Mr. J. W. Evans,
Cotton Exchange Building,
Houston, Texas.

Dear Mr. Evans:

I wish to submit the following report of the various activities of the Port Commission personnel in connection with the visit of President Roosevelt to Houston on June 11th and his trip down the ship channel:

First Mayor Oscar F. Holcombe was Chairman of the General Committee for the President's entertainment, with yourself as Chairman of the Water Transportation Committee to secure the necessary transportation facilities and arrange for docking and undocking at the Turning Basin and at the Battle Grounds.

Second Mr. Wait threw the entire Port Commission forces into action to make all necessary preparations on the waterfront which involved the following:

(a) Construction of a loading platform at Wharf No. 3, foot of 75th Street, about 20 x 30 with a small adjustable ramp to permit adjustment with the height of vessel due to fluctuation in tide.

(b) A superimposed landing stage and approach on the wharf at the San Jacinto Battle Grounds which would permit the President's car to be brought to the ship side. Another adjustable ramp was also necessary at this location due to the tide being about one foot lower than normal on account of a light north wind prevailing on the day of the visit. Both landing stages were constructed under the direction of Mr. George P. Simpson, Engineer for the Port Commission, with our wharf personnel, and were decorated by the Todd Decorating Company under direction of Mr. Joe L. Archer, Accountant.

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(c) Due to the height of wharves at the Turning Basin and lack of sufficient berthing space at the Battle Grounds, it was necessary to use barges as floating landings with suitable ramps and stairways from the dock to the barge, which were also provided by Mr. Simpson.

(d) The writer contacted the various boat owners with the exception of Mr. A. C. Burton, owner of the "CAPTIVA", who had tendered the use of his yacht to the Mayor for the President's personal use, and secured the following craft:

"SUMORIA", J. E. Josey, owner. This vessel was used by Mrs. Roosevelt and party of ladies.

"SOUTHERN BREEZE", L. A. Layne, owner. Used by newspaper correspondents, photographers and members of the General Committee.

"FREDDIE L", J. M. Lykes, owner. Used by newspaper correspondents, photographers and members of the General Committee.

"BETTY SUE", G. W. Strake, owner. Used by newspaper correspondents, photographers and members of the General Committee.

"ROMANI", Robert Neal, through the courtesy of J. W. Neal. Used by distinguished visitors and members of the General Committee.

"J. J. MANSFIELD", Col. E. H. Marks, United States Engineer Department. Used by General Committee.

"R. J. CUMMINS", Port Commission. Used by County Commissioners, Port Commissioners and guests.

In addition to the above yachts several speed boats were made available for messenger service and patrol along the route, being furnished by Mr. Harry V. Baker, Jr., C. Milby Dow, W. E. Lee and George Hamman.

Two barges were secured from the U. S. Dredge "Raymond" working in the Turning Basin through the courtesy of Col. E. H. Marks, which facilitated the handling of the people from the wharf, one clear deck barge about 20 x 80 from Mr. B. H. Elliott at
Mr. J. W. Evans  
June 16th, 1936.

Harrisburg and a 32 x 136 flat deck oil barge from  
Captain H. A. Merrill of Galveston, who uses this  
barge in towing oil from Cedar Bayou to Sinclair  
and gave us the use of it as a landing at the Battle  
Grounds for a period of about eight hours.

(e) In addition to the craft carrying our visitors  
arrangements were made with the United States  
Coast Guard through Mr. Fred C. Fabst, Collector of  
Customs, and Captain Berger Benson, Commander of the  
8th Coast Guard District, for the use of Coast Guard  
Patrol Boats Nos. 51, 52, 9250 and the local Customs  
Inspection Boat. These craft were fitted with radio  
receiving and transmitting sets, keeping in constant  
communication with the 111th Aviation Section, 36th  
Division, Texas National Guard, under command of Major  
Harry Weddington, who kindly arranged for an air patrol  
over the waterway from the Turning Basin to the Battle  
Grounds and to the railroad station at Deer Park.

(f) In accordance with your instructions, and over your  
signature, letters were sent to the marine interests,  
pilots and users of the waterway, requesting that the  
course be kept clear during the President's trip down  
the channel, and this request was complied with 100 per  
cent. Everyone cooperated most heartily, even though  
it involved the delay to several vessels and small  
craft, tugs, barges, etc.

As an additional safeguard, Mr. Richardson, our  
engineer, was sent down to Morgan Point where he boarded  
the United States Engineer Department launch "Victoria"  
and notified all vessels coming up the channel to keep  
clear of the section above Lynchburg until after the  
President had debarked.

(g) This office cooperated in every way possible with  
the United States Secret Service and local police  
forces in providing every possible safeguard around the  
Turning Basin and along the channel, making a careful  
inspection of all the facilities and patrolling the  
banks for a considerable distance, with result that  
everything passed off entirely satisfactorily without the  
slightest hitch or delay or interference with the  
progress of the party after they reached the wharves.
June 16th, 1936.

The various personnel of this office and of the Wharf Department were delegated to check the passengers who were to embark on each boat and to direct them to the proper boat, each vessel being provided with a number which gave them the order in which they were to proceed down the channel. Tickets were provided by the General Committee at the City Hall.

The Presidential Party was somewhat late in arriving at the wharves, reaching there at 10:30 instead of 10:00 as had been anticipated, but the entire party were loaded and underway at 10:35 and reached the Battle Grounds at 12:30, were unloaded and were on their way to the speakers stand in less than ten minutes.

The writer used the speed boat of Mr. Harry V. Baker, Jr., patrolling the course and seeing that all details were carried out as planned, and wishes to state that every one of the owners of the various yachts, the Coast Guard, Police Department and every one of the Port Commission employees cooperated to the fullest extent, with the result that every move was expedited as much as possible and everything passed off very satisfactorily.

Pictures were taken by the writer and a set is submitted herewith showing the various movements of the party from the Turning Basin to the Battle Grounds.

Yours very truly,

Charles B. Brody
Asst. Director of the Port

CC: EH
Encl.