

NAME	RATING	SOCIAL SECURITY No.	COPELAND No.
THOMAS H. DRANE	1st OFFICER	451-22-6822	118434
ROSS M. PETERMAN	2nd "	451-22-6829	120469
EDWIN A. LARSEN	3rd "	461-18-3438	118171
ROBERT KING	JR. 3rd OFF.	435-14-2766	038310
LOUIS T. DEHLOW	RADIO OPR	460-16-8676	Z 119815
WILLIE K. LOIO	BOATSWAIN	449-28-2096	Z 134337
LOUIS C. WIECHERT	A.B.	433-24-1962	Z 93613
JOHN B. CHILDS	A.B.	451-22-6821	Z 95640
GILBERT E. CROSS	A.B.	218-07-7479	Z 116175
BERGER A. MARTINSEN	A.B.	451-22-6033	Z 119814
ADOLPH L. LARSEN	A.B.	451-22-4903	Z 13996
HARRY TOWNSEND	A.B.	227-12-7471	Z 122230
JOE BILAVECKY	O.S.	293-07-1863	Z 54986
JOHN E. CONUM	O.S.	257-07-9119	Z 57464
ESKIEL G. HENSON	O.S.	456-24-4572	Z 93331
HENRY J. KOEPEL	CHIEF ENGR	467-14-5727	120282
ACHILLE BECHONNET	1st ASST ENGR	451-22-6820	Z 94362
HAROLD G. FULLER	2nd ASST ENGR	451-22-6823	119954
ERNEST F. WASKOW	3rd ASST ENGR	451-22-6832	038979
JOHN O. ORTALANO	Jr. 3rd ASST.	450-28-8676	035811
BENJAMIN MORRISON	ENG CADWT	577-01-9659	040775
EMILE J. BELOT	OILER	433-24-4937	Z 93902
JAMES E. TILBETS	OILER	451-22-6831	Z 95420
HARRY ALEXANDER	OILER	129-12-4196	Z 112303
HARRY LEE JORDAN	FIREMAN	433-26-0368	Z 119747
JAMES DENEY MOUNT	FIREMAN	451-22-6827	Z 94172
JOHN M. BECKER	FIREMAN	098-05-1828	Z 66768
PETER CARR	WIPER	114-03-4355	Z 85358
MARTIN HERNANDEZ	WIPER	718-03-0608	Z 10340
FRED B. AUFFURTH	STWARD	460-16-2132	Z 100162
ENRIQUE F. TELA	CHIEF COOK	433-24-5722	Z 120247
FELIPE BALTAZAR	2nd COOK	461-18-9313	Z 100443
FRANCISCO B. ALVAREZ	MESSMAN	456-16-8424	Z 134312
LESTER R. THOMAS	MESSBOY	530-09-6090	Z 17456
LOUIS P. EYSKENS	MESSBOY	012-12-1821	Z 83048
R. HANSEN	MASTER	451-22-6824	

Alexander Bagdinski dock Row 34 Lisbon 726 - American

File *P. E. Gray*
Heint.

Tuesday July 27, 1940

Rfn Arbey and Purdy left at 0915 to investigate ~~the~~ actual figures corresponding to peculiar markings on Black Watch Map. and to get bearings from Airport.

From the back of Detachment H.Q. way was made to road indicated on map leading to old defense position on shore from Canning Rock a footpath shown on map led over the ridge next to Canning to the position of the mysterious marking. This was found to indicate a fenced area in which was a fairly well built root cellar ^(southerly) usable for defence purposes, a house northerly, a few potato patches and a horse pasture wooded. Woods also encroached over the ^EW^E area inside the fence.

The path continued thru the farm to the airport and we followed to the old wireless building which was in sight from the farm.

The wireless & administrative buildings were found boarded up but with an open door in each and general signs of wrecking. The fields was found rough covered with stumps and intersected by shallow ditches. The only landmarks identifiable from the buildings were the church steeple Canning Rock the red ridge near it to the North West and the top of King's Ridge. Bearings were taken from a rocky elevation south of Lookout Ridge on the three airport Buildings the church steeple, a roof provisionally identified as The Commodore Hotel, the water tower and tents on King's Ridge. The spot was marked by propping up a tree trunk and by a red rock at its base. If the tree trunk stands a range finder would enable fixing this point and give useful \odot cross bearings on the other points mentioned. The main airport road was then followed northerly it dwindled to a ~~foot~~ track became a wagon trail and I joined the shore road about the mouth of Northern arm. The entry or exit is by a rounded three foot height 5 ft diameter boulder in a single vacant lot between two houses.



1st Battalion

The Queen's Own Rifles of Canada
C. A. S. F.

Troops were observed at approximately 1130 at the culvert
or small bridge at the Head of Northern arm.
Lookout signalling station was found all well on the
way in. The Rfn reported back for duty at 1210 hours

signed

D Purdy Rfn

A. Wilson
Sgt

Report of Rfn. D Purdy on

4

ship inspection in Bay of Exploits

1300 hrs, Aug. 12, 1940, to 1300 hrs. Aug. 15, 1940

Cutter Point May

Reported aboard cutter at correct times.

2 ~~small~~ motor boats were observed keeping at a distance from the cutter well loaded and with no persons visible aboard. A closer look was taken at these a good view had of the smaller and the larger identified as a local boat.

At 2300 hrs approx the freighter "Lake Traverse" was boarded. The captain answered all questions readily, the hold was found empty and open, the crew found friendly no detailed inspection or muster parade was deemed necessary.

An attempt had been made to get anchorage south of Lower Bandy pt but the anchor dragged and anchorage was made north of Phillip's head Aug. 12, 1940 ~~went ashore~~ this left church rock summit in sight but no response was decipherable to attempt at signals with light Aug. 13, 1940 Walk was taken along hogback northerly from head sedimentary ^{bed} rocks nearly on edge parallel to shore gravel beds and boggy ground ~~at~~ clearings give out shortly ~~from~~ ^{from} head and wood small but dense. ^{cattle paths along ridge} Low open trail behind head.

Night anchorage was changed to behind
between Lower Sandy pt & Tite Cove
due to change in wind.

Aug 14, 1940 3rd change in anchorage necessary
toward evening. Communication by lamp
was established with ~~shore~~ ^{Chard Rock}. No important
messages were received and they reported
inability to ~~read~~ read our signals.

Our main difficulty was that most of their
signals came from a place practically
coincident with a street light some however
were well separated from other lights.

... ~~some~~ ^{most signals}
some signals

I have only favorable report to make
of the crew of the cutter and their skipper.

The signalling lamp of the cutter
is on a corner ^{top} of the wheel house and
might be cut out by various masts lines
etc at bow & stern and on the wheelhouse.

~~As~~ the operating key is inside the wheelhouse
and the reader of signals especially from
the stern must be outside the wheelhouse.

One two or three men need not
feel too concerned for his or their safety
but a real search of crew or lockers would
seem practically impossible.

Signed
D Purdy

753
INTELLIGENCE SECTION

SUBJECT:

Investigation conducted at customs house with regard to signals used by lighthouse at "Lower Sandy Point".

REPORT:

Rfn Axbey and myself left Detachment orderly room at 1115 hours, and proceeded to the customs house. There we interviewed one of the officials who gave us the following information.

"The lighthouse at "Lower Sandy Point" uses a flashing red light which can be seen at a height of twenty feet above high water. The light gives sixteen red flashes per minute. And the apparatus used consists of an acetylene gas lamp."

14/8/40.

S

J. J. de Vued
.....Rfn
Intelligence Section.

REMARKS:

While on this particular duty we passed the square white house which was investigated last night by Rfn Axbey. We looked for any signs of a suspicious nature; but failed to notice any. The residence, on the contrary appeared to be of a very permanent nature. To the extent of growing large quantities of vegetables.

We also noticed a cutter coming into the air base port which we assume to be the Point May. But as it was at too far a distance for her name to be made out, the above can only be an assumption.

14/8/40.

J. J. de Vued
.....Rfn
Intelligence Section.

Not Point May.
S.

753
INTELLIGENCE SECTION

Report # 2

REPORT:

At 1544 hrs I noticed a seemingly double object approximately seventy-five yards off N.E. shore of wind-sock island.

The following are its bearings:

From hydrant outside Shell Oil station north end of camp, 53 degrees.

14/8/40.

A. F. Bayley Rfn
Intelligence Section.

REMARKS:

Check again. G.

1750 hrs

Unable to check due to tide rips.

A/Sgt F. Doran.

14/8/40.

753

INTELLIGENCE SECTION

REPORT RE CLEARING OF S.S. NASHABA

2145 hrs 14/8/40

Accompanied Mr. Sisson to Customs House and then proceeded to the government wharf. Went aboard ship taking with us customs officials and pilot. On Mr. Sisson's order crew was mustered on after deck. Crew checked by Mr. Sisson with ship's roster and found correct. Ship released 2315 hrs.

Signed

D. Carruthers Rfn. Int. Sec.

SERIAL 753
INTELLIGENCE SECTION.

I

REPORT:

While on pass to Botwood last night I observed a series of green flashes apparently coming from one of the derrick towers at the ore loading dock. Having heard a verbal report about these flashes I decided to investigate. The time was 2350.

I made my way down to the docks and seeing no one in sight from whom I might obtain information, climbed up the derrick tower from whence I had ~~heard~~ seen the flashes.

Having reached the cab, I saw the operator manipulating a variety of switches and each time he made a contact, a vivid green flash was seen. I questioned him and he verified the above.

RECOMMENDATION:

I am of the opinion that the vividness of these green flashes constitute a real menace from the air. I spoke to several natives in the vicinity and was told that these lights can be seen from a distance of six miles on a dark night. This to my mind is quite serious and should be regarded as such.

As a possible solution, I suggest that both cabs have their windows blacked out completely. I was assured by the operators that this would not impair the efficiency of their work.

15/8/40.

J. J. Do Luck Rfn
Intelligence Section.

REMARKS:

II

Sgt. Doran.

Contact A.N.D. Co. and suggest that this might be done.

T. C. Finlay.
Lieut.

15/8/40

Lt. Sisson
A/pt. Det. 753
Botwood

1600 hrs Boarded SS Lake Traverse - Registered
in Panama. found all officers,
crew & supercargo aboard as per
listing.

Number of Officers: - Captain, 2 mates,
3 Engineers, 1 Radio Operator = 7 officers
and 38 other ranks (seamen)

Boarding party consisted of
Sgt Doran and Pfn Carruthers
of I. S.

Sgt Doran,
Intelligence Section

Botwood,
August 15, 1940.

COPY

Memo. for Mr. K. M. Macdonald

S.S. "BORNECKI"

The above steamer is due to arrive at Botwood about the last week in August to load a cargo of Pulp for U.K.

J. A.

Botwood,
16th August, 1940.

Memo for Mr. K. H. Macdonald.

S.S. "Ungava", Voyage 2.

We are advised that the above steamer left Sydney, N.S., for Botwood on Wednesday, 14th inst., with the following Coal Cargo:-

1815 605 Tons Screened,
1815 " Slack,

2420 Tons.

No. Ungava
61

Seamen
20

Owned by
J. H. Seal
Fishery Co. Ltd.

Repts
J. A.

SIGNAL



SECTION

The Queen's Own Rifles of Canada

Toronto - Canada

Report on S.S. Etna:-

Ship	Register	Master	Owner	Cargo	No. Officer	Crew
Etna	Swedish	Oscar Ullfors	Transmission	Ballast	7	17

Above ship arrived in port at 1254

On checking crew it was found that there were three enemy aliens aboard as follow

Hansen - Dane; Rausch Swedish - German,
Loensen - Dane.

A number of rifles were sealed in the Steward's Cabin. Steward name Petril Levins.

Upon making verbal report to Mr. Sessions a verbal request was made to Major Pangman for a small guard to go aboard to prevent aliens leaving ship.

16/8/40

F. Doran

Lgt,



The Queen's Own Rifles of Canada

Toronto - Canada

16/8/40
Unusual occurrences

At 14.44 while returning from "SS Etna"
Sgt Doran and Rfn Abbey observed an
anti-aircraft mobile unit standing
unattended in front of photographer's shop
owned by Mr Lanning, the gun was
evidently loaded and ready for firing
and could have been used by anyone who
wished to do so. The driver evidently
was in said store getting some photographs
and the crew were at lunch in a Coy 753
lines.

Reported to S.C. Detachment and D.C.A. Coy, 3.

GRAND FALLS, Newfoundland

August 17

193 40

Mr. Queen's Own Rifles, 1st Battalion Botwood Detach.

BOTWOOD.

To The Exploits Valley Royal Stores, Ltd.

IMPORTERS OF DRY GOODS, HARDWARE, GROCERIES AND CROCKERYWARE
DEALERS IN FRESH MEATS, POULTRY AND FISH

ACCOUNTS DUE WHEN RENDERED

TO AMOUNTS TO BE RENDERED			
2	Black Ink	.35	.70
2	Red Ink	.65	1.30
1	doz. Pencils		.48
5	Carbon Papers 36 x 40	.14	.70
			<hr/>
			\$3.18
			<hr/>
			.31
			<hr/>
			\$2.87

Less 10%

*For Intelligence Section
T. E. Gosser Lieut.*

GRAND FALLS, Newfoundland

August 17

19340

Queen's Own Rifles, 1st Battalion Botwood Detach.

BOTWOOD.

To The Exploits Valley Royal Stores, Ltd.

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5	Carbon Papers 36 x 40	.14	.70
			<hr/>
			\$3.18
Less 10%			.31
			<hr/>
			\$2.87

*For Intelligence Section.
T.E. Gibson, Lieut*



The Exploits Valley Royal Stores, Limited

Importers of
Dry Goods, Hardware, Groceries, Crockeryware, Furniture,
Fresh Meats & Fish

Grand Falls, Nfld., *Aug 17* 19*14*

Sold to *Quey's Own Rifles*

1st Battalion Botwood Detach.

Sold by *S. G.* Got by *S. G.* Checked by *S. G.*

1			
2	2 Black Ink	35	70
3	2 Red Ink	65	1 30
4	1 doz pens		18
5	5 Carbon Paper	14	70
6			3 18
7	<i>Pen 10/10</i>		31
8			2 87
9			
10	<i>For Intelligence Section</i>		
11			
12	<i>T. E. S. S. S. S. S.</i>		
13			
14			

Report of the cutter "Point May".

representatives	Intelligence	Alfred Arbay
	Signals	" McCreedy
	"	" Killham
	Machine Gun	" Tuckerman

Disposition of Watches 22/8/40

1200 - 1400 hrs	—	skipper
1400 - 1600 "	—	Arbay
1600 - 1800 "	—	Engineer
1800 - 2000 "	—	McCreedy
2000 - 2200 "	—	Seaman Martin
2200 - 2400 "	—	Tuckerman

Weather Cold and drizzle with light rain

2215 hrs. Sent message to SORC through Church Rock Station

2400 hrs. Meeting to discuss suggest Church Rock Signal Station be moved to either Cannoning Rock or to the Beach Machine Gun Post to avoid conflicting light from Railroad Yards which is directly behind signal from Church Rock

Page 2

disposition of watches 23/8/40

0000-0200 hrs	Gerald	1200-1400 hrs	Seaman Martin
0200-0400 "	Sig Killham	1400-1600 "	Tuckenan
0400-0600 "	Skinner	1600-1800 "	Seaman Gerald
0600-0800 "	Osby	1800-2000 "	Sig Killham
0800-1000 "	Engineer	2000-2200 "	Skinner
1000-1200 "	McCready	2200-2400 "	Osby

Weather - Cold and damp, snow at night

Report - sighted S.S. Clyde at 1440 hrs

1500 hrs down abeam S.S. Clyde and gave
master anti-aircraft for the day

2300 hrs sighted S.S. Clyde outboard

2330 hrs sounded alarm for unidentified
object approaching

2342 All clear, object identified as
a peculiarly shaped motor boat
evidently home made.

Signal Report Several messages received from
Church Rock and one message
sent to S.O.S.O.

2355 Heavy fog made further
signals impossible.

Page 3.

disposition of Watches 24/8/40

0000 - 0200 hrs Seaman Jense
0200 - 0400 " Signaller McCreedy
0400 - 0600 " Seaman Martin
0600 - 0800 " Mr. Gunnar Tuckman
0800 - 1000 " Seaman Gerald
1000 - 1200 " Signaller Killham

Weather Cold, damp with heavy fog
Report - weighed anchor at 0900 hrs and
proceeded to a point opposite Sandy
Bar Light.

Dropped anchor and filled water
tanks from evening. Three trips
in row boat necessary to fill tanks
1200 hrs weighed anchor for home port
1240 " arrived at Estwood Nfld.

Albert G. Arthur
Int Sec 758

T. E. Zisa, Lieut.

Report on Harbor Activities
for 23/24 May 1940

22 Ship in bound Sd Clyde on
regular run and left on
schedule at 1937 hrs.

0015 hrs - Civilian created
disturbance and tried to
pick a fight with passing
troops and sentries.

Frank Doan
Sgt

Memorandum

From

H. M. CUSTOMS,

NEWFOUNDLAND

Port of Botwood. 19
23rd. Aug. 1940.To _____

_____Intelligence Dept., Queens Own Rifles, C.A.S.F. Botwood.Control of British seamen and seamen
being friendly aliens.

For your information, the annexed form of notice to Masters & combined application to land and pass form, supersedes all other rulings having reference to the control of foreign seamen, and is being served on the Masters of every vessel entering this Port from Foreign regardless of its nationality.

T. P. Carter-----
Collector.

Master, S.S. _____

No member of the crew of your vessel is to be permitted to land at this Port except on your written request.

No non-British subject will be permitted to land if, being a naturalized subject of any country, he was by birth the subject of an enemy country, or his parents, being enemy subjects, are now residing in an enemy country.

Every officer or seaman who is authorized to proceed ashore is to be given a pass in the form annexed, and this permit is to be produced on demand to any Customs, Ranger or Police official, or on being challenged by any military authority.

Clearance outward from the Customs will not be given unless immediately prior to your intended departure, the crew is mustered, and the Collector or other officer of Customs concerned is satisfied that each and every member of your crew who arrived in Newfoundland is on board. This rule will be strictly enforced, and the ship will be detained indefinitely until any member of the crew not accounted for has rejoined.

Senior Preventive Officer, or
Collector.

Official Stamp.

NEWFOUNDLAND CUSTOMS.

Permission is requested for _____ (name)

_____ (rank) S.S. _____

to land at _____ on the _____ day

of _____ 1940, for the purpose of _____

Signed _____ Master

Granted for _____ (date of landing)

To _____ (date of expiration), inclusive.

This permit must be shown on demand to any Customs

Official, Ranger or Police, or Military Authority.

Collector or C.P.O. Waterguard

Port of _____

Date _____

21-8-40.

Synopsis of Investigation of Assault upon Cochran

Left Camp Base at 0910 hrs., and proceeded to Botwood Cafe. The proprietor of the cafe stated that there was no disturbance of any nature there on the 23-8-40, although he believed that the civilian in question had made an appearance there, but left after a few minutes.

Proceeded to Harbourer Cafe at 0955 hrs. where it was learned that there was no friction between soldiers and civilians on the 23-8-40. The Poplar Cafe also reported no disturbances there the night before.

Note Major Bryan questioned us about the waitresses in the Botwood Cafe.

Rfn Bagley
Rfn Helan

File - F.C. Gini Leech

Report on matter of Civickin being beest
by 9 G O R men on night of 23 Aug 1940.

24 Aug 1940

The civickin stated that while in Bishop Falls
he was attacked for no good reason by 9 men
of the Queens Own Rifle and beaten. I found by
visiting all the cafes in Bishop Falls that there
were only two of our men in town who met
their lady friend there and proceeded to Grand
Falls. There was no disturbance of any description.

Upon investigation in Botwood by Rfn Bazley
and Phelan they were unable to secure any
information as to matter.

It appears to me that the story is a pure
figment of a drunken imagination.

Frank Doron
Sgt.

F. E. Grinnell, Lieut.

Fule
T. E. Smith
Lieut.

27/8/40

Report on two days spent aboard revenue cutter
Point today.

I went aboard 1300 Hrs Sunday Aug. 25,
sailed at 1320 Hrs. to Light House at Sandy Pt.
the weather was unfavorable so returned and anchored
about half mile off Botwood for the night.

Left Botwood 0545 Hrs Monday and sailed around
behind Sandy point anchored there at 0925 Hrs and
stayed there until 1845 hrs. Then moved over
to Phillips Inlet where we arrived at 1910 hrs
and anchored for the night. Left Phillips Inlet
at 1225 hrs Tuesday and looked at Botwood

1320 Hrs.

During this time no ships were sighted
coming in, and no occurrences out of the ordinary
took place

February
Agt.

R. H. Miller
B63592

29-8-40

Report on Two Day Trip on Soint May

Went on board the Soint May on Tuesday, August 27, at 1730 hours. We left the wharf at 1805 hours, and anchored off the light house north east of Botwood. We remained there until Thursday, August 29, when we weighed anchor at 1310 hours, went ashore for water and returned to Botwood, docking at 1445 hours.

R. J. Thelar

File 5.

MESSAGE FORM

Office Serial No.

Call IN and :— Preface OUT		No. of Groups GR	Office Date Stamp
----------------------------------	--	----------------------------	-------------------

(Above this line is for Signals use only).

TO* DET. BOTWOOD

FROM* ORE DOCK

Originator's Number

Date

In reply to Number and Date

30

(Write horizontally)

5
10
15
20
25
30
35
40
45
50
55
60

Rfn Brownlee B64330 man left in motor launch. Then loaded rifle or shotgun after getting out of range of voices apparently to shoot gulls. Boat can be identified by guard.

(Message received by sergeant Doran at 1918 by Telephone)

This message must be sent AS WRITTEN and may.....be sent by W/T. Signature	This message must be sent IN CYPHER and may.....be sent by W/T. Signature	Originator's Instructions* Degree of Priority.*	TIME OF ORIGIN. T.O.R. T.H.L.								
* Originator to insert "NOT" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only).			1918								
System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc., by omitting to remove their signification from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L.

Report of Rfn D Purdy (int section) on Catter Point May
from afternoon Thursday, Aug 29 to the morning of Sunday
Sept 1st, 1940.

The local steamer S.S. Clyde was given
the correct flag signal by Hailing, Friday 30/8/40

The S.S. Ungava was boarded and checked
on the evening of Friday 30/8/40.

Captain - Rendall

Owner Job Bros St Johns Nfld.

From Sidney Nova Scotia

Cargo Coal.

The cutter returned to Gov't dock Botwood
at 10.00 hours Sunday. Sept 1, 1940.

Anchorage on inspection post was almost
due ~~negative~~ North of Botwood on North shore of
bay. The distance was too far for flag signalling
without more powerful glasses. Communication
by lamp was good.

The skipper of the cutter mentions these
~~difficulties of his~~ poor points of his anchorage.
It is exposed, in deep water right up to a rocky
shore. A hard blow would drive the cutter
not ashore but to breakup on rocks and sinking
in deep water. Other better anchorage allowing
communication by VT is not to be found.
The cutter's new wireless set has not yet arrived.
signed D Purdy

160
F. Gray

Files 6

Sunday, Sept 1, 1940

Report of Rfn D Purdy on third engineer of S.S. Barreta (Pan)

During inspection of the Barreta by the Sub Officer & observed and had conversation with some members of the crew. Among these was the third engineer whom I found not definitely to be suspected but was odd in oddly not in character.

This man has the gray eyes of a Norseman and lightish brown hair a bull body and the heavy flattish face to go with it. He has the greasy complexion of a Greek Restaurant man. He spoke fluent Norwegian with his fellows, good English to me. He was dominating with his fellows not overly courteous to me but not subservient with the chief or second engineers. He noticed ~~the~~ my shoulder badges QOR and interpreted them to me as Queen's Own Rangers, said he had read of them in a paper.

I would point out neither the build or manner were Norse. The ~~build~~ manner could be explained as the natural one for his build with a longish stay in the States. The quickness which picked up ^{up} the badges and the information which interpreted them were unusual. The build is German rather than Norse. The confidence of bearing might be expected of a German who feels the war won. The English used gave the impression of being slightly too good for ~~the~~ English picked up colloquially in the States or in seaports. The man has strength and brains enough to be dangerous, if he is dangerous.

Signed D Purdy

F. Grant

3 Sept 1940

- 1450 hrs - Fire reported vicinity of Hogs Hill
or Toad Hill by Mr Antle of A. N. D. Coy.
who asked for a check by our observers.
- 1525 hrs - Smoke observed from Canning mountain
in NW direction approximately 10 miles
away. 10
- 1620 hrs - seems to be burning itself out at some
water edge and apparently was a grass
fire. Above information phoned in from
Canning Mountain by Pfn Arbey.

F. D. Dean
Sgt

T. E. Jones
Capt.

Wed. 5/9/40.

Synopsis of Cutter Assignment.

Proceeded from Detachment H.Q. Base to Port Dock at 1800 hrs. for High Point arriving at 1835 hrs. anchored in 10 fathoms of water. Direction from Base approx. 1 mile E.N.E., off High Point.

At 0130 hrs. observed large boat nearing Cutter, stopped for 15 min. went a little further ahead and stopped again for 10 min. then proceeded out to sea. Weather fair, cloudy, sea calm, left at low tide, wind velocity approx 4 M.P.H.

Thurs. 6/9/40.

Anchor loosed with marks headed for Air Base for water arrived at 0920 hrs. left Base at 0935 hrs. to board ship: S. S. William Hansen. Capt. J.A. Abille being the skipper.

There were 20 men aboard, of which
6 were officers. Cargo coal. Tonnage
22 88 Ton. from Newport News
Virginia. Boarded her from
M. from Sandy Point. Crew and Norwegian.
Arrived at about 1000. all clear
at 1015, back at Air Base 10.30 hrs
Observed "Clyper Clair" 11.35 hrs.
Tide going out, weather dull, wind
velocity approx 6 m. P. H.

Fri. 7/9/40.

Continuous heavy rainfall, foggy,
rough sea, wind velocity approx.
10 m. P. H. Pulled up anchor at
11.00 hrs. headed for Govt. Dock.
arriving 11.30 hrs. proceeded for
Camp. Base.

Remarks, —

Rfr. J. F. Pasley, Lt.

Floran
Sgt.

T. E. Spoor.
Lieut

Sept. 8 1940.

Accompanied Mr. Sisson on inspection of
S.S. Victoria (Master, Capt. A. COUMANPAREAS), registered
Piraeus, Greece, inward bound for Botwood
from Bilbao, Spain to load zinc concentrates
for England. Ship owned by D. NICOLAIDIS, London,
England. No. of crew 36, including 1 Malian.
Skipper reported 4 Spanish stowaways aboard.
These 5 men were refused permission to
land. Holds and hatches checked O.K.
Ship released 1830 hrs.

J. Carruthers, Int. Section.

File: R. G. Green
Lucit

Botwood,

September 9, 1940.

COPY

Memo. for Mr. K. H. Macdonald

s.s. "UNGAVA"

The above steamer left Sydney for Botwood at 2:30 a.m. on Sunday, 8th inst., The steamer has the following coal cargo:-

1,314	Tons	Slack,
<u>1,091</u>	"	Screened
<u>2,405</u>	"	

Hotwood,

September 9th, 1946.

COPY

Memo. for Mr. E. W. Macdonald

s.s. "R. THIERRE", Voyage 11

We were advised on the 7th inst. that the above steamer has left U. K. for Hotwood. The steamer has the following cargo:⊖

155 tons General Cargo,
About 2 cars Paper Cores,
580 tons Coal,

The Coal is in the following holds:

No. 2 Hold -	280	tons
4 "	<u>300</u>	"
	<u>580</u>	"

Saint May

P. E. Jones
Lieut.

The Saint May left Botwood Wednesday
 11-9-40 at 2215 hrs. with Lt. Booth, R. J. Bradley,
 and R. J. Thelan as well as the regular crew, and anchored for the night
 off Laurencestar at 2305 hrs. We remained
 there the following morning while the batteries
 were being charged and spent the time
 cleaning the Lewis Gun, spare parts, and
 rounds. The spare parts were badly
 rusted and in very poor shape. Mr Booth
 recommends a new spare barrel.

The S.S. Victoria was sighted leaving
 Botwood at 1250 hrs. and at 1430 hrs we
 hoisted anchor and sailed north to
 Stewart Island when we saw a whale
 quite close by. That evening Jess
 and Gerald went aboard and shot an
 eagle with a wing spread of 7'4" which
 R. J. Tobey still does not believe. Soon
 afterwards I became violently sea sick
 and lost all interest in the proceedings.
 The Clyde was sighted on its way to
 Lewisport at 2345 hrs. Friday the
 Clyde was again sighted at 1500 hrs
 and cleared and the Saint May

then called further down
Cabbage Harbor. For the benefit of the
skipper a practice alarm was held, and
several rounds were fired from the Lewis
Gun and rifles.

A small boat was seen heading
towards Botwood at 6:30 hrs. Saturday
morning but we were unable to overtake
it. At 9:00 hrs we hoisted anchor
and docked at Botwood at 10:45 hrs.

Rfn. Philan

Suggestion by Rfn. Philan:

The jalousie on the cutter
would be improved no end if
some straw were put in it

Report

On board cutter S.S. Point May

File 'G'

Saturday Sept 14th 40.

- 1215 hours. Came on board.
- 1430 Observed S.S. William Morris left port. (Bethlehem)
Note Found that launch seen previous night but which did not stop, was mine in port. Arrived 0630 hrs.
- 1530 hrs. Left Bethel.
- 1815 hrs. Anchored in Cabbage Head Cove. Weather W
 rough off head of Stewart Island.
Note Wind freshening & fresh
- 1900 hrs. Levi gun was fired and good grouper obtained
 despite rough water.
 Radio to Orderly Room.

Sunday Sept 15th 40.

- Weather cloudy. Water calm.
- 0800 hours Radio to Orderly room. no report.
- 1200
- 1240 S.S. Rothermere sighted
- 300 boarded. Report as no no.
- 330 Code flag hoisted. Inspection satisfactory
- S.S. Frank seamen sighted

Over

- 1445 hours. S.S. Frank Seaman Boarded
- 1500 " Inspection satisfactorily, Code flag hoisted
- Report as sent in by radio.
- 1530 " Anchored off Grandfer Isle.
- 1645 " Bombs sighted # 754.
- 1830 " Rifle practice.

Monday, Sept. 16th 1945

- Weather. Cloudy with some fog. Sea calm.
 - 1230 hr. Left anchor, Captain sick.
 - 1330 " Sighted brush fire over Brown's Arm.
 - 1430 " Arrived Government Wharf. Captain received medical attention.
 - 1730 " Left Government Wharf, Astwood
 - 1800 " Lt. Pelcher aboard.
 - 1805 hr. Took on water at Parker Brook 1 1/2 p.m. High Point.
 - 1830 hr. Anchored off Gullet Isle.
 - 2000 " Observed Air Base from boat returning to Astwood. No answer to our signals.
 - Notes: Radio contact with Ken.
- Monday Over

Over

Thursday, Sept 17th 1940

Weather. Calm. Sea calm. Wind. S.E.

0630 hours. Schooner passed on the way, with load of lumber. Not examined.

0930 hours. S.S. Mangawa passed on way, out from Port of Call.

1100 hours. Weather cleared. Rifle practice.

1300 hours. Schooner passed on way, with load of lumber. Not examined.

1430 " " Steam anchorage at Gellie Is.

1545 " " Arrived Government wharf.

- Crew Captain. H. H. Cook.
- Mate. Mr. Sumner.
- Engineer. Mr. Hall.
- Radio Operator. Mr. Braddock.
- Cook.

- Major J. Spragg, Sept 16th - 15th - 16th
- Mr. Phipps " 16th - 17th
- Signaller. Riflan. J. O'Connell
- Subaltern " " to Lord.

Notes All members of the crew stood watch except the Cook.

(Over)

Notes

Condition of boat. By fair
 Quarter way around. See way for one
 number of one to sleep on floor. Floor &
 palliain both dirty. In number of the
 crew have to sleep on bench in cook house.
 Bidges need pumping as the air in cabin
 & cook house is tainted all the time. has told
 that this was not noticeable when sailing.
 Found Captain & crew all friendly, willing &
 talkative but definitely become, discontented
 (morose) at their inability to get any thing
 ashore.

By W. R. Hand
 Intelligence Bureau

Sat. 21/9/40.

Left Port. Dock. at 1740 hrs,
proceeded to Cranfer Island.
approx. 12 miles. 24. N. W. of Base.
anchored in 10 fathoms of water.
arrived at 19.35 hrs. Weather clear
Sea calm, wind velocity approx. 4 M.P.H.

Sun. 22/9/40.

0.800 hrs. weather clear, sea calm,
wind velocity ind. 11.30 hrs.
noticed a small schooner off
Cranfer Island. Pulled up anchor
at 1300 hrs. fr. North of Thwait
Island. anchored at 13.50 hrs.
in 12 fathoms of water. sighted
Margaret Rose at 14.30 hrs
left at 15.30 hrs. 23.00 hrs. sky
cloudy, heavy rain, continuous
until 0600 hrs. mon. morning.

Mon. 23/9/40.

Sky clear, sea calm, anchored off
North end of Thwait Island. 15.00 hrs
observed many bombers, flying low.
weather cloudy sea rough, wind
velocity approx. 10 M.P.H.

Tues. 24/9./40.

At 0130 hrs and 0700 hrs.
two schooners sighted, the former
coming in, the latter going out.
Pulled up anchor at 0810 hrs.
anchored at 0935 hrs. at Will Bright

He sighted ship at 10.15 hrs.
boarded her at 10.45 hrs all clear
at 10.55 hrs. Ship's particulars: -

City of Joliet, Master Herbert
S. Olsen. Crew of 35 men.
4 Officers, from Houston Texas.
3804 Ton net. ch ballast.
taking on zinc concentrate.

1 revolver aboard of 25 Calibre and
50 rounds of ammunition, observed
~~Chippis~~ "Clare" at 13.45 hrs.
armed bomber.
ascending.

Note: - 90% of all transmissions
from UOCC aboard cutter "Point
May" to UOA at Base
were successful.

Crew list for S/S "Havmoy"

Name	Rank	Age	Nationality	
Terald	Teraldsen ✓	Master	38	Norwegian
Paul	Nordsether ✓	I. Mate	31	"
Sigmund	Stadheim ✓	2. "	31	"
Mathias	Bork ✓	Chief Eng.	49	"
Trygve	Dyrlied ✓	2nd "	30	"
Jørgen	Larsen ✓	3rd "	37	"
Arne	Larsen ✓	Steward	45	"
Holger	Gudesen ✓	Cook	27	"
Arne	Nikolaisen ✓	Boatswain	27	"
Arthur	Marholm ✓	A. B.	24	"
Trygve	Nybo ✓	O. S.	24	"
Sverre	Sørensen ✓	O. S.	18	"
Willy	Johansen ✓	O. S.	25	"
Svend	Landstrøm ✓	O. S.	50	Swedish
Ellef	Nestad ✓	Donkeyman	23	Norwegian
Ernst	Rosland ✓	Fireman	19	"
Charles	Høie ✓	"	29	"
Anker	Ølsen ✓	Trimmer	18	Danish
Knud	Pedersen ✓	Boy	17	"
Per	Gunnarsen ✓	Boy	19	Norwegian

WAR SERVICES

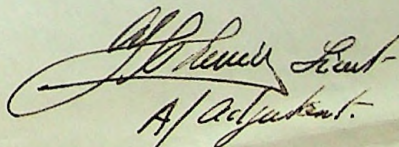
13 Nov 1940

Intelligence officer
Detachment 753

As the Intelligence section is now short one man I would respectfully suggest that Rfn. A. Bradley of the signal section be transferred to bring the section up to strength.

Frank S Doran
Sgt of I. S.

13-11-40 - No more transfers of personnel are to be made from Airport to Botwood or vice-versa. This is due to forthcoming move and I would suggest that above matter be brought up again when Bn. is all together again.


A/Adjutant.

Instructions regarding preparation of War Diaries; (which will be kept from first day of mobilization, creation or embodiment), are contained in F.S. Regs. Vol. 1.

~~WAR DIARY~~

M.F.M. 11.
A.F.C. 2118.
1 Mil.-8-39 (1708)
H.Q. 1772-45-18

Title pages will be prepared.

OR
INTELLIGENCE SUMMARY
(Erase heading not required)

Original, duplicate and triplicate to be forwarded to O. i/c 2nd Echelon for disposal.

Place	Date	Hour	Summary of Events and Information	Remarks, references to Appendices and initials
Sussex New Brunswick	31/12/40		<p>Summary of work for week ending 31-12-40</p> <p><u>Internal Security</u></p> <p>a close check is being kept on all subversive activities that might arise in camp lines, and as the greater part of the unit is on furlough there has been nothing as yet to report.</p> <p><u>Winter Dress</u></p> <p>Re-Brigade orders on winter dress - in case of caps creates a shortage in certain sizes has made it impossible for a complete issue but the same will be remedied upon receipt from ordnance of correct sizes.</p> <p><u>Quarter Guard</u></p> <p>a camp quarter guard is maintained by this unit and an all night patrol maintained checking hutments, transport lines, fire patrol and reporting any unusual happenings.</p> <p><u>Signal Section</u></p> <p>Planning an inter-office communication system to be installed upon receipt of necessary wire etc.</p> <p><u>Prices</u></p> <p>It has been reported that certain prices for pressing and minor repairs done by civilian establishments on uniforms has materially increased.</p> <p><u>Under Supervision</u></p> <p>1 Royal Rifle of Canada by 1st Bn. Queens Own Rifles of Canada. 2 Royal Rifles of Canada sent to St Johns Quebec under supervision of Regt. de Chaud. 1 Royal Rifle of Canada in detention at Halifax, N.S. who was returned to his depot 20/1/41</p>	

Wm Bradley, A. of legs
BB4075 Rfran Small, R.D. Transport.

Carruthers? or ~~Phelan?~~
Land OK? } L/cpls acting Gls
are they to be full Gls.

20
of
90K.

Liquor - bootlegging - As Jardine Taxi
(B) Express Co {axsmith
fax

Rusty Rifle, spending leave from Newfoundland
in Sussex, ~~Director + St. John (added)~~

Summary
Report
for
7 Jan 41

Cafe - 4MC (8 PLNBH) agitator held ~~up~~
discharge held up - Connected with Francis of
Cafe at main gate, suspect at Foxhill &
man who skipped out to Montreal.

Check - prostitutes for doses.

NOMINAL ROLL OF INTELLIGENCE SECTION

B03524 Sgt. Doran, F.S.

B64398 A/Cpl. (L/Cpl) Axbey, A.V.

B03688 Rfn. Carruthers, D

B64077 Rfn. Land, W.

B64200 Rfn. Thelan, J.

B63800 Rfn. DeHueck, G.T.W.

Sgt. Darran.

Sut Sec.

I require a nominal roll
of Intelligence Section at once

2. Please put nominal roll
on my desk before noon to-day.

W. L. Bryan maj

attended to
et delivered to Maj Bryan
8/1/40
1000 hrs

Using J.W.

Anguentic is good stuff when used as a liniment.

Wash the face well with soap but the face should be well set when this is done.

Using Q and Y

You must admit that questionable statements often lead on to unique situations which cause you pain.

Question

It is usual ~~or mo~~ to define the scale in both these ways. and to show distances in a unit.
