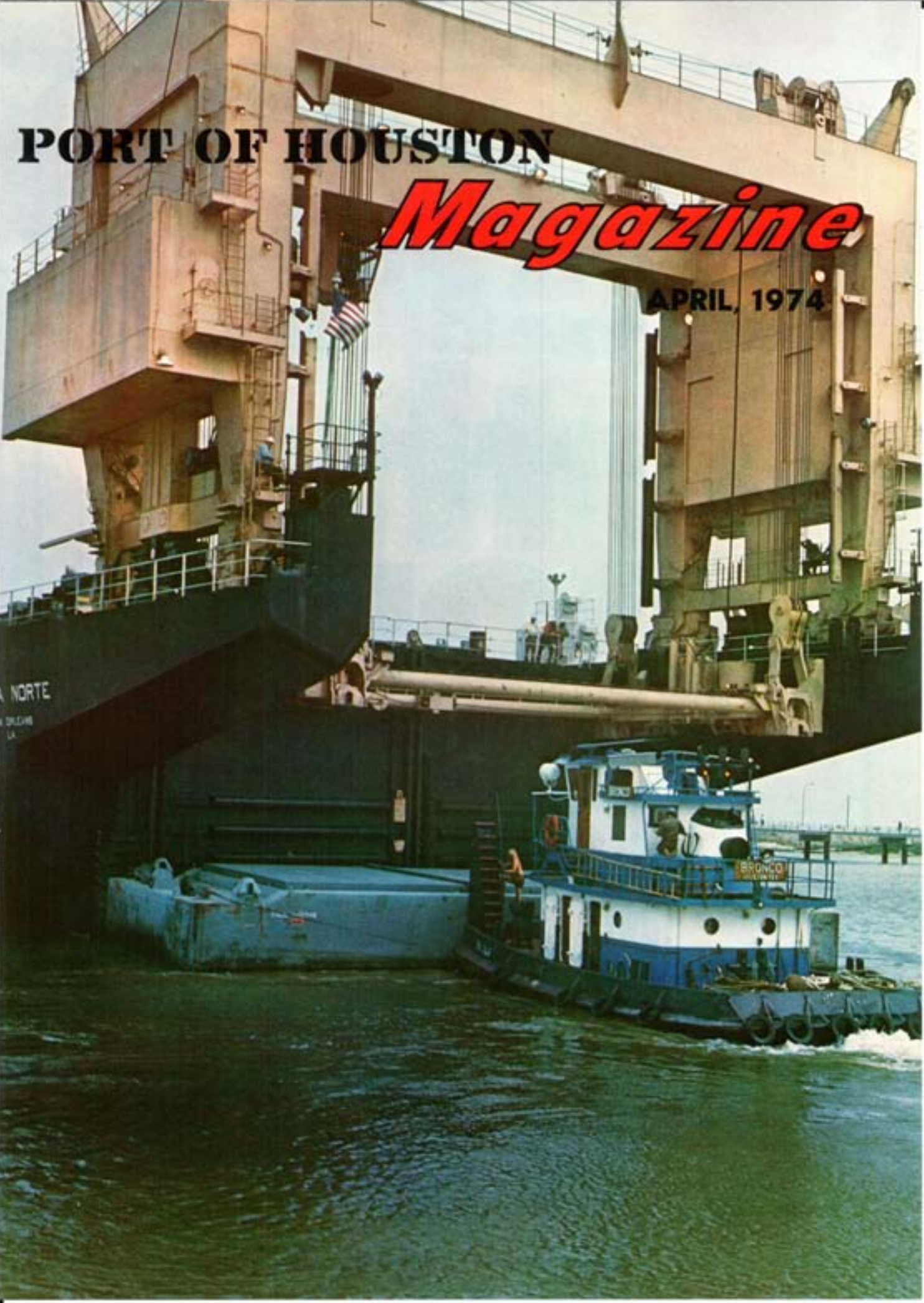


PORT OF HOUSTON

Magazine

APRIL, 1974



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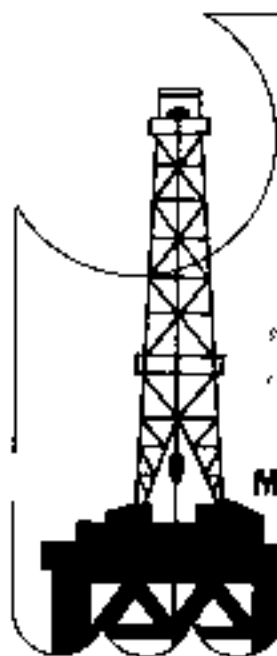
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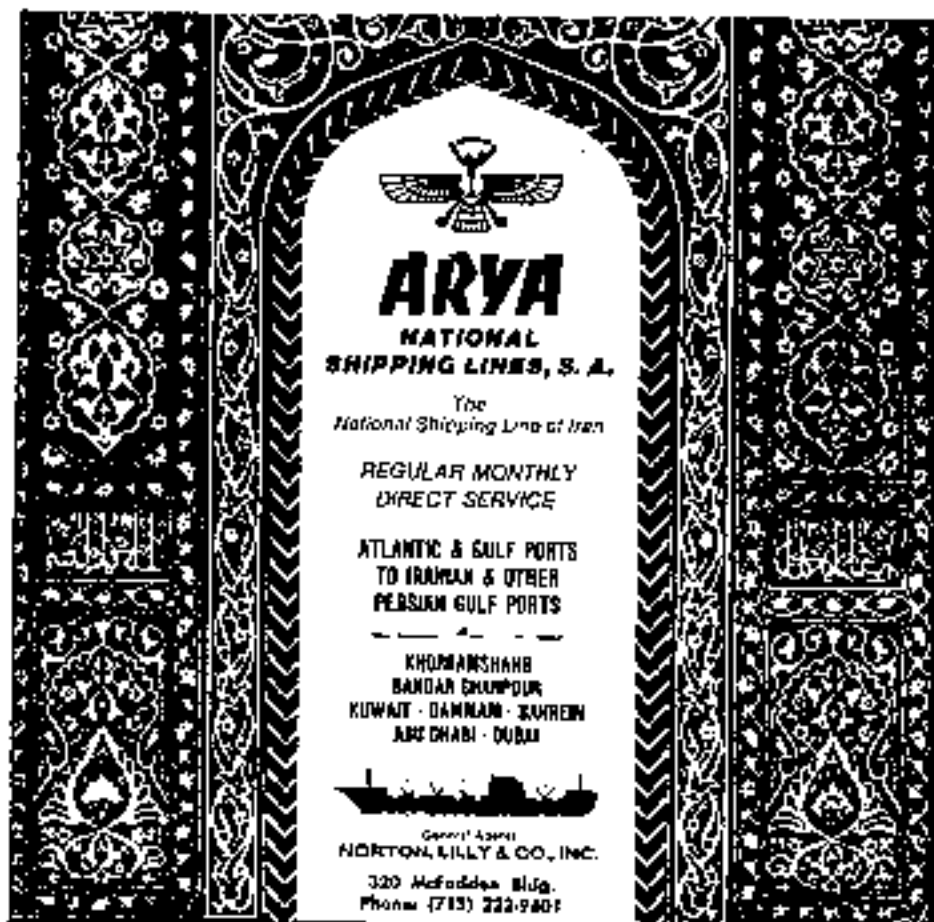
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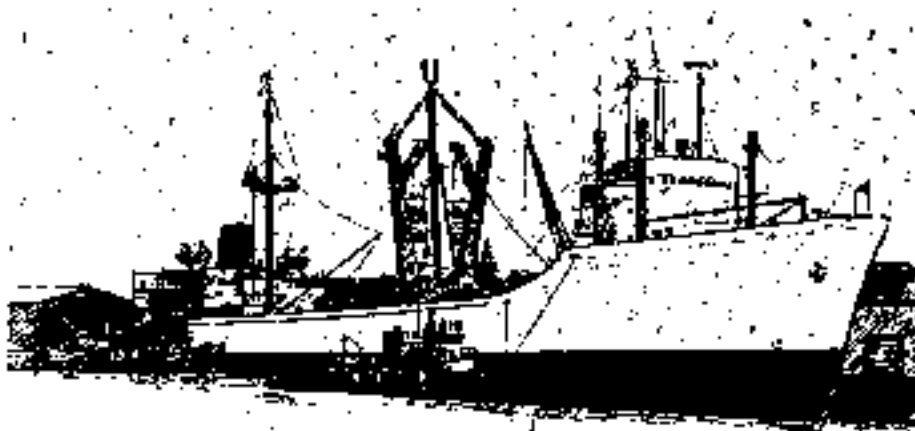


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Volume 18

APRIL, 1974

No. 4

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APRIL, 1974

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THE COVER

This dramatic view of the stern of the *DELTA NORTE* shows a LASH barge loaded with coffee being off-loaded at the Port of Houston's Barbours Cut Terminal. This is the newest way of shipping coffee to Houston, one of the nation's important coffee ports. For an unusual story about coffee, see Page 8.

The Port of Houston Magazine

TED SCHERMAN, Editor

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18 Billion Cups of Coffee Flow Through Port of Houston Each Year

Coffee Time Is Important

By MIDDY RANDERSON
Publicity Manager



Coffee bags are unloaded on pallets for easy movement

AMERICANS ARE learning to live with "shortages," a term that is now part of the everyday language. We are able to cope with less gasoline and forfeiting steak twice a week, but it is a sure bet that if a coffee shortage were ever announced, 75 per cent of us would be found protectively clutching our percolators.

Coffee consumption in the United States is an institution and the phrase "meet me for coffee" can result in the closing of a multi-million dollar deal or the beginning of a lasting romance. Since practically all coffee processed and drunk in America must be imported (small amounts are grown in Hawaii), agencies such as the Port of Houston play a vital role in preserving this civilized joy.

Coffee is the only commodity moved through the Port of Houston that has its own department set up to take care of its special needs. Experienced samplers and certified weighers must check the coffee bags before they are delivered, and batches must be approved by the federal Food and Drug Administration.

Bill Spivey, the Port's coffee department supervisor, notes that coffee is apt to pick up odors from surrounding shipments. It must never be shipped in the same hold with hides or fish meal or any other item that might taint the precious aroma of fresh coffee which is half the pleasure of grabbing hold of a cup.

Although coffee is being moved in LASH barges and containers more frequently these days, Spivey added that 80 per cent of imported coffee still arrives in ports in the holds of general cargo ships just as it did 100 years ago. The hard beans of various shades of green are shipped in 132 or 154 pound bags which are hand-loaded onto pallets after they are off-loaded from the hold and stored in transit sheds.

Spivey said that more than 2.5 million bags of green coffee are imported through the Port of Houston each year. Approximately equal amounts are imported from Africa and South America with the balance coming from Central American countries. Imports from Brazil represent the largest amount of coffee from any one country.

Since one bag of green coffee will eventually yield 120 pounds of roast coffee and there are approximately 60 cups in a pound of roast coffee, that means the Port of Houston is responsible for 18 billion of the cups of coffee Americans drink each year!

Of all the coffee imported through the Port of Houston, 90 per cent is destined for the three coffee roasting plants in the area. Proximity to the Port and incoming coffee shipments was



Some Coffee now is being transported in LASH barges and containers



Maryland Club's Jimmie Green checks newly arrived bags of coffee

a large selling point in the decisions of the companies to locate here.

The plants, Maxwell House division of General Foods, Maryland Club division of the Coca-Cola Company, formerly Duncan Coffee, and Continental Coffee division of CFS Continental, all process the raw bean into roasted coffee for distribution throughout the nation.

The local Maxwell House plant includes the largest freeze-drying operation in the world and also boasts the first decaffeination processor in the South.

Maryland Club processes only ground coffee here with no freeze-dry or instant operations, but also runs a consumer test kitchen to compare its product to others and judge coffee taste preferences.

Continental Coffee, which just took over the long-established Folgers Coffee plant in November, is the largest producer of institutional coffee in the world and distributes its product across the nation and overseas.

The modern, largely automated roasting plants which are the final destination of the mighty coffee bean are a far cry from the small farms and plantations where coffee is hand-raised and nurtured to maturity. Areas of the world best suited for coffee growing range in a belt from 20 degrees above to 20 degrees below the equator.

Seedlings are planted and allowed to

grow for a year in nurseries before being transplanted to coffee groves where the soil is rich and porous. They are planted in rows ten to 12 feet apart and in the intervening space, shade trees are planted to shield the coffee plants from direct sun rays.

Constant weeding is necessary and no machines can be used since they would damage the delicate coffee plants. Coffee trees grow to as high as 20 feet but usually are kept pruned to about six feet high to make the plants fuller and picking easier. The plants do not produce flowers until the third or fourth year of growth, but after the short blooming time the flowers fall off and green coffee berries appear.

IN APPROXIMATELY six months the pulpy berries ripen to a dark red and are ready to be harvested. Once the berries have ripened they must be picked immediately. Often berries on the same plant will ripen at different times so only the trained human eye can determine which berries are ready on a certain day. Even a slight delay in harvesting can result in fermentation of the pulp which spoils the bean's flavor. It takes nearly two thousand berries to produce the beans for a pound of roasted coffee and few trees yield more than that many beans per year, so each tree's harvest represents about a pound of coffee.

The beans are then partially depulped and allowed to soak for a day to a day-and-a-half while a controlled amount of fermentation takes place in the remaining pulp. Next they are thoroughly washed and dried and sent to an exporting plant where they are milled to remove the final hull and skin.

After inspection and bagging, the coffee is loaded aboard ship and starts on the trek to the Port of Houston.

Once the coffee is stored in transit sheds at the docks, the Port's samplers use a hollow, pointed tube called a trier to withdraw sample beans from 10 per cent of the bags. These beans are sent to the processing plants where a miniature roaster is used to make the beans ready to be brewed for a cup test. The processor's own tasters test the coffee to make sure it is the kind ordered and that it meets their particular standards.

When approval of the shipment is obtained from both the FDA and the roaster, the bags are loaded on the processor's pallets and forklifted into special trucks with roller beds to allow easy in-and-out sliding of the pallets.

At the Maryland Club plant here, the bags that have arrived from many different countries are slit open by hand and the beans are poured into a conveyor that takes them through a cleaning process to remove dust. The beans also are moved over a magnet to remove any

Coffee beans still must be hand picked to protect flavor



small metal particles that might be mixed in. Next they are placed in storage hoppers, a different grade of bean in each hopper.

Many processors blend the bean to their specific flavor mix and then roast the blended beans, but Maryland Club roasts each grade individually and then blends the roasted beans.

THE ROASTERS are huge revolving cylinders with a constant stream of hot air blowing through. It takes about five minutes to roast a batch of beans, then they are automatically cooled and returned to the storage hoppers. From there they are fed into grinders and the pure, uniformly ground coffee speeds along to the packing assembly line.

The Maryland Club test kitchen, or "Sensory Evaluation Department," uses employees to taste-test coffee and other products. There is the added inducement of a large cookie jar in the room where employees sit at small windows and are given samples of coffee with ballots to mark their opinions and preferences. The room is positively pressured, which means if someone has perfume on no one else can smell it, and the lighting is controlled. Sometimes different lighting and coloring effects are tried to see if they affect the tasters' opinions.

Jimmie Green, Manager of Green Coffee Importation for Maryland Club, noted that coffee is a fascinating com-

modity to work with because so many factors affect its taste and availability. Weather and soil conditions in a particular year in coffee growing countries

must be closely watched, and if one country has a bad crop the importers must try to obtain the beans with that flavor from somewhere else so that the



Palletized coffee bags are lifted into truck to be taken to roasting plants

blend of finished coffee will taste the same.

"We watch the weather reports from all over the world," she said. "A bad frost in Brazil can mean a lot of changes in shipping orders."

Statistics from the National Coffee Association indicate that Americans drink approximately 390 million cups of coffee a day and that 75 per cent of us above the age of 10 are coffee drinkers. The association attributes the popularity of coffee in America to the abrupt cut-off of tea availability following the Boston Tea Party in 1773. The tea-drinking colonists were forced to find another drink to fill the need and turned to coffee which was not affected by Britain's embargoes.

THE HISTORY of coffee itself abounds in legends of skulduggery and interesting experimentation.

It is said that coffee was discovered in Arabia where a goatherd noticed his goats became very frisky after eating the berries from a certain shrub. He boiled the berries in water, found the result tasty and exhilarating and promptly began sharing the new drink with all of his friends.

For centuries it was used as a medicinal drink, but the Dutch get credit for starting organized cultivation of the plants in their colony of Java. One plant found its way to the court of French King Louis XV. It was placed in the



Most coffee still arrives in port in the holds of general cargo ships.

care of the royal botanist who guarded it diligently.

A French Army officer named de Clieu who was serving in Martinique decided that island would be perfect for coffee cultivation and tried to convince the botanist to give him a cutting. Un-

daunted by refusal, de Clieu stole a plant from the conservatory and set sail for Martinique with it hidden in his cabin. The journey was plagued by an attack by Barbary pirates, an attempted kidnapping and a storm which drenched the hardy plant with a deluge of sea water. Later a water shortage developed and de Clieu was forced to share his meager water ration with his leafy friend.

Both de Clieu and the coffee plant made it safely to Martinique and the West Indies began a brisk coffee trade.

Brazil's dominance as a coffee producing country came about in a manner almost as romantic. A Brazilian soldier, an infamous ladies man, was called in to settle a dispute between French and Dutch Guiana during a time when both countries had banned export of coffee plants under penalty of death.

The Brazilian apparently had time to woo the wife of the governor of French Guiana while he was diplomatically solving the political problem. When the dispute was settled, the governor gave a banquet in the Brazilian's honor and the wife presented him with a bouquet. The foliage trimming amid the flowers consisted of cleverly concealed coffee beans and cuttings and Brazil was ready to become one of the world's largest coffee producers.

It gives you something to think about when you stumble bleary-eyed to the coffee pot tomorrow morning.



Opal Green offers coffee samples to a Maryland Club employe.

United Kingdom

The new British Consul General here, Roy Fox, OBE, says he is finding Houston's climate a pleasant change from his immediate previous post as Commercial Counselor and Consul General in the British Embassy in Helsinki, Finland.

Fox claims he thoroughly enjoyed his years in Finland but is glad to return to the sort of weather he became accustomed to when he served as British deputy high commissioner in East Pakistan from 1968-70. East Pakistan is now Bangla Desh.

He holds an economics degree from Bradford Technical College in England and served as a lieutenant in the Royal Navy during World War II. He later joined the British Board of Trade and served with it until 1958. Fox's first diplomatic posting was to Nairobi, Kenya, where he served as trade commissioner, a post he also held in Winnipeg and Karachi before being sent to Bangla Desh.

Keenly aware of the growing links between Houston and the North Sea oil industry, Fox said he is enthusiastic about his new job in the "oil capitol of the world." Though this is his first



HON. ROY FOX

assignment in the United States, he added that all his colleagues congratulated him on his Houston posting and that Houston has a "very good reputation among the British diplomatic corps."

Fox said he hopes to be able to interpret the British view to the states in his territory, Colorado, New Mexico, Louisiana and Oklahoma as well as Texas, and is anxious to learn the American point of view on oil and other subjects.

Three Changes Made In Consular Picture Here

Republic of China

That bright, feminine face seen dashing in and out of the Chinese Consulate General here belongs to Tammy T. W. Chen, new Vice Consul of the Republic of China.

Houston is Miss Chen's first foreign posting with the Chinese diplomatic service and she says she is extremely pleased with it since she had requested an English-speaking country but didn't know whether she would be assigned to one.

Although born in Manchuria, Miss Chen moved to Taipei, Taiwan, as a



HON. T. W. CHEN

baby, completed high school there and also studied international law at the National Cheng Chi University in that city. After graduation she sat for the diplomatic exam and spent one year in the Ministry of Foreign Affairs in Taipei before being sent to Wellington, New Zealand to study more law and "perfect her English" at Victoria University.

Two more years in Taipei at the Ministry followed, while she worked in the North American Affairs Department. During that time she said she read all the reports from the Houston consulate office and so was prepared in part for her arrival here.

Miss Chen's mother lives in Houston with her and Tammy said they both enjoy the city very much. She noted that one difference between Houston and Taipei is the lawns surrounding

most private homes here. In Taipei, she said, the majority of the homes are protected by high walls to preserve privacy.

Mexico

Manuel Aguilar, who recently was promoted to Vice Consul in the Consulate General of Mexico here, is a veteran of 22 years in diplomatic service.

A native of Mexico City, Aguilar



HON. MANUEL AGUILAR

completed high school, attended the University of Mexico and worked for Sears, Roebuck & Co. of Mexico before entering the consular corps in 1952. He says his brother, who is now director of all foreign services for Mexico, was instrumental in promoting his interest in consular work.

He has worked in consulates all over the United States including several Texas cities. His first posting was in San Antonio and from there he went to Alpine, Amarillo, St. Louis, Mo., Salt Lake City, Brownsville, Nogales and then back to San Antonio before coming to the Houston office three years ago.

Aguilar is in charge of immigration and tourist documents for the Consulate General here. He said that his wife and four children are very happy to be living in Houston and he enjoys his work even though the local office is kept so busy with Mexican-bound tourists he has not been able to take his month's vacation for two years.

One of the men who has made the Port of Houston Hum for two decades is Lloyd Gregory, author of this series. We regret that this is the last article in the series. Lloyd is putting the dust cover on his typewriter and getting out his gardening tools as he starts anew in retirement.—The Editor.

Meet *J. N. Lightsey, Jr.*

He's Presiding Officer Of The Houston Pilots

By LLOYD GREGORY

THE AVERAGE OBSERVER pictures a ship's captain as a surly individual, tough as the barnacles that cling to ship's bottoms.

Now consider Capt. T. N. Lightsey, Jr., presiding officer of The Houston Pilots, who direct the ships on the busy Houston Ship Channel.

Handsome as a matinee idol, the 50-year-old Lightsey might pass for 30. He's blue-eyed, 6 feet, 4 inches tall. When on dry land, he jogs.

Captain Lightsey is proud of his elite group: "I've sailed on many waters, but I've never seen better pilots.

"When one considers the large vessels, and the narrow, twisting Houston Ship Channel, the safety record of our pilots is remarkable.

"The Houston Ship Channel must be widened and deepened if Houston is to retain its laurels as one of the country's great ports."

Since the Houston Pilots were organized in 1921, its presiding officers have been these captains: Charles O'Brien, W. J. Weikerth, J. B. Birch, H. C. Cage, W. E. Dunlap, C. T. McMains, R. C. Blodgett, L. R. Murray, Jr., T. H. Bratcher, J. B. Niday, P. J. Neeley, Jr., Zane Skinner, J. W. Pearson and now T. N. Lightsey. Their pictures hang in the Houston Pilots hall, 6302 Gulf Freeway.

Agents who have served the Pilots are: R. S. Smith, 1921-'41; R. S. Smith, Jr., 1941-'65; George Fegter, 1965-'71; C. F. Johnson is the current agent, with Rudolph Julian his assistant.

In the Pilots' long history, there have been only 93 members.

Born in Biloxi, Miss., Lightsey joined the U.S. Merchant Marine when he was 19. He was sent to Officers' School at New London, Conn. He soon was promoted to third mate, and after a total of eight years experience on the high seas earned his master's license in 1949.

Captain Lightsey is married to a Biloxi school-mate, Miss Betty Burns, who was a buyer for Filene's, famed Boston department store, when they wed.

Six children have blessed this union:

Catherine, senior "Maggie" at Texas A&M University; Rebecca Susan, L.S.U. sophomore; Melinda and Priscilla, students at Mt. Carmel in Houston; Ann Reedy and Thomas Lightsey III, 12-year-old twins, who attend St. Augustine.

The Lightseys, who live in Meadowcreek addition, are members of St. Augustine Catholic Church.

Captain Lightsey is chairman-elect of the East End Y.M.C.A.

In his spare time—if any—Captain Lightsey is working with other Texas Pilots to plan the American Pilots convention in Houston in October.



CAPTAIN T. N. LIGHTSEY, JR.

A group of New York freight forwarders and customs house brokers were honored by the Port of Houston at a luncheon at the New York Athletic Club last month. The Port's general sales manager, C. A. Rousser, Jr., of Houston, and the Eastern Sales Manager Edward P. Moore and Eastern District Sales Manager Frank Ward, both of New York, were on hand to greet the guests and answer any questions they had on shipments through the ever-growing Port of Houston.

All identifications below the pictures are from left to right.

New York Group Is Honored At Luncheon



Fred Kruger, H. A. Gogarty, Inc.; William Michener, Competent Shipping; Rene Balsier, Common Market Forwarders; and the Port's Moore.



C. A. Rousser gives a surprise birthday gift of Texas Navy cufflinks to Howard Simon of New Era Shipping.



Howard Seymour, Mahegan International; The Port's Rousser; and Henry Spies, Spies Shipping Corp. Mahegan and Spies both recently have opened Houston offices.



Jack Jarque, Brandon's Shipper and Forwarder; Gene Dworkin, Gaynar Shipping; Gene Limongelli, Kohner, Gehrig and Co.; and Ed Maynard, Spies Shipping.



J. Adaska, United Forwarders; Vince Wortman, Wedemann & Godknecht; George Steiner, Freedman and Slater; and L. B. Fichtmann, Sopoc Transport.



James J. Garity, Ruys Transport Group; Andy Aquino, Aquino Shipping Co.; Joe Cataggio, Aarv International, Inc.; E. W. Schulthes, W. H. Muller Shipping; and the Port's Ward.



Steve Palumbo, Behring International; Dick Healy, Harry Boer and Bob Alexander, all of Alltransport, Inc.



H. M. Simon, New Era Shipping; Moore, A. P. Brick, New Era Shipping; and S. L. Astrove, American Union Transport.



H. Siegel and John Milla, both of A. J. Fritz and Co.; and H. G. Seymore, Mohegan International.



Richard C. Honel, Footner and Co.; Herb Abbe, H. Ludwig of America; John Meiser, Moran Shipping; and Ward.



Alfred Powell, C. H. Powell and Co., Inc.; Ernest Wahlwill, Wolf and Gerber, Inc.; The Port's Moore; and Joe Wojciechowski, Silvey Shipping.



Wolfgang E. Lederer, Lep Transport; Henry S. Spies, Spies Shipping; Robert Otto, Matural, Nydegger Transport; Moore; and Henry W. Carsten, A. V. Berner and Co.



Don Breen, Pete Kelly and Bill Jackson, all of Daniel F. Young, Inc.; Albert Bowen, A. E. Bowen, Inc.; and Houston's Rousser.



H. H. Benedict Jr., M. G. Maher and Co.; Rousser; Basil Verlangieri, Harper, Robinson and Co.; and Phil Devine, P. C. Devine, Inc.



A Chinese chemicals-purchasing mission from Taiwan visited in Houston last month while on a tour of several United States Chemical producing areas. Members of the mission are shown here aboard the SAM HOUSTON before taking a tour of the Port and Channel. From left to right first row are Ching-Chung Shu, president of Fu Hsing Industrial Co., Ltd.; Charles C. R. Lao, purchasing manager of China Gulf Plastics; Vaughn M. Bryant, the Port's director of international relations; Sheling Wang, general manager of the New Hwanan Corporation; Li King, vice general manager of the Tung Tai Paper Corporation; and Oscar S. Chun, general manager of Trans-Asia Plastics Industries Co. In the second row are K. P. Tang, specialist with the CETDC of Taipei; and James Sirois and Frederick A. Shaw, both with the Houston Junior Chamber of Commerce International Committee who assisted the visitors during their stay.

Visitors See The Port of Houston



ABOARD THE SAM HOUSTON



A group of allied armed service officers from many nations who are training at Fort Sill, Okla., visited Houston last month and included a trip on the SAM HOUSTON in their busy schedule. The representatives from more than 20 nations also toured the Lyndon B. Johnson Space Center, the Astrodome, Exxon Refinery and Goodyear Tire Co. during their two-day stay. They are shown above on the bow of the inspection vessel as she prepares to make her daily trip down the Ship Channel.



The Hon. J. K. Cunningham, Consul General of New Zealand based in Los Angeles, made a visit to Houston last month and addressed a meeting of the Houston World Trade Association on new trade developments and opportunities in his native land. Cunningham emphasized that he would like to see Texans acquire a taste for the "good, lean beef of New Zealand." He also had expressed a desire to see the Port and is shown above while on a tour aboard the SAM HOUSTON.

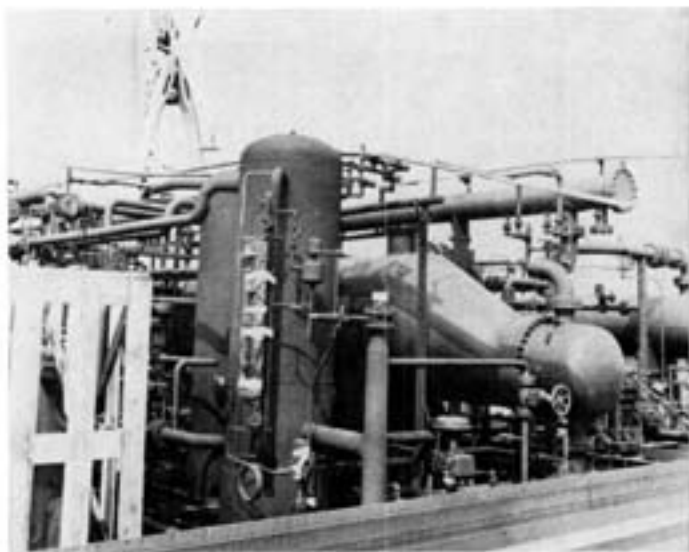
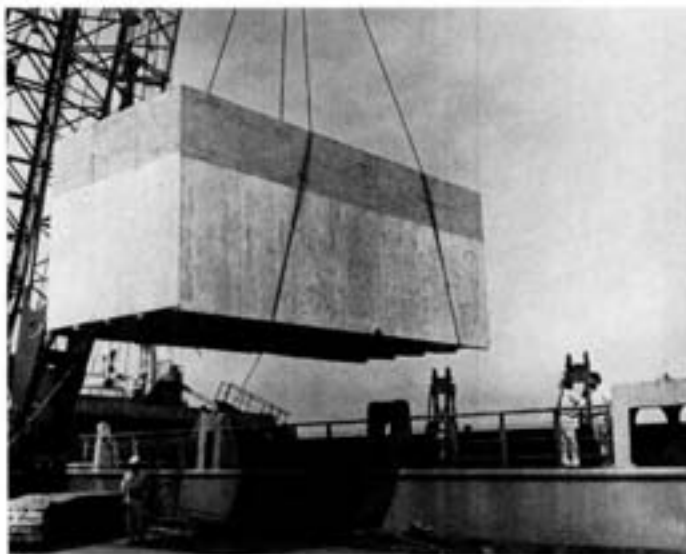


Carlos Carabias, salesman with Intertransit, S.A. of Mexico City, made a recent visit to Houston and specially requested a trip on the Port's inspection boat SAM HOUSTON. He is shown above on the upper deck of the boat as she prepares to make her way down the Channel.



The Hon. Philip Searcy, Consul General of Australia based in Los Angeles, came to Houston recently to pay an official visit to one of the cities under his jurisdiction. He was honored at a luncheon at the World Trade Club and spent a morning touring the Port on board the SAM HOUSTON with his colleagues from Los Angeles, F. William Gluth, Australian Senior Trade Commissioner, and John Hanafin, Consul of Information. The three gave out literature on the wonders of Australia and presented kangaroo lapel pins to their Houston hosts. Gluth, Searcy and Hanafin are shown above, left to right, during their Port tour.

Urgent shipment of three gas compressors weighing 81,500 pounds created some complex problems. One of the uncrated units is shown at the right, while the crated unit being lifted at the Port of Houston is shown below. At bottom right is a view of the special heavy lift ship, *UNIT SCAN*.



French Oil Refinery Helped By Heavy Lift Cargo From Houston

Oil, oil everywhere and hardly a drop for the consumer. That could be the theme song for the worldwide energy crisis. Oil embargoes and the need for more exploration to reach untapped reservoirs are familiar elements in the energy crunch. But there is also a shortage of modern refineries to process available crude oil supplies.

Oil refinery capacities have failed to keep up with demand and efforts are underway in many countries to modernize outmoded facilities, replace obsolete equipment and increase efficiency in producing petroleum products. Refinery equipment manufacturers are filling urgent requests for equipment to upgrade and expand refinery production.

International offices of Harper Robinson & Company ocean freight forwarders and customs brokers, one of the firms involved in this movement of heavy refinery equipment, is putting together specialized transportation packages for such shipments through the Port of Houston.

When I. R. Compression Services of Tulsa, Oklahoma, a division of Ingersoll-Rand, recently had an urgent shipment of three large gas compressors needed to resume production at a newly renovated refinery near Bordeaux, France, they went to Harper Robinson in Houston.

The 81,500 pound compressors, valued at \$750,000 each,

were unusual consignments—over 14 feet wide—calling for extensive preplanning to come up with the best transportation and routing package.

The normal route would have been via regularly scheduled ocean service to Le Havre, France with an overland routing to the refinery. However, the overland routing would have meant special police escorts and expensive procedures to move the 14-foot boxes along the narrow country roads of southern France.

The problem solvers found a quick and economical solution. They chartered the Norwegian *UNIT SCAN*, equipped with heavy lift gear to maneuver the load, for a special shipment to Bordeaux where the cargo could be easily transported the short distance to the refinery.

The ship's small hold required unusually careful packing procedures to insure proper fit in the space available. "Out-rigger" handles were also welded to the units for easy maneuvering.

Delivery was made in early November and the refinery at Pau, France is now back in operation. Although the shipment hasn't solved the energy crisis, it did help one refinery to step up production of badly needed petroleum products for industries and households.

THE HOUSTON PORT BUREAU REPORTS...



RAILROAD COMMISSION CONCLUDES hearings in Houston intrastate switching charges: Railroad Commission hearing into Houston railroads' application to increase Houston switching charges and minimum line-haul charges to \$125.00 on railroad equipment and \$110.00 on shipper-owned or leased cars ended recently after three weeks of hearings. The Commission examiner will issue a recommended report and order. The Bureau participated fully in the hearings, presenting testimony and advising protestants' counsel.

★ ★ ★

ICC FINDS REDUCED EXPORT FREE TIME just and reasonable: Division 2 of the Interstate Commerce Commission, in an order served March 4, 1974, found railroads' publication of reduced free time on export traffic to be just and reasonable. At issue in this proceeding, I&S 8847, was a reduction in free time on general cargo from 5 days to 4 days and a reduction in free time on grain and grain products from 7 days to 6 days.

★ ★ ★

ICC REVISES DOMESTIC CAR SERVICE ORDER, expands coverage: In Third Revised Service Order 1124, the ICC has amended its earlier order to expand coverage of the order to most types of freight cars. The revised order included all mechanical designations except multi-level flats (FA), logging flats (FL), cabosses (NE) and stock cars (SC, SM, or ST). The revised order will not apply to private cars on private track exempt from demurrage by provisions of Section B, Rule 1, Item 900 of Maurer's Tariff 4-J.

★ ★ ★

BARGE CARRIERS PROPOSE SUSPENSION for a period of one year all 300, 400, 500 and 600 ton minimum rates currently published: Waterways Freight Bureau in Proposal 5229, additionally, propose to simultaneously provide for the application of the 600-ton rates on a minimum-weight of one thousand tons. The stated purpose of this proposal is to better utilize the barge capability of moving 1,400 tons per unit.

ICC INITIATES PROCEEDING to establish regulations for transmission of tariffs to shippers and receivers: Following a recent announcement by Eastern railroads that they will charge subscribers and interested parties 7 cents per page for each single tariff copy and supplement, the Interstate Commerce Commission has initiated a proceeding to establish regulations governing the transmission of tariffs to the shipping community.

★ ★ ★

RAIL RATE INCREASES—STATUS Ex Parte 303 and 303-A—The ICC has suspended the railroads' Ex Parte Tariff 303 (generally a 5% increase in Western territory) originally scheduled to become effective February 22. The Commission however, authorized the nation's railroads to publish an interim 4% increase in Ex Parte 303-A. Tariff 303-A became effective March 9, 1974. Ex Parte 301 and 301-A—Fuel Surcharge. The nation's railroads have published Ex Parte Tariff 301-A, effective March 9, proposing a 2.5% surcharge to supplant the 2.1% fuel surcharge presently in effect. Ex Parte 302—Grain Rate Increase. A 10% increase (maximum increase 6 cents per cwt.) in rail rates on grain and grain products became effective February 22, 1974, despite protests of the Bureau and other interested parties. Grain rates at the 302 level will be subject to the Ex Parte 303-A increases.

★ ★ ★

GEORGIA DISTRICT COURT restrains enforcement of ICC order in Port Royal LASH case: A U. S. District Court in Georgia has issued a temporary restraining order prohibiting the Interstate Commerce Commission from enforcing an order asserting that agency's jurisdiction over LASH lighter towage operations of the Port Royal Marine Corp. Without the court order Port Royal would have been subject to prosecution—after February 20, for operating without ICC authority.

Port of Houston's Fast Development Described

The Port of Houston, its growth and development, were the topics of a presentation made last month in Arlington to the annual joint meetings of the International Trade Associations of Dallas and Fort Worth. The Port's general sales manager, C. A. Rousser Jr., and western sales manager, W. R. Cook, were hosts at a reception prior to the meeting at the Inn of the Six Flags, Arlington.

Identifications in the pictures showing some of the guests are from left to right.



The Port's Rousser; Georgia Nachtman, First International Bank Shores, Dallas; March Davenport, Intertrade Corp., Dallas.



Nils Jensen, East Asiatic Co., Dallas; William Briere, Lykes Brothers Steamship Co., Dallas; Joseph L. Stanton, American Mayflower, Dallas; and the Port's Cook.



Harold and Pam Stewart, Darrell J. Sekin and Co., Dallas; and Jim Jackson, American President Lines, Dallas.



Robert I. Lansburgh, Select Imports, Dallas; Val J. Miller, Du-Val Industrial foreign Trade, Dallas; and Louis Rothenbach, Rothenbach Antiques, Dallas.



George Bourrillion, Texas Refinery Corp., Fort Worth; Mrs. Sid Hardin and Mrs. George Bourrillion, Fort Worth.



Lois M. Alpert of Dallas; Carl Hecht, General Cryogenics, Dallas; and Walter Brady, the Brady Co., Hurst.



New officers for the Houston World Trade Association include, from the left: Paul Pommier, I. H. P. Boyes, Ewell E. Murphy, Jr., Gibbs Macdaniel, Jr., Robert C. Howard and Paul E. Hedemann.

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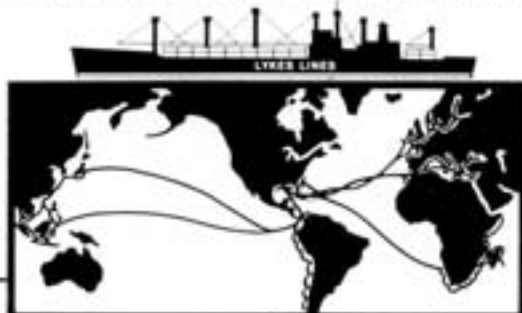
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Officers Elected By Trade Group

New officers and directors for the Houston World Trade Association were elected at the March meeting of the group. They include six officers and six directors, with terms ranging from one to three years, and an ex-officio director.

Officers are Gibbs Macdaniel Jr., Houston National Bank, president; Robert C. Howard, First City National Bank, first vice president; Edgar A. Bircher, Cooper Industries, vice president (international affairs); Richard Leach, Port of Houston Authority, vice president (club activities); Paul Pommier, Peat, Marwick, Mitchell and Co., secretary; and John C. Craig, Bank of America International of Texas, treasurer.

Three year directors are I. H. P. Boyes, The Crispin Company, and Henry M. Broadnax, Robertson Tank Lines. Those with two year terms are Richard E. Berkefeld, Lykes Brothers Steamship Co., Inc., and Paul E. Hedemann, honorary consul of Denmark. One year directors are Richard R. McKay, Adams and Porter Associates, and Mrs. Alice R. Pratt, Institute of International Education. Past president Ewell E. Murphy Jr., Baker and Botts Attorneys, is ex-officio director.

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KENNETH FRANZHEIM, II

Franzheim Is Heading Drive

Kenneth Franzheim, II, former ambassador to New Zealand, Western Samoa, Fiji and Tonga, is heading a fund drive to raise \$100,000 to support the educational and cultural exchange programs of the Institute of International Education.

IIE's basic work is administering exchange programs that bring outstanding foreign students to this country and send American scholars abroad. The Houston office also serves as the city's protocol office and arranges the visits of 1,000 foreign leaders each year who come to the city as guests of the U.S. State Department or at the invitation of local businesses and sponsors.

The Institute gives free counseling to U.S. students interested in study abroad and also sponsors the Houston International Service Committee, a volunteer group of about 1,000 families offering activities for foreign students and international visitors here.

The southern region of IIE includes Texas, Arkansas, Louisiana, Mississippi, and Oklahoma, but separate fund drives are held in other cities to support work in those states.

Division chairman for the fund drive which began last month include Astronaut Vance Brand, chairman for the individuals division; Z. Gary Miller, branch manager of Xerox Corp., chairman of the corporate division; and F. Talbot Wilson of Wilson/Crain/Anderson/Reynolds Architects, chairman of the foundations and big gifts division.

Teams of volunteers will work under the chairmen to get support for the Houston office of the private, non-profit organization.



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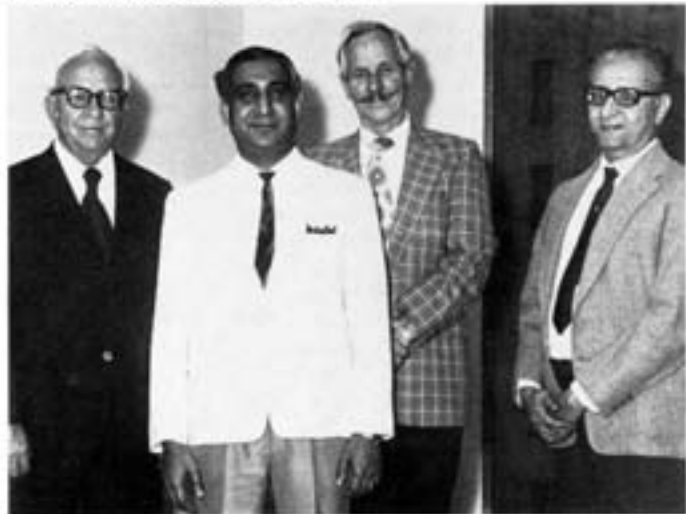
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Representatives from Argentina, Belgium, Brazil, Canada, The Republic of China, Germany, Mexico and Russia brought exhibits to Houston last month to be shown at the First Annual Trade and Travel show held in conjunction with the Sports and Vacation Show at the Astrodome. In the picture above, William N. Hudson, right, examines material at the booth sponsored by Intourist agency of the U.S.S.R. and Aeroflot Soviet Airlines. Alexander Manyonin, center, vice president of Aeroflot, and Vladimir Ukhlin, deputy director of Intourist, look on.



Recent guests at the World Trade Club of Biehl & Co., agents for Scindia Line of India, were Captain Balwant Bhaskar Dehadrai, master of the Scindia Line's JALAYAMINA, in white coat, with from left, T. E. Dugey, Executive Vice President of Biehl and Co.; F. Vol Thompson of Biehl and Co. and line manager, and Chief Engineer Phiraze Nadershaw Bhatena.

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Strachan Shipping Co. sponsored a cocktail party last month honoring Mr. and Mrs. Jan Hooyberg of New York. Hooyberg is managing director of Royal Netherlands Steamship Co., one of Strachan's clients. Shown above enjoying the festivities are (l-r) Mr. and Mrs. Frank Strachan of New Orleans, Mr. and Mrs. Hooyberg and Al Puig, traffic manager of Strachan.



A handsome British Union Jack recently was presented to the Houston International Seamen's Center by members of the Daughters of the British Empire in Texas to fly at the Center on appropriate occasions when entertaining visiting British dignitaries. The D.B.E. earlier last year presented the Center with two handsome flagpoles flanking the entrance-way of the main building on its 8-acre site out at the Port of Houston docks area. Here the Hon. Doris M. Wegener, M.B.E., British Vice Consul and third vice president of the State Board of the D.B.E., presents the flag to F. Val Thompson, right, of Biehl and Co., a director and one of the founders of the Center, and Wiley R. George, Vice President of the West Gulf Maritime Association and Secretary and a Director of the Seamen's Center.

New Manager

Fred B. Frank has been named manager for P. N. Djakarta Line, national flag line of Indonesia, effective immediately.

Frank served for many years with Funch Edye and Co., where he retired as vice president and director. He has spent most of his business life in Indonesian trade and was one of the founders of the Indonesian American Chamber of Commerce.

Roberts Steamship Agency has just been appointed general agent in North America for Djakarta Lloyd and Tilston Roberts is responsible for their activities in the North Atlantic. Djakarta Lloyd operates a regular service from the U.S. Atlantic and Gulf to Indonesia.



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The ships were formerly named the *M.S. GREBBEDYK* and *M.S. GORREDDYK*. They will be renamed *M.S. HELLENIC SKY* and *M.S. HELLENIC GRACE*. They are liner vessels with total bale capacity of 634,466 cubic feet, which includes 35,950 feet of refrigerator spaces. They have a service speed of 17 knots and derrick lifting capacities up to 150 tons.

**AAPA Appoints
New Director**

The Board of Directors of The American Association of Port Authorities named Richard L. Schultz of Cleveland, Ohio, as the executive director of the sixty-two year old association, Association President Charles S. Devoy announced.

Effective July 1st, Schultz, who is executive director of the Cleveland-Cuyahoga County Port Authority, will replace Paul A. Amundsen who has served the Association since 1945. The Board appointed Amundsen as technical services consultant, a newly created post which will enable him to concentrate on special projects. The Association's membership is made up of a virtually unanimous representation of the public seaport agencies of the Western Hemisphere.

Schultz becomes the third man to lead AAPA affairs in the Association's long history. Amundsen's predecessor, Tiley S. McChesney of New Orleans, served as Secretary-Treasurer of the Association for a quarter of a century.

Schultz is a 1952 graduate of the Wharton School, University of Pennsylvania where he majored in Transportation.

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James M. Chalmers, center, Chairman of the Dundee Harbour Trust, accepts a plaque of the Port of Houston from Fentress Bracewell, third from left, Chairman of the Port of Houston Authority, at a luncheon given in his honor in the World Trade Club last month. Chairman Chalmers with Alec Murray Smith, General Manager and Engineer of the Scottish port of Dundee, visited Houston Port installations and also called on several Houston firms operating in the North Sea offshore drilling, where Dundee

figures as a major center of operations. Others in the photograph, from left, are Richard P. Leach, General Manager-Administration and C. E. Bullock, General Manager-Operations, of the Port of Houston; Bracewell and Chalmers; George W. Altwater, Executive Director of the Port of Houston; Will Hodgkins, British Consul-Commercial; Murray Smith and Vaughn M. Bryant, Director of International Relations of the Port of Houston.

Furness Withy Names Fish Here

Furness Withy Agencies (USA) have named Norman W. Fish as manager of the Houston office at 814 World Trade Building.

Fish, well known in shipping circles, has served in managerial capacities in Galveston and Norfolk, Virginia. A native of Bristol, England, Fish immigrated to the US in 1949.

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Dr. Louis Janz of the West German Republic, second from left, a consultant to the European Common Market and widely-known lecturer at universities throughout the world, was a guest at the World Trade Club recently while on a visit to Houston. Following a morning tour of the Port he addressed several members of the International Business Committee of the Chamber of Commerce and is shown here before the luncheon with the Hon. Hans Kemmer, second from right, German Consul, flanked at left by C. E. Bullock, General Manager-Operations, and at right by Richard P. Leach, General Manager-Administration, both of the Port of Houston Authority.

Lykes Appoints West Coast Rep

Robert E. Collins has been named head of the new West Coast Office of Lykes Bros. Steamship Corp., Inc. in San Francisco.

Collins, who attended The University of San Francisco and San Francisco City College, will be Owner's West Coast Representative for the entire Pacific Coast area.

States Steamship Co. will continue to serve as Lykes Lines agents on the West Coast, but Collins will coordinate all of Lykes' interests in the Pacific Coast area.

The new office is located in Suite 1801, 425 California Street Building, San Francisco.

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Waterman Names Vice President

C. W. Carlisle, formerly of States Marine Isthmian Agency, Inc., has joined the Waterman Steamship Corporation staff as Vice president for Sales Coordination and Development, E. P. Walsh, president, announced.

Mr. Carlisle will be located at Waterman's New York office, 120 Wall Street, and will organize and supervise an overall sales program necessary for their LASH and Mariner type vessels to Persian Gulf, India, Pakistan and Far East ports.

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F. W. COLBURN

Colburn Is Named Counsel For Port

F. William (Bill) Colburn has been named Port Counsel for the Port of Houston Authority, replacing David C. Redford who left to join the law firm of Thompson, McCullough and Redford.

Colburn comes to the Port after spending seven years as Senior Assistant City Attorney and Section Chief in the City of Houston's legal department. After graduating from high school in Beaumont, Colburn spent four years in the Air Force before receiving Bachelor of Business Administration and Bachelor of Law degrees from the University of Texas.

He was associated with the San Antonio firm of Morriss, Morriss, Boatwright and Lewis for two years before moving to Austin to work for the Liquidation Division of the State Board of Insurance. He then worked for six years in the Attorney General's office as Assistant Attorney General and Section Chief in the Highway Division.

In his new position, Colburn will supervise handling of all legal matters for the Port of Houston Authority.

Colburn and his wife, Mary Ann, have two sons, Lee, a cadet at the United States Air Force Academy, and Ryan, a senior at Westchester High School.

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Fanning Is New Vice President

George J. Fanning has been named vice president of Roberts Steamship Agency, Inc. Fanning is responsible for Roberts operations in the West Gulf

and previously had served as general manager in the Texas area.

A veteran of the shipping industry, Fanning spent most of his business career in New Orleans with Lykes and Central Gulf prior to his transfer to Houston to head West Gulf operations for Roberts.

Merchant Shippers Elect Officers

A key West Coast maritime executive, who is nationally and internationally known in the tug and barge industry, has been elected Chairman of the Board of the American Institute of Merchant Shipping (AIMS).

He is Thomas B. Crowley, President and Board Chairman of Crowley Maritime Corporation, San Francisco, representing the largest tug and barge operation on the Pacific Coast.

Change in AIMS' leadership was announced by outgoing Board Chairman, Thomas J. Smith, President and Chief Executive Officer of Farrell Lines Incorporated, New York, following AIMS annual meeting. The Chairman of the AIMS Liner Council will be Norman Scott, President, American President Lines, Ltd., San Francisco, replacing Captain J. W. Clark, President, Delta Steamship Lines, New Orleans. Remaining as Chairman of the AIMS Tanker Council and Dry Cargo and Coastal Council will be Captain Charles M. Lynch, Manager, Marine Transportation, Atlantic Richfield Company, Los Angeles, and Eugene Yourch, Vice President, Marine Transport Lines, Inc., New York, respectively.

Broadnax Elected Vice President

Henry M. Broadnax, former director of trade development for the Port of Houston, has been appointed Vice President of Sales and Marketing for Robertson Tank Lines, Inc., announced C. Tom Clowe, President of the company which is a subsidiary of Robertson Distribution Systems, Inc.


"The addition of Broadnax to the Tank Lines management team will further strengthen and emphasize the sales and development of the company," said Clowe.

Broadnax received his BBA in Marketing from Southern Methodist University and has had 17 years of experience in the transportation field.

NEW CUSTOMS INVESTIGATOR

Clifton L. Mentzer has been named U.S. Customs Regional Director of Investigations in the Southwest, Vernon D. Acree, U.S. Commissioner of Customs, announced.

Mentzer will manage and supervise all U.S. Customs investigative activities in the five-state area of Customs Region VI.



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