

A Standoff at Bolinas

Oil Kept Out of Lagoon



By Clem Albers

Sue Giles of Walnut Creek raked straw near protective boom at Bolinas Lagoon

A menacing oil-slick riding the surface of the Pacific Ocean offshore from Bolinas Lagoon was kept out of the invaluable sanctuary at two high-tide crises yesterday.

The device credited with this consisted of two curved "booms" of logs strung together. The outer one had its outer edge toward the ocean—the inner one was bent the other way.

Between the two were several other booms going straight across the entrance—and the series of booms was in turn interspersed with oil-absorbing straw.

SYSTEM

The system managed to fend off or contain virtually all the oil (from Monday's tanker collision at the Golden Gate) which would otherwise have ridden into the lagoon on the high tides.

Some straw was washed inside, but observers said most of it was fairly clean. Relatively little oil was spotted on the water surface—and none on its valuable mudflats, beaches, or wildlife.

When the first high tide of the day arrived about 2 a.m., workers at the lagoon mouth thought substantial oil had made it past the barrier—but dawn proved them wrong.

The second high tide of the day—about the same 5-foot-level—hit its peak around 4 p.m.

STRIP

The oil slick lurked offshore as sort of a long, semi-circular strip stretching from below Stinson Beach to a point well above Bolinas.

A Standard Oil Co. crew was on hand yesterday to work with the volunteers who had spearheaded the lagoon-saving effort in its earliest stages.

"These people are really tired, they've been working their hearts out," said Craig Hansen, a College of Marin biology teacher.

Big Lawsuits Hit Standard Oil Co.

Standard Oil Co. was socked with lawsuits yesterday seeking well over \$3.5 billion in damages because of the big Bay oil spill.

First of the lawsuits was one filed in Superior Court by Dr. Eugene Schoenfeld, author of the syndicated column, "Dr. Hip Pocrates," who lives at Stinson Beach, and a San Francisco businessman, Peter Vihon, who keeps a boat at Strawberry in Marin county.

Their lawyer, Vasilios Choulas, said the suit is a "class action" on behalf of

all property owners and boat owners affected.

The suit seeks \$1.5 billion in compensatory damages and \$2 billion in punitive damages.

In a lawsuit filed in U.S. District Court the company and its skippers were sued by three men who own a 21-foot motorboat.

Marshall Kaplan, Sheldon Gans and Arnold Greenberg estimated that there are 4800 boats that have been damaged by the oil. In a class action, they asked \$2000 damages for each boat.

Oil Firm Offer To Clean Boats Harmed by Spill

Boat owners complaining of dirtied hulls account for most of the 75 damage claims filed with Standard Oil of California since the tanker disaster Tuesday.

A spokesman for the firm said it has agreed to take care of cleaning all boats harmed by oil spilled from the tanker Oregon Standard.

Six persons have been assigned to take damage claims calls. The number is (415) 894-0990.

Boats, Cars And People Are Needed

The bird-rescue effort needs boats, cars and trucks and, most of all, people.

If you have a boat to volunteer, call 824-9660 in San Francisco or 868-4520 in Stinson Beach. To volunteer transportation call 563-3730.

Persons who wish to volunteer their time to man the round-the-clock-rescue centers throughout the Bay Area should contact Berkeley Ecology Action at 2179 Alston street, telephone 843-1820.

Marin county manpower coordinators are in Marin Open House, 1327 Lincoln avenue, San Rafael, 457-3756. For San Francisco and the Peninsula contact the San Francisco switchboard at 861-6465 or 861-6822.

SUPPLIES

Donations of needed supplies, such as rags, mineral oil, cotton swabs and boxes, will be received by the Marin Ecology Center, 8 El Paseo in Mill Valley, telephone 383-4371.

An additional pickup center for supplies has been set up near the old Purity Market on Camino Alto near East Blythedale avenue in Mill Valley. And cardboard boxes, donated by the Weyerhaeuser Company, can be picked up at the firm's shipping container plant at 1801 Hibbard street in Alameda.

Intercity Answering Service, San Rafael, has donated two 24-hour telephone lines for relaying information to the Marin county Audubon Society. The numbers are 456-4244 and 456-4253.

And the Coast Guard has set up three information lines. To report sighting of a new oil slick, call 765-6603; if you have information on bird or animal rescue, call 557-0411; information on the cleanup of beaches should be phoned to 232-4514.

The San Francisco Switchboard has teams of spotters out on the beaches and offshore waters looking for oil-covered birds. Once the birds are found, the switchboard sends out teams of volunteer rescuers who bring them to collection centers throughout the Bay Area.

In the collection centers



Trapped Oil

The map shows the extent of the oil slick at slack water yesterday afternoon. The main body of the slick is centered south and west of Duxbury point near Bolinas. It is held there, marine biologists think, by the actions of the ocean currents, the wind and tides.

Currents from the north move outside Point Reyes, while cur-

rents from outside the Golden Gate move north as indicated by the arrows on the map.

The two currents combine with the flushing actions of the tides through the Golden Gate to set up a reverse tidal action (circular arrows), which, aided by a northeast wind, is holding the main oil slick off Stinson Beach and Bolinas.

they are given emergency treatment and then taken to major treatment centers in Richardson Bay, San Francisco and Richmond.

CENTERS

Among the new collection centers with a larger capacities are:

San Francisco collection centers: Poor Richard's Ballroom, 600 Great Highway, Harmon Hall Building 649, Crissy Field in the Presidio.

Peninsula collection centers: Sharp Park Golf Course in Pacifica; Linda Mar Bird Center, telephone 353-4238.

Eastbay collection centers: Richmond Ecology Action, 1414 South 10th street, Richmond; 2483 Almond street, Concord; Dr. Navieux, veterinarian, 450 Boyd street, Pleasant Hill.

Marin county collection centers: Humane Society, 171 Del Marin Keys, Novato; Point Reyes Bird Observatory; Audubon Canyon Ranch, Bolinas; the Louise Boyd Science Museum, 76 Albert Park Lane, San Rafael, tele-

phone 454-6961.

The SPCA held a press conference in San Francisco in an attempt to bring about coordination of effort by the various groups.

John Marston, supervisor of the San Francisco SPCA shelter, said his organization was prepared to receive contributions, and send them where needed, on request.

Marston urged that concerned citizens and potential volunteers avoid calling the SPCA itself, but, instead, relay or get information by calling the San Francisco Switchboard.

Department of Fish and Game officials flown in here to co-ordinate activities were still recommending that birds be taken to one of three major treatment centers:

The Society for the Prevention of Cruelty to Animals at 2500 16th street, San Francisco; the Standard Oil company of California's Long Wharf in Richmond, and the Audubon Richardson Bay refuge in Marin.

Law Urged To Put Pilots On All Ships

State legislation should be passed to make it mandatory that every commercial ship, whether in foreign or domestic trade have a pilot on board when entering or leaving any California port.

Captain Archibald M. Simenstad, president of the San Francisco Bar Pilots Association, made this statement yesterday in the aftermath of Monday's collision between the oil tankers Oregon Standard and Arizona Standard.

Simenstad, a veteran ship's master himself, said his statement had the support of State Senators Milton Marks and George R. Moscone of San Francisco and Alfred E. A. L. Iquist of San Jose.

Simenstad told The Chronicle that seven or eight ships go in and out of San Francisco harbor every day without a licensed pilot.

He said an average of 2700 ships a year go in and out of San Francisco without pilots.

"There are between 8000 and 9000 ships a year going in and out of our port that do use a pilot," Simenstad said.

Simenstad said the Bar Pilots Association now has 25 pilots. He said about ten more pilots would be required if mandatory pilot legislation were passed.

A reporter asked Simenstad if he felt Monday's collision could have been avoided if there had been pilots on the ships.

"The best way I can answer that is to say this," Simenstad said, "In the 120-year history of the Pilots Association, there has never been a serious accident involving two ships when each of the ships had a pilot on board."

Simenstad said all ships that touch any foreign port are required by law to have a pilot take them in or out of port.

Intercoastal or coastwise American ships may go in and out of port without a pilot, provided that the captain of the ship is a licensed pilot.