

transferred by C.S.L. to an affiliate, Steamship Forwarding Company Ltd. The various shipping registers confirm that Steamship Forwarding would remain FORT HENRY's owner for the rest of her active career. The ownership change, however, brought no change to FORT HENRY's red, white and black funnel design, and she retained the white 'Canada Steamship Lines' billboards down her sides.

In 1971, FORT HENRY called at a number of U.S. ports, as well as her usual Canadian destinations. Included were Bay City, Detroit, Toledo, Cleveland, Ashtabula and Rochester, the latter port receiving loads of Abitibi newsprint. By 1973, she was taking more loads (six) of newsprint out of Red Rock and was turning around at a new facility at Valleyfield, Quebec, instead of going right into Montreal. She laid up at Collingwood at the season's end.

In 1975, FORT HENRY took a load of steel beams out of Algoma Steel at the Soo. She also made another of her fast runs; it took her from Thunder Bay to Hamilton - 908 miles direct in 60 hours. On the fateful night of November 10-11, 1975, it was written into her log: "04:10 check downbound for daylight to search for survivors and debris of the S.S. EDMUND FITZGERALD which sank in the night". Then: "06:45 sweeping around the place of disaster." And: "08:15 underway as our assistance not needed any more - orders Coast Guard Plane." She laid up at the Port Arthur shipyard at the end of the 1975 season.

In 1976, the steamer cleared lay-up at the Port Arthur shipyard on April 18, but she was delayed April 26-29 at Windsor for pump repairs. The following year, she took an unusual deck load of tanks from Thorold to Sarnia. From December 22, 1977, to the 24th, she had to anchor off Hamilton due to a bridge workers' strike, and then could not unload due to the Christmas holiday. She unloaded on Boxing Day, December 26th, and then was laid up.

We believe that 1977 was her last full year of service. In 1978, FORT HENRY only made eight round trips, beginning April 17th and ending July 20th at Valleyfield. She was laid up at Kingston on July 27th. In the fall of that year, C.S.L. announced that it was drydocking its river-class motorvessel FRENCH RIVER at Port Weller for inspection and refit in preparation for her replacing FORT HENRY on the through package freight service the next spring.

FORT HENRY did return to service for one last time, however. She was fitted out in October of 1979 to replace FORT WILLIAM, which was under repair at Thunder Bay as a result of damage sustained in a collision with the Detroit River Light on October 1st. FORT HENRY was laid up for the last time at Portsmouth (Kingston) at the close of the 1979 season. The only other steamer then running package freight for C.S.L., the FORT YORK, was laid up alongside FORT HENRY at Portsmouth on December 1st, 1980, and two ships then were retired from the C.S.L. fleet.

During the winter of 1982, Canada Steamship Lines announced the discontinuance of its package freight services, citing heavy losses in this operation for the previous seven years and increased competition from the railroads and trucking industries. Three vessels, the motorships FORT CHAMBLY, FORT ST. LOUIS and FORT WILLIAM, had been engaged in the package freight trade for C.S.L. during 1981, the last season, while the steamers FORT HENRY and FORT YORK had been lying in ordinary at Portsmouth.

The Clipper Transportation Line, of Welland, Ontario, which was headed by Captain Mark Leaney, announced in 1983 that it had written letters soliciting newsprint and other cargoes from various Canadian companies. If successful in these solicitations, Clipper planned to purchase FORT HENRY, but unfortunately these plans never came to fruition.

FORT YORK cleared Kingston in tow of the McKeil tug GLENEVIS on May 31st, 1984, arriving at the United Metals scrapyard at the foot of Hamilton's Strathearne Avenue on June 1st. GLENEVIS then returned to Kingston to collect FORT HENRY, arriving at Hamilton with her, and with GLENSIDE assisting