



SLIPPING OVER THE TOP OF GROUND SWELLS at top speed, the "Bartender" has the ability to drop into the trough without excessive pounding. Her speed and seaworthiness make her an excellent boat for tuna fishing excursions 75 to 100 miles off the Oregon coast.

Coast Guard Okayed New 'Bartender' Is Good Fish Boat For Oregon Coast

One of the most rugged rough water boats to come along in many years is the United States Coast Guard's new 22-foot plywood rescue craft. This unusual double ender has the first planing hull of the dory type and is capable of speeds up to 30 miles per hour.

Originally designed for sport fishing along the Oregon coast, the boat soon caught the eye of Coast Guard officials who had been looking for a boat of this size with a hull capable of taking a rough pounding from heavy seas, yet fast enough to answer emergency distress calls.

But before she was approved, this boat was put to a test that would have shattered most others. The Coast Guard ran her at full bore through six facing waves, bounced her off swells into troughs, swamped her; she was put through tests devised to simulate the extreme conditions she might face in the course of duty.

She stood the test and the Coast Guard now has three in service. Two are used for law enforcement duty in the St. Lawrence Seaway and a third is on patrol on the Siletz bar near Taft, Oregon. All are powered with 70 horsepower outboards.

But the USCG has no exclusive claim to this fast, rugged new craft. More than 25 have been built for sportsmen and are now in use in Oregon coastal waters. In civilian circles, the boat is known as the "Bartender" and draws its name from the use to which it is put — challenging the rough bars at the entrances to the harbors along the northwest coast, some of the wildest waters to be found on American shores.

The Bartender comes with or without cabin and is adaptable to both inboard and outboard power. All models have the same basic hull measurements: 22-foot overall length; 7-foot, 8-inch beam; 40-inch freeboard at the bow, 28 inches amidships, and 34 inches at the stern.

Open cockpit models have seating for four forward plus level floor boards for deck chairs. Cabin models are finished with one or two bunks, storage cabinet and space for stove. A head can be installed in the center of the boat, forward of the cabin bulkhead.

Other features include a flying bridge, windshield, and an escape hatch on the bow deck. She is equipped with deck hardware, steering lights, bilge pump and safety grab rails.

The Bartender's powerful hull is framed with mahogany ribs on 18-inch centers and has oak chines, gunwales and keel. Her half-inch sides are made up of two glue-laminated sheets of quarter-inch five-ply Marine exterior fir plywood. The same treatment is given to the bottom except that two 3/8-inch sheets are used to make a 3/4-inch thickness. All seams and joints are glued and bronze fastenings used throughout.

The unique hull has a vee-bottom forward which flattens out to only about a 1-16-inch crown at the stern. This gives her the ability to plane at speeds beginning at 20 miles per hour.

The heart diseases cause an estimated work loss of some 69.2 million man-days annually in the United States.

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Grain Export Record Gains

A substantial increase in grain exports moving out of Oregon ports was recorded in 1959 over 1958, according to the calendar year report of the state department of agriculture's grain inspectors.

Last year, 59.3 million bushels of grain moved overseas from Portland and Astoria. This compares with 45.5 million bushels in 1958. Bulk of the movement was out of Portland, into which terminals grain from a number of states funneled for overseas shipment.

Another increase reported for last year is a 32 per cent boost in barge movement of grain into Portland; reflecting transportation developments on the Columbia River. In 1959, 13.1 million bushels of the 86.4 million bushels of grain unloaded at Portland came in by river barge; corresponding figures were 9.9 and 93.8 million bushels.

Conversely, grain movement into Portland by auto truck dropped in 1959 to 10.3 million bushels from 13.6 million bushels in 1958. Also showing a decline were total grain inspections—excluding export—at Portland, Pendleton and Astoria. The combined figure was 83.1 million bushels in 1959 which com-

pares with 101.8 million bushels the previous year. One reason for the decline was the reduced shipments from points east of the Rocky Mountains: 9,597 carloads in 1959 and 12,110 cars in 1958.

The department made 224 ship sanitation inspections at Portland last year, up 23 from a year earlier.

Flour inspections last year included 232,604 hundredweight at Astoria and 87,487 hundredweight at Pendleton.

At the Merrill branch office, 595 track inspections and 339 truck inspections were made last year.

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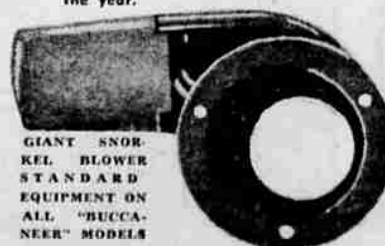
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