

dropped in favour of having most of the package freighters run straight through from Montreal to the upper lakes. FRENCH RIVER Tied up at Hamilton in 1973 and simply lay idle there while ENGLISH RIVER, idled the same year, was rebuilt at Port Arthur Shipyards in 1974 as a self-unloading cement carrier and, more than thirty years later, still operates in that capacity for Lafarge Canada Inc., Montreal, with C.S.L. handling her management for Lafarge.

There was a report that FRENCH RIVER would be sold to Compagnie de Gestion de Matane in February of 1975 for a \$2.5 million conversion to a railcar carrier to run across the Lower St. Lawrence River, but those plans never materialized and the ship remained with C.S.L. She made a single voyage to Thunder Bay in July 1975 before returning to the wall at Hamilton.

In December of 1978, FRENCH RIVER went to Port Weller Dry Docks to be surveyed in preparation for a return to service. The vessel resumed trading in April of 1979, carrying containers, steel and a variety of freight between Hamilton and Valleyfield, Quebec, but the trade was curtailed and FRENCH RIVER tied up at Kingston west of the grain elevator, often the last place of repose for C.S.L. vessels.

A report surfaced in 1979 that the idle vessel was about to be sold for conversion to a fish factory but, like the earlier plans, this never developed. Finally, in 1981, she was sold to Jensen Shipping Ltd., Montreal (officially registered to Mount Royal Marine Repairs Ltd., Montreal, 1981-1982) and, following a refit at Kingston, sailed for Montreal as (b) JENSEN STAR on April 8, 1981. After additional work at Montreal, the ship was ready for a new career on salt water, and it probably was at this time that she was fitted with a deck crane. Interestingly, the 1982-1983 issue of Lloyd's Register still showed the ship as being owned by the Power Corporation, although she now was registered at Montreal, so possibly Jensen Shipping had not yet completed payment for her. Other sources show her owner as Societe Jensen Marine Ltee., Montreal, in 1982 and 1983, and Societe Placements Jensen Marine Ltee., Montreal, from 1983 until 1986.

JENSEN STAR, still with a C.S.L.-red hull, participated in the summer supply run to the Arctic in 1981, bringing in much needed materials for the long, cold winter. She began loading at Montreal on July 24 and departed July 28 for Ogdensburg, New York, to load there until July 31. After returning for more cargo at Montreal, she got underway for the north on August 6 and arrived at Inujivik on August 16. The cargo was unloaded into barges for the trip ashore and JENSEN STAR then visited Hall Beach, Longstaff Bluff, Igloodik and Repulse Bay before returning to Inujivik on September 5.

The ship headed for Montreal two days later, arriving there on September 16. She was idle undergoing repairs at the Mount Royal Shipyard until October 24. The ship then loaded equipment and construction materials for Algiers, Algeria, to build a 91-foot tall monument for the 20th anniversary of that nation's independence.

In May of 1982, JENSEN STAR took on agricultural equipment for Morocco before returning to Canada. She may have gone north again that summer but later in the year, on December 21, cleared Montreal for Corinto, Nicaragua. The ship traversed the Panama Canal on January 5 and arrived at her destination on January 8, 1983. Later in 1983, she made two more trips to Algiers.

JENSEN STAR returned to the Great Lakes in 1984 but not before another trip to Algiers in March. She was back at Montreal on April 18 and, five days later, sailed to Windsor to begin a season of work between that port and Thunder Bay. During the year, the ship made 54 trips and usually carried general freight and vehicles upbound to Thunder Bay, returning with wood products for Toledo and Windsor. JENSEN STAR tied up for the winter at Windsor after unloading on December 14.

Additional ports were included in 1985 and the ship had 69 voyages that year. She entered service on March 31 and added Green Bay, Marathon and Chicago as destinations during the season. She was drydocked at Collingwood on May 19-21 and at Portship in Thunder Bay on December 21-23. JENSEN STAR tied up for the winter at Windsor on December 28.

During the 1985-1986 off-season, the ship was sold to Woodlands Marine Inc., Thunder Bay, and renamed (c) WOODLAND. Still with a red hull, she returned to work, departing Windsor for Thunder Bay on May 16, 1986, and continued a similar trading pattern to that which she had operated as JENSEN STAR. There were added stops at Monroe, Michigan, and, after 35 trips, the vessel tied up at Thunder Bay on December 15.