PORT OF HOUSTON Magazine
OCTOBER, 1969
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THE COVER

The bulbous nose of the M.V. ZELZATE is symbolic of the modern design of the ship, which was in Houston just prior to starting a new container service. For the exciting facts see Page 8.

The Port of Houston Magazine
TED SUMERLIN, Editor

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GULF'S NO. 1 CONTAINER
PORT GETS NEW SERVICE
TO EUROPEAN MARKETS

The first major breakthrough for foreign container service to and from Gulf of Mexico ports begins this month with the sailing of the M/V DAPHNE, a 400-container capacity all-purpose ship, from the Port of Houston.

Another vessel, the M/V ZELZATE (featured on this issue's cover), is to provide additional maritime transportation following the maiden container voyage of the Daphne.

Port of Houston officials, who have been rushing to completion a new $1 million container marshalling yard, expressed delight at the new service to be known as Universal Thru-trainer which will feature weekly sailings from the Gulf. They indicated that they believed the long awaited container rush to the Gulf had begun.

Officials of Universal Thru-trainer, a division of United States Freight Company, have estimated that the operation initially will entail some 200 containers per week, inbound and outbound, through the Port of Houston.

Universal Thru-trainer, with terminals in Bremerhaven, Germany, and Antwerp, Belgium, will operate in conjunction with Cartainer Lines, a new enterprise formed by MaMMe Lines of Stockholm, Sweden, and Cadefret of Antwerp, Belgium. These parent firms will provide the underlying transportation and weekly sailings.

The agent for Universal Thru-trainer in the Gulf is Gulf Motorships, Inc. of Houston and New Orleans.

Shipping industry officials of all levels and interests have expressed great interest in the new enterprise and have indicated they will be watching the Gulf container drive closely for further developments.

Others directly interested in the container field are known to have plans along the same lines as Universal Thru-trainer and are working toward similar operations. Some problems in procedures and tariffs have been predicted—as is common with all new operations—but it is thought that they can be worked out to the satisfaction of all parties involved.

At Houston, Universal Thru-trainers have established offices and behind-the-dock facilities, especially for the stuffing of less than completely loaded containers. Universal will publish its own tariffs and issue its own bills of lading.

The new firm is also providing containers to inland transportation companies (at the shippers' choice) for full container loading with the provision that the loads are consigned to Universal at the port of exit.

Universal, although a non-vessel operator, will nevertheless work in conjunction with the broker or foreign freight forwarder chosen by the shipper, allowing all available and normal brokerage as would any ocean carrier.

The firm's Eastbound ocean tariff is already on file with
the Federal Maritime Commission and Universal officials say these rates on container traffic are available to all who wish to inquire from:

H. C. Tilt, Chief of Tariff Bureau
Universal Carloading & Distribution Co., Inc.
345 Hudson Street
New York, N. Y. 10014

In a news release, Universal not only offers receipt and containerization at the Ports of Houston and New Orleans but also will containerize volume, less than car loads and less than truck loads at Chicago and St. Louis.

In this regard, Universal is publishing, soon to be effective, the motor carrier level of class rates presently applicable from points in Indiana, Michigan, Ohio, Illinois and Wisconsin—plus the Western Trunk Line Territory points in Missouri and Kansas, Nebraska, Iowa, Minnesota and others to Universal ports of exit in Houston and New Orleans.

In Europe when a less than carload shipment is unloaded at the port of destination it will be taken to one of the following Universal Thrutainer facilities for stripping:

Halbert International at both Brussels and Antwerp, Belgium; Walon Company in Paris, France; Thrutainer, Rotterdam, Holland; Unitainer Transport at Bremen, Dusseldorf and Hamburg; and Esteph International at Copenhagen, Denmark.

All reforwarding will be done by Thrutainer Europe unless superceded by the consignee's request. Thrutainer Europe will also return delivery advice or other forwarding information to Thrutainer U.S. to be given in turn to the shipper's forwarder.

The vessels to be used in the U.S. Gulf/Western Europe route will have the capability of carrying automobiles, steel and general cargo as well as containers.

The only other company with full container ships out of the Gulf up to now has been Sea-Land Services, Inc. and it has been in the business since 1956. A portainer crane owned by the Port of Houston is under lease to this firm. Another $1 million container crane is planned as additional Port equipment in the near future.

One of the greatest advantages offered by Universal Thrutainer's concept of containerization is the “door to door” method available whereby cargo—whatever it may be—is loaded into a container at the site of production. Under the responsibility of ONE company, it is delivered to its final overseas destination in the same container without having the loading/unloading hazards of damage as is found sometimes in more conventional and traditional shipping methods.

The cut in loss of time is also a big factor in containerization, as is money. Generally, it has been estimated that containerization of a given product will cost the shipper about one half that of other methods.
One of the Houston Ship Channel's original grain elevators, out of service for almost two years now, is again back in use and offering a service long needed by Southeast Texas.

The elevator is Elco Shipside Elevator, formerly owned and operated by the Continental Grain Co., and the service is specializing in rice shipments.

Elco is mainly servicing the rice industry, General Manager Jim Kocurek says, because of the special needs and knowledge this particular grain demands, since it is easily damaged if not properly handled and stored.

The elevator, now owned by El Campo Rice Milling Company of El Campo, Texas, a family concern was bought from Continental last year and has undergone extensive renovation and repair. It has a working consolidation capacity of one million hundredweight and will handle bulk materials only, virtually all in brown rice.

Its five shiploading spouts on the Houston Ship Channel can spew into a ship's hold some 500 tons per hour, or 10,000 cwt, and it is equipped to handle both rail and motor freight shipments, having two dumping pits for each medium.

The new company, which began operations in September, has its own laboratory for quality control of the rice that will pass through from shipper to ship and maintains, in this control, U.S. Department of Agriculture standards. Additionally, Elco guarantees that the grain it receives from a shipper will be the actual grain that is placed aboard a vessel, not just of "equal quality." This is done by actually keeping each shipment separate, its identity preserved.

Two 120,000 pound capacity weight scales, along with its operators, have been certified by the State of Texas, giving shippers and buyers additional assurance of product weight accuracy.

For importing, Elco has a pneumatic (suction) unloading unit designed to unload grain (of 45 pounds per cubic foot) at the rate of 4,000 cwt. per hour.

The new elevator's management is young, Kocurek is only 38, but behind him is 17 years' work with rice. His elevator manager, Vince Morales, though only 33, has some 13 years' experience with rice mills. Jimmy Norcross, in charge of shipping and receiving, is 28 but has more than five years' experience in his field. Heading up the company's quality control lab is D. W. Covington, 32, a 10-year veteran with the U.S. Department of Agriculture as a grain inspector.
In September, the largest coordinated single container foreign shipment ever sent out from the Port of Houston demonstrated the speed, reliability and versatility of transportation's newest mode of "packaging."

This shipment of containers—28 of them—originally came into the Port aboard Hansa Line's *M/V CUXHAVEN*. Empty, they were immediately trucked by Missouri Pacific to a gantry crane and loaded aboard the railroad's container flatbeds. They were then rushed 250 miles north to Dallas' Hooker Chemical Company where they were filled with 9,000 bags of sodium tripolyphosphate, a chemical used in detergents and fertilizers.

Just three days after the 28 containers were unloaded at the Port of Houston they were back on board another Hansa Line ship, the *M/V RABENFELS*, heading out the Ship Channel into the open Gulf, bound for Naples, Italy.

The loading time for the 28 full containers aboard ship was slightly less than four hours. Normally, the same operation on the usual pallet basis would have taken almost 24 working hours.

Mrs. Johnnie Wagner of Buckley & Company, the foreign freight forwarder who coordinated the quick turnabout, said each container had 321 of the 101½ pound bags in it and there wasn't one bag broken. A veteran of many years in the freight forwarding business, Mrs. Wagner agreed with Olin Lacy, Houston vice president of E. S. Binnings, Inc., steamship agent for Hansa, when he observed that such shipments when loaded and unloaded in the customary manner would have resulted in a fairly high damage rate.

Both also agreed that containers afford less jilferage, as well as damage, and that the time and money saved by containerization should make every shipper take stock of his own cargo-moving methods.

The Port of Houston currently is rushing to completion a container marshalling yard to serve Open Docks 26 and 29. Port officials, who recently earmarked $1 million for a container crane in addition to the one already in use, estimate the marshalling yard will be ready for use sometime in October.
News In Views
At The Port

Four high-ranking Korean officials, in Texas recently to discuss importation of rice, were taken on a trip down the Houston Ship Channel by Si Grider of the Rice Council for Marketing Development. Shown here with Grider, right, on the Port's inspection vessel SAM HOUSTON are, from left, Henry M. Broadnax, general sales manager of the Navigation District; Hyang O. Kim, senior staff economist of the Korean Financial and Economic Division; Joon Shik Kim, Korean Office of Supply, New York; Jae II Ko, director of the Korean Office of Supply; Duck Yong Rhee, vice minister of Korea's Department of Agriculture, and Robert Bieber, foreign agricultural service of the U.S. Department of Agriculture.

This huge pressure vessel, called a fractionating column, was fabricated by United States Steel Corporation at its Orange, Texas plant and delivered via the Intracoastal Waterway to the Port of Houston where it was carried five miles overland to its final destination, Shell Chemical Company in Houston. The vessel, almost 500 tons of it, was made of 1½ inch stainless clad carbon steel plate and is 141 feet long and 26 feet in diameter. Its water voyage was on a specially rigged and balanced barge.

The 460-foot-long, 15,250 d.w.t. M/V FINNHEIDE is the background for the presentation of a maiden voyage plaque to the master of the Finnlines ship in docksides ceremonies last month. From the left are Captain Ewald Eymann, ship's master; Ray Boening of Dalton Steamship Corporation, agent for the line; Bob Bacon of the Houston Junior Chamber of Commerce, making the presentation jointly for his organization and the Port of Houston; and G. R. Kilburn, also of Dalton.
Meet George P. Fegter

Houston Pilots' Agent Lives Up To Heritage

By LLOYD GREGORY
Information Director

George P. Fegter, affable agent of the Houston Pilots, is living up to his salt water heritage:

His father, George Fegter, born in Germany, shipped out at 14 on a deep sea sailing vessel, and for 32 years was the Sinclair Oil company port captain for the Port of Houston.

Mr. Fegter has been agent for the Pilots since Oct. 1, 1965. Since the Pilots were organized in 1921, there have been only two other agents: R. S. Smith and R. S. Smith, Jr., both dead.

The Houston Pilots direct the ships in and out of the Port of Houston. Operating with dispatchers out of their headquarters, 6302 Gulf Freeway, they are on call 24 hours a day, every day of the year.

"We work with the West Gulf Maritime Association, and particularly with Port of Houston steamship agencies. We receive every courtesy and cooperation from Executive Director J. P. (Jerry) Turner of the Port of Houston and his associates", said Mr. Fegter.

Mr. Fegter was born in New Orleans Dec. 5, 1920, moved to Houston in 1929, and at 16 was graduated from Sam Houston high school. While still in high school, he had attended the American Business Institute from 4 p.m. to 10 p.m., studying shorthand and accounting. Shortly after graduation, the young man started as a secretary for Strachan Shipping company.

After long and versatile service with Strachan, Mr. Fegter went to work for Houston Pilots Feb. 18, 1946.

Mr. and Mrs. Fegter, who live at 3434 Linkwood, have a son, Gary P., 22, just returned from Viet Nam; Deborah, 17, a graduate of Bellaire high school.

Through the courtesy of Mr. Fegter, the Port of Houston Magazine lists for the first time every man who has been a member of the Houston Pilots:


Henry Broadnax, right, general sales manager of the Navigation District (Port of Houston), had these guests for luncheon recently at the World Trade Club. From left, T. H. Harp, manager in Houston of Universal Carloading & Distributing Co.; Harold R. Baehrben, regional manager of Universal World Movers, New Orleans; Mike Ursmar, general manager of Thrutainer, New York; Gerald Blocher, general sales manager, Western Territory, Universal Carloading and Distributing Co., and R. L. Larson, manager of Gulf Motorships, Inc., Houston.

Marvin Hurley, left, vice president and executive director of the Houston Chamber of Commerce, addressed the International Business Committee of the Chamber at its monthly meeting in the World Trade Club in September, recounting Houston's dynamic growth in the Sixties and predicting a continued development for both Port and City in the decade ahead. He is shown here with Committee Chairman Julius Skoaren and Alice Reynolds Pratt, regional director of the Institute of International Education.

Reinaldo Leandro, second from left, consul general of Venezuela in Houston, is shown with his guests in the World Trade Club recently. From the left are Diego Urbaneja, Venezuelan vice consul; Consul General Leandro; Captain Argenis Garcia, master of the Venezuelan Line ship, M/V SUCRE, in port at the time; and Raymond Rodriguez, representative of Texas Transport & Terminal Co., Inc., agent for the marine line.

Cooperating with the United Service Organization (USO), the World Trade Club of Houston periodically entertains visiting service men as its guests. Here Navyman Warren W. Ward, Jr., of Clute, Texas, on leave from service in the Pacific, is given the full treatment by Mrs. Fay Daniels, Club Manager Don Gorton and Alex Finney, former World Trade Club president.
Top officials of the South African Marine Line (Safmarine), from New York were in Houston recently to confer with officials of Hansen & Tidemann, agents. Here in the World Trade Club are Svend Hansen, center and host, president of Hansen & Tidemann, flanked by Ralph Wofford, executive vice president of Safmarine, and Charles Parkhill, Safmarine senior vice president. At left is Robert S. Reid, vice president of Hansen & Tidemann and at right is B. Wayne White, vice president—sales.

A recent World Trade Club guest of Paul E. Hedemann, left, vice president, marine, of Bethlehem Steel, was Captain Leroy Platt of the S.S. BETHFLOR of the Bethlehem organization. He is shown here with his host and Mrs. Hedemann.

A member of the Italian Chamber of Deputies for the Christian Democrat Party, the Hon. Dario Mengozzi, received a certificate from Houston Mayor Pro-Temore Frank Mancuso making him an Honorary Ambassador of Houston, in ceremonies at the World Trade Club last month. At left, next to Mayor Pro-Tem Mancuso, is Achilles Arcidiacono, Italian Honorary Vice Consul in Houston, and at right, next to Deputy Mengozzi, is Dr. Pietro Milone, Italian Trade Commissioner in Houston.

Every month the World Trade Club selects its outstanding employee from among its staff, chosen secretly by a committee of staff members. Last month the winner was waiter Jesus Quijano, right, shown receiving his $25 U.S. Savings Bond from Maitre d’Club Gilbert Salinas.

OCTOBER, 1969
COPPERATING with the International Committee of the American Association of Port Authorities and the Permanent Technical Committee on Ports of the Organization of American States, the Port of Houston is once again sponsoring a training program for a group of South American port officials.

This time the delegation is from Peru—four veteran port operators with a total of more than eighty years of experience behind them in Peru's ports on the Pacific coast as well as on the Amazon River in the interior.

The men are, Américo Fernández, chief of the operations division of the Directorate General of Water Transport; Manuel W. Lucero, sub-director of the Port of Pisco; Hugo Ortiz, sub-director of the Port of Ilo, and José Pinto Catalao, administrator of the Port of Paita.

The group arrived in mid-September and is spending four weeks studying all aspects of Port administration and operation, from preparations of statistics to warehousing, from security controls to palletizing and containers.

The Department of International Relations of the Port of Houston is in charge of the program, but the course of study and actual supervision is being carried out under the direction of C. G. Seaman, office supervisor at the Terminal Office Building at the Port.

The Port of Houston in the past has provided training for six port officials from the Ports of Colombia, who came in groups of two beginning in August of 1966, as well as one trainee from the Port of Corinto, Nicaragua. The Peruvian trainees are the first of twenty-four whom the Peruvian Port Authority hopes to train under the “Puertos Amigos” program sponsored by the AAPA and the OAS. Half the trainees will receive training at Houston and the other half at New Orleans.

Houstonians have also opened their hearts and homes to the Peruvian visitors, inviting them on sightseeing trips and having them for cook-outs and visits.

The Puertos Amigos program has gained steadily since it was first created at the Inter-American Conference of Ports held in Mar del Plata, Argentina, in 1962. Several United States ports have cooperated in training personnel from various Latin American ports and more placements are being handled each year as requests come in to the Permanent Technical Committee on Ports at the OAS, which provides over-all direction and supervision with the help of the AAPA.
The Port of Houston's advanced and highly sophisticated data processing center was of special interest to Ortiz and Fernández, shown here with Greg Seaman, terminal office manager who arranged and supervised much of the training program.

Monroe Bean and George Wilson, assistants to the terminal manager, stand by the catwalks running from the Public Grain Elevator to the docks and explain some of the operation to Ortiz, Fernández, Catalao and Lucero.

One of the first things studied, and of particular interest to the Peruvian port operators, was the Port of Houston Tariff. Here Catalao holds a Tariff to explain part of it to Fernández, Lucero and Ortiz.

The first day's training was a general orientation on the Port and its facilities, geographical characteristics and basic statistics. Here Vincent D. Williams, administrative assistant (rear with glasses) is shown with the Peruvian delegation.

A trip on a tugboat to observe how those operations are carried out at the Port of Houston was part of the Peruvians' training program. Here Capt. A. B. Cocik of the Bay-Houston tug FRANCES HADEN, explains some of the controls to Fernández and Catalao.

Robert Esterlein, Houston manager of the G&H Towing Co., left, discusses tugboat operations with Lucero and Ortiz, in company with Tarrant Fendley assistant manager of Bay-Houston Towing Co.

Catalao is shown at the docks with a Sea-Land container ship operating in the background.

Tugboats take pride in their food and the Peruvian trainees were treated to a first-class meal aboard the FRANCES HADEN.
## STATISTICS

JULY, 1969 FOREIGN TRADE CARGO MOVEMENT THRU THE PORT OF HOUSTON BY COUNTRY OR AREA OF ORIGIN OR DESTINATION

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<td>Canada</td>
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**Port of Houston Totals:**

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**Source:** U.S. Bureau of Census

**By GRC Data Corporation**
EFFORTS ARE BEING MADE by both the Interstate Commerce Commission and the Federal Maritime Commission to provide means for the issuance of through import-export bills of lading and the publication of through joint single-factor rates between inland points in the United States and foreign destinations. The matter is the source of considerable controversy between the two regulating agencies, F.M.C. which is concerned with the ocean rates and the I.C.C. as concerns inland rates. The F.M.C., under Docket 69-33, has under consideration, Atlantic & Gulf/West Coast of South America Conference Agreement No. 2744-30, Et Al., involving nine steamship conferences that want to establish through rates between points in the U.S. and points in foreign countries. The I.C.C. has intervened in this matter and in the meantime has instituted its own proceeding entitled Ex Parte 261 (Special Permission No. 70-275) contemplating the revision of its Tariff Circular 20 to permit the filing of joint single-factor rates from inland points in the U.S. to destinations in foreign countries. The F.M.C. has intervened in this I.C.C. proceeding. Expressions on the I.C.C. proceeding are due in Washington, D.C. on October 15, 1969, and oral arguments were heard on the F.M.C. docket on September 24, 1969.

THE U.S. DEPARTMENT OF TRANSPORTATION, the National Committee on International Trade Documentation and other organizations and industrial representatives have accepted a new international, intermodal through bill of lading to serve all modes of transportation in the U.S. and abroad. The form described as a "major step" forward in the simplification and standardization of domestic and international trade documentation could eliminate as many as 12 documents on typical shipments in international commerce. The proposed format will be transmitted to the U.N.'s Economic Commission for testing by member countries including the U.S. Copies may be obtained from the Office of Facilitation, Department of Transportation, 800 Independence Avenue, S.W., Washington, D.C. 20590.

THE NATIONAL ASSOCIATION of Shippers Advisory Boards announces its agenda for its 33rd Annual Meeting at the Sheraton-Lincoln Hotel in Houston on October 7, 8, and 9, 1969. Included in the program are panel discussions covering Car Efficiency, Freight Loss and Damage Prevention and Small Shipments-TOFC-Containerization, as well as an address by Mr. John W. Barriger, President of the Missouri-Kansas-Texas Railroad. Mr. Lee K. Mathews, General Traffic Manager of the Missouri Portland Cement Company, is President.

COMMISSIONER JAMES F. FANSEEN of the Federal Maritime Commission has been designated by President Nixon as Acting Chairman pending the Senate's action on the nomination of Mrs. Helen Delich Bentley as new Chairman of this regulatory body replacing Rear-Adm. John Harllee (U.S. Navy, retired) who resigned as member and Chairman on September 1, 1969.

SECRETARY OF COMMERCE MAURICE H. STANS has announced three major changes in the federal government's export documentation requirements which are considered by many to be the most significant change in these requirements in modern times. (1) Export shippers will not be required to file Shippers Export Declarations on general-license shipments to free world nations when the value is $250.00 or less instead of the present $100.00 valuation. (2) High-volume export shippers meeting certain qualifications will be allowed to file manually or machine-produced export declaration summaries on a monthly basis instead of the present individual basis to free world nations. This modification points to utilization of E.D.P. capabilities. (3) Rule-making requirements are to be changed so that export shippers no longer will be required to submit export declarations to the Bureau of Customs for authentication prior to the loading of a general-license shipment moving by air or sea to a free world nation. The S.E.D. may be submitted instead directly to the carriers provided the carriers agree to review the declarations for authenticity prior to loading and to subsequently forward the declarations to Customs.
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M. A. Barrilleaux, right, has been named general manager of the Houston Port Bureau. James A. Whitt, president, is congratulating him at a luncheon in the World Trade Club. Barrilleaux started with the bureau in 1967 as a transportation analyst. He was named assistant general manager in 1968. Licensed to practice before the Interstate Commerce Commission, Barrilleaux has had 30 years experience in all phases of transportation. He succeeds W. E. Fincher, who resigned to become executive director of the Texas Tank Truck Carriers Association in Austin.

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