



## Sailboat Saga—Middies—Strike

All shipping isn't dead on Puget Sound fortunately, despite theories that we might as well let the Sound freeze over for duration of the longshore strike. A case in point is the Nganing — a small "ship" indeed, but a fabulous little craft. A 47-foot auxiliary ketch.

### Marine

The Nganing set out from Yokosuka, Japan, May 21 for a non-stop sail to Seattle. Four aboard — retired Navy employe Bill Prange, his wife, Connie; retired Navy Cmdr. Hal Winner and 18-year-old John Dempsey. For the first time in 47 days, the four set foot on dry land yesterday afternoon to clear customs in Port Angeles. They're due into Shilshole Bay Marina today, Shilshole Superintendent Capt. Buck Buxton tells us.

THE NGANING is a six-year-old boat, done over for the adventure. The Pranges hope this will be the first lap in a round-the-world cruise the next five or 10 years. (On a relaxed deal like that, a few years don't matter, one way or another.) When he retired as maintenance officer of the Navy Public Works Center in Yokosuka, Prange had been with the Navy 39 years, as gob or civilian. "The Navy told me I'd see the world when I enlisted 39 years ago," he said, "but I never did. So I plan to see it now on my own."

THE MILITARY SIDE of the Sound will sparkle this weekend, with landing forays by 2,700 assorted Navy men. Midshipmen of the annual NROTC cruise are headed for the Northwest. Puget Sound will host 222 of the 500 cruising middies plus almost 2,500 crewmen of six warships.

Four ships are due into Pier 91 tomorrow at 1 p.m. — the flagship guided missile cruiser Chicago and the destroyers Chandler, Gurke and Hollister. Tacoma will host the destroyer Ozburn. The guided missile frigate Gridley will berth at Everett. Other ships of the midship Fleet will spend the weekend up in Canada or down on the Columbia.

Besides brightening the shore for three days, the Navy men invite you aboard their ships Saturday and Sunday, 1 to 4. They sail for Pearl Harbor Tuesday on the next leg of their summer cruise.

OUR WORKING WATERFRONT isn't completely dead in the longshore strike.

The Clara Foss is due out of Pier 48 today with 200 vanloads of cargo aboard a Foss Alaska barge for Southeast Alaska. This weekend Foss Alaska has a bargeload pulling out for Nome, St. Michael and other Far North villages.

Alaska Hydro-Train keeps rolling out of Harbor Island, and Alaska Trainship, of course, sails regularly out

of the Fraser River. Handling perishables, military cargo, regular customers' cargo and as much other freight as they can take.

MILITARY CARGO is moving smoothly out of Seattle, Tacoma, Portland, Vancouver, Wash., and lumber outports, according to Col. Dick Shank, who oversees military cargo through the Northwest. Good union cooperation, Col. Shank tells us. All vanloads of military cargo have to carry placards fore and aft to get by picket lines. There's little delay occasionally when freight arrives from inland without the placards, but it's worked out.

Col. Shank was huddling with the unions a month before the strike, working out ground rules. That preparation is paying off now. And the longshoremen are rotating work on military cargoes to share whatever wealth they can find left on the docks.

THE PORT OF SEATTLE is keeping in touch with the Longshoremen's Union, too. Easing strain of the strike where they can. For instance, Longshoremen's local executive board is careful to keep from interfering with construction work at piers like 25 and 48 and 115.

Warehousemen's Local 9's contract expired the same time as their brother Longshoremen's. But Warehousemen stay on the job — where there ARE jobs, while they negotiate with employers. ILWU Warehousemen, for instance, are helping move cargo from backup warehouses outside the picket lines. And Granny Smith apples from Australia are moving regularly to market from the Port of Seattle's refrigerator "Apple Box" where they're stored at Pier 24.

NO NEGOTIATIONS, THOUGH, with the striking Longshoremen. None in sight, and when they do resume, union and employers will have big differences to bridge. Unpleasant to think of, for shippers, customers or longshoremen who'll be missing paychecks. But there's better than a slim chance that our West Coast will still be shut down when East and Gulf Coast longshoremen's contracts expire September 30. Thus setting up the possibility that every port in the country will be tied up.

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