

TEXADA`S SHIP - THE M.V.TEXADA

Luckily it was a calm day at sea when tugboat tenders became temporarily unavailable to guide the massive 815-foot MV Texada into dock. Sighs of relief were heard from the workers who watched from shore as one of the world`s largest bulk ore carriers precisely eased her own way into the recently-built \$700,000 cargo berth.

The MV Texada was commissioned in 1966 by Texada Mines from Tsurumi shipyards in Yokohama. It was needed to run Texada`s increased iron ore shipments to Japanese steel mills on a regular 28-day round trip shuttle. Reinforced holds carried the largest cargo ever loaded at a BC port up to that time (October 6, 1966) – 68,500 tons of ore concentrate loaded at a rate of 2,900 tons per hour.

The ship was obviously awe-inspiring. She was long and flat with only eighteen feet above the waterline when loaded. One observer reported that, when standing on the 5-story superstructure at the stern, `...the distance to the bow seemed endless`. It was reported that the superstructure contained a luxurious owner`s suite as well as an indoor swimming pool for the crew.

The total purchase price was 6.5 million US dollars. Special modifications such as the pool (\$1500) and changing the ropes from `manila to nylon` (\$1400) were included in the price. Insurance was \$15,000 a year.

The construction of the MV Texada (AKA Texada Maru) took a speedy five and a half months - a testament to Japanese shipyard capabilities. She was launched on June 15, 1966 with the naming ceremony and celebrations on September 16. Texada Mines `top brass` were well-hosted, no doubt.



Twenty-five years of monthly ore shipments ended in January, 1977 when Texada Mines shut down. The MV Texada and her sister ships served faithfully for many years and helped to build and support the young, growing community.

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