

Terrence Evans Joins Coastal Towing Staff

Coastal Towing Inc. recently hired Terrence Evans as vice president for maintenance and repair.

Evans, who is from Cincinnati, Ohio, has 23 years of marine engineering experience. He most recently worked for the Ohio River Co., a marine transportation entity, where he managed boat repairs. He previously was port engineer for the American Systems Engineering Corp. of Virginia Beach, Va.

He received a bachelor's degree in marine engineering from the U.S. Merchant Marine Academy at King's Point, N.Y., and a master's degree in business administration, with a specialty in finance, from Pennsylvania State University.

Last year, Coastal nearly tripled its fleet of barges and doubled its fleet of towing vessels with a major acquisition of equipment. The company now owns and operates 135 barges and 34 tow boats.

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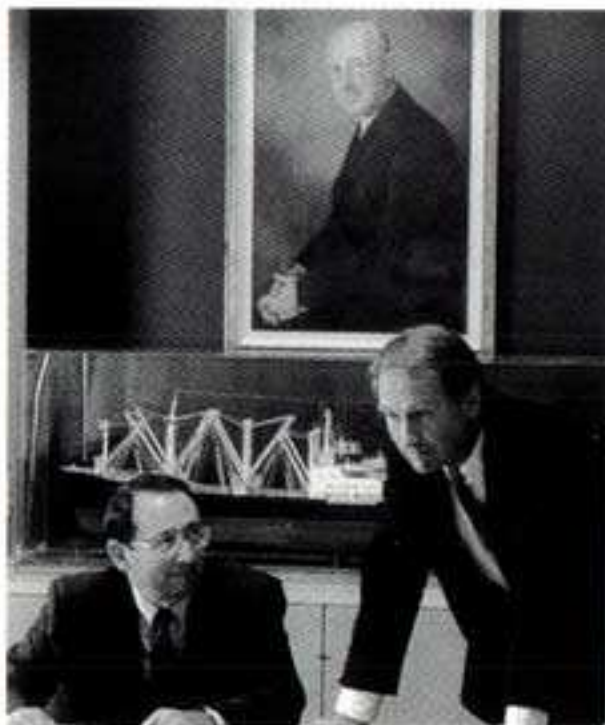
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Improvements Planned At Barbours Cut

Port of Houston commissioners recently approved plans for several major capital improvement projects at Barbours Cut Container Terminal. Most of the projects are aimed at keeping up with increasing container traffic through the terminal.

Commissioners authorized the Port Authority to accept bids for the purchase of two loaded-container handling lift trucks for

Barbours Cut Terminal. The terminal currently has 20 rubber-tired gantry cranes that are used to place loaded containers on pads. However, the terminal's capacity for handling loaded containers must be expanded to accommodate growing volume.

The two lift trucks will be able to stack loaded containers four-high and will provide yard services much

more efficiently than rubber-tired gantry cranes. The cost of the lift trucks will be an estimated \$700,000.

New Truck Scale

The Port Authority also began seeking bids for the purchase of a new truck scale for the terminal. Plans call for the installation of a 100-ton scale that will be used exclusively for weighing intermodal containers entering the terminal via rail.

Approximately 20,000 containers will pass over the new scale each year. Installation of the scale will cost about \$55,000. Barbours Cut already has 12 truck scales located at three different entry stations.

Temporary Road

Commissioners approved plans to construct a temporary road at Barbours Cut Terminal to help accommodate an increase in empty container movements. The road will be built using a crushed limestone base or crushed concrete and will cost approximately \$40,000.

Barbours Cut is handling an increasing volume of empty containers and requires an additional road for users to move the empties directly off the terminal from working vessels. To accommodate this traffic, the Port Authority will build a temporary road from Berth 5 that will run from north of the Barbours Cut rail facility to the container freight station, a length of about 4,000 feet. The road will bypass the alternate route of George Altvater Drive, which is heavily used for rail transfers and traffic for existing empty yards.

Other Improvements

Bids also were being accepted for crane runway repairs at Berth 1. Several sections of the concrete runway have been damaged by wear and need to be broken out and replaced. The work will cost approximately \$25,000.

Plans are in the works to replace the roof on the terminal entry building at Barbours Cut. The building houses most of the terminal's operations staff. The roof is leaking, causing standing water in some places. A contractor will be hired to install a new roof at an approximate cost of \$30,000.

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Coastal Cargo Co. Leases Care Terminal from Port of Houston Authority

The M/V ARKONISSOS was the first vessel to call at Care Terminal after the Port of Houston Authority purchased this general cargo terminal. In other developments, Coastal Cargo Co., part of the Jackson-Kearney Group, is now leasing Care Terminal from PHA and has signed a freight-handling agreement for the 45,900-foot warehouse at the ter-

minal. The terminal is located on a 34-acre site and features a 500-foot-long wharf that can accommodate loads of up to 1,000 pounds per square foot. Other features include 3,000 feet of rail trackage and 9.6 acres of paved marshaling area. Several improvement projects are under way at the terminal. Kerr Steamship was agent for the ARKONISSOS.

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ILTA Conference Slated June 12-15

The Independent Liquid Terminals Association (ILTA) will sponsor its 15th annual conference and trade show June 12-15 at the Adam's Mark Hotel in Houston. The event is designed for operators of above-ground storage tank and bulk liquid terminals.

Thomas DeFrank, senior white house correspondent for *Newsweek*, will be the speaker at the opening session. General session speakers include Jeffrey Serra, president of Phibro Energy USA, and Berdon Lawrence, president of Hollywood Marine.

Seminars and Exhibits

Participants will be able to choose from 24 seminars and 39 terminal topics. They will also be able to attend a 185-booth trade show featuring the latest in equipment and service for bulk liquid above-ground storage tank farms and transfer terminals. An all-day certification program on "Implementing Incident Command for Small and Large Facilities" will also be conducted.

A brochure is available describing topics, speakers, exhibition participants, lodging information, proceedings order form and fees. To order the brochure, send a fax request to ILTA at (202) 466-4166.

Solt Gets New Title With Hapag-Lloyd

John Solt has been named senior vice president of the Southern Area for Hapag-Lloyd (America) Inc. His main office will be in Atlanta, Ga.

Solt has headed the area, which includes the U.S. Gulf and South Atlantic, since 1991 as vice president. He will continue to be directly responsible for all sales, marketing and operations, including equipment and inland transport.

25 Years Experience

Solt joined Hapag-Lloyd (America) Inc. in 1985 as manager of the Savannah, Ga., office. He became director of operations for the South Atlantic and Gulf in 1987. In 1990, he became the area director of sales and operations for Houston, New Orleans, Mobile, Dallas and Denver.



Torm Adds Vessel to West Africa Service

Torm West Africa Line recently loaded its M/V *EIDELWEISS* at the Port of Houston. This ship, a 24,000-ton dwt bulk carrier, is the latest addition to Torm Lines' regular liner service to West Africa and loaded a full cargo of Texas-produced exports for West Africa. Torm Lines, with a sailing every 21 days from Houston and other U.S. Gulf and East Coast

ports, is the leading carrier in the U.S.A.-West Africa trade route. The line provides service to all ports in the Dakar-Douala range. The *EIDELWEISS* is chartered from Torm Asia. Torm Lines' general agent in the U.S.A. is Kerr Steamship Co., a division of Norton Lilly International. Peter Southwell is Torm's owners representative in Houston.

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Outstanding Employee

Ross Honored by Operations Division

Thomas Ross, a 20-year Port of Houston Authority employee, has been named 1995 Outstanding Employee for the Operations Division.

Ross is a scale operator at Houston Public Grain Elevator No. 2, located at Woodhouse Terminal. He maintains all the elevator's scales, works with federal grain inspectors to keep the inspection logs current and accurate and performs a variety of other functions.

He joined the Port Authority staff in February 1975 as a laborer at Houston Public Grain Elevator No. 1, located at the Turning Basin Terminal. He was named assistant elevator operator in July 1975 and head operator in October 1975. In August 1993, he was reassigned to the Woodhouse elevator, which the Port Authority had recently purchased and opened for operation. PHA Bulk Facilities Manager James Hare says Ross was instrumental in getting the newly acquired elevator up and running.

"Thomas is a conscientious and loyal employee," said Hare. "He has been cross-trained to assist in covering all positions at our bulk facilities. He has been a dedicated employee at the Port Authority for 20 years and deserves recognition for his service."

Asked why he has worked at the Port Authority's bulk facilities for 20 years, Ross replied "I think it's mainly because of the people I

work with. It's a fun job. There's never a dull moment."

Ross and other Port Authority employees honored by their divisions will become candidates for the Outstanding Employee Award, to be presented at the PHA Picnic in the spring of 1996. □

Outstanding PHA Employee Thomas Ross (center) is congratulated by Bulk Facilities Manager James Hare (left) and Operations Director John Moran.



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State of Port

(Continued from Page 9)

capacity by the year 2003, he said. Thus, the Port Authority will have to develop additional container-handling facilities to accommodate the projected growth in business.

One possibility, said Holmes, is to develop an intermodal facility on Port Authority property located at Bayport. Theoretically, the Bayport property could accommodate a terminal with a capacity of about 450,000 TEUs. Construction of such a facility would cost at least "a couple of hundred million dollars," he said.

Master Plan

Holmes also discussed priorities outlined in the Port Authority's Master Plan. The plan, developed by a team of consultants, indicates the Port Authority can increase its business in four areas: expanding intermodal rail facilities at Barbours Cut, attracting an all-water container service to Puerto Rico, expanding trade with Mexico and exploring alternative uses for PHA real estate, such as the development of a cruise line terminal. The Port Authority already is incorporating these recommendations into its planning.

The chairman also discussed the proposal to widen and deepen the Houston Ship Channel, which is slated to go before Congress for authorization in 1996. The Port Authority has been working to make the public and lawmakers aware of the project's importance and its benefits to the community. □

Haul-out Planned For PHA Fireboat

The Port of Houston Authority recently sought bids for the haul-out and repair of its fireboat *M/V CAPTAIN FARNSWORTH*.

As official sponsor of the Houston Ship Channel, the Port Authority maintains three fireboats to provide fire fighting assistance. Each of the fireboats is hauled out every four years for a thorough hull inspection and maintenance.

The work on the *FARNSWORTH*, which is docked at the PHA Bulk Materials Handling Plant, will cost an estimated \$25,000.

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New Parcel Tanker Calls at Houston

The M/T *INDRA*, a newly built parcel tanker, recently stopped at the Port of Houston on her maiden voyage. The ship was built in Russia and features 14 completely segregated cargo tanks. Kriti Sea Shipping Co. owns the *INDRA*, and Latmar manages the vessel. Represented by Universal Shipping Agencies Inc., the ship stopped at Houston to load methanol for Vinmar International of Houston; the cargo was bound for the Far East. Attending a maiden voyage plaque presentation aboard the ship were (from left): Chief Engineer Vadims Belikous; Capt. Janis Stepinsh, master of the vessel; and Steven Yates of Universal Shipping.

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PHA to Construct Bagging Facility

The Port of Houston Authority recently sought bids for construction of a grain and rice receiving and bagging facility at Jacintoport Terminal.

Cargo Terminal Venture (CTV) leases an automated cargo-handling facility at Jacintoport from the Port Authority. Under the lease agreement with CTV, the Port Authority has agreed to build a grain and rice bagging facility on the site.

The facility will feature four bagging lines. Other features will include an unloading pit for rail cars and trucks; conveyors to move the grain from the unloading pit to the storage bins and from the storage bins to the bagging bins; conveyors to move the bagged grain from the bagging facility to the warehouse or spiral conveyor system for direct loading to vessels; and a dust suppression system.

Pre-engineered steel buildings will be erected to house the unloading pit and the bagging area, and a two-story concrete block building will house the U.S. Department of Agriculture inspection lab and the control room that will operate the facility.

Commission Passes ISTEIA Resolution

The Port Authority has formally agreed to pay its share of the cost of two intermodal rail projects to be constructed at Barbours Cut Terminal. In May 1994, the Port Authority was awarded \$13.2 million in federal funds under the Intermodal Surface Transportation Efficiency Act of 1991 to help fund the rail projects, which will cost about \$26.4 million.

The Texas Department of Transportation requires the Port Authority to file a document formalizing its pledge to contribute half the funds needed for the project. Thus, Houston port commissioners recently approved a resolution pledging the Port Authority's commitment to paying its share.

The funds will be used to expand existing rail ramp facilities and build two miles of main-line tracks to improve intermodal access to Barbours Cut Terminal.

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Lykes

(Continued from Page 7)

Lykes took delivery of 41 new ships, including SEABEE barge, container and heavy-lift vessels that were developed and patented by the line.

In 1979, Lykes Corp., the parent of Lykes Brothers Steamship, acquired Youngstown Sheet & Tube steel manufacturers and formed a diversified steel manufacturing and transportation company. By the early 1970s, Lykes Steamship had become a subsidiary of Lykes Corp, which merged with LTV Corp. in 1978. In 1983, Lykes Brothers Steamship Co. Inc. was purchased by InterOcean Steamship Corp. a Florida Company whose stockholders included descendants of the original seven Lykes brothers. Lykes undertook several fleet replacement programs during the 1980s, including the construction of 3,000-TEU capacity container ships.

Today, Lykes operates a fleet of modern container ships and conventional vessels dedicated to fostering world trade. Under its current fleet replacement program, the line took delivery in March of the first four 2,480-TEU container ships. The remaining three vessels will be incorporated into the Lykes fleet later this year and next year.

Lykes participates in slot charter agreements with various carriers in order to increase sailing frequencies and expand the list of ports served. Such agreements allow Lykes to increase its capabilities without incurring massive capital expenditures. □

Wharfage Reduced

The Port of Houston Authority's wharfage rate for bagged dried beans, peas and lentils has been cut in half, going from \$1.18 per short ton to 58 cents per short ton. The reduction was recommended by PHA staff as a means of attracting significant volumes of this commodity.

The new rate went into effect on May 1. Page No. 71 of Tariff No. 8 has been amended to include this change.

For copies of any tariff, call one of the Port Authority's customer service numbers: (713) 670-2569; (800) 688-3625 from the United States; or 95 (800) 468-7678 from Mexico.

Commissioner Maldonado Meets with Mexican President

Port Commissioner Betti Maldonado was one of three representatives of the Houston Hispanic Chamber of Commerce who met with Mexican President Ernesto Zedillo recently. The other Hispanic Chamber directors who met with Zedillo were Adan Trevino and Massey Villareal. The Houston board members were among a small group of Texas Hispanic leaders invited to participate in a private meeting with Zedillo. The Mexican president was in Dallas to address the Annual Convention of the American Society of Newspaper Editors. He also met with the chief executive officers of Texas' largest corporations and held an audience with the delegation of 25 Texas Hispanic leaders. Other Houstonians in attendance were State Sen. Mario Gallegos and Houston City Council Members Ben Reyes and Gracie Saenz.



PHA Executive Briefs U.S. Rep. Tom DeLay

Tom Kornegay (left), executive director of the Port of Houston Authority, recently briefed U.S. Rep. Tom DeLay concerning several issues that affect the Port of Houston. DeLay came to Houston to attend a luncheon given for him by the Greater Houston Partnership. Kornegay provided DeLay with information concerning the Houston Ship Channel improvement project, the proposed move of the Coast Guard station from Galena Park to the Clear Lake area and the proposed designation of I-69 as the NAFTA super-highway.



U.S. Rep. Stockman Tours Port of Houston Authority

U.S. Rep. Steve Stockman toured Port of Houston Authority facilities recently as part of a briefing held for him by PHA executives. Stockman is a member of the U.S. House of Representatives Banking and Financial Services Committee and the Science Committee. Shown (from left) are Port Commissioner Robert Gillette, Port Commission Chairman Ned Holmes, Rep. Stockman, Port Commissioner C.C. Smitherman, and Tom Kornegay, PHA's executive director.

Port Authority Employees Honored at Annual Picnic

Several Port of Houston Authority employees were honored recently during PHA's annual picnic. Awards included the Employee of the Year, a special award from the Port of Houston Commissioners, the Executive Director's Award for Safety and a Customer Service Award.

At Right: Shown (from left) are Galen Miller, David Davis, William Wachel (background), Pat Kennedy, Reitha Bounds, Port Commissioner Howard Middleton and George Williamson during announcement of the Employee of the Year Award. Lonnet Gaspard, winner of the award, was not present.

Below: William Wachel (left) assists Commissioner Bob Gillette (center) as he presents the Executive Director's Award for Safety to Earl Cooper as the representative of the Barbours Cut Maintenance Department.



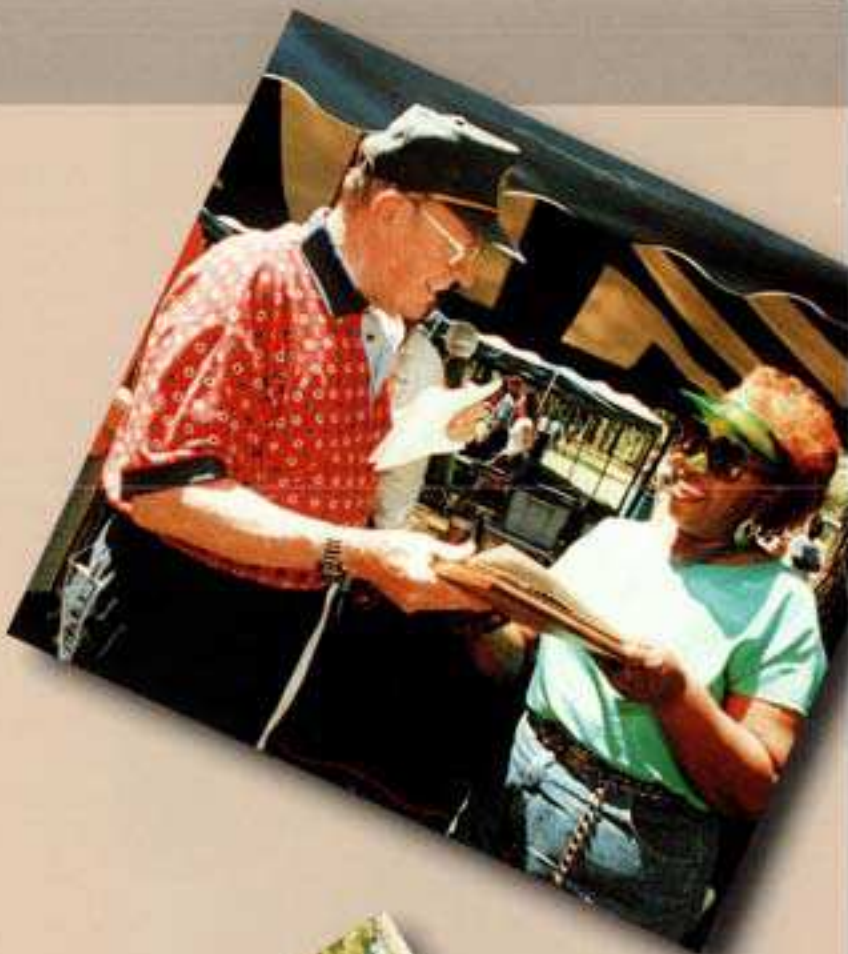


Below: Olga Rios received the Port Commissioners' Award. Shown (from left) are Gillette, Williamson, Middleton and Rios.

Bottom Right: Barney, star of video productions for children, was on hand to visit with PHA employees' children.

Top Right: Gillette presents the Customer Service Award to Maggie Polley, who manages reservations for the *M/V SAM HOUSTON*, PHA's inspection boat. The vessel takes visitors on free rides down the Houston Ship Channel.

Not Shown: Jim Cook, winner of the STAR award, was not present at the event.





Furr High School Students Tour Port of Houston Facilities

Students from Houston's Furr Junior/Senior High School, a magnet school for students interested in international trade, recently visited the Port of Houston to get a close-up look at trade in action. The students toured Port of Houston Authority facilities by car and also saw the port from aboard the Port of Houston Authority inspection vessel M/V SAM HOUSTON. Here, instructor Bill Hansen discusses with students the many sights they saw while touring the port.

U.S. Rep. Ken Bentsen Visits Port of Houston

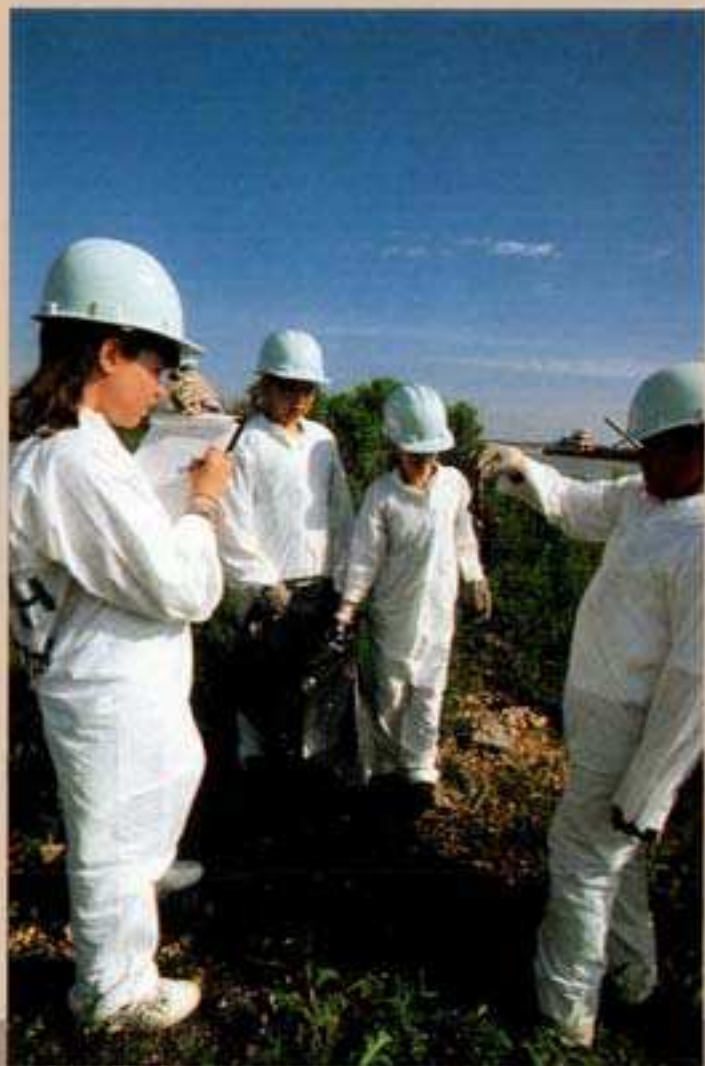
Tom Kornegay (left), executive director of the Port of Houston Authority (PHA), and Port Commission Chairman Ned Holmes (right) are shown with U.S. Rep. Ken Bentsen. During a recent visit to PHA's offices, the congressman was briefed on port facilities and services and given a tour of PHA's terminals.





North Channel Elementary Students Stage Beach Clean-Up

Fifth-grade students from North Channel Elementary staged a beach clean-up at Morgan's Point recently. Personnel from the Port of Houston Authority's Public Affairs, Operations and Facilities divisions assisted the youngsters in their efforts. The Fentress Bracewell Barbours Cut Container Terminal, owned and operated by the Port of Houston Authority, is located at Morgan's Point.





New Dalichi Vessel Calls at Turning Basin Terminal

The M/V ATLANTIC BULKER called recently at the Port of Houston for the first time. The vessel is operated by Dalichi Chuo, and Fritz Maritime was agent for the vessel. Port Cooper/T. Smith was the stevedore as steel was discharged at the Turning Basin Terminal. This terminal provides plenty of space and easy transportation access for steel handling. Shown (from left) are Lucas Wisniakowski, Port Cooper; Port Commissioner Robert Gillette; Capt. Reynaldo Anunciacion, master of the vessel; Clarence Dewint Jr., Fritz; and Craig Morgan, Port Cooper.



Light Rail Vehicles Are Imported Via Port of Houston

Light rail vehicles to be used in the Dallas-Ft. Worth transit system were imported through PHA's Turning Basin Terminal recently under the supervision of Itochu Express (America) Inc. The first three sets arrived on the M/V ALASKA, a Dalichi Chuo vessel. The rapid transit cars were manufactured in Japan.

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