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PORT OF HOUSTON MAGAZINE
Contents

Sweden Is Active In Trade Here ...................................... 8
Scene At The World Trade Club ...................................... 10
Houston Was Built By Transportation ............................ 11
Bayport: Phenomenal Growth Has Been Recorded ............. 12
Father And Son Team Head Company Here ..................... 13
Allen's Landing Is Transformed Into A Beautiful Park ...... 14
The Houston Port Bureau Reports ............................... 16
Japan Comes Calling .................................................. 17
Port of Houston Entertains Oklahomans ....................... 20
Houston Steamship Agents .......................................... 30
Port of Houston Shipping Directory .............................. 31
Sailing Schedule of General Cargo Ships ...................... 32

THE COVER

Speeding across the Pacific toward Houston is the Japanese Trade Fair Ship, SAKURA MARU. See Page 17 for a full story about what you may see.
Sweden participates actively every year in the International pavilion of the Texas State Fair in Dallas, and during the ten years of the Houston International Trade Fair also maintained attractive exhibits.

By CARL D. BOND
International Relations Representative

The Swedish American Line vessel MALTESHOLM lies at her berth in the Port of Houston on one of her regular runs between the Gulf and Scandinavian ports. Swedish ships average better than five a month here during a normal year.

Sweden is active in trade moving through the Port of Houston

A bit of Sweden—in fact a pretty good portion of the Swedish exports that go to the Southwestern part of the United States—enters the country through the Port of Houston.

Houston has a small “colony” of first and second generation Swedish Americans, but a large market for Swedish products, ranging from automobiles to toys to calculating machines, exists among the many other Southwesterners who have discovered the beauty, the durability and practical design of products marked “Made in Sweden.”

Swedish automobiles—the Volvo and the SAAB—and Swedish copper and unworked alloys have been the major items of import through the Port of Houston, the United States’ third largest port.

In 1965, the Port of Houston handled almost $4 million worth of Swedish automobiles; $571,324 of copper and unworked alloys; $394,200 of paper and paperboard; $210,046 of iron and steel products as well as ferro alloys; $206,571 of machinery and appliances; and $172,608 of essential oils and perfume materials.

Leather goods, glass products, marble, peat moss, fish and fish products, fabrics, and household utensils, plus a number of other items in various amounts added to the big import items and brought to $6,390,000 the value of all items imported through the Port of Houston from Sweden.

Sweden received nearly $8 million in varied cargo shipped from the Port of Houston the same year.

The main shipments from Houston were synthetic rubber,
Swedish Consul General Tore Hoegstedt, surrounded by his staff, is talking with Vice Consul Henry Leo, observed by Commercial Officer Joseph Rosenblum and Miss Christina Falkenberg, secretary.

81,178,101; s) nthctie resins attd other plastics, 81.230,810.

and raw cotton. $1.167.093. Other products included vegetable oils, carbon black, fertilizers, petroleum products, non-ferrous ores such as zinc and lead, and various foods, including meats, rice and vegetables.

Of course, where there is a port, Swedish ships are to be found, and the Port of Houston is no exception. Of the 3,805 ships that called at the Port of Houston in 1965, 66 were flying the Swedish flag, and many others had been built in Swedish shipyards.

One of the leading Swedes in the Houston area is Nils Olof Sefeldt, who was awarded the Royal Order of Vasa, Knight First Class, by King Gustav Adolf in recognition of Sefeldt’s successful introduction of the Volvo automobile into the United States. Sefeldt imported the Volvo to the U.S. in 1955 with a shipment of five cars. He expects to import and sell 3,600 Volvos in his 16-state network of 65 dealerships during 1967.

The SAAB autos are imported by Rocky Mountain Saab, Denver, Colorado, through the Port of Houston for distribution in Texas and Western and Middle Western states.

Sandvik Steel opened a sales office in Houston less than a year ago.

Cultural and social ties with Sweden are maintained by people with Swedish backgrounds or interests through membership in several organizations. The two most active groups are Linneas of Texas and the Swedish American Culture Society.

The Linneas of Texas is a ladies’ group while the Swedish American Culture Society is a family-type organization. Activities include Swedish-style celebrations of such holidays as Saint Lucia Day and Mid-Summer’s Eve.

The Swedish government and industry are taking an active interest in the Southwest. The government, through the Consulate General in Houston, has exhibited Swedish goods in the Houston International Trade and Travel Fair and has been particularly active in the Texas State Fair held in Dallas each fall.

In 1966, the Swedish section was the largest of all foreign exhibits featured at the State Fair, displaying products from twenty-seven Swedish companies over a floor space of 3000 square feet. Products ranged from contemporary folk art, Brio toys, and Bahco cutlery to Sandvik saws, Addo calculating machines, automobiles and Silva compasses.

Individual companies have participated in specialized trade exhibits. The Stal-Laval Turbine Co. was the most recent exhibitor, showing gas transmission turbines at the American Society of Mechanical Engineers Convention in Houston in March.

The Swedish government has had consular representation in Houston since 1950. The office, now a Consulate General, has six people attached to it.

Houston was chosen more than a dozen years ago by the Swedish Government when it was seeking a location for its Consulate General for the Southern and Southwestern states. In fact, Sweden was the first country to buy a permanent residence for its consular representative here—a practice since followed by several other countries—and chose Houston because of its port and strategic location to serve the fast-growing Southern and Southwestern area.

The Master, First Officer and Radio Operator of the M. V. HOEGH CLIFF were guests recently of Strachan Shipping Co., line agents; at the World Trade Club. Left to right are R. O. Davies, traffic manager, Strachan; Chief Officer G. Hauge; J. W. Allan, Houston manager, Strachan; Miss W. Skorpen, Radio Operator; L. W. Hamburg, vice president, Strachan; Jon I. Stie, Line Manager, Hoegh Lines, New York; Captain S. Kristensen; and C. A. Bates, Hoegh Line manager at Strachan.

N. H. Grissom, right, of Plicaflex, Inc., manufacturers of plastic wrapping tape for protecting pipelines, was the guest recently of E. H. Potter, left, and George Biehl, center, of Biehl & Company, steamship agents.

Port Commissioner of the Port of Oakland, California, George J. Vukasin, right, and Mrs. Vukasin, toured the Port of Houston recently to study port development and policy. With them in the World Trade Club is Travis L. Smith III, director of Engineering and Planning at the Port of Houston.

Vittorio Sanguineti, right, Italian Trade Commissioner in Los Angeles, California, and Achille Archidiacono, Italian Trade Delegate to Houston, met in the World Trade Club recently to discuss Italian trade activities. Sanguineti opened the Italian Trade Commissioners Office in New Orleans in the late 1940's.

Business and government meet together often in the World Trade Club. Here, following an informal meeting, are left to right, Edward T. Fecteau, Jr., director, Houston field office, U.S. Department of Commerce; Roy A. Clifford, management consultant, Houston; Fred D. McMurray, president, Management & Personnel Services, Inc., New Orleans; and Donald D. Grose, regional director, Small Business Administration, Houston.
Houston must attribute its dynamic growth to the nation’s sixth largest city to the development of transportation facilities, Newton Hoverstock, president of the Houston Chamber of Commerce, told approximately 100 members of the Houston Port Bureau.

Speaking at the annual meeting, which was held in the World Trade Club, Hoverstock pointed out that all forms of transportation are interrelated, from the oceans to the farthest reaches of space.

"The history of Houston can be written largely in terms of the efforts to keep this community abreast of the most modern developments in transportation," Hoverstock said. "We pioneered in Texas and in the West in the development of rail services, and soon developed here a hub of railway lines.

"With the coming of the automobile, we pioneered in the building of all-weather roads that 'go somewhere.' In more recent years, we have seen these efforts grow into an impressive system of freeways. Air transportation has had sensational growth here in this generation, and we are now building the most modern airport and terminal complex anywhere in this part of the world. In this decade, we have also become the training and command post for the Free World's pioneering in space transportation.

"So the Port of Houston today anticipates the future with a high degree of enthusiasm and confidence. Houston and her port are inseparable. The present enviable position of both has a simple, and single, common denominator of success—continuity of community commitment and good planning.

"Port Commission leadership has brought to us the continuing management and excellence of port operations. Maritime and port leaders throughout the world recognize, with us, the debt we owe Jerry Turner, the port's executive director. As a result, our Port is kept in an admirable position to solicit cargoes in free and open competition with other ports."

J. H. Branard, Jr., president of the Houston Port Bureau, introduced the speaker and announced the new officers. They are:

J. S. McDermott, vice president of Kerr Steamship Company, president; E. C. Leutenh, Jr., president of H. L. Ziegler, Inc., first vice president; N. C. Dunn, traffic manager of Humble Oil and Refining Co., second vice president, and Clarence L. Dupree, Jr., senior vice president of the Houston National Bank, secretary-treasurer, Truitt Kennedy, general manager of Goodpasture, Incorporated, was named to the executive committee.

Hoverstock pointed out that the Port Bureau is an indispensable part of the port's structure.

"The Port Bureau efficiently promotes and protects the transportation interests of our port in competitive efforts to expand Houston's share of foreign trade cargoes," Hoverstock said. "The Bureau also provides skilled assistance to customers of the port in direct fashion. The Port Bureau has become, over the years, a unique service institution of the quality not matched by other ports."

The head table at the Houston Port Bureau's annual meeting included, from the left, General Manager W. E. Fincher, Truitt Kennedy, a new member on the executive committee; James H. Branard, Jr., retiring president; Joseph S. McDermott, the newly-elected president; Clarence L. Dupree, Jr., secretary-treasurer, and N. C. Dunn, second vice president.
Bayport: Phenomenal Growth Has Been Recorded

Bayport, a Port of Houston facility on Galveston Bay, and the adjacent Bayport Industrial Development, an industrial park being developed by the Humble Oil & Refining Co., have made major strides in the three years since the development was announced.

The Industrial Park now has eleven tenants with four plants in operation and construction underway on others. The Port facility has been developed as a 12-foot-deep barge channel. Dredging the channel to a 40-foot-depth by 30-foot-width will be started soon.

A 1,500-acre addition to the original Bayport Industrial Development of 7,250 acres was made in February. Located adjacent to the Bayport Channel, the new area will be ideally suited to firms which require movement of bulk materials between the Port facilities and their plants.

The latest firm to acquire property in the Bayport Development, Big Three Industrial Gas & Equipment Co., has started construction of a $7 million air separation and steam generating plant. Initial output of the Big Three plant, some 1,300 tons daily of gaseous oxygen, nitrogen and argon; 200 tons of liquefied gas; and an hourly supply of 600,000 pounds of steam, will go to the Oxirane Chemical Co. Oxirane has a multi-million dollar chemical plant under construction at Bayport for the production of propylene oxide.

Another recently-announced plant project, on which site preparation has started, is a $50 million petrochemical complex being built by Celanese Chemical Corp. on a 1,000 acre site in Bayport.

Southwest Latex has announced that it will build a plant on a 10-acre site it recently purchased. Other companies owning land in Bayport, but which have not announced building plans, are Lockheed Aircraft, with 500 acres, and Petro-lite Corp. with 85 acres.

The four plants now in operation in Bayport are Shaffer-Bayport, a division of Shaffer Tool Works; Haldor Topsoe, Inc.; the former Retzloff Chemical Co. plant, recently purchased by Velsicol Chemical Corp.; and American Cryogenics, Inc. Humble Pipe Line Co. has an office-warehouse facility in operation in the area.

The Bayport Terminal has seen both inbound activity and an outbound movement. The first inbound shipment came in June, 1966, when a large adaptor ring used to hold spacecraft in simulated flight at the nearby N.A.S.A. Manned Spacecraft Center, was delivered by barge from Alabama.

The first outbound shipment consisted of three 93-ton storage vessels, manufactured at Shaffer-Bayport. The vessels, measuring 168 feet long by 16 feet in diameter, will be used by Texas Molten Sulphur Transport to carry butadiene and other bulk chemicals along the Gulf Coast.
Meet R. D. and Don Hancock

Father and Son Team
Head Company Here

By LLOYD GREGORY
Information Director

Don Hancock is following in his father's footsteps, and the "old man," R. D. Hancock, and his boy are both getting a big kick of it all.

Both are vice presidents of W. R. Zanes & Company, ocean freight brokers, forwarding agents, and custom house brokers, with offices in Houston, Galveston, Dallas, Mobile and New Orleans.

The father and son are in charge of the Houston office in the Cotton Exchange Building.

"I feel I am privileged to learn the business from my father who has been in the trade for nearly 40 years," Don said.

The father said:

"Don is an apt pupil. I am so happy he will be on the job when the Port of Houston goes through its greatest expansion, assured when the Harris County tax-payers recently approved by two to one a $16 million bond issue for new docks and other sorely needed facilities."

It is interesting to note a father-son team of Dallas heads the company: W. R. Zanes, Sr. is chairman; W. R. Zanes, Jr. is president.

Don Hancock graduated from Arlington State College with a BBA degree in 1963, and shortly thereafter went to work for Zanes in Dallas. After service in New Orleans, where he earned his custom house broker's license, he came to Houston in September, 1965.

Don, who is secretary-treasurer of the Houston Custom House Brokers Association, belongs to the World Trade Club, and to the Texas Ocean Freight Forwarders Association.

Among major import items handled by Zanes through the Port of Houston are: steel from Japan, Belgium, West Germany; plywood from Taiwan, Japan and the Philippines; whiskey from England and Scotland; automobiles from Germany.

Oil field equipment to Libya is a big export item.

The company also does a thriving import-export business by air through its office at Houston International Airport, with wigs for milady from West Germany a notable article.

Don Hancock summed it up: "It's an exciting, challenging business, with new problems coming up every day."

Mr. and Mrs. R. D. Hancock live at 7607 Fairdale. They are members of Westminster Methodist Church.

Mr. and Mrs. Don Hancock, and their son, Gregory Scott Hancock, 6 months old, live at 4327 Rosebud.

JUNE, 1967
Allen's Landing was once a busy port area.

**ALLEN'S LANDING**

Was Once The Port of Houston. Today The Site Is Transformed Into A Beautiful Park.

Former Port Commissioner W. N. Blanton spoke.

It was 130 years ago that Augustus C. and John K. Allen pushed aside the weeping willow boughs and stepped ashore from their small boat.

After a hazardous journey up the tiny, winding Buffalo Bayou, the Allen Brothers decided that the ideal townsite was at the confluence of Buffalo and White Oak Bayous.

They had a surveyor by the name of Gail Borden, who later became famous in the milk industry, drive the stakes marking the streets for the proposed town.

Advertisements throughout the East attracted scores of people to the new town, which had been named in honor of Sam Houston, the man who led a small army to victory over the Mexican forces to gain Texas' freedom.

As the population of Houston and the surrounding area grew, it became necessary for small trading vessels to push their way up Buffalo Bayou to unload merchandise. Many of the old boats missed the townsite on their first visit to Houston. After unloading food, tobacco and clothing the small vessels would load a few bales of cotton for the return voyage.

Very quickly the Allen Brothers drove some pilings along the bank of the bayou and made a wagon road to facilitate the movement of cargoes. This was the site of the first Port of Houston.

For many years the landing on Buffalo Bayou served the
community’s needs for water transportation. The city was built around this thriving little port at the foot of Main Street.

In 1913 the port facilities were moved downstream about five miles to Constitution Bend, which still remains as the head of navigation and is the world-famous Turning Basin.

Naturally when the port was moved, the area around Allen’s Landing once more became overgrown with weeping willow trees and weeds, although the city’s population continued to grow until today it ranks as the sixth largest city in the United States and is Queen City of the Gulf Coast.

Last year a group of citizens proposed that the site of Allen’s Landing should be beautified and made into a public park, so that future generations would be exposed to this bit of Houston’s history. On Labor Day, September 5, 1966, the willow boughs were once more pushed aside and the public was invited to visit the area of the proposed park. Scores of pleasure boats and a large barge moved in to Allen’s Landing. Bands and combos entertained the crowd. Houstonians were asked to contribute $50,000 to make the park.

Help came from many sources. Travis L. Smith, III, Director of engineering and planning for the Navigation District, supervised the engineering work and some of the construction. Companies and individuals contributed money, trade unions supplied workmen, garden clubs and landscaping firms took care of the planting of grass and trees.

In mid-May, hundreds of Houstonians turned out again, this time to dedicate the park at Allen’s Landing with festivities that lasted a full week.

Allen’s Landing has come full turn. It started out as the town’s commercial center. Today it has started anew as the focal point for the beautification and rebuilding of the city’s old center. It is a beautiful tribute to those hardy pioneers whose sweat and hard work 130 years ago started a small town on the path that has made it the nation’s third ranking port, Houston.
Several important grain rate matters are being progressed by the Southwestern railroads which could materially affect the flow of this important commodity to Houston and other Gulf ports. By independent action, the M-K-T Railroad has published a reduced export proportional rate of 26½¢ cwt. applying on grain and grain products from St. Louis, Missouri and East St. Louis, Illinois to Houston, Galveston and Texas City, Texas. Originally slated to become effective May 15, this rate has been voluntarily postponed until July 15, 1967, after numerous protests from varied interests were filed with the Interstate Commerce Commission.

The Rock Island Railroad Company has published new reduced export rates on whole grains from Southwestern and Midwestern origins located on its line to Houston and other Texas ports it serves. These rates represent the first so-called multiple-car grain rates of widespread application ever published by a Southwestern rail carrier. Purpose of the rates is to combat motor competition in the Southwest and motor-barge competition experienced in the Midwest. Reductions average 25 to 30 percent below the present single car rates. Maximum free-time is limited to 24 hours for loading and 48 hours for unloading. Effective date is set for June 1, 1967.

A railroad rate application, Southern Ports Foreign Freight Committee Docket No. 9368, is being considered to amend export-import tariffs applying from and to Houston and other Gulf ports to provide that port terminal charges in connection with rates published in those tariffs will be assessed against the same weight as that on which the line-haul rate is charged. Purpose of the proposal is to assure that additional port terminal charges apply on the actual weight of the shipment, but not less than the carload minimum weight.

Southwestern Motor Freight Bureau published rates for the general cargo common carrier motor lines operating between Houston and Southwestern points, has approved a six per cent rate increase to be applied on all less-truckload, Any Quantity and minimum charge traffic. Effective date has not been announced for the increased.

A corrected recommended report and order of an Interstate Commerce Commission hearing examiner has been made in Ex Parte No. 253 concerning public notice of proposals initiated by individual members of rate conferences, bureaus or other organizations in which other members are given an opportunity to join.
Manufacturers
Proudly Display
Exports In Big
Floating Fair

Calling all businessmen, importers, wholesalers, buyers!

If you haven't made a recent buying trip to Japan, you can see an exciting exhibit of thousands of items available to American merchandisers at the Japan Industry Floating Fair which will be in Houston June 9-13.

Japan has assembled aboard the SAKURA MARU more than 8000 items of Japanese manufacture, ranging from wood products to highly sophisticated electronic equipment, to demonstrate the variety, scope and quality of exports.

The Floating Fair will visit nine United States and two Canadian ports on this tour, starting at San Francisco and continuing to Los Angeles, Houston, New Orleans, New York, Montreal, Portland, Seattle and Vancouver in that order. This is the seventh Floating Fair sponsored by the Japanese.

During her four days in Houston, the SAKURA MARU will be at City Dock 25 and will be open by invitation to businessmen on June 10 and 12 and to the general public on Sunday, June 11.

Invitations Are Out

Elaborate plans have been made for the vessel, which selected Houston as one of only seven United States ports of call on this, her first visit to North America. Houston's strong trade with Japan, accentuated by the location here of more than a dozen Japanese trading companies, helped influence this decision.

Dalton Steamship Company, agents for the SAKURA MARU in the Gulf of Mexico, is in charge of invitations and has sent out thousands locally and throughout the Southwest trade territory. Trade delegations are expected from as far away as Dallas, Ft. Worth, Oklahoma City, Tulsa and other trade centers of the area.

Any businessman wishing to visit the SAKURA MARU, and who has not received an invitation, may receive one by getting in touch with the Dalton agency. Admittance to the ship is by invitation, but in the case of the general public invitation cards will be issued at the gate on coming into the Port.

The Japanese ship will arrive at 8 a.m. on June 9 to a
The popular Japanese tea ceremony

welcome of tug whistles and a demonstration by the fireboat Captain Crotty as she swings in the Turning Basin. A press conference will be held early in the afternoon, with a formal opening and ribbon cutting that evening by Houston Mayor Louie Welch, attended by government, business and civic leaders.

During the business visits, which will be from 10 a.m. until 5:30 p.m., Saturday and Monday, representatives of the various exhibitors will be on hand to discuss and demonstrate their products, take orders or arrange for further meetings. Some 300 or more representatives are traveling with the ship while others are flying from port to port to await the vessel's arrival.

Sixty-one exhibitors with more than 400 exhibits are listed in the Fair's catalog. A number of the exhibits are representative of particular industries, such as the Japan Bicycle Promotion Institute and the Japan Camera Industry Association, or of governmental districts such as the Hyogo Prefectural Government and the Hokkaido International Trade and Industry Promotion Association.

To Help Economy

The Fair ship is sponsored by the Japan Industry Floating Fair Association, whose purpose is "to promote understanding and trade relations between North America and Japan." Association officials have said that the tour "will better acquaint the American and Canadian peoples with Japan's industry, economy and technology by way of showing products which are deemed most likely to contribute to the living and economy of those two countries."

The Floating Fair has gone on six tours in the last 10 years and has made 71 port visits in 62 countries on every continent except North America.

In discussing the development of the Floating Fair, a spokesman for the Fair Association explained that the concept of a floating fair is closely related to the special geographical, industrial and economic conditions of Japan.

"Japan is an island nation with a huge population of 100 million persons, and it is a nation poorly endowed with the natural resources needed to sustain an expanding industry," he said. "It is natural, therefore, that Japan must emphasize and depend on trade with the nations of the world. Sea trade is vital to maintaining Japan's industrial growth and to ensuring the prosperity of the Japanese people."

In the course of Japan's economic reconstruction in the years following World War II, a significant shift from an emphasis on light industry to heavy industry has occurred with a resulting change in the nation's trading pattern. At one time this was centered on such light industri products as textiles and sundry goods but now it is focused on an extensive range of machinery perfected through Japan's proficiency in technology.

In this situation, say the Floating Fair sponsors, it would be highly advantageous for Japan to participate in all the trade fairs held throughout the world in order to introduce Japanese machinery as a whole and to promote machinery exports. However, it is difficult, if not impossible, to take part in every trade fair held abroad.

Unlike textiles and sundry goods, it is not practicable to mail samples of machinery, thus creating a handicap, since it is important for prospective customers actually to inspect machine and observe its quality and performance before concluding a contract.

Tradition of Japan

Consequently, Japanese industrialists felt it absolutely necessary to find some way to display their machinery, and hit upon the idea of creating a "floating fair." It was felt that such a fair would encompass the tradition of Japan as a shipping and trading nation, the high state of Japanese shipbuilding and the broad range of the nation's industrial technology.

Thus, in 1956, the first Japan Industry Floating Fair left Japan on a voyage to Southeast Asian nations, loaded with a vast variety of Japanese products consisting mainly of machinery. The Fair was an immediate success. It attracted attention throughout the world and demonstrated the advantages of mobility.

The first, second and third fairs were carried aboard converted cargo vessels, but it soon became apparent that there was a need for a vessel designed specifically as a fair ship, to provide more space for exhibitions and more comfortable passage within the vessel for visitors. Thus, in October 1962, the SAKURA MARU was completed in time for the fourth fair, and has been exclusively employed in all subsequent fair cruises.

The first Fair, aboard the Tokyo Shipping Co., Ltd. M/S NISSHO MARU, was visited by 120,580 people during its 79 day cruise to Saigon, Bangkok, Rangoon, Colombo, Bombay, Karachi, Singapore, Djakarta, and Manila.

The second Fair, held on the M/S ATLAS MARU, owned by O.S.K. Line, had 220,870 visitors in the Central and

Over Big Down Under
The next trip for the Fair, this time on N.Y.K. Line’s M/S AKI MARU was to Wellington, Auckland, Brisbane, Sydney, Melbourne, Adelaide, Port Swettenham, Singapore, Bangkok, Saigon, Manila, Hongkong, and Keelung. On this trip, in 1960, some 202,149 visitors toured the Fair ship.

The SAKURA MARU was ready for the Fourth Fair which was shown to 191,345 visitors in Jidda, Beirut, Latakia, Istanbul, Athens, Casablanca, Tunis, Tripoli, Alexandria, Port Sudan, Dar es Salaam, and Mombasa in late 1962 and early 1963.

For the fifth Fair, the SAKURA MARU went to Europe, stopping at Genoa, Barcelona, Le Havre, London, Rotterdam, Hamburg, Copenhagen, Oslo, Göteborg, Antwerp, and Lisbon and receiving 173,789 visitors.

The European trip was in the summer of 1964 and was followed in the fall of 1965 by a return trip to Southeast Asia. Ports of call on the sixth voyage were Keelung, Djakarta, Rangoon, Madras, Colombo, Cochin, Bombay, Calcutta, Port Swettenham, Singapore, Bangkok, Hongkong, and Manila. The ship had 200,503 visitors on this trip.

One of a Kind
The SAKURA MARU is the only ship in the world built for exclusive use as a floating fiber. Costing $7.5 million, it has dual manual and remote control systems and is completely air conditioned. It has no conventional funnels, a fact that attracted attention in shipping circles throughout the world as epoch-making at her launching in 1962.

The SAKURA MARU’s 9,800 horsepower main diesel, which is located aft in order to leave open the most efficient display area, drives the vessel at a maximum speed of 19.1 knots and at a cruise speed of 17.5 knots.

She has a crew of 16 officers and 60 men and accommodations for 152 passengers. The majority of personnel who man the exhibits travel with the ship for her whole voyage.

The ship has a banquet hall for 500 guests, a VIP room, a lounge for business talks, a cocktail lounge and verandas. The upper-deck and the holds are connected by three elevators, and an elevator is installed between the boat-deck and the holds, passing through seven decks.

Master of the SAKURA MARU is Capt. Tashio Komboyaishi. He and his ship will sail early on June 13 for New Orleans.
Port Of Houston

Shippers from Oklahoma City, one of the Port of Houston’s prime trade areas, were guests of the Navigation District at a dinner in mid-April at the Oklahoma City Petroleum Club. John and Mrs. Weiler, on the left, were host and hostess. With them are William H. Craven, Construction Machinery Co., and Victor Kramer of Black, Seviall & Bryson on the right. Weiler is district sales manager for the Port of Houston.

Mr. and Mrs. Lou Rada on the left and Mr. and Mrs. Ray Fischer relax in the lush tropical atmosphere of the Oklahoma City Club. Both men are with Kerr-McGee Co.

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Ed Maldonado, left, of Charles Machine Works of Perry, Oklahoma, helps Ewart Vaughn, Cains Coffee Co., sample the Petroleum Club's justly famous appetizers as Mrs. Maldonado and Mrs. Vaughn wait their turn.

Left to right are Mrs. Lee Kennedy; Mrs. and Mr. John Bennett, Oklahoma Department of Commerce; Mrs. John Weiler; and Lee Kennedy, Arrow Bag Co.

Mel Sherar, Oklahoma City Chamber of Commerce, receives an assist from his wife under the supervision of the Joe Deweys of Kerr-McGee Co. at the Port of Houston dinner at the Oklahoma City Petroleum Club.

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JUNE, 1967
Gusman Elected

Thomas L. Gusman, assistant vice president of Lykes Bros. Steamship Co., Inc., New Orleans, was elected president of Lykes Quarter Century Club at its 20th annual meeting in Houston.

Executive Vice President J. M. Lykes, Jr., presented gifts to each of the five new members. There are 191 members of the club.

John Lunch Will Visit Houston

John Lunch, the director of finance and commerce at the Port of London will visit Houston on June 7-9 during his six-week tour of the United States and Canada.

Mr. Lunch will study container operations and their commercial exploration in view of the Port of London's new $70 million Tilbury development, now nearing completion.

BOYLAN ELECTED

Francis X. Boylan will become president of the Foreign Credit Insurance Association on July 1, replacing Henry G. Sheehy, who has resigned. He is presently secretary of the association, which has offices in Washington.