

as they could jump. Ahern and Lawson were safely picked up by Capt. Pickard in the AJAX, off the stern of MUSCALLONGE, while a cottager's canoe served as Dorm Arbour's means of escape from the tug's bow.

An hour and a half after the fire began, MUSCALLONGE's superstructure collapsed, the fire stoked by the tug's bunker oil which had been carried in wooden tanks. About dawn, burned to the waterline, the tug sank, and she then released a sheet of burning oil which spread 1,000 feet along the shoreline and set fire to a dock and a boathouse.

It was reported in the press that Lloyd Tankers owned MUSCALLONGE, although there is reason to believe that she may still have been under charter from Sincennes McNaughton Tugs Ltd. (the 1935 successor to Sin-Mac Lines Ltd.) at the time of the fire. Nevertheless, Lloyd supposedly received a decent insurance settlement for the tug's loss, and it is said that the insurance money was put to good use by L. B. Lloyd in the purchase of the former Tree Line Navigation Company Ltd. steamer CEDARBAY, (a) CHARPENTIER, (b) VERNON (23), (c) COASTAL CASCADES. Lloyd Tankers acquired her in 1936 as a replacement for ROY K. RUSSELL, renamed her (d) JOAN VIRGINIA (52), and had her converted to a tanker at the Muir Bros. drydock at Port Dalhousie.

With the spirit of MUSCALLONGE gone to wherever good tugboats go after long and faithful service, Lloyd Tankers arranged for the charter from Sincennes McNaughton Tugs of the 1911-built, 80.5 foot, steel-hulled tug JOHN PRATT (57), (b) YOUVILLE, but the PRATT handled BRUCE HUDSON for only one downbound trip. Lloyd then took a charter from the same tug fleet of the 1923-built, 84.4 foot RIVAL, which was to tow BRUCE HUDSON for as long as she remained a barge.

The HUDSON seemed doomed to stumble from accident to accident, and she grounded several times in the Welland Canal and also at Port Credit (the slip entrance there being tricky to negotiate, and the barge having to be towed out backwards because there was no room to turn inside). There were numerous other incidents as well, but no permanent record of them ever was kept.

As far as we are aware, however, only one accident of major potential befell BRUCE HUDSON in 1937, that occurring when she and RIVAL encountered a heavy southwester on western Lake Erie. The towline parted and the barge drifted in very close to the beach at Eriean, Ontario. The photo of the wave-washed HUDSON which appeared at the bottom of the front of our January photopage was taken by a reporter who was at the Eriean pierheads when RIVAL, under the command of Capt. Les Pickard, finally managed to get the wayward barge into the safety of the harbour there.

Despite the fact that the 1938 season appears to have been relatively uneventful for BRUCE HUDSON and RIVAL (for want of any documented problems) the fact is that Lloyd Tankers Limited had become fed up with the barge's escapades and had made the decision to have the HUDSON rebuilt as a self-propelled tanker. Control of the Lloyd Refinery at Port Credit had passed in 1937 to the Good Rich Oil Company, but L. B. Lloyd still operated the tanker fleet, and over the winter of 1938-1939 he sent BRUCE HUDSON off to the Muir Bros. Dry Dock Company Ltd. shipyard, situated on the west side of Martindale (or, more commonly, Muir's) Pond above Lock One at Port Dalhousie, for conversion to a steamer.

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Ed. Note: Here, for want of space, we must leave the story of BRUCE HUDSON. The third and final instalment of her most interesting history, and the continuation of her saga of woe, will appear in the March issue. Full credits will appear then, but we would be remiss if we did not acknowledge the continuing assistance of Lorne Joyce with this epic feature.

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