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THE COVER

This month we feature a very young steamship company that has shown tremendous growth. To find out about the Netumar Line see Page 18.

The Port of Houston Magazine

TED SUMERLIN, Editor

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WILL SPEND $3 BILLION IN 1969

BY GEORGE B. GIBBS
Editorial Director, Hydrocarbon Processing Magazine

THE LARGEST manufacturing industry in the United States in terms of capital expenditures is the hydrocarbon processing industry (HPI).

The HPI is the manufacturing part of the petroleum industry, consisting of refineries, petrochemical plants and natural gas processing plants. Capital expenditures for these plants in the U.S. will approach $3 billion in 1969.

The focal point for the hydrocarbon processing industry is Houston. This is because of the large concentration of HPI plants already built and some 27 new plants that are under construction. Many of these vital units are located on the Houston Ship Channel's 50-mile-long, $3 billion-plus industrial complex.

Petroleum refining in the Southwest (Texas Gulf Coast area) amounts over two million barrels per day, which is 74 per cent of the Texas total and 19 per cent of the U.S. operating capacity. Twelve major oil companies have general headquarters in Houston and eighteen refineries are operating in the Southeast Texas Gulf Coast area.

For petrochemicals (chemicals produced from petroleum), Houston is in an even more pre-eminent position. At least 40 per cent of every basic petrochemical produced in the United States comes from Houston and for some products, such as synthetic rubber, this region produces as much as 80 per cent. Two-thirds of the nation's ethylene is produced here.

THE COST of equipment to supply this industry amounts to about $140,000 per man in the HPI. This is nine times greater than the average of all manufacturing industry and is more than four times greater than the next ranking industry—chemicals. The type of equipment used by this industry varies all the way from simple piping to complicated, esoteric equipment such as cyclone separators.

Of just as much importance to the Houston area is the maintenance of existing plants. Maintenance, as a per cent of replacement value, is approximately 1½ per cent for U.S. refineries. Petrochemical plants average about 3½ per cent. Natural gas processing plants have a maintenance cost of less than 1 per cent.

The stakes are very high for keeping hydrocarbon processing plants running 24 hours a day. It costs about $1,600 per hour for a 1,000 ton per day ammonia plant to be shut down. A recent power failure at a refinery lasted three and one-half hours and cost $250,000 in lost products. So, it is not surprising that annual maintenance expenditures in the United States are $1.4 billion just to keep the plants running.

IN ADDITION to new capital and maintenance costs, the industry could not get along without huge expenditures for operating material. Exclusive of labor costs and capital depreciation, it is expected that $21.2 billion will be spent in the U.S. as operating costs.

Because of the industry's need of its own raw materials and by-products for certain essential processes, a heavy percentage of crude oil and petrochemical feedstocks will be captive and not available for purchase on the open market. Table 3 details the refining requirements for chemicals and catalysts, one of the important elements in operating costs.

Although the hydrocarbon processing industry is the supplier of most of the energy in the U.S., it also accounts for 27½ per cent of all fuels and electric
power consumed by the manufacturing industry. In addition, the HPI generates 15 per cent of all plant-generated power. Looking at the entire manufacturing industry, the HPI is the largest single market for electric energy and fuels in the United States.

What ties refineries, petrochemical plants and natural gas processing plants together is that they are very similar in design and construction. The refineries, petrochemical and natural gas processing plants all perform the same basic function—processing of oil or gas to manufacture fuels and chemical products.

All three types of plants derive their raw materials from petroleum resources, with refineries and petrochemical plants sending feedstocks back and forth to each other. They are similar in raw materials, processes and operations, equipment, personnel and organization. In fact, the most highly developed application of this idea is in Houston, where the tie-in, interdependence and relationship of these plants has been called the “spaghetti bowl.”

Certain fundamental unit operations are characteristic, such as the principles of fluid flow, heat transfer, reaction kinetics, process control and others. These principles are used in the selection of equipment such as pumps, pipes, valves, vessels, heat exchangers, reactors, instruments and many other items.

Gas and Oil will continue to furnish most of the world’s energy needs well into the next century. Even more capacity will be required of refineries in the years ahead to fulfill the growing energy demands. Refining runs are catching up to refining capacity. Overcapacity is now around 5.4 per cent as opposed to 16.7 per cent in 1962.

This margin is about as low as can be tolerated by the industry—and it is the primary result of strong demand rather than any slowdown in any new refinery construction. During the next ten years plans call for the installation of refining units that will add approximately 2 million barrels per day capacity. Outside the U. S. A., the growth will be even greater.

From two to three years are required to plan, construct, and put onstream (in production) additional capacity. The large oil and chemical companies are diversifying to an extent not contemplated even five years ago. Entry into the marketing of liquefied petroleum gas and the manufacture of petrochemicals are generally the first steps of these companies’ diversification programs.

These fields are natural growth areas for the HPI because of the raw materials involved as by-products of other processing steps. Both of these areas are growing more rapidly than the parent industries, with annual gains of 8-10 per cent in revenues expected to continue well into the future.

The petrochemical industry demands extremely heavy outlays in capital for new plant construction. This is a proven medium for investors of substantial capital funds.

Agrichemical has also been a very important area of expansion, with many old-line companies in this field having been acquired by mergers. This has caused the HPI to develop other mineral resources, particularly sulfur, potash, and phosphate.

Perhaps the most striking diversification move in recent years by the HPI has been in the coal industry, primarily by means of several large mergers. The most important attraction here is the huge reserve position enjoyed by the coal industry and the potential for deriving fuels and chemicals from coal by means of one vast HPI processing complex. Growth in the industry has been especially rapid for the past few years as electric utilities stepped up their purchases. Further mergers are anticipated and it is expected that HPI companies will soon be the principal producers of coal.

The hydrocarbon processing industry is truly international. There are about 3,400 HPI plants in the free world. Up until 1958, the U. S. refined more than half of the petroleum products. Now, countries outside the U. S. refine twice the amount of petroleum as does the U. S.

At present, the U. S. has a 65 per cent share of total natural gas sales. The U. S. is also predominant in petrochemicals. However, both natural gas processing and petrochemicals are growing faster outside the U. S. and will soon
be in the same position as refining is now. Here are trends to watch in a dynamic industry throughout the world.

GROWTH IN crude oil refining throughout the world continues at a fairly steady pace. The countries leading in refinery expansion are France, Germany, Japan, Netherlands, the United Kingdom, and the United States. Each makes an average yearly addition of approximately 200,000 daily barrels in capacity. Yet percentage growth for these countries varies widely because of the differing sizes of their refining industries. Actually, the average worldwide growth rate in refining is about 7 per cent per year.

Total capital expenditures in refining for 1969 in the Free World will be $2.6 billion. The United States will account for eight-tenths of a billion dollars which represents a 3-4 per cent growth rate. Processes employing thermal operations increase as a function of crude oil charging capacity and therefore follow these growth rates. However, in the United States, a fabulous corollary market exists because of the installation of downstream processing units, or industries which make further use of the oil refineries' basic products.

At the present time, the pressing need for newer and more modern units to remain competitive, and the widespread installation of pollution control systems, has somewhat offset the wave-like pattern of the U. S. refining industry's new process technology which heretofore has come every 5-6 years. However, the fastest growing downstream processes will continue to be hydrocracking and catalytic hydrogen treating. Because of this, the construction of hydrogen units will soar.

Outside the United States the $1.3 billion to be spent will go mostly for refinery enlargement. Certain areas of the world, such as Canada and Europe have embarked on the construction of vast superhighway networks which will inevitably create a demand for the larger U. S. type automobile which in turn will require high octane gasoline.

Petrochemical growth rates in the United States have been spectacular—averaging 10 per cent in recent years. Petrochemicals now account for 36 per cent of the total chemical output and surpass 58.1 million tons per year. Sales have passed the $10 billion mark and exceed 63 per cent of total chemical sales. Outside the United S. growth rates have averaged much higher and, in most cases, about twice our domestic growth. Demand for petrochemicals world-wide in the next 10 to 15 years should quadruple.

SYNTHETIC detergents, coatings and rubber have already captured over 50 per cent of the market. Synthetic fibers have made substantial inroads in the replacement of natural fibers. Plastic uses, fantastic as their growth may seem, have resulted from only modest applications in vehicles, appliances, packaging and many other smaller applications associated with increasing standard of living in developed countries.

By 1960, we can expect world plastics' consumption to be over six times the present rate; synthetic rubber should exceed present production by three times and synthetic fibers should be more than twice the present consumption. Another really large growth area for petrochemicals is fertilizers. Here the base is

Engineering and Construction of New HPI Units in Houston Area*

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<td>US National Distillers</td>
<td>Houston</td>
<td>Distillate hydrate</td>
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larger, and 1980 should see plant nutrients being produced in excess of three times the 1965 level of 36.6 tons annually.

Petrochemicals represent the largest segment of HPI capital expenditures, of which about half will be spent in the United States. In 1969, total Free World capital expenditures are estimated at $3.8 billion. In the 1970 to 1975 period this is expected to increase to a yearly average of $4.4 billion.

WITHIN THE next ten years the United States' share of the natural gas sales will drop from 65 per cent of the world total to around 50 per cent. This doesn't indicate a decline in the importance of natural gas in the U. S. but rather the immense gains in natural gas usage all over the world. American gas sales will increase at a healthy 5 per cent while the rest of the world will be experiencing a gain three times that of the United States.

Natural gas liquids will continue to play an important role in the industry's expansion. Gas liquids in the United States will grow at a rate of 5.6 per cent during the next ten years. Outside the U. S. the growth pattern is more difficult to predict.

Sulfur, a commodity in extremely short supply in the last few years, has become a prime by-product of natural gas processing. Once only an objectionable product that had to be removed, it is now a high-priced profit maker. Within the next 10 years it is quite possible, if not probable, that sulfur recovered from natural gas will replace mined sulfur as the main sulfur source. By 1975, liquefied natural gas will play an important role in the world's energy market. About 10 per cent of Western Europe's natural gas demand will be filled by LNG. The United States will be importing LNG, the amount depending on variables such as future indigenous discoveries and government policies. Japan, already an LNG importer will increase imports.

HOW VARIOUS PLASTICS ARE DERIVED FROM PETROLEUM, NATURAL GAS AND LPG

This big tank will be used in a refinery being constructed in South America.
Great Britain Sends Veteran To Head Big Office Here

The Hon. A. J. W. Hockenhull, O.B.E., has assumed his new duties as Her Britannic Majesty’s Consul General in Houston, succeeding the Hon. Gerald Simpson, who has returned to the Foreign Office in London after three and a half years as consul general here.

A veteran of the British Overseas Office since 1936, Mr. Hockenhull brings to his Houston post a vast experience in foreign service which has seen him in posts in China, Southeast Asia, the Middle East and South America. Here he will head the largest foreign consulate general in the Southwest, with jurisdiction in Texas and Oklahoma, and in Caddo and Bossier parishes (Shreveport area) in Louisiana.

Consul General Hockenhull said his chief task in the Houston office will be to stimulate British exports into the Southwest, and his office has a busy and active staff working constantly toward this end. It maintains trade specialists in the Consulate General in Houston and also has a trade development office in Dallas.

The United Kingdom is one of the chief trading partners of the Port of Houston (others are Japan, West Germany, The Netherlands and Belgium) and in 1966 exported nearly $40 million in goods through the Port, weighing 652,000 tons. More than one-fourth of this was in spirits, principally Scotch whisky.

It is earning more dollars here in which Britain is interested, and a steadily growing market is being found in the Southwest for her automobiles, precision machinery, highly manufactured products, textiles, steel and other specialties of the United Kingdom’s humming industries.

Mr. Hockenhull spent two months in London preparatory to coming to Houston and after leaving his former post. During that time he talked to a number of industrialists in Britain and became “enthusiastic over what they told me of Houston and the Southwest. I certainly must say that I find it measures up.”

The new consul general cited the close economic as well as political ties which link the United Kingdom and the United States. There is a slight imbalance in trade against the U.K. of $200 million, with approximately $800 million being bought from the U.S. and British exports to this country totalling about $600 million.

“For us to prevail we must develop a better share of the U.S. market and this will in turn provide a better market for the U.S. in Britain and insure a better return there on U.S. investment capital,” he said.

“I find Houston and the Southwest a dynamic and expanding environment in which to live and look forward to my work in assisting British exporters to get their full and fair share of this rapidly expanding market”, he added.

“During my stay in London I gained the impression the British economy is on the up and up and very skillfully controlled”, he said.

Houston’s exports to the United Kingdom out-valued the imports brought in with a total of some $73 million in 1967 against imports of $43 million. Much of the tonnage concerned in British exports to Houston were in iron and steel, farm machinery, automobiles and other vehicles.

The new British consul general was educated at Clifton College and at Oxford University where he obtained an Honours Degree in Law and a Master of Arts. He went directly into the Overseas Service and a good deal of his career was spent in Southeast Asia. During World War II he was imprisoned in Singapore by the Japanese from 1942-45. He continued to serve principally the Southeast Asia area afterward, but in addition was also posted to the Middle East and to what is now Guyana on the north coast of South America.

Mr. Hockenhull’s last post was in Kuala Lumpur, Malaysia, where he was Counsellor in the British High Commission and Director of British Information Services. He was made an Officer of the Order of the British Empire (O.B.E.) in the New Year’s Honours List of Queen Elizabeth II published in January, 1966.

The Hockenhulls have two daughters, aged 9 and 11, who are in school in England but will join their parents in Houston during vacations.
International Trade Expert Is Named Danish Consul

King Frederick IX of Denmark has appointed Paul B. Hansen of Wilson Industries, Inc., the Honorary Danish Consul for the Houston area. He succeeds Bernhard Daugbjerg who had held the post for more than a dozen years before retiring.

Hansen's appointment was announced by King Frederick on September 16, 1968, and he was officially recognized by the United States as the Houston Consul when his appointment papers received the approval and signature of President Johnson and Secretary of State Rusk on October 22.

"It is a great honor to represent Denmark here in Houston," said Hansen. "I look forward to many challenges and rewards serving as the Danish Consul.

"One of my many duties as Consul will be to further develop the wholesome relationship between Denmark and the local government here," said Hansen.

"Also, another duty will be to certify official papers for Danish citizens visiting this country, and to issue passports to Danish citizens in the Houston area wishing to visit their homeland."

Other duties of the Consul include protecting interests of the Danish citizens in the Houston area; certifying the log books of Danish merchant vessels when necessary; and authorizing passage home for Danish citizens who qualify for such authorization.

A native of Ronne, Denmark, Hansen completed his formal education in Denmark. He served as a British paratrooper during World War II and after the war became an export manager for a Swedish company in South America.

A naturalized citizen of the United States for many years, Hansen joined Wilson Industries in 1959 as a regional export manager. Then in 1964 he was promoted to his present position as manager of international operations.

Houston enjoys a healthy trade with Denmark and in recent years there has been a striking increase in furniture exports from that Scandinavian country to Houston, where several Danish furniture stores now thrive where there were none a decade ago. The Danish United Steamship Company is a regular caller at the Port of Houston, and several other steamship lines also link Houston and the Port of Copenhagen.

Representative From Panama Is Related To Two Presidents

Panama’s new consul general to Houston, Texas, is the great grand-niece of the founder (1903) and first president of the Isthmian republic, Dr. Manuel Amador Guerrero.

She is Maria Ehrman-Lefevre and she assumed her consular general duties January 8.

A striking and affable woman, she also is the niece of another Panamanian president of the 1930's, Ernesto T. Lefevre, her mother's brother.

The new consul general was named after the wife of Dr. Guerrero, Maria de la Ossa, considered by Panamanians as the "Martha Washington" of their country.

Mrs. Ehrman-Lefevre attended the Colegio Maria Immaculada Concepcion in Panama, attended school in Baltimore, Maryland, and finished her studies at the Sorbonne in Paris.

Following her marriage, she joined the Panamanian Diplomatic Corps in 1947. One of her first assignments was as attaché to the Panamanian delegation to France. Later she served as secretary to the Panamanian Embassy in Paris.

Her next diplomatic post was as consul general to Le Havre, France. She then served as consul general in Beirut, Lebanon, and in Istanbul, Turkey, before assuming her present post in Houston.

In addition to speaking Spanish and English, she is fluent in French and Italian, and has, she says, a "smattering" of Arabic and Turkish.

A frequent visitor to the United States (she has relatives in New York and Washington, D.C.), she also took every opportunity to visit other countries while serving in her European posts.

Mrs. Ehrman-Lefevre voiced her desire to add to the friendly relations existing between the two countries and to further help in strengthening trade through the Port of Houston gateway and other Texas areas of commerce.
Long before the Swedish training vessel HSWMS ALVSNABBEN called at the Port of Houston in mid-February, plans were underway for her reception and for entertaining her 40 officers, 30 chief petty officers, 65 cadets and 115 ratings. Shown here in the World Trade Club going over some of these plans are Sweden's Consul General, Tore Hoegstedt, and Lt. F. M. Turbeville, USN, of the NROTC Unit at Rice University who was the Navy's project officer for the visit.

A recent visitor at the World Trade Club was Carl Wischmann, left, manager of dry cargo chartering for Victory Carriers, Inc., of New York, part of the Onassis shipping interests. He is seen here in front of a ship model from his native Norway with Raul Camara, manager of the marine division in Houston of A. J. Fritz & Co.

Noel Hemmendinger, legal counsel to the United States-Japan Trade Council and a veteran with the U.S. Department of State and Justice, was guest speaker at the World Trade Club at its monthly meeting in January. He is shown in the photo at left flanked by Houston attorneys William B. Dazey, left, and E. E. "Pat" Murphy, who was program chairman. In the photo below, Hemmendinger is shown with prominent members of Houston's Japanese business colony. From left are Koichi Ueda, Japanese Consul; K. Shiraki, C. Itoh & Co.; M. Enoki, Mitsui & Co.; Arao Ohsawa, Japan's consul general in Houston; T. Hashimoto, Marubeni-Iida Co., and T. Oda, Nissho-Iwai Co.
SCENE AT THE WORLD TRADE CLUB

This authentic mannequin from the Belgian exhibit at Hemisfair literally stole the show last month at the World Trade Club's Benelux Night in which the Club honored the Low Countries of Belgium, The Netherlands and Luxembourg. The costume dates from the 16th century and is worn even today during Carnival celebrations in Belgium. It purports to be the idea of the 16th century Belgian as to what the Aztec and Inca Indians of Mexico and Peru looked like, based on reports brought home by Belgian sailors. Here B. Wayne White, left, chairman of the Benelux Night, and F. A. Hoefer, right, consul general of The Netherlands, look over the figure as Belgian Consul General Herman Matsaert explains some of the details.

Lunching at the World Trade Club last month with the Port of Houston's District Sales Manager, John R. Weiler, left, were two unrelated Ryans. Right is James T. Ryan, regional manager of the Toyota Motors Distributors, Inc., and in the middle is Charles R. Ryan, a veteran of the steamship business who is now traffic coordinator of the Houston division of the far-flung Flour Corporation, Ltd.

More than two dozen British manufacturers of sporting goods and related equipment participated in Houston's National Sports Show this month in the huge Astrohall adjacent to the Domed Stadium. The British government cooperated with the manufacturers as a co-sponsor and E. A. Pyne, left, of the Exhibition Division of the Central Office of Information in London was on hand to assist. He is seen here in the World Trade Club with Andrew Kettles, British Consul in Houston.

Swedish engineer and port planner Lars-Ake Jondell, center, was in Houston last month to study container operations and port facilities, as part of an extensive tour of ports all over the world in connection with planning concepts he is doing for ports in England, northern Europe and Sweden. He visited and discussed railroad freight rates while here with William Fincher, right, manager of the Houston Port Bureau, and James Cashen, the Bureau's transportation analyst.
Visitors See Port of Houston From the Sam Houston

Recent guests aboard the Port of Houston's inspection vessel SAM HOUSTON were these National Assemblymen from South Korea. From the left, Won Kook Lee, Legislative Counsel; Choon Ha Ye, chairman, and Won Young Song, New Democratic Party Spokesman. All are members of the National Assembly's Commerce and Industry Committee. On the right is Joel M. Lambert of the Gulf Oil Corporation. The group presently is on a world tour under the auspices of Gulf.

Presbyterian ministers from throughout Texas and the Southwest visited Houston industry last month as members of the Presbyterian Institute of Industrial Relations, and while here viewed the multi-billion industrial complex along the Ship Channel from the SAM HOUSTON. They are shown here on the bow of the vessel with their Houston host, the Rev. Taft Lyon, foreground in clerical collar, pastor of the Trinity Presbyterian Church and active in the church's ministry to seamen visiting the Port of Houston.

F. Val Thompson, line manager with Biehl and Company, and Mrs. Thompson, left, were hosts for a trip aboard the SAM HOUSTON to Miss Elly P. Lopez, second from left, office manager of Granel, S.A., exporters of grain, resins and other raw products, based in Mexico City. At right is Miss Jere Thompson, Mr. Thompson's niece, also of Mexico City.

The Port of Houston's inspection vessel SAM HOUSTON is collecting an impressive array of plaques from various groups of military and naval personnel from all over the world which have made trips aboard. The most recent was from the Industrial College of the Armed Forces in Washington, D.C., and here Chief Engineer Ozro Sheppard is shown hanging it in the vessel's after salon. Just below, partially visible is a plaque from the Imperial Defence College in London and to the right, not visible, a plaque from the N.A.T.O. Defense College in Rome.
The Port of Houston led the nation in rail car unloadings in 1968 with a total of 84,345 cars handled, a report by the Car Service Division of the Association of American Railroads has revealed.

This was an increase of 24,151 cars, or 14 per cent, over 1967, and was largely due to greatly increased grain shipments. Of the Houston total, 55,523 cars unloaded contained grain, an increase of 69 per cent over the 32,899 cars unloaded in 1967.

Tampa was second in the nation in car unloadings with 76,631 cars, of which 75,306 cars were bulk carriers. This was a jump of 23 per cent over 1967.

New Orleans, a traditional leader, was third in the nation in 1968 showing only a 2 per cent increase over 1967 and unloading 69,803 cars. The vast majority of these cars, or 52,199, carried general cargo and the port showed a 30 per cent drop of some 4,689 cars in grain unloaded.

Mobile was another Gulf Coast leader with 33,903 cars for a 9 per cent increase, nearly two thirds of the cars carrying general cargo.

On the Atlantic Coast, New York was the leader with 56,067 cars unloaded for a 13 per cent drop under 1967, all of the cars handling general cargo. San Francisco led the Pacific Coast ports with 45,217 cars unloaded, all but 639 of them carrying general cargo. This was a 2 per cent increase over 1967.
From The Headwaters of The Amazon

NETUMAR LINE GROWS
To Serve Houston's Petrochemical Industry

Some 10 years ago the Amazon Valley, whose reaches drain as much land as the entire continental United States, was still an isolated jungle, hiding riches along its vast river unimagined by the outside world.

There were no modern means of water transportation, with only the most obsolete system of navigation available. There were no scheduled arrivals and departures, no guarantee of safe arrival, no way of transporting sizeable quantities of the raw materials so abundant in Brazil's fabulous Amazon River country.

Then three enterprising businessmen with sharp insight into the potential of the huge, untapped wealth just waiting development decided to create a shipping company which, if they had their way, would break all shipping records in Amazon cargo transportation. This they did—with new, modern ships and modern technical facilities.

The three men were Dr. Ariosto M. Amado, Dr. Jose Carlos Leal and Walter Gainsbury. The company they created was the Netumar Line.

They reduced the shipping time from Santos on the Atlantic coast of Brazil to Manaus, from 40 days to 12 days on this most difficult and extensive route. Operating without subsidies of any kind, they took pride in being an entirely private enterprise.

The company's first goal accomplished, Netumar extended its obviously efficient services to the south, beginning operations to Argentine ports, lowering freight costs and opening new markets for the Amazon's jute fibre, lumber, rubber and other products.

To do this Netumar added new units to its fleet and continued to exert all its efforts and know-how in maintaining and upgrading its fast, reliable services.

Now, a decade later, the Amazon Valley is shipping 86 per cent of its production out of this South American bonanza-land with Netumar and bringing in three-fourths of all its capital and consumer goods on the same line.

When the Netumar maritime firm began its operations in 1958, it had two small, though modern, vessels. But from 1960 on it has expanded its fleet each year, with the company's highly qualified technical personnel exercising permanent vigilance over the efficiency of the ships, overhauling them periodically and insuring maintenance to meet the highest standards of the International Classification Societies.

In 1967 the Brazilian Federal Government changed its policies on overseas service and appointed Netumar, by now first among Brazilian coastwise shipping companies, to perform Brazilian transportation to and from foreign countries in combination with the government controlled Lloyd Brasileiro Line.

In this new service the first Brazilian vessel—a Netumar ship—left Canada

The VINCITA takes on a cargo at Baytown.

PORT CAPTAIN BRULAND
The VARVARA moves up the Houston Ship Channel.

November 29, 1967, thus beginning its profitable Brazil/U.S.A./Canada route. Its efficiency was immediately recognized and supported by international shippers.

In order to fulfill its new shipping role Netumar purchased two 12,000 d.w.t. vessels and contracted for eight more, four of them 7,000 d.w.t. ships and four others of 12,000 d.w.t. with 23 knot service speeds.

Today Netumar operates around 23 ships, either owned or chartered, and 10 of these are in the Brazil/U.S.A./Canada trade with sailings every 12 days.

The surge in the petrochemical industry in recent years, with its large number of new products and its corresponding expansion, promoted Netumar Line to take advantage of the increased demand for more specialized tonnage. To do this the company established its petrochemical trade service in 1965, which calls at Houston.

Netumar first acquired the M/T VINCITA’s services from its owners, Halfdan Ditlev-Simonsen & Company of Oslo, Norway, for use in transporting the petrochemical industry’s products in the vessel’s 47 fully coated and heated tanks.

Recently Netumar put into operation the M/T VENTURA, also owned by the Norwegian firm and recently converted to meet the requirements for safe and efficient handling of the very sensitive petrochemicals and solvents now in use. The 20,000 d.w.t. vessel has 34 coated tanks with heating coils and two additional stainless steel tanks on deck, each divided into three compartments of approximately 100 cubic meters.

Halfdan Ditlev-Simonsen & Company has many years of experience in operating such multi-grade carriers, having its vessels chartered to many different companies abroad over the years.

The Port of Houston is probably the most important terminal for these petrochemical operations, certainly in Texas and the U.S. Gulf. Now, with the two vessels, VENTURA and VINCITA, the Brazilian line offers monthly sailings from the United States to the Caribbean and South American ports to all interested petrochemical shippers.

Because of the prominence of the Port of Houston in petrochemicals, officials of the Netumar Line have decided to establish their own port captain in Houston. He is Captain Bjarne Bruland, formerly master of the M/T VINCITA who has many years of experience in this specialized petrochemical trade.

The offices for Netumar’s port captain are planned to be in operation by March of this year. Captain Bruland will work in coordination with Texas Transport & Terminal Co., Inc., general agents for the maritime firm in the U.S. Gulf.

Solvent is being unloaded at Santos direct to tank trucks.
THE INTERSTATE COMMERCE COMMISSION has decided, upon reconsideration, to allow motor carriers to maintain separate rates on the generic pipe and machinery group on commodities that are not to be used in the oilfield industry. The amended matter dates back, in part, to the Commission's decision in MC-C-1891, (300 ICC 409), 1957. The Commission, in the aforementioned order, had prescribed minimum reasonable distance rate scales applicable upon oilfield commodities which were divided into two broad groups, pipe and machinery and embraced hundreds of items including many of which have a variety of uses in other industries. The Commission had stated that it did not encourage commodity descriptions based upon use but that often that was the only practicable way to authorize a carrier to render a complete service in a specialized line of transportation, and at the same time restrict it to that particular field. The Commission said the record established that there is a substantial volume of general commodity traffic unrelated to the oil industry subject to the minimum rate order because those articles are named in the oilfield hauler's list of oilfield commodities in both the "machinery" and "pipe" groups. It further stated that since the non-oilfield traffic affected by this order could not be handled under the oilfield hauler certificated authority this could have little effect on that rate structure.

THE BUREAU OF ECONOMICS of the Interstate Commerce Commission has just issued statistics which cover reports filed with the Commission in Docket 34364, (containers 20 feet or more in length). The figures indicate approximate decreases for the year 1967 as compared with the all-time high year of 1966 as follows: rail—4.6 percent; motor—12.8 percent; forwarder—9.3 percent; and water—26.9 percent. The railroads terminated 140,226 containers in 1967; the motor carriers 53,350; the forwarders, 14,307; and the water carriers, 49,079. It is interesting to note that while the total piggyback traffic (trailers and containers) showed an increase by both railroad and forwarder, the number of container units handled in each case indicated a decrease.

THE INTERSTATE COMMERCE COMMISSION, upon request of interested parties, has further postponed the date for commencing hearings in I&S Docket 8419, Rules Governing Average Demurrage Agreement, (proposed requirement for two demurrage credits to offset a single debit), to January 27, in Washington, D.C. before Examiner Robert N. Burchmore. It was felt by all parties that this postponement would do much to alleviate problems of securing hotel space, etc. during the inauguration of President Nixon. The railroads also voluntarily extended the proposed effective date of this suspended rule to September 25, 1969.

COMMISSIONER VIRGINIA MAE BROWN, the first and only woman to serve on the Interstate Commerce Commission, has been elected Chairman of the Commission for the year 1969. Commissioner George M. Stafford was named Vice-Chairman. The I.C.C. also announces the following assignment of Commissions to Divisions and Committees for 1969:

DIVISIONS

DIVISION ONE (Operating Rights) —Commissioners Rupert L. Murphy (Chairman) Paul J. Tierney and Dale W. Hardin

DIVISION TWO (Rates & Practices) —Commissioners Laurence K. Walruth (Chairman) John W. Bush and Wallace R. Burke

DIVISION THREE (Finance) —Commissioners Kenneth H. Tuggle (Chairman) Willard Deason and George M. Stafford

COMMITTEE ASSIGNMENTS

LEGISLATION—Virginia Mae Brown (as ex officio Chairman) George M. Stafford and Dale W. Hardin

RULES—Virginia Mae Brown (as ex officio Chairman) George M. Stafford and Wallace R. Burke