

THE CLYDE DEMANDS MORE STEEL.

2-812501

One ship completed every day is the proud claim of Britain's shipyards. More than half the world's merchant fleets are being built in this country. At Clydebank - nerve centre of the shipping industry and birthplace of the great "Queen" liners - 157 ships are now being fitted out. The shipbuilders full order books are a tribute to the best in British craftsmanship. Attention to detail - slim, graceful lines, no mass-produced ideas, that's what has given Scottish shipbuilders the greatest reputation in the world. The new Gunarder - the 34,000 ton "Caronia" - one of the vessels at present fitting out on the Clyde - is the largest ship built since the war. Its giant funnel - the largest ever placed aboard a ship - will make the "Caronia" easily recognizable even to a landlubber.

The "Caronia" may be the last of the steam turbine driven Atlantic liners. Gas turbines will be the means of propulsion for new vessels. But shortage of steel may upset all future plans. The promised five-per-cent increase in steel allocation for shipbuilding does not satisfy the makers. Most of the men now fitting out the "Caronia" will be out of work before the end of the year. Britain's foundries are turning out the steel - but with many urgent commitments to meet, there is not enough for shipyards. Shipbuilders should get some part of the steel now being exported - for their finished product can earn more dollars than the raw material. With more steel, the shipping industry could look forward to a boom that would aid the nation's prosperity.