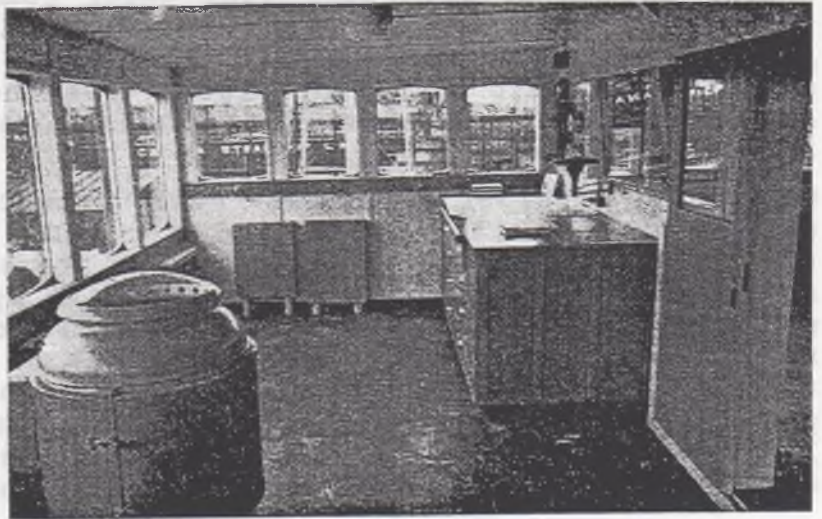


cut into her hull that began beneath No. 1 hold and ran back over 300 feet, just as if a can opener had sliced open the plates. The cut hit every frame on the starboard side of the keel. It ran along the bottom for some distance starboard of the keel and then moved over to be right under the keel and stopped just 6 to 8 inches short of the sea well. The sea well was a large, solid bronze port in the bottom through which cooling water for the condensers was taken aboard. If the rock had not broken off at this point, it certainly would have smashed the sea well and very quickly flooded the engine room.

The ship was to have loaded grain for the very first time for the last downbound trip of the 1956 season. Instead, the crew was paid off and FORT HENRY was left on the dock for repairs over the winter. The navigation officers boarded the "Canadian" (C.P.R. transcontinental train) for the trip back to Toronto by rail. They were informed that their licenses "were being held" pending the outcome of the investigation into the incident. The ship's charts had been marked clearly by Mate Johnson and the hydrographic surveyors found a single uncharted rock located right in the course marked on the chart. Accordingly, all of the licenses were returned to the officers.

Harry Moore left FORT HENRY at the close of the 1956 season, so at this point we depart from the narrative he gave us. We are extremely fortunate to have had his informative insight into the first few years of FORT HENRY's operation.

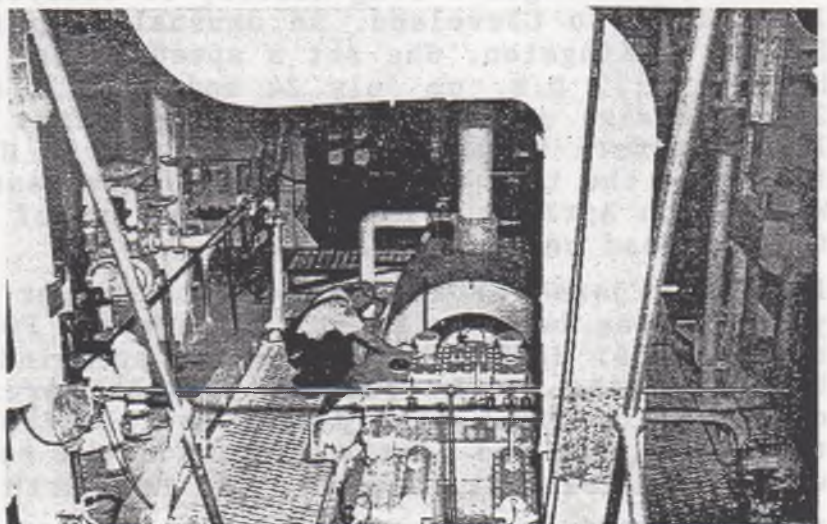
T.M.H.S. member Clive Dudley has provided us with two clippings from Lakehead newspapers reporting on FORT HENRY's accident. The first is from the "Daily Times Journal" of Wednesday, December 12, 1956. "The C.S.L. freighter FORT HENRY went into drydock at the Port



The Chartroom



Guest Quarters



The Pametrada Turbine