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PORT OF HOUSTON
Magazine

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of the
Port of Houston
Authority

Volume 18
NOVEMBER, 1974
No. 11

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THE COVER

This attractive vessel is the M. S OCEAN HOPE, the first of three new ships which will give Mitsui OSK Line the capacity to carry up to 440 containers in a new monthly service between Japan and the U.S. Gulf. See Page 14 for more about this.

The Port of Houston Magazine
TED SOKOLL, Editor

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American Pilots Association Takes Holiday On Sam Houston

There was certainly enough marine pilot expertise around the Houston Oaks Hotel last month to handle any ship that decided to sail its way to Southwest Houston! Members of Texas pilots associations were hosts to the 1971 biennial convention of the American Pilot's Association meeting here, and the three-day confab was full of speakers, business meetings and social events. The mid-convention reception and luncheon was held on the Port's inspection vessel SAM HOUSTON where the visiting pilots were treated to a waterside view of the Houston Port's famed man-made Ship Channel.

Presiding officers of Texas pilots associations, hosts for the Convention, are shown with the president of the American Pilot's Association, Ernest A. Claffier, center. The Texas officers are, from left, Tom Gibson, Matagorda; Thomas N. Lightrey, Houston; Fred Herbery, Corpus Christi; Al Miller, Freeport; Harold E. Weaver, Sabine; and Jimmy Barup, Galveston.

American Pilots Association Takes Holiday On Sam Houston

Presiding officers of Texas pilots associations, hosts for the Convention, are shown with the president of the American Pilot's Association, Ernest A. Claffier, center. The Texas officers are, from left, Tom Gibson, Matagorda; Thomas N. Lightrey, Houston; Fred Herbery, Corpus Christi; Al Miller, Freeport; Harold E. Weaver, Sabine; and Jimmy Barup, Galveston.

Port of Houston Magazine
Three Port of Houston representatives winged their way across the Atlantic recently for a nine-city promotional tour of Great Britain, Scandinavia and Western Europe. They met with hundreds of shippers, port officials, importers and others in the maritime industry in private meetings and at luncheons, dinners and receptions sponsored by the Houston group.

Warner F. Brock, a Port Commissioner, accompanied George W. Altvater, Port executive director, and C. A. Rousser, Port general sales manager on the tour. The trio spent three weeks telling the story of Houston's growing Port. Through slide presentations and personal chats, the delegation painted a dynamic picture of Houston's market possibilities and Port facilities for the interested shipping men.

Guests at the functions in four of the cities are shown below with identifications from left to right. Four more port-sponsored European parties will be featured in the December issue.

Houston Trio In Europe Reveals Growth of Port

London

E. S. R. Warwick, Thos. and James Harrison, Ltd.; B. Crawshaw, Trudax, Ltd.; Peter Phillips of Houston, Phillips Porr Inc.; Warner Brock, Houston Port Commissioner, and R. T. Robinson, Kuwait Shipping Ltd.

R. E. Murphy and K. Grace, both of Brantford International Ltd.; and A. Lowing, Atlantic Gulf Service.

William Bowey, Port of London Authority; Sir Leslie Ford, retired general manager of the London Port Authority; A. N. Taylor, also of the Authority; S. Turner, president of ICHCA, and Lt. Comdr. Sato of the Authority.

I. S. McEwen and Mr. Emery of Bank Line Ltd.


Houston's Altvater; Y. Von Wulffen, Hapag Lloyd (UK) Ltd.; G. B. Reid, Thomas and James Harrison, Ltd., and P. Shimwell; James Harrison, Ltd., and P. Shimwell, James A. McLaren and Co., Ltd.

The Port's C. A. Rousser; D. Harris, The Times of London; Commissioner Brock, and W. Jackson, Jackson Son and Co.

Glasgow

J. McReath, Clyde Port Authority; J. R. Young, Berry Brothers & Rudd Ltd.; J. G. McCracken, Escombe McGarth & Co. Ltd.

J. H. D. Sutton, Forth Ports Authority and M. Neill, Glasgow Chamber of Commerce.

F. B. McMillan, Salvesen Offshore Drilling Co. Ltd.; R. Clarkson, Furness-Salvesen Agencies Ltd.; and J. Sierra of Houston, James Sierra and Co.

H. Moran, Southwest Industrial Promotion Group; Commissioner Brock; and Lord Provost Sir William F. Gray of Glasgow.


J. R. Fisken, John G. Borland and Peat Ltd.; the Port's Brock and Altvater; J. N. D. Ramsey and W. D. Nicoll, both of John G. Borland and Peat Ltd.
Oslo


A. Nord, Hagb. Waage, and E. Nielsen, Shipping Aid A/S.

Commissioner Brock chats with C. J. Kiening of Barber Lines A/S, while R. S. Randerson, with Mannesmann Export/Franklin Supply of London, talks with J. Farstad of the Aker Group in the background.

S. Larsen and B. Eidesen of Oivend Lorentzen accept the thanks of the Port’s Altvater for their help in setting up the Oslo luncheon.


P. Hveem, Elkem-Spigerverket A/S; R. S. Randerson of London, Mannesmann Export/Franklin Supply; Commissioner Brock; and T. Sundal, Odd Godager and Co.

Bremen

O. Remer, Wilh. Wilhelmsen; M. Helgeland, Barber Lines A/S; and O. Thraraldsen, T. Berg, A. Bossum, all of Wilh. Wilhelmsen.

H. Heuer Jr., H. O. Schubeler and Co.; D. Kuschmann, Gebruder Kulenkampff; and B. Riechert, Lykes Lines Agency Inc.

NOVEMBER, 1974
H. Dinse, Clason, Burger and Co.; P. Scheel, Forst, Papenburg and Co.; and the Port's Brock.

K. Rosenmeier, Rhenania; H. Runge, Waterman Lines Bremen; D. Kuschmann, Gebruder Kulenkampff; and H. Hagedorn, Lykes Lines Agency Inc.

W. H. Menuet, Lykes Lines Agency; with the Port's Rousser and Altvater.

H. Rehling, J. H. Bachmann; A. Bunnermann, Hermann Danielsberg; K. F. Leyer, Forst, Papenburg; H. Basse, Transco; and E. Gruttner, Volkart Gmbh.

PORT OF HOUSTON MAGAZINE
National Highway Week Is Observed On Sam Houston

As part of National Highway Week last month, Texas Highway Commissioner Charles E. Simons was in town to participate in the formal opening of a section of U.S. Highway 59 joining it to the Gulf Freeway. Following the opening ceremonies, the Port Authority was host to Simons, Houston Chamber of Commerce officials and members of the East End Progress Association at a reception on the Port’s inspection vessel SAM HOUSTON.

The trip down Channel made it possible for the Highway Commissioner to view the year-old Interstate Highway Loop 610 bridge crossing the Channel near the Turning Basin and to get a look at the proposed site for another bridge approximately six miles down Channel from the present one. Pictures on this page show some of the guests on board during the trip.

Wayne Henneberger, bridge engineer with the Texas Highway Department in Austin, is shown at left with Joe Hanover, district engineer with the THD from Bryan; Carl Ramert, THD district engineer from Yoakum; and Franklin Young, THD district engineer from Beaumont.

Mrs. Sue Masterson, manager of the Deer Park Chamber of Commerce, second from right, stands with, left to right, A. Uel Price, La Porte City Commissioner; William McClure, THD urban administrative engineer from Houston; and E. Z. Clause, principal of Dunbar School in the Houston Independent School District.

Charles E. Simons, Texas Highway Commissioner, left, chats with James Fontana, Harris County Commissioner-elect and a former Port Commissioner; Elton Porter of the East End Progress Association; and Richard P. Leach, Port general manager-administration, right.

At left is Jimmie Miller of the East End Progress Association enjoying the passing scenery with, left to right, James D. Pitcock Jr., president of Williams Brothers Construction Co., Inc.; Omer F. Poorman, Houston district engineer with the Texas Highway Department; and William V. Ward, engineer-manager of the THD’s Houston Urban Project.

Michael Scorci, executive secretary to the Houston Port Commission, left, is shown with, left to right, Dennis Smalley, Houston THD public affairs officer; Oliver F. Stork, urban planning engineer with THD, Houston; Jim Edmunds, assistant to the president of the Houston Chamber of Commerce; and Lee A. Tucker, manager of the Aviation/Urban Transportation Committee of the Chamber.
Containers Emphasized
In New Direct Service
For Mitsui OSK Lines Sailing

Japan/Houston

Two internationally known Japanese steamship companies joined forces in 1964 to form Mitsui OSK Lines, Ltd., at present the only Japanese flag carrier in the Gulf that offers direct service from the Gulf to Japan and the Far East.

The two companies involved in the merger, Osaka Shosen Kaisha, founded in 1884, and Mitsui Steamship Co., founded in 1942, devoted their years of combined expertise to the challenge of meeting new demands for faster ships and specialized carriers. Special concentration has been placed on containerizing six of its major routes.

With emphasis on full coverage of their overseas network, Mitsui OSK officials have been setting up local representative offices in many parts of the world, and recently have re-opened a Houston office with a new representative.

Kunio Minami was transferred to Houston from the head office in Tokyo, and though he has not previously been sta-
tioned in the United States, he has sailed on vessels calling in the Gulf and at Houston, and also spent some time here in 1972 studying containers and containerization for the Tokyo office. Minami is an economics and general business graduate of Kwansei Gakuin University and joined Osaka Shosen Kaisha in 1956. His wife and three children will be here in Houston with him.

Minami and the Mitsui OSK local headquarters are based in the Cotton Exchange Building in the offices of Strachan Shipping Co., the lines’ local agents.

Mitsui OSK’s direct monthly service to and from the Gulf and Japan employs three new chartered ships with a transit time of 25 days. The ships, M/S OCEAN HOPE, OCEAN HARVEST, and OCEAN HARMONIA, have a capacity of 440 of the 20-foot containers or their equivalents as well as ample general cargo space. On-board cranes or combinations of two cranes can handle containers into any hold.

The company’s container fleet has grown from two ships in 1969 to 10 ships in 1973 with more being added all the time. The symbol of the Mitsui OSK container service is a bright green alligator with anchor tattoo on his arm confidently hoisting a container to his shoulder. The symbol, seen worldwide on flatcars and trucks, represents ruggedness and tenacity and is easily recognizable at ports throughout the world.

The Mitsui OSK liner service serves the largest network in the world. As of March, 1974, 134 liners, including containerships, offered 840 sailings on 33 different routes.

Japan must import 99.7 percent of its crude oil so tanker service is of vital importance to the country. The Mitsui OSK tanker fleet is made up of 16 large size tankers including 6 VLCC, or Very Large Crude Carriers, totaling 2.2 million tons. By adding charter vessels, the fleet reaches 3.3 million tons. Oil and ore carriers provide triangular service between Japan, the Middle East and Europe. The company also has 44 cargo freighters for carrying basic raw materials and automobiles.

Today the Mitsui OSK group has nine branches, including two overseas in London and New York. The New York office has charge of the Houston representative as well as representatives in Montreal, Chicago, and Caracas, Venezuela. There are 30 representative offices in all, more than 70 subsidiary companies, including 8 overseas, and a worldwide network of agents. At the end of March, 1974, the group owned 152 ships but controlled and operated a global service fleet of 291 ships.

Mitsui OSK chairman, Hisao Fukuda, emphasized the balanced operation of Mitsui in a recent brochure on the company. Speaking of expansion, he stated that the “heart and body” of Mitsui OSK lies in maritime transport, but that to meet the pace of change in international economics, the company will continue to expand into related businesses. In accordance with the internationalization of its operations, Mitsui OSK opened a financial company in Luxembourg last April to diversify its sources of capital.

Domestically, the company is expanding into operations such as harbor construction, cargo handling, warehousing, tugboat service, ship repair, land transport, air service, car ferries, and container terminal management and trading. Truly, Mitsui OSK is becoming a “giant enterprise” as Fukuda states in the brochure.

The Strachan Gulf manager for Mitsui OSK Lines is Bill Homburg, who has served 9 years with the old joint service and for two years was U.S. line manager for Atlantic Gulf Service for which Strachan is general agent.

Containers are stacked on the open wharf before loading.

On Mitsui’s chartered vessel OCEAN HOPE containers are carried in hatches and are lifted aboard by on-board cranes.

General cargo is carried in holds as well as containers, allowing versatility for shippers.
RAILS PROPOSE TO ASSESSES $5 CHARGE FOR NOTIFICATION OF THIRD PARTY: The Uniform Classification Committee had docketed a proposal to assess a $5 charge on shipments consigned to one party with another party to be notified. The proposal, subject 2 of Docket 344 reads as follows:

"Where Order-Notify Bills of Lading, or straight bills of lading consigned to one party, notify or advise other party shipments are handled, a charge of $5 per shipment will be assessed by the road-haul delivering carrier upon delivery of the property described in the bill of lading named in this section."

Hearing has been set for November 12 in Chicago. The Bureau has requested time to present its views and is preparing material. The proposal will affect most, if not all, export shipments by rail.

BUREAU FILES STATEMENT IN FMC PROCEEDING involving non-attorney practitioners before FMC: On September 27, the Bureau filed its statement in Federal Maritime Commission Docket 74-33. This docket proposes to change the FMC Rules of Practice to prevent a non-attorney practitioner from acting as both counsel and witness in the same proceeding. The Bureau's statement pointed out that the Interstate Commerce Commission and several state regulatory agencies permitted parties to act as both counsel and witness. The Bureau urged the FMC to disapprove the proposed rule.

BUREAU OPPOSES SOUTHWESTERN RAILROADS' PROPOSAL to cancel 25,000 pound cotton rates in Texas: The Bureau, on behalf of the Houston Cotton Exchange appeared at an October 9 public hearing before the Southwestern Freight Bureau in St. Louis, in opposition to a railroad proposal to cancel 25,000 pound cotton rates in Texas. The Bureau submitted an extensive statement in support of its position, pointing out that cotton shippers need the 25,000 pound rates and that cancellation of the rates would have an adverse effect on the marketing of cotton. After the hearing, this subject was carried forward to the December meeting.

RAILS SEEK 7% GENERAL INCREASE effective January 1: The nation's railroads have agreed to seek a seven percent general increase in rail rates, effective January 1, 1975. According to reports, there will again be hold-downs on certain commodities and hold-downs on rates between territories.

BUREAU OPPOSES RAILROADS' PROPOSAL to change transit rules: In a written statement submitted October 18, the Bureau objected to a railroad proposal that would increase the cost of transited shipments by using the through rate in effect on the date of movement from transit point to destination, in lieu of the through rate in effect on the date of movement from origin to transit point. In its statement, the Bureau pointed out that substantial increased costs would be incurred by shippers.

BUREAU REPRESENTATIVE OPPOSES motor carrier proposals: A Bureau representative appeared before the Midwestern Motor Freight Bureau in Kansas City on October 22-23 in connection with several applications. The appearance October 22 was in connection with a proposal to consolidate MOPB rules tariffs. As docketed, one portion of consolidation would impose a terminal service charge of 17¢ per cwt. on export and import traffic. The appearance October 23 was in opposition to numerous applications proposing to equalize certain Beaumont motor carrier rates with Houston.

BUREAU SUBMITS STATEMENT in proceeding involving railroads' attempts to reduce loading free time to 24 hours: On October 25, the Bureau submitted a reply verified statement in I&S 8963, the ICC investigation into railroads' publication of reduced loading times. The reply statement pointed out that the present 48 hour free time was necessary to permit efficient scheduling of car loading and that the proposed reduction would unduly penalize shippers.

16
The Korean Consulate General celebrated Korea's National Foundation Day on October 3 with a reception in the Houston World Trade Club for the Consular Corps, members of the Korean colony, civic and business leaders and other friends of that country. Here Consul General Indu Kim, left, is shown with Miss Leticia Umanah, Dean of the Consular Corps; Mrs. Kim; Louie Welch, former Houston Mayor and now President of the Chamber of Commerce, and Hyoun Shick Shin, Consul of Korea in Houston.

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Chicago - Atlanta - St. Louis
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NOVEMBER, 1974
Two of the very special guests at the recent World Trade Association Fiesta Mexicana were Mr. and Mrs. Rodolfo Felix Valdes of Mexico who flew in to represent Mexican President Luis Echevarria at the party. Valdes is under secretary of public works in the Mexican federal government. The couple is shown third and second from right above with Roy Gonzalez of Gonzalez International Services, left, chairman of the Fiesta; and Ramon Meade, right, Houston's Consul General of Mexico.

Carl Sanders has been appointed representative in Houston for Bay-Houston Towing Company, W. D. Haden II, chairman of the board, announced. A graduate of Texas Maritime Academy at Texas A&M University where he majored in marine transportation, Sanders holds a third mates license and is an ensign in the United States Navy reserve. Bay-Houston Towing Company, founded in 1880 by Captain W. D. Haden, maintains one of the Gulf Coast's largest tug fleets in serving the ports of Houston, Galveston, Texas City, Freeport and Corpus Christi.
Vadm. Huang Hsi-lin of Taipei, chairman of the board of directors of Taiwan Navigation Co., Ltd., recently was in Houston on a tour of Gulf ports. His visit included a trip down the Houston Ship Channel on the Port's inspection vessel SAM HOUSTON. He is shown at center in the picture above with C. A. Rousser, left, general sales manager for the Port; and Barry McVey, administrative assistant to the vice president for the West Gulf of Hansen and Tidemann, Inc., agents in the Gulf for Taiwan Navigation Co.

John Scott, center, technical correlation manager with Phillips Petroleum Co., gladdened the hearts of the crew of the Port's inspection vessel SAM HOUSTON last month when he brought them 600 feet of new one-and-one-half inch diameter polypropylene rope to use in tying up the boat. Phillips had donated another length of rope to the boat five years ago, but through constant wear the rope needs replacement. The vessel's captain, Ozro Sheppard, right, says this new length should last for ten years. They are shown examining the rope with K. A. Stephens, left, first mate and relief captain of the boat.

Ship Via Port of Houston

NOVEMBER, 1974
NAWAL brings West Africa to the Gulf
Now direct service to and from all major gulf ports.

A coordinated service of Belgian Line - Chargeurs Reunis - Compagnie Maritime du Zaire - Elder Dempster Lines

Because of the growing importance of the Southwest to the principals represented by the Roberts Group of Companies, J. Daniel Culpepper, vice president and director of Roberts Steamship Agency, Inc., in New Orleans has moved his headquarters to Houston. He is responsible for the company's activities in 20 states. In addition, Culpepper serves as director for Tilston Roberts Corporation and James Stevedores, Inc. The Roberts Group are general agents for C. N. Lloyd Brasileiro, Portuguese Line, Forest Lines, National Shipping Corporation (of Pakistan), P. T. Djakarta Lloyd, Sula Line and Peruvian State Line.

Port Tonnage Is Keeping Fast Pace

The Port registered a banner month in September with a total movement of 8,770,519 tons of cargo, up 40.1 per cent from August and 28.3 per cent better than September of last year. This exceptionally big month has helped to bring the nine months figures closer to the amount handled in the same period of 1973, and tonnage is now just 2.5 per cent less than that total.

Wet bulk, including heavy receipts of foreign crude and large shipments of refinery products, accounted for most of the increase, but bulk grain continued to flow out through Port of Houston in good volume, though not at the rate of 1973.

General cargo activity is highlighted by exports across the board, but also with substantial unloadings of steel products and a good number of import automobiles. Fertilizer exports are considerably down, due to domestic requirements; but a pick-up in rice shipments is expected in view of a reported bumper Gulf Coast crop.

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James M. Lykes, Jr., of Houston, has retired after 44 years from both Lykes Bros. Steamship Co., Inc., and its parent company, Lykes-Youngstown Corporation. He will continue to make his home in Houston where he is a director of Texas Star Shipping Co., Inc. A native Texan, Lykes was born in Galveston and his father was one of the original founding seven Lykes brothers who served as the first President of the world-wide Lykes shipping organization. At the time of his retirement, Lykes was executive vice president and director of both Lykes Lines, and Lykes-Youngstown Corporation, and held executive positions with a number of other LYC subsidiary and affiliated companies.

DELTA APPOINTMENTS
Delta Steamship Lines president, Capt. J. W. Clark, has announced the promotion of James J. Murphy to traffic manager-South America, and the appointment of Joseph E. Zehner, Jr. as assistant traffic manager-South America and container supervisor.

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TTT Is Named Sales Agents

Edward J. Keane, president of Edwards Intermodal Transport Inc., announced the appointment of Texas Transport & Terminal Co. Inc., as nation-wide sales agents, effective November 1, for Edwards’ full-container service to Teheran, Iran.

T.T.T.’s complete sales organization will solicit full container loads for movement on through bills of lading to Teheran via Leningrad. Regular service will be offered from U. S. Gulf and North Atlantic ports utilizing the Baltic Shipping Company vessels.

The entire transit is expected to take 45 days from Gulf ports.

New Agency Office Is Opened Here


George was formerly with Fowler & McVitie, Inc., and Norton, Lilly & Co., in Houston. He has had wide experience in traffic and operations.

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Houston, Texas 77012
Geo Space Corporation of Houston became the first American company to ship seismic data recording equipment for oil and natural gas exploration to the People's Republic of China when a $2 million shipment moved through the Port of Houston recently. A specially equipped vehicle, above, was part of the shipment. James A. Porter, Jr., president of the Geo Space Corporation, said his company had been working toward this goal for six years and he expects other contracts to follow. About 60 per cent of the company's output is exported. The company is a subsidiary of Applied Magnetics Corporation.

Sullivan Named

William E. Sullivan of Houston has been named assistant district manager-west Gulf operations of Lykes Bros. Steamship Co., Inc., Mac G. Bulloch, Jr., Lykes senior vice president, announced.

Sullivan joined Lykes Lines in New Orleans in early 1969 and entered the Lykes management training program later that year. Since that time he has gained experience in many facets of the company's operations. He is a graduate of the University of Houston.

Lykes Lines

Lykes offers the economy of direct, all-water services to and from the Gulf of Mexico ... plus direct SEABEE service to interior points in the U.S. and Europe.
Barber Blue Sea Line Operating

Barber Lines A/S, Oslo and the Blue Sea Line, a joint service of Blue Funnel Line, Liverpool and the Swedish East Asia Company, Gothenburg, announced that the Federal Maritime Commission has approved their Joint Service agreement for Barber Blue Sea Line.

The general agents in the United States for Barber Blue Sea Line will be Barber Steamship Lines, Inc. Overseas Shipping Company has been appointed General Agents Pacific Coast, Tri-Coast Shipping Company agents in the Midwest, Barber-Biehl agents in the Gulf, and Hurum Shipping and Trading Company, Ltd., agents in Montreal and Toronto.

Barber Blue Sea Line which will combine Barber Lines and Blue Sea Lines Far East, Southeast Asia, Venezuelan and Panamanian services started operations November 1. The management of the new Joint Service will be undertaken by Barber Lines, Oslo. The first Barber Blue Sea Line sailing from the U.S. Gulf and Atlantic will be the M.S. PHRONITIS departing New Orleans November 16, Houston November 20, and New York November 27.

The Barber Blue Sea Line which will operate a fleet of about 30 modern break bulk and semi/combo-container ships will provide the trade with a broader range of ports and services than was possible when the services operated independently.
Andre A. Crispin, president and board chairman of The Crispin Company, has been named chairman of the Southern Regional Advisory Board of the Institute of International Education and also elected a national trustee of IIE, the major U.S. agency in the field of international educational exchange. Crispin succeeds Joe L. Allbritton, board chairman of Houston Citizens Bank and Trust and of Star Communications of Washington, D.C., who will remain as a member of IIE's regional and national boards. He is past president of L'Alliance Francaise of Houston, Honorary Consul of Belgium, president of the Houston Council on World Affairs, board chairman of the Institute of Storm Research, past chairman of the Houston Chamber of Commerce International Business Committee, past president and board member of the World Trade Association of Houston, and a founder and past president of the World Trade Club of Houston.

Customs Explains Drawback System

The U.S. Customs Service has issued a pamphlet explaining the “drawback” system and how it is administered for the benefit of United States commerce and manufacturers.

U.S. Commissioner of Customs Vernon D. Aree said that Customs is responsible for collecting duties on imported goods, and that by law it is permitted under certain conditions to refund duties paid to enable American commerce and manufacturers to be competitive in foreign markets.

Sailings every fortnight from U.S. Gulf ports to Antwerp, Rotterdam, Bremen and Hamburg.

Atlantic Gulf Service/AGS

NOVEMBER, 1974
Two visitors from the Egyptian government in Cairo were in town last month and included a tour of the Port in their schedule of events. The Hon. Zakaria L. Gomaa, left, chairman of the foreign relations committee of the Egyptian National Assembly, and Dr. Ihab Soror, second from right, minister plenipotentiary in the Ministry for Foreign Affairs of Egypt, were visiting to confirm that Houston is a vital and growing trading center. They met with Port Executive Director George W. Altvater to discuss increased shipments to Egypt through the Port of Houston, especially oil field equipment for the many new oil concessions recently let to American oil companies in Egypt. They are shown with their Houston host, Dr. Atef Gamal-Eldin, secretary of the American Arab Chamber of Commerce, second from right, and Vaughn M. Bryant, director of international relations for the Port.

Following the lead of many major American oil companies, the Arabian American Oil Co. recently moved its headquarters to Houston. Some of the traffic department personnel were given a tour of the Port facilities last month on the inspection vessel SAM HOUSTON to acquaint them with the nation's third largest Port. Shown aboard the boat prior to sailing are, left to right, A. J. M. van de Ven, Port maintenance superintendent; E. J. Poulsen, C. A. Skag, J. J. Henry, and W. R. Cook, Port western sales manager.

These members of the Traffic Clubs of Mexico City and Monterrey, Mexico, were guests of the Port Authority on a ride down the Ship Channel on board the SAM HOUSTON last month. They were in town for a weekend of activities sponsored by the Transportation Club of Houston. The Amigos de Mexico committee of the club was host for the weekend. Members of the committee included Harry Rhodes, Consolidated Freightways; Sylvia Aaron, Southern Pacific Transportation Co.; Richard Fernandez, Goodpasture Inc.; Armando Waterland, Port of Houston; and Art Sanchez, Southern Pacific.
Houston Port Commissioner Warner F. Brock, left, was a guest speaker at the recent Ninth Annual Houston Marine Insurance Seminar, one of the largest marine insurance meetings in the country. Brock spoke on the "Plaintiff's View of Marine Operations." Another speaker was Bernard E. DeLury, center, assistant secretary of labor for employment standards in the U.S. Department of Labor. They are being introduced by Ed Bluestein Jr., right, partner in the law firm of Fulbright & Crooker.

Arthur Dowling, right, director of public relations of the M. W. Kellogg Corporation, recently presented a check for $200 on behalf of his company to the Houston International Seamen's Center, which was accepted by Jack O. Brannan, M.D., its president. Located on eight acres of land in the heart of the Port of Houston, the Center provides free of charge athletic and other recreation activities to the thousands of seamen who visit Houston annually and is presently serving between four and five thousand officers and men monthly. It was built and is operated entirely through such gifts from church, civic, business, maritime and other groups as well as from private citizens, who also provide much of its volunteer staff. Trophies in the background were for a sports competition week among seamen in port sponsored by the Center and the Norwegian Government Seamen's Service.

This driving unit for earth moving machinery was shipped through the port of Houston to Durban, South Africa last month aboard Hellenic Lines' M/V Hellenic Navigator. It is part of a Unit Rig of Tulsa Model BD-180 truck and will be used in mining operations in South Africa. Harper-Robinson Co. was the local forwarder for the shipment of two 180-ton earth movers.

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The Dutch ship VULCANUS, moored at Shell Chemical Co.'s Adams Terminal on the Houston Ship Channel last month, was the cause of some surprised double-takes from passers-by. The ship was specially built for waste incineration and with her two huge smoke stacks and bright red and yellow paint she looked like something from the gates of Hades. Though incinerator ships are used for waste disposal in Europe, this was the first time one had been commissioned for use near a United States port. Shell leased the ship for experimental test-burning of 4,200 tons of chemical wastes from its Deer Park plant. Shell has been dumping chemical wastes in the Gulf for more than 10 years, and just recently received permission from the Environmental Protection Agency to test incineration to see if it is the best alternative to dumping. The tests were made in the Gulf approximately 135 miles south of Galveston. The ship's two incinerators can burn about 20 tons of waste per hour at a temperature of 1,200 degrees Centigrade.

**CUSTOMS INCREASE**

Customs collections for Fiscal Year 1974—July 1, 1973 through June 30, 1974—by the Treasury Department's U.S. Customs Service totaled $4.2 billion, an increase of 4.3 per cent over the previous year.

The exact total for FY 1974 was $4,267,761,678, as compared to $4,093,434,555 for last year, an increase of $174,327,123. Customs collections include duties on imported merchandise, excise and other Federal taxes, forfeited goods, fines, and recoveries of Government property.

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PORT OF HOUSTON MAGAZINE
The Houston officers of E. S. Binnings, Inc. recently were hosts at a meeting for United States Eastern port agents and executives from Hansa Lines of Bremen, Germany. Binnings is the Gulf agent for Hansa. The visitors attended a dinner party at Tony's Wine Cellar. Among those present were, from the left, W. Meyer, Hansa Line American service; K. H. Hamann, Hansa American service manager; J. E. Hassinger, president of Binnings; W. Doke, director of Hansa; J. F. Dohle, president of F. W. Hartmann and Co. of New York, New York Hansa agent; P. F. Mongno, vice president of Hartmann and Co. in New York; and J. H. McCain, vice president of Binnings in Houston.

Mariner Elected By Propeller Club

A merchant mariner who has served in every deck capacity aboard American tankers, was elected national president of the Propeller Club of the United States at the final session of its three-day national convention in New York.

He is Capt. C. Ray North, manager of United States Operations, Gulf Oil Trading Company's Marine Department, who has been national vice president, West Gulf, Propeller Club. Capt. North succeeded Jasper S. Baker, vice-president of United Brands Company, who is retiring as the club's president after serving two years.

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