than 1 million of the spicy suckers.

"Sam has done a great thing for Texas and America," said songwriter-singer Kent Finlay, owner of the warehouse whose musical career's high was his rendition of "If You Know Beans About Chili, You Know That Chili Has No Beans."

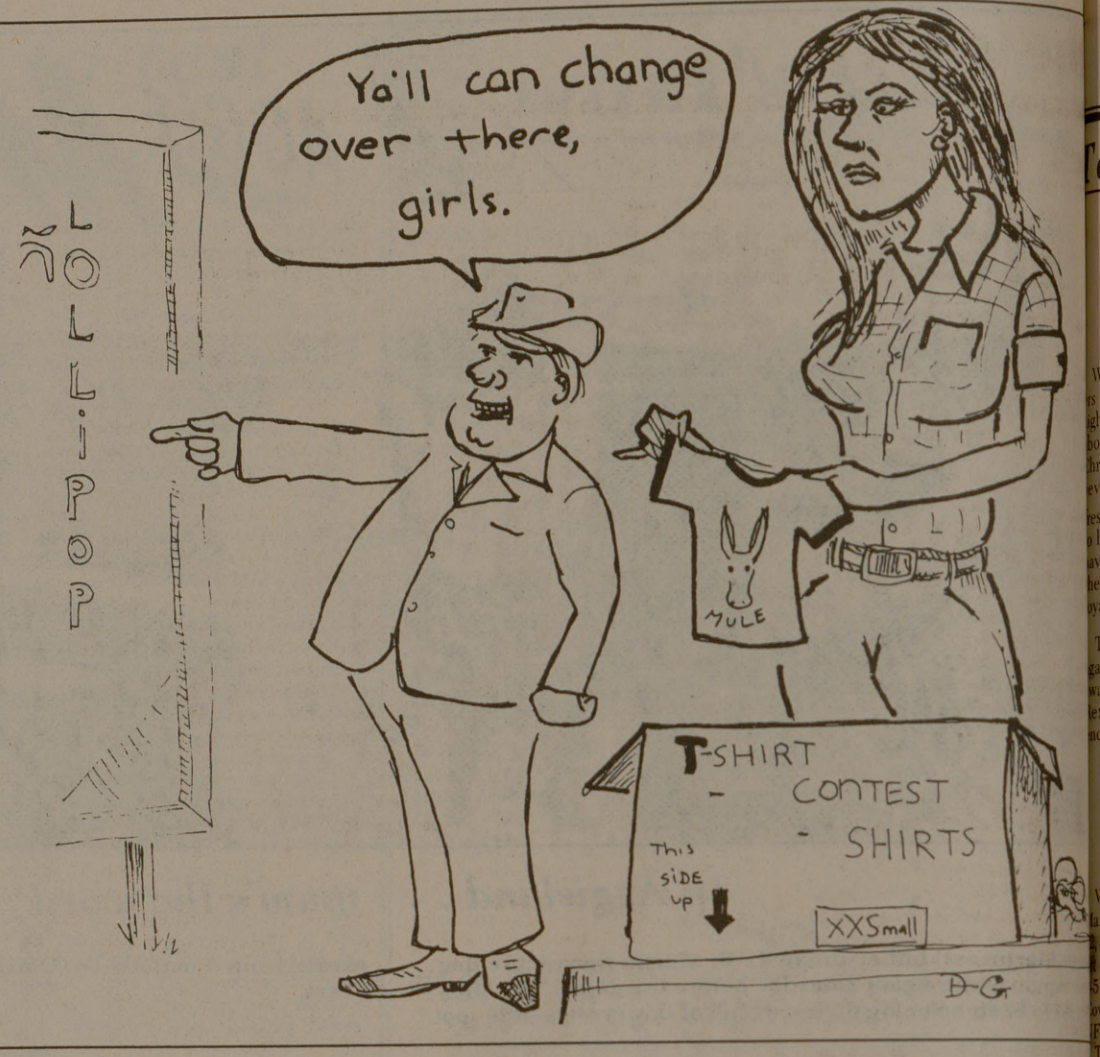
"He has not only found a new market for a native agricultural product, but the jalapeno lollipop promises to solve our balance of payments problem," Finlay said in praising Lewis's lollipops, which some folks claim make excellent swizzle sticks for Harvey Wallbangers.

In keeping with the Jalapeno theme, the lead-off of the celebration will be the crowning of Miss Sweet and Hot, the Jalapeno Lollipop queen.

Lewis, Finlay and Jack Harmon, a San Antonio publicist who now calls himself "former press secretary of Luckenbach" since he ran afoul of that three-person city's owner, Kathy Morgan, also will judge what is billed as the world's first dry T-shirt contest.

Harmon explained that, unlike wet T-shirt contests where beer is poured over the front of a bra-less contestant's T-shirt, entrants in this contest will not have the benefit of liquid.

"They have to take a deep breath and see how many rooms they can add to the warehouse, how much the moon expands or whether they can make the mule's ears stand up," Harmon said.



Seadock still Gulf Coast reality

United Press International

HOUSTON — To hear Gerald Jackson tell it, the key to the future of the Texas Gulf Coast arrived at the U.S. Department of Transportation in the back of a pickup truck six weeks ago.

There are some folks in Galveston and perhaps Corpus Christi who might disagree with him, but more about that later.

Jackson's key was 400 pounds — or more than 60 looseleaf notebooks — of license applications for an \$800 million offshore oil import terminal he hopes to see built 25 miles south of Freeport, Texas.

"We carried it in excess baggage on the plane. We hired a pickup truck to take us to the Department of Transportation and we presented a copy to the secretary," laughed the director for the Texas Deepwater Port Authority.

But Jackson's serious about this dream platform that could empty three 500,000-ton supertankers at once and pump 2.5 million barrels of oil daily to a 22-million-barrel on-shore tank farm.

"Our theory is that there's got to be one built, not especially for present day needs but for our future needs," he said. "We've got to have the oil and it's got to come from somewhere."

"Somewhere" is outside the United States, where demand far exceeds supply. Jackson's concern is continued raw material for billions of dollars worth of refineries and petrochemical plants that employ thousands of Texans.

"This oversupply of tankers is not going to continue. These big tankers can lay out in the Gulf and use smaller ships to lighter (transship the oil). Those (little) tankers may not always be available.

"And they're building bigger and bigger tankers—500,000-ton, 750,000-ton tankers are in the ofing. There's not a port anywhere in this country they can enter.

"It (the superport) means a continued, inexpensive source of oil," he said, biting his cigarholder.

There are many obstacles, as evidenced by failure of privately owned Seadock Inc. to put together the identical project. Seadock folded last March after several years of effort.

TDPA — created by the Texas Legislature to rescue the idea without committing taxpayer funds or the state's credit — must win federal licensing and tariff approval and must sell revenue bonds on its own.

But TDPA has a lot of help and some new ideas, including a proposed \$50 million oil spill cleanup fund intended to eliminate the obstacle that sank Seadock — almost unlimited environmental liability.

Jackson and the TDPA board, chaired by former congressman Bob Casey, have arranged to borrow operating funds from the state to be repaid when bonds are sold. They have borrowed \$500,000 and will seek \$2.5 million more.

They have hired a financial advisor, First Southwest of bond counsel, various engineering consultants and a project engineer, Brown & Root Inc. of Houston will suspend billing until bonds are sold.

Jackson negotiated to pay \$1 million — again payable after bonds are sold — for \$22 million in planning and licensing data compiled by Seadock.

As a result, TDPA easily met its first objective.

It took 33 days, from start to finish, to get the Seadock license application in TDPA's name. Jackson only full-time office technical advisor Joe Moseley secretary, figured on four months for Brown & Root and the other course, did much of the work.

On Sept. 19, Jackson notified the Coast Guard notification application had been accepted, substantially complete, and some additional information needed in the next few weeks.

He's hoping for continued approval in Washington — if things is green, if they do minimum time," Jackson said.

That means the earliest approval would come next and, by then, Jackson hoped well down the road toward TDPA's first revenue bond sale perhaps early in 1980.

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