boat building Industry Part Of Town History

From the launching of the Oakville-built schooner Trafalgar, 50 tons, in 1828, at Col. William Chisholm's shipyard on the south bank of The Sixteen, Oakville's sailing fleet has always required maintenance and repair to keep it in peak sailing

Today, even more than in the cargo-carrying days of yore Oakville's yachts are cared for with pride of ownership far beyond even that of the sports car buffs and much of their sailing efficiency and sleek appearance is due to Elle Van der Molen, manager of Metro Marine Ltd.

SERVICE OPERATION

Here at the Metro yard at Bronte, the Dutch boat expert maintains an all-season repair and maintenance service for all types of marine craft, but he finds that most of the craft he services are the wooden hull variety, as they were years ago. Fibreglass vessels also need servicing and these also emerge from the Metro yard as showpieces.

Metro Marine has discontinued its former contract yacht building business, says Mr. Van der Molen, who expects that his yard and the staff will continue to have their time fully occupied in the service end of the business.

And that includes yacht painting, storage, engine and fuel services, marine hardware fittings, and stepping new masts when they are needed, among other things.

Our Yachts To East Coast

This will probably send shudders through the spine of former Bluenose schooner Captain Angus Walters.

Nova Scotia now gets its sailing yachts from Oakville!

Lunenburg, shrine of Canada's most famous racing vessel, will survive somehow in its traditional shipbuilding role but while the axes and the adzes send the wooden chips flying in the Lunenburg shipyards, Grampion Marine Ltd. of Oakto Halifax in recent months, could be increased. and expects to send a lot more.

In the oldest of old Oakville traditions as a shipbuilding cen-Road, is a beehive of activity eager buyers as far away as as sloops, cutters, ketches and San Francisco and 15 boats ian Construction Co. to keep to follow from that area. their men employed. Now the marine operations employ about 80 men, 20 or so more than a year ago.

STEADY PROGRESS

Growth since 1959 has been steady. Producing fibreglass sailboats exclusively, the range of boats goes from a small eight foot dinghy to a 42-foot yacht, one of the largest ever molded in Canada.

Almost completed is the company's new plant extension of 8,000 square feet, adjoining the existing factory on Woody Rd., needed to cope with steadily rising production de- it is just that for Canadian Tri- dian-built craft of its type and shop" where the yacht hulls are | craft continues into another light. molded. The Grampian firm in- busy season. cidentally has grown into emi- Gene Bucci, who with his nence largely through contract partner, Reg. Jaworski, started yacht building, but is now ad- the operation less than two "Classic" boats and orders en- men to keep pace with the desure a steady production-line mands for the custom-built craft flow of these beauties. They which have earned high praise are the Classic 31-foot sloops, at international boat shows. cutters and ketches, and the larger Classic 37-foot sloops and BUILT OF DYNEL

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OAKVILLE FOUNDER - Historic site in Lakeside Park honors Oakville founder and ship-builder Col. William Chisholm. The first Oakville-built schooner was launched by Col.

Chisholm in 1828 and since then the boat building industry here has enjoyed steady success and growth. Shown at memorial to Col. Chisholm are

and former mayor William Anderson.

ville has already sent six of its | Classic every two weeks but the fibreglas materials yet de- | ed about two miles from the facilities in Montreal as part of molded fibreglass sailing yachts with plant expansion this rate veloped. Three trimmans mol- lake.

The Oakville yachts from and 24 feet, are also nearing perience in which Mr. Kneulmtre, Grampion Marine on Woody Grampion have already found completion. yawls roll from the plant to have gone to Annapolis, Mary- Oakville builders is the showing all parts of Canada and the U.S. land, a yachtsmen's paradise. at the Toronto Boat Show and It was not always like that be- The firm is currently exhibit- later at Washington (where the cause in 1959 the marine ven- ing a Classic 31 at the New boat was sold;) of Pi-24 racing

> After all, Boston and Halifax aren't far apart in the yachting a few weeks ago. world and when the Royal Nova FIRST BUILT HERE Scotia Yacht Squadron likes the Classics well enough to acquire six of them, Boston probably experience of finding it couldn't won't be long in following the Halifax lead.

Trimaran Built By Bronte Firm

Yacht construction can be a highly specialized business and This boat was the first Canamands. Steel is in place, and maran Co. on the Bronte lake- shape. The builders say it's unsiding is under way for the unit shore where a steady production sinkable, can navigate in any which will house the "plastic of the specialized three-hulled water, is stable and feather

ding its own pre-sold line of years ago, now employs six

ded of this material are in production at the moment; the lar- third year in Oakville and is progress and its economic con-

Most recent triumph of the ture started largely as a winter England Boat Show in Boston type trimaran, a sleek 24-footer, make-work program of Gramp- and more orders are expected that aroused wide admiration among Toronto yachting enthusiasts when it was shown there

> When the firm first started Nickel Company operations it had the unusual ship an 18-foot wide, 30-foot long Plans Locating trimaran on the highway to Toronto and it was only after special permission was given by In Sheridan Pk the minister of transport that the boat reached the city. There it met wide acclaim and orders to be fixed, the giant world-

steadily ever since.

Racing Craft For Export

Canadian Trimaran is now yacht, according to R. S. Kneul- ry S. Wingate, chairman of the

father's day.

Mrs. Hazel Mathews, a des-

cendent of the town founder;

Ralph Wakely, local historian

This enterprise is now in its 000-square foot building and has turned out racing yachts ranging up to 30 feet in length. Export sales of the firm's boats are made to the U.S. and it also and maintenance service department.

Although a firm date is still for the craft have come in wide International Nickel Co. of Canada Ltd. will definitely become a part of the Sheridan industrial research complex this

> It will be an integral part of the Sheridan Park research community of which the Ontario Research Foundation forms the core. At the same time Nickel will carry on product research at a new lab. in Sterling Forest, N.Y., and in an enlarged research lab. in Birmingham, Eng-

Nickel's annual spending bud-Ontario Yachts on Speers Rd. get for 1965 has hit an astronowill start immediately on con- mical \$100,000,000, in a steppedstruction of another 5.5 metre up program announced by Hen-

Production schedules call for building boats of dynel, the ne- man, owner of the small but board and J. Roy Gordon, pre-Pharmacists are now authorities on thousands of modern drugs

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iness in Oakville in 1958. For the usual reason, we li known locally but not so well known perhaps to U.S. business executives, Oakville was elected by Pennsalt Chemicals Corp. Philadelphia, as the site of its first Canadian plant. Central location in Canada's major population area and what the company terms "excellent lowere among those reasons.

At the start Pennsalt operated in a plant of 29,000 square feet with 14 people. And then things began to happen, and the company has never looked

Within five years the com-

SPACE DOUBLED

pany's office space had to be doubled and only last year there was a 50 per cent expansion in plant facilities. Today, operations are going on in 40, 000 square feet of space, and the firm employs 57 people. To the layman, Pennsalt is just another chemical company but the fact is it produces here in Oakville a wide range of specialty chemicals sold to other industries across Canada and contributes to the Canadian economy by using raw materials in which the Canadian cotet has risen from 70 per cent in 1958 to more than 90 per

IMPORTS AS WELL

cent this year.

The company also sells a full range of imported organic chemicals to such industries as waxes, plastics and scores of others.

Closer to the man on the street perhaps is the news that the specialty chemicals produced by Pennsalt in Oakville find their way into the food, beverage and milk industries, and into such diverse other industting and protective coating, as ries as metal cleaning, fabricawell as the laundry and dry cleaning industry.

One of the company's most widely used summer products is chemicals for swimming pool water treatment. This and its other products are warehoused in the principal cities across Canada for quick delivery to customers. Two years ago Pennsalt opened a sales office and warehouse its all-Canada expansion. Best criterion of Pennsalt's

gest a 35-footer. Others, 30 feet | the result of hard work and ex- tribution to Oakville perhasp is the fact that, using local labor an continues his original busi- and transportation facilities, the ness of boat building in Holland. | company's shipping tonnage in The company operates in a 3,- 1964 was five times greater As a company spokesman told

The Journal-Record: "Pennsallt plans to continue using its resources of people, funds and operates an active boat repair plant capacity, and to maintain its own and Oakville's successful growth."

The company reduces its cost

a high local standard of living | projects, and welfare.

as local merchants and manu- Since the establishment of Comes Out Of Pennsalt Plant factures benefit from higher Pennsalt here, Oakville has grown considerably, and has At the same time, the com- become even more attractive as



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