

50218 3 2 1 Item 1. As part of the Oil Pollution Act of 1990, Congress provided, "tank vessels that have spilled more than 1 million gallons of oil into the marine environment after 2 March, 1989 are prohibited from operating on the navigable waters of Prince William Sound." Only one vessel qualified. The EXXON VALDEZ.

Update on name changes. After passage of OPA 90, Exxon changed the name of it's U.S. Flag vessel operating subsidiary to SeaRiver Maritime. Exxon changed the name of it's former foreign flag operating company from Esso International Shipping to Petroleum Shipping. In 1991, the EXXON VALDEZ was renamed EXXON MEDITERRANEAN and in 1993 was renamed S/R MEDITERRANEAN. All this in the name of low profile.

Item 2. Back to the S/R MEDITERRANEAN. Although built for the U.S. coastwise trade but now effectively barred from that service, she has made over 60 voyages in the past 4 years transporting mid-East crude oil to Europe as the only modern U.S tanker consistently operating abroad. Now, the latest. Exxon through it's SeaRiver Maritime has purchased three MarAd subsidy contracts from Equity Carriers, Inc. and now seeks to obtain a U.S. government operating subsidy for the former EXXON VALDEZ.

Item 3. Sea-Land Service, American President Lines, and Lykes Bros. Steamship have filed or renewed applications with MarAd to shed the stars and stripes and register their ships under the flags of foreign nations.

Item 4. According to trade journals, Marine Energy Systems Corp's \$22.3 million shipyard modernisation project for the former General Dynamics facility at Charleston, is among eight

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applications for title XI loan guarantees now pending with MarAd.

Item 5. In the North Atlantic off the coast of Newfoundland, only a few miles from the final resting place of the TITANIC, the largest oil production platform in the world is now being assembled on the Hibernia oil field for start up in 1997.

Item 6. The International Law of the Sea Committee of the Maritime Law Association of the United States has proposed to Congress a major revision of the United States Piracy Code. National leaders are rumored to have remarked, "No effort is too great, we must stop L.J. Wallace . . . before he stops us."

More next week on The Admiralty Docket. Until then remember your rights and responsibilities may change as you approach the shore and may God Almighty grant you pleasant sailing. 50218

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