

# Maritime

Glen Carter, Editor

## Threat to earth 'most serious'

HARTFORD, Conn. — (AP) — Jacques Cousteau, the Frenchman who for nearly three decades has explored the world's oceans, says the earth has never experienced a threat as serious as the present pollution crisis.

He has found man-made poisons not only along the edges of the sea but in the open ocean, thousands of miles from the nearest industrial area.

"It is a global destruction of the first magnitude," he said in an interview yesterday.

"When the earth was bombarded with the big meteorites a few million years ago, its fate was in less danger than now."

The lead content of seawater in the open ocean — the middle of the Atlantic — is now five times what it was 27 years ago, he said.

Cousteau said he has less than complete faith in politicians' ability to begin a massive cleanup job of the waters, a job he said can be done "but very slowly."

## Puget Sound shipping

**ARRIVED SEPTEMBER 27**

Vessel — From — Agent  
 ORIENTAL SKY (Liberian ms) — Japan, Olympia, Cascade Shipping.  
 SCHUYKILL (tkr) — California, Fernside, Williams Dimond.  
**DEPARTED SEPTEMBER 27**

Vessel — To — Agent  
 PIONEER VALLEY (tkr) — California, Manchester, Williams Dimond.  
**DUE SEPTEMBER 29**

Vessel — From — Agent  
 SAN JUAN — For East, Pier 5, Sealand.

**ACTIVE VESSELS ON PUGET SOUND**

Vessel — Agent — To Sailed — For  
 AFOUNDRIA — Toddy, Sea-Land, September, Sea.  
 ALASKA MARU (Japanese ms) — Olympia, International, September, Sea.  
 A. P. JANJILI (Indian ms) — Tacoma Anchor, Kerry S. S., September, Sea.  
 E. DANT — Lockheed, States S. S., September, British Columbia.  
 DAVID MARQUESS (British ms) — Elliott Bay, Bakke S. S., September, Sea.  
 DELWEISS (Liberian ms) — Pier 20, Cascade Shipping, September, Sea.  
 HIKO MARU (Japanese ms) — Pier 37, Cascade Shipping, September, Sea.  
 HOFCH MUSKATFER — Everett, Weyerhaeuser, September, British Columbia.  
 JAPAN ERICA (Japanese ms) — Tacoma Anchor, General S. S., September, Sea.  
 KIMWAT HORIZON (Kwail ms) — Elliott Bay, Olympic S. S., September, Sea.  
 MONTIGNY (Liberian ms) — Pier 20, International, September, Sea.  
 ORIENTAL SKY (Liberian ms) — Olympia, Cascade Shipping, September, Sea.  
 STAR OF PINEWOOD (British ms) — Bethlehem, Freighters, September, Sea.  
 VENTURA — Lockheed, International, September, Sea.  
 WICKERSHAM (mv) — Pier 48, Alaska Ferries, October 26, Alaska.  
 ZENLIN GLORY (Liberian ms) — Port Angeles, Cascade Shipping, September, Sea.

## Navy ships

EVANS, DE-1023, destroyer escort, on training cruise from Pier 91.  
 BRIDGETT, DE-1024, destroyer escort on training cruise from Pier 91.  
 VIREO, MSC-205, minesweeper, at Pier 91.  
 WARBLE, MSC-206, minesweeper, at Pier 91.  
 WOODPECKER, MSC-209, minesweeper, at Pier 91.  
 UHLMANN, DD-687, destroyer, at Tacoma.  
 HIGH POINT, PCH-1, hydrant, at Renton.  
 LEWIS AND CLARK, SS BN-644, submarine, at Bremerton.  
 SALMON, SS AG, auxiliary, submarine, at Bremerton.  
 PATRICK HENRY, SS BN-599, submarine, at Bremerton.  
 REASONER, DE-1063, destroyer escort, at Bremerton.  
 ROBERT E. LEE, SS BN-601, submarine, at Bremerton.  
 SPHYNX, ARL-24, repair ship, at Bremerton.  
 SACRAMENTO, AOE-1, support ship, at Bremerton.  
 GEORGE C. MARSHALL, SS BN-654, submarine, at Bremerton.  
 TWO JIMA, LPH-2, aircraft carrier, at Pier 91.

## American Mail Line

KOREAN MAIL — At Vancouver, due Northwest October 3 from Kobe.  
 CANADA MAIL — Inbound, due Pacific Northwest October 1 from Yokohama.  
 AMERICAN MAIL — Outbound, due Puget September 27 from Cam Ranh.  
 HONGKONG MAIL — Outbound, due Yokohama October 10 from Seattle.  
 WASHINGTON MAIL — At Bethlehem yard, San Francisco.  
 ALASKAN MAIL — At Vancouver, B. C.  
 INDIAN MAIL — At Portland.  
 OREGON MAIL — At Vancouver, B. C.  
 JAPAN MAIL — At Bethlehem yard, San Francisco.  
 PHILIPPINE MAIL — At Bethlehem yard, San Francisco.

## Bureau of Indian Affairs

NORTH STAR III — At Shishmaref, Alaska, September 26.

## East

Associated Press and United Press International Importers and customs brokers expressed fears yesterday that the port of Vancouver, already overcrowded due to a dock strike in the Western United States, would be completely swamped if Eastern United States dockworkers carry out their threat to strike Friday.

If there is a massive diversion of shipping to Vancouver from the Eastern Seaboard, it "simply could not be handled," Assistant Port Manager Bill Pickering said. There were 63 ships in Vancouver's harbor area yesterday — double the usual number.

Des Bleasdale, president

# Dock strikes

New threat has B. C. uneasy West

A Vancouver customs-brokerage firm, said the company has been receiving calls from Eastern United States importers since last week to have cargo handled through Vancouver.

"They've got this crazy idea in the East that cargo is moving well here."

In New York negotiations to avert a possible East and Gulf Coast shipping strike resumed yesterday with a new job-security offer from management on the table.

Although negotiations began August 15, only two previous sessions have been held. The International Longshoremen's Association's contract with the New York Shipping Association expires at midnight Thursday.

Talks prodded, but no progress

SAN FRANCISCO — (UPI) — West Coast dock-strike negotiators, prodded by President Nixon to come up with a settlement to the 90-day dispute by the end of this week, met for an hour yesterday but made no statement of any progress.

The only public announcement after the short meeting was a statement that they would meet again today.

On Saturday, Mr. Nixon met for 20 minutes with Harry Bridges, International Longshoremen's and Warehousemen's Union president, and Ed Flynn, Pacific Maritime Association representative, and appealed to them to get "off dead center" in the long impasse.

Top-level negotiations have been going on for a month in the three-month old Pacific Coast dispute. Although neither side has discussed the talks publicly, they are believed to be deadlocked on the issue of jurisdiction over the handling of container cargo.

If the Longshoremen's strike, through a threatened walkout of union members on the East Coast, should become nation-wide, Mr. Nixon has indicated that quick court action might be expected under the Taft-Hartley Act.

That law allows a 90-day cooling off period in strikes which cause national emergencies.

## Meeting set in boat-yard dispute

Union officials representing 1,500 employees of 13 Seattle and Tacoma boat yards met this afternoon to discuss strategy in a contract dispute that has threatened a strike.

In another development, the King County Labor Council asked representatives of the boat yards to meet with

the council's executive board at 10 a. m. tomorrow.

The council seeks to resolve issues in a dispute before placing employers on its "unfair" list. The Seattle Metal Trades Council petitioned the King County Labor Council for strike approval.

The unions held stop-work

meetings yesterday for members employed in the yards to take strike votes. The outcome of the voting has not been made public.

The yard operators have agreed to pay a 32-cent hourly-wage increase retroactively provided it is approved by

the Office of Emergency Preparedness under the wage-price freeze.

However, the boat yard operators want the unions to sign a contract before they jointly go to the O. E. P. for approval of the retroactive increase.

## World shipping loss reported

LONDON — (Reuter) — The world fleet lost 352 ships last year, the highest peacetime total for 50 years, Lloyds Register of Shipping reported today.

Eighty-nine of the ships lost were under the Japanese flag, including the largest vessel, the 34,000-ton ore carrier, California Maru.

But Lloyds said the total tonnage lost last year dropped by 212,000 tons from the previous year to 612,619 tons gross.

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