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THE COVER

A surveyor checks the location where a wall is to be constructed on Wharf 31, which is expected to be in service this year. To learn how the Port of Houston spent $65 million see the story that starts on Page 17.

The Port of Houston Magazine
TED SUMERLIN, Editor

Published monthly by the Harris County Houston Ship Channel Navigation District, the PORT OF HOUSTON Magazine is distributed free to maritime, industrial and transportation interests in the United States and foreign countries. This publication is not copyrighted and permission is given for the reproduction or use of any original material, provided credit is given to the Port of Houston. Additional information, extra copies of the magazine or advertising rates may be obtained by writing the PORT OF HOUSTON Magazine, 1401 South Post Oak, Houston, Texas 77027.
A SCUBA team, above, enters the water for the expedition's deepest dive at Stetson Reef—some 185 feet. On the diving platform putting on his flippers is Reserve Rear Admiral C. H. “Chip” Taylor of Houston who coordinated the teamwork of the U.S. Navy and civilian personnel in their oceanological efforts. One of the many cowrie shells brought up from the floor of the Gulf of Mexico is displayed by a diver, below. Other items included sponges, coral, poisonous sea cones, rocks, sea floor corings, sea urchins and mollusc shells of many types.

Jack L. Rudder, seated center, divemaster for the U.S. Navy-civilian expedition some 150 miles out into the Gulf of Mexico, makes a point to an unidentified diver, while looking on is Navy Captain E. W. Beckman of NASA’s Manned Spacecraft Center, chief medical officer for the trip. Passing by on the left is Bob Richardson, head of several Houston SCUBA diving courses.

DIVERS EXPLORE FLOOR OF GULF

By H. S. BONNEY
International Relations Representative

Some 130 to 150 miles south-southeast of Bolivar Roads—anchorage for the great ships waiting to enter the Port of Houston—lies a series of coral reefs and salt domes whose pinnacles rear sharply from the ocean floor to within 60 to 200 feet of the surface.

In August several of these formations on the edge of the continental shelf were the subject of exploration by a massively mounted oceanology expedition which involved a U.S. Navy-supplied destroyer and crew, the Houston Museum of Natural Sciences, the American Society of Oceanography Mollusc Survey, Naval reservists, newsmen, support personnel, and some 40 SCUBA divers whose probes from 85-185 feet to the sea

Commander Jack C. Kittrell, captain of the vessel used on the oceanological expedition, the destroyer USS HAYNSWORTH, leans over the bridge railing as he maneuvers the 377-foot long vessel in efforts to locate one of the “postage-stamp-sized” diving locations 130 miles in the Gulf. Also on the bridge are several of the ship’s officers, a communications crew member and Harold Geis, second from right, organizer and director of the expedition.
Gathered on an upper deck, divers and expedition officials discuss the day's diving events. Rear Admiral C. H. "Chip" Taylor, center right with hand raised, has an audience which includes Dr. T. E. Pulley, extreme left with back to camera, director of the Houston Museum of Natural Sciences.

Divers and support personnel gathered for instructions before each dive around the decompression chamber, a device that is used if a case of the painful, damaging or fatal bends is encountered. The only time the chamber was activated was to check the accuracy of divers' depth gauges.

The floor were to result in collecting a wealth of organic and inorganic specimens. These will be used in a scientific analysis and study of an area which many scientists believe to have been islands or hills eons ago when the ocean depths were much shallower.

The 377-foot destroyer USS HAYNSWORTH, captained by Commander Jack C. Kittrell and stationed on Pelican Island at Galveston, was the floating platform from which the divers—mostly from Metropolitan Houston and Galveston but also from all over the Southwest—launched their search mission.

Beneficiary of the expedition's findings was the Houston Museum of Natural Sciences, whose new quarters at Houston's Hermann Park Planetarium, to be open the first of 1970, will be the permanent repository for the thousands of items brought up from the depths of the Gulf of Mexico. On board to watch over the diving operations and oversee the handling of the specimens was Dr. T. E. Pulley, director of the museum.

Organizer and heading up the expedition was Harold Geis, affiliate of the Mollusc Society whose personnel are being entrusted with the study of the ocean-retrieved rocks, sponges, molluscs and other ocean animals.

Divemaster for the four-day operation was Jack L. Rudder of Clear Lake, Texas, and medical officer in charge of safety was Naval Captain E. L. Beckman of NASA. Instrumental in securing the HAYNSWORTH for the scientific trip was Reserve Rear Admiral C. H. "Chip" Taylor of Houston, who also doubled in brass as one of the divers.

Squatting on the upper deck of the navy-gray vessel was a long, sleek recompression chamber, a grim reminder to divers who gathered around it for briefings prior to each dive that any breach of strict safety rules could well result in being a patient within the white steel cylinder with an agonizing—or fatal—case of the bends.

Not all was serious, however. Following each day's dive, fishing competitions were held, with both Naval and civilian personnel taking part. Many of the "victims" of this fishing foray were the lazy-swimming barracuda who, during the diving day, lurked under the ship or curiously dogged the divers to the sea bottom, but the largest catch was a 29-pound amberjack hauled in by diver Dana Larson of Houston.

A note of interest to those who believe that diving is for the very young was sounded by one veteran diver who noted that the age-range for the expedition varied from the late teens up into the seventies, with the majority being in their thirties and forties.

The destroyer, USS HAYNSWORTH, floats at her Pelican Island dock, just prior to leaving on the four-day oceanological trip that netted Houston scientists thousands of items for study from coral reefs and salt domes that rise to 60-200 feet from the surface on the edge of the continental shelf far out into the Gulf of Mexico.
Israel

Houston's new Israeli consul general, Benjamin Bonney, replaces Yaacov Hess who has been transferred to Israel's Foreign Office in Jerusalem after three years here.

Consul General Bonney brings with him a diverse background centered in the Ministry of Foreign Affairs and Aviation. An immigrant to Palestine at the age of 17 in 1934, he later received a degree in Humanities from the University of Tours, France, and a degree in law from the Jerusalem School of Law.

In 1940 he enlisted in Britain's Royal Air Force where he saw action as a pilot and took them to his homeland where he was to command several of the newly established airbases. He was also instrumental in the establishment of the Military Academy of Israel (1953).

With the rank of colonel, he left military aviation in 1956 to become director of Israel's Lydda Airport. In 1962 he was named deputy director of Civil Aviation and in 1963 he was appointed deputy director of the Department of International Cooperation, Ministry of Foreign Affairs, an assignment dealing with help to underdeveloped countries.

From 1965 until his Houston assignment he served as Press Counselor at the Israeli Embassy in Rome.

Married. Consul General Bonney and his wife, Sara, have a 10-year-old son, Mordy Daniel.

The Israeli Consulate General is at 230 World Trade Building.

Nicaragua

The grandson and nephew of two former presidents is Houston's new consul general from Nicaragua.

He is Antonio Rénaezco, a graduate of the Massachusetts Institute of Technology where he received his bachelor of science in electrical engineering. He also holds another bachelor of science degree in mechanical engineering from Buffalo University in New York.

His ties with the United States also includes his marriage in 1968 to a native Floridian who, along with their four-month-old son, Marco Antonio, arrived with the Rénaezcos in Houston in July.

Rénaezco’s grandfather, President Jose Santos Zelaya, served in Nicaragua's highest position for 17 years at the turn of the century. His uncle, René Schich, was elected president in 1963, where he served until his death in 1966.

The young and affable consul general began his consular and ambassadorial work in 1959 when, upon completion of his education, he worked as head of a Venezuelan company's air conditioning department and at the same time attended Diplomat's School in Caracas.

By 1961 he had joined Nicaragua’s Diplomatic Service and served as commercial attaché at the Nicaraguan Embassy in Caracas until 1963.

From 1963 to 1965 Rénaezco received promotions to counsellor and minister counsellor, both at the Caracas Embassy. The next four years, 1965-1969, he spent as Nicaragua's consul general in New Orleans where he met and married his wife.

Rénaezco points out that he selected the Houston post from a number of positions open to him. His choice has proved itself so well, he says, that he has already bought a home here, something which he had never done before at any other post.

Rénaezco hopes to improve trade and cultural relations, between Nicaragua and the United States. Nicaragua’s national steamship company, Mamenic Line, has two ships calling monthly at the Port of Houston and the Port has enjoyed a growing trade over this route for several years.

Great Britain

Great Britain’s new commercial consul in Houston is a veteran of the Royal Air Force and has been in the Trade Commission service for nearly 25 years.

John Stafford, just assigned to Houston’s recently expanded British Consulate General, served a year with H.M. Exchequer and Audit Department in England prior to joining the RAF in 1940.

During World War II, Stafford was a reconnaissance pilot, working from bases in Libya, Tripoli, Cyrenaica and Rhodesia. He was badly hurt when his plane malfunctioned and crashed, and he spent several years in hospitals before his recuperation and discharge in 1945.

In 1946 he worked for a time with Britain’s Board of Trade in London. In the same year he was assigned to the post of Assistant Trade Commissioner.

PORT OF HOUSTON MAGAZINE
and spent the next 10 years in India, Pakistan and Rhodesia in this position.

In 1956 he was promoted to Trade Commissioner and performed Commonwealth Country duties in the cities of Karachi, Lahore, Bombay and Madras.

Returning to Board of Trade activities in London’s Whitehall in 1960, he remained there until 1963 where he was once again assigned to Lahore as Trade Commissioner and, later, as Deputy High Commissioner, his last post before Houston.

The congenial consul has a liking for cricket, tennis and music but admits he expects to find slight opportunity in Houston or Texas for practising the first hobby.

Stafford says he hopes that he will be able to find more opportunities for enhancing trade between his mother coun-

try and the United States. His services are available at all times to the Consulate General’s many friends in the Texas-Louisiana-New Mexico-Colorado area for which the British offices here are responsible.

Peru

Increased trade between Houston and Peru is foreseen by that country’s new consul in Houston, Robert J. Bonifaz Larriátegui, who assumed his duties recently replacing Jorge Benzfiquen who has returned to Lima for reassignment.

“My government is actively encouraging new oil explorations, especially in the offshore fields of Matarani in Southern Peru”, he says. “Millions and millions of dollars worth of machinery needed for this exploration is already moving through Houston and I foresee an even greater movement of this trade in the future.”

It is not only in the field of oil exploration that the new consul sees increased Peruvian trade for Houston, but also in the imports of products of Peru’s fishing industry. “There has been a steadily increasing trade in fish meal from Peru to Houston over recent years”, he says, “but we are not commanding a greater share of the packaged fish industry and I predict increased imports of frozen fish products for consumer tables.”

Consul Bonifaz is a native of Lima and received his secondary education at the La Salle College there before studying law at the Catholic University of Lima and, later, at the famed University of San Marcos, oldest university in the Western Hemisphere. He completed his law studies at the Free University of Bogotá, Colombia, in 1939 and immedi-

ately entered the Diplomatic Academy of the Foreign Ministry, from which he was graduated four years later.

His first post was Chancellor of Embassy in Bogotá, and in 1964 he was sent to Valparaíso, Chile, as vice consul and later became consul, leaving in 1967 to become Second Secretary of Embassy in El Salvador.

“When I was leaving San Salvador for Houston, everyone from the President, himself, to the man in the street told me to be sure and meet ‘Chepe’ Trabanino, in Houston,” Bonifaz says. (The popular Trabanino, Consul General of El Salvador, has represented his country here for nearly a score of years.)

Mrs. Bonifaz is the former Blanca Mejía of Bogotá, and the couple have three children, Roberto Luis (9), Gonzalo Arturo (8) and Rose Patricia (5).

The Consulate has been moved from 7314 South Main to 4034 Falkirk.

Great Britain

A 23-year veteran of Britain’s Royal Air Force is that country’s new consul (information) in Houston’s British Consulate General.

Robert de Burlet, Her Majesty’s consul just named to the information post, replaces Vice Consul David Esterson who has been transferred to New York.

De Burlet joined the RAF in 1939 and, upon retirement from the service in 1963, entered the British Diplomatic Service. During his RAF stint he served as a fighter pilot, as a staff officer in numerous positions and in intelligence.

During the dark days of World War II his RAF posts included the North African bases of Tunis and Algiers, with a year in Rhodesia teaching flying and

gunnery; the Italian Campaign, including Sicily, Sardinia and Corsica; and Yugoslavia where he helped establish two Balkan Air Force bases for attacks against the Germans in the area.

Entering the diplomatic service, he served 1963-1965 in the London Home Offices and was then named to the Singapore Offices of the Political Adviser to the Commander-in-Chief of the Far East, a time which de Burlet recalls with pleasure.

Another interesting period was during his last assignment, 1968-69, when he was assigned to Prague Czechoslovakia, as commercial officer in the British Embassy.

De Burlet and his wife, Helen, who accompanied him to Houston, have two daughters, Barbara, 17, and Phillippa, 14, both in school in England.

The new consular member, who speaks French, German and Russian, lists sailing and music as among his hobbies.
The consul general of Indonesia in New York, J. Ramli, third from left, and his staff members were recent guests of the Port of Houston aboard the Inspection Vessel SAM HOUSTON for a waterside tour of the nation’s third largest port. From the left are D. Salimoen, Joseph Harari of American Trade Sales, Inc., Consul General Ramli, D. Joemena, D. Jailani, D. Suroto and H. M. Broadnax, general sales manager for the Port of Houston.

Some 85 officers and cadets of the Air Forces of a score of nations around the world took time off from their training activities at Sheppard Air Force Base in Wichita Falls, Texas, to visit Houston last month. Port of their tour included a ride down the Ship Channel aboard the SAM HOUSTON and they are seen here gathered on the bow as the good ship prepared to dock. W. S. Tarkington, M/Sgt. Ret., in civilian clothes by the Texas flag, was in charge of the group.

Recent guests on the Port’s inspection vessel SAM HOUSTON were two executives of the German steel firm Hoesch, A.G. of Dortmund, West German Republic. Seen here with V. F. Doozehever, left, of the Crispin Company are Dr. Ing. Wilhelm Koehler, center, and Karl Heinz Kess.

Industrial development and pollution control along the Ship Channel were twin topics of study for Tsugio Yajima, right, chief of the Industrial Location and Public Nuisance Division of Japan’s Ministry of International Trade and Industry, who is seen here on the afterdeck of the SAM HOUSTON with Japanese Consul Koichi Ueda. Mr. Yajima later conferred with Port of Houston officials and was a luncheon guest of the Ports and Waterways Committee of the Chamber of Commerce.

Aboard the Port of Houston’s Inspection Vessel SAM HOUSTON last month were these people interested in importing combines through the nation’s third largest port. From the left, they are Dick Butler of Omaha, Nebraska’s New Holland Machine Company; Jean Lemens, factory representative of Belgium’s New Holland Machine Company; Dick Deveney of the New Holland, Pennsylvania’s factory; and H. M. Broadnax, Port of Houston’s general sales manager.
Another In A Series

Meet William Peacock, Jr.

'Control' Is Key At Houston Export Crating

By LLOYD GREGORY
Information Director

HOW would you go about preparing a $5 million petrochemical plant for overseas shipment?

Remember as many as 200 suppliers in all parts of the country would be funneling items into you, and you would have to account for every nut and bolt!

"Material control" is the answer given by William Peacock, Jr., president of the Houston Export Crating Company, Inc., who grew up in the business under his father, William Peacock, Sr., company founder in 1948 with Dr. J. Robert Baier. He bought out his partner in 1952, when Mrs. Peacock became active in the firm. The elder Peacock is chairman of the board.

"It takes infinite care and a lot of experience to make all the pieces fit together on that big petro-chemical plant," President Peacock said. "We are fortunate in having dedicated and veteran employees."

The shipping of oil drilling equipment, and petro-chemical plants "is the heart" of the thriving business of the Houston Export Crating Company, 711 Wingate, President Peacock said.

Most of the shipments go to South America or North Africa. Most of the manufacturers are in Texas, the Mid-West and California.

"The sequence of the shipments is noteworthy", said President Peacock. "First, the geophysical material for exploration leaves; then the drilling rigs; next production equipment; finally refining plants and petro-chemical plants.

"We can tell when a company is going deeper for oil; the oil rigs get bigger."

There are surprises:

President Peacock recalls a two-headed steer from Yoakum, Texas, crated by his company and shipped by air freight by a carnival man to an amusement park in Palisades, New Jersey.

And how about the oil refining plant shipped to a remote spot on the Amazon river? The plant makes 80-octane gasoline for the old cars driven by the natives, and kerosene for cooking and lighting.

President Peacock was born in Houston Heights, September 28, 1925; graduated from Lamar high school here; attended Texas A & M for a short time; enlisted in the U.S. Army and served "22 months, and 24 days," undergoing combat in the Pacific.

At irregular intervals, Mr. Peacock attends the University of Houston, where he is working on his business administration degree.

President Peacock is a great Little League fan, with two sons, Bill Peacock III, 10, and Tom Peacock, 9, playing second base on different teams.

Mr. Peacock is a member of these clubs: World Trade, Houston Traffic, Propeller, Downtown Rotary. For years, he helped to promote the annual Consular Ball.

Mrs. Peacock is the former Miss Peggy Carswell. The Peacocks belong to St. John The Divine Episcopal Church. They live at 7818 Pagewood.
British Defence Collegians Tour

High ranking officers from the British Imperial Defence College made their fourth annual tour of the Port of Houston and Ship Channel aboard the Port’s inspection vessel, the SAM HOUSTON, early last month.

The three-day visit to the area permitted the “students” an opportunity to tour the Manned Spacecraft Center and some of the important industrial plants located in the Houston area.

The distinguished group was composed of sixteen senior military and
Ship Channel

civilian officers from Britain and other Commonwealth countries and was headed by M. G. Man, C.M.G.

Greeting the visitors on the Port’s inspection vessel were ranking representatives of the Port of Houston, local military units as well as business and shipping firms.

A group of students from the British Imperial Defence College make annual trips to Houston at the invitation of the United States Joint Chiefs of Staff and the tour was arranged locally by the British Consulate General.

Two Naval colleagues, Captain John C. Allman (in white), Commanding Officer of the U.S. Naval Reserve Training Center here, and Captain D. W. Bazalgette, Royal Navy (center), are shown on the afterdeck with J. R. Curtis, Navigation District Terminal Manager, left; P. M. Foster of the British Diplomatic Service, and F. L. C. Rameaux, right, H.M. Vice Consul, Houston.

Geoffrey Kilburn, Dalton Steamship Co., Houston, left, is shown on the bow of the SAM HOUSTON with E. Vickers of the Ministry of Public Buildings and Works; Capt. A. C. W. Wilson, RN, and Brigadier O. McC. Roome.

SEPTEMBER, 1969
Certificates of appreciation were presented at the World Trade Club last month to tugboat company representatives by the U.S. Submarine Veterans, World War II, for the help the firms gave the past year toward establishing the World War II submarine, the U.S.S. CABRILLA, as a permanent memorial to submariners killed in action. Making the presentation, left and right, are U.S.S. CABRILLA Commission Members Paul F. Stolpman of Fluor Ocean Services, Inc., and Bob Burrell of Arthur J. Fritz & Company. In the center receiving the framed certificates are Claxton Rayzar, executive vice president of Suderman & Young Towing Company, left, and R. J. Wales, executive vice president of Bay-Houston Towing Company, right. Not present when the photo was taken, but also receiving a plaque was Edward Eikel, president of Intracoastal Towing & Transportation Corporation.

Two representatives of the famed Chihuahua-Pacific Railway Company of Mexico were in Houston recently conferring with Houston agents of Southern Pacific Railway. Shown here, left to right, in the courtyard of the World Trade Building are R.P. Villalva, assistant traffic manager of Chihuahua-Pacific; J.L. “Happy” Campbell, international traffic regional manager for Southern Pacific; F.J. Saenz C., traffic manager of Chihuahua Pacific; and W.M. “Buck” Clayton, Jr., of Southern Pacific.

Old friends met in the World Trade Club last month when Aubrey Barker, second from left, a former high government official and now a private businessman in Georgetown, Republic of Guyana, met A.J.W. Hockenhull, British Consul General in Houston who for several years in the early fifties was on Her Majesty’s service in that country, which was at that time a British possession. At left is Herman Matsaert Consul General of Belgium and at right Bernard Daugbjerg, former Danish Consul, now retired, who was host at the luncheon.

The World Trade Club was the scene of a reception in celebration of the Korean national holiday August 15th. Here in the receiving line, from the left, are Chinese Consul General and Mrs. T.K. Chu being received by Korean Consul General and Mrs. Kwang Soo Ahn, and Korean Consul H. Hong. Consul General Chu is the newly elected Dean of the Houston Consular Corps.

The new president of the Houston branch of the Organization of Master Mariners is Capt. Sydney Wire, left, assistant manager of the Marine Department of Humble Oil & Refining Co. He is shown here reminiscing in the World Trade Club with the group’s immediate past president, Capt. Benjamin Silverman, president of Marine Maintenance & Repair Co.

These three Japanese Boy Scouts are a part of a larger group taking a short tour of the United States after a summer of camping activities in this country. Local hospitality arrangements were made for the entire group by the International Institute of Education. Here, from the left, Diane Watkins of the I.I.E. is shown outside the organization’s offices on the patio of the World Trade Center Building discussing arrangements with Mamoru Suzuki of TochiKen, Katushiko Aoki and Kenichiro Tanabe, both of Tokyo.
$65 MILLION SPENT TO MAKE HOUSTON 'THE MODERN PORT'

More than $65 million has been spent in dock and transit-shed building as well as in other construction at the Port of Houston in the last thirteen years and work now nears completion on shedded wharves 30 and 31 and a million cubic foot of shipsidc warehouse immediately behind.

Another $5 million has been voted by the Port Commissioners for the next round of improvements, which will include a storage warehouse, purchase of another container crane, improvements of the Industrial Park and repairs to Wharf 9, as well as the purchase of additional real estate.

The Navigation District is nearly out of ground in the area along the northside of the Ship Channel below the Turning Basin where thirteen wharves and two storage warehouses have already been completed. The new wharves will bring that number to fifteen and new storage warehouses to three before year's end. There have also been a host of other improvements over this period both at the docks and in other areas of the Port's domain under the $65 million plus program.

It was back in early 1957 that Port of Houston officials initiated this long-range building program to keep the Port competitive in a growing era of fast-changing concepts in transportation and cargo management. Thus, it has been not only docks, sheds and storage warehouses, but also roads, trackage, a bulk handling plant, a World Trade Building, renovation of old wharves and an expanded grain elevator that have come under the program.

Soon Wharves 30 and 31 will open to deep-sea service and hard by Wharf 31 a mighty $13 million high-rise bridge is now under construction—the first over the Ship Channel—to bring the Port into direct connection with Interstate 10 and the 610 Loop network around the City. Two tunnels presently carry all cross-channel traffic.
This huge expanse of concrete is the floor for Wharves 30 and 31. Center support columns are on the left.

Marginal tracks are secured in place along the apron of Wharves 30 and 31. A ship is tied up at new Wharf 29.

Space for one more wharf lies below Wharf 31 on the other side of the bridge, but after that the Navigation District will have to look downstream to some of its property for the construction of new wharves.

However, there are also plans for rebuilding or modernizing many existing older wharves and a container marshalling yard is already under construction to serve Open Wharves 26 and 29, so that there will be no slow-up in total improvement activity at the nation's third largest port, in point of tonnage handled.

Following is a rundown on some facts about the Port of Houston, its facilities and its plans as it moves into the last months of 1969:

**FACT:** In 1956 the Navigation District had only 16 wharves as opposed to 18 owned by private terminals. Today it has 29 in operation, with two more to open by the end of the year.

**FACT:** The entire Port of Houston complex, including private terminals for public hire, and grain, oil, chemical and other companies stretching from Galveston Bay to the Turning Basin at the head of deepsea navigation, has more than 100 wharves in operation.

**FACT:** Gross revenue from Port of Houston operations has more than doubled in this 13-year period ... with increasing end-of-the-year net revenues being plowed back into expansion activities.

**FACT:** The Port of Houston complex, public and private, has more than 25 million bushels of grain storage capacity.

**FACT:** The Port's three present off-dock storage warehouses and another under construction will afford exporters and importers more than seven million cubic feet of long-term storage space by the end of 1969.

**FACT:** Nineteen transit sheds, and two more being completed, boast additional short-term storage space of almost 37 million cubic feet.

**FACT:** The Port of Houston is the oldest container port in the country, initiating this service in 1956 and continuing it ever since. A 16-acre container marshalling yard is being constructed now at a first-phase cost of approximately $1 million.

**FACT:** The Port's 1968 record foreign trade tonnage of 17.7 million tons, a 28.7 percent increase, continues at the same dramatic tempo in 1969 despite the crippling longshoremen's strike earlier in the year.
FACT: Houston's— and Texas'—largest industrial complex located downstream from the Port of Houston on the Houston Ship Channel, continues to expand with the Port and is conservatively valued in excess of $3 billion.

FACT: The Port's Bulk Materials Handling Plant at Green's Bayou on the Houston Ship Channel has a loading/unloading capacity of 1,000 long tons per hour, with berths for two ships.

FACT: The Navigation District's $3.5 million, 11-story World Trade Building built in 1962 in downtown Houston has brought together international elements, shippers, forwarders, consular representatives and maritime-related businesses and industries for an increased efficiency and stimulation of international trade.

FACT: The great diversity of the Port's barge, locomotive, gantry and mobile cranes, along with its other freight handling equipment, lends itself easily to the handling of any type of load or containers.

FACT: The Port railroad yard facilities, serviced by six separate railroad companies, have a capacity of 18,560 cars and last year set a national record in railroad car unloading of 81,345, a 14 percent increase over the previous year.

Although the Port's main property now has room for only one more wharf, Navigation District Commissioners and officials have continued planning far into the future with the acquisition of other properties further downstream. This land has been the basis for sets of flexible, alternative plans that should be able to cope with the ever-changing concepts and requirements of a rapidly moving maritime transportation system.

Almost five years ago the Port also acquired the eight wharves and accompanying transit sheds, warehouses and facilities of Long Reach Docks of Gulf Atlantic Warehouse Corporation on the south side of the Ship Channel. A five-year lease-back made then to Gulf Atlantic expires in 1970.

But wharves alone, Port officials have realized, are not the sole answer to a modern and forward-looking port. Equipment is kept up-to-date and facilities, such as the Grain Elevator, Bulk Handling Plant, World Trade Building, computerized invoicing, the Inspection Vessel SAM HOUSTON, the container marshalling yard now under construction, the great acreage at the Port for industrial leasing, long-term warehouse storage, and many more services, all help to keep the cargo coming and going.
INTERSTATE COMMERCE COMMISSION Hearing Examiner Robert C. Bamford has issued a Report and Recommended Order in I&S Docket 8454, covering reduced export rates on soybeans from points in the Midwest to Chicago and Gulf ports other than Corpus Christi and Freeport in which the assailed rates were found to be just and reasonable and not in violation of outstanding orders of the Commission or otherwise unlawful. The reduced rates were originally published by the Rock Island Railroad under independent action in CRI&P Tariffs 33250-Q and 35727-I, scheduled to become effective December 14, 1968, but were suspended by the I.C.C. The Commission lifted its suspension order effective March 5, 1969, but continued its investigation as to whether or not the rates were in violation of the Commission's outstanding orders in the Corpus Christi grain cases. The Houston Port Bureau and others participated in the defense of the matter leading to the above findings and dismissal of the protestant's petition. This will greatly improve the port's competitive position and permit us to recapture traffic lost to truck, barge or combined truck-barge competition via the Mississippi River. The new reduced rates apply from the Southwest and Midwest soybean producing areas on the Rock Island Railroad and are at the same level as those rates published and used successfully on corn last year on single car shipments moving direct from origin to the port or on shipments accorded transit privileges, in multi-car lots subject to an aggregate minimum of 1,000 net tons.

THE INTERSTATE COMMERCE COMMISSION Hearing Examiner William J. Sweeney has issued a Report and Order in I.C.C. Docket 34894, Canaveral Port Authority, Et. A1. vs. The Ahnapee and Western Railway Company, Et A1., which recommends dismissal of the complaint. This case covered an allegation by certain South Florida ports including Miami, Palm Beach, Port Canaveral and Port Pierce, Florida, that import-export rail rates to and from an area roughly described as East of the Rocky Mountains on the one hand and certain Atlantic and Gulf ports (including the Port of Houston) on the other, were unduly prejudicial of the complaining ports and unduly preferential of those other Atlantic and Gulf ports. The complaining South Florida ports were seeking complete equalization of all import-export rates. The Examiner ruled that the complainants had failed to show that transportation characteristics, circumstances and conditions between the Southeast Florida ports and competing ports were similar as to distances to the ports, carriers costs to the ports, existence of barge and motor competition and that such dissimilarities were substantial enough to warrant the assailed higher rates to the complaining ports. The finding shows the complainants failed to sustain the alleged preference and prejudice and therefore the complaint stands dismissed. The Houston Port Bureau will continue to contest the complaint to its final determination.
The bridge of the 460-foot, 15,000 d.w.t. M/V AEGIS FAITH was the scene last month of a maiden voyage presentation. Taking part in the ceremonies, from the left, were Jaycee John Daly, making the presentation for the Port of Houston and Houston Junior Chamber of Commerce; Captain Spiros Mavranas, master of the vessel; Captain Eyolf J. Schultz, representative of Hansen & Tidemann, Inc., chartering agents; Chief Officer Nicolas Monaglou; and Second Mate Nicolas Papageorgiou.

The traditional maiden voyage aerial photo plaque was presented recently to the master of the Turkish flag M/V GENERAL A.F. CEBESOY on the ship's bridge while the vessel was docked for the first time at the Port of Houston's Long Reach Docks. From the left are Ray Daugbjerg and Frank Stephens of the Houston Junior Chamber of Commerce, which makes the plaques presentation jointly with the Port of Houston; John Horton of Long Reach Docks; J.M. "Jack" Cook, president of J.M. Cook Company, agent for the ship; and Ship's Captain Mumtaz Diker.

The cranes and ship gear of the M/V NOTO MARU is a backdrop for presentation ceremonies of an aerial laminated photo maiden voyage plaque as the Port of Houston's International Relations Representative H.S. "Hank" Bonney, right, congratulates Captain K. Uno, left master of the 495-foot long, 13,000 d.w.t. ship. Looking on is Geoffrey R. Kilburn, representative of DaJton Steamship Corporation, agents for the N.Y.K. Line ship.

SEPTEMBER, 1969

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J. R. Curtis, terminal manager of the Navigation District, recently gave Mr. and Mrs. John Steven of Melbourne, Australia, a tour of the port's facilities. Steven, of the Melbourne engineering firm of Alan J. Brown and Steven, Pty. Ltd., is conducting a land-usage survey for the Melbourne Port Authority for that port's future development planning. He is on a 12-week tour of major U.S. ports.

**NEW SHIP ARRIVES**

The Barber Line's newest addition, the M.S. TORO arrived in the United States on its maiden voyage in August. The ship, 10,610 d.w.t., is of the open type for safe and easy handling of cargo.

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