Occupational Safety & Health/Worker's Compensation

In The U.S. Marine Cargo Handling Industry



A History and Overview for Port Industry Executives



PRESS-REGISTER

Subscribe Today's Paper & More

Sponsored By:



TOP STORIES

School hiring lapses shown Workers discover cannon shell

Project aims to fix leaks at fort

- · More Headlines
- See More Photos

LATEST COLUMNS

Kristen Campbell Mystery happens Gene Owens

You may need a copyright to protect what you write George Talbot

Boeing's secret weapon

20000

Mobile

this okidulmsvaco.... by mp52483 06/23/2008 8:07 p.m. CT Bumper Stickers coming! by heatheruab86 06/23/2008 7:41 p.m. CT

· More

Baldwin

Caesar's Palace . . . by mucraker 06/23/2008 2:57 p.m. CT hmm by Trajun61 06/23/2008 5:06 p.m. CT

- More
- · All Forums

For the Love

'God bless the books' 9:04 a.m. CT
E-mail from heaven 1:13 p.m. CT
McCain's campaign ramps up outreach to evangelicals 6:06 a.m. CT

• More

Docks accident kills employee

Monday, June 23, 2008 ROBERT MCCLENDON Staff Reporter

Authorities continued Sunday to investigate an accident on a coal ship at the Alabama State Docks that killed one man and injured another early Saturday.

Tim Huff, a millwright with the State Docks, fell to his death inside the hold of a massive coelbearing bulk carrier at about 3 a.m. Saturday, docks and union officials said Sunday.

Another man, a crewman on the MV CELERINA, fell white attempting to rescue Huff, officials said.

State Docks spokeswoman Judith Adams, who didn't know the crewman's name Sunday, said he survived the fall and was later rescued by emergency workers.

Exactly what caused the two men to fall remains under investigation, but Michael Bru, vicepresident of Local 1984 of the International Longshoreman's Association, said Huff died while doing his job.

As a millwright, it was Huff's responsibility to troubleshoot any equipment problems that arose during offloading. Saturday, he was responding to an offloading bucket that had become stuck in the ship's hold, Bru said.

Huff, who was from Robertsdale, was working his way down a shaft in the coal to reach the bucket when he was overcome by furnes, passed out and fell down the shaft, Bru said.

"The bottom line is there was not enough oxygen. He passed out and fell," Bru said. But "it's the millwright's job to get to the problem, and he was trying to get to the problem so that the work could continue."

The crewmen of the MV CELERINA went into the shaft after Huff but was also overcome by the furnes, Bru said.

Although he didn't know exactly how deep the shaft was, Bru said it could have been up to 75 feet deep.

Bru said the accident was the first of its kind at the State Docks.

Adams said Huff is the first State Docks worker to be killed in a work-related incident in her 15 years on the job.

Bru said the job of a millwright requires someone who is willing to take the initiative when things breakdown and Huff fit that description perfectly.

"He was one of the hardest working men on the docks," Bru said. "It takes a go-getter like himself to do a job like this."

Bru also vowed to work to make sure that an accident of this type never happens again.

"We are deeply saddened by the loss of our employee and we will get to the bottom of this," Adams said.

© 2008 Press-Register. All rights reserved.

This material may not be published, broadcast, rewritten or redistributed.



Fatal Accident at Savannah Port



Updated: July 8, 2008 02:57 PM

SAVANNAH, GA (WTOC) - Officials at the Savannah ports says a man was killed after an accident this morning at the ocean terminal.

Benjamin Bryan, the international vice president of ILA for the Savannah region said the victim was 69-year-old Lee Fluker.

City of Savannah spokesman Bret Bell says there were two forklifts moving large amounts of tubular steel. Some steel rolled off one of the forklifts and hit Fluker, he fell to the ground and into the path of the other forklift.

The driver of that forklift saw Fluker and stopped short of hitting him, however the tubular steel fell off and crushed Fluker, OSHA is on the scene investigating.

Fluker was a member of Local 1414 and worked at the port for about 10 years.



77-Year-Old Man Drowns in the Port of Oakland

Bay City News Service

Article Last Updated: 08/24/2008 01:33:50 PM PDT

OAKLAND (BCN) August 23, 2008, Aboard The C/V NYK STARLIGHT

A 77-year-old Oakland resident apparently fell off a container ship while he was working in the Port of Oakland and drowned Saturday night, said U.S. Coast Guard Petty Officer Thomas Shay.

Delmont Blakeney was reportedly trying to free a cargo container off his vessel when it broke free and knocked him into a rail, throwing him overboard just before 11 p.m.

Crewmembers threw Blakeney a lifesaver but he lost consciousness, Shay said. He was reportedly pulled to shore, given CPR and transported to the hospital where he was pronounced dead.



Victim of Port Accident ID'ed as Northeast Houston Man

By KEVIN MORAN Copyright 2008 Houston Chronicle Sept. 4, 2008, 11:59AM

A man who died in a traffic accident at the Port of Houston has been identified as Donald Earl Soule Jr., of the 1000 block of Grenfell Lane in northeast Houston, the Harris County Medical Examiner's Office reported today. Soule, 56, died shortly before noon Wednesday after a shuttle bus on which he was riding collided with an 18-wheel truck.

The accident occurred at 919 E. Barbours Cut Blvd., which is on port property, spokeswoman Lisa Whitlock said.

The shuttle bus was operated by APM Terminals, a port tenant, Whitlock said. APM spokesman Tim Haas today declined to comment while port and La Porte police investigate the case.

kevin.moran@chron.com

[Excerpted] Remarks at this Conference

Double Throughput Or Suffer, U.S. Ports Told

Journal of Commerce Tuesday, October 16, 2007 By: Bill Mongelluzzo / The JOURNAL of COMMERCE ONLINE [Last Year's]

LONG BEACH, Calif. -- If the U.S. container trade continues to increase about 7.5 percent per year, three-quarters of the country's major ports will experience significant capacity problems by 2010, according to a marine architect who has designed container terminals around the world.

Ports in the United States handle less than 5,000 TEUs per-acre, per-year, while Asian ports handle more than 16,000 TEUs per acre, Vickerman told a marine terminal management training program Monday sponsored by the American Association of Port Authorities.

Although Asian terminal operators have more flexibility in their use of labor and equipment, the main reason they are so productive is that they work three full shifts per day, Vickerman said. Distribution facilities likewise work around the clock, so containers incur very little dwell time at marine terminals. In the U.S., where dock labor is more expensive, most terminals work only one shift per day. This explains the low productivity figures of about 2,661 TEUs per acre at East Coast ports and 4,944 TEUs at West Coast ports. Los Angeles-Long Beach now runs five extra shifts per week, and this increases productivity by moving about 30 percent of the truck traffic to off-peak hours.

Potential Translation:

Work Harder, Faster, and Longer

Potential Result:

More Accidents; More Deaths



Potentially Moderating Factors:

- Terminal Operators/Unions/Ocean Carriers Working Smarter; With Compatible Safety Priorities;
- Port Authorities Acting As Independent Catalysts For Safer Workplaces, By Requiring Adherence to Tariff-Established Operational Parameters that Better Define Safety Priorities.

That's Where We Want To Be. Let's See Where We've Been...

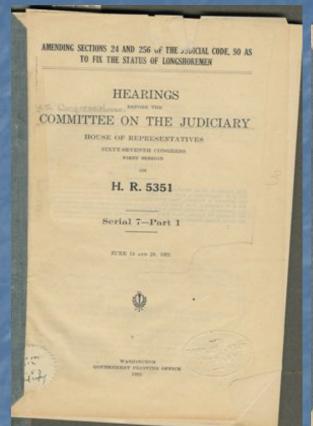


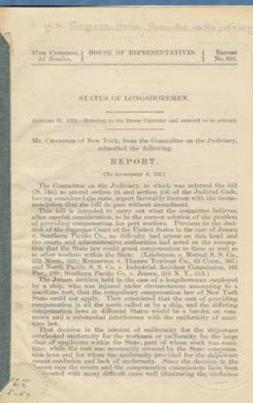
A Little U.S. History

[With Comparable Circumstances at Canadian, Caribbean & South American AAPA Member Ports]



The Jensen Era



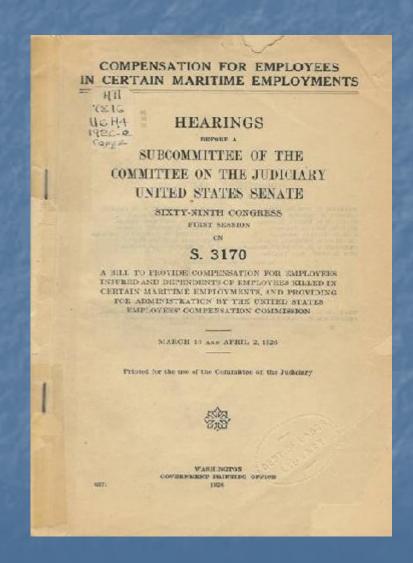


- Southern Pacificv. Jensen (1917)
- Knickerbocker v. Stewart (1920)
- Washington v. Dawson (1924)

Memorializing an internecine turf fight between the U.S. Congress and the Supreme Court, in determining the method (or indeed the existence) of worker's compensation for injuries sustained "on the navigable waters."



LHWCA of 1927



- Creates a Federal scheme for the payment of compensation to marine cargo handling and shipyard workers injured "on the navigable waters of the United States."
- Clarified by the Supreme Court in:
- T. Smith & Son v. Taylor (1928)
- Minnie v. Port Huron Terminals (1935)



(1951) Organized Labor Initiates Attempts to "Perfect" the LHWCA

[COMMITTEE PRINT]

820 Chambers | HOUSE OF REPRESENTATIVES | Riggier No. -

SAFICTY IN LONGSHORE AND HARBOR WORK

The subcommittee of the Committee on Education and Labor, to which was referred the bill (H. M. 5796) to amend section 41 of the Longshoremen's and Harbor Workers' Compensation Act of 1997, as amended, to provide a system of safety rules, regulations, and sufety-networkers and training, and for other purposes, lawing considered the same, report favorably thereon with an amendment and recommend that the bill be considered favorably by the full Committee on Education and Labor and be reported to the House of Representatives for pussage.

The subcommittee amendment is an follows:

On page 5, line 8 of the bill, strike out the comma after the word "amended" and insert in lieu thereof a period and strike out all of

lime D.

Hearings on H. R. 3796 were held on March 12, 29, and April 3, 1952 by the subcommittee. The subcommittee held bearings on H. H. 4032 on June o. 14, 42, 19, 29, 22, and 26, 1951. Members of the subcommittee observed the longshoring operations at Cleveland, Ohio, Chicago, Ill., and in the Boston, Mass., and city of New York harbors. As a result of the subcommittee 's consideration of H. R. 4032, certain amendments thereto were adopted, and the chairman of the subcommittee was instructed to introduce a new bill which was designated H. R. 3790.

HISTORICAL BACKGROUND

The Longshoremen's and Harbor Workers' Compensation Act was passed by Congress on March 4, 1927, to provide compensation for disability or death resulting from injury to employees, other than officers and erew metabors of vessels, who are injured white employed on the mavicable waters of the United States and who are not covered by the compensation laws of any State. Upon its enactment, the bill was administered by the United States Employees Compensation Commission. On June 16, 1946, the Commission was abolished and its functions transferred to the Federal Security Agency. Effective May 24, 1950, the functions previously transferred to the Federal Security Agency were transferred by Reorganization Plan No. 19 to the United States Department of Labor. This transfer was made to provide for better administrative efficiency. The functions and personnel relating to safety were placed under the Director of the Bureau of Labor Standards and the existing safety services of the Burean have been utilized to bulster accident prevention programs on a voluntary basis in the stevedoring industry. The Director of Employees Compensation ariministers the compensation features of this law.

98025-02

- ILA/ILWU
- Boilermakers
- Steelworkers
 - > Higher than usual number of explosions in shipyards.
 - > Increased trade volumes w/more cargo gear failures.
 - > Post 1953: Political incentives to reseat a Democratic president



The Political Landscape

COMMITTEE ON EDUCATION AND LABOR

GRAHAM A. BARDEN, North Carolina, Chairman

AUGUSTINE B. KELLEY, Pennsylvania
ADAM C. POWELL, Jr., New York
JOHN S. WOOD, Georgia
JOHN F. KENNEDY, Massachusetts
WINGATE H. LUCAS, Texas
CLEVELAND M. BAILEY, West Virginia
LEONARD IRVING, Missouri
CARL D. PERKINS, Kentucky
CHARLES R. HOWELL, New Jersey
TOM STEED, Oklahoma
ROY W. WIER, Minnesota
BOYD TACKETT, Arkansas
ERNEST GREENWOOD, New York

SAMUEL K. McCONNELL, Jr., Pennsylvan RALPH W. GWINN, New York WALTER E. BREHM, Ohio WINT SMITH, Kansas CARROLL D. KEARNS, Pennsylvania THRUSTON BALLARD MORTON, Kentu THOMAS H. WERDEL, California HAROLD H. VELDE, Illinois CHARLES E. POTTER, Michigan RICHARD B. VALL, Illinois E. Y. BERRY, South Dakota

FRED G. HUSSEY, Chief Clerk
JOHN O. GRAHAM, Minority Clerk
JOHN S. FORSYTHE, General Counsel
DAVID N. HENDERSON, Assistant General Counsel
RUSSELL C. DERRICKSON, Investigator

SUBCOMMITTEE ON SAFETY IN LONGSHORE AND HARBOR WORK

JOHN F. KENNEDY, Massachusetts, Chairman

CLEVELAND M. BAILEY, West Virginia CARROLL D. KEARNS, Pennsylvania



The 85th Congress (1957-1958)

Netherstrom

Calendar No. 1823

SOTH CONGRESS 2d Messlen

SENATE

ESTABLISHING A SAFICTY PROGRAM FOR THE DONGSHORE AND SHIP REPAIR INDUSTRIES

JULY 1, 1968. Undered to be printed

Mr. KRENDEN, from the Committee on Labor and Public Welfare, submitted the following

REPORT

[To accompany 8, 3486]

The Committee on Labor and Public Welfare, to whom was referred the bill (8, 2483), to amend section 41 of the Lougshoremen's and Harbor Workers' Compensation Act so as to provide a system of saleby rules, regulations, and safety inspection and braining, and for other nurses as having considered the same, report favorable thereon, with amendments, and recommend that the bill, as amended, do pass.

The amendments are as follows. On page 2, line 1, sinke cut the word "methods" and insert the word "precodures"

On page 2, line 2, strike out the phrase "work methods" and substitute "working conditions"

On page 6, strike out lines 12 through 21 and insert a new subsortion

(g) (t) The provisions of this section shall not apply in the case of any employment relating to the operations for the exploration, production and transportetion by pipeline of amount resources upon the two golde waters of the United States, nor under the authority of the Act of Aug. 2, 1953 (e.1. 345, 67 Stat. 402), nor in the ease of any employment in connection with lands (except filled in, much or reclaimed lands) become the navigable water as defined in the Act of May 22, 1953 (ch. 65, 67 Stat. 29), nor in the case of any employment for which compensation in case of disability or death is provided for employees under the authority of the Act of May 17, 1928 (ch. 612, 45 Stat 500), as amended, nor under the authority of the Act of August 16, 1941 (ch. 357). 55 Scat. 622), as amended,

20000-59-1

- Sustained organized labor efforts to widen LHWCA coverage and increase safety protection.
- Political impetus now gradually translated into labor support for one prospective **Democratic** presidential candidate.



The 1958 LHWCA Amendments [Public Law 85-742]





- Political compromise brokered by Lyndon Johnson, with JFK as strongest proponent.
- Resisted by Ike; needed by Richard Nixon in his (1960) bid for Presidency.





- Expanded §41 of LHWCA, to provide for safety standards, enforcement and training.
- Put in the enforcement hands of DOL (LSB).



The Longshoring Industry Safety Regulations

DESK COPY

MARIL J. EPOTERS

(Reprinted from Federal Righton, Printers 96, 1988)

Safety and Health Regulations for . . . LONGSHORING

U.S. DEPARTMENT OF LABOR Junes P. Mitchell, Somony

BUREAU OF LABOR STANDARDS

Linkout in the Present Financial CA E.I. Colleges:

Solvent Base Received College Coll

Le hearings for this purpose were hadden to be proposed on the first purposed of the first purposed on the fir of vects bracking and afforced approximately
for the information of written comments onplied December 1, 1809, and the tranmerrys of each insurant, exhibits, written
and many of each insurant, exhibits, written
and produced by the state of the stat

militad data, vient and imparents. After examining and the control of information mainter main

Line their and purpose of these regulaline their and at daried in 0 1 to Nobpart & Post
Stein a final daried in 0 1 to Nobpart & Post
Of the regulations which address:
Interfere, throught to account of the second to the conditions.

In administrative Proceedings Adv (6) 95 However, and the part books.

Title 29—LABOR
Subsite A.—Office of the Searchary of Cabor Subsite A.—Office of the Searchary of Cabor Subsite A.—Office of the Searchary of Cabor Subsite A.—Office of the Subsite A.—Office of the

- 7.21 Zoton corolings. 7.32 Stored usign and temperary landing in

- Pricets.
 Cather, gravity correpore and releas.
 - - Seboort It—Flunding Gorpe

- Integral 2-Personal Properties Equipment

Appendix 1. Corps Coar Englisher and

Subgest A-Coneral Provisions

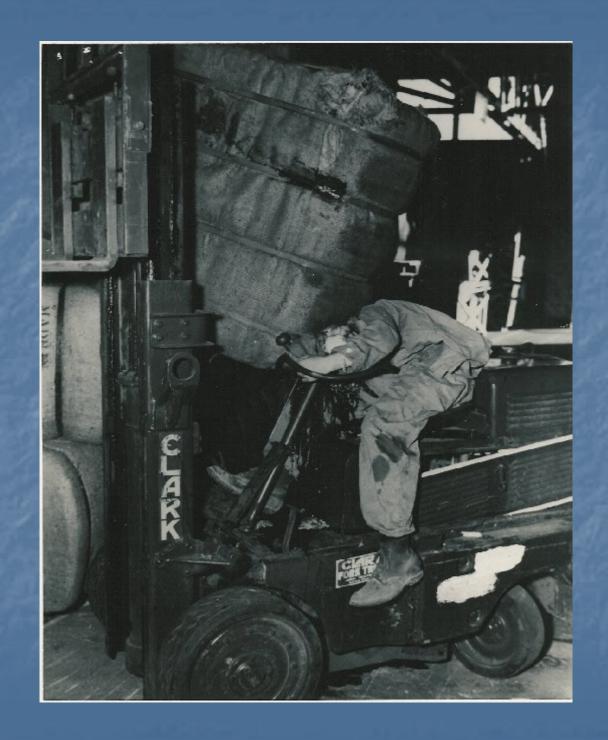
§ 5.1 Bush and authority. (a) The Longshoremen's and Europe Westery Compensation Sci. (44 Stat. 1404, 33 U.S.C. (41 st soc.) provides compensation for system affects in the other completes when they are worthing for private employers within the Tederal maritage faring tion on the naturalne values of the United States, belowing out, 7502, 77 Stat. 620, space of August 25, 1956, which tmetics section of of the Lengther effects and Harbor Workers' Companienten Jos, as second (if Stat. 1848; 35 U.S.C. 46) require, among care Hugg, that river employer of the aforementalismed employees "shall finitely, famile, main-tain, and use soon devices and salesunds with partieune personnes be accomment

- Published in the FEDERAL REGISTER, February 20, 1960
- Applicability tracked the jurisdiction of enabling legislation (LHWCA), i.e., to work "on the navigable waters"
- Work on terminals therefore, not covered



Other Laborers and Industrial Workers Wanted To Be Protected On The Job, As Well.

To Achieve That Goal, They Must Take Their Message To Congress:





The Occupational Safety and Health Act of 1970 [Public Law 91-596]



Public Law 91-696. 91st Congress, S. 2193 December 29, 1870 As amended by Public Law 101 552, §3191. November 6 1990

An Act

To assure safe and beauthful working conditions for working own and workers by authorizing arthrose set of the extracted developed name: the Aris by 2565 and consumption the States in their effects to assure safe and healthful working rooms thrus; by providing for executed, inthematism, where earths, and minimize in the field of occupations, safety and braidly, and for

Be it exacted by the Senate and House of Representatives of the United States of America in Congress assembled. That this Act may be cited as the "Occupational Safety and Health Act of 1970."

CONCRESSIONAL FINDINGS AND PURPOSE

SEC. (2) The Congress finds that personal injuries and illnesses arising out of work situations impose a substantial burden upon, and are a burdiance to interstate commerce in terms of lost production,

wage loss, medical expenses, and disability compensation payments
(b) The Congress declarss it to be its purpose and policy, through the exercise of its powers to regulate commerce among the several States and with foreign nations and to provide for the general welfare, to essure so far as pussible every working man and wienen in the Nation safe and healthful working conditions and to preserve our

human respurees
(1) by ecouraging employers and employers in their efforts
to aduce the number of occupational safety and health horsents
at their places of employment, and to stimulate employers and
employees to institute new and to perfect existing programs for

providing sale and healthful working conditions.

120 by providing that employers and employees I are supersite but dependent responsibilities and rights with respect to achieving sale and healthful working on children.

(3) by suthorizing the Sceretary of Labor to set mandatory occupational safety and health standards applicable to businesses affecting interstate commerce, and by creating an Occupotional Safety and Health Review Commission for carrying out. adjudicatory functions under the Act,

(4) by building upon advances already needs through enplayer and employee initiative for providing safe and healthful

(5) by providing for research in the field of eccupational sofety and health, including the paye obtained factors involved, and by developing immovative multiods, techniques, and approaches for dealing with occupational cafety and health problems;

(6) by exploring ways to discover latent diseases, establishing causal connections between diseases and work in environmental conditions, and conducting other research relating to health problems, in recognision of the fact that occupational health standards present problems often different from these involved in occupational safety;

(7) by providing medical criteria which will assure insolar as practicable that no employee will suffer diminished boalth, foncetional capacity, or life expectancy as a result of his work experi-

(B) by providing for training programs to increase the number and competence of personnel engaged in the field of compational

Occupational Safety and Health hot of

94 STAT 1590

29 380 651.

- Signed into law by Richard Nixon, December 29, 1970
- **Extended to all workplaces**
- Adopted all existing **Federal Safety Standards** (including the Longshoring safety regulations under LSB care)
- "on the navigable waters" limitations of LHWCA (for safety/health purposes) no longer apply



LHWCA Extensions of 1972

544

LONGSHOREMEN'S AND HARBOR WORKERS' COMPENSA-TION ACT AMENDMENTS OF 1972"

An Act To provide compensation for disability or death resulting from injury to employees in cartain maritime employment, and for other purposes. He it enacted by the Senate and House of Representatives of the United States of America in Congress assembled

Sec. 1. This Act may be cited as "Longshoremen's and Harbor Workers' Compensation Act.

Sec. 2. When used in this Act-

(1) The term "person" means individual, partnership, corporation,

(2) The term "injury" means accidental injury or death arising out of and in the course of employment, and such occupational disease or infection as arises naturally out of such employment or as naturally out of such employment or as naturally outnessed by the willful act of a third person directed against an injury caused by the willful act of a third person directed against

an injury caused by the willful act of a third person directed against an employee because of his employment.

(2) The term "employee" means any person engaged in maritime employment, including any tongshoremen or other person engaged in longehoring operations, and any harbor-worker including a chip repairman, shiptuilder, and ship-breaker, but make term does not include a master or member of a crew of any vessel, or any person engaged by the master to load or unload or repair any small vessel under eighter the next. under eighteen tons net.

under eighteen tons net.

(4) The term "employer" means an employer any of whose employees are employed in maritims employment, in whole or in purt, upon the navigable waters of the United States (including any adjoining pier, wharf, dry dock, terminal, building way, marine railway, or other adjoining area customarily used by an employer in loading, unleading, repairing, or building a vessel).

(5) The term "enrier" means any person or fund authorized under section 32 to insure this Act and includes self-insurers.

(6) The term "Savardara" means the Savardara of Lubur.

(6) The term "Secretary" means the Secretary of Labor.
(7) The term "deputy commissioner" means the deputy commissioner having jurisdiction in respect of an injury or death.
(8) The term "State" includes a Territory and the District of

Columbia.

* Lackeley 1972 amendancials made by F.L. \$2-570 printed in tiplic.
*The amendancials (except section 19(4) of the Act) are affective thirty days after exact-section 2.0 a.m., November 26, 1973.

- Brings Federal program of compensation ashore
- Now, additionally covers "related employments"
- **Substantially boosts** amount of compensation paid to recipients (66 2/3% of average wkly wage)



Applicability of Initial OSHA Regulations to Marine Cargo Handling Operations

Vertical Rules:

Designed specifically for application to a given industry. Applies in lieu of any other rule. In the case of longshoring operations (aboard vessels), 29 CFR Part 1918.

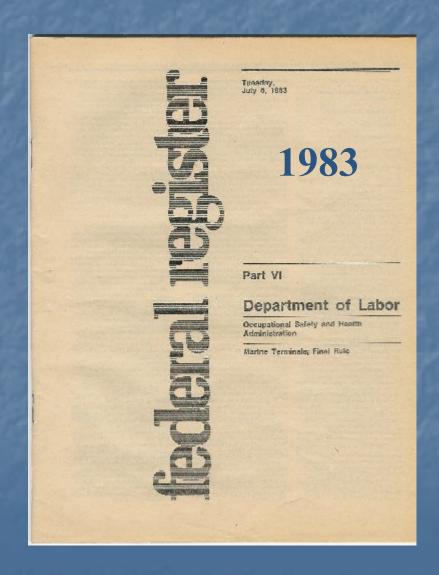
Horizontal Rules:

All regulations contained within 29 CFR Part 1910, OSHA's Rules for General Industry.

Confusing & Contradictory.... Labor & Management Rebel!



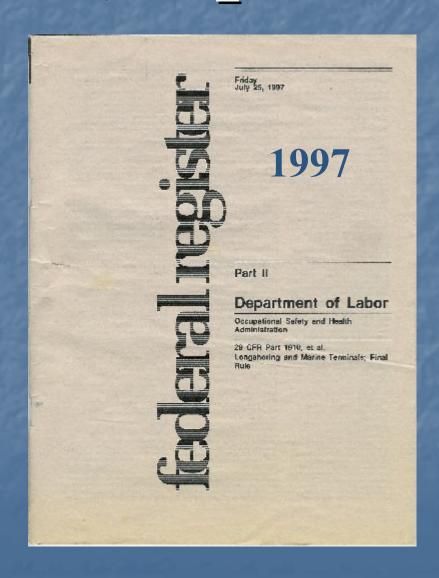
The Marine Terminals Standard



- 29 CFR Part 1917 reduced the volume of applicable regulations by 75%
- Custom tailored in unison with labor & management interests
- Included criteria for safely conducting all modern cargo handling operations
- Applies from gate to gangway



"Modernized" Part 1918 (Shipboard) Standards



- Afloat marine cargo handling rules had very little change since the 1960's
- Needed to subjectively track, without any variance, the shoreside (Part 1917) rules



Lots Of Regulations

What's the Purpose?

Decrease Human Suffering



Offset Financial Loss (With Loss Of Life)



Prevent Even Greater Financial Loss



Accidents: Direct/Indirect Costs

Worker's Comp: "The Manual Rate"

All In Costs: 4-15 Percent of Total Payroll

Therein lies the difference between profit and loss in an industry with razor thin profit margins



Labor Relations

ILA seeks safety talks

Journal of Commerce

Wednesday, December 01, 2004

By: The JOURNAL of COMMERCE ONLINE

The president of the International Longshoremen's Association has called for port safety meetings with employers and federal agencies following recent accidents that killed a union dockworker in New Jersey and injured three others in South Carolina.

"Safety remains a top priority with the ILA as it is with our employers," said ILA President John Bowers. "However, something is wrong when ILA members are killed or critically injured at the work sites. We need to address this problem immediately."



HazMat Cargoes

Trouble Witte No increase of

Pringerson Proceeding 780. What has No wife Noncommunication of

More Than One Thousand Killed In This City. Many Thousands Are Injured And Homeless.

MORE than one thousand dead and THE wounded and homeless are in VI probably five thousand injured, many of them fatally, is the result of the explosion yesterday on French steamship Mont Blanc, loaded with nitroglycerine and trinitrotuol. All of Halifax north and west of the depot is a mass of ruins and many thousands of people by homeless. The Solytan Relaif steamer Inc. config. own from Sedford Bests, sulfided with the Mont. best, which immediately took fire and was beaded in r Pier Sa. 5 and exploded. Buildings over a great es colleged burying men, wennes and children. Togsats and quatter vennels were enguised and then a nat were weeked up over Campbell Rand. From take out and became uncontrollable, suspoing the suck of persons. But a house to Babiley escaped some amage, and the regus bounded us the east by the cher, south by Burth street and west by Windsoy net, in absolutely desautated,

I different institutions and homes over the city. The Halifax Herald is collecting information regarding the missing, and citizens who have victims of the disaster at their home are requested to telephone to Thi Herald office. Hundreds of th hadise which were taken from the roles are recognisable and margues have been opened in formit parts of the city. Citizens' come them a being formed for rescue work. Building will bound thrusus the day giving information for if assistance of those who have lost relatives and front While prectically every home is the gity of dame to those who are able to give any temporary account dation are asked to uptify some of the committees.

Military and naval purpols are keeping codes as superintending the rescue work.

A WIT I STORY IN DECEMBER OF a great finance was one of the purity and active.

The first interest is a common property and active active and active active and active active and active ac

QuickTime™ and a decompressor are needed to see this picture.























3 Longshoremen Dead at Port Everglades

Why?

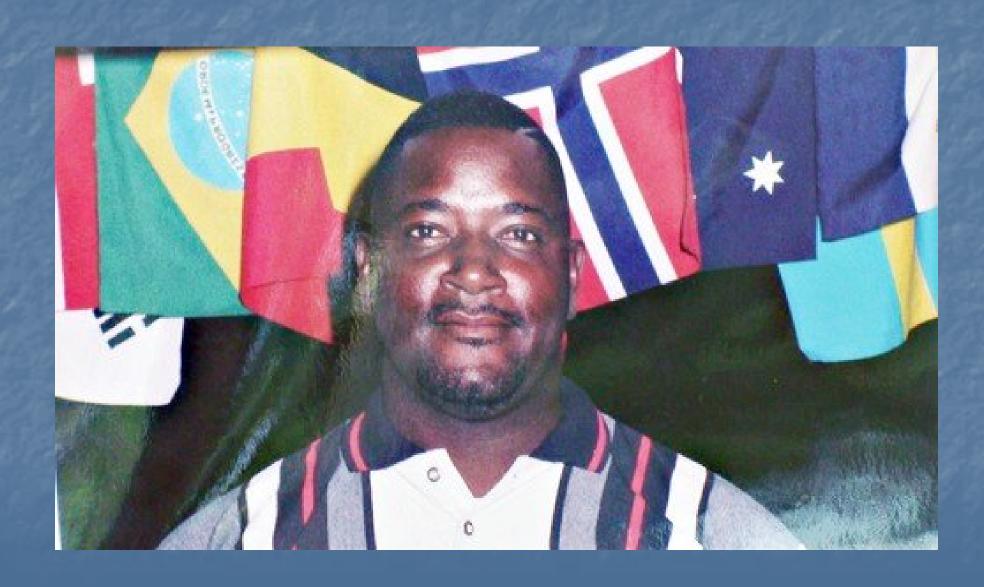
Loading The M/V Madeleine



Hayman Sooknanan



James Cason



Rene Dutertre





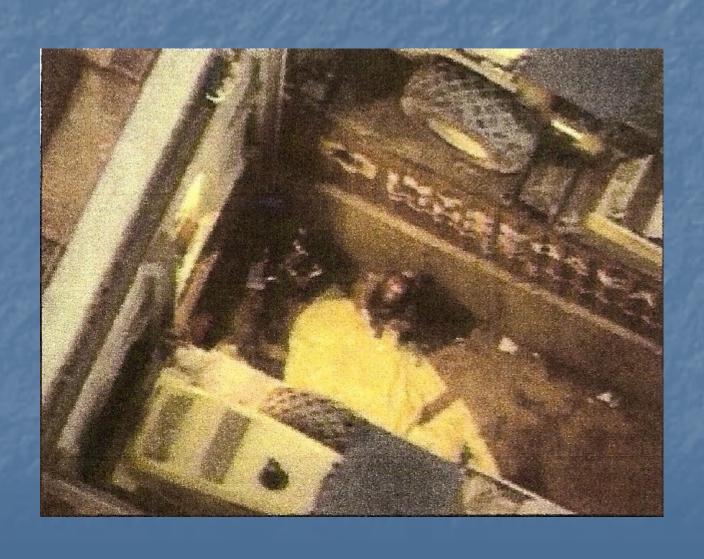
The Venting Tank Container



Crewmember with Blower



Recovering the Bodies



Goal No. 1

Accorded The Highest Priority, Taking Precedence Over Any Other Consideration:

All Workers Get To Go Home In The Same Good Physical Condition They Came To Work In.

No Ocean Carrier, Marine Terminal Operator, Stevedore, Labor Union or Port Authority Can Possibly Hope To Attain the Desired Increased Levels of Efficiency, Productivity or Profit, Without First Attaining Consistent Success In Achieving Goal No. 1.

www.blueoceana.com

