SHIPS LAUNCHED UP TO OCT. 21, 1944

(Approximate Breakdown)

Cargo Vessels and Tankers		Combat Vessels and Naval Craft		Special Vessels	
10,000-ton freighters	292	Tribal destroyers	2	Base supply ships, gate vessels, boom vessels, derrick ships, supply and salvage vessels, railway and military ferries, large steel tugs, etc.	148
10,000-ton tankers	12	Frigates	70		
10,000-ton maintenance vessels	3	Corvettes	80		
10,000-ton victualling ships	7	Revised corvettes	42		
4,700-ton freighters	30	Algerine minesweepers	57		
3,600-ton tankers	6	Bangor minesweepers	60		
165-ft. naval auxiliary tankers	2	Western Isles minesweepers	16		
		Minesweepers (105' and 125')	61		
		Fairmile patrol boats	88		
		Motor torpedo boats	24		
Total	352	Total	500	Grand Total	1,000

Analysis of the figures of ship production up to Oct. 21, 1944, shows that $619,000,000 has been expended for freighters and tankers; $458,000,000 for combat ships, $58,000,000 for ship repair, and $42,000,000 on the expansion of shipbuilding facilities. In addition many millions of dollars have been spent on the ship conversion and small craft programs.

Typical of the individual cost of Canadian-built ships are the following: frigate—more than $1,500,000; Algerine minesweeper—in excess of $1,200,000; new type corvette—close to $1,000,000 ; large freighter— $1,700,000; large tanker —$2,000,000; medium freighter—$1,250,000; medium tanker—$1,000,000.

Under the direction of a Controller of Ship Repairs and Salvage, extensive facilities for ship repairs have been provided. Naval and merchant vessels damaged by enemy action or other cause put into Canadian ports for repair and are refitted and provided with the latest detection and other devices.

The Adaptation of Wartime Manufacturing to Peacetime Conditions

It is no simple task to convert and expand a country's industrial capacity from the relatively simple needs of peace to the specialized and ever-changing demands of war. The worker who makes refrigerators must be taught new skills if he is to make machine guns, and the factory that turns out bicycles must be re-tooled if it is to produce aircraft parts. It is even more difficult once a wartime industry has been built up to adapt it again to a peacetime economy. It took four years to build up Canada's wartime industrial machine: 1940 was a year of planning and of small beginnings; 1941 a year of construction, of conversion and expansion, of vastly broadening plans, and of quickening output necessitated by the urgencies of war; 1942 saw a rising production, with first objectives reached and passed in the face of difficult problems and perilous conditions; 1943 was a year of output so heavy that the industrial capacity and the entire national economy were extended to the limit. Canadian employment reached an all-time high and 1943 will stand out for a long time in the history of Canada's industrial development and will rank high in the records of war achievement. It will probably take more than four years after peace with Germany to bring about the transition back to normal. Already the Government has anticipated the situation and has set up machinery for the disposal of the huge wartime surpluses that will of necessity exist when hostilities are brought to a sudden close. It is realized that the retention of certain assets now owned by the Crown will no longer be necessary and machines of all kinds, which for four years have been used for war production, will be put to the manufacture of civilian trade products. This is one