

photograph which accompanies this feature shows her with a load of pulpwood piled high above her decks. As with her two most recent lake operators, however, COURTRIGHT did not enjoy many seasons under C.S.L. colours. By 1930, the lake shipping industry was reeling under the effects of the Great Depression and there simply was not enough business to keep all of the C.S.L. canallers busy. COURTRIGHT and her sisters, along with many of their fleet-mates, were laid up at Kingston. Some of those boats saw intermittent service during the Depression years, but only the best of them were thus favoured, while COURTRIGHT and her sisters remained idle right through until 1937. The one exception was BRIGNOGAN, which was sold to the Nicholson Transit Company in 1929 and finished out her career as (c) FELLOWCRAFT (II).

During 1937, Canada Steamship Lines, having given up hope of ever again operating many of its idle freighters and passenger boats, sold many of them for scrapping. A large group of idle canallers, including COURTRIGHT and her five "C-named" sisterships, was acquired by Les Chantiers Manseau Ltee., of Sorel, Quebec, which was the forerunner of Marine Industries Ltd. In bunches, the various ships involved in the sale were towed down to Sorel, and they were laid to rest in the "reserve fleet basin" (or "boneyard") along the Richelieu River, presumably to be scrapped at a later date.

In fact, none of the "C-ships" was scrapped immediately, so their new owner must have realized that some useful life remained in them. The first to be sprung out of the reserve fleet was our old friend COURTRIGHT, which in 1939 was transferred by the parent Marine Industries Ltd., to one of its subsidiaries, Branch Lines Ltd., which operated tankers on the Great Lakes and the St. Lawrence River.

COURTRIGHT was completely rebuilt at the Sorel shipyard and she emerged in 1940 as a tanker under the name (e) CEDARBRANCH (I), registered at Sorel. Both the Dominion List and Lloyd's Register showed her dimensions as 248.3 x 41.0 x 17.7, and her tonnage as 1700 Gross and 1010 Net. During the course of the rebuild, she was converted from coal to oil firing, and this made her much more economical to operate. Although she was operated by Branch Lines Ltd., her actual ownership remained with Marine Industries Ltd., Montreal.

The steamer's basic hull configuration remained the same, and she still had no open cabin aft. She had a completely new deck, however, as well as the necessary tanks in her holds, and a raised catwalk ran from the forecastle head to the upper deck aft. The big old funnel remained, but the two heavy pole masts were removed and replaced by much lighter pipe masts. The fore was stepped immediately abaft the texas house, while the main rose out of the poop near its forward end. Unfortunately, neither mast had much rake, and this somewhat unbalanced the ship's profile, considering the heavy rake sported by the smokestack.

Forward, all new deckhouses were constructed. A spacious new texas was built on the forecastle head, while on the bridge deck above was placed a new steel pilothouse. It was somewhat similar in shape to the old wooden upper pilothouse, with a slightly curved front, rounded front corners, and five windows across the face under a broad sunvisor, but the house was much larger than the old one. It now had two windows and a door in each side, the doors opening out onto broad bridgewings. An emergency binnacle was placed inside a small railed-off section of the pilothouse roof.

CEDARBRANCH was painted in her new owner's customary colours for that particular period. Her hull was black, including the forecastle and poop, and the forecastle rail was white. The deck gear and texas house were painted a dark red, as was the pilothouse sunvisor. The pilothouse itself was white. The big smokestack was all black.

Chartered to the McColl Frontenac Oil Company Ltd., she arrived at Toronto on her first trip on Wednesday, October 9th, 1940. Toronto was a frequent destination of CEDARBRANCH, but on one of her trips here, she encountered trouble. On Thursday, April 10th, 1941, whilst en route to Toronto with a