

## 'All-year' ferry strengthened as icebreaker

Canadian National Railways' new all-year ferry MV Confederation is the first of her type to be used by the company on the Prince Edward Island - New Brunswick run.

She has been specially designed with loading and unloading facilities for vehicles at either end to obviate turning at the terminal.

The ferry has also been fitted with two propellers, two rudders and a wheelhouse at either end. This enables her to be run either bow or stern first, and gives manoeuvrability in confined waters and in ice conditions.

The all-welded steel Confederation is specially strengthened for ice-breaking. Her four propellers are designed for use in heavy ice.

with all modern navigational aids.

She complies with the requirements laid down by Lloyd's Register of Shipping and the Department of Transport Board of Steamship Inspection for all season ferries.

### FERRY FACTS

Length 283 feet  
Length between perpendiculars 265 feet  
Breadth, moulded 60 feet  
Breadth over guards 60 feet 4 inches  
Depth, moulded 20 feet  
Deadweight at 13 foot draft 617 long tons  
Speed on trials 13 knots  
Vehicle capacity, automobiles 70  
Passenger capacity 300

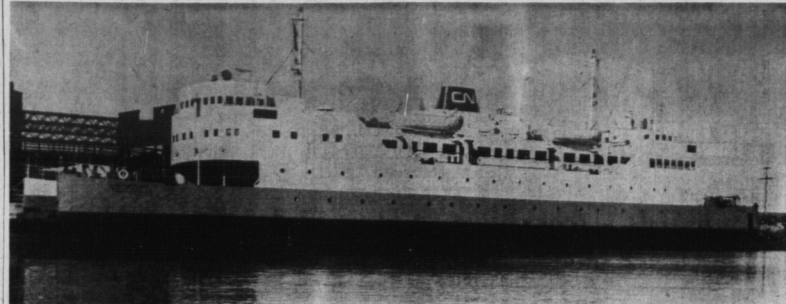
**FOUR ENGINES**

She is powered by four Ruston Paxman V-type four stroke 12 cylinder, turbo-charged diesel engines. These drive Canadian Westinghouse propulsion generators. The propulsion motors develop 5,300 horsepower at 175 rpm free-running and 4,187 rpm for ice-breaking. Her speed is 13 knots.

The vessel was designed by Milne, Gilmore and German, naval architects, of Montreal. The contract for construction was let to Halifax Shipyards Ltd for almost \$1,000,000.

She has a continuous upper deck to carry up to 70 vehicles. Machinery is set amidships and there is a deckhouse on the promenade deck for the accommodation of 300 day passengers and crew. She has a crew of 45.

She has been built to fit existing terminal facilities for the MV ABEGWEIT at Cape Tormentine and Borden and is fitted



FOUR ENGINES WILL PROPEL CONFEDERATION ALONG AT 13 KNOTS; DOUBLE ENDS WILL SPEED TRIPS  
NO TIME TO BE LOST TURNING AROUND

## New ferry to give faster service

Canadian National Railways' new double-ended ferry MV Confederation will provide a faster service for vehicles at Cape Tormentine and Borden. Her unusual design will make it possible for her to spend less turn-around time at each terminal.

But it will also provide a headache for amateur seafarers. Both ends are almost exactly the same, and the ship can sail as easily stern first as in the normal fashion. So questions such as "Which end is the bow, dear?" will stump the would-be nautical expert.

Only the two 24-ton anchors give a clue as to which is the bow — and these are tucked unobtrusively into pockets in the forward superstructure.

**REASON FOR CONFUSION**

An outline drawing of the Confederation shows that there is good reason for confusion among the uninstructed. Each end has an entrance for vehicles, two propellers, two rudders and a bridge with a complete set of controls.

Most ships have the name on both sides of the bow, and the name with port of registry once on the stern. But the Confederation has her name and port of registry — Charlottetown — on both sides of each end. There are even two sets of navigation lights, one for Journeys made bow first to Borden, the other for Journeys made in the return direction.

In order to eliminate confusion the bow was labelled the Borden end and the stern the Cape Tormentine end on blueprints used by the builders.

The Confederation will set out from Cape Tormentine with the Borden end first, and will make the return journey with the Tormentine end forging ahead.

**SAVES MANOEUVERING**

The passengers who use the Confederation will find this new arrangement a boon. They will be able to drive on through one spare wheel, but the MV Confederation carries two spare propellers — one left hand and a d other right hand.

The spares are available for quick replacement in case one of the ship's four propellers become damaged. The ship has two propellers forward and two aft for greater manoeuvrability.

They are of the four-bladed solid type, made of a specially strong alloy for ice-breaking.

## Naming car ferry was no easy task

Not everyone would immediately see the connection between the Micmac word "Abegweit" and Prince Edward Island. There should be no such difficulty with MV Confederation.

For Canada's smallest province is known by a number of different names, and one of them is "the cradle of Confederation."

The name is apt, but it was not readily decided upon. Others were suggested and considered while the vessel was being built.

Among them was "Northumberland," which was taken from the strait that separates the province from the mainland.

Another was "Northern Light II." The original Northern Light was one of the world's first icebreakers, and was used on the Island run from 1876 to 1888.

One of the first British ships used to "protect" the province was the "Diligent" (actual spelling). The vessel saw service in 1876.

In the histories of Prince Edward Island reference is made

to "Port Joy" — a translation of the early French name of the entrance, "Port la Joie. It too came in for consideration.

Perhaps the most provocative suggestion concerned one of the most highly respected persons associated with the development of the Island. Lt. Governor Ready, who served from 1824-1831.

However, Confederation was deemed more appropriate than "Ready," and now a vessel carrying that name will be considered the "cradle" when Canada celebrates its 100th birthday in 1967 and Prince Edward Island the Charlottetown meeting in 1964.

## Yard chief experienced

Halifax Shipyards' new General Manager is the third Dan Scouler in Canadian Shipbuilding — with 100 years of experience in his family behind him.

His father, Dan Scouler, Sr., now spending a busy retirement in Halifax, was for more than forty years associated in a senior capacity with the Dosco Shipyards there. On his retirement in 1950 as General Superintendent, he was one of the most widely known and respected shipbuilders in Canada.

## Ferry has spare props

The careful motorist carries one spare wheel, but the MV Confederation carries two spare propellers — one left hand and a d other right hand.

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## Fire at sea not feared

Every modern material and process available has been used to make the MV Confederation as fireproof as possible. Few hours of shore-based business can boast as many precautions.

The builders were specially instructed to use the unavoidable minimum of combustible materials in her construction. The most modern systems of fire detection and fire fighting have been installed.

In many cases the standards specified for the Confederation exceed the Steamship Inspection requirements.

## CONGRATULATIONS!

To the people of Prince Edward Island and the Canadian National Railways on the acquisition of the splendid, new ferry, MV "Confederation". We are proud to have supplied four Paxman YL Diesels, chosen as prime movers for the ferry's diesel electric drive by the Department of Transport (on behalf of owners) and Halifax Shipyards (builders).

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## Separate lounges will accommodate to 300 passengers

Although passengers will spend only a short time aboard the MV Confederation on its brief voyages between Cape Tormentine and Borden, every effort has been taken to make their trip as comfortable as possible.

Three separate lounges are included in the Canadian National Railways' new ferry to provide comfortable accommodation for its 300 passengers. The lounges are furnished with comfortable arm chairs upholstered in foam rubber and covered with plastic.

Travellers will be able to relax and watch the scenery outside the lounges' picture windows, or chat with their friends. The lounges are tastefully decorated and paneled with plywood. On the walls are pictures of attractive New Brunswick and Prince Edward Island scenes.

Steam-heated convectors radiate the MV Confederation's hull in winter and other equipment will keep the ship cool in summer.

### READING AVAILABLE

For those who wish to while away the minutes of the crossing in reading, there will be a magazine and newspaper stand available. This stand will also carry a display of local handicrafts designed to attract the eye of tourists.

Passengers will be able to buy light meals in the ferry's well-appointed luncheon.

## New colors are featured

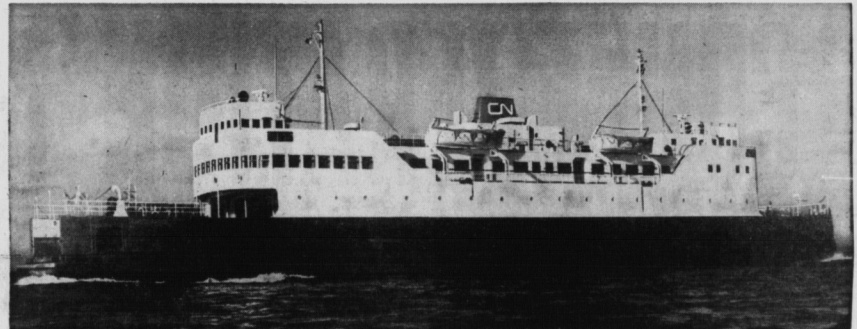
Prince Edward Island's ferry MV Confederation, is the first ship of the Canadian National Railways' fleet to have the new exterior color scheme drawn up under the company's redesign experts.

The Confederation has a bold red funnel with the prize-winning one-piece CN symbol in white. Hitherto CN ships have had a red funnel with white and blue horizontal bands at the top.

The Confederation's hull is painted black to the splashboard and blue to the top of the deck with white superstructure.

### ANCHORS AWEIGH

The MV Confederation has three anchors, each weighing almost 24 tons. Two are stowed in pockets on either side of the bow. The third is kept as a complete spare. The ship has more than 1000 feet of anchor cable.



# MV CONFEDERATION

## NEWEST ADDITION TO

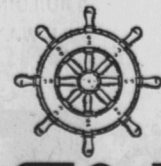
# CN BORDEN-CAPE TORMENTINE

## FERRY SERVICE

Together with the MV ABEGWEIT and SS PRINCE EDWARD ISLAND Canadian National is now able to offer a greatly improved service between Borden and Cape Tormentine.

### The MV CONFEDERATION features...

- Accommodations for 300 day passengers in three spacious, comfortable lounges.
- Parking facilities for 70 automobiles on one deck.
- A cozy coffee bar where light refreshment is served.
- Efficient, courteous service by trained CN personnel.



A double ended automobile passenger ferry, the MV CONFEDERATION was built by Halifax Shipyards especially for this service. Designed by Milne, Gilmore and German, naval architects, Montreal, the vessel measures 283' overall. Of all-welded steel construction, the CONFEDERATION is specially strengthened for ice-breaking.

With a cruising speed of 13 knots, the CONFEDERATION has a continuous deck for automobiles and a large deckhouse on the promenade deck for the accommodation of passengers.

