

NEW SHIPBUILDING PLANT CONSIDERED

Ten Steel Steamers, Involving \$16,000,000, May Be Built by Northwest Company.

MATERIAL IS PURCHASED

Vancouver and One Other Locality Said to Be Under Consideration as Site for Proposed New Industry.

Establishment of a fourth steel shipbuilding plant that is to be ushered into existence with a total of 10 contracts which represent approximately \$16,000,000, is the most recent forecast in the marine construction industry of the Willamette and Columbia River districts. Backing the project are Guy M. Standifer and associates, who are conducting the G. M. Standifer Construction Company, at Vancouver, Wash., and the Standifer-Clarkson Company on North Portland harbor.

Contracts Are Assured.

Private information is that he is assured of being allotted the steamers which are of the 8500-ton class the same as are now being built at the River Shipbuilding Company, Vancouver, on the ways at the Albina Engine & Machine Works are of 3500 tons, two already launched are of 3500 tons.

In spite of the fact the Standifer organization has not actually closed for the plant, it is understood all arrangements have been made for the steel, contingent on accepting the work, also machinery for the vessels and plant has been ordered in the same way. As to a site, Vancouver seems to be favored, but there is at least one other locality under consideration.

Company Organized in 1916.

The present organization was ushered into existence early in 1916 at Astoria, the McEachern-Standifer-Clarkson company being formed and a yard established on the Columbia River. The yard was broken there April 1, 1916, and several ships were provided for on the company's account, being sold later to A. O. Andersen & Co. Soon after the Standifer-Clarkson yard was laid out on North Portland harbor and all but the McEachern interest was withdrawn from the Astoria plant, the stock being disposed of to A. O. Andersen & Co., Mr. McEachern remaining for a time as manager, then he returned to the Seattle headquarters. Early this year the Andersen stock was sold to M. H. Houser, the well-known grain exporter, and now in charge of the Government's grain purchases.

First of the contracts obtained by the Standifer-Clarkson yard was for Libby, McNeill & Libby in the way of an Alaskan tug. This was followed, while soon after the United States Shipping Board began operations contracts for 10 wooden steamers for the Oregon district, the first of which was the Standifer yard was established, six ways being turned out. Some of these vessels are being turned out at the North Portland property as well, where four ways are available.

Seven Steamers Launched.

Guy M. Standifer is one of the best-known men in the city and James F. Clarkson made records in railroad construction before taking up shipbuilding. In 1916, Mr. Standifer was president of the Western Oregon Trust Company, are interested in the corporations.

So far Portland has launched seven steel steamers and before Spring a few more will be in the water. Probably 5000 men are now employed in the steel shipyards here, while many more are working on machinery and equipment for vessels, so the steel industry is already far advanced over what was expected when the first of the new plants was located on the waterfront.

TITLE TO 123 CRAFT PASSES

Booth Fisheries Company, Chicago, Buys Fleet of Boats.

SEATTLE, Dec. 1.—Title to 123 craft of the North Pacific fishing fleet was transferred yesterday from the Northwest Fisheries Company and the Associated Fisheries Company, two Seattle firms, to the Booth Fisheries Company, of Chicago, the parent concern of both local corporations.

In addition to the canneries, salt-eries and equipment of the Seattle companies were transferred. Despite the move there will be no change in the operation of the Seattle firms.

TRAP LICENSES REISSUED

Government Officers Pass on Part of 1000 Fish Rigs in Columbia.

New fish trap licenses are being withheld or restricted at the mouth of the Columbia by a number of operators this month for which operators have filed new applications. It is estimated that in the Columbia district there are close to 1000 traps and each license continues for three years.

In going over applications and inspecting the locations sought, the Government engineers bear in mind principally whether the traps will interfere with navigation, the locations applicants have extended their trap piling beyond the limit indicated, thereby bringing down on their heads the wrath of the operators, who have to dodge them in fog.

SLIPS ARE PROPERLY DRAINED

City Taking Care of Waste Water From Front Street.

Steamboat operators are wondering if the city is to take over the cure of slips at street ends, as a gang of men has been employed during the past week putting in drain boxes at the head of the slips, so water flowing from front street will be taken care of instead of being allowed to flow down the center of the slips, carrying with it debris of all kinds.

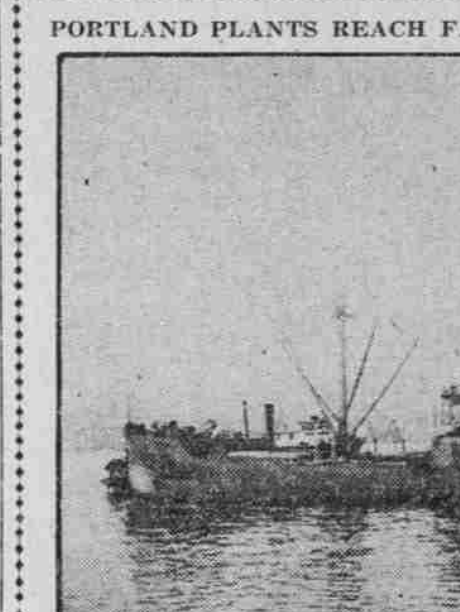
FIRST SHIP IS READY

Wooden Vessel Launched in Record Time.

PACIFIC COAST WINS HONOR

Finishing Touches Put on 120 Days After Government Contract Is Let, in Spite of Holdup of Five Weeks by Strike.

A PACIFIC PORT, Dec. 1.—(Special.)—A world's record for the rapid construction of a wooden ship was achieved here today with the launching of a 4000-ton freighter for the Federal Shipping Board—the first



—Photo by Angelus Studio.

PORTLAND PLANTS REACH FASTEST GAIT IN THE CONSTRUCTION OF 8500-TON FREIGHTERS.

Shipyards today engaged in assembling steel steamers have attained the greatest speed since their establishment, though even that will be increased later. To date two complete steamers have been turned over to the Cunard line and two more of the 8500-ton class are being finished, one, the Landsay, being expected to have her trial in a week, while the Halgren will be delivered early in the year. A fifth has been launched. The same type of vessels is being built at yards on the Pacific and Atlantic side to help the allies.

WOODEN SHIP TO BE COMPLETED

for the Government under the Federal Shipping Board program. Added to the achievement is the fact that the new vessel is several hundred tons larger than any wooden ship now afloat. She was launched 120 working days after the laying of the keel and, despite the fact that work was held up five weeks by strikes, the vessel went into the water 60 days ahead of the launching date, February 1, specified in the contract with the Government.

LOYD'S CHANGES MEN

APPOINTMENTS OF PORT REPRESENTATIVES ANNOUNCED.

Walter Lang, Surveyor for Oregon District, Gets List From London Office of Shipping Society.

Changes made in port representatives of Lloyd's Society of Shipping have been made known to Walter Lang, surveyor for the Oregon district, in the following: J. J. Storey, formerly underwriter to the British and Foreign Marine Insurance Company, has been elected by the general committee of Lloyd's Register of Shipping as chairman of the sub-committee of classification, rendered vacant by the death of Charles E. Brightman.

James Montomorie, B. Sc., who has been principal surveyor at Glasgow, is now named principal surveyor for Scotland, in order that he may be in a position to exercise a general supervision over the society's surveying work north of the Tweed. Mr. Montomorie spent considerable time in this country approving plans, on behalf of the committee of Lloyd's Register, of vessels to be built in the United States and in Canada.

F. R. Nolan, at present principal surveyor at Sunderland, has been appointed a principal surveyor on the chief ship surveyor's staff in London.

Thomas Shaw, who was, prior to the war, a senior surveyor at Barry and whose services have since been lent to various government departments, has been appointed principal surveyor at Sunderland in succession to Mr. Nolan.

D. Nicholson, hitherto senior outdoor ship surveyor in the London district, has been appointed principal surveyor at the port in succession to Campbell Holms, who has been transferred in the same capacity to Liverpool.

W. L. Clark, who has for many years held the position of senior clerk at Liverpool, has been appointed secretary to the Liverpool committee of this society.

A new office is to be opened at Malmo, and J. W. Jorgensen, hitherto one of the society's exclusive ship and engine surveyors at Malmo and surrounding district, Mr. Jorgensen will be succeeded at Copenhagen by V. Johansson, who is at present stationed at Copenhagen.

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