

WOODLAND travelled further afield in 1987. She loaded steel rails at Sault Ste. Marie for Chicago on June 1 and delivered grain to the Simcoe Elevator at Midland on June 23 and again on July 20. The vessel came down the Seaway in August, stopping at Ogdensburg, Montreal, Contracoeur, Sorel and Quebec City before heading to the Arctic again. This voyage north was for deliveries to Sugluk, Repulse Bay, Hall Beach, Igloolik and Longstaff Bluff before returning to Montreal and then the regular Great Lakes run.

At the end of the season, WOODLAND stopped at Toledo and Toronto to load containers and the self-unloading boom for the C.S.L. ocean-going freighter ATLANTIC HURON (i) (later CSL INNOCATOR and CHRISTOFFER OLDENDORFF) which was undergoing conversion to a self-unloader in Brazil. She sailed for the south on December 21. WOODLAND arrived at Salvador, Brazil, on January 11, 1988, and also visited Angra dos Rios, Santos and Rio de Janeiro. She was idle at the latter port from January 30 to March 11 before loading for the trip home to Valleyfield, Quebec.

She continued in the Great Lakes trades during the summer of 1988, but tied up at the Heavy Lift Dock at Milwaukee on June 18 for a "Boatload of Values Sale". The cargo area was stocked with televisions and appliances and the customers came aboard through the side doors to check out the bargains. Later, on July 20, WOODLAND tied up at Midland and shore power was connected until August 4, when the ship returned to work. She was idle again at Thunder Bay August 19-31 and September 24-28. She made one trip with large steel tanks on deck in September. Then, in November, she returned to Collingwood to load the crane from the now-closed Collingwood Shipyards Ltd. This had been carefully dismantled and was stowed on deck for the trip to Port Weller Dry Docks at St. Catharines. There the crane was unloaded and reassembled for use at the Port Weller shipyard.

WOODLAND stayed on the Great Lakes in 1989, hauling newsprint, forest products and general freight. At Thunder Bay, she used both the Abitibi and Keefer docks and was laid up at the latter for a time in July and again in October. There were about 34 trips for the year and she tied up at Montreal on December 16, 1989, and was to remain there for over a year.

After being placed on the sale market, WOODLAND finally was sold to the International Capital Equipment Company, Toronto, and registered in the Bahamas as (d) WOODLANDS. The vessel began loading asbestos at Montreal on January 10, 1991, and departed on January 22 to take on a deck cargo of lumber at Becancour. Ice was a problem on the St. Lawrence and the ship required the aid of the icebreakers HENRY LARSEN and DES GROSSEILLIERS to move down the river to open water. WOODLANDS arrived at Saint John, New Brunswick, on February 6 and moved the deck cargo into the hold and added some pulpwood. She remained there awaiting orders before getting underway on March 22 for Centa, Spain.

The vessel arrived there late on April 8 and sailed the next day for Piraeus, Greece. The ship anchored off Cartagena, Spain, until a crewman could be subdued after going berserk with a machete. WOODLANDS had to dock while the man was taken into custody. She finally reached Piraeus on April 19 and, after unloading, proceeded to Constanza, Romania, on the Black Sea. Additional cargo was left there beginning on April 30 and then she sailed on May 12 for Alexandria, Egypt. She unloaded there on May 21 and went to Valletta, Malta, for drydocking and repairs beginning June 1. Following sea trials, WOODLANDS left for Gibraltar on July 4, refuelled whilst anchored at Las Palmas, Canary Islands, on July 11, and finally reached Key West, Florida, on July 29 before moving to Miami on August 5 to begin a new career of Caribbean service.

WOODLANDS was employed to carry used American vehicles, in great demand in South American countries, as well as lumber, containers and general freight. She usually loaded at Miami or Port Everglades and her destinations included Port au Prince, Haiti, as well as Callao and Matarani, Peru. At some point, her port of registry was changed to Kingstown, St. Vincent and the Grenadines. During one voyage, the crew picked up five men, four women and four children, all Cuban nationals, in a small boat and took them to the U.S. Coast Guard base at Miami.

WOODLANDS was busy in 1992, adding American ports such as Panama City, Florida, Mobile, Alabama, and Gulfport, Mississippi, as well as Rio Haina, Dominican Republic, for loading. She usually went to La Guaira, Puerto Cabello or Maracaibo, Venezuela, and Callao or Matarani, Peru, but also stopped at Santo Tomas, Guatemala, and Cartagena, Colombia. The ship operated for the full year and was working on Trip 20 when 1992 came to an end.