

she departed the dock at Point Edward on this and subsequent trips, she really showed her power. She would be backed away from the wharf and then put full ahead. The wash would sink the channel marker floating near her stern and the force on the rudder would roll the ship over to port. She would be making 10 knots by the time she got under the Blue Water Bridge!

She was fast and her time between ports provides us with an idea as to how quickly she moved. She would run from the Port Weller piers to Hamilton in just one hour and fifteen minutes. From Hamilton to Toronto (Western Gap) was approximately the same, and again for the run from Toronto to Port Weller. No other freighter ever has equalled those times.

Another clipping from the 1955 Ivan Brookes scrapbook: "New Freighter Reaches Lake Superior Port - Port Arthur, June 8 - Canada Steamship Lines' new package freighter, FORT HENRY, arrived here yesterday on its maiden voyage and reported a top speed on the trip from the east of 19.5 knots. Capt. Roy Anderson of Cobourg, Ont., said no attempt had been made to break any speed records."

Capt. Moore recalled that FORT HENRY's crew quickly realized that other ships wanted to race, probably just to see how fast FORT HENRY would run away from them. Many of the American ships would pull alongside just to challenge the HENRY. Finally it was established just who was indeed the flyer of the lakes when FORT HENRY came up abreast the upbound CLIFFS VICTORY one day. Just as the wheelhouse of the HENRY came abreast of the smokestack of the VICTORY, the crew could see a sudden increase in the exhaust pouring out of the VICTORY's funnel. CLIFFS VICTORY easily pulled away until she was about a mile away, and then she resumed her normal speed. Both of these ships were renowned (or reviled) for the wake they created in the St. Mary's and St. Clair Rivers.

FORT HENRY's crew found that she could not run at full speed in the shallow areas of Lake Erie. At full ahead, she would suck the bottom so hard that the stern would drop down until the aft anchor pocket was awash! On an upbound trip on Lake St. Clair, FORT HENRY was overtaking the much slower steam canaller COALFAX. Harry blew the requisite passing signals, which were answered, but the old canaller stayed in the middle of the channel. Harry gave the HENRY a shot full ahead as she was passing COALFAX, and then watched as the COALFAX spun completely around behind him!

An incident occurred whilst FORT HENRY was downbound on the Detroit River. A fuel nozzle dropped off into the boiler, suddenly releasing a large quantity of fuel oil into the furnace. As a result, the HENRY laid out a dense "smoke screen", just like the ones seen in war movies, all the way from Belle Isle the Ambassador Bridge. Downtown Detroit disappeared behind a wall of oily black smoke!

Late one season, FORT HENRY found a sailboat overturned out on Lake Ontario. They managed to rescue one sailor from the freezing waters, but another was lost. They ran full speed into Hamilton Harbour to deliver the rescued man to a waiting ambulance. The temperature was so low that it was off the scale on the HENRY's thermometer!

She was fitted out early in the spring of 1956, and loaded upbound freight and the departed for Point Edward and Sault Ste. Marie. FORT HENRY had 100 cars on the main deck and 50 more on the 'tween deck. She also had taken on a load of long steel shafts, plus other freight. FORT HENRY was the first ship upbound through the Canadian canal at the Soo. There was about one foot of ice above the locks and she plowed through it very easily. She was built very heavily up forward and could withstand the rigours of fighting her way through the ice.

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And in the ice we must leave FORT HENRY for want of space in this issue. Stay tuned for "The Rest of the Story" in the October issue.

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