

# Shipyard makes recovery as busy year is enjoyed

BY DAN SCOWLER, JR.  
General Manager,  
Halifax Shipyards

It is ironically true, that the Halifax Shipyards and Dartmouth Marine Slip have experienced one of their most progressive years in some time. This is to be ironic inasmuch as it might well have been a year painfully plagued with shortcomings.

Still vividly portrayed in the minds of many is the two months long strike earlier in the year which threatened at one point to close up the yards for an undetermined period. As it was, the strike cost the company approximately two million dollars in repair contracts and the men one million dollars in salary.

However, despite the internal strife, the company still maintained a continuous upgrade, both in contracts and increased employment over the previous year. This marked contrast between the year 1960-61 is understandable when it is realized that in 1961 Halifax Shipyards were either constructing or planning to construct no less than four vessels.



MR. SCOWLER

YEAR-ROUND SERVICE  
The largest of these construction jobs was the building of the Prince Edward Island Ferry—the MV Confederation, which began last July. Built at a cost of \$3,000,000, it was designed to the requirements of the department of transport and Canadian National Railways. The vessel is 290 feet long and can accommodate 200 passengers as well as 70 automobiles.

Since MV Confederation is capable of ice-breaking, it will be in service the year round. The 270-hp ferry, which cruises at 13 knots, will be turned over to the Canadian National Railway for operation sometime in early 1962.

Also under construction since the beginning of the year has been the Canadian hydrographic survey vessel, CHS Maxwell. Contracted at a cost of \$500,000, the 118-foot ship is to be turned over to the Department of Min-

istry and Technical Surveys for inshore work. The Maxwell has been fitted out with the most modern navigating equipment including radar, echo sounder and magnetic and gyro compasses. It was launched on Aug. 17, and was due to be completed in December 1961.

Still with construction—on Sept. 1, Premier Robert L. Stanfield officially laid the keel of the new Canadian destroyer escort, HMCS Annapolis. It is the second of the "MacKenzie" class destroyers, and fourth destroyer escort to be built in Halifax. These ships are 306 ft. long, have a displacement of 2,900 tons and travel at a speed of more than 25 knots. The contract will bring approximately between \$12 and \$13 million to the Shipyards.

REPAIRS APLENTY  
The Shipyards was pleased to welcome another renowned visitor—Fisheries Minister MacLean—who presided at the keel-laying of the new 180 ft. inshore fishing protection vessel, Cape Freela. Expected to be completed in March, 1962, the 118-foot ship is to be turned over to the Department of Min-

istry and is 13 knots, the 180-ft. Cape Freela will see most of her service of the coast of Newfoundland.

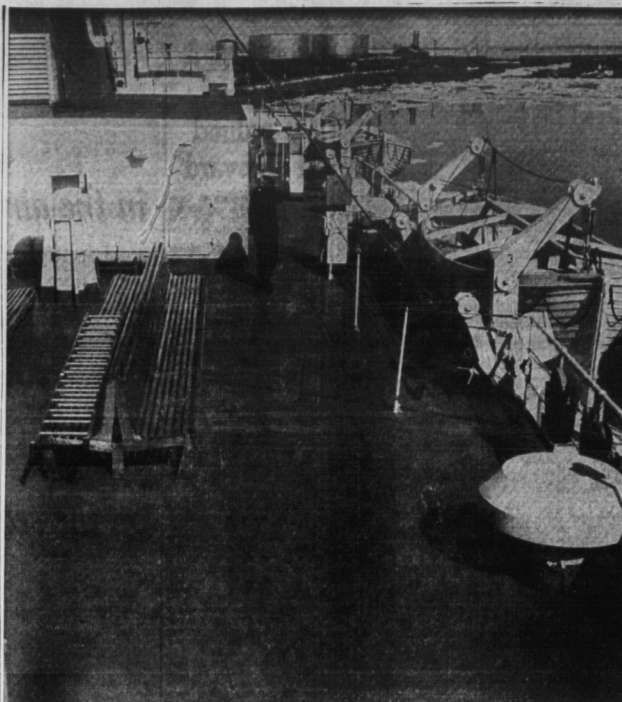
Another important factor which helped to stimulate the unusually high employment figures in 1961 was the amount of ship repair undertaken both by Halifax Shipyards and Dartmouth Marine Slip. The largest repair for the current year was on a freighter, MV San John, which had over 50 shell plates and necessary internals treated.

OUTLOOK GOOD  
Still another factor which helped the yards came from industrial jobs which take place outside the yard. Examples of their excellent craftsmanship can be seen in such places as the historic Town Clock, Mount St. Vincent College, the Dartmouth City Hall and others.

Looking ahead, indications are that the high level of employment now present, will continue well into the new year. New construction for which tenders are being prepared and will be submitted in the near future include, three 35-foot twin screw search and rescue vessels for the department of transport.

So it can be seen, looking at the overall picture, that the economy of the Shipyards stands healthier today than it did a year ago. This is qualified by the fact that in December of 1960 there were only 200 men employed in the Halifax yard, while in December 1961, 1200 men were on the payroll. Despite this marked increase in manpower, the future of the company is not fully guaranteed. Future prosperity will depend to a great extent on the collaboration and harmonious relationship developed between labour and management.

It is the hope of management that through these channels productivity will attain a height never before experienced in the history of the "yards".



RECORD NUMBER OF TOURISTS EXPECTED TO TRAVEL ON SPACIOUS SUN DECK

# Apples to anchors are listed in stores

Fitting out a new ship is very much like equipping a new home. Any bride seeking suggestions for kitchen ware would find the list of articles provided for the gallery of MV Confederation most provocative.

The list begins: "apple corer, bread grater, colander (Medium)," and goes on to list 46 different items. These range from a potato masher to an egg beater, from a can opener to chopping block.

Listed among the bedding and linen stores are four aprons for the cook and a dozen dish towels, as well as the usual blankets, sheets, towels and pillowcases.

Under the schedule for crockery and cutlery are further hints for the bride, though the quantities listed would be more than adequate for any young couple—even if they entertained on a large scale.

But the landlubber would be baffled by the marine spikes, anchor haws and other kinds of marine equipment provided to ensure that the Confederation is "shipshape" at all times.

STEWARDS' STORES  
Such things as the list of steward's stores indicate the thoroughness with which outfit-

ting a new ship is planned. The steward will find awaiting him, among other things, a crumby tray and brush, a coffee-screw, a tea-strainer, a pair of scissors and a flashlight complete with batteries.

The prospective bridegroom could take a peep at the list of boatwain's stores for hints on items required by the man of the house. The term "boatwain" literally means "ship's husband", and this adequately describes the jobs indicated by the stores provided.

For instance there are snow shovels—three of them—lined up for use. There are all kinds of paint-brushes and enough tools to satisfy even the most avid "do-it-yourself" fiend. Pliers, a plane, chisels, brace and bits, a ladder, vice—all the makings of a home workshop are there.

CONGRATULATIONS TO THE PEOPLE OF PRINCE EDWARD ISLAND ON THE MAIDEN VOYAGE OF THE M. V. CONFEDERATION Gordon Dockrill Limited Montreal, Quebec SUPPLIERS OF TITAN LUBRICATING/FUEL OIL PURIFIERS

# Strait crossings were never dull

There are men who can still remember the winters when the people of Prince Edward Island travelled to and from the mainland in rowboats fitted with runners.

The runners were used to slide the boats over the ice that choked the strait from mid-winter to spring. In 1876 the passengers paid two dollars fare today it's 50 cents. They rowed when there was open water, and hauled when it was necessary to drag the boat over the drifting slab ice.

one of the world's first ice-breaking steamers, the Northern Light. She was built in Sorel, Que., and operated between Georgetown, P.E.I., Pictou, N.S. and Newcastle, N.B.

NONE SUITABLE  
The Northern Light, however, was not equal to the winter passage and was followed by a more improved ice-breaking vessel, the Petrel. She in turn was succeeded by the Earl Grey, who used the Petrel in the Japanese war, and Earl Grey to carry traffic during world war one.

The solution to the problem of winter navigation in the strait was to have been the Stanley, a vessel built to Canadian government specifications in Glasgow and delivered in 1958. She and her sister ship, the Minto, were to operate year in and year out between Prince Edward Island and the mainland. But they were not always able to get through.



Hon. J. Angus MacLean Minister of Fisheries



Heath Macquarrie M.P. for Queens

There is an old photograph that shows 10 men bowed over and straining against the leather harnesses fastened to the sides of the craft. The camera's eye has frozen them in that position. The dark figures stand out clearly against the featureless snow, forever bent to their task.

DOUBLE PURSUE  
The harness served a double purpose. It enabled a man to drag the boat, and if he slipped off the ice, it kept him from being swept away. Almost everyone who made a winter crossing in those days could rest assured that his would not be a dry crossing—nor a dull one.

On Jan. 12, 1903, the Stanley left the wharf at Summerside for her regular crossing to Cape Tormentine. She ran into a furious gale off Sea Cow Head, and was trapped there, with her mail and passengers, in 14 feet of ice.

On Jan. 29, the Eastern Chronicle observed that the Stanley was wandering about the strait frozen in the centre of an ice pan, and completely at the mercy of wind and wave. She had been stuck in the ice two weeks.

Passengers, mail and freight were carried from Georgetown to Pictou by the SS Minto until Feb. 12, when the strait was sealed off by ice.

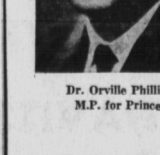
In the meantime, the Stanley (CONTINUED ON PAGE 5A)

The credit for the first runner-equipped craft must go to the Indians. They fixed runners to their canoes when making winter expeditions to the mainland. The white man did little to improve on the invention aside from building stouter boats of oak and cedar, and sheathing them in tin.

Summer crossings were decidedly more comfortable, and the Islanders were able to travel on a steam vessel between Point du Chene and Summerside. About 1876 an effort was made to continue sailings through the winter.

The vessel set the task was

Dr. Orville Phillips M.P. for Prince



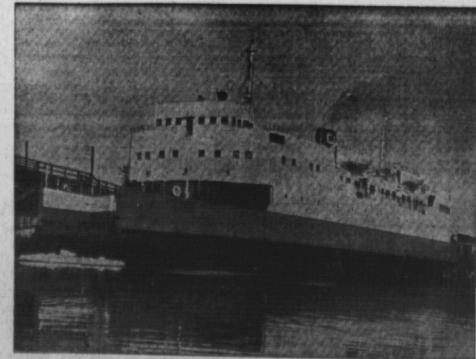
Mrs. Margaret Macdonald M.P. for Kings

# "M.V. Confederation--- yet another step forward in progress and achievement for Prince Edward Island."

Your four Island members:

- Angus MacLean
- Heath Macquarrie
- Dr. Orville Phillips
- Mrs. Margaret Macdonald

The acquisition of the new car ferry 'MV Confederation' is still another example of the progress made by the province of Prince Edward Island under a Conservative government, both here and in Ottawa. This addition to the Island's transportation system was brought about by a joint effort of the Provincial and Federal governments, ably assisted by the Island's four federal members of parliament who stand ready, now as in the past, to set their sights on the greatest years of progress in the long history of Prince Edward Island.



**CONGRATULATIONS**  
on this memorable occasion  
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