



Few Yanks aboard trainship Alaska

Times Waterfront Columnist

ABOARD THE TRAINSHIP ALASKA — Crossing the Gulf of Alaska and sailing on the 66-hour run from British Columbia to Whittier, Alaska, aboard this trainship, Alaska, one needs to reassure oneself that he is not an alien.

There are few Yanks aboard. This is the most international ship I have ever seen. Consider for a moment, she was built in Japan, flies the Liberian flag, operates out of New Westminster, is manned by Canadians speaking accents reflecting Australia, Germany, England, Ireland, China, Scotland and Yugoslavia.

She was once manned by a crew of Cubans on the Florida-Cuba run. The skipper was a Greek-born American who spoke fluent Spanish.

I have mingled with the men. They are nice guys and urge me to make myself at home on this one-week round trip. I try, but occasionally I feel homesick.

When I feel like a man without a country, I seek out the captain, Erling P. Brastad, who speaks with a Norwegian accent, since he was born in Norway. But he is a Seattle resident and began sailing out of Seattle as a seaman in 1930 on the Alaska run. He has been a captain since 1943.

His mere presence on this ship reminds me that I am not an American minority of one. The Alaska is carrying 45 railroad cars, packed with cargo, of which about 95 per cent originated in the lower 48 United States.

The radio officer-purser, Cliff Galenzoski, knows about such matters. He has been on the new Westminister-Whittier run ever since the ship began operating in June, 1964. He was aboard when men brought her from Jacksonville, Fla., after she was acquired by Alaska Trainship Corp. (headquarters in Seattle) from the West India Fruit & Steamship Co.

Galenzoski's radio room is one deck up from my quarters. Since I am a former seagoing "sparks" I headed for his domain first off.

The engine room containing two 4,400 horsepower steam turbines was interesting, but I am more familiar with radio equipment.

Galenzoski introduced me around, beginning in the officers' mess, where galley cooks are intent upon destroying men's waistlines. The refrigerator is open around the clock. Coffee is always perking and grapefruit and pastries are always conspicuous on the mess table, day or night. In that respect Canadians in the maritime food department are identical with tugboat cooks in Puget Sound country.

I am learning my way around, thanks to Galenzoski. But to learn the ship's position, I head one deck up and into the wheelhouse.

A mate and a helmsman are there on each watch, standing four hours on and eight off. The mates answer my land-lubber's questions patiently and courteously.

The ship averages 17 to 18 knots, depending on wind, and travels a variety of routes on the Alaska run according to sea conditions.

On voyage No. 344, we've headed out from Dixon Entrance and are on 308-degrees (Gyrocompass true bearing) headed 491 miles to Cape St. Elias, which is southeast of Prince William Sound. Then we will head 140 miles and enter the sound between Montague Island and Cape Hinchinbrook. Inside the sound we'll have about 75 miles of inside-water steaming to Whittier.

Whittier is the end of our northbound run. The Alaska Railroad will take over this ship's railroad cars there. The cars will be delivered to such places as nearby Portage, then on to Anchorage, Palmer, Fairbanks, Seward, Moose Pass and Kenai.

Whittier is the only Alaska port receiving waterborne rail cars arriving via Alaska Trainship Corp., Puget Sound Tug & Barge from Seattle and the Canadian National from Prince Rupert, B. C.

Whittier is known as one of Alaska's most important ports. Only about 30 persons are there — mostly railroad employes — but the place is vitally strategic for several reasons.

Meanwhile, I'm riding there at 18 knots to learn "why" aboard this 520-foot trainship.

Canadian importers fear strike effect

VANCOUVER, B. C. — (AP) — The port of Vancouver will be permanently damaged by the United States West Coast dock strike, according to the general manager of the Canadian Importers Association.

Keith Dixon said diverted shipping from the 24 strike-bound ports would cause massive congestion in Vancouver.

"I don't see why we (Canadian shippers) should be forced to pay for difficulties in the U. S.," he said.

He doubted that new rules, designed to protect Canadian cargo, would do much good. Under the rules, all United States-bound cargo would have to have onward pas-

sage "arranged and assured" before it would be discharged.

"This simply won't work," Dixon said. "When one has Canadian cargo stowed under cargo destined for American ports, all of it has to come out of the ship."

The West Coast director of the association, Ian Markdock, agreed: "The whole port will grind to a halt by the time the week is out."

He felt that general cargo, amounting to 50 per cent of the diverted tonnage, would jam the piers.

"It's like pouring 10 gallons of water into a quart jug — it doesn't work," he said.

Cuban shrimp boats may try U. S. coast

NEW ORLEANS — (UPI) — Some officials along the Gulf of Mexico are saying that Brazil's action in declaring a 200-mile offshore limit may have the effect of bringing Cuban trawlers to within a dozen miles of the United States Gulf Coast.

A spokesman for the National Marine Fisheries Service, asked about the possibility, said, "For the most part the fishing picture appears quite promising in the Gulf. The only possible cloud that we might have is the buildup of the Cuban shrimp-boat fleet."

The Cubans, he said, over the past five years developed a modern fleet of about 125 vessels that so far have worked off the coast of South America.

But because of Brazil's action in recent weeks in declaring that there is to be no shrimp or trawling by foreign-flag vessels closer than 200 miles of her coast-line, the Cubans may look elsewhere for their shrimp.

One of the best alternatives is just off the coasts of Florida, Alabama, Mississippi, Louisiana and Texas. Vast marshes and brackish tidal areas along their coasts

Killer-whale census set for July 26

OLYMPIA — (UPI) — The State Game Department today asked for as much public cooperation as possible for a killer-whale census to be taken in Washington and British Columbia.

Carl Crouse, game director, said census forms are available from his department.

The forms include data needed by marine-mammal biologists to assess population numbers in the first census ever for killer whales.

Shipyard workers take strike vote

By PAUL W. STAPLES Labor Editor
Some 9,000 workers in 15 West Coast shipyards will vote on a contract proposal and strike authorization on ballots being mailed today in a referendum.

Thomas A. Rotell of San Francisco, president of the Pacific Coast District Metal Trades Council, said the proposal carries with it a unanimous recommendation that it be rejected.

The recommendation is being made by the council's board, which is composed of representatives from the 10 international unions with locals in the council.

A rejection is an automatic strike authorization.

The ballots have to be received by a San Francisco bank by July 21, Rotell said. The count will begin in Seattle the next day.

Four Seattle shipyards are involved. They are the Lockheed Shipbuilding & Construction Co., Todd Shipyard, Lake Union Drydock and Foss Launch & Tug Co.

The other yards are in Portland and on San Francisco Bay.

The unions and the Pacific Coast Shipbuilders Association exchanged proposals at

meetings in May at Clear Lake, Calif., and then opened negotiations June 7 in the Sea-Tac Hilton Inn here.

Mechanics would receive a 26-cent hourly wage increase each year of a three-year contract in the proposal being considered. Workers in pay grades below mechanics would receive 15-cent increases.

There were no improvements in fringe benefits proposed, Rotell said.

The unions are asking a 20 per cent increase this year and 10 per cent increase in each of the next two years. They also want improvements in health and welfare and other fringes.

The mechanics' scale under the contract that expired last Wednesday is \$4.34 an hour.

In a side development involving some of the same unions, negotiations opened today with boat yards in Seattle and Tacoma represented by Washington Metal Trades, Inc.

Maritime

Jay Wells, Editor

Coast Guard cutter blamed for crash

WASHINGTON — (AP) — The National Transportation Safety Board yesterday held the Coast Guard cutter White Alder chiefly responsible for a collision that sent it to the bottom of the Mississippi river two and a half years ago.

All but three of the White Alder's crew of 20 were lost in the accident December 7, 1968.

The cutter sank within one minute after being run down by the Taiwanese freighter Helena, en route to Baton Rouge, La. The freighter received only minor damage and no injuries.

The Coast Guard, which previously had attributed the collision to failure of both vessels to agree on the method of passing each other in

the dark, said it is studying the safety board's report.

The safety board questioned the propriety of the Coast Guard determining the cause of an accident involving its own vessels.

"The probable cause of this casualty," the safety board held, "was the White Alder's abrupt change of course across the bow of the Helena for unknown reasons."

Coast Guard:

NORTHWIND — East of Point Barrow.
WACHUSETT — On Ocean Station Victor.
WINONA — On law-enforcement patrol.
KLAMATH — At Pier 11.
FIR — At Base Seattle.
STATEN ISLAND — In Lockhead Shipyard.

Queen goes back to Singapore

SINGAPORE — (AP) — The old liner Queen Elizabeth sailed into Singapore today for the first time since 1941, when she picked up Australian troops bound for the Middle East.

The 33-year-old vessel sails tomorrow for Hong Kong, where she will be refitted as a floating branch of Chapman College, a California school run by the Church of Christ.

The Cunard Line sold the ship in 1968 because she was too expensive to operate and the firm that bought her ran into financial trouble trying to convert her into a hotel.

Last September C. Y. Tung, Chinese shipping magnate, bought the Queen for \$3.2 million and in conjunction with Chapman College, renamed her Seawise University.

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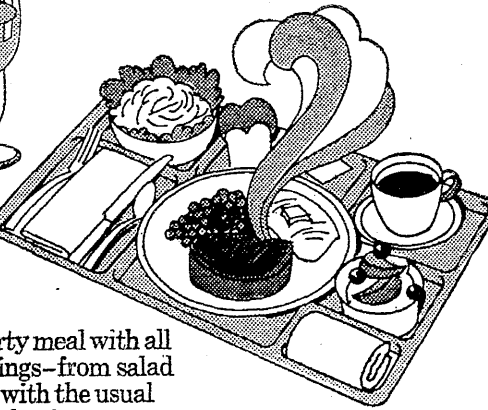
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There's dessert: either Pineapple Macadamia Cheese or Jade Goddess pie. Coffee, tea or milk, of course. And the after-dinner drink of your choice.



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Puget Sound shipping

By THE MARINE EXCHANGE of the Seattle Chamber of Commerce

ARRIVED JULY 6
Vessel—From—To—Berth—Agent—
MEISHUN MARU (Japanese ms) — Japan, 9:00 p. m., Tacoma Port Dock, Olympia.
RYUSHO MARU (Japanese ms) — Alaska, 8:00 p. m., Pier 15, Williams Diamond.
ARRIVED JULY 7
GALVESTON Alaska, 1:30 a. m., Pier 5, Sea-Land.
DUE JULY 7
Vessel—From—To—Berth—Agent—
UTAH STANDARD (fr) — San Francisco, 9:20 p. m., Point Wells, Chevron Shipping.
DUE JULY 8
LINDANA (Liberian ms) — Japan, p. m., Everett, Weyerhaeuser.
ACTIVE VESSELS ON PUGET SOUND
Vessel—From—To—Berth—Agent—
AKOSHIMA MARU (Japanese ms) — Everett, Kerr S. S., July, Sea.
COSMOS BELTA (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, Japan.
GALVESTON — Pier 5, Sea-Land, July, Sea.
MEITEN MARU (Japanese ms) — Everett, Olympic S. S., July, Sea.
MIDAS (Liberian ms) — Olympia, Cascade Shipping, July, Sea.
PRESIDENT VAN (Liberian ms) — American Moll, July, Sea.
ROCKY MARU (Japanese ms) — Olympia, International, July, Sea.
SHUTON MARU (Japanese ms) — Elliot Bay, Williams Diamond, July, Japan via British Columbia.
STEEL ENGINEER — Everett, Stone Marine, July, Sea-Land, July, Sea.
TANPA — Pier 5, Sea-Land, July, Sea.
VENTURA (Norwegian ms) — Lockhead, International, July, Sea.
WESTERN PIONEER — Pier 6, Pioneer Alaska, July 7, Alaska.
WORLD PELAGIC (Liberian ms) — Anacortes, International, July, Sea.
ZUIYO MARU (Japanese ms) — Everett, Kerr S. S., July, Japan.
MEISHUN MARU (Japanese ms) — Tacoma Port Dock, Olympic, July, Sea.
RYUSHO MARU No. 7 (Japanese ms) — Pier 15, Williams Diamond, July, Sea.
HOLE OR REPAIRING
Vessel—From—To—Berth—
CHINA — Alaska S. S., Pier 3.
DOW JOSE FISHERIAS (Philippine ms) — Alton S. S., Tacoma.
KLAIPEDA — Alaska S. S., Pier 39.
PORTUNA — Alaska S. S., Pier 39.
PESKARA — Alaska S. S., Pier 39.
POLAR PIONEER — Alaska S. S., Heughan.

American Mail Line
CANADA MAIL — Inbound, due Nov. 1971; next port, Yokohama.
KONO KONO MAIL — Inbound, due Kobe July 12; next port, Nagoya.
AMERICAN MAIL — Outbound, arrived Pusan July 4; next ports, Okinawa and Hong Kong.
INDIAN MAIL — Outbound, due Keelung July 8; next port, Saigon.
GREENHORN MAIL — Outbound, due Yokohama July 8.
ROBEAN MAIL — Inbound, B. C. ALASKA MAIL — Outbound, B. C. ALASKA MAIL — Vancouver, Wash., July 8 and Everett July 9.

Bureau of Indian Affairs
NORTH STAR III — Discharging at Coletun at 8 a. m. July 6.