

# Trucks, Lumber Loaded for Persian Gulf



## Contracts Let On 1829 Ships

Shipyards of the world now have orders for construction of 1829 merchant vessels totaling 13,750,000 tons, an all-time high for peacetime seas, the American Bureau of Shipping noted last week when its board of managers met in New York.

Many of these vessels can not be completed until 1935 and 1936, and 60 per cent of the total tonnage is for the bulk oil traders, Walter L. Green, president of the bureau, said.

"This volume is significant when it is realized that there are already 13,646 seagoing merchant vessels of 78,821,000 gross tons. Before the last war there were 12,798 vessels of 58,270,000 gross tons," he asserted.

Thirty-seven trucks were loaded last week on the Greek-owned steamer Nicolas for the Arabian-American Oil company in the Persian gulf. Ship also took 3,000,000 board feet of bundled lumber, some plywood, creosoted piling and general cargo from here, as well as California cargo. Trucks were built by Kenworth Truck company, Seattle, and were loaded from cars (above) and barges (below). The vessel is to depart Monday. (Ackroyd photographs, The Oregonian)

## Daily Calendar of the Port

VESSELS DUE TO ARRIVE		
Sunday, August 3	Vessel	From
	China, San Pedro	General Petroleum
	Wayne Victory	West Coast
	William Coddington	Japan
	Touderose	San Pedro
	Seaborn	Tacoma
	Frontenac	Victoria
	Cape Elizabeth	Seattle
	Yamateru Maru	Japan
	Ferdinand Westfall	Japan
	King Stephen	Coos Bay
	Marine Snapper	Boston
	Katherine Sherwood	Pusan
	J. H. Tuttle	San Francisco
	China Mail	Yokohama
	China Mail	Puget Sound
	Eiko Victory	East Coast
	Java Mail	Yokohama
	Martin Bakke	Orient
	Nicolas	Persian Gulf
	Permanent Gem	San Fran.
	Sampson	Manila
	Thomas Nuttall	East Coast
	Utrecht	Manila
	Seaborn	Yokohama
VESSELS IN PORT		
	Alan Seeger	Swan Island
	Arizona	Term. No. 2
	Beta	Victory
	California	Term. No. 2
	Canada	Ocean
	Charles E. Dant	Swan Island
	China Mail	Term. No. 1
	Cynthia Olson	St. Johns
	Eiko Victory	Term. No. 1

# Boat Builder Issues Paper

## Company Revives Early Publication

Astoria Marine Construction company, Astoria, has revived its war-time publication, the AMCCO Log, for its employees and friends, the company announced last week when the first number of volume 2 came off the press. The little paper is full of pictures and notes of interest about employees, with a brief sketch of the plant's history.

Founded 27 years ago by Joseph M. Dyer, Claire Mansker and Acme Mansker to build fishing boats, the company developed into an important builder of wooden boats, tugs, ferries, and pleasure craft prior to World War II, and during that conflict it built, outfitted or repaired 201 vessels, many of them large steel ships and aircraft carriers.

Now engaged in construction of a series of wooden minesweepers of new and radical design, the yard is declared to be ahead of all others working on the same program. The company also does repair work on vessels laid up at Tongue Point naval depot.

## Skipper Has Heir

Capt. John Charles Hafenbrack is flying a three-cornered white flag from his tugboat, the Nadine, of Longview, to signify the birth of an heir, Charles Lee Hafenbrack, at Cowlitz General Hospital, Longview, according to the baby's grandfather, Gus Hafenbrack, Portland. Mrs. Hafenbrack formerly was Carrie Jackson, of Rainier. Captain Hafenbrack has been skipper of the Nadine for nearly 15 years and cultivates a holly farm north of Kelso on his off-time.

# River Ramblings: Seattle Plans Gold Cup Races

BY LAWRENCE BARBER

Eyes of many Portland boaters will be turned toward Seattle this week, with the Gold Cup races next Saturday attracting most attention, but the outboard races Friday and Sunday and the flatie sailing regatta Monday through Friday will command considerable notice.

Portland will not be represented in the Gold Cup this time as it was last year when the late Orth Mathiot courageously pitted his overpowered hydroplane Quicksilver against the world's fastest boats and lost his life in his effort.

But numerous Oregon boaters will be among contenders in the outboard and flatie contests, and a lot of Portlanders will be along the sidelines and on the hillsides overlooking Lake Washington.

## Outboards Head North

Just about everybody with a fast outboard, regardless of class, will trail his rig northward for the Seafair races and several will be likely to enter the 100-mile marathon Sunday. A number of the new 48-cubic-inch hydros, including those of Harry Eyerly, Salem; Wilbur McDonald, Willamina; and Bud Yeaple, Oregon City, are scheduled to enter the 48er races.

Five Portland Yacht club flaties headed north Friday and Saturday for the international flatie championships, which will include three races on Lake Washington and two in Shilshole bay. The fleet included Jack Elliott, Hugh Van Allen and Bob Schafer, who will represent Portland flatie fleet in the official races, and Rica Hussa and John Williams in the B series.

This flatie group took the top places in the season and regatta series held in Portland this year. Elliott is commodore of the International Flatie association and hopes to bring the next annual regatta to Portland next August.

Rica Hussa and Joan Leffing-

well will compose one of the few girl crews in this year's meet.

A number of Portland yachts which have been cruising in British Columbia and Puget Sound will assemble in Seattle this week to take places along the long loom boom for the Gold Cup races.

## Six Sure to Start

Only six boats, at this writing, are reported to be sure to start the Gold Cup race. They are the two big Slo-Mos, of Seattle; Miss Puchi, Miss Great Lakes II, and Such Crust IV, all of Los Angeles. There is doubt that Horace Dodge will have his Hornet and My Sweetie there, and that Gail II and My Darling will show up. Such Crust III, with twin engines, has been scratched.

Slo-Mo-Shun IV again is a favorite, having a new straightaway record of 178.487 mph. last month.

Seattle people are going all-out to support the Slo-Mos, by raising \$50,000 by public subscription to pay operating expenses of the home-town boats.

Noel Davis, the Neon sign man, Friday launched his new 34-foot Grandy sedan cruiser, which he bought from Ed McGoldrick, Spokane trap shooting champ, and trucked 415 miles from Couer d'Alene lake last week. The boat went into the water at Cecil Dike's Columbia moorage.

## Boat Carried by Truck

Wally Worthington, Oswego, trucked the boat across the waterless areas of eastern Washington and Oregon, and Phil Lewis, broker, handled the deal. The boat is similar to Al Lovering's Mary L. II. Formerly named Myanne II, it is being renamed Noel's Ark. Davis sold his former Verda D, a 33-foot custom cruiser to his brother, Vern.

Horace Williams has purchased the 45-foot De De Jo

from the estate of the late Charles B. Wegman and renamed it Princess. Morris Jones recently sold his 50-foot Diesel cruiser, Momona, a California buyer, and Stan Shinsman sold his Thunderbird to a Seattle man.

The Sea Explorers' ship Trade-winds, with 12 boys as crew, left the foot of S. W. Jefferson street Saturday on its annual five-day cruise, with Eagle Creek, just above Bonneville, as destination. Roger Chown and Chet Benson of the ship committee, accompanied the boys, and Skipper Bill Striplin will join them Sunday.

Following note from Cede Dimick of Woodburn describes the Riverside Yacht club's recent annual "little cruise," on Mollala river:

"Five couples in four rubber rafts and one small pram started at Nicky prairie, above Mollala, to descend through twisting, whirling waters to the Willamette river two days later.

Hard Paddling Required

"The rafts would undulate like caterpillars on turns where the water was swift, and occupants had to paddle hard to keep from running into the shore. Spray made it necessary to bail often.

"First night camp had been planned ahead and a truck with camping gear had been left at the chosen spot. Walter and Kay Meek, riding the pram, became so excited when they sighted the camp that they both stood up shouting 'Eureka, we're here' and promptly fell overboard.

"Screams and yells on each turn caused a hoarse, happy, sunburned crew to come into the Willamette near their home port, north of Canby.

"Participating were Bonnie and Claire Haines, Rod and Nancy Lamb, Dick and Helen Lamb, Vern and Mildred Moir, Walter and Kay Meek."

Note — This probably adds Mollala river to the list of Amer-

ica's navigable streams, and it proves there's nothing the Riverside gang won't try at least once.

Portland Power squadron will start its fall classes September 8 at Benson high school, holds its first regular meeting September 12, and hold its annual Gilmer trophy predicted log race September 21, according to Com. W. L. Rueppell.

The Dimicks, Cede and Jerry, have moved their 33-foot cruiser Mar-Len from Olympia, Wash., to Canby, where it now is the biggest pleasure boat on the upper Willamette river, and its owners are finding that stretch of water delightful, despite the absence of clam beaches.

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