

been her delivery voyage from Port Dalhousie. On 31st October, 1945, she was reported at Halifax under Capt. "MacLean" (we believe that should be spelled McLean), en route from Saint John to Sorel, Quebec. This almost certainly was the trip on which she returned to service on the Great Lakes.

The return of DALHOUSIE ROVER to the lakes undoubtedly was a consequence of a most unfortunate incident which occurred at Saint John in the late winter of 1945. The details, based on a Canadian Press report of March 12, 1945, from Saint John, were reported by "The Halifax Herald" on Tuesday, March 13. The headline read: "Two Men Lose Lives as Tugboat Goes to Bottom".

"Two men lost their lives and a third is believed dead after a tugboat sank in Courtney Bay here this afternoon. Six men were rescued. The known dead: Doss Boudreau, of Boudreau Village, Westmoreland County, N.B., and Blake Creamer, Lower Newcastle, N.B. A third victim, William Taylor, Douglastown, N.B., is believed to have been trapped inside the small boat. The tug, under charter to the Saint John Tugboat Company, was towing a vessel from the dry-dock on Courtney Bay when the accident occurred near the entrance to the Courtney Bay channel. Other tugs picked up the six survivors. Cause of the sinking was unknown tonight. The tug suddenly went down like a stone, as if the bottom of the boat had fallen out. Those at the scene said there had been no collision and the boat had not struck anything. Boudreau, cook on the tug, died of shock and exposure after he was taken ashore. The other two victims were firemen. A life preserver was thrown to Creamer, but he sank before he could reach it. Further efforts to recover the body of Taylor from the sunken wreck will be made tomorrow."

When a tug founders suddenly under conditions such as these, one usually tends to suspect that she has been pulled over on her beam ends by the tow-line until she takes water through openings above deck and sinks. This sort of accident has happened frequently on the lakes. The confirmation that this is what occurred when DALHOUSIE ROVER sank comes via a "Toronto Star" article dated June 29, 1946, under a headline reading: "Recall Previous Occasion When DALHOUSIE ROVER Sank". The tug had got herself into serious trouble again, and the Toronto press found out about the March 12, 1945, sinking and ferretted out the details of an enquiry which had taken place on May 17, 1945, under Mr. Justice L. P. P. Tilley, presumably at Saint John.

"On March 12, 1945, the tug, then under charter, upset in Courtney Bay, Saint John, N.B. A court of inquiry found that there was negligence on the part of the captain and mate and ordered their certificates temporarily suspended. The captain, Charles Tupper Livingstone, had his certificate suspended for three months, and the mate, William Walter Burrell, lost his for two months. The DALHOUSIE ROVER foundered while towing the s.s. PORT ROYAL PARK (a war-built emergency "standard" Park-class bulk freighter -Ed.) from East Saint John to wharfage in the city's harbour. The court of inquiry found Capt. Livingstone altered his course too hard to starboard; that he failed to make sure that the hawser between the tug and the PORT ROYAL PARK was cut by the mate and deckhand put in charge for that purpose, and that specific instructions were not given by the captain at the time of the posting of these men to cut the hawser in case of emergency.

"Further, the court found 'that the mate, Burrell, was also at fault in that he had sufficient time to cut or trip the hawser and did not do so. He could have acted quickly and promptly when he saw the tugboat taking a dangerous list to port. Had the hawser been loosed or cut, the tugboat would not have foundered,' the court found... That the tugboat DALHOUSIE ROVER had a tendency to list was brought out by several witnesses at the inquiry... Capt. J. W. Cunningham... said it all happened in two minutes. It took a heavy list, he said, straightened up again, and went down on her beam ends and sank stern first.

"Edward F. Laney, a harbour pilot for 23 years, said the ROVER had a tenden-