



Glen Carter Exterminating ferry bugs

Maritime Editor

"Phone Spike Eikum and tell him the new jumbo is great," the lady caller said. "There's too much flak aimed at the Spokane — too much nit-picking."

"We've the best ferry system in the world, yet people keep knocking it. I ride the new Spokane every day and love it."

Eikum is general manager of Washington State Ferries. So we called Ralph White, Spike's aide, and gave him the message.

"Now give us the bad news to balance things off," we said. "How about the stern vibrating when she makes a left out of Winslow?"

"Only happens when she's given hard rudder, like most ships are inclined to do," White said.

"Why does the Spokane smoke when she pulls out of Seattle? Piston rings not yet seated?"

"That's about it," White said. "When she's docked at night, the General Motors people are checking things out. It's part of the new-ferry guarantee."

"What about piped-music complaints?"

"One guy didn't like Paul Harvey's radio voice — said it invaded his constitutional rights. Another caller wanted more country-western music. As a test, we turned the music off entirely, then we got a 350-signature petition demanding the music be turned on again."

"Commercials annoyed some persons — the tapes were borrowed from radio stations — but we have some special ones on order — the kind you hear in public places..."

Petty complaints, perhaps. But Eikum & Co. are serious recipients of these and other comments. They are trying.

PEOPLE: Adrian Small, the bearded English skipper of the 17th Century Nonsuch that visited Puget Sound last summer, is back home in Appledore where another famous ship is being duplicated. She's the Golden Hinde, sailed by Sir Francis Drake in the 1570s to San Francisco and other places. Small is to skipper the \$500,000 Hinde to San Francisco for display at Fishermen's Wharf...

DOLLAR DOWN, RATES UP: The devalued greenback is driving shipping rates up. Company members of the Pacific Westbound Conference have filed for a 10 per cent markup with the Federal Maritime Commission. And Matson navigation has requested permission to raise rates 12½ per cent for cargo (except sugar products) to and from Hawaii. Meanwhile, Pacific Far East Line pulled out of the Westbound Conference, complaining that rules favor containerized shipping and discriminate against P. F. E. L.'s lighters-aboard-ships operations.

CIVILIANS WORK NAVY TANKERS: The Navy is expanding experiments with civilian seafarers replacing 'bluejackets and officers aboard Navy tankers refueling ships at sea. Fleet commanders are increasingly praising the concept, first tested last year aboard the tanker Taluga by the Military Sealift Command in charge.

Rear Adm. John D. Chase, head of the M. S. C., said the changes are patterned after the British Navy which makes extensive use of civilian-manned vessels in its royal fleet auxiliary.

Tom Patterson, West Coast regional director for the Maritime Administration, told this columnist recently that the change is part of the "total seapower" concept being advocated by Adm. Elmo R. Zumwalt, chief of naval operations. The concept has involved building closer ties among the Navy, merchant marine, the shipping industry and the Maritime Administration, Patterson said.

HAWLEY HONORED: Dwight S. Hawley, a civic leader and former state legislator from Ballard, began drumming in the 1930s for a Shilshole Bay Marina to be constructed. After trying for 20 or more years, he saw his dream come true. Shilshole Marina today, operated by the Port of Seattle, is valued at about \$15 million. A brass plaque honoring Hawley was unveiled at the marina Monday. Men representing the port and the Ballard Chamber of Commerce were there. Sixteen years after work began on the marina, helped by a \$2.5 million federal grant, they remembered one of the major proponents of the project, and Dwight Hawley was the recipient of applause.

BECAUSE YOU ASKED, Lynn Mangelardi: The only active sternwheel steamboat of the type you describe is the Delta Queen, operated by the Green Line out of Little Rock on the Arkansas River. But ask the Army Corps of Engineers in Seattle about the sternwheel snag boat Preston operating here. Also ask the Port of Portland about the sternwheeler Willamette. And of course there's the Virginia V in Seattle. But she's not a sternwheeler.

MAIL BAG: "Reading about oldtime Puget Sound ships in The Times I haven't seen the old steamer Kulshan mentioned. It operated from Bellingham to Seattle, departing at 10 p. m. and arriving in Seattle around 6 a. m. I rode it several times while in high school (1914-17) about 56 years ago. I think it was about the same size as the present-day Virginia V. Maybe some readers will recall it." (signed) S. W. Duberke.

Puget Sound shipping

BY THE MARINE EXCHANGE of the Seattle Chamber of Commerce

ARRIVED MARCH 13
 Vessel— From— Berth— Agent—
 AL MURTAZA (Pakistanian) — Far East via California, Tacoma Pier 7, Transpacific.
 NELSOMVIK (Norwegian) — Japan, Pier 49, Bakke S. S.
 MIDAS RHEIN (Liberian) — Japan, Bellingham, Cascade Shipping, March 13.
 PHILLIPS WASHINGTON (Tanker) — Columbia River, Ferndale, Phillips Petroleum.
ARRIVED MARCH 14
 BETMEX — East coast, Pier 20, Calmar Lines.
 JALAMOTI (Indian) — British Columbia, Pier 20, International.
 KINGSVILLE (Norwegian) — Japan via British Columbia, Pier 20, Overseas Shipping.
 STAR PINWOOD (British) — British Columbia, Tacoma Pier 4, Freighters Company.
DEPARTED MARCH 13
 Vessel— From— Berth— Agent—
 NATYA KAMAL (Indian) — Japan, Pier 49, Bakke S. S.
 WICKERSHAM — Alaska, Pier 48, Alaska Ferries.
 VAN TRIUMPH (Liberian) — Japan, Everett, International.
DUE MARCH 14
 Vessel— From— Berth— Agent—
 ANTONIA JOHNSON (Swedish) — United Kingdom via British Columbia, Pier 25, General S. S.
 CAP NORTE (German) — British Columbia, Everett, Bakke S. S.
 SAN JUAN VOYAGER (Liberian) — California, Cherry Point, General S. S.
DUE MARCH 15
 GROTEDEK (Dutch) — Europe via California, British Columbia, Pier 20, Baltour Gullite.
 KOZAN MARU (Japanese) — Japan, Tacoma Pier 4, Bakke S. S.
 NIKKYOU MARU (Japanese) — Columbia River, Tacoma Blair, Olympic S.
 REGENT BOTAN (Panamanian) —

American Mail Line
OREGON MAIL — Depart Portland March 9 for Yokohama.
WASHINGTON MAIL — Due Seattle March 12 from Yokohama.
PHILIPPINE MAIL — Depart Yokohama March 8 for Seattle, due March 17.
JAPAN MAIL — Due Kobe March 14 from Seattle.
HONG KONG MAIL — Due Hong Kong March 12 from Singapore.
AMERICAN MAIL — Due Pacific Northwest March 10 from Keelung.
CANADA MAIL — Due Pacific Northwest March 16 from Koonstung.
ALASKA MAIL — Arrived Pusan March 7 from Incheon, thence to Naha, Keelung.
KOREAN MAIL — Due Seattle March 11 from Portland.

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Curbs proposed on crab harvest
OLYMPIA — (UPI) — Commercial harvesting of Dungeness crab in Puget Sound waters would be restricted to the period from October 1 to April 1 of each year under a bill offered yesterday in the House by Representatives John Martinis, Everett Democrat, and Simeon Wilson, Marysville Republican.

The measure, H. B. 1025, would also grant the state fisheries director authority to make temporary or permanent season closures as necessary.

Towboat operators, seamen in accord

A tentative agreement has been reached between representatives of the Northwest Towboat Association and nearly 2,000 licensed and unlicensed seamen, it was announced today.

Union officials said the proposal is for three years, retroactive to February 1. It must be ratified by the membership.

Ken Ayers, executive secretary of the association that represents about 85 per cent of the Puget Sound towing industry, said the memorandum of understanding was signed by the negotiators after "three months of tough bargaining."

Details of the proposal were not disclosed pending notification to the membership of the two unions involved. But the West Coast towing industry normally follows closely the results of the negotiations in Puget Sound.

The industry here had been working under a three year contract.

Merle D. Adlum, president of the Inlandboatmen's Union of the Pacific, and

Neighbors of airport back port setup

A spokesman for airport-area residents said yesterday she supports the present five-man Port of Seattle Commission and opposes House Bill 519, which would increase the number to nine members elected from the nine King County Council districts.

Jean Pihlman, coordinator for the airport residents' Zone Three Committee, said she spoke against Bill 519 at a House hearing last month.

The measure, sponsored by King Lysen, a 30-year-old South End Democrat, would abolish the present system of electing five port commissioners at large. He proposes that each County Council district elect its own representatives to the commission.

The Zone Three Committee represents airport residents affected by air and noise pollution from airplanes.

The Port Commission and the County Council have joined with the Federal Aviation Administration in a \$600,000 study to determine where and how to begin eliminating the pollution.

Ms. Pihlman said the Port Commission has been responsive to the Zone Three Committee.

Navy ships
 EVANS, DE-1023 (destroyer escort) at Pier 91.
 VIREO, MSC-205 (minesweeper) at Pier 90.
 WARBLER, MSC-206 (minesweeper) at Pier 90.
 IMPLICIT, MSO-455 (minesweeper) at Tacoma.
 WOODPECKER, MSC-209 (minesweeper) at Lake Union Drydock.
 HIGH POINT, PCH-1 (hydrofoil) at Renton.
 PLAINVIEW, AEGH-1 (hydrofoil) at Bremerton.
 GEORGE C. MARSHALL, SS BN-654 (submarine) at Bremerton.
 ETHAN ALLEN, SS BN-608 (submarine) at Bremerton.
 FRANCIS SCOTT KEY, SS BN-657 (submarine) at Bremerton.
 BRINKLEY BASS, DD-887 (destroyer) at Tacoma.
 BRIDGET, DE-1024 (destroyer escort) at Pier 91.
 GURNARD, SSN-662 (submarine) at Bremerton.
 BERKELEY, DDG-15 (destroyer) at Bremerton.

California, Tacoma Weyco, General S.
SAN PEDRO — Far East, Pier 5, Seo-Lang.
PERMINA SUMADRA (Liberian tanker) — Indonesia, Port Angeles, J. T. Stebb.

ACTIVE VESSELS ON PUGET SOUND
 Vessel— Berth— Agent— To Sell—
 AL MURTAZA (Pakistanian) — Tacoma Pier 1, Transpacific, March 15, Alaska.
KOREAN MAIL — Pier 25, American Mail, March 16, Far East.
 NELSOMVIK (Norwegian) — Tacoma Pier 4, Bakke S. S., March 15, California.
 MIDAS RHEIN (Liberian) — Bellingham, Cascade Shipping, March 15, Grays Harbor.
 PACIFIC (Liberian) — Tacoma Weyco, Lasco, March 15, Japan.
 PACIFIC (Liberian) — Pier 48, International, March 15, Japan.
WASHINGTON MAIL — Todd, American Mail, March 15, Japan.
WESTERN PIONEER — Pier 90, Pioneer Alaska, Alaska.
 ANTONIA JOHNSON (Swedish) — Pier 25, General S. S., March 15, United Kingdom via Central America.
BETMEX — Pier 20, Calmar Lines, East Coast.
 CAP NORTE (German) — Everett, Bakke S. S., March 15, British Columbia.
 JALAMOTI (Pakistanian) — Pier 20, International, March 15, India via British Columbia, Central America.
 KINGSVILLE (Norwegian) — Pier 20, Overseas Shipping, March 16, Columbia River.
STAR PINWOOD (British) — Tacoma Pier 4, Freighters Company, March 15, British Columbia.
REPAIRING
 Vessel— Agent— Berth—
 ARTIC NAVIGATOR — Atlantic, Richfield, Lockhead.
 BARTLETT — Alaska Ferries, Pier 48.
 CHILKAT — Alaska Ferries, Pier 48.
 DON JOSE FIGUERAS — Lockhead.

Maritime

Port approves purchase of two 40-ton cranes

Port of Seattle commissioners yesterday authorized purchase of two 40-ton container cranes for \$2.5 million from the Star Iron and Steel Co. of Tacoma, the successful bidder among six competing companies.

The two cranes will bring the port's container lifters' total to 11, with another one to arrive in May. Together, they are valued at about \$10 million, according to Eldon Opheim, port general manager.

One crane, priced at \$1,329,950, will be installed by next March at Pier 46. The other, to cost \$1,265,000, will be installed six months later at Terminal 20. Others are at Terminals 5, 18 and 25.

Commissioners also approved a \$210,199 contract with Hurlen Construction Co., successful bidder among eight, to rebuild part of Pier 6 and renovate bulkheads at the port-operated Fishermen's Terminal. Work is to be completed in August.

2 new Coast Guard cutters due here

Two of the Coast Guard's newest, fastest cutters will be assigned to Seattle in the summer, replacing two older vessels stationed here and one in Port Angeles, the Coast Guard said today.

Both are 29-knot Hamilton-class vessels carrying 155 men, built by Avondale Shipyard in New Orleans and stationed in the Atlantic. Each is 378 feet long.

One is the Munro, built in 1968 and named for Douglas A. Munro of Cle Elum, the Coast Guard's only Medal of Honor winner.

The other is the Boutwell, built in 1971. The cutters are two of 11 Hamiltons, all built at Avondale. They will replace the World War II-built Wachusett, Klamath and the Winona which is stationed at Port Angeles. The three cutters carry about 140 men each.

The Klamath and Wachusett will be decommissioned with arrival of the new vessels in July and August, while the Winona is scheduled to depart in May of 1974, the Coast Guard said.

Munro of Cle Elum was a signalman killed in Guadalcanal fighting. He was in charge of 10 landing craft which rescued 500 trapped marines in November of 1942.

His mother, Mrs. James Munro, enlisted in the Coast Guard Spars and was stationed in Seattle as a junior-grade lieutenant.

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