

Although the Paterson fleet continued to operate a number of its canallers after the opening of the Seaway in 1959, and was one of the last of the major Canadian fleets to do so, its least economical units were dropped as soon as the new canals were in operation. THORDOC, accordingly, spent the 1960 and 1961 navigation seasons in idleness at Kingston. She was sold during 1961 to Marine Salvage Ltd., Port Colborne, which resold her to Tank Truck Transport Limited, of Point Edward, Ontario, which intended to use her, along with several other former canallers, as a barge for the storage and/or transportation of chemicals, notably sulphuric acid.

In May of 1962, THORDOC, along with another former Paterson canaller, LAWREDOC (i), which also had gone through the same recent ownership changes, was towed from Kingston by the Canadian Dredge and Dock Company tug G. W. ROGERS, the tows being assisted up the Welland Canal by the Port Weller Dry Docks steam tug PORT WELLER. (Another old Paterson canaller, CARTIERDOC [i], would soon follow.) THORDOC was put to rest on May 23, 1962, in the Marine Salvage scrapyard in Ramey's Bend at Humberstone where, during the late spring and early summer, all of her superstructure was removed. LAWREDOC was given the same treatment, and was renamed BARGE A at this time (she originally was to have become BARGE NO. 1) in order to free up the LAWREDOC name for a new ship then being built for the Paterson fleet. THORDOC and BARGE A then were towed to Hamilton, where they were loaded with fertilizer. On September 21, 1962, the tug SALVAGE MONARCH towed the two barges to Cardinal. (We are not sure whether the date given is for the departure from Hamilton or for the arrival at Cardinal.)

As early as August of 1962, THORDOC had the name CHEMBARGE NO. 2 painted on her, but the Canadian "List of Shipping" as of January 1, 1963, still showed her registered as THORDOC, although with Tank Truck Transport as owner. It was not until during 1963 that the name change became official. Also renamed that year were two other barges owned by Tank Truck Transport. CARTIERDOC (i) became (b) CHEMBARGE NO. 3, while H. J. McMANUS, (a) JUDGE KENEFICK (61), became CHEMBARGE NO. 4.

We do not believe that CHEMBARGE NO. 3 ever made a revenue voyage. She was used off and on for acid storage in the North Slip at Point Edward, but was sold for scrapping in 1965 and later was used as a breakwater hull on Lake Michigan. Her remains were cut up in 1970. CHEMBARGE NO. 4 was towed to Point Edward in May of 1963, but after suffering a leak of acid into her bilges, she was scuttled in deep water on Lake Huron on June 3, 1964. After her trip to Cardinal, BARGE A was taken to Quebec City and subsequently was scrapped. The only Tank Truck Transport / Chembarge Ltd. vessel that saw any amount of service was the former Upper Lakes Shipping canaller NORMAN P. CLEMENT, acquired in 1961, which was fully converted to an acid tanker and operated until she was scuttled out on Georgian Bay on October 23, 1968. She had suffered a serious explosion while undergoing repairs at the Collingwood shipyard after a grounding near Britt, Ontario.

After making her trip to Cardinal in September of 1962, CHEMBARGE NO. 2 was taken to the Lachine, Quebec, entrance to the old Lachine Canal, and there she remained through the 1963 season. She later was moved to Point Edward by the tug GRAËME STEWART, the tow passing up the Welland Canal on June 6, 1964, assisted by JAMES E. McGRATH. The barge appeared to be carrying a partial load on that trip.

In 1965, James Reid and his Tank Truck Transport syndicate having given up on the use of the barges, sold CHEMBARGE NO. 2 for use as a dock facility in the North Slip at the foot of Exmouth Street (which serves as the dividing line between the city of Sarnia and the village of Point Edward). The hull was sunk and sand was filled in along her port side. The dock so formed was used for receiving shipments of foundry sand destined for the nearby Holmes Foundry. This old and nasty plant was owned by the American Motors Corporation from the 1960s until AMC's sale to Chrysler in the late 1980s. The Hol-