

My bill would ease the administrative burden on wood preserving facilities in my district and around the country, on the EPA, and on the States. It would also recognize the extensive environmental recycling efforts of not only the wood preserving industry, but of all affected industries. I hope to have sufficient support to bring this legislation to the House floor under the Regulatory Corrections Day process.

# OCTOBER 6 IS GERMAN-AMERICAN DAY

**HON. MICHAEL PATRICK FLANAGAN**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 27, 1995*

Mr. FLANAGAN. Mr. Speaker, October 6 is German-American Day. Today, more than 57 million Americans trace at least part of their ancestry to Germany.

German-Americans have, since the arrival of the first German immigrants in Philadelphia, PA, on October 6, 1683, distinguished themselves by their loyalty to their new homeland and their contributions to the cultural and economic life of the United States of America. German-Americans have supported America's democratic principles and have dedicated themselves to the promotion of freedom for all people everywhere.

The German-American Friendship Garden in Washington, DC, stands as a symbol of friendly relations between the Federal Republic of Germany and the United States of America.

We in Congress call upon all citizens of the United States of America to acknowledge the services and contributions of our German-American citizens and to celebrate German-American Day on the 6th of October.

# WORLD MARITIME DAY 1995

**HON. BUD SHUSTER**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 27, 1995*

Mr. SHUSTER. Mr. Speaker, I rise today to inform my colleagues that World Maritime Day 1995 is being observed this week. The theme for this year's observance is "50th Anniversary of the United Nations: International Maritime Organization's Achievements and Challenges." The IMO was formed by an international convention in 1948, under the auspices of the United Nations, and today has 152 member States.

Since 1948, the IMO has worked to protect human life and the environment by promoting specific international programs focused on safety of life at sea and the prevention of pollution from ships. The U.S. Coast Guard, our country's representative at the IMO, has tirelessly worked through the IMO to bring international maritime safety and pollution laws up to our high standards. In order to honor the past successes of the IMO and better educate my colleagues about the continuing efforts of this international organization in promoting safety and environmental protection the high seas, I would like to submit the statement of Mr. William A. O'Neil, secretary-general of the International Maritime Organization, for the RECORD. Mr. O'Neil's remarks on this impor-

tant occasion discuss past IMO programs and the current challenges it faces in continuing to save lives at sea and reduce marine environmental damages.

A MESSAGE FROM THE SECRETARY-GENERAL OF THE INTERNATIONAL MARITIME ORGANIZATION

(By Mr. William A. O'Neil)

Fifty years ago the United Nations was created. When people consider the United Nations today, most think only of the headquarters in New York or peacekeeping missions around the world. Very few people know that the UN indeed has another side.

This side, of course, consists of the specialized agencies of the UN system which deal with such matters as the development of telecommunications, the safety of aviation, the peaceful uses of nuclear energy, the improvements of education, the world's weather, and international shipping, the particular responsibility of the International Maritime Organization.

IMO was established by means of a convention which was adopted under the auspices of the United Nations in 1948 and today has 152 Member States. Its most important treaties cover more than 98% of world shipping.

IMO succeeded in winning the support of the maritime world by being pragmatic, effective and above all by concentrating on the technical issues related to safety at sea and the prevention of pollution from ships, topics that are of most concern to its Member States. IMO's priorities are often described in the slogan "safer shipping and cleaner oceans."

But today I do not want to focus on past successes. Instead I would like to talk to you about the future. Nobody can predict precisely what will happen in the shipping world during the next few years but there are indications that, from a safety point of view, we should be especially vigilant.

The difficult economic conditions of the last two decades have discouraged shipowners from ordering new tonnage and there is evidence that, in some cases, the maintenance of vessels has suffered. The combination of age and poor maintenance has obvious safety implications. Shipping as an industry is also undergoing great structural changes that have resulted in the fleets of the traditional flags declining in size while newer shipping nations have emerged.

IMO has no vested interest in what flag a ship flies or what country its crew members come from. But we are interested in the quality of the operation. We certainly can have no objection to shipowners saving money—unless those savings are made at the expense of safety or the environment. If that happens then we are very concerned indeed.

Until recently the indications were that IMO's efforts to improve safety and reduce pollution were paying off. The rate of serious casualties was falling and the amount of oil and other pollutants entering the sea was decreasing quite dramatically. But recently there has been a disturbing rise in accidents and our fear is that, if nothing is done, the progress we have diligently fought for over the last few decades will be lost. To avert this danger IMO has taken a number of actions.

We have set up a special sub-committee to improve the way IMO regulations are implemented by flag States.

We have encouraged the establishment of regional port State control arrangements so that all countries which have ratified IMO Conventions and have the right to inspect foreign ships to make sure that they meet IMO requirements can do this more effectively.

We have adopted a new mandatory International Safety Management Code to im-

prove standards of management and especially to make sure that safety and environmental issues are never overlooked or ignored.

We have recently adopted amendments to the convention dealing with standards of training, certification and watchkeeping for seafarers. The Convention has been modernized and restructured, but most important of all, new provisions have been introduced which will help to make sure that the Convention is properly implemented.

When these and other measures are added together they make impressive package that should make a significant contribution to safety and pollution prevention in the years to come. But I think we need something more.

IMO's standards have been so widely adopted that they affect virtually every ship in the world. Therefore, in theory, the casualty and pollution rates of flag States should be roughly the same but in actual practice they vary enormously. That can only be because IMO regulations are put into effect differently from country to country. The measures I have just outlined will help to even out some of these differences, but they will only really succeed if everybody involved in shipping wants them to.

That sounds simple enough. Surely everybody is interested in safety and the prevention of pollution and will do what they can to promote them? To a certain degree perhaps they are—but the degree of commitment seems to vary considerably. The majority of shipowners accept their responsibilities and conduct their operations with integrity at the highest level.

Some others quite deliberately move their ships to different trading routes if Governments introduce stricter inspections and controls; they would rather risk losing the ship and those on board than to undertake and pay for the cost of carrying out the repairs they know to be necessary. Some Governments are also quite happy to take the fees for registering ships under their flag, but fail to ensure that safety and environmental standards are enforced.

The idea that a ship would willingly be sent to sea in an unsafe condition and pose a danger to its crew is difficult to believe and yet it does happen.

The reasons for this are partly historical. We have become so used to the risks involved in seafaring that we have come to see them as a cost that has to be paid, a price which is exacted for challenging the wrath of the oceans. We must change this attitude, this passive acceptance of the inevitability of disaster. When a ship sinks we should all feel a sense of loss and failure, because accidents are not inevitable—they can and should be prevented.

The actions taken by IMO during the last few years will undoubtedly help to improve safety and thereby save lives, but they will have an even more dramatic effect if they help to change the culture of all those engaged in shipping and make safety not just a vague aspiration but a part of every day living, so that it comes as second nature. This is a clear, precise target—a target that is within our grasp if we continue to put our minds and energies to the task.

Fifty years ago, when the United Nations was being planned, few people believed that there would ever be an effective international organization devoted to shipping safety. But, in the same spirit that led to the founding of the United Nations, IMO itself was born. The vision which led to this has been realized and seafarers of the world have benefitted as a result.

However, casualties still do occur and much remains to be done by IMO, by its Member Governments, by the shipping industry and by the seafarers who crew the

world's ships—in fact, by all of us involved in shipping. The waters are not uncharted, the course is known, the destination is clear. It is up to us to conduct the voyage in such a way that our objective of maximum safety is in fact realized.

TO HONOR THE TWENTIETH ANNI-  
VERSARY OF THE BAYWOLF  
RESTAURANT

**HON. RONALD V. DELLUMS**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 27, 1995*

Mr. DELLUMS. Mr. Speaker, I rise to acknowledge the 20th anniversary of the BayWolf Restaurant, a vital and vibrant part of our Oakland and East Bay community.

On any given night, a winemaker whose wine appears on the list, the artist whose painting hangs on the wall, the graphic artist who designed the menu, the fish purveyor who provided the evening's fish and the florist who arranged the flowers may all be dining in one of BayWolf Restaurant's two intimate dining rooms. Regulars and newcomers alike enjoy superb food, wine and a warmly inclusive atmosphere in the handsome wood frame house on Oakland's Piedmont Avenue. The creators of this scene are Michael Wild and Larry Goldman, childhood friends who, with Michael Phelps, opened BayWolf in 1975 as a means of making the shared values and passion for food of their community of artists, artisans, academics and hippies, a way of life.

Michael Wild was born in Paris, in 1940, to German and Russian Jewish refugees who relocated to Hollywood when he was 7 years old. Even amidst wartime scarcity, Wild remembers delicious food, and when presented with plenty, the family's food got much better. While much of America was reaching into the freezer, the Wild's special outings were to the San Fernando Valley in search of fresh eggs and produce from small farms for Sunday gatherings of Germans, Hungarians, and Russians. Good food was "The social glue for those Europeans," he recalls, "Food was the main event." When he met Goldman in 1953, there was instant affinity: his new friend carried a bag of oranges, real food, rather than candy as a snack.

During the sixties, Wild and Goldman reunited in San Francisco and roomed together in the Haight Ashbury District. While Goldman dropped out of dental school in favor of teaching troubled teenagers and Wild taught world literature and English at San Francisco State University, their flat was the site for legendary, impromptu dinners shared by counter-culture friends. Wild was Chef, but everyone joined in the cooking and on weekdays the party moved to Napa to better take advantage of the local produce and wines. Members of this chosen family were discovering the satisfaction of doing something with their hands and the joy of doing it very well. Several dropped traditional careers to become craftsmen. Others continued academic careers, but, always, they cooked great food and drank well.

By 1974, both Wild and Goldman had grown tired of teaching and decided to open the ideal restaurant: a restaurant that would provide nourishment for the soul and intellect as well as the body. Friends and family would pitch in, friends' works would grace the walls, enhance the rooms and be the subject of discussion. Employees would be treated with respect. It

would be a work of art and a business with heart. Thanks to ingenuity, hard work and luck, they were able to pull it off. After a long and plentiful Naming the Restaurant feast, Wild's beloved Beowulf, Oakland native Jack London's Seawolf, the Wolf Range (known as the Dragon of the kitchen) and San Francisco Bay metamorphosed into BayWolf.

They acted as their own carpenters, secured loans for kitchen equipment, and enjoyed the warm support of fellow pioneers. Wild recalls Alice Water's extraordinary generosity as she suggested suppliers, loaned and delivered equipment on a moments notice, shared ideas and discoveries and provided luxuries. When he asked to borrow a truffle from the Chez Panisse kitchen for a special holiday dinner, he was presented with three, in Madera, in a wine glass, by then Chef Jeremiah Tower: "One for the customers, a second in case the first isn't enough and a third for you to enjoy when the evening's finished."

After 2 exhausting years turning out the seasonally based Mediterranean dishes that had been part of his repertoire for years, Wild returned to Paris in 1977. He had spent several years there as a student in the sixties, familiarizing himself with the markets and great little budget bistros. This time, his great uncle, a charming bon vivant and raconteur, treated the burgeoning chef to a tour of three star restaurants and the opportunity to observe friend Roger Verge's kitchen. It was a revelation. He returned to BayWolf with a new dedication and the conviction that a restaurant could provide the worthiest and most fulfilling of lives. At this point, the extraordinary personable Mark McLeod joined BayWolf as maitre d'—a position he still holds.

Wild pursued his wine education with the same passion he devotes to cooking and is renowned for his wine cellar and his wine and food pairing skills. California's best winemakers became his personal friends, just as fellow restaurants and artists had years before.

Today, Wild, Goldman and Phelps take immense satisfaction in the fact that 50 percent of their reservations are names they know well. They share hosting duties with McLeod and are in the restaurant daily. Wild collaborates on menus with chef Joe Nouhan, oversees the wine list and acts as BayWolf's ambassador to the food and wine world. Goldman oversees finances, works with designers and artists and is transported when everything works perfectly. Both are relaxed and happy when in the restaurant and say they genuinely enjoy coming to work. Seeing them in their restaurant one believes their proclamation that they can't imagine a more satisfying way of life.

CHRIS ECKL RETIRING FROM TVA

**HON. TOM BEVILL**

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 27, 1995*

Mr. BEVILL. Mr. Speaker, I rise today to pay tribute to Chris Eckl who is retiring this week from the Tennessee Valley Authority. Chris' retirement marks 23 years of dedicated service to the people of the Tennessee Valley, including many of my constituents in Alabama.

Chris is a native of Florence, AL, and worked as a reporter for the Florence Times and the Associated Press after graduating

from the University of Notre Dame. He started his career with TVA as the Nuclear Information Officer and came to TVA's Washington office in 1977. Since that time, Chris has been a chief spokesman for TVA's appropriated programs, which include flood control, navigation, and stewardship of the Tennessee River, as well as the economic development programs, the Environmental Research Center and Land Between the Lakes.

I have enjoyed working with Chris over the years and I appreciate his insight, wise counsel and advice.

Chris has been a loyal servant to TVA. His service, knowledge and enthusiasm will be greatly missed at TVA and on Capitol Hill. I wish him all the best in his future endeavors.

CAREERS ACT

SPEECH OF

**HON. WILLIAM F. GOODLING**

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, September 19, 1995*

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1617) to consolidate and reform work force development and literacy programs, and for other purposes:

Mr. GOODLING. Mr. Chairman, certain parties have expressed concern about the labor market information or LMI section of H.R. 1617, the CAREERS Act, which passed in this body last week. A concern is that the funding stream envisioned in this legislation to support the enhanced State and local LMI also supports the production of our national economic data including employment and unemployment statistics.

I want to point out that this legislation clearly authorizes continued access to the traditional source of funds for national and subnational labor market information. Of course, the Bureau of Labor Statistics will have to continue to justify funding levels through the appropriations process, including its request for non-trust fund money which is used to prepare employment and unemployment statistics.

TRIBUTE TO ELDON J. THOMPSON

**HON. SANDER M. LEVIN**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 27, 1995*

Mr. LEVIN. Mr. Speaker, on Tuesday, October 10, Eldon J. Thompson will be presented the 1995 Troy Distinguished Citizen Award by Leadership Troy of Troy, MI.

Through his professional career and civic work, Mr. Thompson has exhibited an enduring commitment to ensuring that the city of Troy continues as an exceptional place to live, work and raise families. Despite facing extraordinary challenges as president of SOC Credit Union, Mr. Thompson has generously shared his time and talents with the community.

He serves on the Troy Planning Commission and the Troy Downtown Development Authority. He is actively involved with Troy's