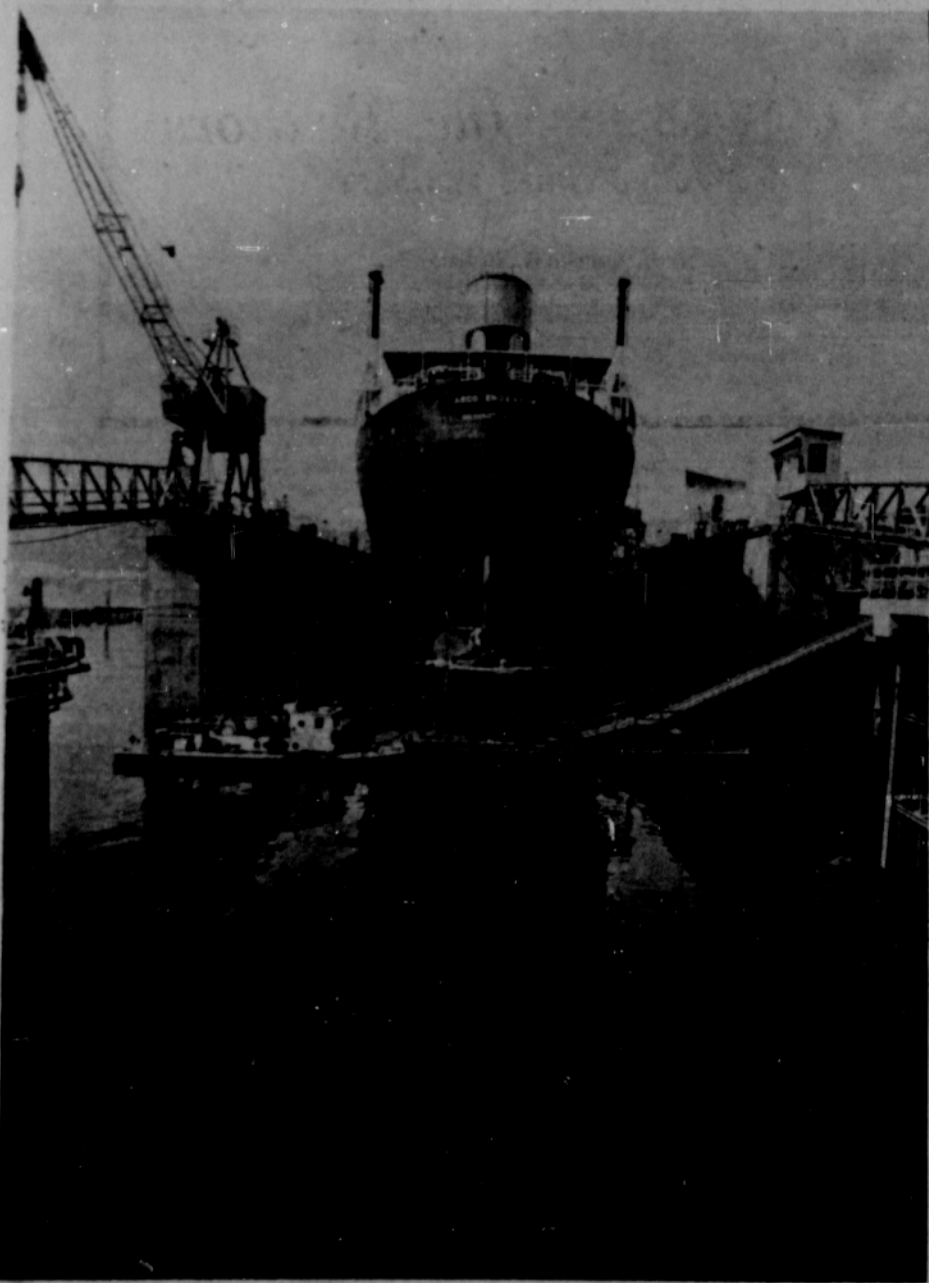




Jimmy Carter views the Port from the Willamette Pacific while visiting Portland. Swan Island shipyards are in the background.

The tug, Western Meteor, pulls into Swan Island. Captain John Nissen at the helm. (right)
A typical scene at the Swan Island shipyard. (below)

Photos: Dan Long



Bustling with activity is Port of Portland's Ship Repair Yard on Swan Island. Dillingham Ship Repair and Northwest Marine Iron Works report their labor force is at peak levels. Bill Young, a rigger helping replace sea valves on SS Avila, is one of more than 1,200 workers on Shipyard payroll of two firms.

Port ask shipyard expansion

The Port of Portland is asking the people of Portland to approve an \$84 million bond levy to build new shipyard facilities including a drydock capable of serving the largest modern ships. The Port maintains that the new facilities are necessary if Portland is to compete in the maritime industry.

Throughout Oregon's history, the maritime trade has been an important industry and was responsible for Portland's development as the state's major city.

Portland is the major shipping port for the Rocky Mountain states and the Midwest. Nearly 38,000 people work at jobs directly related to the port with an annual payroll of over \$151,000,000 jobs.

The Portland ship yards are unique in that they are publicly owned. The first drydock was built in 1901, with another added in 1921. After World War II, these drydocks were moved to Swan Island next to the drydock built by the Navy during the war. Another was added in 1963. In addition, the shipyard has 3,450 feet of berthing space and its own machine shops.

The Port now proposes to expand the repair facilities to enable them to repair the new ships which are too large for the old drydocks. Portland's largest drydock was designed to handle ships up to 114 feet in width, the size that can go through the Panama Canal.

Shipping on the Pacific has grown to the extent that there is no need for many of the ships to go through the canal, so there is no limit on their size. Today's grain and container ships are more than twice as large in capacity, and the new oil tankers will be in excess of 150 feet wide.

Building a new large drydock would enable the Portland shipyards to handle these ships. Without it, and without expanding berth space, much work will be lost to other ports. If modern facilities are not provided, ships will go elsewhere for repairs.

The shipyard is owned by the public, but its facilities are leased by thirteen private firms. The leases bring in over \$1 million net profit to the Port, supporting many of its other facilities that are not self-supporting.

The Port estimates that 1,000 jobs will be created by construction and that 850 jobs will be created by 1983, an impact of \$22 million on the economy of the tri-county area.

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Ballot Measure #9 does not affect Trojan. Nor does it prevent construction of future nuclear power plants. Measure #9 simply requires that safety standards are met before more plants (the next plants are not scheduled until 1985-1990) are built in Oregon.

Measure #9 requires that emergency safety systems, the last defense against a reactor meltdown, be actually tested to make sure they'll work. It asks for safe methods of storing radioactive waste, with no reasonable chance of escape. And it requires that the nuclear utilities stand behind their product and accept full liability in case of accidents, like any other American business. And that's not too much to ask.

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For safe energy, you can live with.

*This list, chosen at random, represents a fraction of Ballot Measure #9 supporters on file at OFNS' Portland office.

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Retail Employees Local #1092
Oregon Federation of Teachers
Hotel and Motel Employees Local #644
Columbia River District, International Longshoremen Workers Union
Commercial Fishermen Yes on 9
Ecumenical Ministries of Oregon
National Council of Jewish Women, Inc.
League of Women Voters of Oregon
American Association of Negro Women
Umpqua Citizens for Safe Energy
Community Colleges of Oregon, Student Associations, and Commissions
Attorneys George Reinmiller, Vince Ierulli, Don Marmaduke, Bill McAllister, Jr., Ed Latourette, and Dean Givold
Physicians Ray Noel, Lendon Smith, Barbara McDevitt, R. A. MacHaffie, Bill Harris, Michael J. Donley, and James Whiting
Oregon Gray Panthers
Governor Jimmy Carter

Lane County Commissioner Robert E. Wood
Richard S. Olsen, Ph.D., Albany City Councilman
Portland City Commissioner Charles Jordan
Senators Walter Brown, Bill McCoy, Frank Roberts, Keith Burdige, Betty Roberts, Wendy Roberts
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Former Atomic Energy Commission employee John McComb
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