

officers and crew, all housed in either single or double-berth cabins. A small observation room was located on the forecastle deck and was equipped with two "Hide-a-bed" settees, permitting occupancy by two persons. A small pantry was located nearby for the use of the Captain and passengers. The dining saloon for officers and engineers and the crew's mess were situated adjacent to the large galley aft. The Captain's and passengers' quarters were fitted with television sets, as was also the crew's recreation room aft. All rooms were fitted for radio.

FORT HENRY was a vessel of extremely handsome design, although she was of uniquely modern design at the time of her commissioning. She had a fine, raked stem and a modified cruiser stern, the hull being cut in finely forward and aft of the cargo holds. There was a fully topgallant forecastle, while the cabin on the flush quarterdeck was plated in to provide protection. The spar deck had 13 inches of camber in 56 feet. There was no sheer forward and 24 inches of sheer aft on the spar deck. The forecastle deck was sheered two feet wide (providing a visible lift toward the bow) while the poop (in effect the boat deck) ran parallel to the spar deck. FORT HENRY was something of a "trompe-l'oeil" in that she appeared, when running loaded, to have a pleasing deck sheer that really didn't exist, while when running light she looked to have a "reverse sheer", or to be hogged midships.

There was a closed steel bulwark for most of the length of the forecastle head, sheltered by which was the large texas cabin. The bridge deck above was flush above the face of the texas, but spread right out to the sides of the ship on either side of the texas. The large pilothouse, thoroughly modern in appearance with large windows slightly rounded top and bottom, and with a prominent sunvisor which dipped lower in the front than down the sides. Slightly narrower than the pilothouse but situated directly abaft it was the spacious chartroom. There was a pipe rail down either side and across the after end of the monkey's island atop the pilothouse, and situated there also were two liferafts. The foremast, only slightly raked, rose out of the chartroom roof; it was fairly short and bore a large "whistle light" bearing the red letter 'C' on a white background.

There was an open post-and-wire rail down either side of the spar deck. The after cabin, as was the growing fashion of the 1950s, was placed on a flush quarterdeck, but was plated in down both sides to provide protection from boarding seas. On the boat deck above, two lifeboats were carried on high davits, one on either side of the short, "coffee-pot" style smokestack. The mainmast rose from the boat deck well abaft the funnel.

FORT HENRY was painted in the typical Canada Steamship Lines colours of the period. Her hull was a fairly dark red with a bright orange boot-top. The forecastle and the cabins fore and aft were white, while the stack was an orange-red with a broad white band and a black smokeband at the top. The foremast was buff, while the main was mostly black, with a short buff section at the bottom.

In short, FORT HENRY was a handsome vessel that looked her very best when speeding along with a big "bone in her teeth" forward and a prominent wake aft. She was something entirely different for the C.S.L. fleet and, indeed, nothing quite like her ever again sailed the lakes. Her silhouette was one of the most notable ever seen on these waters.

While FORT HENRY's outward appearance never changed much during her active lifetime, one internal change took place soon after her commissioning that greatly increased her engine performance. Whilst she was laid up at Windsor during the winter of 1955-1956, two more steam nozzles were installed in the turbine, and additional fans were fitted to force more air into the boiler furnaces. These modifications increased her shaft horsepower to 4950, as confirmed by Lloyd's Register. Whilst speaking again of the machinery, we should note that the engineroom was equipped with an auxiliary or domestic boiler that provided steam at 60 p.s.i. There were two 300-k.w., 550-volt,