

Oil Spill Probe

Captain Says Radar 'Lost' Other Tanker

By Dale Champion

Moving with slow, inexorable deliberation, the captain of the Arizona Standard yesterday maneuvered two tiny gray ship models over a chart of the Golden Gate—and carefully shoved the bow of one into the other's side.

The terrible task—before a three-man Coast Guard Marine Board of Investigation probing the tanker collision that caused the Bay Area's disastrous oil spill—took the balding skipper a full minute.

There was only silence in the crowded courtroom on the 17th floor of the Federal building as more than 100 conservationists, oil and insurance company representatives, and Coast Guard and Government officials watched.

"When we came together, it wasn't the tremendous blow you'd expect," said Captain Harry H. Parnell of Alameda.

"In fact, it was rather soft."

Seconds before, the 46-year-old captain of the Arizona Standard said, "he had seen a red running light suddenly emerge from a thick tule fog just outside the Golden Gate Bridge.

"I knew immediately what it was," he told the investigating board. "I just saw the red light and the glow of the after house.

"It was one or two points off the starboard bow.

"I came hard left to take the collision on the bow. That was when we struck."

BLOW

He testified that the bow of his 17,000-ton tanker "went in quite a way" into the side of her sister ship, the Oregon Standard, outbound from Standard's Richmond refinery for British Columbia with a cargo of 106,000 barrels of thick bunker oil.

The two oil-laden tankers, "locked together," Captain Parnell said, began to drift on the flood tide back under the bridge toward Angel Island.

He quickly radioed the Coast Guard's Harbor Advisory Radar facility to report the collision, he said, "and

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S.F. to Put Controls on Sexy Films

By Jerry Burns

An ordinance to give San Francisco police some measure of control over motion picture theaters—particularly the porno movie houses—won unanimous approval yesterday from the Board of Supervisors.

Not even a question was raised as the board adopted a law that will require the owners and operators of all theaters in the city to obtain \$100 permits from the police chief.

RULES

The 13-page ordinance allows the chief to refuse to issue a permit only if the applicant has been convicted of showing an obscene production, is a registered sex offender or has been convicted of a felony involving force and violence.

It also says the chief may only revoke a permit if the applicant has not complied with all building, health, zoning and fire laws or has been convicted of any of the same crimes.

The measure must be approved by the board again next Monday at its final reading. It will then go into effect 30 days after it is signed by Mayor Joseph Alioto.

Other sections of the ordinance allow the chief of police to require soundproofing of a loud theater and to limit the words and pictures on

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our office to get some tugs."
"We kept working our engines to keep the Oregon Standard up. We were drifting into the Bay."

HELP

When help arrived, "there was quite a bit of debate about whether to pull or stop the oil pollution."

"What do you mean?" asked Commander Forrest E. Stewart of the Coast Guard panel.

"Well, with our bow being into the Oregon, the choice would be like a leaky cork in a bottle," he answered.

"The oil was starting to leak out of her."

"We had all this help there (booms and similar equipment) so it would be better to lift our bow and get out, it was decided."

During his long day on the stand, Captain Parnell was asked if he has any communications with the Oregon Standard.

"No, I didn't," he answered, adding that he had tried to contact her by radio several times.

He was aware of her movements only on the basis of information from the Coast Guard Harbor Advisory radar reports and the two radars aboard his own vessel, he said.

His chief officer was tracking the outgoing Oregon Standard, Captain Parnell noted, and "I expected him to be north of us and to go through the bridge before us."

But they lost the oncoming tanker's radar target just before the bridge, he testified.

"When we were approaching the bridge, everything within half to seven-tenths of a mile blended in and became part of the bridge (the bridge's radar target), making a yellow presentation on our screen."

Captain Parnell, who said he was steaming in at a speed of about nine knots, plus the incoming tide of 2.2 to 2.3 knots, said he tried to contact the Oregon Standard at 1:30 a.m. "when we were passing Mile Rock. There was no contact made."

POSITION

"Harbor Advisory came on and said the position of the Oregon Standard was one mile east of the Golden Gate."

"Later on, when I was trying to contact the Oregon (again), Harbor Advisory came on and said they couldn't make contact with the Oregon Standard."

That message was at 1:38 a.m., just about two minutes before the collision.

Earlier, when Commander Stewart asked him at what speed the Oregon Standard was approaching, he said he had not felt it was necessary to calculate this fact.

"It wasn't necessary. He was moving down a line where he would stay clear of us."

MOMENT

"Was the Oregon Standard moving at the moment of collision, or could she have stopped?" asked the commander.

"I do think he was under way, but what his speed was, I have no idea," Captain Parnell replied.

At the outset of the hearing, the board chairman, Captain Joseph E. Gould, head of the Coast Guard's Marine Safety Division here, ruled that the Sierra Club and the Save San Francisco Bay Association "do not have the qualifications to intervene" in the hearing.

The Sierra Club and the association have been trying to participate as full-fledged members of the investigation on "behalf of the public interest" since the oil spill January 18.

The Coast Guard hearing, the Sierra Club contends, will overlook what it feels are the real causes of the collision—corporate management and federal government policies—or lack of them—that allow dangerous cargoes to move under adverse conditions.

Although Captain Gould disqualified full participation for the conservation groups in the hearing, he ruled that they could submit questions which will be asked if they are "appropriate."

Parnell later said that his ship regularly sounded its



HARRY H. PARNELL
Arizona Standard captain

fog signals as she was proceeding through the Golden Gate. But he said that he heard no whistles or signals from any other vessels.

He was asked whether officials of Chevron Shipping make policies on the arrival and departure of tankers when there are adverse weather conditions.

Parnell said that the ship's master makes the decision on the basis of all the weather information he requests.

He said the two vessels were locked together for 7½ hours before they were finally separated.

The skipper of the Oregon Standard, Captain Morris E. English, 59, sat across the hearing room throughout the testimony of Parnell.

The hearing will resume at 9:30 a.m. today with further testimony from Captain Parnell.

Reds Probe Defenses of Phnom Penh

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Vietnamese hurled a plastic was ordered an unidentified satchel charge at the South Vietnamese embassy but it did not explode. Two American demolition experts, dressed in civilian clothes, disarmed the bomb. The Vietnamese was captured.

A similar bomb wrecked the front of the residence of the South Vietnamese ambassador, Tran Van Phuoc, on Friday. The ambassador, playing the piano inside at the time, was wounded.

On Saturday an office housing immigration records of Vietnamese and Chinese was destroyed by a bomb and on Sunday terrorists blew up half of the city's electric power company headquarters.

Early yesterday, North Vietnamese and Viet Cong troops shelled the airport and attacked Cambodian defense positions on the city's edges.

North Vietnamese and Viet Cong troops were reported in villages north of the airport. Nevertheless, U.S. Air Force cargo planes kept up the delivery of arms, ammunition and other supplies to Phnom Penh.

Six C-130 transports landed with about 120 tons of supplies yesterday. This was the largest number since flights were resumed Saturday after being halted because of the destructive attack on the airport.

Two U.S. Seventh Fleet helicopter carriers were withdrawn from the Gulf of Siam from where they had been supporting Cambodia operations.

The move came after a 5300-man South Vietnamese task force ended an operation to reopen Cambodia's Highway 4, the main supply route from Phnom Penh to the port of Kompong Som on the Gulf of Siam.

More Indochina news
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The Viet Cong's four-day cease-fire went into effect for South Vietnam at 1 a.m. to-

Battle of Man'



DAVID WANG, 13
'We need him here'

played hooky yesterday said they weren't really missing anything. Final examinations were given last week.

Bill

Controls for Porn Houses

"This will give us some measure of control, within the law, over these porno movie houses," he added.

Supervisor Peter Tamaras, one of City Hall's leading anti-smut spokesmen, charged that the city's present crop of more than 30 porno movie houses are "involved in criminal violations of the law," although only one operator has been convicted of showing an obscene movie.

"We should have the right to know what's going on in those theaters," said Tamaras. "This will give the police the right to inspect and should help eliminate some of the theaters."

Oakland has a similar law, he said, and has only two hard-core porno houses.

The ordinance was approved unanimously by Supervisors Michael Driscoll, Dianne Feinstein, Francois, Robert Gonzales, James Mailliard, Robert Mendelsohn, Ronald Pelosi, Tamaras and Mrs. Dorothy von Beroldingen.