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THE COVER

Like a giant at rest, the DELTA MAR is tied up at Barbours Cut on its maiden voyage to the Port of Houston. For an interesting story about Delta Line and its new service see Page 8.

The Port of Houston Magazine
TED SUMERLIN, Editor

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An aerial view of the gigantic (nearly 900 feet long) DELTA MAR berthed at Barbours Cut U-shaped pier as she loads, simultaneously, barges over her stern and containers from the trucks seen circling the pier's runway at upper right. The new Delta Line LASH/Containerships have their own container and barge cranes on board and do not need shore-based equipment for loading and discharging. At Houston the ship loaded 30 barges and 35 containers in record time before heading for South America's East Coast on its first voyage.

**DELTA MAR INAUGURATES NEW SERVICE TO PORT OF HOUSTON**

July was an historic month for the Port of Houston and its new LASH/Container terminal at Barbours Cut when the Delta Steamship Company's huge new DELTA MAR arrived on her maiden voyage to load both barges and containers for South America.

The 54-year-old Delta Line has had a long, close and parallel history with the Port of Houston, over the years. Although the Port was opened officially in 1914 it wasn't until 1919, the same year Delta Line was organized a year after World War I, that its trade began to develop. Delta pioneered American flag trading from the Gulf to the East Coast of South America and, later, to the West Coast of Africa. It has also been a pioneer in ship design and the DELTA MAR is the latest example, to be joined soon by her sister ships DELTA NORTE and DELTA SUD.

"The ship of tomorrow is here today," said Delta Line President Capt. J. W. Clark at the May 19th launching of the 894 foot DELTA NORTE. He added that "businessmen who heretofore have been reluctant to enter world commerce can now look to Delta's new LASH/Container fleet as a 'partner in profit.'"

Captain Clark, himself, has had much to do with the radical new designs in Delta's vessels over the last two decades. As a former Master in the company, who knows intimately the East Coast South American ports and West Coast African ports, he has been well-qualified for this work.

The new Delta Line vessels were the first construction contracts signed under the 1970 Merchant Marine Act and all three have been built at the Avondale Shipyard in New Orleans.

The DELTA MAR made full use of the Barbours Cut Terminal's new U-head pier as it loaded 35 containers along with 30 barges. The DELTA MAR has its own 30 ton container crane aboard and was thus able to lift the giant boxes off the truck chassis alongside as the vehicles made a complete U-trip from shoreline to shoreline.

Barges are loaded and unloaded at the stern by the vessel's 455 ton crane. The ship normally will carry 74 barges and 228 containers of the 20 foot variety or their equivalents. It can, however, convert solely to containers and carry 1,740 of the 20 foot units or equivalent, or solely to barges, carrying a total of 83.

Efficiency of the new ship was easily demonstrated when she was able to load her Houston cargo of 30 barges and 35 containers in less than a day. On future trips the new Delta LASH/Container ships will have incoming cargo to discharge, as well. On this, its maiden voyage, the DELTA MAR had loaded a similar number of barges and containers at New Orleans before sailing for Houston, its departure port for South America.

At a luncheon in his honor given by the Port of Houston Authority in the World Trade Club Captain Clark stated that Delta Line had chosen Houston as its West Gulf Port "because the Port of Houston gets things done." He said that the Barbours Cut facility was promised to be ready for the new LASH/Container ships "and we found it a superb, efficient facility when we arrived."

Significantly, only 6 days before the Port Commission had sold the first $15 million of a $40 million Port improvement issue, much of which will go towards added facilities at Barbours Cut. Work is already underway on Phase II at the new terminal only 25 miles from the Gulf where Buffalo Bayou enters Galveston Bay. This will be primarily for container ships with two huge con-
Houston Port Commissioners and Capt. J. W. Clark, left, look on as Port Commission Chairman Fentress Bracewell presents Capt. LeVere Cooley of the Delta Line’s new DELTA MAR with a plaque commemorating her maiden voyage to Houston. The occasion was a luncheon in the World Trade Club given by the Port Authority honoring Delta President Clark and Delta on the arrival of its huge new LASH/Containership at the Barbours Cut Terminal. Next to Captain Clark is Commissioner Marcella Perry and at right are Commissioners James Fonteno and W. D. Haden, II. Both Commissioner Warner Brock and Port Executive Director George W. Altvater were out of Houston on business and unable to be present.

Port Commission Chairman Fentress Bracewell presented Captain Clark with a set of Texas Navy cufflinks and presented Capt. LeVere Cooley, Master of the DELTA MAR, with a maiden voyage plaque depicting an aerial view of the Port of Houston.

He paid special tribute to Port Executive Director George W. Altvater for his efforts to bring the new Delta LASH/Container vessels to the Barbours Cut facility and cited, also, the work of Capt. Daniel Kirby, Vice President, Operations, of Delta, who played a large part in making the final decision in favor of Houston.

Captain Clark said that the three new Delta LASH/Container vessels represent the first truly intermodal ocean transportation system between the United States and South America. “Every conceivable cargo—dry or liquid, breakbulk or baled, palletized, containerized or refrigerated—can be carried aboard our LASH vessels,” he noted. “The unique part of Delta’s LASH operation is that the ‘mother ships’ do not need to berth at congested harbors. They do not lose time shifting from port to port or pier to pier.”

He said the new vessels would reduce port time some 70 to 90% and that Delta’s barges can be loaded or unloaded in 15-minute cycles while the 30-long ton container crane, simultaneously, loads a full container every three minutes.

Delta thus can load the barges aboard a ship in a few hours as compared to several days for a conventional vessel, which means it can maintain realistic, fixed schedules with confidence, he said.

Service to shallow-draft terminals is a unique capability of Delta’s LASH/Container vessels, as is the ready convertibility of hatches to receive either 20-foot or 40-foot containers in lieu of barges, should cargo demands require greater container utilization. He said, also, that Delta plans to deploy a fleet of LASH barges in key ports in the U.S. Gulf area, the Caribbean and South America to accommodate its customers at any time.

“Of radically new design were the DEL RIO class, built in 1961, and later the DELTA BRASIL class in 1968, both parts of the Line’s replacement program. These vessels had concepts later copied by many other lines, including the heavy lift crane amidships, canvas housing well forward and stock aft.”

AUGUST, 1973
mutual cooperation and friendship between the Americas through more efficient shipping services, increased foreign trade and general economic growth."

Innovation has been the key word of Delta Steamship Lines and through the years the company has built a technically advanced cargoliner fleet, vigorously promoted U. S. foreign trade, and served as a goodwill emissary in establishing more friendly and fruitful relations with developing nations.

The three new LASH/Container vessels which will be in service by year's end climax fifty-four years of maritime progress by the firm. And these largest of all general cargo ships will be the latest additions to what Delta still fondly recalls as the "coffee fleet"—a name derived half a century ago when its first ships plied the sealanes carrying coffee from Brazil to U. S. Gulf ports.

Delta Steamship Lines was organized in 1919 as the Mississippi Shipping Co. It grew, it expanded, and it competed successfully so that, today, Delta's regularly scheduled cargoliners ply the waters of South American, Caribbean, and West African trade routes carrying many varieties of cargoes.

A year after its founding, the company added ports in Argentina and Uruguay to its original Brazilian schedule and before long it was commonly referred to as the "Delta Line." Offering fast, dependable services to exporters and importers, the company continued its growth in the South American trades and in 1931 initiated passenger services to that area with the S.S. DEL NORTE, S.S. DEL SUD and S.S. DEL MAR. For more than two decades these popular, beautiful ships carried thousands of passengers in addition to cargo to Rio, Santos, Montevideo, Buenos Aires and Curacao, but were retired from service in 1971.

Shortly after the end of the War Delta Line came out with its revolutionary designed, air conditioned, luxury passenger-cargo express ships the DEL NORTE, DEL SUD and DEL MAR. For more than two decades these popular, beautiful ships carried thousands of passengers in addition to cargo to Rio, Santos, Montevideo, Buenos Aires and Curacao, but were retired from service in 1971.

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During World War II, Delta Line, acting as a general agent for the War Shipping Administration, manned and operated 58 vessels on more than 500 voyages. Eight of these vessels and 81 lives were lost in a war that was finally won because of the splendid performance of the American Merchant Marine. Delta acquired a new fleet by purchasing 11 C-1 and C-2 cargo vessels from the government.

In 1946-47, three new combination passenger-cargo ships were built—the DEL NORTE (II), DEL SUD (II), and DEL MAR (II). These luxurious, air-conditioned vessels capable of carrying just before World War II Delta completed its popular passenger-cargo ships DEL ORLEANS, shown here in Buenos Aires, and DEL ARGENTINO and DEL BRASIL, but hostilities interrupted the service. During the war Delta Line operated 58 vessels on more than 500 voyages for War Shipping Administration.

PORT OF HOUSTON MAGAZINE
The BOUNDBROOK, the ship that started it all. This was Delta Line's first vessel, acquired from the Government in World War I, which went into service in March of 1919 between the Gulf and Brazil, soon to be followed by the LORRAINE CROSS.

more than 115 passengers were the first passengers ships built in the U.S. following World War II and were extremely popular cruise ships for more than two decades. Although Delta discontinued passenger ship service in 1968, these vessels continued to operate as express cargoliners until 1971.

In 1947, Delta pioneered the trade route between the West Coast of Africa and the U. S. Gulf when the M.V. DEL ORO initiated the first regular service. Because of this, a two-way trade lifeline was opened with this part of the world which has meant billions of additional dollars to the economies of both Africa and the United States.

Following a tradition of innovation, the first phase of a ship replacement program was begun in the late 1950's in an effort to modernize and upgrade its fleet. Delta developed a design which was distinguished by new features that have become widely accepted in the maritime industry, such as utilization of maximum mid-section cargo space, cranes instead of conventional rigging, and multiple hatches.

The result was the DEL RIO Class vessels, completed in 1961, and also included the DEL ORO and DEL SOL.

In the second phase of its replacement program, five highly automated Delta Class cargoliners were built in 1968. Named in honor of some of the countries they serve, these ships—DELTA BRASIL, DELTA ARGENTINA, DELTA PARAGUAY, DELTA URUGUAY, and DELTA MEXICO—carry more than 10,000 tons of cargo each, including containers, heavy-lifts, bulk, and refrigerated cargoes.

The third phase of its vessel replacement program consists of the new three new LASH/Container vessels.

In addition to Delta's regular and frequent sailings on its trade routes to South America and to West Africa, the company has, for many years, promoted foreign trade between the United States and those areas. Delta's trade promotion activities included a 1964 Floating Trade Fair on the S.S. DEL SUD, which called at South American and Caribbean ports and the participation by Delta's representatives and foreign branch offices in the planning and execution of several trade missions in recent years to South America and Africa.

Delta has been awarded the Presidential "E" for export expansion. It also has operated several cargo ships for the Navy's Military Sealift Command during the Vietnam sealift.

Delta Line, now a subsidiary of Holiday Inns, has been alert to new methods of providing quality services to its customers. The company has built a widely respected international reputation and its image of progress will help Delta continue its leadership in ocean transportation and, hopefully, open trade doors even wider between the United States, Latin America, West Africa, and the Caribbean areas in the years ahead.

By 1931 the Delta Line was offering passenger runs as well as freight service in its South American run and the first DELTA NORTE, DEL SUD DEL VALLE and DEL MUNDO, which were old Hog Island vessels from World War I, were converted to carry 52 passengers as well as 6,000 tons of cargo.
Hundreds of shippers, importers, freight forwarders and other maritime interests in the United Kingdom, Sweden, Belgium, Denmark, Germany and The Netherlands were told about the Port of Houston recently when Executive Director George W. Altvater and Trade Development Director Henry M. Broadnax visited eight leading ports in the area.

At luncheons and evening receptions the Houston salesmen told with colored slides, photographs and charts of the burgeoning trade, new facilities and future growth of the Nation's third largest port, especially its leading role in the LASH/Containership traffic.

Scenes on these pages are of some of the guests with whom the Houstonians visited during their busy fortnight tour.

Port of Houston's Progress Described To Hundreds In Tour

Glasgow

J. N. D. Ramsay, right, director of John G. Borland & Peat, Ltd., who had visited Houston recently, helped make arrangements for the Houston reception in Glasgow and is shown here shaking hands with Trade Development Director Broadnax, while W. Nicoll, left, also a Borland & Peat director, greets Houston's Executive Port Director Altvater.

White Horse Distillers Ltd.'s N. A. K. Hodge, left, at the Glasgow reception with A. J. Hood of R. M. Beveridge & Co. Ltd.; D. Stenhouse, Templeton's Carpets; A. Shearer, Geo. Ballantine & Sons, and G. Sheach of Long Bros., Ltd.


C. J. McCracken, right, of Atlantic Gulf Service in Glasgow, with S. W. Curtis of Jas. Buchanan & Co., Ltd.; R. Slorach, Cameron Iron Works, Ltd., and D. Govan of Sutherland International Despatch, Ltd.

At the Glasgow gathering were, from left, W. Meldrum of Strathleven Bonded Warehouses, Ltd.; J. F. Wheelans, Ainslie & Heilbran (Distillers), Ltd.; J. Harris of M. McLeod Co., and G. Robertson of McLeay-Duff (Distillers), Ltd.

F. Suykens, center, deputy general manager of the Port of Antwerp and a former visitor to the Port of Houston, attended the reception at Antwerp along with A. De Laet, left, of Freyman & Van Loo and J. Guldenstaps of Schenker & Co. of Belgium.

J. E. Beuschel, left, of Sea Land (Nederland) in Rotterdam is shown at the Antwerp reception with M. Panigeon of Freymar N. V. and Leslie Schulz of New York.

L. De Pessemier, right, of the Armement Deppe, which has been serving the Port of Houston since the thirties, is shown at the Port's Antwerp gathering with C. Museur, left, of the Comptoir Franco Belge de Transport S.A. and Ch. Tombeur of the Agence Maritime Internationale.

Here J. Ghys, left and R. Larrey, right, both of the Northern Shipping Co., which are agents in Antwerp for the French Line, are shown with G. Teygenman of the Antwerp-based Armement Deppe.

J. F. West, left, of the American Consulate General in Antwerp, is shown with Messers. Van Helden, O'Prey and Siruthai, all of the Lykes Line Agency in the Belgium port.


R. Martinez, center, of the Lykes Line Agency in Antwerp, is shown with P. van Caubergh, left, and L. De Pessemier, both of the Armement Deppe, at the Houston reception.

Two representatives of Usines Forges de Laminor à Strasbourg, M. Geldreich, at left, and M. Lutz, third from left, are shown with F. Van Aelst of Euroshipping S. A. and L Dictus of the Agence Maritime Omya, S. A., both of Antwerp.
Hamburg


Yorck von Wulffen of Hapag-Lloyd AG in Hamburg, who helped organize the Port of Houston meeting, is shown with Mrs. B. Schuermann, also of Hapag-Lloyd and H. Lewitzke of Montan Transport GmbH.

Houston’s Trade Development Director Broadnax, left, in Hamburg with J. J. Nuis, Combi Line; M. Biege, Hapag-Lloyd AG, and H. Tobaben, of Ocean Stinnes Line.

Port of Houston’s Executive Director Altvater is shown with H. Kirchberg, left, and W. Heise, both of Fr. Meyer’s Sohn at the Hamburg reception.

At the Hamburg reception were V. Masek, left, of Eberhard Clemens Co.; J. Metzger of Theodor Eimbcke Co., and M. Bockholt of W. Koehnk Co.

M. Peters and H. Lothar, both with Hapag-Lloyd AG in Hamburg, with H. Reincke of Transco, and Mrs. H. Henning and H. Stork, both of E. H. Warlee & Co. of Hamburg.

G. Doering, left, of Arnold Otto Meyer in Hamburg, with N. Eindorf of Nordmann, Rassmann & Co., and K. Burchardi of Hapag-Lloyd AG.

At the Hamburg reception were, from left, H. Macklmann of Max Gruenhut Co.; U. Brewe, Roehlig & Co.; Baie, Schenker & Co.; P. Friedrich, Paul Guenther Co., and H. Henning of Richard Wolff Co.

The Houston executives' visit to Bremen-Bremerhaven coincided with the launching of the Sea-Land Market at the Wasser AG shipyard in Bremerhaven, which looms in the background above Trade Development Director Broadnax. This is one of eight such SL-7 class vessels built by Sea-Land and which are among the biggest and fastest container ships afloat, capable of carrying 1100 forty-foot containers, or equivalents, and crossing the Atlantic in three days.

Former Houstonian William Gibson, right, now manager of pricing for Sea-Land Service in Rotterdam (he was a sales manager for Sea-Land in Houston before his new assignment) is shown with John Sutherland, Sea-Land's European sales manager, also based in Rotterdam, and Mrs. Hoshagen, at the Port of Houston reception in Bremen's famed Park Hotel.

The Port of Houston has had an especially warm relationship with the Bremer maritime industry and civil authorities for many years and Altvater and Broadnax found many old friends there. Here is the Hon. Hans Koschnick, third from left, Burgermeister and President of the Senate of Bremen, who has twice visited Houston. Also, from left, are A. Othzen of the NORDSEE ZEITUNG of Bremerhaven; M. Reckelkamm of the BREMER NACHRICHTEN; R. Kohlrausch of Carl Prior Co.; H. Davideit, Waterman Line, and W. Ribbe, Hansa Transport-Kontor of Wilh. Meyer Co.


Here at the Bremen reception are, left to right, Otto van Dyck, BLG of Bremerhaven; Dr. H. J. Scupin of Paul Guenther Co., and R. Metz and B. Werner, both of Sea-Land Services.

From left to right at the Bremen reception are M. Ahrens of Karl Gross Co.; G. Hartleb, Spedition Pracht; B. Hansing, H. Glahr & Co.; and H. Hagedorn, Lykes Lines Agency, Inc.

J. H. Clark, right, another old Houston friend and head of Lykes Lines Agency in Bremen, who helped organize the Port's reception, is shown with U. Hagen, left, of Transco; D. Kuschmann of Gebr. Kulenkampff Co., and Houston Port Executive Director Altvater.

The Port of Rotterdam's executive director F. Posthuma, center, a visitor to Houston in the past, is shown here with, from left, J. Dijkgraaf of the Port Authority; H. J. Brandenburg, Harbour Master, and Dr. J. M. C. Hengenaar and J. C. van Ostenrijk, both of the Rotterdam Port Authority.

From left to right at the Rotterdam meeting are A. A. van Herwaarden of the Furness Withy Agencies; T. Willemse, Alvracht & Co.; H. Bronder of Van Rees Burcksen & Bosman, and F. J. J. v. d. Eynden of Holland-America Line.

Enjoying a visit at a table during the Rotterdam reception are C. L. Schutte of Van Schaardenburg & Co.; A. Struijk, of his own company, and G. A. van Kampen of Real & Co.

K. B. Piers and William Romeyn, both of the Lykes Lines Agency in Rotterdam, with P. le Noble, right, of Gerlach & Co.

Port of Houston's Altvater with F.H.D. Fokma, left, of the Holland-America Line, and A. F. Bloch of the Waterman Steamship Co.

At the Rotterdam reception, from left, are J. van der Schoor of the Holland-America Line, and R. van Uden and P. Keyzer, both with Kersten Hunke & Co.

Copenhagen

R. Hedegard Jensen, Harbour Master, Port of Copenhagen, left, with Bent Henriksen, manager director of Seatrain Line in Denmark, and Kurt Meinhardt, public relations director, and Egel Andersen, general manager, both of the Port of Copenhagen.

A former Houstolian and an active member in the Houston World Trade Club, Jorgen O. Larsen, center, is now export manager of the Carlsberg Breweries in Copenhagen and renewed acquaintances with his good friends G. W. Altvater and H. M. Broadnax at the reception there.
From left to right are Per Norgaard, DFDS A/S (Atlantic Container Line); Svend-Erik Hansen, DFDS A/S, (Nordana Line); Capt. H. Schrum, D.A.F.R.A. Line and Georg Andersen, chairman of the board of the Freeport of Copenhagen Co., Ltd.

At the Copenhagen reception are, from the left, Svend Brettschneider, general manager of Masterfoods, Inc.; Henrik Strandvold, shipbroker representing Sea-Land Service; Knud Pedersen, managing director of Esteph International, Inc.; Palle Jensen, managing director of Fellowshop (Hapag-Lloyd), and Povl Lamboldt, managing director of Frank & Tobielsen (Polish Ocean Line.)

Three representatives of Hecksher & Son's Elff. (Lykes Line) in Copenhagen are, from left, Hans Melvig, Claus Ejrang and P. Daell Bjerrum, while at right is Hagens Munck, managing director of Adams Transport Co., A/S.

H. Bang & Co., representing Carib Shipping Co., were well represented in this group photo with Henrik Madsen, second from left; John Kistvad and Peter Broek all present. At left is Svend-Erik Kolrengen, manager of the overseas department of the East Asiatic Co., and at right are Hans O. Christiansen, barrister for the Danish Forwarding Agents Association and M. Gundel, general manager of Ove Skou.

Making their first official visit to Gothenburg, the Houston Port executives met marine leaders of that important Swedish port including Claes Bergman, left, and Henry Johansson, right, both of the Swedish American Line, and Carl-Wilhelm Lindeberg, agent for various cotton shippers.

Lewis W. Homburg, left, vice president of Strachen Shipping Co. in Houston, long agents for the Swedish American Line which now offers its AGS container service out of Houston, was in Gothenburg at the time of the visit and attended the reception. He is shown here with Bengt-Georg Nilson, vice president of the Swedish American Line; Leif Carling of the Port of Gothenburg, and Knut Worling, of AB Uddeholmsegenturen.

From left to right are Bengt Malmang of AB Volvo; Rune Svensson, Braström's Marketing Department; Alvar Anderson, Alpen & Parelius AB; Goran Janson, Braström's Marketing; Bengt Risell, SKF (Svenska Kullagerfabriken AB), and Ivan Damberg, Nordisk Express.

Ludvig Carlson, at left, manager of Sea Land Service in Gothenburg; Per Jessing of Braström's Marketing Department; J. L. Graham of Sea Land Service, and Inge Olsson, Rationell Spedition.
Tommy Ahlqvist, Brostrom’s Technical Department; Capt. Charles Hansen, Atlantic Gulf Service; Tor Zachrisson, Brostrom’s Marketing Department and Christer Cinthio, manager of Atlantic Gulf Service, who visited the Port of Houston a few months ago.

The Port of Houston’s reception in London found in attendance representatives of two Houston banks which maintains branch offices there. Here from left to right are Robert Hunter of Houston’s Texas Commerce Bank; Norman W. Nolen, vice president of Burston & Texas Commerce Bank Ltd.; Houston Port Executive Director Alvater and L. Goijns of Houston’s the First City National Bank London branch.

From left to right at the London gathering are C. White of F. & E. Clarke, Ltd.; D. Stratton of McMickon, Dixon & Hinbe, Ltd.; L. Roberts of Escombe McGrath, Ltd., and J. Noble of Kingsley & Keith Ltd.

Lykes Lines Agency in London was well represented in this group with, from left, D. Godfrey-Evans, Jack Bindloss and Peter Blatherwick, all of Killlick-Martin, Ltd., representatives of the Lykes Line, and Harry Veal and Robert Stevenson of the Lykes Lines Agency in London.

At extreme left and right here are J. Brown and M. Bird, both of Sea-Land Service; and others are S. Eldridge of J. Burrough, Ltd.; B. Stuart of Brown Jenkinson, Ltd.; E. Saunders of Tanqueray-Gordon.

Lykes Lines Agency in London was well represented in this group with, from left, D. Godfrey-Evans, Jack Bindloss and Peter Blatherwick, all of Killlick-Martin, Ltd., representatives of the Lykes Line, and Harry Veal and Robert Stevenson of the Lykes Lines Agency in London.

London

J. Mellor, at left, of Dow Chemical Corp. in London, with R. Bishop of American Overseas Shipping, A. Lewing of Escombe McGrath, Ltd., and P. Dodd of the British Steel Corp.

M. McArthur, of Halliburton Manufacturing Services, Ltd., and J. Burke, of Rankin, Kuhn, Ltd., were two of the London reception guests.

Chatting about the table at the Gothenburg reception are, from left, Arne Sjoberg, AB Axel Hofstedt; Tage Dehner, Axel H. Agrens Spedition AB; Carl-Eric Svensson, Fellenius & Lefflers AB, and H. J. Hakanson, AB Skandiatransport.