

Halifax shipyards said among best anywhere

This North Atlantic shipyard is unusual: it has the experience of 100 years of service in marine interests. Its facilities are the most complete in the Maritimes, and it is situated on the third largest deep water, ice-free natural harbour in the world. Since all this is at the hub of important trans-Atlantic shipping, it is no wonder that Halifax Shipyards Limited is known as one of the world's great shipyards.

During World War II Halifax Shipyards designed and built the first destroyers ever constructed in Canada, and repaired more than 7,000 ships damaged in the Battle of the Atlantic. Today—as for 100 years—its tremendous capacity is available for the construction of warships and merchant vessels and the repair of damaged ones, as well as the manufacture of a wide range of metal and wood products for industry.

Other than Canada itself, Halifax operates two self-sufficient yards on opposite sides of historic Halifax Harbour that total 50 acres in size and have almost a mile of water frontage. It has unique drydocks, fine berths, and many up-to-date shops.

SHIP CONSTRUCTION
Three new concrete building berths enable Halifax Shipyards to construct any kind of vessel from small barges up to ships to 15,000 tons. Each berth is 800' long and 70' wide. Revolutionary, whirly type electrically-driven cranes lift 50 tons of steel in all these berths.

Halifax has more experience in metal construction than any other Canadian yard and a few of its 200 employees are employed on contracts for three 2,300-ton anti-submarine escort vessels or the Canadian Navy's "Maritime" and "Chaudiere"; however, it is equally experienced in building merchant ships and in recent years it has built three 3,100-ton, twin-screw passenger ships for the Argentine Naval Commission plus a \$2,700,000 lightship supply and buoy vessel for the Department of Transport.

Frequently such construction begins with the drawing of plans by Halifax's own naval architects, or the adapting of drawings provided by ship owners. It ends with the provision of "as fitted" drawings for future reference. In between - from mold loft mock-ups to final trials - thousands of craftsmen with years and years of ship building experience behind them combine their skills to produce quality work, speedily and economically.

SHIP REPAIRS
It is a matter of proud record that in almost every sea-lane of the world ships are sailing which have at one time or another been drydocked and repaired at Halifax Shipyards Limited.

There are numerous reasons for this unique record: Halifax's strategic location at the Atlantic entrance to the St. Lawrence Seaway, the fact that it operates 12 months of the year unhampered by winter weather...

STRAIT
CONTINUED FROM PAGE 1A had been driven by wind and wave up and down the strait, from Summerside to the north end of the month, the Minto, whose passengers had been surprised by the delay and walked across the ice from Summerside, broke free and set out in search of her sister.

She caught up with the Stanley near Arisaig, about 21 miles east of Pictou. For two weeks both vessels remained in sight of Pictou, and then the Stan bearing the Stanley began to drift. In 21 days it travelled 229 miles toward Cape George.

MANUFACTURING FACILITIES
At first glance, a shipyard does not seem a logical source for either heavy industrial products or fine cabinet work. Yet consider what Halifax Shipyards Limited has to offer industry, utilities, government and municipal authorities, church and school officials.

The finest machining facilities in Eastern Canada: A full-time, qualified engineering staff; An experienced drafting department that is prepared a-d ready to design products to specifications; Plate production in carbon, steel or stainless steel as well as aluminum; plate rolling up to 1 1/2" thick;

Galvanizing tanks that will take objects up to 20' in length; A joinery, or woodworking shop, that has created fine furniture and cabinets for some of the largest institutions in the Maritimes; and Pipe, sheetmetal, welding and blacksmith shops, round out in unusually complete facilities that are available - at a moment's notice - for commercial work of all kinds.

Halifax, for example, has had experience in the manufacture of such diversified products as oil tanks, non-code vessels, chutes, bins and hoppers, smokestacks, gears, shafts and other finely machined products, platforms, ladders, handrails, conveyor steel, breeching, mine cars, tie rods and penstocks.

It is particularly well qualified to produce fine wood products requiring true hand craftsmanship as evidenced in the Halifax Memorial Library, the Mount Saint Vincent College, the Council Chamber in the County of Halifax Administration Building, work for the Bank of Nova Scotia in Halifax and Yarmouth and in many churches throughout the Maritimes.

FLOATING DRYDOCK
Ships with a draft of up to 32' 6" and weighing as much as 25,000 tons can be docked in Halifax's "Lionel A Forayth" Floating Drydock. Canada's largest floating drydock, it is 600' long and has a clear inside with three cranes-one with a lifting capacity of 17 tons and two handling lifts up to five tons.

For exceptionally heavy lifts at both its Halifax and Dartmouth yards and, in fact, anywhere in Halifax Harbour - Halifax Shipyards operates the Halifax Floating Crane. This is mounted on a steel pontoon 100' long and 30' wide and has a maximum rated capacity of 60 long tons with boom at 35 degrees and hook 35' above water and 30 feet beyond the side of the pontoon.

GRAVING DOCK
Halifax's 367' long graving dock has an historic background. It was blasted out of solid rock in 1889 by the British Admiralty to serve ships of Queen Victoria's navy; but its 70 years' history it has been used as much for the docking of merchant ships as for naval craft. The graving dock has an entrance width of 89' 6", a width at keel blocks of 79' 6" and a top width of 102' 6". With the entrance gate at an outside position the dock can be lengthened by 22 feet. At mean low

slide, water is 23' 9" deep over the dock sill and 20' 6" over the keel blocks; at mean tide these respective depths increase to 30' 3" and 27'.

DESIGN AND DRAFTING
A staff of experienced architects and draftsmen in the Drawing Office at Halifax Shipyards provides insurance companies, contractors and industrial organizations that work in the yard since another right for all drawings from roughs for estimating purposes, working drawings, adaptation of drawings supplied, as fitted drawings and finally the supplying of all certificates required by law.

SPACIOUS DECK CARRIES 70 VEHICLES
OUTLOOK IS BRIGHT
Two launchings keep yard busy

During the fall of 1961, one of the busiest places in the Maritimes was Halifax Shipyards. Within the comparatively short space of six weeks, two new ships slid down the launch ways each destined to fulfill an important marine function. Under construction since the beginning of the year, they are worthy examples of the fine craft produced by Douco shipbuilders.

The vessels themselves are particularly interesting because of their design and the use to which they will be put. First launching was that of the Canadian Hydrographic Survey Vessel "Maxwell" on August 17, by Mrs. Paul Comtois, wife of the Federal Minister of Mines and Technical Surveys.

The second vessel launching took place on September 26. This was the new CNR ferry "Confederation" built for service across Northumberland Strait between Borden, P.E.I. and Nova Scotia officials, including Lieutenant-Governor Hyndman and Premier Stanfield, the "Confederation" appeared eager to begin her career. Without waiting for tugs to take her in hand, she followed up a speedy descent of the greatest slipway by sailing clear across the harbour.

Built at a cost of \$500,000, the 115-foot vessel has a hull of welded steel comprising five water-tight bulkheads. Since it was turned over to the Department of Mines for inshore survey work, the "Maxwell" has been outfitted with the most modern navigating equipment, including radar, echo sounder, magnetic and gyro compasses, navigation and searchlights. It has a minimum cruising range of 2,000 miles.

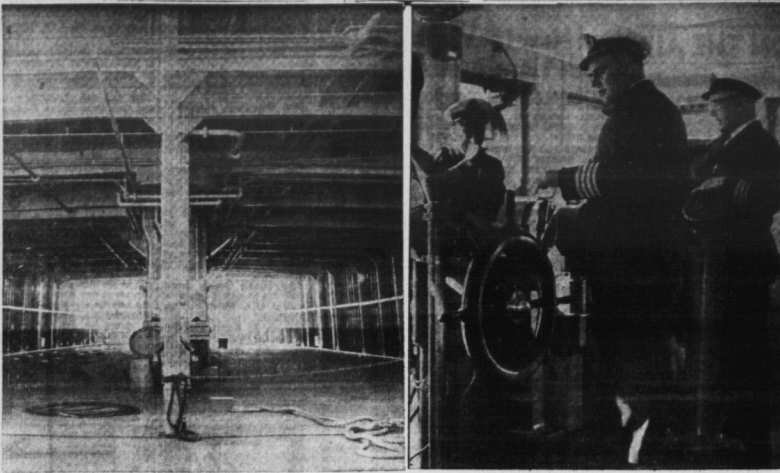
And Halifax Shipyards, and Dartmouth Marine Ship, with 1,350 employees, continue to show healthy signs of high production activity. Within minutes after the launching of the "Confederation", Fisheries Minister MacLean himself officially presided at the keel-laying of a new 100-foot inshore fisheries protection vessel for use in the Newfoundland coastal water service.

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SPACIOUS DECK CARRIES 70 VEHICLES FIRE IS NO FEAR ON FIREPROOF FERRY

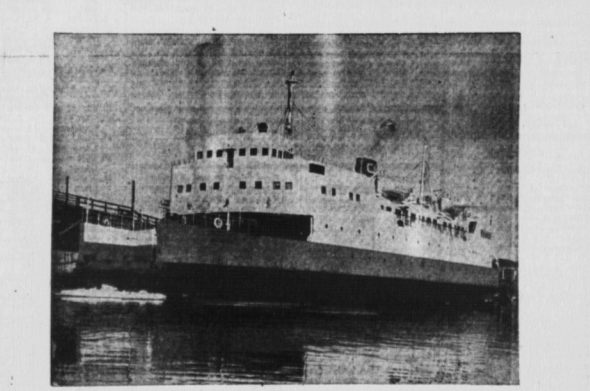
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The Province of Prince Edward Island

...Progressing With Canada!



"M/V CONFEDERATION"
The Province of Prince Edward Island welcomes this new and important addition to its transportation service to the mainland.
To all who made the M.V. Confederation possible, we extend our thanks... and to all those who will sail upon her we extend best wishes for many years of pleasant and useful service.

"A new ferry at Borden... another for Wood Islands... and the Causeway coming... at long last Prince Edward Island shall march abreast with Canada..."

Walter R. Shaw, Premier.
Premier Walter R. Shaw

The Province of Prince Edward Island

CONGRATULATIONS

TO THE
M. I. CONFEDERATION
on the completion of her maiden voyage
EATON'S CONTRACT SALES DEPARTMENT

is proud to have helped equip this fine ship.

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