

Chronological: Christening of MV President Monroe, New Orleans, Louisiana

Senator Daniel K. Inouye Papers
Speeches, Chronological, Box SP5, Folder 18
<https://hdl.handle.net/10524/72342>

Items in eVols are protected by copyright, with all rights reserved, unless otherwise indicated.

UHM Library Digital Collections Disclaimer and Copyright Information

REMARKS OF SENATOR DANIEL K. INOUE
CHRISTENING OF MV PRESIDENT MONROE

NEW ORLEANS, LOUISIANA

AUGUST 21, 1982

Wm Davis

Seabra

AS ONE WHO HAS A SPECIAL RESPONSIBILITY IN
THE CONGRESS OF THE UNITED STATES FOR THE STATE OF OUR
MERCHANT MARINE, I AM PARTICULARLY HAPPY AND PROUD TODAY.

I BELIEVE ALL AMERICANS SHARE MY SENTIMENTS,
AND JOIN ME IN CELEBRATING THE ACHIEVEMENTS OF AMERICAN
PRESIDENT LINES, ITS PARENT—THE NATOMAS COMPANY, AND
AVONDALE SHIPYARDS.

WITH THE CHRISTENING AND LAUNCHING OF THE
MV PRESIDENT MONROE, AMERICAN PRESIDENT LINES AND
AVONDALE HAVE COMPLETED A TASK THEY BEGAN FOUR YEARS
AGO -- THE CONSTRUCTION OF THREE C-9 CLASS CONTAINERSHIPS:
MV PRESIDENT LINCOLN; MV PRESIDENT WASHINGTON; AND
FINALLY, THE MV PRESIDENT MONROE.

THE HISTORY OF THE U.S. MERCHANT MARINE SINCE
WORLD WAR II HAS BEEN ONE OF STEADY DECLINE. AT THE
END OF WORLD WAR II OUR MERCHANT FLEET WAS UNRIVALED;
TODAY IT RANKS 11TH. THE SOVIET UNION RANKS 2ND,
BEHIND GREECE.

~~THERE ARE FEWER U.S.-FLAG SHIPS TODAY THAN
WERE SUNK DURING WORLD WAR II.~~

OUR SHIPBUILDING INDUSTRY IS EQUALLY THREATENED.
ACCORDING TO THE TESTIMONY OUR COMMITTEE RECENTLY RECEIVED
FROM THE SHIPBUILDERS COUNCIL OF AMERICA: "OF THE 11
YARDS NOW BUILDING MERCHANT VESSELS, 7 WILL EXHAUST
THEIR ORDERBOOKS BY THE END OF 1982, AND THE BACKLOG
IN THE REMAINING 4 YARDS WILL DROP TO ONLY 8 VESSELS.
AND, THERE HAS BEEN NO IMPROVEMENT IN THE PROSPECTS FOR
ADDITIONAL CONTRACTS." THE PRESIDENT OF THE SHIPBUILDERS
COUNCIL WENT ON TO SAY THAT COMMERCIAL SHIPBUILDING IN
THE UNITED STATES IS "DEAD IN THE WATER".

ACCORDING TO THE LATEST MARAD STATISTICS I
HAVE SEEN, IN 1980, U.S. YARDS RANKED 11TH IN WORLDWIDE
SHIP DELIVERIES.

EQUALLY DISHEARTENING, FOR THE PERIOD 1971-1981,
A TOTAL OF 349 MERCHANT SHIPS WERE BUILT FOR U.S. CITIZEN
COMPANIES IN FOREIGN SHIPYARDS FOR REGISTRY UNDER FOREIGN
FLAGS; WHEREAS, OVER A LONGER PERIOD, 1971 THRU JUNE 1982,
ONLY 178 MERCHANT SHIPS WERE DELIVERED BY U.S. SHIPYARDS.

SOME EXPERTS ATTRIBUTE THIS DECLINE TO POOR
MANAGEMENT AND FAILURE TO INTRODUCE NEW TECHNOLOGY FAST
ENOUGH, SUCH AS DIESEL POWER, AUTOMATION, AND LARGER
SHIPS.

AMERICAN PRESIDENT LINES AND AVONDALE SHIPYARDS
HAVE DEMONSTRATED THAT AMERICAN SKILL, AMERICAN INITIATIVE,
AMERICAN TECHNOLOGY, AND AMERICAN INGENUITY CAN STILL DO
THE KIND OF JOB WHICH MADE US NUMBER ONE ON THE SEVEN
SEAS IF GIVEN A FAIR CHANCE AND THE OPPORTUNITY.

THE THREE C-9 CONTAINERSHIPS, WHICH HAVE BEEN
LAUNCHED THIS YEAR, ARE NOT ONLY THE LARGEST EVER BUILT
IN THE UNITED STATES, THEY ARE ALSO POWERED BY THE FIRST
LARGE SLOW-SPEED DIESEL ENGINES EVER BUILT IN OUR COUNTRY.
~~I UNDERSTAND THAT~~ THESE VESSELS WILL BE A FULL 30 PERCENT
MORE FUEL-EFFICIENT THAN TRADITIONAL STEAM-POWERED VESSELS,
AND THEY HAVE THE LATEST STATE-OF-THE-ART DESIGN FEATURES.

ALL OF THIS, OF COURSE, MEANS MORE EFFICIENT
OCEAN TRANSPORTATION SERVICE FOR THE SHIPPING PUBLIC.
THAT IN TURN SHOULD ATTRACT MORE CARGO FOR AMERICAN
PRESIDENT LINES; AND CARGO IS THE NAME OF THE GAME.

THE PRESIDENT MONROE AND HER SISTER SHIPS WILL
NOT ONLY MAKE U.S. SHIPPING MORE COMPETITIVE, THEY WILL
ENHANCE THE MERCHANT MARINE'S CAPABILITY AS OUR FOURTH
ARM OF DEFENSE.

AMERICAN PRESIDENT LINES AND AVONDALE HAVE
BRIGHTENED WHAT IS OTHERWISE QUITE A DISMAL OUTLOOK FOR
THE U.S. MARITIME INDUSTRY.

IT IS THEREFORE FITTING THAT TODAY WE CELEBRATE
THEIR ACHIEVEMENTS.

WHILE WE SHOULD TAKE PRIDE AND SATISFACTION IN THEIR ACCOMPLISHMENTS, WE CANNOT ALLOW THEM TO OBSCURE THE LARGER REALITY -- THE PERILOUS STATE OF OUR MARITIME INDUSTRY.

WHILE THE PRESIDENT MONROE AND HER SISTER SHIPS ARE THE FIRST OF THEIR TYPE TO BE BUILT IN THE U.S., MANY HAVE SPECULATED THEY MAY ALSO BE THE LAST. CONSTRUCTION DIFFERENTIAL SUBSIDY, WHICH WAS ESSENTIAL TO BUILD THESE SHIPS, IS EFFECTIVELY DEAD FOR THE FORSEEABLE FUTURE; AND, AS FAR AS I CAN DETERMINE, THE ADMINISTRATION HAS PROPOSED NO ALTERNATIVE WHICH WOULD ENCOURAGE COMMERCIAL SHIPBUILDING IN U.S. YARDS.

I FOR ONE DO NOT BELIEVE THAT WE SHOULD ABANDON OUR NATIONAL SHIPBUILDING CAPABILITY. IT IS ESSENTIAL FOR BOTH DEFENSE AND COMMERCIAL PURPOSES. I AM PLEASED THAT THE PRESIDENT OF AMERICAN PRESIDENT LINES, BRUCE SEATON, ALSO SHARES THIS VIEW.

THE OUTLOOK FOR THE SEAGOING PART OF OUR MARITIME INDUSTRY IS ALSO BLEAK.

U.S. VESSELS CARRY ABOUT 3.6 PERCENT OF OUR TOTAL INTERNATIONAL WATERBORNE TRADE. IN OUR LINER TRADES, THE U.S.-FLAG SHARE HAS FALLEN FROM 30.9 PERCENT IN 1976 TO 26.5 PERCENT IN 1980. AND EVEN THOSE PERCENTAGES ARE LOWER IF YOU SUBTRACT THE CARGO THAT IS REQUIRED BY LAW TO BE CARRIED ON U.S. BOTTOMS.

US 3.6%

BY COMPARISON, THE SOVIET UNION CARRIES
50 PERCENT OF ITS TRADE; GREAT BRITAIN, 32 PERCENT;
JAPAN, 39 PERCENT; AND GREECE, 48 PERCENT.

THE DRY BULK PICTURE IS EVEN WORSE. OUR DRY
BULK FLEET IS VIRTUALLY NON-EXISTENT. IT CONSISTS OF
21 VESSELS, OF WHICH 11 ARE OVER 25 YEARS OF AGE.
THESE VESSELS CARRY LESS THAN 1 PERCENT OF THE CARGO
IN OUR DRY BULK TRADES.

WITHIN THE FEDERAL GOVERNMENT, EFFORTS HAVE
BEEN UNDERWAY FOR SOME TIME TO REMEDY THE DECLINE IN
OUR MARITIME INDUSTRY.

IN THE 95TH AND 96TH CONGRESS, WE ENACTED
LEGISLATION WHICH ENABLED THE FEDERAL MARITIME COMMISSION
TO DEAL WITH UNFAIR AND, IN SOME CASES, ILLEGAL PRACTICES
WHICH UNDERCUT THE ABILITY OF U.S.-FLAG VESSELS TO COMPETE
IN OUR TRADES. SPECIFICALLY, THE CONTROLLED CARRIER ACT,
AND THE ACT TO STRENGTHEN OUR LAWS AGAINST ILLEGAL REBATING.

IN THE LAST CONGRESS WE CAME CLOSE TO COMPLETING
THE JOB OF REGULATORY REFORM WHEN THE SENATE PASSED S. 2585.
THE HOUSE FAILED TO ACT, HOWEVER.

IN THIS CONGRESS WE ARE ONCE AGAIN ON THE VERGE
OF SUCCESS IN THIS AREA. S. 1593 HAS BEEN UNANIMOUSLY
REPORTED BY THE SENATE COMMERCE COMMITTEE. WHEN THE
SENATE HAS AN OPPORTUNITY TO VOTE ON THE MEASURE,

I AM CONFIDENT IT WILL PASS. SENATOR SLADE GORTON,
THE AUTHOR OF S. 1593, AND CHAIRMAN OF THE MERCHANT
MARINE SUBCOMMITTEE, HAS DONE A GOOD JOB, AND DESERVES
THE GRATITUDE OF EVERYONE WHO SUPPORTS THE U.S. MERCHANT
MARINE.

WHILE THE MUCH NEEDED REFORM OF OUR LAWS
REGULATING LINER SHIPPING MAY SOON BECOME A REALITY,
I AM NOT SO SANGUINE ABOUT THE PROSPECTS FOR A
PROMOTIONAL PROGRAM.

OVER 1½ YEARS AGO THE SENATE COMMERCE COMMITTEE
BY LETTER REQUESTED THE ADMINISTRATION'S RESPONSE TO A
NUMBER OF SPECIFIC AND FAR-REACHING QUESTIONS BEARING
ON MARITIME PROMOTIONAL POLICIES AND PROGRAMS.

TO DATE WE HAVE NOT RECEIVED A REPLY. IN FACT, AS LATE AS LAST APRIL, THE ADMINISTRATOR OF THE MARITIME ADMINISTRATION TOLD THE SUBCOMMITTEE THAT A MARITIME POLICY WAS STILL BEING FORMULATED.

WITHIN THE PAST FEW MONTHS, THE ADMINISTRATION HAS ANNOUNCED SEVERAL MARITIME POLICY POSITIONS WHICH ARE INTENDED TO "BOLSTER THE COMPETITIVENESS AND CAPABILITIES OF THE NATION'S SHIPPING AND SHIPBUILDING INDUSTRIES".

EVERYONE, OF COURSE, HOPES THESE POLICY POSITIONS WILL, IF IMPLEMENTED, ACHIEVE THEIR STATED OBJECTIVES.

BECAUSE WE HAVE SEEN NO SUPPORTING EVIDENCE THAT THEY WILL, HOWEVER, I BELIEVE SOME SKEPTICISM IS HEALTHY.

IN ANY EVENT, I BELIEVE CONSIDERABLY MORE IS
NEEDED IF WE ARE TO HAVE A COMPREHENSIVE MARITIME POLICY
WHICH WILL ENABLE THE U.S. MERCHANT MARINE TO CARRY A
SUBSTANTIAL PORTION OF OUR WATERBORNE FOREIGN COMMERCE;
TO BE CAPABLE OF SERVING AS A NAVAL AND MILITARY AUXILIARY
IN TIME OF WAR OR NATIONAL EMERGENCY; AND TO BE SUPPLEMENTED
BY EFFICIENT FACILITIES FOR SHIPBUILDING AND SHIP REPAIR.

IN THE PAST YEAR AND A HALF, WE HAVE BEEN FORCED
TO MAKE AD HOC ALTERATIONS AND TO SEEK TEMPORARY PATCHWORK
SOLUTIONS FOR THE PROBLEMS WHICH HAVE INEVITABLY ARISEN
BECAUSE OF THE ABANDONMENT OF CONSTRUCTION DIFFERENTIAL
SUBSIDY AND THE CURTAILMENT OF OTHER PROMOTIONAL PROGRAMS,
WITHOUT ALTERNATIVES TO REPLACE THEM.

THE ADMINISTRATOR OF THE MARITIME ADMINISTRATION HAS SAID THAT HE HOPED THE ADMINISTRATION'S MARITIME POLICY WOULD BE SUBMITTED TO THIS CONGRESS. EVEN IF THAT SCHEDULE IS MET, HOWEVER, IT IS TOO LATE FOR CONGRESS TO ACT THIS YEAR.

I BELIEVE THE DETERIORATION OF OUR MERCHANT MARINE IS SERIOUS ENOUGH TO REQUIRE THE IMMEDIATE ATTENTION OF CONGRESS ON A PRIORITY BASIS NEXT JANUARY. THE CONGRESS, IN MY JUDGMENT, HAS A RESPONSIBILITY TO ACT WITHOUT FURTHER DELAY, AND I SHALL URGE MY CHAIRMAN TO DO SO.

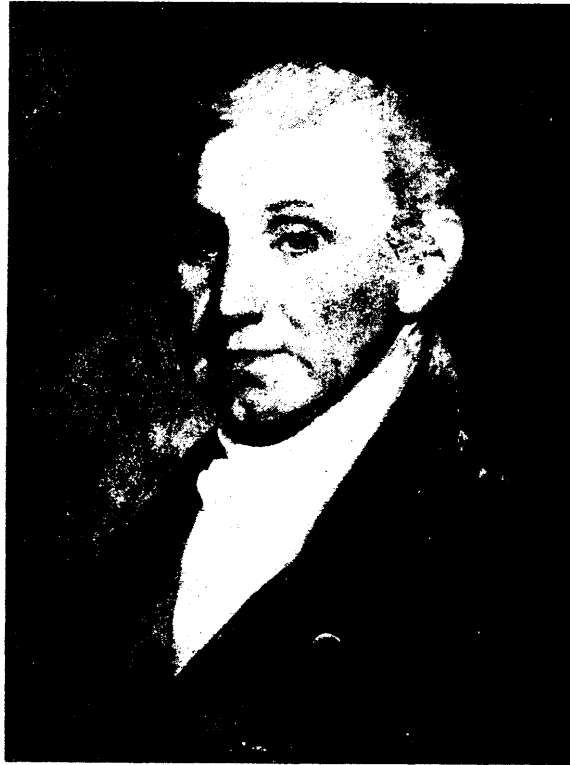
WE HAVE SEEN AN EXAMPLE OF WHAT CAN BE DONE BY THE U.S. MARITIME INDUSTRY. I BELIEVE WE SHOULD DO NO LESS THAN TRY TO MAKE TODAY'S EXAMPLE, TOMORROW'S REALITY.

THE NAMING OF APL PRESIDENT SHIPS

American President Lines has maintained the practice, inherited from predecessor companies, of naming its vessels for Presidents of the United States. The custom originated in 1922 when those companies were managing agents for the ships' owners, the U.S. Shipping Board. Because of the objections against the use of state nicknames for some of the larger vessels owned by the Shipping Board, that organization decided to rename these vessels of the so-called "State-Class" after Presidents of the United States. Formal announcement of the name change was made in April 1922. Over the years APL and predecessor ships have been named and renamed for 30 U.S. Presidents.

In the history of APL three PRESIDENT MONROEs have carried the flag. The first PRESIDENT MONROE was a combination passenger-cargo ship built in 1920. Twenty years later, the second PRESIDENT MONROE, a C-3 type ship designated especially for APL's Round-the-World service, entered the fleet. The third PRESIDENT MONROE was built in 1966. Called a Master Mariner cargoliner, the vessel was converted to a full containership in 1972. With the fourth generation PRESIDENT MONROE, APL continues to grow and meet the changing needs for shipping.

James Monroe was born in Westmoreland County, Virginia, on April 28, 1758. At the age of 16 he entered William and Mary College but left in 1776 to enlist in the Continental Army where he served with distinction. President Monroe's name has been inseparably associated with the famous political doctrine which denies to European nations the right to interfere with the existing governments in North and South America, or to colonize any part of the Americas.



JAMES MONROE
March 4, 1817 • March 4, 1825



AMERICAN PRESIDENT LINES



Avondale Shipyards, Inc.

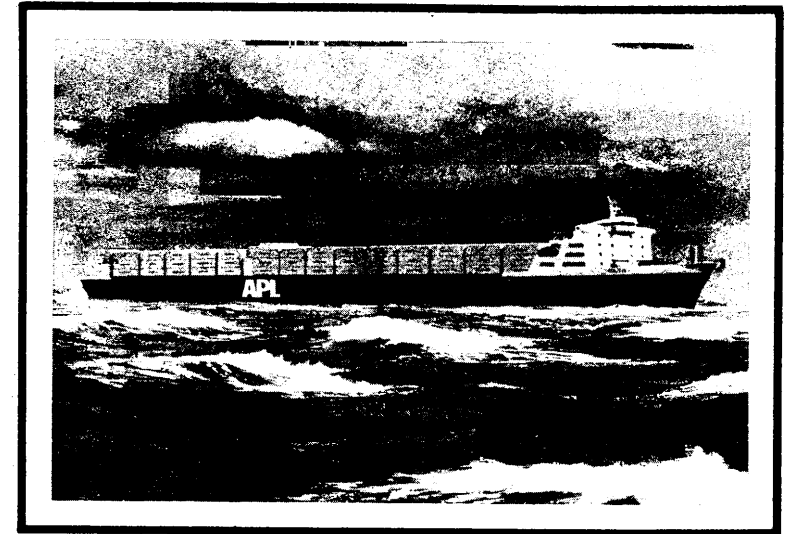
A SUBSIDIARY OF OGDEN CORPORATION

The Ralph Davies
PROGRAM
122 Serrano Dr.
Woodside, Ca

INTRODUCING

THE *857-1401*

MV PRESIDENT MONROE



CHRISTENING — LAUNCHING
August 21, 1982
AVONDALE SHIPYARDS, INC.
NEW ORLEANS, LOUISIANA

AMERICAN PRESIDENT LINES



MRS. LOUISE M. DAVIES
Sponsor

Philantropist and Civic leader of San Francisco

Louise M. Davies is the widow of Ralph K. Davies who served as Chairman of the Board of American President Lines, Ltd., from 1952 thru 1971 helping to guide it into the age of containerization. His leadership thus contributed to the preminence American President Lines, Ltd. today enjoys in trans-Pacific shipping. He was a founder of American President Lines' parent organization, Natomas Company, helping to fashion it into a dynamic energy, transportation, and real estate concern. He and Mrs. Davies have long provided leadership and support for major civic endeavors, as reflected in the naming of the Ralph K. Davies Medical Center in San Francisco in his memory, and, in the recent completion of a Bay area landmark, the Louise Davies Symphony Hall.

Louise Davies has three daughters and five grandchildren and presently resides in Woodside, California.

**CHRISTENING AND LAUNCHING
MV PRESIDENT MONROE**

NATIONAL ANTHEM

Mr. Keith Harmeyer
accompanied by Mr. Bob Reed

INVOCATION

Reverend Douglas Doussan
St. Joseph the Worker Church
Marrero, Louisiana

GREETINGS AND INTRODUCTIONS

Albert L. Bossier, Jr.
President
Avondale Shipyards, Inc.

OPENING REMARKS

W. B. Seaton
President
American President Lines, Ltd.

KEYNOTE SPEAKER

The Honorable Daniel K. Inouye
United States Senator
State of Hawaii

FLOWER GIRL

Miss Julie Michelle Boudreaux
Daughter of Mr. & Mrs. W. J. Boudreaux

MV PRESIDENT MONROE

PRINCIPAL CHARACTERISTICS

Class	C-9
Length Overall	860' 0"
Length Between Perpendiculars	810' 0"
Beam	105' 9"
Depth at Side	66' 0"
Draft, Full Load	35' 0"
Deadweight (DWT)	30,343 Long Tons
Displacement, Full Load	49,500 Long Tons
Speed, Sustained at Design Draft	25.0 Knots
Maximum Installed Power	43,200 Brake Horsepower
Lightship Weight	19,157 Long Tons
Reefer Container Capacity:	
On Deck	264 (FEU)
Below Deck	136 (FEU)
Total	400 (FEU)
Total Container Capacity of Vessel	2,500 (TEU)

Status of Regulatory Reform Legislation

- (a) S. 1593 (you are a cosponsor). Unanimously reported on May 25, 1982. Awaiting floor action.

Several members of the Judiciary Committee have a 'hold' on the bill, including Thurmond and Metzenbaum.

The most serious problem is Thurmond. Thurmond may want some amendments to protect further the shipping public because of the complete antitrust immunity S. 1593 gives. I believe we can reach agreement. This is not his real problem, however.

Thurmond's problem is that Gorton is insistent upon offering an amendment to an unrelated bill which Thurmond wants to bring to the floor. I gather there have been efforts to get Gorton to back off, but he is adamant. Thurmond's position is that as long as this is the case, he is in no mood to agree to anything on S. 1593.

Metzenbaum's objections go to the scheme for complete antitrust immunity. I doubt he can be satisfied but I believe the votes are easily there to beat him on the floor.

In sum, if S. 1593 gets to the floor I believe it will pass. Time, of course, is running out.

- (b) H.R. 4374 was reported out of the House Merchant Marine and Fisheries Committee, then referred to and reported out of House Judiciary with amendments.

I gather that the two Committees have worked out their differences. According to the House staff, they are going to try to move it under suspension immediately after the Labor Day recess. If the bill fails to get the necessary 2/3 majority to pass on suspension, the House staff says they have an agreement to get a "modified closed rule".

Suspension, of course, is a straight 'up' or 'down' vote, no amendments. Since there is still some solid opposition to the antitrust scheme among some House Judiciary members, I question whether the bill will get the necessary 2/3 under suspension.

- (c) In the event both bills pass their respective Houses substantially intact, I believe the differences can be conferenced without too much difficulty.

Administration's Maritime Policy Initiatives

The Administration's inter-agency task force on maritime policy is still struggling. Last April, MARAD Administrator (Admiral Shear) told the Committee the task force expected to have its recommendations to the Cabinet Council within the "next few months". That schedule has slipped, however, and I don't detect any optimism that a comprehensive policy will be forthcoming this year, if at all.

Meanwhile, the Administration has on two occasions (May 20) and (August 5) announced several initial elements of the overall maritime policy it is trying to develop. (Attached are summaries).

Many of the initiatives do not require legislation; others really have to be "fleshed out"; at least one is pure 'hogwash' (i.e. Title XI); and others are vague. In any event, they fall far short of an overall program to assure U.S. vessels carry a substantial portion of our foreign trade; are capable of meeting national security needs; and are supplemented by an adequate shipbuilding and ship repair base.

Many of the ship operators and one Union (Jesse Calhoun) publicly praised the initiatives announced on August 5.

Privately, one "pro" (Manny) expressed dismay over their reaction, and likened it to the "Emperor's Clothes". I agree.

I suspect the reason for the support among ship operators is that these initiatives would, if enacted, make it easier to build foreign. You will recall last year's MARAD authorization as well as the Senate passed one for fy '83 does this on a temporary basis. Originally, Gorton wanted to do it on a permanent basis, but you were adamant that it be temporary (2 years).

On the positive side, the Administration has affirmed the inviolability of the Jones Act.

It has also said we will pursue a policy of bilateralism where it is necessary to protect U.S. shipping interests. Currently our interests are being threatened by the cargo reservation policies of the Philippines and Korea, and possibly by the UNCTAD Code if it goes into effect. The possibility of a U.S. policy of bilateralism and its consequences was one of the main topics for discussion at the London meeting which I attended in June.

Since London, the Administration has announced creation of an inter-agency international shipping policy

group to evaluate the options available to the U.S. The policy group is to be chaired by the Secretary of Transportation, with the State Dept. providing the vice-chairman.

Clearly our policy is not fully developed on this point as yet. In other words, our government agencies, our maritime interests, and our trading partners do not know once and for all what we will do.

In the past, at least, the State Dept. and the Justice Dept. have resisted a policy of bilateralism, and, of course, the State Dept. occupies the vice-chairmanship of the bilateral international shipping policy group.

Announced Elements of the Administration's Maritime Policy

May 20, 1982

- o Support of an extension of temporary authority, approved by the Congress last August, for subsidized U.S.-flag ship operators to construct or acquire vessels outside the United States and still receive operating-differential subsidies (ODS).
- o Provide immediate eligibility for reflagged vessels for the carriage of Government-impelled cargoes. At present, foreign-built or rebuilt vessels must be documented under U.S. laws for three years before they can carry Government-impelled cargoes under provisions of Public Law 644.
- o Administrative reform of ODS by DOT/MARAD to increase operating flexibility and reduce costs in the program.
- o Encourage foreign investment in U.S.-flag shipping and permit the current 49% foreign ownership in U.S.-flag vessels to be increased to 75%. This would attract needed capital to the industry, but still retain U.S. management control.
- o Relieve all U.S.-flag ships of the current 50% ad valorem duty on repairs performed abroad, providing flexibility to ship operators in making such repairs and reducing the repair costs to ODS.

- o Reduction of unnecessary regulation of the shipbuilding and ship operating industries and establishment of a top level Government/industry group to further that effort.
- o Support by the Administration of elimination of Federal Maritime Commission regulations governing the level of the rates of liner operators in the domestic trades which, under the Jones Act, are reserved for U.S.-built, U.S.-flagged and U.S.-crewed vessels.

August 5, 1982

- o The Administration will authorize an increase in the fiscal year 1983 ceiling on Ship Financing Guarantees (Title XI) from the prescribed \$600 million to \$900 million. The \$300 million in additional Title XI authority would be held in reserve by the Secretary of Transportation to be used in the interest of national security. (This program provides government guarantees of private sector financing used for domestic vessel construction, conversion and acquisition projects.)

Comment: This is pure 'hogwash'. If the Administration wanted to do something in this area, it would raise the Title XI ceiling because there is just a little over a billion left. Hardy⁷

- o Permission should be granted to U.S.-flag vessel operators to use existing and newly deposited tax-deferred monies in Capital Construction Funds to construct or acquire foreign-built vessels.
- o The Department of Defense will continue its efforts to expand appropriate use of civilian non-government seafarers to crew government ships.

NEWS



AMERICAN PRESIDENT LINES

IN PREPARATION FOR OUR FORTHCOMING VISIT TO NEW ORLEANS FOR THE LAUNCHING AND CHRISTENING OF THE MV PRESIDENT MONROE ON AUGUST 21, 1982, WE THOUGHT WE WOULD PROVIDE YOU WITH A DETAILED OUTLINE OF THE TWO DAY PROGRAM.

PRIVATE AIRCRAFT

It is recommended that all private aircraft use New Orleans International Airport (General Aviation). Contact Aretha Slade (504) 466-1700.

The Natomas aircraft scheduling and reservations will be coordinated by Dolores M. Louderback (415) 271-8202.

COMMERCIAL TRAVEL ARRANGEMENTS

All commercial air transportation will be coordinated by our agent, Haley Travel Service. Contact: Evelyn Rose, Telephone (415) 981-1880, Extension 45.

If reservation changes develop during the time you are in New Orleans, they should be handled directly with the local New Orleans respective airlines personnel.

GROUND TRANSPORTATION

All ground travel to and from New Orleans International Airport, the Royal Orleans Hotel and Avondale Shipyards will be prearranged for you on a scheduled basis.

Transport between the airport and hotel and shipyard will be coordinated with your individual flight scheduling on record with Haley Travel Service. Limousine chauffeurs will meet each arriving flight and assist with baggage, etc. Therefore, it is important that any reservation changes be reported as soon as possible. The coordinator for ground transportation is Harris Arnold of Avondale Shipyards (504) 521-1058.

New Orleans International Airport, Moisant Field, is eleven (11) miles northwest of the city and one way travel time is approximately 30 minutes to the Marriott Hotel.

ROYAL ORLEANS HOTEL

The Royal Orleans Hotel at 621 St. Louis Street (504) 529-3333 will be our base location and our hotel contact is Mark Turk. Arrival and departure arrangements will be prearranged in accordance with scheduling arrangements on record with Haley Travel Service. APL guests will all be preregistered and will only be required to "sign in" for their room assignment, keys and baggage handling assistance upon arrival.

The hotel should be notified of last minute reservation changes or cancellations by calling 504-529-3333.

NEW ORLEANS DEPARTURES

The hotel has a 12 Noon check out. Guests who plan to depart on Saturday, August, 21st, must plan to pack and sign out prior to our planned 8:00 A.M. assembly and departure for Avondale, LA. All Saturday departure guests' baggage handling and airport transportation will be conveniently arranged by Harris Arnold. Departing guests need only "sign out", return their keys and request baggage handling assistance, if required.

WHAT TO SEE

New Orleans is in southeastern Louisiana, on the Mississippi River. The area is famous for its Creole cuisine and fine restaurants, its Old French Quarter, its nightclubs, and its "Dixieland Jazz,". The city's character is a blend of honky-tonk, creole-cajun cooking and southern hospitality.

Undoubtedly the greatest attraction for tourists is the French Quarter, which still retains much of its original appearance of 250 years ago. Streets are narrow, and buildings have exquisite wrought-iron balconies and railings. There are patios and courtyards and many historic spots. Bourbon Street is busy at night. Royal Street has some delightful shops filled with antiques, and it opens onto lovely courtyards. The Louisiana Wildlife Museum at 400 Royal Street houses an unusual collection of birds. See the Cabildo, erected in 1795, scene of the signing of the Louisiana Purchase; Pontalba Apartments, reputedly the first apartment houses in the U.S.; Absinthe House, now a public bar; Jackson Square, with St. Louis Cathedral, the oldest cathedral in the United States; the Presbytere, next door, and the many other well-preserved homes of historic New Orleans. Visit the French Market, recently renovated, and the Cafe Du Mond Coffee and Beignet shop for the real flavor of the old city. Interesting, too, are the unusual old cemeteries in Cities of the Dead, with the highly decorated tombs of settlers.

Museums include the New Orleans Museum of Art; the Institute of Middle American Research at Tulane University (Mayan collections); the State Museum, in the Cabildo; the New Orleans Jazz Museum, 833 Conti Street.

Principal Parks: City Park, in the northern part of the city, has three public golf courses, many amusements/recreational facilities, and famous Duelling Oaks, where affairs of honor were once settled. Audubon Park, in the southwest part, has a zoo and aquarium.

DINING AND ENTERTAINMENT

New Orleans is one of the most famous cities in the country for food and restaurants -only New York and San Francisco compare with it. Its seafood, particularly shrimp, oysters, crawfish, and crab, is renowned, and local fish such as pompano, trout, and redfish are exceptional. Famous dishes include Oysters Rockefeller (baked with a spinach-herb mixture), gumbos (soups thickened with okra), and cafe brulot (black coffee with spices and liquor). The area has many popular restaurants such as Brennan's, Gallatoire's, LeRuth's on the west bank of the river, the Caribbean Room at the Hotel Pontchartrain and the Rib Room at the Royal Orleans Hotel. There are also pleasant coffee houses serving delicious pastries. In the French Quarter the nightclubs offer informal entertainment, much of it rough and ready and very lively. Among the many to visit are the Al Hirt Club (501 Bourbon), the 809 Club (500 Bourbon), and Pat O'Brien's (718 St. Peter's Street) is worth a visit for its sing along and "hurricane" drinks.

If you truly appreciate original Dixieland Jazz, be sure to drop in at Preservation Hall next to Pat O'Brien's and prepare to stand, tap your feet and sweat, all for a donation of \$1.00.

POPULAR RESTAURANTS

Name	Address	Telephone	Cuisine	Mobile Star Rating
Arnaud's	* 813 Rue Bienville	523-5433	French/Creole	3
Bon Ton	* 401 Magazine	524-3386	Cajun/Creole	3
Brennan's	* 417 Royal Street	525-9511	French/Creole	3
Caribbean Room	2031 St. Charles Ave Pontchartrain Hotel	524-0581	French/Creole American	4
Christian's	3835 Iberville Street	482-4924	French/Creole	3
Commander's Palace	1403 Washington Ave	899-8221	French/Creole	4
Corinne Dunbar's	1617 St. Charles Ave	525-2957	Creole	4
Galatoire's	* 209 Bourbon Street	525-2021	French/Creole	3
Jonathan's	714 N. Rampart	586-1930	Continental/Creole	4
La Louisiane	* 725 Iberville Street	523-4664	Italian/Creole	3
Sazerac	Fairmont Hotel University Place	529-4733	Continental/ French	4
Winston's	Hilton-New Orleans 2 Poydras Street	561-0500	Continental	4
Le Ruth's	636 Franklin Street Gretna, LA	362-4914	French	5
Tchoupitoulas Plantation	6535 River Road Westwego, LA	463-1277	French/Creole	3

(Note: APL does not recommend Antoine's)

*French Quarter Locations

PROGRAM OF EVENTS

The launching and christening of the MV PRESIDENT MONROE will officially take place at Avondale Shipyards. MV stands for motor vessel. Launching means to float a vessel for the first time and christening means that a sponsor will name the vessel for maritime registry requirements.

FRIDAY, August 20, 1982

The program will commence with a 7:00 P.M. reception at the Mardi Gras Room of the Royal Orleans Hotel followed by an 8:00 P.M. dinner. Avondale Shipyards, Inc. will host this reception and dinner. The dinner will conclude at approximately 10:00 P.M.

SATURDAY, AUGUST 21, 1982

(A.M.) 0700-0745 - Buffet Breakfast - Royal Orleans Terrace
0800 - Assembly - Royal Orleans Lobby
0815 - Departure to Toulouse St. Wharf - at Jackson Square (5-Block
Jazz Parade)
0830 - Board - Bayou Jean Lafitte
0900 - Departure for Avondale, LA
0915 - Continental Breakfast - and Refreshments Enroute.
1100 - Arrival - Avondale Shipyards, Inc.

PRES. MONROE - Launching/Christening Program

(P.M.) 1200 - Reboard - Bayou Jean Lafitte Reception
100 - Reception and Luncheon
230 - Arrive - New Orleans

The program officially closes at 2:30 p.m. on Saturday and all guests are free to formulate subsequent plans to suite individual desires.

WEATHER

New Orleans area weather conditions in late August are predictable as hot, very humid, with possibilities of intermittent showers. Temperatures range between 85-100° during the day and slightly lower during the evening.

DRESS CODE

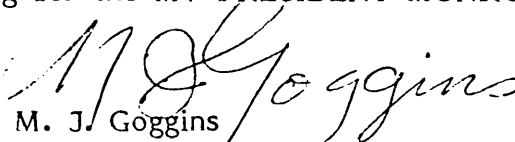
It is requested that men wear suit/ties and women wear cocktail dresses at the Royal Orleans Hotel during reception and dinner on Friday evening.

Guests may choose more casual and lighter clothing for the Saturday program. Suggestions for men are Hawaiian Aloha, Philippine Barong or Mexican Guayabera type shirts with summer weight slacks. Women should wear comparable attire and appropriate footwear for our short walks and river boat passage.

* * * * *

You will receive a formal schedule of events and program upon arrival at the Royal Orleans and the brochures will contain the hotel room telephone numbers of program coordinators and staff personnel who will be available to you for information and assistance during your stay in New Orleans.

We trust you will find the program eventful and enjoyable and we are looking forward to both your presence and a proud beginning for the MV PRESIDENT MONROE.


M. J. Goggins
Director of Sales, Corporate

mk/5/mg/MONROE