

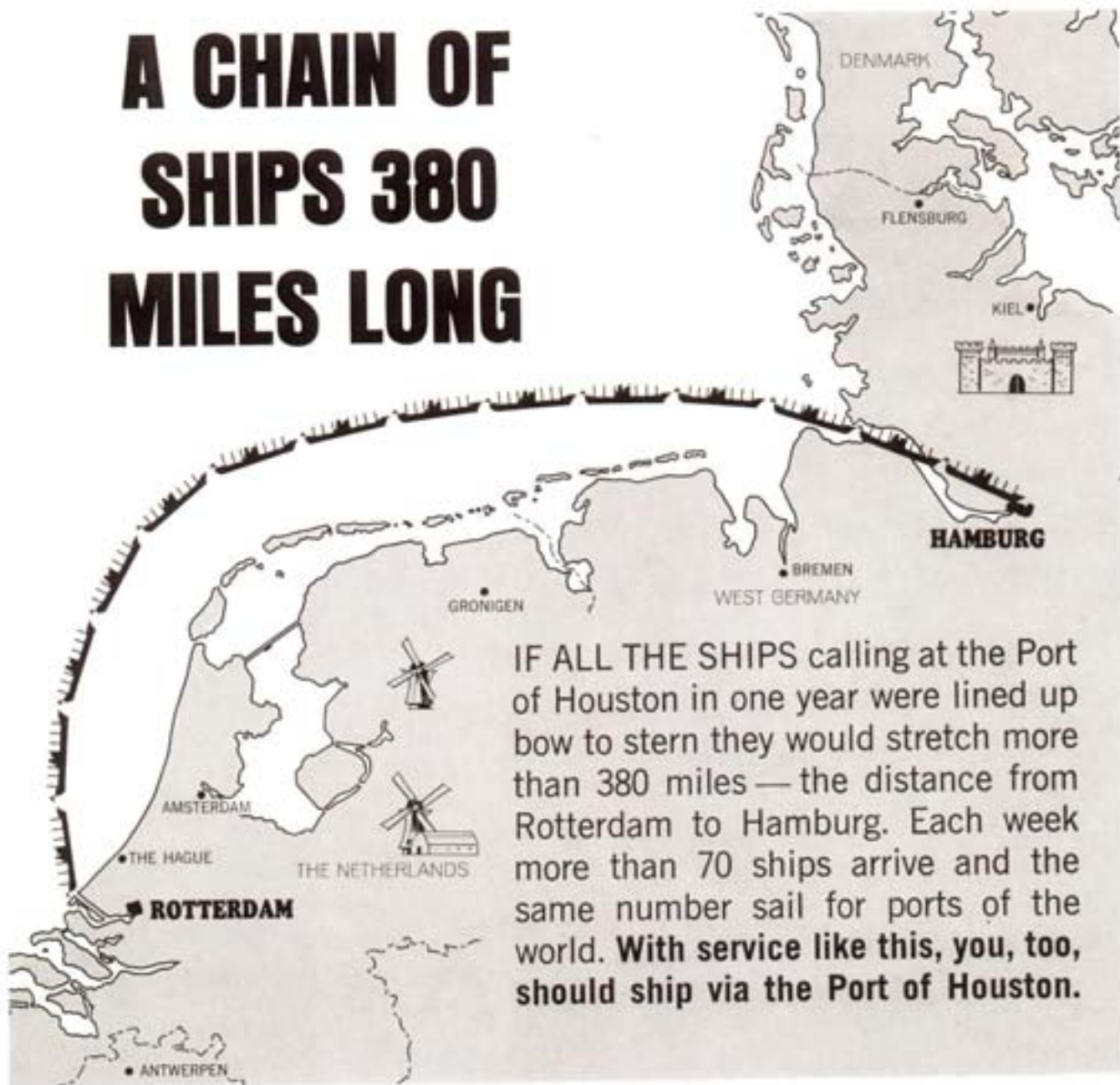
PORT OF HOUSTON

Magazine

JULY, 1966



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Volume 8

July, 1966

No. 7

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THE COVER

Loading cargo at the Port of Houston is the Bank Line's ROWANBANK. For an interesting story about the Bank Line see Page 17.

The Port of Houston Magazine

TED SUMERLIN, *Editor*

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reorganized

CUSTOMS SERVICE

will speed up

cargo movement

By **CARL D. BOND**
International Relations Representative

FASTER SERVICE to the importing public along with greater internal efficiency is the promise of the re-organized U. S. Customs Service.

This promised goal is rapidly becoming an accomplished fact in the new Custom Region VI, activated May 15 to cover the states of Texas, Colorado, Oklahoma, New Mexico, the Port of Lake Charles, Louisiana, with Houston as the Regional Headquarters.

District offices at El Paso, Laredo, Galveston, Port Arthur, and Houston have been given a broader base of authority under the new system, as have the individual Customs officers.

Many functions have now been centralized. Formerly inspection and control of movement of goods in and out of the country, of merchandise entry, of liquidation, billing and collection of duties were handled by the Collector of Customs, while examination of goods, determination of duty rates, appraisement, and verification of import statistics were performed under the supervision of the Appraiser of Merchandise.

Now, all of these functions have been consolidated under the District Director with the elimination of the positions of Appraiser and Collector.

Services have been streamlined in the new District setup. For example, entry, appraisement and liquidation work was formerly divided among three divisions but is now performed by one team of two or three commodity specialists. This short-

Officials named to head the new Houston Customs Region VI are, left to right, Palmer King, Assistant Regional Commissioner (Operations); Cleburne M. Maier, Regional Commissioner of Customs; Kenneth W. Wisecarver, Assistant Regional Commissioner (Administration); Carroll Snyers, Regional Counsel; and Sam D. W. Low, Program Advisor.



ens the time between the filing of entry papers, examination and release of the merchandise to the importer. Further, the final liquidation of most entries will occur within two weeks of entry.

Probably the most significant change the importer will see will be the increased authority of the Customs "Man-on-the-Wharf" to make on-the-spot decisions without bucking them up to higher authority, thereby saving time—and money—for importers, brokers, and the Customs Service. However, the importer will have the right of appeal if he disagrees with the decision.

It is hoped by Customs officials that need for such appeals will be held to a minimum because of improved communication channels between all branches of the Service that will keep all echelons fully informed of policy and methods.

Cleburne M. Maier, former Assistant Director, Division of Inspection and Control, Bureau of Customs in Washington, has been named Regional Commissioner of Customs for the new Houston Region VI. Prior to assignment to his Washington position, Maier had been Deputy Collector of Customs in Houston.

Sam D. W. Low, who had been Collector of Customs for the Galveston District, which included Houston, under the old system, has been named Program Advisor for the new Houston

Region VI. Mrs. Minnie M. Zoller, Port Arthur, and Charles H. Kazen, Laredo, who had been Collectors in their respective locations, were also named Program Advisors.

All three will continue to be based in the cities where they served as Collectors. As special assistants to the Regional Commissioner of Customs in Houston, they will have responsibility for development of projects and programs in public affairs to keep travelers and traders fully informed about Customs laws and procedures.

Director of the newly created Houston Customs District is Harry G. Kelly, who has been Appraiser of Merchandise, Laredo. Other District Directors in the Houston Region are George L. C. Pratt, Galveston; Robert A. Cole, Port Arthur; H. Earle Outlaw, Laredo; and Raymond H. Dwigans, El Paso.

Coincidentally with the general re-organization of the Customs Service, the Houston District office was moved to the re-modeled old Main Post Office building in the 700 block of San Jacinto Street. The block-square building has been named as the Houston Customs House and will house all District personnel and Customs activities except officers working at the Port of Houston and the airport.

The Region VI offices are on the seventh floor of the Federal Office Building, 515 Rusk Avenue.



Director Harry G. Kelly, seated, of the new Houston Customs District, and Ira L. Pool, Acting Assistant District Director, Inspection and Control, go over papers in Kelly's office in the new Customs House.



An expensive oil painting is removed from its shipping crate by Albert L. Ince, left, verifier, for examination by William F. Burns, supervisor of commodity specialists.



The Administrative Section of the District Office where papers are left for processing. Frederic Miller, left, and Charles B. Henderson check through material left by the shipping industry.



The last stop for the importer before receiving his goods, Coshier Neva Glover makes ready to "collect the customs."

In Genoa

Representatives of the Port of Houston met with Italian world traders in Genoa and Milan in May as part of a promotion and development visit to ten leading European cities and ports.

George W. Altvater, managing director of trade relations and development, headed the two-man team, accompanied by Vaughan M. Bryant, director of international relations for the Port.

In Genoa more than 75 shipping leaders turned out for a luncheon sponsored by the Propeller Club of the Port of Genoa at which Altvater discussed the growth, development and new facilities of the Port of Houston and showed slides of new construction and the Port in general. Henry G. Diaz, manager of the Lykes Line Agency and president of the Club, presided.

In Milan the Houstonians met with shippers and freight forwarders at a reception in the American Chamber of Commerce arranged by Arnaldo Berenguer, American Consul; Martin Stahl, head of the U.S. Trade Exhibit at the Milan Trade Fair, and Herman Burdick, secretary general of the American Chamber.

Photos on the following pages show some of the aspects of the visit.

Port Representatives

Visit Italian Shippers

On European Tour



George Altvater tells members of the Port of Genoa Propeller Club of the Port of Houston's facilities. At his left is Club president and Lykes Line Agency Manager, Henry G. Diaz.



Fabio Aliotti, Propeller Club Secretary and also with Lykes, receives a key to the City of Houston from Vaughn M. Bryant, the Port of Houston's director of international relations.



Another view of the shippers, forwarders, steamship company representatives and port officials who attended the Genoa Propeller Club luncheon honoring the Port of Houston.



While in Genoa, the Houston team called on key figures in the trade and here George Altvater discusses the port with Signor B. Arnaldo, head of the Navigazione Alta Italia (Creole Line).



Carlo Pallavicini, vice director of the Bank of America and Italy in Milan, center, with C. Rizzo of the U.S. Consulate General staff, left and Eduard Schuler, director of La Neuchateloise of Milan.



Mr. and Mrs. William P. Greer of Johnson & Higgins Co. in Milan, center, with U. S. Consul Walter H. Lubkeman, left, and Arnaldo Berenguer, also a U. S. Consul, in charge of the Commercial Section.



Herman F. Krantz, left, president of the American Chamber of Commerce for Italy, headquartered in Milan, with Dr. Giordano Cristalli of the Bank of Rome and Pietro Castigliani of the National Labor Bank.



Part of Houston's George W. Altvater, center, with Edgar S. Prochnik, left, of Union Carbide's Italian affiliate Elettrografite di Forno Alliane, and K. C. Withers of the Milan office of Johnson & Higgins.



United States Consul General Earl Crain, center, with Martin Stahl, right, director of the U. S. Trade Center in Milan, and Luigi Vercellini, manager of the Italian Commercial Bank.



Herman Burdick, right, secretary general of the American Chamber of Commerce in Milan, received a key to the City of Houston from the Port's director of international relations, Vaughn M. Bryant.

THE HOUSTON PORT BUREAU REPORTS ...



REDUCED FREIGHT CHARGES are scheduled to become effective in July on ten commodities moving to and from the Port of Houston. Commodities scheduled for railroad rate reductions from Houston are: bananas to



various Canadian destinations; blackstrap molasses to various Midwestern destinations; ammonium sulphate of or ammonium sulphate phosphate to Littlefield and Plainview, Texas; and freight-all-kinds to Denver, Colorado. Rail rate reductions will also apply to Houston on: soybeans from Redfield, Iowa and brass ingots from Kansas City, Missouri-Kansas. Commodities scheduled for truck rate reductions from Houston are: iron and steel articles to Oklahoma City and Tulsa, Oklahoma; window glass to Chesterfield and St. Louis, Missouri; and phonographs, radios, televisions, tape recorders and parts thereof to Chicago, Illinois. Reduced truck rates are also scheduled on electric generators from Mankato, Minnesota to Houston, Texas.

MISSOURI PACIFIC and the Kansas City Southern Railroads have postponed from June 16 to August 1, 1966, the effective date of three levels of proposed multiple-car rates on grain from Missouri River origins to New Orleans, Baton Rouge, and Port Allen, Louisiana and Beaumont and Port

Arthur, Texas for export subject to aggregate minimum of 7,500 net tons per shipment. The effective date was postponed following action by the Fourth Section Board of the Interstate Commerce Commission in declining to grant the proponents their requested Fourth Section relief in connection with the proposed rates and the Suspension Board's decision not to suspend but to investigate the proposed rates. A number of protests were filed by the grain shippers and exchanges and by the Port Bureau and other port interests.

THE CLASS RATE STRUCTURE applicable in the Southwest territory excluding New Mexico should be applied to New Mexico traffic. I.C.C. hearing examiner J. T. Fittipaldi recommended in I.C.C. Docket 34629. The hearing examiner described present class rates on traffic from New Mexico to points in the rest of the Southwest as unjust and unreasonable and unduly preferential and prejudicial. The examiner said that inclusion of New Mexico in the Southwestern-style rate would bring about resumption of a substantial volume of traffic under those rates and that further erosion of class-rated traffic to private carriage and rail pool-car service may be minimized. Also, he pointed out that the Southwestern-style rates have been maintained by the motor carriers for a substantial period of time, except for New Mexico. The motor carriers, he concluded, should be able under honest economical and efficient management to provide adequate and efficient transportation to meet the needs of the public at the lowest cost consistent with the furnishing of such service. The examiner said that the New Mexico rate structure is substantially higher on the basis of distance traveled as compared with a general Southwestern structure and, has become outdated in the thirteen years since it became effective. Greater industrialization and better highways indicate a need for a parity of New Mexico rates with those applied in the rest of the Southwest. The examiner said that the New Mexico rate structure failed to meet I.C.C. criteria for the establishment of and maintenance of a sound class rate structure.

Meet *Cliff Reynolds*

He's Personable President Of Houston Mooring Co.

By LLOYD GREGORY
Information Director

CLIFF REYNOLDS is NOT the manager of a big league baseball team, but he appreciates a "pitcher" with good control.

You see Mr. Reynolds is president of the Houston Mooring Company, Inc., which for 50 years has been tying up ships at the Port of Houston.

The mooring men are called on for a neat trick. They throw a light line from the shore or from their boat to the ship. A piece of lead, called a "monkey fist" in the trade, is attached to the head of the line to make the toss easier and more accurate.

Seamen on the ships attach heavy mooring lines to the light lines, and then the mooring team hauls the big lines to the docks or to their small boat.

Mooring of a big freighter is a task requiring experience and finesse to avoid damage to the ship and to the dock, and to expedite the "turn-around" of the ship.

Employees of the Houston Mooring Service work closely with pilots and tow-boat crews.

The personable Mr. Reynolds, his eyes green-blue, and his mustache closely cropped, had splendid training for his present job. He attended Columbia University one year, and then New York State Maritime College, the first College to train officers for the merchant marine.

After graduating with a third mate's license in 1919, Mr. Reynolds went to sea several years on cargo ships and tankers, earning his chief mate's license.

Mr. Reynolds came to Houston to work in the dock department of Luckenbach Steamship Company. During the second world war, he worked at Todd Shipyards on the Houston Ship Channel, lecturing on ship construction, and taking Liberty ships out on trial runs.

In 1946, Mr. Reynolds bought into the Houston Mooring Service, which had been started in 1915 by Capt. R. S. Cagle. Current officers are President Reynolds; Toby Guillot, vice president; Charles Brock, Jr., secretary-treasurer.

At his headquarters, 7437 Canal Street, near the Turning Basin, Mr. Reynolds is in touch by radiotelephone with port authorities, ship crews, steamship agents, his own men, and with the Houston Maritime Association, which keeps him posted on the movement of ships.

Around 35 men are used on the daily and nightly operations. The men command a fleet of launches, and a number of automobiles equipped with walkie-talkie sets.

"We work 24 hours a day, 365 days a year in any weather," Mr. Reynolds pointed out. "It's hard work, and we use many of the younger members of L.L.A. 1438."

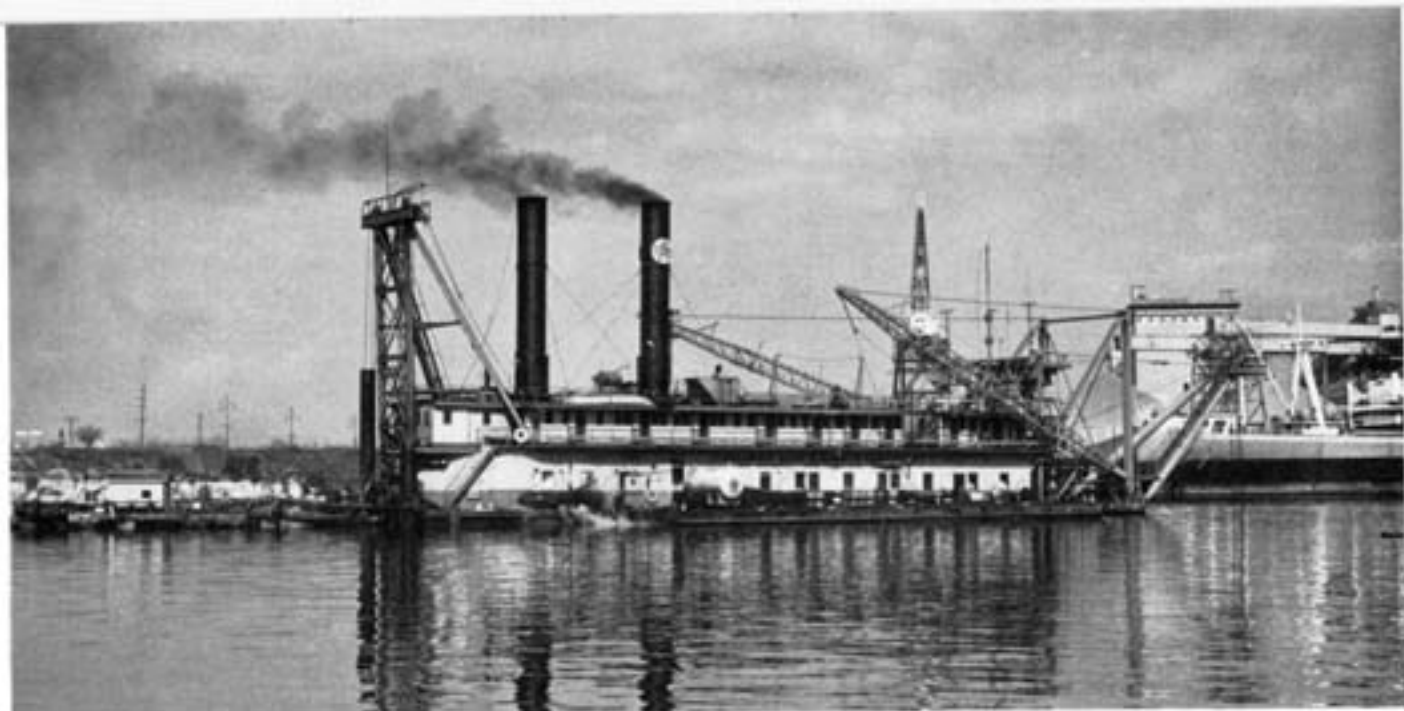
Mr. Reynolds is on the board of governors of the Propeller club, Port of Houston; is a member of the Houston Port Bureau and of the Chamber of Commerce.

Mr. and Mrs. Reynolds live at 889 Country Lane. Their pride and joy are beautiful twin daughters, Joyce and Janice, graduates of Memorial High School, who attended North Texas State.

The Reynolds are members of Memorial Drive Lutheran Church.



CLIFF REYNOLDS



With its stacks blowing smoke in the best Mark Twain riverboat tradition, the Atlantic, Gulf & Pacific Co. dredge BALTIMORE generates power to cut away clay 40 feet below the surface of the Houston Ship Channel, suck up the cuttings and pump them to a disposal area almost three miles away as it dredges out the new Clinton Island Turning Basin.



The heart of a modern hydraulic dredge . . . its great centrifugal pump that sucks up the bottom material and pumps it through pipeline to the disposal area.

Water and clay cuttings from the bottom of the Clinton Island Turning Basin spew out of the discharge pipe on top of the Rosa Allen spoil area.



DREDGING

Huge Cutters And Pumps Make Quick Work Of Once Difficult Job

Many of the world's great ports—including the Port of Houston—would not exist if man had not developed the art and science of hydraulic dredging.

Dredging, the removal of earth from below water, has been carried out by man for several millennia, but without any great efficiency until around the beginning of the twentieth century. Prior to then, dredging consisted mostly of using some means of mechanically scooping up a load of bottom material and dumping it aside.

This could be done by someone going over the side of a boat with a bucket scoop, diving to the bottom and returning with a load. Or scoops could be lowered over the side of a boat on ropes or handles to drag out the bottom material. Still later the clamshell bucket improved dredging efficiency but was still not adequate for the great present day projects.

The clamshell is still in use for specialized jobs as is a modernized version of the scoop that has a number of scoop buckets attached to an endless motor-driven belt, which had to wait for a suitable means of power, such as the modern steam turbine, to turn the cutter head and to drive the suction pump. The principal of operation is simple, the execution is demanding.

Beginning in the early 1900's the City of Houston started dredging a 16-foot channel through the San Jacinto River and Buffalo Bayou, with the Turning Basin being outlined and taken to project depth by May of 1910.

Two years later, in 1912, the federal government assumed responsibility for the Houston Ship Channel and authorized a 25-foot channel. The contract required that the entire 55 miles of channel, in full specified width and depth, be turned over at one time to the Corps of Engineers. A total of more than 30

million cubic yards was excavated to allow for the normal shoaling which occurred during the two-year dredging operation.

The typical hydraulic suction dredge has a long pipe extending from the hull with a rotating cutter at the pipe's outboard end.

A drive shaft turns the cutter and a powerful pump draws water and cuttings into the pipe and pumps everything through pipes to the discharge area.

The intake pipe on large commercial dredges will range from 24 to 27 inches in diameter. Engines to drive the centrifugal pumps range up to 5500 horsepower and the cutter head motors are rated up to 1200 horsepower.

A dredge's service barge holding extra cutter heads. Each head is shaped and toothed to do a specific job. Some are shaped to leave a flat finished bottom, others have teeth designed to cut hard clay or to dig in softer silt or sand.



Chief cook "P-2" Marks (that's the way he is carried on the payroll) prepares to re-fuel the crew of the Dredge *BALTIMORE*. By tradition, food is good and plentiful on dredges.

A large dredge working in the Houston Ship Channel will have a crew of 64 plus another 50 or 60 men working on the auxiliary tugs and barges and at the spoil disposal area.

The dredge *BALTIMORE*, which has done extensive work in the Houston Ship Channel, can move about 100,000 yards of soft silted material a day while working in Galveston Bay. When digging in virgin clay in the upstream bayou areas, however, her capacity drops to 10,000 yards per day.

Work day for a barge is a full 24-hours, with stoppage only for moving out of the way of passing ships and for re-positioning the dredge as it works its way along.

Since 1914 the Channel has been deepened to 40 feet and widened to 400 feet. At the same time many of the curves have been taken out of the Channel. Some 412,500,000 cubic yards of earth have been removed from the channel since 1901.

Deck Captain C. B. McDowell controls the swinging "ladder" assembly—the suction pipe-cutter head and supporting framework—as he makes the final bottom cut at the Port of Houston's Clinton Island Turning Basin.





Thousands of visitors get this view every year as they travel down the busy Houston Ship Channel aboard the inspection vessel SAM HOUSTON. Here Captain Roy Faulkner holds a steady course down the long line of merchant vessels loading at the Navigation District wharves.

Visitors See The Port of Houston



ABOARD THE SAM HOUSTON



Paul Finney of the board of editors of Business Week Magazine, left, was a recent visitor to Houston and took a trip down the Ship Channel aboard the SAM HOUSTON to see the industrial complex and port facilities. He is shown here with his host, John Whitmore, southwestern editor of Business Week, headquartered in Houston.



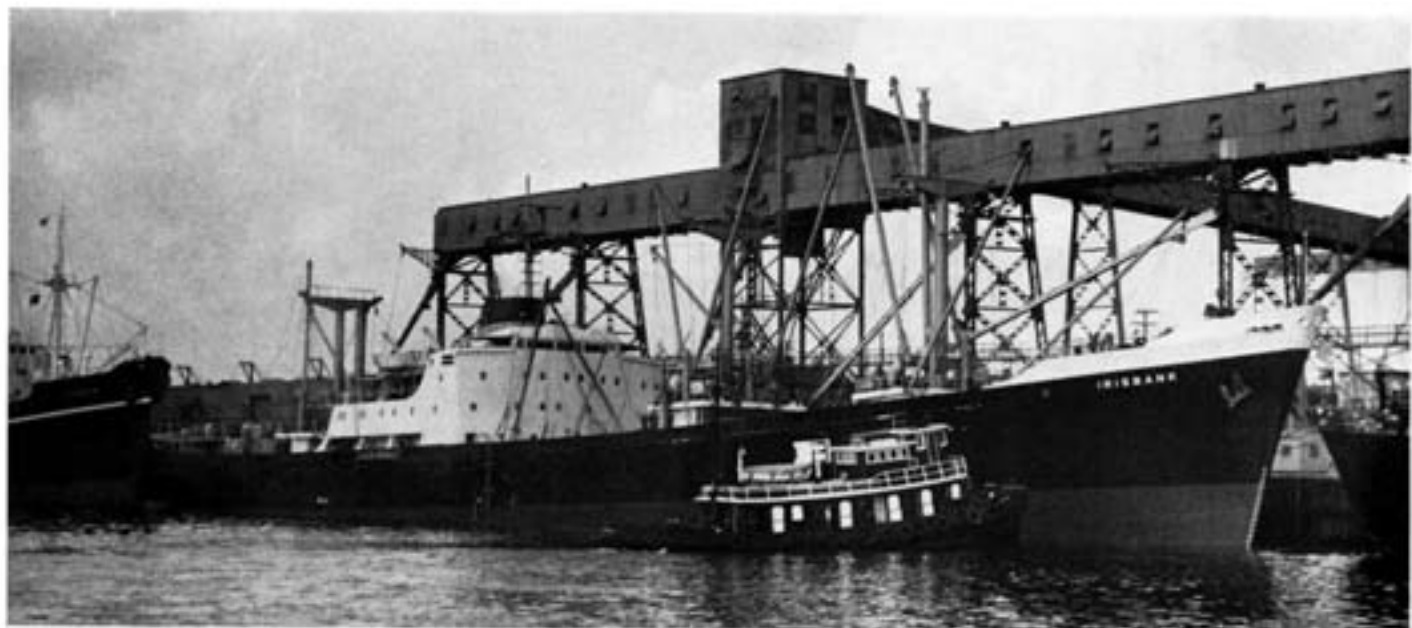
The Honorable Koo Yu-shu, left, Mayor of Taipei, Taiwan; Mrs. Koo, and King Yu Chin, secretary to the Mayor, were honored guests on board the Navigation District's inspection vessel SAM HOUSTON recently as part of a three day visit to Houston, Taipei's sister city. Mayor Koo had previously visited Houston in 1955, and made special mention of the great growth of the Port and city during the decade since he was last here.



Officials from three Indian ports recently spent a week in the Houston area studying port management and cargo handling. On the upper deck of the Inspection Vessel SAM HOUSTON are, left to right, Prabhakar Mahipat Gupte, traffic manager of the Port of Kandla; Subramonia Yegnanarayanan deputy traffic manager, Port of Madras; and Khagendra Nath Ganguly, deputy secretary of the Port of Calcutta. While in Houston they talked to terminal railroad operators, to steamship company officials and to operations and personnel supervisors of the Navigation District.



The president of the Watchmakers of Switzerland Information Center, Inc., Frederic P. Walthard, right, and the vice president and technical director of the organization, Jean P. Savary, toured the Houston Ship Channel aboard the Inspection Vessel SAM HOUSTON recently. Their organization is a trade-group co-operative interested in the promotion in the U. S. of Swiss-manufactured watches.



Bank Line's tramp vessels are important carriers of wheat out of Houston, helping make this one of the world's leading wheat shippers. Here the IRISBANK loads at the Public Grain Elevator.

houston has welcomed bank line ships for 40 years



The uncluttered decks of a Bank Line vessel allow easy loading of a spool of wire rope scheduled for use on an Australian oil drilling rig.

BANK LINE VESSELS have been calling at the Port of Houston for almost 40 years in service to shippers and the well-known buff and black colored stack and houseflag are well known and familiar sights along the Houston Ship Channel.

The ships, all with names ending in "bank," have been built since 1953 and are all equipped with diesel engines. Bank Line offers liner service to Australia and New Zealand and is also in the charter market, carrying great quantities of wheat out of Houston.

The Bank Line Limited, commenced business as shipowners on May 5, 1885, in Glasgow, when Andrew Weir acquired the sailing vessel *WILLOWBANK* of some 800 tons.

The company prospered and within a decade Weir was owner of one of the largest fleets of sailing ships under the British flag, and no less than 45 ships flew the Bank Line houseflag.

In 1896 it became obvious to Weir that the advent of steam as a form of propulsion had great possibilities in the maritime field. He started upon his first experiment with steamships, building the *DUNERIC*. This ship was followed by a long list of steamers of larger tonnage, all bearing names with the suffix "-ERIC."

These ships were employed in trades world wide in scope, serving regular lines and also carrying on ordinary tramping business throughout the world.

In 1905, the headquarters of the firm were moved to London. However, the registered office of the Bank Line, Ltd.



The Bank Line—1892

First vessel to carry the name OLIVEBANK was this sleek four-masted barque.

is still Glasgow, thus retaining a connecting link with the birthplace of the line.

The next major event in the life of the company, not counting World War I, was the transition, beginning in 1922, of Bank Line vessels from steam power to diesel power. In that year Weir placed an order for 21 motorships with Harland and Wolff, Ltd. The new diesel vessels marked the company's return to the use of "BANK" in their ships' names.

Representative of the Bank Line's ideas as to the best type of ship for use in their service to and from Houston are the vessels of the BEAVERBANK series. These vessels, first ordered in 1953, have a trial speed of 15¼ knots and a service speed of 14 knots on a fuel consumption of 17 tons per day.

Hull dimensions are an over-all length of about 455 feet, with a 59-foot beam and a depth (moulded) of 38 feet, 3 inches. Gross tonnage is 5,671 tons.

There are two complete steel decks, orlop deck forward of machinery space, poop, forecastle, boat, lower bridge, navigating bridge and docking bridge decks.

Eight watertight bulkheads divide the hull into nine watertight compartments. A double bottom suitably divided is fitted fore and aft and arranged for holding fresh water, water ballast, fuel oil and lubricating oil.

The vessels have deep tanks and four main cargo holds. No. 2 lower tweendecks is insulated to carry fruits.

Cargo handling on the six BEAVERBANK series vessels (BEAVERBANK; NESSBANK, FLEETBANK, CEDARBANK, FOYLEBANK, and LAGANBANK) comprises one

25-ton, 14 5-ton and two 3-ton tubular steel derricks, plus 14 electric cargo winches.

A frequent visitor at the Port of Houston is the *OLIVEBANK*, named after one of the most famous of the company's sailing ships. The original *OLIVEBANK*, a four-masted steel barque of 2,825 gross tons joined the Bank Line fleet in 1892 from the yards of Mackie and Thomson, of Glasgow.

After years of moving cargo all over the world, the Sailing Ship *OLIVEBANK* had to be scuttled at Santa Rosalia in February 1911 to put out an on-board fire. She was raised, repaired, and sailed again . . . to strand on the same spot in June of the same year. She was refloated and sailed for two more years under the Bank Line houseflag.

The ship was then sold and passed through several owners until finally acquired by Gustav Erikson, a famous Finnish shipowner of Mariehamn, in 1924. After a long career she met a sudden and tragic end when on September 8, 1939, she struck a mine off Gotland, bound from Barry to Mariehamn.

The present *M. S. OLIVEBANK* is driven by a 6,700 b.h.p. diesel to a service speed of 15 knots and has a deadweight of 10,250 tons.

Bank Line services around the world include the American and Indian Line calling at Indian ports and the U. S. East Coast with stops at Colombo; the American and Oriental Line running between U. S. Atlantic and Pacific ports and the Far East; the Calcutta—Brazil & River Plate Line sailing between Indian and neighboring ports and the eastern coast of South America.



The Bank Line—1966

Latest vessel to carry the name OLIVEBANK is this modern ship loading at Houston.

Also the Indian-Chilean Line—India, Burma and the Far East to the west coast of South America; the Indian-African Line which uses combination passenger cargo ships to carry heavy traffic between India and Southeast Asia and Africa; and the Oriental-African Line which carries passengers and cargo between the Far East and Africa.

Houston is regularly served by ships of the U. S. Gulf—Australia-New Zealand Line, offering two sailings per month to Australia and one sailing per month to New Zealand.

There is no inbound service to Houston by the Bank Line other than by charter vessels. The liner service outbound cargo from Houston to Australia-New Zealand consists of manufactured articles and tools and equipment for industrial use.

A case in point is a catalyst tower weighing 46 tons and measuring 176 feet in length recently loaded aboard the *M. V. WILLOWBANK* bound for Sydney, Australia. The unit is now part of a refinery supplying gasolines and oils for local Australian consumption.

Bank Line charter vessels are often seen in Houston loading wheat or discharging barytes, for all practical purposes the only inbound cargo handled by Bank Line ships in Houston.

The world wide operations of the Line have led to the establishment of branch offices in New York, Sydney, Durban, Calcutta and Hong Kong to maintain an efficient control over the fleet of 51 vessels sailing in practically all waters of the world.

The General Agents for the line in the United States are Boyd, Weir and Sewell, Inc., of New York. Gulf of Mexico agent is Strachan Shipping Company.

Crated metal-working machinery is an important part of the cargo loaded in Houston bound for Australia and New Zealand.





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Interstate Commerce Commissioner Abe McGregor Goff, center, was in Houston recently to address the Common Carriers' Conference of the American Trucking Association meeting. Prior to the meeting he was the guest of R. H. Linan, right, president, Central Freight Lines, Waco, Texas, and George Kosub, left, Houston manager of Central Freight, at the World Trade Club.



Yamashita-Shinnihon Steamship Co., Ltd., Tokyo, Japan, and Texas Transport & Terminal Co., Inc. held a reception at the Houston Petroleum Club recently to announce the inauguration of two monthly sailings of a direct liner service between Japan and the U. S. Gulf ports. Nabushige Dan, right, executive director of the line and host at the reception, is shown talking to Robert Reid of New York, left, Texas Transport president, and Charles A. McEniry, Texas Transport, vice president—Texas.



The new representative of the Israel Trade Commissioner, Shlomo Sela, left, talks with the former representative, Michael Sachs, right, in the World Trade Club. Sela grew up and was educated in a "Kibbutz" (co-operative farm) in Israel and served two and a half years in the Israeli Army. Following his army service, Sela worked for a ship yard in Haifa for two years, and then, with the help of the company, came to the University of Houston to study economics. He is presently a senior in the U. of H. College of Business Administration. Sachs, who came to Houston two and a half years ago as Israel's first trade representative, is leaving the service to open his own business in Miami, Florida.