

barge, as it was apparent that her crew had been taken aboard the tug ETHEL, and also because he had only a small cargo of grain in the holds of the ELMBAY, and at the same time a heavy deckload of steel plate, barrelled oil and motor cars, which rendered the ELMBAY top-heavy and not in trim to roll in a seaway without risk of losing part of the deck cargo."

It is unlikely that BRUCE HUDSON saw any more service during the 1935 season, for we imagine that by the time she was cleaned up after her escapade, it would have been too late in the year for her to complete any further trips in safety. In fact, more attention was paid to safety in subsequent seasons. "Fins" were fitted to the stern at either side of the rudder to help the HUDSON steer better. Also, on several occasions, the HUDSON and her tug (whether it was MUSCALLONGE or, later, RIVAL) were seen taking shelter in Toronto Bay if conditions were such as to render unsafe the presence of the unwieldy barge on the open lake. The photo of BRUCE HUDSON and RIVAL, taken on August 26, 1936, at Toronto, which appeared in our January issue, was taken on just such an occasion and the event even received local press coverage, with comment on the barge's obvious lack of freeboard, even in calm waters.

Not only did BRUCE HUDSON not have steam pumping gear aboard in her barge years, she originally had no power at all! As built, she did not even have electric light. Her running lights were oil lamps, and there were two coal-fired stoves in her cabin, one a Quebec heater and the other a galley stove. During 1935, however, between the two Lake Ontario incidents, a Delco gasoline-powered electrical generator was placed on the HUDSON. To minimize damage from boarding seas, it was set atop the deckhouse aft and was "protected" by boards placed around it. The generator is quite visible in the 1936 Toronto photograph, as well as in photos taken from BRULIN during the rescue efforts. The generator was not the most reliable, however, and oil lamps often had to be used.

Even with the coming of the generator, however, all steering on the HUDSON was done "armstrong-style", hence the very large steering wheel which passed down through a slot in the pilothouse deck gratings. (When a sea chanced to pound the door in the side of the pilothouse, the big skeleton-key slot below the doorknob would pass a shot of water between the wheelsman and the wheel!) There was no winch power either, and the crew had to work by hand the towing and mooring lines, as well as the anchor chains. Four pumps on the windlass bars would raise the anchor chain just one link!

The 1936 season was just as eventful for BRUCE HUDSON as 1935 had been. In the early spring, the barge, in tow of MUSCALLONGE, cleared Port Colborne piers in a strong southwest head wind, and the barge soon began to pound. Captain McKellar used his red (explosive cargo) light to signal the tug to check down. Even when the tug checked, the situation did not improve and the barge's warning light stayed on. Finally, when there came a lull in the blow, MUSCALLONGE came about and took the barge back to the safety of Port Colborne. The HUDSON's wheelhouse and accommodations were flooded and in a shambles, and the crew had not even been able to keep the lids on the galley stove or the Quebec heater. While waiting for the weather to improve, the cabin was cleaned up and broken windows reglazed.

During July, 1936, BRUCE HUDSON was stopped in the St. Lawrence Canals. She was "plastered" with a writ of seizure, apparently related to the BRULIN salvage action. The barge was moved out of the lock in which she had been when the seizure took place, and for the next two or three weeks, the crew fished and swam until the matter was resolved.

In the August, 1936, photo, it can be seen that BRUCE HUDSON was then being towed by the Sin-Mac tug RIVAL, and we should explain how she came to handle the barge. Back when he was setting up the Lloyd Tankers fleet, John E. Russell also was managing director and a vice-president of Sin-Mac Lines