

# New Ship Control Laws Urged to Foil Oil Spills

By JIM DOUGHTY  
Tribune Staff Writer

What should be done to adequately protect the Bay Area from recurrence of the crash of two oil tankers in the Golden Gate channel that loosed a massive oil spill on waters of the Bay and coast?

Until the Coast Guard completes the board of investigation hearing that begins tomorrow, the exact cause of the crash of the inbound Arizona Standard and the out-bound Oregon Standard cannot be determined.

The sister ships, both owned by Standard Oil of California and serving the Richmond refinery, collided in the dense fog just west of the Golden Gate Bridge.

An estimated 850,000 gallons of heavy bunker fuel oil spilled from the Oregon Standard and spread rapidly in both directions, propelled by winds and tides.

More stringent governmental control of shipping, particularly ships carrying dangerous cargoes such as petro-

leum, explosives and chemicals, were quickly called for by local government leaders.

As far as is known, everyone involved was conforming to applicable government rules of navigation and shipping.

Both ships were under the command of properly licensed officers, with authority to pilot their vessels in and out of the Golden Gate.

Neither ship carried a San Francisco bar pilot because regulations do not require a bar pilot on intercoastal vessels. Bar pilots are required only on foreign ships of all kinds and American ships operating outside intercoastal waters.

The Coast Guard operates a radar system that locates ships within the Bay and the Golden Gate approaches with relatively great precision.

But it is only an advisory system of locating ships that is available to vessels asking by radio for their location.

No government regulations forbid a ship from sailing out

of the Golden Gate in stormy or foggy weather if the captain believes the passage can be made without undue hazard.

There are no traffic control officers, such as those who determine if an aircraft may or may not take off or land at busy airports.

Traffic controls similar to airport systems are in force in a number of European ports, such as London, Rotterdam and Hamburg.

State Senator Peter Behr, R-Marin, has said proper federal controls have been proposed but Congress has repeatedly failed to act.

Assemblyman Willie Brown, D-San Francisco, has proposed that the state provide electronic control of ships, similar to aircraft traffic control, with the costs of such a system to be borne by shipping firms.

U.S. Senator Alan Cranston, D-Calif., is urging Congress to "act quickly to improve the safety of ships traveling in inland waters."

Cranston said federal law should "insist that radar be kept in good working order and be operated by qualified, licensed personnel." No such federal regulation now exists, he said.

Cranston urged prompt passage by Congress of pending bills, one to give the Coast Guard authority to guide ships in harbors and the other to require ship-to-ship radio equipment to be installed and manned on all ships in inland waters.



A volunteer stands in the Bay surf spreading straw to soak up spilled fuel oil.

## Victory Over Slick Is Won But Mop-Up Work Remains

By NORM HANNON  
Tribune Staff Writer

Skimmer boats chased down spreading fragments of the six-day-old oil spill Saturday along the coast and in the Bay and, while the battle to prevent any further damage was apparently being won, a huge mop-up operation still remained.

The Coast Guard said late in the day that another ultra violet aerial survey of the Environmental Protection Agency showed streaks from Bolinas south to Point Montara and up to 12 miles seaward.

Sizable blobs were off Pacifica and near the lightship and some oil was still coming San Francisco 12 miles out, ashore near the Cliff House.

Within the Bay, the survey showed what many already knew — oil in yacht harbors, pier slips and coves that would take a good deal of skimming.

A Standard Oil Company spokesman said there would be no letup in the around-the-clock cleanup effort and that crews would be sent everywhere where oil got ashore, using small boats if necessary.

The company had several crews concentrating on the shoreline near Crissy Field in San Francisco where a large glob of oil became tangled in seaweed and was breaking off and washing ashore.

The spill occurred at 1:45 a.m. Monday in a dense fog when the outbound Oregon Standard and the inbound Arizona Standard collided near the Golden Gate Bridge and 850,000 gallons of thick, black

bunker oil spilled from the ruptured tanks of the Oregon Standard.

About 200 demonstrators held a protest meeting at the Standard refinery at Richmond Saturday and draped two oil-soaked dead birds on the front door handles of the main administration building.

The promoters of the demonstration, identified as the "Revolutionaries" and the "Young Partisans" from literature they passed out, attacked Standard and demanded that the company pay the volunteers who worked cleaning up the spill.

Other groups have been passing out forms to the volunteers on the beaches which demand payment for services.

Eight men watched from inside the hallway as the group hung the birds up and spilled oil on the doormat and on the windows. Only when someone tried to toss a third bird into the hallway did one of them go into action. He tossed it back.

Five police squad cars watched discreetly from a distance but took no action, even when one rock was tossed through a window as the crowd was departing.

The demonstration lasted about two hours and there were several speeches through a loudspeaker.

Almost 2,000 volunteers went out in the bright weather to aid 700 company-paid workers in the cleanup and the company said that the stretch of coast from Baker's Beach to Pacifica was looking clean. The company has about 50

boats at work, besides the nine skimmer craft.

The Department of Fish and Game reported that about 2,000 birds coated with oil are being kept and treated. Most of these are western grebes and not many are expected to survive.

Reports from as far south as Santa Cruz said that about 200 disabled birds had been picked up there.

The company said it began building another, more permanent boom to protect Bolinas Lagoon. It is made of telephone pole-sized logs and cable. Several slicks are still hanging off the Bolinas-Stinson Beach area.

The company said it was going to hire a crew of Alcatraz Indians to clean the shoreline there. The company will supply the equipment.

The Sierra Club and the Save San Francisco Bay Association will only be allowed to sit as observers when the Coast Guard Marine Board of Investigation begins its hearings at 10 a.m. tomorrow at the Federal Building in San Francisco.

The Coast Guard commandant ruled that the groups could not take an advocate role in the hearings, but they have submitted two requests.

They asked that the board obtain the 24-hour tape of the ship-to-shore radio messages of the Marine Exchange in San Francisco of Jan. 17-18. They also asked that the three-minute interval photographs of the Coast Guard's ship movement radar surveillance station be obtained.

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