

mes Foundry operated until 1988, following which it was shut down and demolished. Since the sandpile by the river no longer was needed, Chrysler did a clean-up at the waterfront site. The sand was dug away from her shore side and, commencing during the late summer of 1989, the hull of CHEMBARGE NO. 2 was cut up where it lay. The waterfront area where she had lain for so long was to have been redeveloped, but to this day nothing has been done to that effect.

Thus came to an end the life of a canaller that was "different" than most of her ilk. The majority of today's shipping enthusiasts will not have seen her when she was in service, but your Editor did, and recalls her with fondness.

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Ed. Note: This was a feature that your Editor found fun to write. It also was short enough to fit into the issue that devotes so much space to lay-up listings.

Our thanks to Bill Moran and to Capt. Gerry Ouderkirk for their assistance. We are also grateful that the late Jim Kidd kept detailed records of the activities of the "Chembarges", and that both he and the late John H. Bascom took so many photos of CASCO when she was in service. They, too, must have found her to be a distinctive canaller which was worthy of attention. For some of the details of the history of the Canada Starch Company and CASCO, we thank John Greenwood, who included the Canada Starch fleet in Volume Seven of The Fleet Histories Series.

Interestingly, CASCO was considered sufficiently notable that she was included as one of the vessels featured in the book Floating Equipment, published in 1932, which illustrated ships which had been designed and/or supervised during construction by the firm of Lambert & German, naval architects.

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FLEET HISTORIES - VOLUME NINE

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LAY-UP LISTINGS - WINTER 2002-2003

We now present the first instalment of our comprehensive lay-up report for the current winter. We have covered as many ports as possible with the material supplied by our readers, but for some ports we simply have no information available. Additional listings and, if necessary, corrections will appear in our next issue.