Ted Sumerlin, the only editor this magazine had ever had, retired August 31 after 26 years of involvement in Port of Houston communications.

A native Houstonian and graduate of San Jacinto High School, Mr. Sumerlin worked as a journalist with the Houston Press and The Houston Post before joining the advertising and public relations firm of Lloyd Gregory & Associates.

It was while working with the latter that he began serving the Port of Houston Authority, establishing the Port of Houston Magazine in January 1959. Mr. Sumerlin joined the Port Authority staff in 1974 after the Gregory agency, of which he was vice president, was dissolved. He served as advertising manager until 1979 when he was named communications manager.

In recognition of his long and faithful service, Mr. Sumerlin was the guest of honor at a dinner given by the Port Commission and at a going-away party given by his co-workers.

The new editor of the magazine and communications manager is Edward L. Horn, who had been associate editor and public relations manager. Don Zullo, formerly assistant to Mr. Sumerlin, has been named to succeed Mr. Horn.
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Weekly.

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Seamen’s Center
volunteers cited

About 200 persons celebrated the annual Volunteer Recognition Day at the Houston International Seamen’s Center recently with an annual meeting, barbecue dinner and dance. Center volunteers work under staffer Betty Nagle, pumping beer, manning the gift store cash register and the snack bar grill and doing whatever else needs to be done. Some of the celebrants are shown above. Suzanne Martin and Marlene Baxter are closing the store in the left photo below. Shown behind the snack bar counter in the other photo below are Nina Bowen and Debbie Medina.
Why Gamble?

Why gamble with delays, damage, pilferage, piracy. You can depend on Nawal for Fast, Safe, On-Time shipping to West Africa.

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- Complete break-bulk and container services.
- Bonded or public warehousing and trucking facilities at subsidiary Sea Marine Warehouse.
- Constant supervision at every job, large or small.
- Port Stevedoring Company is one of the largest locally owned stevedoring companies on the Gulf Coast. We invite your inquiry.
Tulip bulbs move through Barbours Cut

One of the Gulf Coast's first shipments of tulip bulbs arrived at the Port of Houston's Barbours Cut Terminal recently from Holland via a Gulf Europe Express container vessel.

The perishable bulbs were transported in refrigerated containers which maintained the required 60-to-65 degree temperature range. This shipment was ordered by a San Francisco importer who will sell the bulbs to U.S. florists and nurseries.

Line to connect Houston, U.K. ports

Watson-Mat Line has begun a monthly break-bulk liner service connecting Houston with ports in England, Ireland, Scotland and North Europe.

The line is a joint venture of Herbert Watson & Co. (Shipping) Ltd. of Manchester, England, and Mat Transport, Ltd., of London. Both companies have been active in United Kingdom shipping since the early 1920s. Their business interests include ship agencies, stevedoring, vessel chartering, marine insurance, trucking and distribution.

Phillips-Parr, Inc., is agent for Watson-Mat Line in the United States.

Braverman appoints four

L. Braverman & Company, customhouse broker and foreign freight forwarder, has announced four personnel appointments.

Jack Callaway, has been named general manager after 10 years with the U.S. Customs Service as an import specialist. Steven L. Gluck, controller, joined the company from Milwaukee where he had nine years experience in accounting management.

Stephanie Kochak was named to head the ocean export department. She has 10 years of international transportation experience in Houston.

Fred Perez, Jr., with 12 years experience in transportation, is manager of air operations.

Braverman is currently celebrating its 15th anniversary.

AGRI makes grain sale to Soviets

AGRI Industries negotiated its first grain sale directly to the Soviet Union recently. The estimated $20 million sale arranged in Moscow involves 150,000 tons of No. 3 yellow corn (about 6 million bushels).

AGRI plans to move the corn through its elevator on the Houston Ship Channel.

Trans Marine appoints four

Thomas E. Mansfield, president of Trans Marine Shipping Corp., has announced four personnel appointments and named a sales agent.

Thomas E. Mansfield, Jr., was named traffic manager, Betty Lambright line manager, Bill Case sales and marketing manager, and Mike Homburg, special projects manager.

Boise-Griffin Steamship Co., Inc., will handle sales in the northeast U.S. and New York.

Sea-Land initiates service to Aruba

Regular weekly containerized service to Aruba, Netherlands Antilles, is being initiated by Sea-Land Service, Inc.

Cargo moving to and from Aruba is relayed through Sea-Land's terminal at San Juan, Puerto Rico. A feeder vessel with a capacity of 98 containers provides dedicated weekly service between San Juan, Aruba, and Curacao.

Service to stress forest products

Gulf-Med Shipping Lines, Inc., has announced the inauguration of an independent liner service from Houston to ports in the Mediterranean.

The service will specialize in the transportation of forest products, project and parcel cargoes with regular sailings in open-hatch, geared, single-deck vessels. These ships will be especially suited to the carriage of Kraft linerboard, unitized baled wood-pulp, lumber and shipper-owned containers.


The initial sailing of the new service will be M/V EDNA, loading in the U.S. Gulf at the end of October.

General agent for the service is Gulf & Eastern Steamship and Chartering Corp.

New steamship agency formed

NPC Agencies (Texas), Inc., a steamship agency, has opened in Houston with Captain N. Pipilis as president.

The agency is located at 1717 East Loop, Suite 470, Houston, Texas 77029, telephone (713) 675-8378.

Captain Pipilis was formerly president of Sunrise Shipping Agency, Inc., Houston.

Shipyard builds new drydock

Bludworth Bond Shipyard, Inc., has announced the construction of a 2,800-ton floating drydock which will be placed in service in February 1982.

The drydock is 84 feet between wing walls and will accommodate vessels up to 300 feet in length. The shipyard also has three other floating drydocks of smaller capacity.

The company has 1,500 lineal feet of dock space with a draft of 23 feet at its facilities. It specializes in servicing offshore tugs, supply vessels, geophysical vessels, offshore barges and inland boats and barges.
AT BRIGGS-WEAVER,
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You've got a whole lot to pick from with Briggs-Weaver.

Because we've got the largest and most diversified line of lift trucks in the southwest. Yale and Taylor. With lift capacities from a mere half-ton to a super heavyweight 60 tons.

You've got more that weight to pick from at Briggs-Weaver, though.

You can choose electric, gas, LPG and diesel-powered lift trucks. To buy, rent, finance or lease. And all lift trucks come with or without maintenance options. It's your pick.

But Briggs-Weaver is not just lift trucks. Our inventory includes a full line of options—railcar movers, spotting tractors and personnel vehicles to name only three. And equipment accessories are available too, like special engines, transmissions, tires, heavy-duty air cleaners and special lift attachments for pipe, steel, lumber, concrete and containers.

With six Texas warehouses and more than $2 million in original equipment parts, over 90% of the parts orders can be filled within 24 hours from stock on hand.

How? Our warehouses are all connected by computer and most have overnight truck delivery. Which means you get your parts fast, and minimize downtime.

So if you're in the market for lift trucks, or only lift truck parts or service, choose the best of the lot. Briggs-Weaver. Texas' largest materials-handling equipment dealer.

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ANGUS COOPER INTRODUCES RICHARD MURRAY.

It seems like every year Cooper gets bigger and better. And when a company continues to grow successfully the one thing it continually needs is the absolute best people available.

Richard Murray, III is one of them.

His extensive background in stevedoring, shipping, international banking and marketing will be invaluable to us at Cooper as we expand our operations.

This experience will lend itself well to the responsibilities Richard will assume as Executive Vice President involving all aspects of our corporate management and operations.

Richard was Executive Vice President and President respectively of two major Alabama banks. Prior to this he was an officer and partner in Murray Shipping Company and Richard Murray & Company, foreign freight forwarders.

We consider Richard Murray an outstanding addition to our Cooper management team and we hope you'll call on him or any of the hundreds of people at our 24 Ports of Operation around the country.

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October 1981
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High Court asked to uphold injunction

The American Trucking Association and the National Labor Relations Board have urged the U.S. Supreme Court to uphold the current injunction forbidding the International Longshoremen's Association to implement its controversial container stripping and stuffing 50-Mile Rule. The ILA filed a writ of certiorari, along with the New York Shipping Association and Council of North Atlantic Shipping Associations, in June asking the Supreme Court to overturn the injunction. The ATA and the NLRB filed briefs opposing the writ. They claimed the labor bureau was justified in seeking an injunction against the 50-Mile Rule and the lower courts were correct in granting the injunction. The ILA, NYSA, and CONASA claim the standards under which the injunction was granted, specifically Section 10 (1) of the National Labor Relations Act, were open to interpretation; and therefore the injunction should not have been issued. The ATA claims there is no need for the Supreme Court to interpret Section 10 (1) because lower courts have uniformly interpreted the section. The NLRB stuck to its claim that the 50-Mile Rule was not an effort to preserve traditional work originally performed by the longshoremen, but a new means of making work which the longshoremen never had in the first place. This case is docketed at the Supreme Court as No. 80-2095, New York Shipping Associa-

FMC considering overcharge periods

The Federal Maritime Commission has proposed new rules dealing with attempts by some carriers in the domestic-offshore trades and foreign commerce trades to limit the time allowed for filing of overcharge claims. Certain provisions by some carriers are trying to disallow overcharge claims if they are filed more than six months after the date of original shipment. Shippers affected by such carrier actions have been pursuing their claims by complaining to the Federal Maritime Commission. This is a burden on shippers and bars the most convenient and effective means of correcting freight overcharges. The FMC is also worried that certain shippers may not pursue claims for overcharges, if initially denied by the carriers after the expiration date of six months. If a claim is not pursued the overpayment is not corrected. As a result, carriers realize revenues other than tariff rates, which is in violation of Section 18(B)(3) of the Shipping Act of 1916. Often when shippers do take their claims to the Federal Maritime Commission, it is found there is no major dispute between the carrier and the shipper. The commission gets bogged down in minor proceedings which are usually much more easily settled between the carriers and shippers themselves. Thus, the FMC is considering allowing the shipper to file claims, or bring any error in weight or measurement to the attention of the carrier or conference before the cargo leaves its custody. The commission is proposing two identical rules, one for the domestic-offshore trade, and the other for the foreign trades. These rules would preclude carriers from publishing tariff rules imposing a time limit of less than two years on the filing of overcharge claims with a carrier or a conference. This would then mean provisions of the Shipping Act of 1916 would take precedence on all overcharge claim problems. Interested parties are encouraged to comment prior to October 30, 1981.
Good Morning World!

When the sun rose this morning, it revealed the new and modern Port of Houston ready for action. Here is a Port that has everything—everything that is required to handle your cargo quickly and efficiently. Whether you need facilities for bulk, breakbulk, containers or ro/ro, the Port of Houston has it ready today. But even more, we are spending additional millions of dollars to provide more and better facilities for your future needs. Next time save days and money.
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La. Beaumont, Texas Galveston, Texas Houston, Texas
exs Memphis, Tenn. Atlanta, Ga. Greenville, S.C.
Seaward Ocean Corporation, U.S. general agent for Seaward Ocean Lines Ltd. of Nassau, Bahamas, held open house at its new Houston office recently to note the establishment of the company. The line offers independent liner sailings every 21 days from Houston to Casablanca, Morocco; Algiers, Algeria; Tripoli and Benghazi, Libya; Alexandria, Egypt, and Beirut, Lebanon, on modern ships with heavy lift capacity of up to 120 tons. Coastal Maritime Agency has been named U.S. Gulf agent for Seaward Ocean. Offices of Seaward Ocean also are maintained in New York and Alexandria. Shown at the open house are, from left, Kenneth D. Davenport, vice president-traffic; Leroy Laddish, international sales manager; Gordon Grant, operations manager; John W. Reil, vice president-marketing; Orbea Edge, manager of Coastal Maritime Agency; Ismail Abdel Meguid, president; Charles Stewart, controller; James D. Merritt, chartering manager, and Pat C. Butler, executive vice president.

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Seaward Ocean Corporation, as U.S. General Agents for Seaward Ocean Lines, Ltd., Nassau, Bahamas
Lykes Bros. Steamship Co., Inc., is dividing its Houston-South America service into two parts—the existing service to ports on the west coast of South America, and a new, shorter service to Balboa, Panama, and Cartagena and Barranquilla, Colombia.

Two Pacer Class container-breakbulk ships will provide the new fortnightly service between Houston and Balboa, Cartagena and Barranquilla. These ports previously had been served by Lykes' service between the Gulf and the west coast of South America.

With the new service, a Lykes ship bound for Panama and Colombia will sail from Houston every other Monday.

Ports along the west coast of South America will be served by four other Lykes ships. These ships also will sail from Houston on Mondays, but on alternate weeks from the vessels in the new service.

The Pacer Class ships serving Balboa, Cartagena and Barranquilla are undergoing modifications, including the addition of multiple reefer connections.

The Pacers are 592 feet long and 14,286 deadweight tons, with container capability of 230 T.E.U., bulk liquid capacity of 1,080 tons, and heavy-lift capacity of 66 tons with ship's gear.

Each Pacer contains accommodations for 12 passengers in air-conditioned staterooms.
Flying the Liberian flag, the tanker FORMOSA TWO recently made her maiden voyage to the Port of Houston to load industrial chemicals. Shown at the traditional ceremony are, from left, Don B. Grosjean of Suderman & Young Towing Co.; A.O. Evans III, president of Evans Shipping Corp., agent for the Formoplastics Line; Kay Evans Sullivan, executive assistant of the Evans agency in Freeport; Capt. Der-Ming Tsay; Bob Perrotta, Midwestern sales manager of the Port of Houston Authority, and Tom G. Mooney, Evans vice president. The new ship, registered just last July, is 580 feet long and displaces 13,741 d.w.t. It is manned by 26 crewmen and nine officers and can carry up to six products simultaneously. Crewmen also work in the Formosa Plastics plant and rotate sea duty with their co-workers.
Thirty-three years ago, when Delta Line pioneered regular U.S. Flag service from the Gulf to West Africa, there were few developed harbors along the entire 3,000-mile coastline from Dakar to Matadi. Each voyage was an adventure. Our ships would sail along the coast and anchor just beyond the surf. Cargoes were loaded onto small boats powered by men and oars. It was a demanding test of skill and seamanship, an experience not soon forgotten by the crews of those Delta ships.

Delta helped establish trade with the nations of West Africa, and continues to play a vital role in the economic development of the region.

Today, we serve the modern ports of West Africa with five purpose-built vessels, that sail frequently from all major U.S. Gulf ports. These great ships are backed by an experienced team at home, and a network of the best agents on the African continent. And it's the same wherever we go in the world—South America, Central America, the Caribbean. In 50 countries, on three continents, Delta is committed to service, integrity and excellence.

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