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THROUGH ICE TO SEA.

The 80,000 ton Ore Transport loaded up with iron ore - 60,000 tons of it, ready for the late winter trip down the St. Lawrence, round to Philadelphia. At Port Cartier, on the north shore of the estuary, it's one thing to take on a big cargo, quite another to get it to sea while there's thick ice outside the harbour. Though they're the same latitude as Cornwall, these parts have no Gulf Stream to warm them. Taking a quick look round the ship you soon realise you're not on the equator.

The Ore Transport, built for navigating the Gulf of St. Lawrence, had only to be towed out of harbour to prove how easily she can thrust her way through really thick ice. Eventually it became impossible, and she had to ask for help. A passage was made by the icebreaker d'Iberville.

Down below, the Ore Transport looks more like a power station than a ship's engine room. Under the engineer's control there's 17,500 horse power.

Up the Delaware to Philadelphia, and towards journey's end. The destination was further up, a place called Morrisville, where the iron ore feeds the steel plants.

Raw material from mines in the frozen State of Quebec was delivered on time.