



CLEANUP—Scrubbed bird that was victim of the San Francisco Bay oil spill is held by Hope Reinlander, right, at an Audubon Society sanctuary where 100 volunteers cleaned 50 birds by midday.

Volunteers Join Effort to Clean Up Spilled Oil

Part of Slick Moves Out of S.F. Bay and Onto Ocean Beaches

BY PHILIP HAGER
Times Staff Writer

SAN FRANCISCO—Hundreds of volunteers and company workmen moved onto ocean beaches and the shores of San Francisco Bay Tuesday in an attempt to clean up a huge oil spill resulting from the collision of two Standard Oil tankers.

Dense fog throughout the Bay Area hindered efforts by the Coast Guard and other government agencies to assess the full effect of Monday's accident.

Nonetheless, the Coast Guard said late Tuesday that it would stand by an earlier estimate that up to 1.9 million gallons of oil flowed into the bay after the collision.

Standard Oil officials, however, indicated company estimates of the total spill would be near 1 million gallons.



OIL SLICK—Map shows limit of oil slick from tanker damaged in San Francisco Bay. Times map by Don Clement

Spill Creates New Ecology Problem—Effect Is Unknown

BY LEE DYE
Times Staff Writer

In spite of California's experience with oil spills in recent years, the massive oil slick in San Francisco Bay is a brand new ball game.

No one is certain what the long-range effect of the spill will be, since petroleum varies in its toxicity. And San Francisco Bay differs from Santa Barbara, the Gulf Coast, and the other areas where massive oil spills have blackened the waters.

The tanker collision in the bay Monday spilled an estimated 1.9 million gallons of petroleum, known as "bunker C," into the water. Bunker fuel is a lightly refined residual fuel oil, similar in texture to crude oil. It is used as fuel for ships and power plants as well as a wide range of industrial purposes.

Will the spill poison the bay? Probably not, but that does not mean the results will be minimal. The mechanical effects—such as smothering plants and animals on the bottom—could have a profound impact on the ecology of the bay.

Man's knowledge of spills involving bunker fuel is extremely limited. Most major spills—such as the Santa Barbara spill of 1969—have involved crude oil.

Several studies of the Santa Barbara spill have revealed that the crude oil was not particularly toxic, at least on a short-term basis. By contrast, spills involving diesel fuel off the East Coast and off the coast of Baja California proved extremely toxic to all forms of marine life. Diesel fuel is highly refined.

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DRUNK TEST SUIT

Driver Tried but Nothing Happened

VISALIA, Calif. (UPI)—A man facing suspension of his driver's license for allegedly refusing to take a urine sample drunk-driving test has filed a court action contending he did his best to comply.

'Willing to Listen' on Off-Track Gambling Bills, Reagan Says

Should Be Part of a General Tax Package, Governor Declares, Adding That Administration Won't Offer One

BY TOM GOFF
Times Sacramento Bureau Chief

SACRAMENTO — Gov. Reagan said Tuesday he was "willing to listen" to proposals to legalize off-track horse race betting in California if they are presented "in the context of general tax reform."

He told his first Capitol news conference since September that he does not plan to present to the Legislature this year an Administration tax reform program as he has in the past two years.

Instead, he said, he will work with the Democratic Party leadership in both houses to develop a bipartisan program.

"I think that this is a situation now," the Republican governor said, "where both sides have expressed a desire for tax reform."

"And I see no reason why we should not sit down and work out (a) mutually satisfactory program instead of getting into a partisan hassle on the floor over whether it should be one or the other."

Position Was Different
His position was quite different during his campaign for reelection last fall.

At that time Reagan repeatedly told audiences all over the state that tax reform was his top priority and he planned to reintroduce in the Legislature this year the tax program which failed to pass by one vote in the State Senate in 1970.

Assembly Speaker Bob Moretti of North Hollywood and other Democratic leaders have suggested that off-track betting and other forms of taxable gambling should be investigated as possible means of solving the state's fiscal problems.

Democrats have introduced in the Senate a measure to establish a state-operated lottery and a bill to investigate the feasibility of licensing casino-type gambling in selected parts of the state.

Primarily the purpose of the legislation and the conversation has been to try to solve a predicted \$700 million deficit in fiscal 1971-72.

This approach, Reagan told his news conference, "is out of line at the moment."

"I don't believe we should be looking for new sources of revenue as an answer to the (fiscal) problems," he said.

"I believe the problems can be solved within the budget and without going outside for additional revenue."

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Hom Acquitted of Bribery, Conspiracy

Exclusive to The Times from a Staff Writer

SAN DIEGO—Former Assemblyman Tom Hom was found innocent Tuesday night on bribery and conspiracy charges stemming from a rate raise granted the Yellow Cab Co. when he was a city councilman in 1967.

The jury of seven women and five men deliberated 6½ hours before reaching its verdict—the second acquittal among nine indictments returned by the county grand jury in the cab fare controversy.

Nayor Frank Curran, first of the nine to be tried, was also acquitted. Hom smiled and wept as he received the congratulations of friends in the courtroom after the jury's decision was announced.

"I'm elated," he said. "I'm just elated."

Superior Judge William T. Low had completed his instructions in selected parts of the state.

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QUITO WARNING

Boat Captured by Ecuador Back in Disputed Waters

Exclusive to The Times from a Staff Writer

SAN DIEGO—The skipper of the tuna boat Apollo carried out his promise Tuesday to return to the disputed fishing waters of Ecuador just as soon as the Ecuadorian government released him and his crew.

Manuel Cintas radioed the American Tuna Boat Assn. in San Diego Tuesday morning reporting that two Ecuadorian patrol boats had passed the Apollo, a 285-foot sloop, the biggest in the world. The patrol boats did not interfere with the Apollo, Cintas said.

The skipper told Edward Silva, executive vice president of the association, he intends to stay in those waters until he catches his order of fish and then to return home.

The Apollo and her crew were released Monday from the port of Salinas where they had been held since Sunday, but only after Cintas had paid a fine of \$92,000.

(In Quito, the capital city of Ecuador, government officials defended the recent seizures as a "legitimate act in exercise of the national sovereignty" and said Ecuador would continue the captures of alleged poachers despite U.S. economic sanctions, United Press International reported.)

"Powerful fishing interests of San Diego have assumed a provocative attitude against South Pacific countries in the dispatch of a flotilla to his country's coast," a foreign office statement said.)

Of the nine boats seized by Ecuador since Jan. 4, only four remain in custody. They are the Ocean Queen, the Cape Cod, the Capt. Vincent Gann and the Blue Pacific. The five released vessels, including the Apollo, paid fines totaling approximately \$290,000, Silva said.

The government of Ecuador

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Won't Discuss Cause

Both the Coast Guard and Standard Oil refused to comment on the cause of the accident, but the Coast Guard scheduled a hearing today that may shed new light on the incident.

Patches and streaks of oil were sighted over a wide area, ranging from San Francisco to Tiburon to Richmond and Berkeley on the bay and on the ocean shore as far north as Bolinas and as far south as Half Moon Bay—a distance of about 35 miles.

One patch was sighted eight miles out to sea.

Standard Oil employees and citizen volunteers worked at a dozen or more locations with two main aims: to collect the sticky deposits of oil and to save untold numbers of birds—ducks, sandpipers and cormorants—that were caught in the substance.

Frank E. Hubbard of the State Fish and Wildlife Department here said preliminary indications were that at least several hundred birds had been found coated with oil at several locations around the bay.

The majority, Hubbard said, were reported alive—but he added that effects of oil often cause death later.

Collide in Early Morning Fog
The spill occurred after two 17,000-ton tankers collided in the early-morning fog beneath the Golden Gate Bridge. One ship, the Arizona Standard, plowed 40 feet into the port side of its sister vessel, the Oregon Standard, from which huge amounts of oil poured into the bay.

James McCarty, deputy director of the Federal Water Quality Control Administration in San Francisco, said that, despite the poor visibility Tuesday, there were indications that the spill, the largest here in recent memory, would not reach the proportions of the 1969 Santa Barbara oil disaster.

At one beach near Pacifica, south of San Francisco, volunteers found scores of birds coated with oil, many of which were reported dead. At Stinson Beach, in Marin County, other citizens used hay and rakes in an effort to soak up globs of oil, and were preparing to work through the night with the aid of lanterns.

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