

Glen Carter



Times Waterfront Columnist

Old hometown has changed

One returns to Seattle from a week's voyage and finds his old hometown changed. Hardly any commercial movement in Seattle Harbor. It's like a color-slide still picture. The longshoremen's strike has idled nearly all.

Only an occasional tug-drawn barge moves, or a state ferry, or a rail barge headed for Whittier, Alaska. The Alaskans look to the Lower 48 states for their supplies, so the few lifeline barges are permitted to move.

But the pleasure-boating adventure seekers are as busy as ever — such as the 48-year-old Boeing engineer, Mark Nelson, who is circling Vancouver Island in his 17-foot outboard boat. A postcard informs me he's broadside to the open Pacific, southbound on the most dangerous leg of the journey.

"I had 35-knot winds today. They upset my courage-to-brains ratio, so I've holed up to wait," he wrote from Toino.

And word arrives regarding two 18-year-old kayakers who departed Mercer Island June 18, bound for the Far North. They're Steve Rottler, who graduated last month from Mercer Island High, and Chris Howell, a sophomore at the University of Washington next September.

The paddlers had considered going to Ketchikan, but gave up, understandably, upon reaching Powell River, B. C., on July 4.

The fail-safe saga ends happily, though. Rottler proceeded by ferry to Ketchikan, where he landed a job in a fish cannery, and Howell is working on a two-man Canadian fishboat.

The youths prepared their voyage carefully. They consulted one of the experts in these parts as they built their kayaks — a seaworthy Chinook class — and listened to his advice attentively.

And still another adventure seeker in a small boat . . . Comes a note from a sailing acquaintance who says he plans to tackle the west side of Vancouver Island beginning next Saturday from Shilshole Bay Marina.

He's Bob Hansbrough, an ex-Navyman and the only man I know to trailer a 24-foot trimaran from the Great Lakes (Lake Michigan) to Seattle. But Hansbrough is experienced and, equally important, cautious.

SEATTLE'S DOCKS are strike-idled, but the Port of Seattle conducts business as usual. Port commissioners yesterday awarded a \$1,164,945 contract to the Baugh Construction Co. to build a barge-handling facility for Foss Alaska Line at Terminal 115 on the west side of the Duwamish Waterway.

Foss Alaska, you'll recall, serves Southeast Alaska (Ketchikan, Petersburg, Juneau and Sitka) with barged cargo on weekly runs out of Pier 42, a deepwater moorage for ocean-going ships. Foss Alaska doesn't require all that deep water for its shallow-draft tugs and barges, so it will move to the Duwamish and new shore accommodations which will include three piers, a freight-container yard, administration buildings, rail tracks and acres of hard-surfaced yards.

But the new facility, to be completed in March, won't signal a move for the Foss Launch & Tug Co. from its waterway yard east of the Ballard Bridge. The Foss green-and-white tugs will stay as are, where are.

That waterway strip could be nicknamed Tugboat Row in the near future. Directly north across the water from Foss is the headquarters of Northland Marine Lines serving Hawaii and Southeast Alaska with barges of containers these days.

And Foss and Northland will have a new, nearby neighbor soon. The American Tug Boat Co. of Everett is preparing to occupy property immediately west of Foss, beginning with its floating machine shop to be moored between Foss and the Ballard Bridge. American says, however, that its relocation will be gradual, with dispatching and harbor operations remaining in Everett.

PAY RAISES, some substantial, were authorized yesterday by Port of Seattle commissioners. Plumbers, steamfitters and steamfitter welders will earn \$15,163 yearly, up from \$13,748 (68 cents hourly, or from \$6.61 to \$7.92) plus benefits, overtime and premium pay. Their foremen will earn \$16,307, up from \$14,892 (68 cents, from \$7.16 to \$7.84) plus fringe benefits and overtime pay.

Foreman wiremen's annual base wages will be \$18,408, raised from \$17,492 (44 cents, from \$8.41 to \$8.85). Journeyman wiremen will get \$16,733, up from \$15,901 (40 cents, from \$7.64 to \$8.04), while lamp changers will get \$10,046.

YES, WE HAVE NO . . . If Seattle's banana dock (Terminal 5) is tied up by a dock strike, yes, we'll have no bananas? As predictable as a tide, the banana ship arrives weekly to supply bananas to the Pacific Northwest and afar.

There's hope. Representatives of the United Fruit Co. were in Vancouver, B. C., yesterday to seek arrangements for unloading bananas. The process would be slower in B. C. land, because that port is not equipped with special unloading equipment like Seattle's. But where there's a will . . .

Puget Sound shipping fireworks accident probed

BY THE MARINE EXCHANGE of the Seattle Chamber of Commerce

ARRIVED JULY 13

Vessel—Firm—Time—Berth—Agent—

MONTIGNY (Liberian ms) — Japan, p. m., Elliott Bay, International.

DEPARTED JULY 13

Vessel—Firm—Time—Berth—Agent—

ASTERION (For East, 6:00 p. m., Pier 91, M. S. C.)

DUE JULY 14

Vessel—Berth—Agent—To Sail—Firm—

CHERRY VALLEY (TKR) — California, 6:00 a. m., Edmonds, J. T. Stebb.

GANGES MARU (Japanese ms) — Japan, p. m., Tacoma Anchor, International.

SAN PEDRO — Orient, 7:00 a. m., Pier 5, Sea-Land.

ACTIVE VESSELS ON PUGET SOUND

Vessel—Berth—Agent—To Sail—Firm—

AFONDRIA — Todd's, Sea-Land, July, Sea.

ALASKAN MAIL — Pier 91, American Mail, July 19, Japan.

ASTERION — Pier 91, M. S. C., July 15, For East.

COSMOS ELTANIN (Liberian ms) — Tacoma Anchor, Olympic S. S. July, Sea.

DAIAN MARU (Japanese ms) — Port Angeles, Olympic S. S. July, Sea.

EVELINE (Liberian ms) — Anacortes, Cascade Shipping, July, Sea.

EVERETT MARU (Japanese ms) — Port Angeles, International, July, Sea.

FORTUNSTAR (Liberian ms) — Port Angeles, Cascade Shipping, July, Sea.

GALVESTON — Todd's, Sea-Land, July, Sea.

HOEGH DENE (Norwegian ms) — Elliott Bay, Transoceanic, July, Sea.

LINDANA (Liberian ms) — Everett, Williams Diamond, July, Sea.

MEISHUN MARU (Japanese ms) — Tacoma Anchor, Olympic S. S. July, Sea.

MIDAS ARROW (Japanese ms) — Olympia, Cascade Shipping, July, Sea.

PETRA — Pier 91, M. S. C., July 16, Alaska.

ROCKY MARU (Japanese ms) — Olympia, International, July, Sea.

SEIZAN MARU (Japanese ms) — Everett, General S. S. July, Sea.

SHOKAI MARU (Japanese ms) — Tacoma Anchor, General S. S. July, Sea.

SHUNTO MARU (Japanese ms) — Port Angeles, International, July, Sea.

SHUTCHU MARU (Japanese ms) — Elliott Bay, Williams Diamond, July, Sea.

TAMPA — Todd's, Sea-Land, July, Sea.

VENTURA (Norwegian ms) — Lockhead, International, July, Sea.

WESTERN PIONEER — Pier 66, Pioneer Alaska, July 15, Alaska.

WILSON (Liberian ms) — Port Angeles, International, July, Sea.

Coast Guard:

NORTHWIND — In Arctic West, Sitka.

STATE ISLAND — At Lockhead, Seattle.

WINONA — At Port Angeles, Washington.

WALCOTT — At Ocean Station, Victoria.

YACHT — On Alaska fishing patrol, MOODOC — On law enforcement patrol.

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Port officials hope strike ends soon

Port of Seattle commissioners said yesterday the West Coast dock strike will cause the port to lose \$185,000 in the first month and \$246,000 monthly thereafter as facilities stay idle.

Commissioners approved a resolution asking government officials at all levels to "do everything in their power" to settle the strike which has ports closed down from San Diego to Bellingham.

Commissioner Paul Friedlander introduced the resolution.

No negotiations have taken place between the International Longshoremen's & Warehousemen's Union and the employers' Pacific Maritime Association since dock workers walked out two weeks ago.

"This means we want to get them back into negotiations," Merle Adlum, the Port Commission president, said. "But we are not trying to dictate a settlement."

James Hogan, the port controller, said the loss to the port comes in losses in dockage, wharfage, storage fees and lost override on labor and equipment rentals.

Commissioners were informed the port has not laid off any personnel. But employees have been encouraged to take vacations and reduce their overtime.

Friedlander raps contract changes

Extra costs in the \$175 million construction project at Seattle-Tacoma Airport drew heavy criticism yesterday at the session of the Port of Seattle Commission.

Commissioner Paul Friedlander said he was "sick and tired" of construction claims from the Morrison-Knudsen Co., the contractor working on the main terminal building.

The company's bid on the project was \$23.5 million in November, 1969. But Friedlander said the contract cost has increased \$1,272,000 through 28 change orders since work got under way.

"Morrison-Knudsen is out to get us," Friedlander said. Change orders result from changes in project designs, wage escalations, the sequence order of projects involved on a job, and unexpected work introduced into a contract either on the part of port engineers or contractors.

Port Commissioner Henry Kotkins has repeatedly criticized change orders. He withheld comment yesterday except to say: "Change orders are looked on by the construction industry as a means of making profit."

Following Kotkins' concern over change orders in the past, each project change now is explained by the port engineering department. Total costs of change orders on a project also are included in the written explanations.

Yesterday's criticism stemmed from a request for a \$24,459 change order. The

James Bolin, fisheries official, dies

James E. Bolin, 60, manager of the West Coast Trollers Association, died Monday in Missoula, Mont., while on a visit.

Bolin, of 12037 75th Ave. S., had managed the fishermen's association for six years.

Survivors include his wife, Helen, Seattle; four sons, James E. Berry, Seattle; Thomas Bolin, Spokane; and Peter and Matthew Bolin, both of Tacoma; three daughters, Mrs. Carole Miller, Seattle; Susan, Spokane; and Elizabeth, Tacoma.

Bolin was an Air Force Captain during the Second World War and was a member of Seattle Moose Lodge 211.

Services will be at 1 p. m. Friday in the Howden-Kennedy Funeral Home, with burial in Forest Lawn.

3 ships collide in Strait

VICTORIA, B. C. — (AP) — Three freighters collided in early morning fog today in the Strait of Juan de Fuca near the entrance to Victoria Harbor.

One of the vessels was holed in two spots above the waterline. There were no reports of injuries.

The ships were identified as the Nordgrint, from Norway, the Hoegh Miranda, a Swedish vessel, and the Kozara, Yugoslavian.

First reports indicated the Yugoslavian vessel had been hit by the other ships. She headed under her own power for nearby Esquimalt for repairs.

The other vessels were at anchor off the Royal Roads Military College site about 10 miles northwest of Victoria.

Father, son sought off Oregon

A father-and-son fishing team was sought off the Oregon coast today.

The Coast Guard said Don R. Drica, 47, and his son Craig, 16, of Vancouver, Wash., reported by radio about 10 a. m. Monday that they had engine trouble off Cape Kiwanda, and have not been heard from since. They were fishing for tuna.

Maritime

Jay Wells, Editor

Lake Washington sockeye fishing ends tomorrow

OLYMPIA — (AP) — tomorrow in the San Juan Islands.

State Fisheries Director Thor Tollefson says the commercial net fishery for Lake Washington salmon will close tomorrow as scheduled, but may be reopened next week.

Tollefson said fish are moving fast and it is difficult to assess the catch, and escapement, but the best estimate is that 200,000 salmon have been caught and another 200,000 have escaped into the lake.

Gillnetters may fish until 6 a. m. tomorrow and purse seiners until 6 p. m. tomorrow.

The Fisheries Department also says fishing this week in the San Juan Islands, Strait of Juan de Fuca and off Discovery Bay will be extended two days to harvest a good run of early Stuart River sockeye.

Gillnetters may fish until 9:30 a. m. Friday and purse-seiners until 9:30 p. m. tomorrow in all three areas. Reefnetters will be permitted to fish until noon

tomorrow in the San Juan Islands. Meanwhile, the chairman of the Interim Committee on Fisheries, Senator Lowell Peterson, Democrat, of Concrete, announced his committee will conduct a hearing tomorrow on the sockeye fishery in Puget Sound.

Peterson said the subcommittee of Puget Sound fishermen will hear testimony in Seattle and board the sockeye fleet to make observations. Peterson said representatives of the Department of Fisheries and commercial fishing interests have been invited to testify.

He said the purpose of the hearing "is to determine whether or not the legislative action to permit the purse-seine fishery into lower Puget Sound was a wise decision and to determine whether additional legislative action will be necessary."

The committee will hold a breakfast meeting at the Windjammer at 8:30 a. m.

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EDMONDS 2251 Highway 99 Aurora

WEST SEATTLE 7345 Donnell Way S.W. At S.W. Orchard St.