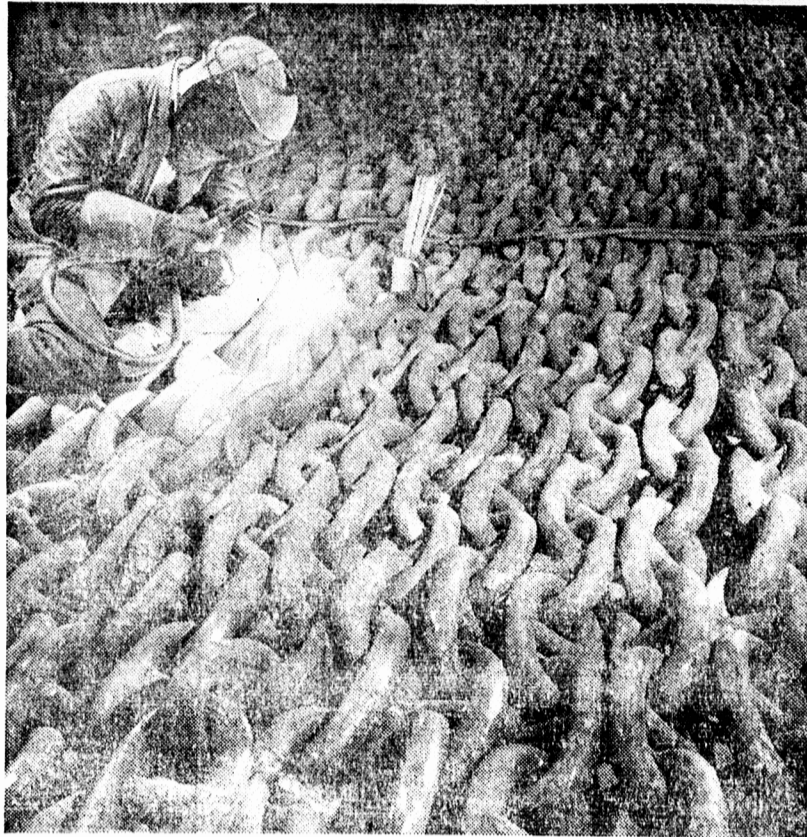
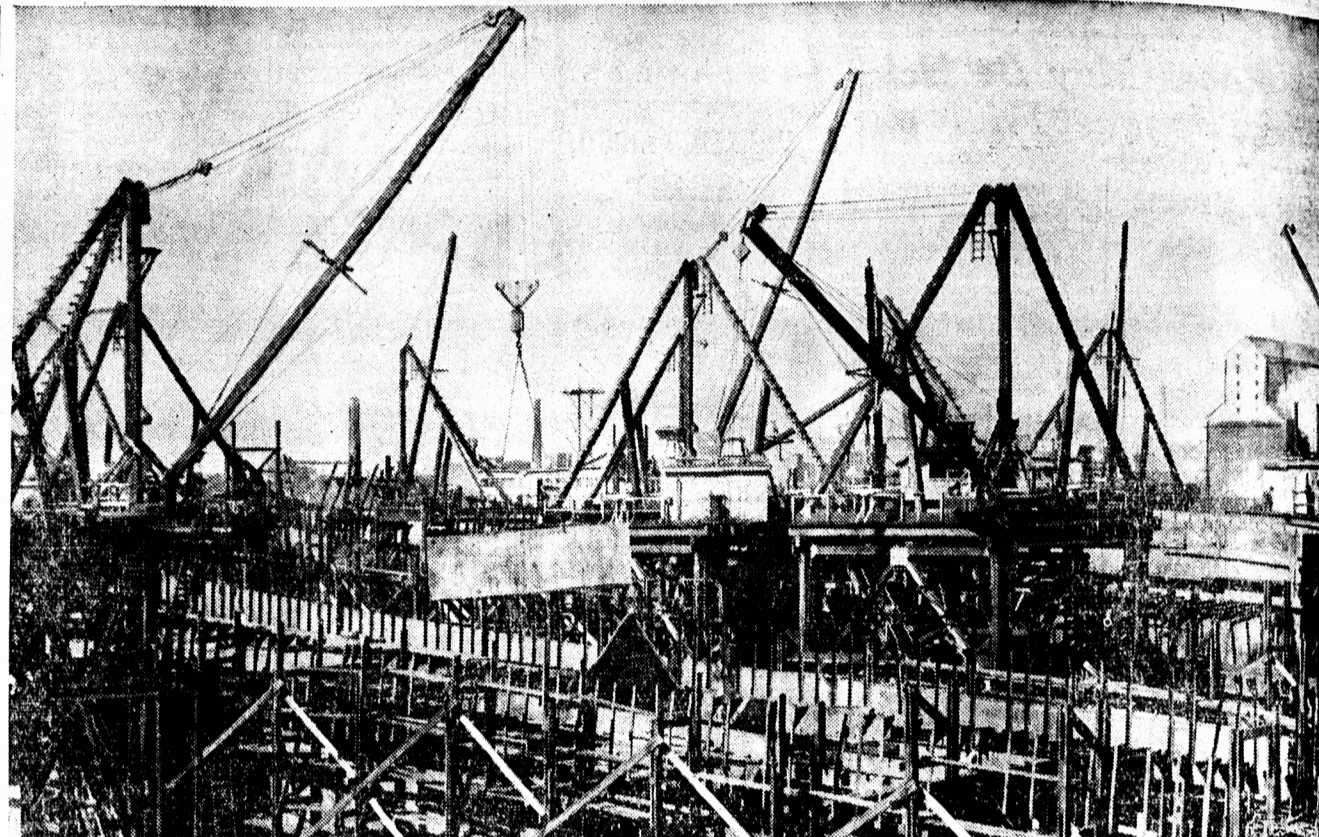


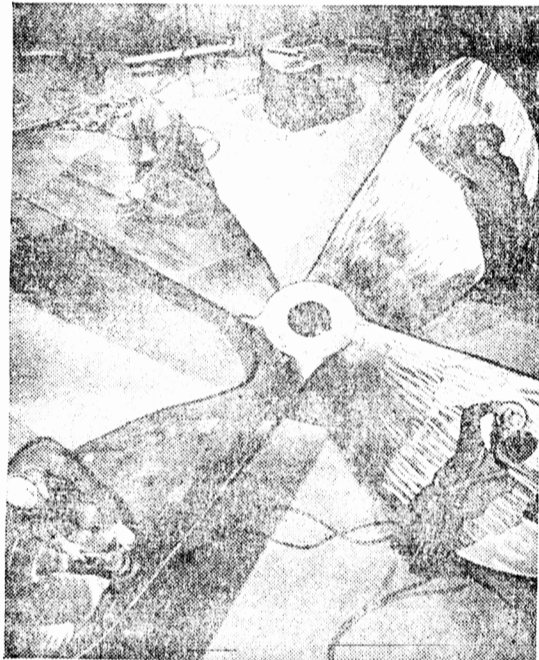
# More Than 300 Firms Contribute to Amazing Record of Canadian Shipbuilding



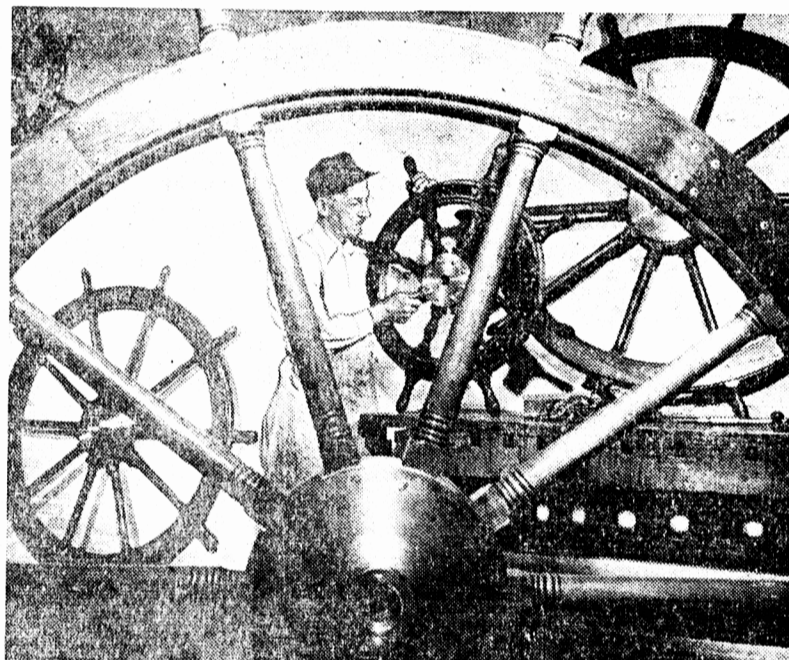
A Vancouver plant makes the anchor chains for Canadian-type Liberty ships. Each weighs 50,000 pounds, is almost a quarter of a mile long. Factory turns them out on electric-weld production line, only one of its kind in the Empire.



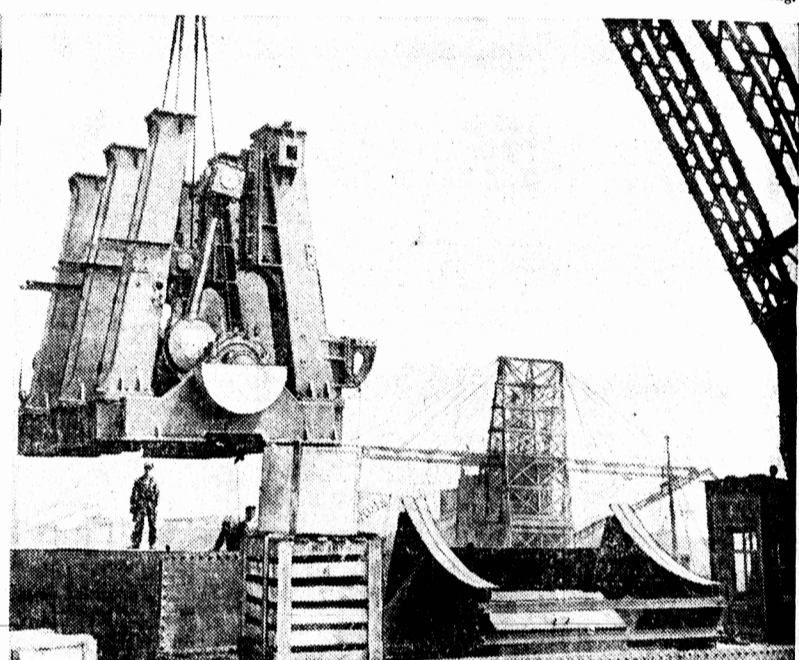
In 12 huge Canadian shipyards, some of which did not exist before the war, close to 50,000 workers are engaged in building merchant boats for the United Nations' Battle of Supplies. All but a few of these ships are of the 10,000-ton class, and more than 225 have been launched. Above, record busting United Shipyards, Montreal. These vessels are similar to U.S. Liberty ships, are 427 feet long.



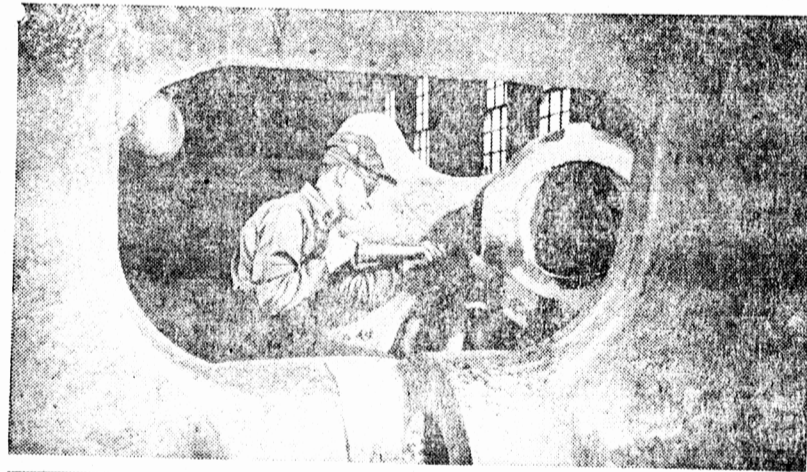
Propellers for freighters are made in an Owen Sound foundry which turns out all the props for every type of craft made in Canada. Above, sanding an 18-tonner.



George Parker, formerly a violin and guitar maker, now turns out steering wheels for ships. These are made of teak or walnut, consist of 50 various wood components. Plant, also in Owen Sound, makes furniture in peacetime.



Crane lowers monster engine in belly of a 10,000 tonner. Heavy machinery manufacturing firms, in several cities, are turning out these super-engines. There are millions of parts in a ship. Procurement problems are innumerable.



From Winnipeg, the freighters get their big anchors, two to a ship. From Ottawa come their compasses and binnacles; from Calgary, their storm valves, and from

Toronto, their whistles. There are 600 types of valves in the ships, plus 25 tons of copper wire, 2 1/4 miles of steel cables, and 110 tons of piping and tubing.



Ready for her first journey, this Vancouver-built 10,000-ton ship takes on load of Canadian lumber. In her hull alone are 3,000 tons of steel plates and

shapes, held together by 400,000 rivets. Yard can claim credit for building her, but so can the many component firms contributing to her massive bulk.

National Film Board Photos by Nicholas Morant.