PORT OF HOUSTON IS BUILDING—In the foreground are the sites for general cargo wharves 26, 27, and 28 now being built at a cost of $4.5 million. Wharf 26 will be open and a transit shed will cover wharves 27 and 28.

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- The Port of Houston in the last 10 years has spent $38.5 million for capital improvements, including three general cargo docks now under construction.
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- 18 Stevedoring Companies.
- 13 Export packers.
- A magnificent World Trade Building, where people in the "trade" gather.
- Heavy Lift Equipment.
- Prompt, Courteous Service.
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TAPPUZ

JANUARY, 1967
"Will Katy prove to be a Cinderella?"

asked Modern Railroads Magazine
October, 1965, reflecting the industry's interest in Katy's rehabilitation

Katydid!

On November 11, the Missouri-Kansas-Texas Railroad Company was awarded Second Place in the annual Golden Freight Car competition. Runner-up recognition from the Railway Progress Institute reflects Katy's tireless, year-long efforts of rehabilitation; its acquisition of new rolling stock and facilities; its hard-hitting sales promotional programs...all to make the Katy worthy of your business. Katy is moving fast in the right direction. This transformation is your assurance that you can COUNT ON KATY all the more in 1967 for your total rail transportation needs within and through the area it serves.

Katy's No. 2 and proud of it!

Photo shows Arthur H. Smith (left), chairman of the Railway Progress Institute, presenting the Golden Freight Car runner-up plaque to John W. Barriger, Katy president, "for its remarkable comeback from financial trouble." Said the RPI, "Katy has convinced shippers that they need its revitalized transportation services."
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January, 1967 No. 1

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THE COVER

Representative of the Finn Lines fleet is the FINNBOSTON, which was photographed on a recent visit to the Port of Houston. Although relatively new to Gulf ports, the Finn Lines have made rapid strides. See Page 17 for details.
The barite ore is unloaded at the Port of Houston's bulk materials handling plant.

The huge unloader at the Port of Houston's Bulk Materials Handling plant digs the ore from the hold of the S.S. INGER.

There are two ways to make mud:

1. **Mix dirt and water.** This type is good for getting cars stuck or making little girls’ pies.

2. **Use barite ore.** This type is good as a weighting agent to make heavy mud to prevent pressure from blowing out the casing and drill stem while drilling an oil or gas well.

A full cargo of barite (23,500 tons) was unloaded recently at the Port of Houston bulk materials handling plant from the S.S. INGER, a Reynolds Aluminum Company vessel. This was the first shipment of barite from Alaska.

The ore was discovered on an island of the Castle Islands group in the Duncan Canal, not far from Petersburg, the Alaskan halibut capital. An organization searching for gold 30 years ago found that this small island was mostly barite. But at that time it was not economically feasible to mine it because of its location.

However, when the engineers learned they could get a large ore carrier to the island, it then became practical to take the barite. Thus a new industry has been created for Alaska.

The U. S. Coast and Geodetic Survey and the Coast Guard charted and marked the channel. Kelly & Fleming of Tacoma,

**MUD:** Barite Cargo Is Unloaded

PORT OF HOUSTON MAGAZINE
EXPORT: The S.S. INGER is being loaded with ore from the Barite Island in Alaska.

Washington, owners of the island, sent a crew of 16 men and two women cooks to the site last spring. They built living quarters and then erected a conveyor system.

The first ship to navigate the Duncan Canal to the barite island was the INGER, a 625 foot long vessel of 21,000 tons. This is one of the largest ships ever to enter the Alaska trade, according to Casey Moran, veteran Alaskan coastal pilot of Ketchikan who took the ship to its berth.

Loading of the INGER was from November 4 to 7. The ship moved South through the Panama Canal and then to the Port of Houston. The INGER was unloaded November 27 and 28 at the modern bulk materials handling plant.

The ore was taken to the International Minerals Company plant at 6909 Wallisville Road in Houston where it is being ground and processed.

In addition to its use as mud in drilling oil wells, barites are further refined and used by the medical profession in X-ray diagnosis of the alimentary canal.

Barite ore is a grayish opaque rock of a hardness factor of 3.5. Geologists recognize the ore as barium sulphate (BaSO4) with a specific gravity of 4.5, which is much greater than most non-metallic substances. The Alaskan barite is 91 per cent pure, with traces of gold, silver and copper.

On the barite island the rock was crushed to four inches or less in size to facilitate handling. A 200 foot long conveyor moved the ore to the stock pile and an additional 450 foot long conveyor moved the ore to the ship.

It is estimated that between 70 and 100 thousand tons of ore remain on the island which is about two blocks square.
The Harrison Line’s latest vessel, the M. V. TRADER called in Houston recently on her maiden voyage and Captain W. E. Hinde received the Port’s commemorative from Houston Chamber of Commerce man Ed Russel. Witnessing the event are Peter R. Phillips, president of Le Blanc-Parr, Inc., Line Agents, and J. P. Turner, right, executive director of the Harris County Navigation District. The 7800 d.w.t. vessel is especially fitted for the carriage of fresh citrus fruit. The Harrison Line’s service is one of the oldest out of the Port of Houston. The M. V. TRADER is 418 feet long and it has a beam of 59 feet. The service speed is 161/2 knots. A 70-ton Stulcken derrick serves both hatches 2 and 3 for heavy lifts.

The first modern general cargo freighter named after the City of Houston, the Japanese HOUSTON MARU, launched in 1960 at Kobe, for the Mitsui-O.S.K. Lines, Ltd., finally called at its namesake harbor late in 1966 and was welcomed by city and port officials with special presentations to her master, Captain Kenkichi Yagi. Honored at the reception on the ship were, left to right, front row, Captain Yagi; Hon. Hideko Tanaka, Consul General of Japan; Y. Nakamura, assistant general manager, Mitsui-O.S.K. Lines, New York, and Mitsui-O.S.K. Gulf Representative Y. Yokoyama. Left to right in the rear are Henry Collins, vice president, Strachan Shipping Company, New Orleans, and Lewis W. Homburg, Strachan vice president, Gulf agents of the steamship line, Houston. The 512 foot long vessel has a deadweight of 11,949 tons and has a cruising speed of 181/2 knots. The HOUSTON MARU is equipped with all modern navigation aids and has deep tank and refrigerated space available. She has a 30-ton boom for handling heavy lift cargoes.

The new Scindia Line ship JALARASHMI, equipped with special heavy-lift cranes and the most modern cargo-handling facilities, called at the Port of Houston recently on its maiden voyage fresh from the shipyards in Glasgow, Scotland, where she was built. She is shown here at the Petty Terminal near the Turning Basin, and at ceremonies aboard Captain A. J. Bracken received a commemorative plaque from Bob Plyler of the International relations committee of the Houston Junior Chamber of Commerce. With them is Frank van Houten of Beihl and Company, agents.
Captain J. J. S. Jacobsen, master of the Scandinavian-American Line vessel ALBERTA, received a commemorative plaque on the occasion of his ship's maiden voyage to the Port of Houston recently. The plaques are presented jointly by the Navigation District and the Houston Junior Chamber of Commerce. Here Bob Bacon of the Jaycees is shown with the plaque with Joe S. Gumina at right, branch manager of Funch, Edye & Co., agents for the Line.

The new 15,000 ton motor vessel DELWIND of the Taiship Co., Ltd., out of Hong Kong, paid her first visit to Houston on her maiden run following construction at the Sanayasu Dockyard in Osaka, Japan last month. Here on the bridge Captain J. J. Etherington (light coat) receives a commemorative plaque from John P. Dennis of the Houston Junior Chamber of Commerce. Others, from left to right are Kyujl lizaka, engineering representative of the Sanayasu Dockyard; Chief Engineer Sung Yuen; Chief Officer Johnny H. K. Cheng, and Radio Operator N. Kandasamy. The DELWIND brought in a cargo of Japanese steel for which Arthur J. Fritz & Co. were forwarders and Ayers Steamship Co. agents.

Another "bug" goes over the side of the M. V. MARIE LUISE BOLLEN as Houston Junior Chamber of Commerce representative John Dennis presents Captain H. Rappold with his ship's Port of Houston Maiden Voyage Plaque. The MARIE LUISE BOLLEN brought 1,712 Volkswagens to the Port for distribution throughout the Southwest. Biehl & Company are agents for the Volkswagen ships. The vessel loaded grain outbound.

Another "bug" goes over the side of the M. V. MARIE LUISE BOLLEN as Houston Junior Chamber of Commerce representative John Dennis presents Captain H. Rappold with his ship's Port of Houston Maiden Voyage Plaque. The MARIE LUISE BOLLEN brought 1,712 Volkswagens to the Port for distribution throughout the Southwest. Biehl & Company are agents for the Volkswagen ships. The vessel loaded grain outbound.

Captain Kieren Alvarez of the Shipping Corporation of India's M. V. STATE OF MYSORE shows his wife Lavinie the Port of Houston Maiden Voyage Plaque presented to his ship by the Houston Junior Chamber of Commerce and the Harris County Navigation District. With them in the World Trade Club where the presentation took place is David Swearengin of Abaunza Steamship Agency Corp., Gulf agents for the Line.
A government administration study team of Turkish governors and other Turkish government officials inspected the Port of Houston recently from the Navigation District's M. V. SAM HOUSTON as part of a six-week study tour of the United States. Other activities in the Houston area for the group were organized by the Institute of International Education. Left to right are: Fikret Karayalcin, USAID/Ankara; George H. Werner, AID staff, Washington; Fethi Tansuk, team leader, undersecretary of ministry of interior and Governor of Balikesir; Ali Cahit Betil, Governor of Konya; Huseyin Meydanoglu, Governor of Kocaeli; Ali Maria Dirtemekin, general director of personnel, Ministry of Interior; Osman Meric, Governor of Eskisehir; Suat Demiray, AID interpreter; A. Hilmii Nalcaci, Mayor of the City of Konya.

Grain storage facilities as well as handling of other agricultural products at the Port of Houston were studied recently by a team from Japan's National Purchasing Federation of Agricultural Cooperative Associations (nicknamed Zenkoren) who were touring the United States. The group is shown here on the after upper deck of the Port's inspection vessel SAM HOUSTON preparatory to a trip down the Ship Channel with Kenneth Roden, manager of the Public Grain Elevator.

The Los Angeles Times newspaper has opened its Southwest News Bureau office in Houston and Bureau Chief Nick Criss toured the Houston Ship Channel recently aboard the Inspection Vessel SAM HOUSTON to familiarize himself with area shipping and industrial activities.

Members of the executive reserve of the U. S. Office of Civil Defense Mobilization toured the Houston Ship Channel recently to acquaint themselves with the production potential and civil defense problems of the area in case of an area or national emergency. The executive reserve is made up of business men who have pledged themselves to serve in civil administration should the need arise. Left to right on the bow of the Inspection Vessel SAM HOUSTON are Edward T. Fecteau, Jr., director of the Houston field office of the Department of Commerce; businessmen Victor Prange, William O'Connor, L. A. Patterson, and Henry Wilkens, Jr.; Office of Civil Defense Mobilization Regional Coordinator John D. Kay; businessmen A. A. Cambre, C. Raymond Kirby, and Harold Collins; and Port of Houston Managing Director of Trade Relations and Development George W. Altwater.

Professor Shigeru Takatori, left, of the Commerce Department of the Japan University, Tokyo, on a world-wide trip studying trade routes and port facilities, toured the Houston Ship Channel aboard the Inspection Vessel SAM HOUSTON with Hiroyuki Matsumoto, Yamashita-Shinnihon Steamship Co., Ltd. Gulf representative recently. Professor Takatori is writing a book on world trade.

Ian H. P. Bayes, left of the Crispin Company, is shown on the bridge of the SAM HOUSTON with Edouard de Clebattel, managing director of G. Ferron E. de Clebattel Cie. of Paris, one of the most important freight forwarding, stevedoring and steamship agency firms in France.
Meet B. B. Bennett, Jr.

He's United Fruit Company Representative In Houston

By Lloyd Gregory
Information Director

Burwell B. Bennett, Jr. is assistant freight traffic manager of the United Fruit Company, with offices in the World Trade Building.

His many friends over the country call him "B.B." Some say the initials stand for Better Bananas, a reference to Mr. Bennett's business connection; others say Billiard Ball, because of his lack of hair; still others say Big Boom because his job relates to deep sea shipping.

Mr. Bennett grins and answers to any of the three nicknames. He is happy to be living in Houston. Mr. Bennett said: "the potential of the Port of Houston is limitless, and it is good to be living in such a bustling, growing city."

Mr. Bennett married at 46, and it took a Texan to land the bachelor. Mrs. Bennett is the former Miss Joyce Snider of Houston, a secretary at the famed Oschner Clinic in New Orleans when she six years ago met her husband-to-be.

B.B. solicits general cargo to move on United Fruit ships in and out of the Port of Houston. He operates through Southern division headquarters at New Orleans.

United Fruit ships sail between Houston and Central America and Jamaica. Among export items are wheat, powdered milk, flour, rice, oil field equipment, lubricants, carbon black, chemicals, resins, farm machinery, trucks and other vehicles. Major import items are coffee, pine and mahogany.

A veteran of 36 years with United Fruit, Mr. Bennett started as an office boy of 15 years in the New Orleans office. For five years, he attended night classes to finish high school, and later took special courses at Tulane and Loyola universities.

He served four years with the Coast Guard in World War II, spending two years convoying ships to war zones.

New Orleans, Costa Rica, and Chicago were among ports of calls during his long service. B.B. was in Chicago serving as assistant freight traffic manager in charge of the Mid-West territory, when 10 months ago he was transferred to Houston to manage the office here, and to travel several Southwestern states in cargo solicitation.

Mr. Bennett's hobbies are deep sea fishing, collection of ship models, and golf. He has little time to indulge in fishing or golf. In his office, 903 World Trade Building, there is a beautiful ship model made of balsa wood in Equador. The model is amazingly light. South Americans make ocean-going rafts of balsa. Remember the saga of KON-TIKI?

Among Mr. Bennett's clubs are World Trade, Traffic, Propeller. He is a member of the international business committee of the Houston chamber of commerce.

Mr. and Mrs. Bennett live at 2316 Sunset Boulevard. They are members of St. Vincent de Paul Catholic Church.

January, 1967
Large bags of hops (above) are carefully unloaded at the Port of Houston to be held until needed (left) in a cold storage warehouse.

The ingredient that gives the taste that beer drinkers love—the flavorful blend of hops grown in different parts of the world—sleeps in the cool vaults of a Houston cold storage warehouse waiting to be shipped to breweries throughout the United States.

Anheuser-Busch, Inc., with headquarters in St. Louis and breweries in Tampa, Newark and Los Angeles, as well as a newly-completed plant at Houston, brings in all its hops through the Port of Houston on vessels of the Lykes Bros. Steamship Co., Inc.

These ships, trading to the colder regions of the world where the hop vine grows its flavorful small, yellow flowers, bring large bales of the plant to Houston where a stock of 3000 bales is maintained at the Winton Cold Storage Warehouse here.

Hops must be stored with great care and Winton’s maintains them at a temperature of from 20-24 degrees with a relative humidity of 70 per cent. If stored in warmer temperatures, says Anheuser-Busch’s Houston Plant Manager J. B. McLendon, the hops dry out and are useless for making beer.

November and December are the main harvesting months for European hops, grown in Bavaria, Austria, France and elsewhere on the Continent and brought in continuous shipments in huge bales to Houston by the Lykes Line. Their unloading and care are highly important and the Port of Houston is proud of the way it handles this cargo.

PORT OF HOUSTON MAGAZINE
At the brewery the hops are weighed by James Fowler just before they are mixed with other ingredients in the giant kettles.

"Hops grown in different areas have different flavors," explains Thomas A. Reap, Anheuser-Busch brewmaster in Houston. "It's the blending of these various hops that gives our brands of beer—Budweiser, Busch and Michelob—their distinctive flavors."

Hops are added to the beer during the first stage of the brewing process so the flavor is carried throughout the other stages. Only the powdery yellow center of the flower is used, and the rest is strained out or discarded.

Recently Anheuser Busch had an official opening of its new Houston plant and immediately announced plans for a new construction program to double the capacity. Government and civic leaders and Consular officials were on hand for the various tours of the facilities which use the Houston-imported hops.

Sixty bales is an average two-weeks supply for the Houston brewery and this amount is maintained at the brewery, itself, with a 3,000 bale backlog being maintained at the Winton Warehouse. This backlog is constantly augmented by shipments brought in from the European harvests along the slopes of the Alps and other mountains.

A similar reserve stock of hops, shipped from Houston, is also maintained at warehouses in Newark and Los Angeles, as well as at the breweries in Tampa and St. Louis.
THE ROCK ISLAND AND FRISCO railroads, by independent action, have published reduced rates effective December 30, 1966, applying on shipments of whole grains from Arkansas, Colorado, Kansas, Missouri, Nebraska, New Mexico, Oklahoma, and Texas to Houston, Galveston and Texas City. Purpose of the new rates is to combat the ever-recurring grain car shortage by establishing rules requiring a written car order agreement to be executed at least fifteen days prior to the desired loading date, and requiring quicker loading and unloading of equipment, coupled with incentive rates, thereby resulting in better car utilization. An example of the new rates is: from Enid, Oklahoma—31½¢ cwt., 31¢ cwt., 30½¢ cwt., and 29½¢ cwt., subject to minimum weights of 150,000 pounds per car, and further subject to aggregate minimum weights of 750 net tons, 1,000 net tons, and 2,500 net tons, respectively. The new rates average 21-26 percent lower than the present single car rates. Rates apply only on shipments from one consignor at one location at one origin to one consignee at one location at one port at one time on one bill of lading.

SOUTHERN PORTS Foreign Freight Committee tariffs publishing export-import rates applying between Houston and the Midwest and Central portions of the United States will be amended by providing a rule reading: "Rail carriers will not perform the service nor assume the cost of removing and/or installing protective coverings and including removable roofs on cars to be loaded with or containing freight under rates published in this tariff." Purpose of this new rule is to preclude shipper or shipper's agent from attempting to collect the cost of removing and/or installing protective coverings on rail cars in connection with export and import traffic moved under rates in these tariffs.

AN INCREASE of ½¢ per 100 pounds in the loading-unloading charges applying on general commodities moving in foreign commerce through the Texas and Louisiana Gulf ports has been published by the rail carriers to become effective January 20, 1967. Palletized and unitized commodities and bulk commodities or products moving through pipe lines are exempted from this increase. This increase does not apply on cargo moving across the wharves at Port of Houston. Truck shipments will also be increased by ½¢ cwt. effective January 20.

UNDER I.C.C. DOCKET 34522 and I&S Docket 8230, concerning the matter of reduced free-time at the U. S. ports, rail carriers rules naming five days free-time were suspended to and including January 31, 1966 with the railroads voluntarily postponing the effective dates of the involved publications until December 31, 1966. A further postponement to April 1, 1967 of the effective date has been made. Particularly involved at Houston and other Texas ports was Item 160-Series of TLFB Tariff 25-W, setting out the maximum free-time for unloading cars at the ports.

REDUCED LOADING-UNLOADING CHARGES at Port of Houston will become effective January 20, 1967 on two commodities: Wire, including barbed wire, and potash, when shipped unitized on wing-type pallets. Potash will be handled for 9¾¢ cwt. when unitized on wing-type pallets, minimum base dimensions 48" by 48", maximum base dimensions 54" by 60", gross weight not less than 1,600 pounds per unit. Wire will also be handled for 9¾¢ cwt. when unitized on wing-type pallets of maximum dimensions of 54" by 60", not exceeding 60" in height, gross weight not less than 1,600 pounds per unit.
Now a regular at the Port of Houston, the flag of Finland first flew in the Turning Basin only in 1963... and then not until July, 1965, did it appear again, when the Finn Lines (Merivienti Oy) started a fortnightly service between Houston and Finland.

At the end of World War II, the Republic of Finland, founded in December, 1917, had a merchant marine amounting to only 257,000 gross register tons, or only 38.5% of the nation's tonnage in 1939.

Realizing that a large rebuilding program was necessary to ensure Finland's export trade, a few big Finnish industries formed a shipping company, Merivienti Oy, in 1947.

A subsidiary firm, Oy Finnlines Ltd., was created to act as the owners' liner service agency with operations entrusted to Oy Baltic Chartering Ab. In 1954, when Baltic Chartering ceased operations, Finnlines took over both service and operating responsibilities.

The first vessels acquired by Merivienti Oy were six second-hand steamships, The S. S. WILLE, the S. S. KALLE, and the S. S. EERO sailed between Finland and Europe, and the remaining three, the S. S. TORNATOR, the S. S. HAMINI, and the S. S. PANKAKOSKI, between Finland and the U. S. Atlantic Coast.

At the beginning of 1950, new, fast, ice-strengthened motor vessels were ordered from The Netherlands. The M. S. FINNTRADER began her service in 1951, followed by M. S. FINNSAILOR, FINNPULP, and M. S. FINNMERCHAND in 1953.

M. S. FINNKRAFT was the first vessel built for the company in Finland, and after her completion in 1956, most new vessels of the Finnlines have been built at Finnish shipyards. In 1963, Oy Finnlines Ltd.'s shareholders placed the largest single order in Finnish shipbuilding history: three 9500 dwt and four 3500 dwt vessels. Later, two more vessels of 9500 dwt were ordered. All nine vessels were completed by the end of 1965.

By 1966, some 31 vessels of 179,318 dwt total were sailing in Finnlines service in eight different services:

- U. S. A. East Coast Line—weekly service; Gulf of Mexico Line—fortnightly service; Contract service to England and Ireland, and line service from England to ports in Southern Finland—weekly service; Bay of Biscay contract service—fortnightly sailings; Western Mediterranean contract service—fortnightly sailings; Carferry service between Finland, Sweden, Denmark and Germany; Chemical tanker's special service; and Bulkcarrier special service.

The Finland—U. S. Atlantic Coast service was started in 1948, with three of the company's original steam vessels. With the addition of the above-mentioned new motor vessels in the early 1950s, the steamships were retired and the company offered a sailing every three weeks.

Three more motor ships, the newly-launched FINNBOARD,
and the second-hand M. S. FINNBIRCH and M. S. FINNSTAR, were added to the route in 1958-59, and sailings posted every week.

In the years 1962-63, three new vessels, M. S. FINNEAGLE, M. S. FINNCLIPPER, and M. S. FINNFOREST were built in Germany. M. S. FINNSTAR and M. S. FINNBIRCH were transferred to the Mediterranean service. In December 1964, the M. S. FINNBOSTON was completed at the Wärtsilä shipyard in Turku, to be followed in 1965 by the motor ships FINNHAWK, FINNMAID, FINNARROW and FINNENSO.

At the time the line was started, the most important export cargo was paper, cellulose and other products of the wood-processing industry. In October, 1958, Hamburg became a regular loading port for westbound traffic. Since that time the Line's general cargo tonnage has steadily increased.

At first all return cargo was consigned to Finland. After 1950, however, Finnline ships began, picking up cargoes for other North European destinations. Liner service was started to Hamburg in 1959 and to Rotterdam in 1963.

The first Finnline ships entered the Gulf of Mexico in May, 1965. They had their first sailing to Houston in July, 1965, with the arrival of the FINNEAGLE with a load of newsprint consigned to the Houston daily newspapers.

Other Finnlines vessels calling in Houston have been the FINNARROW, the FINNBOSTON, the FINNFOREST, the FINNMAID, the FINNHAWK, the FINNCLIPPER, the FINNTRADER, the FINNBRIDGE, the FINNCLIPPER, and the FINNMAID.

Ports served on the Gulf of Mexico run include Antwerp, Rotterdam, Bremen, Hamburg and Helsinki on the European end and Houston, New Orleans and Mobile—with an occasional run to Vera Cruz—in the Gulf.

Inbound cargo to the Gulf consists mostly of newsprint and other wood products. General cargo makes up the bulk of the return cargo.

The transport of woodpulp to England began in 1949. In the beginning the return cargo was mainly coal from England and Poland. In 1965, liner service from London and Hull was started.

The United Kingdom service was broadened in 1962, with the employment of the vessels in contract traffic to Biscayan ports. Cargo to the Bay of Biscay ports consists mostly of woodpulp and kraft-liner board.

An important developing service of the Finnlines is to the Mediterranean Sea. The service was started by M. S. KAIPOLA in 1961. In June of 1961, the M. S. FINNAPISO joined the KAIPOLA, to be followed later by the M. S. FINNBIRCH and M. S. FINNSTAR. Finnish wood and paper products are the leading export items while return cargoes consist mainly of fruit from Morocco and Spain and phosphate from Tunisia and Morocco.

Finnline executives and the line’s Houston agent visited aboard the M. V. FINNBOSTON with Captain Jouko Rajahalme on one of her recent trips to Houston. Left to right are Pentti Heikkila, managing director of the Ameri.

The vessels have a bale capacity of 515,000 cubic feet, 37,000 cubic feet of it refrigerated to as low as --25° C. In addition, the vessels have deep tanks for carrying lubricating and vegetable oils.
The main engine of the FINNBOSTON is a two-stroke super-charged diesel turning out 6500 bhp at 130 rpm. The ship has electrical generators developing 12,000 kVA of alternating current. The engine room equipment is completely automated with the watch engineer controlling all operations with a remote control device while sailing.

The M.S. FINNBOSTON received its name from the Boston Cigarette, a leading Finnish cigarette produced by the Amer-Tupakkia Oy—the Finnish branch of the American Tobacco Company. Amer-Tupakkia is one of the owning companies of Meriventi Oy, Oy Finnlines Ltd., parent company.

An important facet of the Finnlines operations is the carferry lines providing service to travelers crossing the Baltic Sea. The passenger-carferry HANSA EXPRESS began service between Hanko, Gotland and Travemünde in July, 1962. Presently, she is running between Travemünde and Trelleborg.

The luxury carferry FINNHANSA was completed in April 1966, and her sister ship, FINNPARTNER, sailed on her maiden voyage in July, 1966. Both carferrys sail three times a week between Helsinki and Lübeck. Ports of call in Sweden are Nynäshamn and Karlshamn and in summer Söderköping on the Island of Bornholm. They also stop at Copenhagen.

All the carferrys transport cargo as well, on the roll-on, roll-off principle. Finnlines have been a pioneer in handling unit or containerized cargoes in North Europe. They have developed a system of cargo handling aboard ship for which they have made patent application and have given the name FINNFLOW.

The M.S. FINNHANSA and M.S. FINNPARTNER and their new sisterships now building have elevators between the drive-on deck and the cargo holds and a system of pneumatic carriers to move cargo pallets to the farthest reaches of the holds.

The master pallets equipped with supports, side grates and coverings and standard 20 foot containers are transported on a special trailer developed by Finnlines and a German firm. The trailers can carry 20 tons and have a special axle arrangement that allows a particularly low platform with a low center of gravity for driving on uneven ground.

The system is exceptionally fast, according to Line officials. The vessels load and discharge an average of about 9,000 tons in four to five hours. The roll-on, roll-off method was chosen by the Line for two basic reasons... the ease of loading in any kind of weather and the need for having a complete superstructure above the cargo decks for passenger accommodations.

Containers and pallets on trailers are towed aboard the vessels with tugmaster tractors. A straddle carrier developed by Finnlines in conjunction with Valmet Oy is used to transport master pallets or containers that are not on trailers aboard ship.

The Finnlines' ships are represented in the Gulf of Mexico by Dalton Steamship Company.

The FINNPARTNER and the FINNHANSA race bow to bow across the sea, loaded with passengers.
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William F. North of Houston has been appointed Southwest District representative of the Foreign Credit Insurance Association, FCIA President Henry G. Sheehy has announced. North has opened offices in Suite 323 of the World Trade Building and will coordinate FCIA activities in Texas and Louisiana. A partnership of the Export-Import Bank of Washington and more than 60 major insurance companies, FCIA was organized in 1962, and provides broad comprehensive insurance coverage for American exporters against commercial credit losses and political risks, such as war, expropriation and inconvertibility of currency of the foreign buyer’s country to U.S. dollars. It has insured $3 billion of exports and paid claims in excess of $5 million since its inception.

Isthmian Increases Service To Italy

Isthmian Lines, Inc. will inaugurate a biweekly cargo service from the West Coast of Italy to U.S. South Atlantic and Gulf ports with the sailing of the S. S. DONGA from Genoa on January 16, 1967.

States Marine-Isthmian Agency, Inc. will be berth agent for the Italy South France/U. S. Gulf Conference member.

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Magazines and beer to ease the lonely Christmas season aboard ships far from home were distributed to seamen at the Port of Houston through the efforts of Albert Leidts of the Port Houston Transport Company and the Anheuser-Busch Brewing Company. Here aboard the M. V. ALABAMA of the Scandinavian American Line crew members relax with the Danish Consul, Bernhard Daugbjerg. Left to right are Per Manssoan, Daugbjerg, Ellen Petersen, and Traels Mekhelsen.

Lone Star Shipping, Inc. General Manager R. E. Arriaga, left, had as his guests in the World Trade Club recently J. J. Maloney, Commodity Credit Corporation, New Orleans; M. H. Landers, Lone Star; and J. Mikulenka of Otto Goedecke Cotton Co., Hallettsville, Texas.

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