

**BRUCE HUDSON****The Story Concludes**

When we left the story of the tank barge BRUCE HUDSON in the February issue, the Good Rich Oil Company had taken over control of Lloyd Refineries Limited and its plant at Port Credit, Ontario. The refinery's lake shipping affiliate, Lloyd Tankers Limited (still owned and operated by Lorne Bruce Lloyd), had come to the conclusion that the continued operation of BRUCE HUDSON as a barge was both difficult and dangerous, and the decision had been made to have the HUDSON reconstructed as a self-propelled tanker. At that point, we now begin the third and final instalment of the history of this most interesting little vessel.

Over the winter of 1938-1939, the BRUCE HUDSON lay at the shipyard of the Muir Bros. Dry Dock Company Ltd. on Martindale Pond above Lock One at Port Dalhousie. There, she was rebuilt with a length of 172.0 feet, a beam of 30.0 feet, and a depth of 15.2 feet, these dimensions giving her tonnage of 753 Gross and 398 Net. Her motive power was supplied by two triple expansion steam engines with cylinders of 10 1/8, 16 1/2 and 27 inches, and a stroke of 15 inches. These engines had been built back in 1909 by the Collingwood Shipbuilding Company Ltd., and had come out of the old passenger steamer WAUBIC (38), (b) ERIE ISLE (42), (c) PRINCE NOVA, which latterly had been operated on the Pelee Island ferry service by Capt. J. E. McQueen, of Amherstburg, Ontario. WAUBIC had been badly damaged by fire during January of 1938, and during 1938 had been rebuilt and repowered for McQueen at the Muir Bros. shipyard.

The HUDSON was fitted with a single-ended Scotch boiler, 13'2" by 11'6". It came from the retired Canada Steamship Lines bulk carrier MARTIAN (I), (a) MARS (I)(13), which had been built in 1901 by the Detroit Shipbuilding Company at Wyandotte, Michigan, and which was scrapped in 1938 at Hamilton after a lengthy period of idleness at Toronto. The boiler was set athwartship when it was placed in the HUDSON in 1939, and at the same time it was converted to burn oil. (It should be noted that MARTIAN had two similar boilers, but BRUCE HUDSON received only one of them.)

As rebuilt, BRUCE HUDSON was a rather smart little tanker. She had, for the first time, something other than flush decks, and was given a half forecastle with a closed steel rail at the forward end of the forecastle head. A small, five-windowed pilothouse, raised a half-deck level above the spar deck, was set back off the forecastle, and a texas cabin was placed abaft the pilothouse. The foremast rose out of the texas, and the two lifeboats were carried on the spar deck, one on each side abaft the bridge structure.

A large new deckhouse was constructed aft, and it sported an overhang of the roof all the way around it. (We cannot call the top of the after cabin the boat deck because, of course, there were no lifeboats there!) The rather short but heavy smokestack, which was slightly raked, rose from the forward part of the deckhouse, and abaft it was the mainmast, thick near its base but only a slim pipe for most of its length. Two prominent ventilator cowls were positioned near the funnel.

The HUDSON was a much more impressive vessel as a steamer than she had been as a lowly barge. As well as the power to manoeuvre properly and keep herself out of navigational trouble, she now had some relatively decent freeboard when running loaded. Nevertheless, her deck still was wet in almost almost any kind of a sea, and after a while raised catwalks were added to allow crewmembers safe passage up and down the deck in heavy weather. The steamer had large wooden fender strakes mounted on the turn of her hull at bow and stern, and she carried two normal-sized anchors housed in pockets cut into the hull near the stem, below the forecastle.