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structing Eight Prestressed Concrete Girder Bridges and One Concrete Slab Bridge. Fencing and Signing on 8.486 miles of State Route 90 in Grant and Adams Counties, MP 191.87 TO MP 200.36, GRANT COUNTY LINE TO SCHRAG — GRADING, FA No. I-90-4(41)188, involving about 3,197,890 cubic yards of Roadway and Ditch Excavation, 144,000 cubic yards of Soil Blanket, 5,000 cubic yards of Top Soil, 235 acres of Seeding, Fertilizing and Mulching, 48,049 tons of Crushed Surfacing and Ballast, 1,022 linear feet of Drain Pipe, 16,266 linear feet of Culvert Pipe, 874 linear feet of Steel Culvert Pipe, 528 linear feet of Steel Structural Plate Pipe Arch, 1,021 cubic yards of Concrete, 180,315 pounds of Steel Reinforcing Bars, 8 lump sum bids for Superstructures (about 402,900 pounds of Steel Reinforcing Bars, 1,655 cubic yards of Concrete, 6,522 linear feet of Prestressed Concrete Girders and 2,375 linear feet of Bridge Railing), 1,820 linear feet of Steel Piling, 2,525 linear feet of Concrete Piling, 223 linear feet of Bridge Railing, 2,543 linear feet of Beam Guard Rail, 98,870 linear feet of Wire Fence, a lump sum bid for Signing, and other items — ALTERNATE A — involving about 13,130 cubic yards of Channel Excavation, 13,180 tons of Loose Riprap, and 2,530 cubic yards of Filter Blanket Material and — ALTERNATE B — involving about 6,420 cubic yards of Channel Excavation, and 1,930 cubic yards of Rock Filled Wire Mesh Gabions. This project shall be completed within 300 working days.

3. THE PLAN FEE FOR THIS PROJECT IS $10.00
Grading, Draining, Placing Riprap, Erosion Control, Surfacing, Constructing Asphalt Treated Base, Paving with Asphalt Concrete and Unfinished Cement Concrete, Constructing Four Reinforced Concrete Retaining Walls, Three Rock Fascia Retaining Walls, Removing Existing Structure, Fencing, Illumination and Signing on 1.383 miles of State Route 90 in King County, MP 10.40 TO MP 11.85, SR 901 INTERCHANGE, FA No. I-90-1(69)11, involving about 1,027,112 cubic yards of Roadway and Ditch Excavation, 10,610 cubic yards of Unsuitable Foundation Excavation, 20,390 tons of Gravel Borrow, 42,840 linear feet of Controlled Blasting, 12± tons of Loose Riprap, 13 cubic yards of Rock Sack Riprap, 1,000 tons of Rock Fascia Wall, 59 acres of Seeding, Fertilizing and Mulching, 11,000 square yards of Excelsior Matting, 10,620 Seedlings, 43,727 tons of Crushed Surfacing and Speical Ballast, 65 tons of Asphalt, 26,668 tons of Asphalt Treated Base, 64,583 tons of Asphalt Concrete, 2,050 square yards of Unfinished Cement Concrete, 2,475 linear feet of Asphalt Concrete Curb and Spillway, 1,880 linear feet of Special Gutter, 7,475 linear feet of Cement Concrete Curb and Gutter, 2,222 linear feet of Block Traffic Curb, 3,237 square yards of Concrete Slope Protection, 2,600 linear feet of Horizontal Drain Pipe, 699 linear feet of Drain Pipe, 9,048 linear feet of Underdrain Pipe, 1,053 linear feet of Culvert Pipe, 352 linear feet of Steel Culvert Pipe, 15,951 linear feet of Sewer Pipe, 240 linear feet of Steel Sewer Pipe, 8,712 cubic yards of Concrete, 900,368 pounds of Steel Reinforcing Bars, 2,210 linear feet of Bridge Railing, 11,297 linear feet of Beam Guard Rail, 336 Guide Posts, 8,000 Lane Markers, 140 Plastic Traffic Buttons, 13,925 linear feet of Chain Link Fence, 2 lump sum bids for Illumination Systems, a lump sum bid for Signing, a lump sum bid for Sign Bridges, a lump sum bid for Cantilever Sign Structures, 106,118 linear feet of Paint Striping, and other items. This project shall be completed within 350 working days.

GEORGE D. ZAHN, Chairman,
G. H. ANDREWS,
Director of Highways.

NOTICE TO CONTRACTORS
WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON
98504
July 26, 1971

Sealed bids will be received by the Washington State Highway Commission at Olympia, Washington, on Wednesday, August 18, 1971, until 10:00 A.M. and will then and there be opened and publicly read for the construction of the improvement(s) listed below.

Bid proposals delivered in person will be received only at the Department of Highways Reception Desk located on the first floor of the Highway Administration Building, Olympia, Washington.

All bid proposals shall be accompanied by a bid proposal deposit in cash, certified check, cashier's check or surety bond in an amount equal to five percent (5%) of the amount of such bid proposal. Should the successful bidder fail to enter into such contract and fail to furnish satisfactory performance bond within the time stated in the specifications, the bid proposal deposit shall be forfeited to the State of Washington.

Prequalification of bidders is required. Maps, plans and specifications may be obtained from this office upon written request therefor and payment to the Director of Highways by cash, check or money order in the amount set forth below for each copy of such maps, plans and specifications.

Informational copies of maps, plans and specifications are on file in the office of the County Engineer of the County in which the work is situated, the Chapter offices of the Associated General Contractors of America in Seattle, Spokane, Tacoma and Portland and the offices of the District Engineers of the Department of Highways where they may be inspected.

Plans size 12" x 18" will be furnished for the plan fee.

Federal funds have been allocated for item(s) 1 through 3. Contractors are advised that compliance with the Federal Regulations on Nonsegregated Facilities and revised Federal Regulations on Equal Employment Opportunity, as set forth in the contract provisions, will be required.

The improvement(s) for which bids will be received follow(s):

1. THE PLAN FEE FOR THIS PROJECT IS $2.00.
Clearing, Grubbing, Grading, Draining, Erosion Control, Surfacing, Paving with Asphalt Concrete and Fencing on 0.928 mile of State Route 101 in Pacific County, MP 49.08 to MP 42.15, BRUCEPORT HILL VICINITY — CLIMBING LANES, FA No. F-004-1(16), involving about 7 acres of Clearing, 7 acres of Grubbing, 69,660 cubic yards of Roadway and Ditch Excavation, 9 acres of Seeding, Fertilizing and Mulching, 18,885 tons of Crushed Surfacing and Ballast, 8 tons of Asphalt, 6,750 tons of Asphalt Concrete, 900 linear feet of Asphalt Concrete Curb, 1,850 square feet of Metal Cribbing, 45 linear feet of Drain Pipe, 220 linear feet of Underdrain Pipe, 452 linear feet of Culvert Pipe, 1,949 linear feet of Beam Guard Rail, 136 Guide Posts, 175 linear feet of Chain Link Fence, and other items. This project shall be completed within 75 working days.
2. THE PLAN FEE FOR THIS PROJECT IS $2.00.
Planting Trees, Shrubs, Vines, Whips and Seedlings and Constructing an Automatic Sprinkler Irrigation System on State Route 5 in Cowlitz County, MP 29.68 to MP 30.95, KALAMA INTERCHANGE VICINITY — LANDSCAPING, FA No. I-5-1(68)129, involving about 1,048 cubic yards of Planting Backfill Mix, 30,148 square yards of Planting Area Preparation, 6,633 Trees, Shrubs, Vines, Whips and Seedlings, 3 Automatic Electric Controller Stations, 35,075 linear feet of Direct Burial Cable, 265 linear feet of Steel Pipe, 225 linear feet of Galvanized Pipe, 31,159 linear feet of P.V.C. Pipe, 742 Sprinkler Heads, and other items. This project shall be completed in its entirety on or before March 1, 1973.
3. THE PLAN FEE FOR THIS PROJECT IS $2.00.
Planting Trees, Shrubs and Ground Cover Plants and Shoulder Sterilization on State Route 520 in King County, MP 4.25 TO MP 6.54, 84TH AVE. N. E. TO 108TH AVE. — LANDSCAPING, FA No. U-025-1(58), involving about 23 acres of Grass Fertilizing, 79 acres of Mowing, 4,239 cubic yards of Sawdust Mulch, 38 acres of Agricultural Lime, 128,364 square yards of Planting Area Preparation, 22,119 Trees, Shrubs and Ground Cover Plants, 385,692 square yards of Weed Control, 23,482 square yards of Shoulder Sterilization, and other items. This project shall be completed in its entirety on or before April 30, 1973.
4. THE PLAN FEE FOR THIS PROJECT IS $2.00.
Surfacing, Paving with Asphalt Concrete and Paint Striping on 2.180 miles of State Route 99, MP 24.00 to MP 25.54, and State Route 167, MP 19.18 TO MP 19.82, in King County, EAST MARGINAL WAY SEATTLE & RAINIER AVENUE SOUTH, RENTON — RESURFACING, a State Project, involving about 120 tons of Crushed Surfacing, 24 tons of Asphalt, 6,195 tons of Asphalt Concrete, 420 linear feet of Block Traffic Curb, 53 Plastic Traffic Buttons, 26,500 linear feet of Paint Striping, and other items. This project shall be completed within 30 working days.
5. THE PLAN FEE FOR THIS PROJECT IS $2.00.
Grading, Surfacing, Paving with Asphalt Concrete, and Installing Illumination on 6.349 mile of State route 195 in Whitman County, MP 47.82 to MP 48.17, STEPTOE CHANNELIZATION, a State Project, involving about 2,600 cubic yards of Roadway Excavation, 5,300 tons of Crushed Surfacing, 2 tons of Asphalt, 2,300 tons of Asphalt Concrete, 23 Guide Posts, a lump sum bid for illumination System, and other items. This project shall be completed within 45 working days, or by January 10, 1972, whichever date is earlier.
6. THE PLAN FEE FOR THIS PROJECT IS $2.00.
Surfacing, Paving with Asphalt Concrete and Paint Striping on 1.500 miles of State Route 900, MP 20.42 TO MP 20.98 and State Route 901, MP 0.07 TO MP 1.01, ISSAQUAH VICINITY — RESURFACING, a State Project, involving about 1,100 tons of Crushed Surfacing, 8 tons of Asphalt, 2,650 tons of Asphalt Concrete, 31,600 linear feet of Paint Striping, and other items. This project shall be completed within 20 working days.
7. THE PLAN FEE FOR THIS PROJECT IS $2.00.
Grading, Draining, Surfacing and Paving with Asphalt Concrete on State Route 5 in Clark County, MP 4.38 TO MP 7.06, N. E. 78th ST. VIC. FRONTAGE ROADS, a State Project, involving about 1,750 cubic yards of Roadway Excavation, 2,550 tons of Crushed Surfacing and Ballast, 1 ton of Asphalt, 1,160 tons of Asphalt Concrete, 285 linear feet of Culvert Pipe, and other items. This project shall be completed within 40 working days.
8. THE PLAN FEE FOR THIS PROJECT IS $2.00.
Constructing a Utility Building and Installing Water and Sewage Disposal Systems on State Route 195, MP 60.50 and State Route 395, MP 66.74 in Whitman and Adams Counties, HORN SCHOOL AND HATTON COULEE REST AREA IMPROVEMENTS, a State Project, involving about 385 linear feet of Underdrain Pipe, a lump sum bid for Utility Building, 2 lump sum bids for Water Systems, a lump sum bid for Sewage Disposal System, a lump sum bid for Electrical Systems, and other items. This project shall be completed within 80 working days.
9. THE PLAN FEE FOR THIS PROJECT IS $2.00.
Constructing a Prefabricated, Rigid Wood Frame, Metal Covered Sand Storage Shed in Asotin County, DISTRICT 5 ASOTIN SAND STORAGE SHED, a State Project, involving a lump sum bid for the Entire Improvement. This project shall be completed within 60 working days.

GEORGE D. ZAHN, Chairman,
G. H. ANDREWS,
Director of Highways

First consideration

S.T.A. official asks for orderly opening

By CONSTANTINE ANGELOS
Education Editor

An orderly opening of school must be assured in implementing a Superior Court ruling delaying desegregation here for a year, Dallas Shockley, executive secretary of the Seattle Teachers Association, said today.

"We have three weeks before school starts. We don't want to put those kids into a situation that is unsatisfactory," Shockley said.

"There's going to have to be a massive reassignment of teachers," Shockley noted if the district has to restore Lincoln and Roosevelt-area schools to last year's status.

That is how attorneys for Citizens Against Mandatory Bussing interpret Superior Court Judge William J. Wilkins' ruling yesterday. They will present proposed orders to the court to carry this out.

"I'm concerned that whatever is done every consideration be given to the effect on students, the educational program and the teachers in these schools," Shockley said.

"Issues such as this cannot be resolved amid chaos."

Shockley said he would favor a delay in opening those schools to avoid confusion, if necessary.

PLANS HAD called for converting Eckstein, Wilson and Hamilton from junior highs to multiracial middle schools (grades six through eight) and exchanging 842 black and white youngsters between the Lincoln-Roosevelt area and the Central Area to desegregate the Meany-Madrona Middle School.

The plan also called for Lincoln-Roosevelt elementary schools to become kindergarten through fifth grade and Lincoln and Roosevelt to be ninth- through 12th-grade schools.

Interlake Elementary was to be closed and become a satellite of Lincoln to accommodate the greater enrollment with the addition of the ninth grade, and Marshall Junior High was to become a satellite of Roosevelt. Interlake's pupils were to be sent to neighboring schools.

All of these plans would have to be reversed under the proposed CAMB court orders to return these schools to their 1970-71 role.

ALL OF THE schools have been restaffed for the new grade grouping. New principals were named for the middle schools. Hundreds of hours of teacher workshops, voluntary summer schools and summer camps, parent human-relations training and other work has been done this summer, financed by about $750,000 in federal money.

The district had planned to use 23 Seattle Transit System coaches for the mandatory bussing. Letters informing students of stops and schedules were to go out this week.

The middle schools were to feature "continuous progress" or individualized instruction and new teaching materials.

Unless the School Board can find a quick legal way to stay the judge's one-year desegregation delay, the easiest way out for the district would appear to be if the judge would allow the middle-school organization to continue on a neighborhood-school and voluntary-transfer basis.

BUT THIS is not how the CAMB attorneys read the judge's ruling.

Dr. Forbes Bottomly, superintendent, and his staff met yesterday and today, discussing alternatives to present to the board when it meets tonight in an executive session with attorneys to decide what course of action to take.

For the moment, little is clear. Reaction of desegregation advocates has been one of general shock and in some cases disbelief.

Judge Wilkins said in his memorandum that CAMB did not appeal the proposal "as it pertains to integration . . . ."

"It is one thing to seek to integrate schools by using mandatory reassignment and yet another thing to change the basic structure of the school system as a method of relieving racial imbalance without fully ascertaining or disclosing the costs and details of the changeover," the ruling said. The judge continued:

"It is not the adoption of such a policy from which plaintiffs appeal but rather its hasty implementation of such a program. It is clear from the evidence that the School Board was under pressure from the state authorities relative to the problems of segregated education.

"It also appears that this pressure was determinative of the board's decision to use the 'middle school' program as a vehicle of its integration plans."

LAST NIGHT, the Sealth School Citizens Advisory Council voted, 11 to 2, to ask the School Board to abide by the court's decision "and not attempt to have this judgment deferred by state court nor appealed to the State Supreme Court and thereby allow more adequate citizenry involvement in future plans by the involvement of the newly elected citizens' school advisory councils."

The Central Area School Council, meeting in a scheduled nonpublic session, discussed the ruling but took no stand, awaiting clarification on its implications.

The Rev. Dr. David G. Colwell, chairman of the Citizens Committee for Quality Education, which dissolved after making desegregation recommendations to the board, said he found the court's ruling "very distressing."

"It seems clear from decisions of higher courts than this that school districts should eliminate segregation, whether de facto or de jure," Dr. Colwell said. "My reaction is one of great disturbance and distress."

Mrs. Harold K. Roe, chairman of the Hale Citizens School Advisory Council and head of the North Region council (made up of chairmen and vice chairmen of North Region councils) said the ruling supports "what we've been saying all along —that the School Board didn't have the proper documentation to show the middle school is a better method of education."

MRS. ROE, called as a witness by CAMB, said today that "I want to know as a citizen what we're getting for our money." She repeatedly has criticized the board for ignoring the public's questions.

Allen D. Anderson, board critic and chairman of the Ingraham Citizens School Advisory Council, said the ruling restores people's faith in the judicial system.

Anderson said many persons told him yesterday they were pleased and relieved that "some one man (Judge Wilkins) could see there's more to it than just bussing.

"Everyone I talked to felt that Judge Wilkins was looking into the noncitizen participation in the planning and changes involved."

Anderson said that the district's middle-school desegregation plans may have "a lot of merit," but that the board should present the plans to citizens and let them work on them.

"The school administration has gone to an awful lot of work. I hope it's not wasted. They should go back to citizens and get their support," Anderson said.

Man dies of burns suffered in home fire

Dennis Pratt, 21, of 6012 Fauntleroy Way S. W., died at 12:30 p. m. today of burns suffered when fire swept his home shortly after 1:30 a. m. yesterday.

The medical examiner's office said Pratt suffered burns over 90 per cent of his body.

William Porter, 18, of 7335 35th Ave. S. W., was found dead in the Pratt home after the fire was extinguished. Fire fighters said the blaze started in a sofa.

Quakes rock unlucky city

SKOPJE, Yugoslavia — (AP) — Seismologists report that three earthquakes of medium strength shook this city last night. No damage was caused. The city was destroyed by an earthquake in 1963.

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Constructing a Prefabricated, Rigid Wood Frame, Metal Covered Sand Storage Shed in Asotin County, DISTRICT 5 ASOTIN SAND STORAGE SHED, a State Project, involving a lump sum bid for the Entire Improvement. This project shall be completed within 60 working days.

GEORGE D. ZAHN, Chairman,
G. H. ANDREWS,
Director of Highways

U. District council against parking study

The University District Community Council has recommended that the City Council not conduct the second phase of the planned two-phase University District Parking Study.

The first phase, completed last month by De Leuw, Cather Company at a cost of $10,000, concerned future parking needs of the area.

The second phase, also to cost $10,000, was to be for a site analysis and structural plans for a parking garage.

The Community Council said that because the projected parking need is less than expected, reliance on public transit by 1975 is forecast to be greater than anticipated, planning for a new garage "is unnecessary and would be a waste of public money."

The parking study said the District in 1970 had a deficiency of 320 long-term parking spaces and projected that in 1975 there would be a deficiency of only 50 short-term spaces and 360 long-term spaces.

The council said the recently completed University Area Transportation Study forecast a 70 per cent increase on public transit in the next several years.

The council also objected to selling tax-exempt bonds to finance the garage. This would allow both the land and the building to be exempt from the poperty tax.

"At a time when homeowners are having their taxes doubled and tripled," the council said, "such an exemption would be met with justifiable outrage."

The City Parking Commission will meet August 19 to consider authorization of the study's second phase.

Two children admit setting fire in barn

Two children, 5 and 6, have admitted setting a $40,000 fire which destroyed a two-story barn in Federal Way yesterday.

The barn, at 29455 Military Road S., had been converted into shop space for the Red Moore Construction Co. Damage included shop equipment and a 20-foot power boat owned by Darl (Red) Moore.

The Federal Way Fire Department said that Moore was on a business errand when the fire broke out about noon yesterday. The roof was collapsing when fire fighters arrived.

According to the department, the children live a short distance from the barn. They have admitted entering the building and using matches to start the fire.

Separate trials for couple on drug charge

Separate trials were ordered by a federal judge yesterday for a Seattle man and a San Francisco woman charged with smuggling hashish into the country in hollowed-out boards of a packing crate.

United States District Judge George H. Boldt ordered the separation yesterday for Lawrence P. Cook, 25, and Donna Jean Smith, 27. The judge ordered Cook's trial to begin immediately but did not set a date for Miss Smith's trial.

They are charged with smuggling into the country 65 pounds of hashish, a marijuana derivative, in crates containing clothing and personal belongings.

Glen Carter

Times Waterfront Columnist

Marina rates held down

Waterfront temperatures are going up, but not so with moorage prices at Shilshole Bay Marina which is operated by the tax-based Port of Seattle.

Port commissioners yesterday decided to hold the line on moorage rates at 90 cents a berth-length foot.

They acted on the recommendation of the port's property-management department which noted that "the economy of Seattle has deteriorated substantially during the past several months, and an increase in rates might cause some of the boating people to leave Shilshole."

Commissioners, remembering past experience, acknowledged that rate increases have been accompanied by rises in vacancies. As moorage costs rose, stalls indeed did become empty.

All 1,500 berths at Shilshole are occupied, and about 120 boaters are on the waiting list. Another 150 berths are being constructed with completion due in October. When filled, they will add about $3,800 of monthly revenue to Shilshole.

Commissioner Paul Friedlander voiced opposition toward holding the rates down and favored an increase. His position was unchanged from the last (November) increase. Commissioner Henry Kotkins was absent yesterday.

●

SPEAKNG OF high temperatures, the only ice station in Seattle for commercial fishermen malfunctioned last weekend. Some outbound fishermen were disgruntled, disappointed and downright irate.

Seems the closest ice station was at Bellingham — which was closed evenings. The next one outbound was at Port Angeles, also closed. At the last-chance station, Neah Bay, the supply was hardly meeting the demand—probably exhausted during some hours.

So the deepwater fishermen with empty ice holds were out of luck before they got under way—had to wait until Monday.

●

EVERYBODY'S TALKING about the hot weather these days—including sailmakers. They're the men and women, you'll recall, who work in the uppermost sections of waterfront buildings, directly under sun-baked roofs.

Most of them are knocking off work early. The sun's beating down too hard and steadily these afternoons. Big air fans won't do the job. Otherwise, the sailmaking business is good in this Boating Capital of America.

And in this tourism season, Rudi Becker, a former waterfront mainstay and sidewalk spieler for Seattle Harbor Tours, recalls his advice to little old ladies from back East who rode the tour boats to be impressed by the backside views of our central waterfront.

Occasionally a lady asked for a bottled sample of "ocean water" as a souvenir. Rudi would happily oblige and provide them bottles which they would fill.

Then he advised them to pour some out, explaining that tides in Seattle were quite high and that water in the bottles would rise and pop the corks.

●

IF THERE'S A foggy notion about Seattle-Tacoma International Airport, it's all cleared up now. Port commissioners authorized a contract to be renewed with fog controllers.

Fog controllers? That's right. The $135,000 pact was renewed with the Aero-Dyne Corp. of Renton which uses a DC-3 plane to disperse fog.

Airlines using Sea-Tac want the fog-dispersal service again, just as it was last year, and they're quite willing to pay the tab. They've indicated that each plane forced to be rerouted to another airport in fog costs about $2,500. The airlines say the fog-chasing method was about 75 per cent effective during the contract year.

The chemicals sprayed into fog are guaranteed to be noncorrosive, nontoxic and nonpoisonous.

Several other major airports use fog-dispersal services.

Funny thing about Seattle fog. It's the warm-air variety and one of the most difficult to dissolve.

●

WE'LL BE HEARING more about two inland water-resources groups soon. They're the Inland Empire Waterways Association and the Northwest Rivers & Harbors Congress.

Cal Anderson, executive vice president of Inland Empire, was in Seattle yesterday to explain the impending merger of the two groups. Seems our four-state area really is becoming more closely related by rail, barge and highway-transported cargo. Neighbor-state business in the Northwest more often than not is port-related business.

Although the two water - resources groups have had differing objectives, their goals have become increasingly similar as navigation has progressed into the Columbia and Snake Rivers.

Also, there is competition among United States regions for shares of federal budgets. The Pacific Northwest is getting substantial chunks of federal public-works dollars these days, but big Texas is in there pitching for bigger shares. So it behooves the four states of Washington, Idaho, Oregon and western Montana to work together.

Members of the two water-resources groups have unofficially okayed the merger, the membership is expected to approve a single organization, to be known as the Pacific Northwest Waterway Association, at a convention here in October.

The four-state organization will consolidate interests in flood control, reclamation and irrigation, navigation, electrical power development and environmental factors.

William P. Wood

Roy D. Jurgenson

Foss makes management appointments

William P. Wood has assumed the position of senior vice president of the Foss Launch & Tug Co., Sidney D. Campbell, president, announced today.

Wood, formerly vice president of marketing and engineering, will assume broader responsibilities in the overall management of the company.

Roy D. Jurgenson has been appointed vice president of sales and marketing.

Puget Sound shipping

By the Marine Exchange of the Seattle Chamber of Commerce

ARRIVED AUGUST 10
Vessel— From— Time— Berth— Agent
NORTH STAR III — Alaska, 5:00 p. m., Pier 90, Bureau of Indian Affairs.

DEPARTED AUGUST 10
Vessel— For— Time— Berth— Agent
ROCKY MARU (Japanese ms) — British Columbia, 11:30 p. m., Olympia, International.

ACTIVE VESSELS ON PUGET SOUND
Vessel— Berth— Agent— To Sail— For
AFOUNDRIA — Todds, Sea-Land, August, Sea.
AMERICAN RELIANCE — Pier 91, Atlas S. S., August 12, Alaska.
DAIAN MARU (Japanese ms) — Port Angeles, Olympic S. S., August, Sea.
GALVESTON — Todds, Sea-Land, August, Sea.
KUWAIT HORIZON (Kuwait ms) — Elliott Bay, Olympic S. S., August, Sea.
LINDANA (Liberian ms) — Everett, Williams Dimond, August 12, Australia via British Columbia.
MINETAMA MARU (Japanese ms) — Tacoma Anchor, International, August, Sea.
MONTIGNY (Liberian ms) — Elliott Bay, International, August, Sea.
NORTH STAR III — Pier 90, Bureau of Indian Affairs, August 19, Alaska.
PETRARCA — Pier 91, M. S. C., August 13, Alaska.
SAN MARTIN MARU (Japanese ms) — Port Angeles, General S. S., August, Sea.
SHUNTO MARU (Japanese ms) — Port Angeles, Kerr S. S., August, Sea.
VENTURA — Lockheed, International, August, Sea.
WAY WAY (Liberian ms) — Tacoma Anchor, Kerr S. S., August, Sea.
WESTERN PIONEER — Pier 66, Pioneer Alaska, August 12, Alaska.
WORLD CHAMPION (Liberian ms) — Everett, Olympic S. S., August, Sea.
WORLD PELAGIC (Liberian ms) — Port Angeles, International, August, Sea.

IDLE OR REPAIRING
Vessel— Agent— Berth
CHENA — Alaska S. S., Pier 39.
DON JOSE FIGUERAS (Filipino ms) — Atlas S. S., Todds.
ILIAMNA — Alaska S. S., Pier 39.
FORTUNA — Alaska S. S., Pier 39.
POLAR PIONEER — Alaska S. S., Houghton.
PRESIDENT VAN BUREN — American Mail, Todds.

American Mail Line

INDIAN MAIL — Scheduled to depart Kobe for Pacific Northwest August 12.
ALASKAN MAIL — Outbound, due Okinawa August 10; next port, Da Nang.
KOREAN MAIL — Outbound, due Yokohama August 12.
OREGON MAIL —In Vancouver, B. C.
AMERICAN MAIL — In Vancouver, B. C.
HONG KONG MAIL — In Vancouver, B. C.
CANADA MAIL—In Vancouver, B. C.

Coast Guard:

TANAGER — Due Pier 91 at 1 p. m. August 13.
NORTHWIND — East of Point Barrow.
WINONA — On Ocean Station November.
KLAMATH — On Ocean Station Victor.
FIR — In Lake Washington.
YOCONA — On Alaska patrol.
MODOC — On law-enforcement patrol.
WACHUSETT — At Pier 91.
STATEN ISLAND — At Pier 91.

Maritime

Jay Wells, Editor

Board recommends Coast Guard control of ship traffic

WASHINGTON — (AP) — A federal fact-finding board said yesterday the collision of two tankers in San Francisco Bay January 18 showed the Coast Guard should have authority to tell ship captains what course to steer in crowded waterways.

The National Transportation Safety Board said the collision between the Arizona Standard and Oregon Standard showed the seaways need the same type of regulation as the airways.

The board endorsed measures to give the Coast Guard authority to regulate marine traffic in ports.

It said the Coast Guard was evaluating a harbor radar system at the time of the accident but "due to lack of authority, the system was unable to prevent the collision."

"This potentially protecting public radar system should no longer be placed in the position of recording the minute stages of a public disaster while powerless to prevent it," the board said.

The board questioned whether a ship's captain should be allowed to decide when to begin or continue a voyage and added the increased risks in today's seaports show "when necessary, authoritative direction" should be given to the captain.

The board said the accident occurred because neither ship kept to the starboard side of the channel, neither ship fully utilized its shipboard radar system, neither ship heard fog signals, and the Coast Guard radar operator had no authority to interpret his radar information or to issue collision prevention instructions.

The board said neither ship kept to the right of the channel because there was no positive indication where the center was.

It also had criticism for the layout of the ship's bridge, saying an airplane pilot has all his instruments directly in front of him and can communicate with other aircraft while watching the panel. A ship's captain, the board said, cannot do this because of the bridge layout.

F. B. I. takes 3 suspects off yacht

HONOLULU — (AP) — A luxury yacht was back in Honolulu today after a high-seas chase, and three men who the Coast Guard said hijacked the vessel and set the crew adrift 140 miles from land were in custody.

Federal Bureau of Investigation agents went aboard the Coast Guard cutter Cape Corwin when she arrived in Honolulu yesterday. They arrested the men for investigation of interstate transportation of stolen property.

The men are Kerry D. Bryant, 25, Los Angeles; Michael R. Melton, 24, Bakersfield, Calif., and Mark. E. Maynard, 27. Lewiston, Idaho.

The three are accused of forcing a three-man crew of the $150,000 yacht Kamalii at gunpoint to get under way from Waikiki's Ala Wai Yacht Harbor Friday night. A day later they reportedly set the crew — identified as Robert Washckeit, John Freitas and Frank Power — adrift in a life raft some 140 miles from here. The crewmen were rescued by a freighter.

The cutter caught up with the yacht Monday. The Cape Corwin's captain, Lt. (j. g.) Gregory T. Wilson of Morristown, N. H., said, "I came up fast — about 18 knots — and slammed to a halt right beside them. I trained our machine gun on them and told them to put their hands behind their necks."

He said the three offered no resistance.

The yacht is owned by Larry Doheny, millionaire oilman, of Los Angeles and Honolulu.

Dock workers in Portland move goods

PORTLAND — (AP) — More work gangs were called to the Portland docks today after the striking Local 8 of the International Longshoremen's & Warehousemen's Union told port officials it would do any work they asked them to except load or unload ships.

One gang yesterday began loading cases of tableware owned by J & H International Corp. of Chicago after the company got a court order preventing the longshoremen from interfering with movements of its goods away from the docks.

Port officials said the tableware loading would continue today and that five more companies with goods stored in warehouses had asked that the port hire men to move them.

Richard Wise, president of the Local 8, said the only reason the union blocked movement of the goods last Friday was that the port hired nonunion personnel for the loading.

Multnomah County Circuit Court Judge William Dale ruled Monday that the union couldn't interfere with operations at the docks. He also limited the number of pickets.

Port of Portland officials said during Monday's hearing that the union had told them it wouldn't work under any circumstances.

Wise said this apparently was a misunderstanding.

U. S. not entering dock strike

SAN FRANCISCO — (AP) — Labor Secretary James D. Hodgson says provisions of the Taft-Hartley Act probably will not be used to stop the West Coast dock strike because President Nixon does not yet view the walkout as a "national emergency."

"When the Taft-Hartley has been used in the past on longshore strikes, it's been singularly unsuccessful," Hodgson said here yesterday.

"The administration believes the situation is critical, but it does not yet qualify as a national emergency."

J. Curtis Counts, director of the Federal Mediation and Conciliation Service, appearing with Hodgson, said local issues have to be settled before coast-wide negotiations, which broke off June 30, could resume.

Strike causes loss of wheat markets

The longshore strike already has cost the Pacific Northwest some $30 million in wheat exports, the Pacific Northwest Grain Export Association says.

Robert C. Martin of Portland, association president, said in a telegram to President Nixon that "much of this business will be virtually impossible to recapture as our traditional buyers seek new and perhaps more reliable suppliers."

No one held in ax killing aboard ship

VANCOUVER, B. C. — (AP) — Immigration officials have found no grounds for preventing the crew and passengers of the steamship American Mail from leaving the freighter, scene of a high-seas ax killing.

A spokesman said yesterday his men and United States Federal Bureau of Investigation agents can't say who among the 12 passengers and crew is involved in the death of George E. Smith, 27, of Seattle, a waiter.

Smith's body was discovered July 31 when the ship was several days out of Yokohama, bound for Vancouver. The ship was diverted to Adak, Alaska, where Smith's body was removed and F. B. I. investigators were called in.

No arrests have been made and the department said it had no choice but to continue to deal with those aboard the American Mail in the normal manner — to allow United States citizens to go ashore as they wished.

The passengers disembarked Monday and headed for their homes. Several of the 45 crew members sought permission yesterday to return south on the understanding they would rejoin the vessel when she was ready to sail.

In Anchorage, an F. B. I. spokesman said the investigation has turned up no new developments.