

DOT News

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Coleman Names R. Hooker New Asst. Secretary

Roger W. Hooker, Jr., was sworn in December 15 as Assistant Secretary for Transportation for Congressional and Intergovernmental Affairs.



Roger W. Hooker, Jr.

Hooker, 34, comes to the department from his position as

Assistant to the Vice President for Congressional Affairs, which he had held since January 1975.

Prior to joining Vice President Nelson A. Rockefeller's staff, Hooker was from February 1974 to January 1975 Deputy Director for Panels and Director of Domestic Studies, Commission on Critical Choices for Americans.

Hooker has held various positions with New York State, including Deputy Secretary to the Governor (Rockefeller and Malcolm Wilson) and Director of New York State's Washington office.

The new assistant secretary practiced law in New York City from November 1967 to November 1970. He was graduated from Princeton University in 1963 and received his law degree from Columbia University School of Law in 1967.

Hooker was born in Niagara Falls, N.Y., and is married to the former Joan Folinsbee Wiggins.

Former Kentucky Derby Queen Begins Her Career as FAA Pilot

The Federal Aviation Administration has only one pilot who can be described as tall, 23 years old and a former Kentucky Derby beauty queen.

Gail Gorski, brown-haired and 5 feet 10, has worked in Hangar 6 at National Airport since she joined FAA in mid-October. She is the only woman pilot working for FAA in Washington.

Ms. Gorski decided to become a pilot seven years ago when she was a high school student in Louisville, Ky. and was in-

vited for a ride in a single-engine plane, an event that changed her life.

She remembers, "When I arrived at the general aviation field and saw this single-engine, two-seat plane, I was reluctant to go on the flight." But she went and decided she had to learn to fly. Six months later Gail was the only woman in Louisville with a private pilot's license.

After high school she earned a degree in professional aviation (See PILOT, p. 2)



The Coast Guard icebreaker *Burton Island* (No. 283) takes over from the icebreaker *Glacier* near Point Barrow, Alaska, last September, during the operation to lead 15 loaded barges to the Prudhoe Bay oil field.

Semper Paratus

Action Packed Year for the Coast Guard

The U.S. Coast Guard was busy during 1975, registering a series of "firsts" that included energy, environment, conservation, and equal opportunity.

The nation's oldest sea service, and smallest armed force, convoyed barges through Arctic ice to Alaskan oil fields, used technology to identify unseen polluters, seized foreign fishing vessels found in violation of the Continental Shelf Fisheries Act, and made the decision to admit women as cadets into the 100-year-old Coast Guard Academy at New London, Conn.

Other "firsts" included: keeping shipping lanes open in the Great Lakes through the entire winter ice season; commissioning the Houston-Galveston vessel traffic system that handled

more than 70,000 vessel transits in its first six months of operation; and completing a network of 196 VHF-FM stations to monitor distress calls and provide reliable communications over a 20-mile-wide coastal zone.

In late September, the cutters *Storis*, *Citrus*, and *Burton Island* broke a track through Arctic ice to Prudhoe Bay for 15 barges loaded with \$500 million worth of oil field equipment. Earlier in the year, the icebreakers *Glacier* and *Burton Island* were dispatched to assist the Argentine Navy icebreaker *General San Martin*, beset in Antarctic ice.

The icebreaker *Polar Sea*, to be powered by 60,000-horsepower gas turbines, was

launched at Seattle in June 1975.

In December 1975, the Coast Guard began processing two applications for deep water ports in the Gulf of Mexico. These ports will give deep-draft tankers access to the U.S. The resulting economies of operation are expected to reduce the nation's fuel bills.

In October the service approved regulations which are expected to eventually reduce by 90 percent intentional pollution from seagoing U.S. tank vessels.

The National Strike Force responded to more than 40 major pollution incidents during 1975. It is composed of three strike teams that are (See USCG, p. 2)

Lifesaving Made Easy

Blood Donor Drive Underway

How is a 260-pound linebacker like a 110-pound coed?

If you expect the answer to be a joke, it isn't.

Both can be blood donors. Size, strength or sex doesn't matter. Neither does race, creed or color.

Every blood donation is of equal value. Each donation can save a life. With today's technology, one unit can help more than one person.

You don't have to be as beautiful as Helen of Troy, but you do need a good hemoglobin count.

Finally, you don't need hours and hours of spare time, just less than an hour. (Blood donors can give every eight

weeks, up to five times a year.)

Being a blood donor isn't fattening, costly or difficult. You rest for a few minutes on a donor table, have a cup of coffee and some cookies, and receive the thanks of all the Red Cross workers.

But you do get something else, too—a warm inner glow that comes from knowing that you have done a job that you know matters.

Bloodmobile dates at the Department of Transportation in 1976 are January 20, March 23, May 28, July 27, September 29 and December 1. Time and place will be announced to agency blood donor recruiters before the Bloodmobile dates.

Speakers Available From Coast Guard

Program chairmen of local civic, service, youth and community groups planning their 1976 schedule of guest speakers are encouraged to include representatives of the Coast Guard in their plans.

The Coast Guard has officer and enlisted speakers available to tell of the many unique duties of the versatile United States Coast Guard. Topics that can be presented include search and rescue, boating safety, oil pollution, law enforcement and many other interesting subjects.

A free speakers request form may be obtained from the Community Relations Branch, phone 61587.



Urban Mass Transportation Administrator Robert E. Patricelli (left) holds a copy of the new UMTA employee newsletter, *Transcript*, while Jim Webb, director of UMTA's administrative services division, holds the certificate awarded him for submitting the winning name. An agency-wide contest had been held to choose a new name for the weekly publication which goes to each UMTA employee in Washington and the regional offices. More than 100 entries were submitted in the contest, which also carried a \$50 prize.



Gail Gorski

Pilot—*from page one*

tion at Southeastern State Oklahoma University in Durant, about 120 miles south of Oklahoma City. As a freshman she was the only woman among 350 men in aviation. "I didn't like taking courses where there were 50 guys and me," she notes. "There was so much teasing."

Gail also earned her commercial pilot and flight instructor licenses at the university and now is less than 100 hours short of the 1,500 hours of flight time needed to qualify for an airline transport pilot's license, the highest-grade license for a pilot. She will receive it at the minimum age limit of 24.

She admits that the only time

a pilot needs that license is when he or she is in command or the captain of a scheduled air carrier. "It's a status symbol," says Gail with a smile.

In 1972, while still a college student, her name was submitted as a candidate for the annual queen of the Kentucky Derby in Louisville. "I told the people who wanted to submit my name that I would have to be honest and say what I felt if I was going to enter the contest," she comments. "They said it was fine with them."

From the original 60 candidates she was selected as one of the five finalists. At the annual Coronation Ball the five

names were placed on a wheel of fortune and, when the wheel stopped spinning, it ended up on her name.

Her reign lasted for a year. During that time she traveled extensively and made many personal appearances to promote the annual Derby Week festivities in Louisville. She says she enjoyed the unusual experience.

At the end of that year, though, Gail did reject automatic entry into the Miss Kentucky contest, a preliminary to the Miss America pageant, because she felt one year as a beauty queen was sufficient.

She resumed her concentration on flying. Gail has accumulated 700 hours teaching as a flight instructor and has worked as an air taxi and corporate pilot. "There are very few other women corporate pilots," she says.

At Hangar 6 Gail works with seven other pilots. She is an instructor on the single-engine aircraft at the hangar and acts as co-pilot on the twin-engine prop jet used to fly FAA officials on trips.

FAA's professionalism already has impressed her. "It's professional and safe, and the best-maintained airplanes I've ever encountered," she notes.

A two-week FAA orientation enabled her to meet the heads of the different sub-divisions and ask questions. She adds, "If I have any problems I now know where to go."

First USCG Woman Aviation Cadet Starts Training at Pensacola

The U.S. Coast Guard aviation cadet class which began training at the naval air station at Pensacola, Fla. on January 12 is quite a bit different from all those that preceded it.



Janna Lambine

The difference is Janna Lambine who is the first woman aviation cadet in Coast Guard history. Aviation cadet Lambine was graduated from the officer candidate school, Yorktown, Va., Dec. 18, 1975 and commissioned an ensign.

When she completes her flight training she will be a fully qualified Coast Guard pilot, trained to handle aviation assignments ranging from search and rescue operations to

1120 on Your AM Dial

FHWA Editor is Talk Show Host

A Federal Highway Administration information officer spends a part of each Saturday providing information and commentary to area residents on topics that usually have nothing to do with roads, bridges or other FHWA matters.

William E. Johnson, employed in FHWA's Office of Public Affairs where he is executive editor of the Federal Highway News for FHWA employees, has a weekly telephone call-in show on radio station WUST in Washington (1120 on the AM dial). He broadcasts on Saturday from 12:30 to 1 p.m. in the winter months. He does an hour show in the summer when WUST, which operates only in the daylight hours, can stay on the air longer.

A 25-year veteran of radio in Alabama and Washington, Johnson calls his show, "What's on Your Mind." For the past five years he has discussed a wide range of issues and problems pertinent to the District of Columbia and the metropolitan area.

He is open to any questions or comments made in good taste. If a call is obscene or he feels it is derogatory to any group, he can use a seven-second delay to prevent the remark from being broadcast.



William E. Johnson

Johnson says this cutoff option is needed because "I have no way of knowing what questions will be asked or comments made."

Some recent discussion topics have included Social Security, Medicaid, the environment, the D.C. taxi fare increase and a wide variety of housing, landlord-tenant and consumer problems. To handle consumer complaints, he tries to have a complete list of offices the caller can use to get help in a specific area.

Gives His Opinion

Johnson will conduct a dialogue with the caller if he feels an interesting topic is being discussed, and he asks listeners to phone in their comments.

In the past few weeks, he has asked his audience if it was satisfied with the performance of the D.C. City Council and what it thought about conditions in area school systems. "I also give my opinions on these questions," he adds.

When Johnson is asked where he obtains enough information to have an informed opinion on numerous, often complex issues, he says he reads local newspapers and books, and listens to debates and commentaries on particular questions. Then he makes an evaluation and comes up with his own conclusions.

Johnson started in radio news in Montgomery, Ala., about 25 years ago. He came to Washington about five years later and began working as a newsman for WUST in 1958. After 10 years with that station, he moved to FHWA as a public information official.

When he worked as a news correspondent for WUST, he was one of the first black radio reporters accredited to attend White House news briefings and press conferences.

USCG—*from page one*

ready to travel within two hours with full equipment, communications and manpower to assist in the control and clean-up of pollution by petroleum or hazardous substances. A ten-man contingent of the National Strike Force assisted in off-loading oil from the grounded supertanker, *Showa Maru*, near Singapore last January, at the request of the Japanese government.

In early July about 40,000 gallons of oil were spilled in the Florida Keys. The Coast Guard launched a massive search, boarding 247 ships from Maine to Florida in an attempt to identify the polluter. Oil samples from 34 ships were tested at the Coast Guard Research and Development Center at Groton, Conn. Through chemical analysis or "fingerprinting" the alleged offender was identified as the Liberian flag tanker *Garbis*. The master was arrested in Philadelphia in November.

Oil pollution will be easier to detect following successful testing of the airborne oil surveillance system. Using radar and infrared sensors, a Coast Guard aircraft flying above a 2,000-foot cloud layer detected

a vessel dumping oil off the California coast.

During 1975 the Coast Guard, in cooperation with the National Marine Fisheries Service, seized 15 foreign vessels found fishing in U.S. territorial waters or contiguous fisheries zones. Four other seizures were made for the illegal taking of continental shelf zone creatures, such as lobster.

Owners of seized foreign vessels paid more than \$3.8 million in penalties and fines. Two owners chose to forfeit their ships to the United States, rather than pay. The largest penalty, \$600,000, was levied against a Japanese vessel, *Eikyu Maru Nr 35*, for violation of fisheries laws in Alaskan waters.

A service-wide campaign was launched to increase the percentages of minority personnel to the level of the general population of the U.S.

Traditionally, the Coast Guard has willingly made extraordinary efforts to save lives: 1975 was no exception—70,000 calls for assistance were answered with about 4,200 persons being saved from death. More than 140,000 other persons were aided and \$280 million worth of property saved.

marine environmental protection missions.

"Being the first woman selected does not make me feel like a pioneer—it just doesn't hit me that way," Ensign Lambine said. "I see myself as just another candidate."

Her only previous experience with aviation was an introductory flight for private flying lessons last summer before she joined the Coast Guard.

Ensign Lambine is a graduate of Bates College, Lewiston, Me., where she majored in geology.

LTJG Vivien Crea, who is now assigned to the Marine Environmental Protection Division, Coast Guard Headquarters, Washington, D.C., will become the Coast Guard's second female pilot trainee later in the year.

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We Get Letters

DOT's Mail Service System Is 3rd in Volume Handled

By Howard Coan

Christmas is the year's busiest time for the nation's post offices but not for the Department of Transportation's mail services.

Spring brings the biggest flood of mail into DOT's mailroom in the Nassif Building. With the season's warmer weather the public wants information about boating from the U.S. Coast Guard and the quickening pace of highway construction increases the volume of mail to the Federal Highway Administration.

The Christmas season, however, still adds to the DOT mail burden with a large number of greeting cards moving into and out of the mailroom during the last three weeks of December.

But throughout the year DOT deals with a heavy load of mail. In 1975 about 48 million pieces were handled by the department's mail personnel. Herbert Richardson, chief of mail services, says DOT has the third largest federal agency postal operation after the Pentagon and the State Department.

The total includes all types of DOT mail from interoffice envelopes to special delivery letters and large packages. The breakdown is 32 million pieces in the Nassif Building, 13 million in FOB-10A and three million at Trans Point.

Why does DOT have so much mail? Richardson says, "It's because we serve five administrations, plus the Coast Guard, the Office of the Secretary and the St. Lawrence Seaway Development Corp."

The mail funnels into the central DOT mailroom in the northeast corner of the Nassif Building's plaza level. Twenty-two of the mail service's 71 employees work in the large

room. They use up-to-date equipment including a sealer, automatic letter opener, time stamper and a tape machine to seal boxes.

The U.S. Postal Service collects and delivers DOT mail at 7:30 a.m., 9 a.m., noon and 3 p.m., with a final pickup at 4:45 p.m.

Unidentified incoming mail, which may be addressed just to the department or an administration, is opened and read by clerks in the central mailroom, who decide by noting the subject or the information asked where to route it.

Mail to offices within the Nassif Building is carried from the plaza level to higher floors by a dumbwaiter, a little elevator, that connects with the small mailrooms on each floor. Clerks remove the mail from the dumbwaiter and place it into the slots for each office. Four times a day mail is delivered to offices and picked up.

Few Complaints

Each DOT building has a mail truck. The FOB-10A and Trans Point vehicles carry mail to and from their buildings four times daily. In the morning and afternoon the Nassif truck serves the FHWA offices in Arlington and McLean, Va.

The maximum time for mail to travel from the central mailroom to the receiver is four hours. However, interoffice mail moving from one office to another on the same floor, is sorted and delivered enroute in only a half-hour. Interoffice mail within a building should arrive in two hours.

Even with the huge volume of mail Richardson says mail services receives fewer than 25 complaints a year. He reports these instances mostly involve people who have moved within



These are the men who direct the torrent of mail which flows in and out of the DOT mailrooms. From right: Herbert Richardson, chief of the mail services; Theodore Hill, assistant chief and central mailroom supervisor; James Roane, supervisor of the Trans Point mailroom; Fred Tucker, supervisor of the mailrooms on the second through tenth floors of the DOT headquarters building; and Wilbert Simms, assistant supervisor for the central mailroom. In 1975 the DOT mail system handled approximately 48 million pieces of mail.

DOT and failed to notify the mail services office of the change in room number and, sometimes, routing symbol. The DOT mail system has over 500 pickup and delivery points.

An employee who has not received an expected piece of mail should contact the mail services branch, phone 60454.

Richardson says, "Any piece of mail with a number can be traced. However, the sender would have to trace an ordinary letter."

Richardson urges employees to have personal mail sent to their home addresses, if possible. Mail chutes in the DOT buildings should be used to send only personal mail. Place larger-size envelopes of personal mail in the U.S. mail boxes at the bottom of the chutes.

The Postal Service, reports Richardson, has asked federal workers not to use street mail boxes or mail chutes for government mail.

The Postal Service also has complained to Richardson about improper wrapping of government packages sent through the mail. The DOT mailroom, says Richardson, has the materials

and skilled personnel to wrap these packages properly.

Two mail services vehicles are available for rapid delivery of official mail to any D.C. office building. For further information on this messenger service, call Ray Bogle, chief of classified control in the support services division, at 64760.

What is the career future of a mail services employee? "The mailroom is not a deadend job any more," says Richardson. "Employees are considered for

other jobs in DOT. Just recently several workers have moved to higher-level jobs in the Office of the Secretary, FHWA and elsewhere."

Richardson reports these were good workers who had taken training courses to qualify for better jobs.

They also had the strenuous on-the-job training that goes with efficiently handling nearly 50 million pieces of mail a year.



With speed developed from long practice Shelia Taylor and Leon Jordan deftly flip mail into baskets. Their accuracy is reflected in the fact that the mail services section gets fewer than 25 complaints a year about mail gone astray.



Close cooperation moves the mail. Theodore Hill, assistant chief and central mailroom supervisor, discusses a problem with secretary Angella Moorehead.



After the mail has been broken down, Betty Smith starts it on its way to its destination via the dumbwaiter in the central mailroom. The dumbwaiter is a direct route to the individual mailrooms on each floor. Last man on the line, 10th floor mail assistant Frank McGee places mail in bins where it will be picked up and delivered by route mail handlers.

Offshore Ports

DOT Oversees New Oil Port Technique

John E. Lescoart, 46, was appointed the first permanent director of DOT's Office of Deepwater Ports in September. The Office was established in January 1975 following passage of the Deepwater Ports Act. Lescoart is the former president of Atlantic, Gulf and Pacific Co., a port development and dredging firm in Clifton, N.J. A native of Brooklyn, N.Y., he was graduated from St. John's University and attended graduate school at New York University.

(Lescoart was interviewed by DOT News Staff Writer Howard Coan.)

What is a deepwater port?

It's a port built beyond the three-mile territorial limit of the United States for the importation of oil. It can be a fixed or floating structure.

Are there any deepwater ports in the world now?

There are similar facilities but not as defined in the Deepwater Ports Act. The United States is setting a precedent by licensing the construction of these ports in waters beyond its territorial limits.

Could you describe what a deepwater port will look like?

It will consist of clusters of single-point moorings (SPMs). A supertanker will tie up to one of these SPMs and discharge its oil. As many as six SPMs may be linked to a single offshore pumping station. Then the oil will be pumped ashore to tanks and storage facilities.

Why do we need deepwater ports?

Because of our nation's oil import needs. We must import crude oil for at least 10 to 15 years to meet our energy demands. New sources of energy—solar, nuclear and geothermal—do not yet represent a satisfactory source.

Revised Training to Aid Drivers

Can safe driving be taught? Can classroom sessions, discussions, films and slides reduce highway accidents?

The National Highway Traffic Safety Administration and the U.S. Air Force think so. They've joined forces to determine if training can decrease automobile crashes.

In a joint agreement the Air Force revised its automated audiovisual driver training program so that it would be applicable to civilian as well as military audiences. In return, the NHTSA furnished extensive information about driver performance and driver knowledge



However, one of the main reasons for deepwater port regulations and enforcement is to do everything humanly possible to minimize the possibility of an oil spill. There are more than 100 SPMs in use in the world and they have had a very good environmental record.

What will be the capacity of the ports?

If they are built to full scale, they could handle more than three million barrels of crude oil a day each. The applicants will build smaller at the start and go to that size in stages. This country now imports about five million barrels of oil a day.

How many ports will be built eventually?

I don't know but I would think a maximum of only three or four.

What is the role of your Office?

We represent the Secretary, who has the ultimate responsibility of determining whether

to issue or deny a license to build a port. The Secretary has delegated many of the operational aspects of the Act to the Coast Guard.

This office functions as the policy office in connection with the Act's interpretation. Because of the new subject area and unique program we expect to make many new policy programs in this area.

How many people work in your office?

There are Deputy Director Ernest Bauer and two secretaries, Lucia Lawrence and Tina Mussante. We will have five more people within the next few months—two engineers, an economist, a regulations expert and an applications coordinator.

Have you received any applications?

The first application was filed by the Louisiana Offshore Oil Port (LOOP) on December 10. The proposal is to build a deepwater port 19 miles off the southern coast of Louisiana in the Gulf of Mexico. LOOP is a consortium of six oil companies—Ashland, Marathon, Murphy, Shell, Texaco and Union of California.

Seadock, a Texas oil consortium, has filed an application to build a deepwater port off the coast of Freeport, Tex.

Both ports will be built in water over 100 feet deep.

Could you describe the LOOP?

There will be up to five SPMs feeding to a platform pumping complex with 55,000-horsepower pumping capacity. The oil will be pumped into a 48-inch pipeline buried underneath the floor of the Gulf and, assisted by a land booster station, will flow inland to a

salt-dome storage area. Ultimately the oil will be piped to St. James, La., where it will enter an oil pipeline that goes up north through the Midwest.

The total distance from the port to the pipeline is about 90 miles. Both LOOP and Seadock are estimated to cost at least \$500 million each and they will take 18 months to two years to build.

How long will it take to decide on an application?

The Act allows a maximum of 356 days including public hearings in the coastal states adjacent to the port and other possible hearings, if necessary. The Secretary will make the final decision.

Will supertankers continue to be used as much as they have been in the past few years?

Supertankers have economies of scale. The voyage cost to ship oil from the Mideast on a 300,000-deadweight-ton supertanker provides an extremely economical unit cost of transportation per barrel.

We have to assume supertankers will handle the bulk of the world's crude oil shipments for the foreseeable future. Many supertankers are idle now because the worldwide economic slowdown led to a reduced demand for energy.

How does the Coast Guard help to carry out the Act?

The Coast Guard has played a major role since the Act was signed by President Ford. They issued draft regulations and received 1,300 replies, and they

are doing the bulk of the processing work on the applications.

Under the "one window concept" an application to the Secretary constitutes an application for all federal authorization. More than 20 other agencies are involved.

After the ports are built, the operation will come under the regulatory arm of DOT and the Coast Guard.

What are the penalties under the Act?

The Act creates a deepwater port oil spill liability fund to be administered by DOT. The fund will be liable without fault for all cleanup costs and damages in connection with an oil spill in excess of damages charged to the ship and port operators. A fee of two cents a barrel on crude oil will be charged until a fund of \$100 million is reached.

Ship owners and operators will be liable for up to \$20 million. A licensee can be liable for damages up to \$50 million if the damage is the fault of either the tanker or the mooring station. The liability fund will handle damages beyond that.

Can the ports be dismantled?

Yes. Should the ports become uneconomical whether for a lack of demand for crude oil or a lack of supply from foreign sources, the regulations provide for removal of the facilities at no cost to the government. The Secretary has the right to grant, renew or not renew licenses as he sees fit.

Signs of the Times



Answers

A. School crossing. B. No right turn. C. Road divides. D. School zone. E. Number of lanes reduced. F. Divided road ends. G. No U turn. H. Two-way traffic. I. Merging traffic. J. No left turn. K. Slippery when wet. L. Crosswalk.