

"The only eye-witness to the sinking was Charles A. Jennings, 25, Port Dalhousie, an employee of the drydock. Jennings said he watched the tug move out of the drydock. 'It turned and headed up the canal and I was watching the lights as she sailed smoothly away,' he said. 'The lights suddenly lurched after she had gone 300 yards from the drydock. The running lights made an arch in the air and then seemed to dive for the water. Then there was only darkness and not even a sound.' Jennings said he began shouting for help as he realized the tug had gone under.

"Harry J. (Hank) Lemon, 33, who also had done some welding on the tug earlier with Jennings, and who was working nearby, heard Jennings shout for help. He ran to a barge anchored near the drydock and lowered a small boat into the water. He told police he didn't want anyone in (it) with him because he did not know how many men he would have to pull into it and the boat was very small. (Ed. Note: Reports differ as to whether Lemon and Jennings were both in the rescue boat. Most reports tend to indicate that both men were in the rowboat during the entire rescue operation.)

"They picked up three men and took them to the side of the ship canal. Jennings and Lemon said that about 20 minutes later, as they tried to spot other crew members in the canal, they heard a commotion in the water, rowed out and picked up McCullough and McCormick, who said they had been asleep in their bunks when the tug started to overturn but had been awakened by the lurch. They could not get to the surface before the vessel sank but found they had a foot of airspace in the passageway as the craft settled into the water.

"The men kept treading while they felt with their bare feet for a porthole. After several minutes, they found one, dove down and crawled through it, then shouted for help as soon as they reached the surface. Jennings and Lemon heard cries of Kehoe pleading with them to save him. Kehoe couldn't swim and Jones and Alexander, who could swim, shouted to Lemon to pick up Kehoe first. That done, Lemon then rescued Jones and Alexander and brought them ashore. As he got them to the bank of the canal, Lemon heard more shouting and he immediately went back in the rowboat and found McCullough and McCormick.

"Apparently, Lemon reached them just in time, for he reported that they were in pretty bad shape when he reached them.

"Navigation was shut off during the night in the area of the sunken tug, which is said to be about three feet under water, but was renewed this morning when buoys were placed around the area by a government tug (the LAVIOLETTE -Ed.). Eight or ten ships were delayed. The DALHOUSIE ROVER is an all-metal tug and was built at Port Dalhousie five or six years ago. She is the only tug of her type and was built to special specifications. She was one of the tugs used to tow the United States steamers to Hamilton for scrapping.

"Shipping men here said the sinking was the Welland Canal's worst marine mishap in their memory. They said it recalled the sinking of the tug RIVAL near Port Colborne several years ago (on November 10, 1931 -Ed.) with loss of life. The sinking was the second Great Lakes shipping accident in two days. The (Great Lakes Towing Company) tug AMERICA, of Duluth, capsized yesterday in the St. Clair River near Sarnia, while assisting in efforts to release the freighter UNITED STATES GYPSUM, aground since Monday. There was no loss of life...

"Recalling their experience, the five rescued men said, 'We left the drydock and about a minute later we hit a spar or something in the water; a second later we hit the shoal, the bow went up, and over she went. It was all over before we knew it.'

"Among themselves, they picked Bob Jones to start the story... 'I was on deck with Harvey and we were just getting the lines ready for the locks. I