

three-phase, 60-cycle turbo-generating units manufactured by W. H. Allen & Sons Co. Ltd. A 200-k.w. auxiliary diesel-driven generator was provided in case of failure of the main generating sets.

FORT HENRY was fitted with two fuel bunker tanks. The main bunker tank was kept warm, and each day fuel (Bunker "C") would be pumped up from the main tank to the day tank, where it would be heated to a higher temperature prior to being injected into the boiler furnaces. The ship consumed about 180 tons of oil per trip, and often was refuelled at the Lime Island dock on the lower St. Mary's River.

At least in the early years, potable water always was taken aboard while the ship was out in the middle of Lake Superior. Nothing was ever added to treat the water during that time, and yet it always passed the requisite tests for quality. In later years, drinking water would have been taken from shoreside sources while the steamer was docked.

We have been privileged for many years to have as one of our T.M.H.S. members Capt. Harry Moore, latterly retired and living next to the old Galops Canal west of Cardinal, Ontario. Captain Moore joined the FORT HENRY shortly before she was to commence her sea trials, and he has provided us with an invaluable description of his days sailing in FORT HENRY.

Capt. Moore previously had been sailing in the steam canal package freighter CITY OF KINGSTON as third mate under Capt. "Waubey" Pitfield. Harry had no idea that he was about to be transferred to the FORT HENRY. As the CITY OF KINGSTON was upbound, Harry was given the order to prepare the deck to load automobiles at Windsor. He did as ordered, but when the ship pulled up to the dock at Windsor, there were no cars there. At that time, Capt. Pitfield told him to pack his bags and get off, as he was to report to the FORT HENRY at the Collingwood shipyard. Twenty minutes later, Harry was standing on the dock with his bags, watching the CITY OF KINGSTON pull away.

Upon arriving at Collingwood, Harry found that the engineers from the shipyard and the engine builders were testing the engines in order to set the governors. FORT HENRY was tied up at the sheerlegs and the engine was running at what seemed to be full ahead, as the propeller was spinning like a fan. The screw was about three feet out of the water and was throwing spray wildly. There were two big sets of blocks connecting the sheerlegs to bits on FORT HENRY's deck to keep the ship from moving ahead.

When Harry Moore boarded FORT HENRY for the first time, he reported to Capt. Roy ("Sliver") Anderson. The first mate was George Johnson, who with the captain had been moved over from the steamer MARTIAN. (This, in turn, had opened up a spot on MARTIAN for Capt. Horace Beaton, who had asked to be transferred from another upper lake package freighter, the COLLINGWOOD.) There was no furniture nor any bunks in any of FORT HENRY's rooms, and the shipyard workers still were painting the interior. Harry and the rest of the men from C.S.L. stayed in one of the local hotels until their accommodations were ready for occupancy.

FORT HENRY left Collingwood on her sea trials with the shipyard's tug BAYPORT (I) ahead on the towline. They had difficulty keeping the new ship running slow enough to maintain any tension on the towline! Most of the time, the line drooped into the water between the tug and the ship. During the trial, FORT HENRY was run from full ahead to full astern for the emergency stop trial. The steam pressure at the time was over 500 pounds. The valve for running the turbine ahead would be closed and then the reverse valve would be opened. The ship would come to a complete stop in just four minutes but she would swing 180 degrees during the emergency stop!

They ran FORT HENRY over to Cape Croker for her speed trials. From there to Cabot Head, she ran at 21.9 knots for her first pass. They turned her and headed back toward Cape Croker for the second pass and even more speed was realized. However, fog then began to settle over the Bay and soon nothing