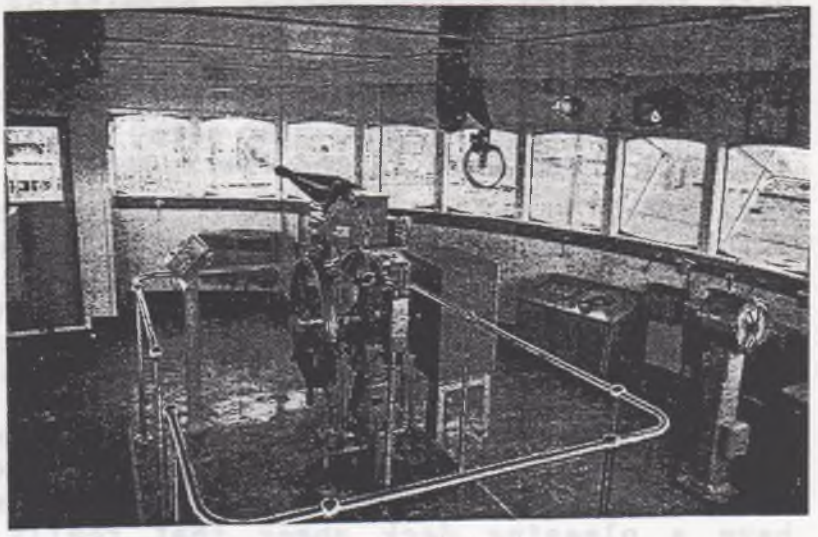
sure of 475 p.s.i. (maximum was 525 p.s.i.) to a single-rotor, direct-geared, Inglis-Parsons steam turbine of Pametrada design. The engine was built by the John Inglis Company Limited at Toronto. It transmitted its power to a single propeller shaft through double-reduction gear of the locked train articulated type.

The engine was capable of developing 4,500 shaft horsepower at 150 r.p.m. and a continuous overload of 10% when supplied with steam at 450 p.s.i. at 750 degrees F. and exhausting into a vacuum of 28.5 inches. The normal shaft speed was 158 r.p.m. and this was achievable from a dead stop in ten seconds. The maximum shaft speed was 180 r.p.m. The propeller was a solid bronze unit, which was keyed to the shaft. It has been said that this engine originally had been designed to be fitted in a naval destroyer.

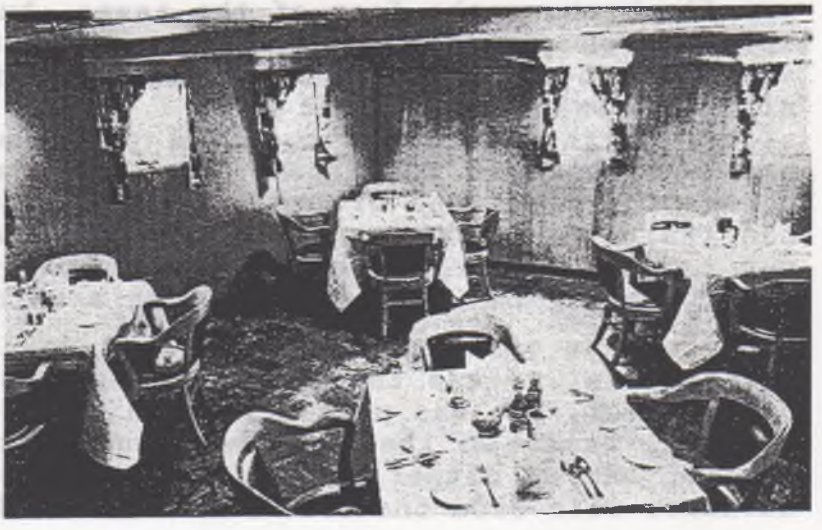
FORT HENRY's steering gear was of the Donkin electric-hydraulic type, supplied by Marine & Power Equipment Ltd. It had four horizontal rams and two variable delivery Hele-Shaw pumps, each driven by separate 28-h.p. motor on 550-volt, three-phase, 60-cycle current. Each pump and motor could operate the gear independently and could move the rudder through a maximum arc of 90 degrees in not more than 24 seconds at full speed. With both units operating, the rudder could be moved from hardover to hardover in less than 15 seconds.

The steering gear was controlled from the wheelhouse by a double line lead of telemotor piping, to a receiver at the steering gear. A power-steering stand was also fitted at the after end of the boat deck (for emergency purposes), connected to a local-control hand wheel by means of control shafting.

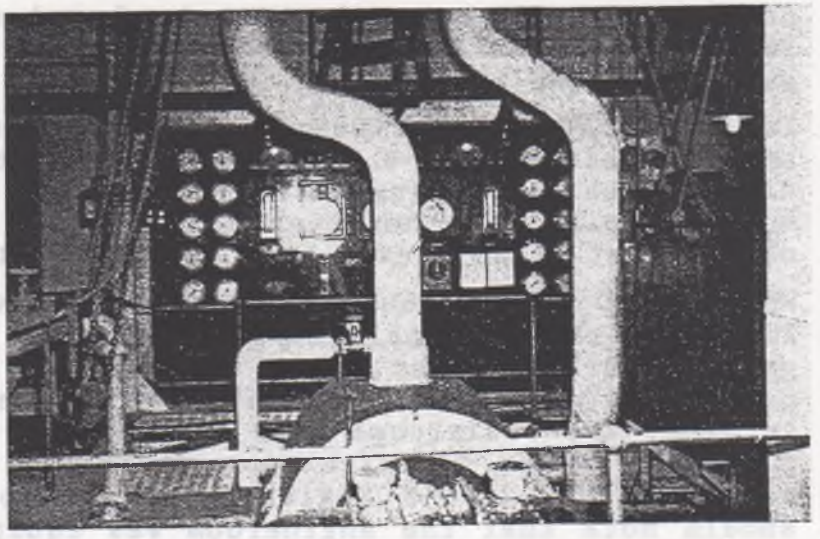
FORT HENRY had accommodation for a normal complement of 32



FORT HENRY's pilothouse



Officers' dining saloon



Engineroom showing Gaugeboard