

York St. May 1957

I do hereby certify that on the 22nd day of June 1944, the above named ship, the name of which is given in the attached report, was seen after dark, having come from the town of St. John's, a distance of 100 miles, and informed me that her husband had been taken from an American ship the preceding night that a detachment from the American Army then a lot longer was in and at a floating battery (K-20) for the purpose of capturing and returning a detachment of the 5th Regt to them at the house seen under my command.

In consequence of the information I received from the above named ship, I proceeded to the American detachment and on the night of the 22nd I led the crew of the ship to the house of the 5th Regt where his detachment was captured.

Colonel Brophy, this command, in a detachment



PAC, PA-3814

SECRET

Crew:
 Captain: 1/10 Thompson
 Pilot: 1/10 Schaefer
 Navigator: 1/10 J.C. Moberly
 1st GPP/AG: 1/10 P.L. Reed
 2nd AG: 1/10 J.C. Bergin
 Engineer: 1/10 S. Leatherdale
 2nd AG: 1/10 S.F. Saylor

The U-boat portage (or what appeared to be two portages) were sighted by 1/10 Schaefer from the Pilot post, at 1012B and attacked with a G/T at 1012B on the 13th June, 1944 in position 62° 45'N 02° 01'W.

The Captain of the aircraft on sighting altered course, lost height and immediately attacked. The G.C. were seen to straddle the U-boat just ahead of coming tower which was seen for the first time at the instant of attack, and in the resultant explosion was enveloped in flames. After emerging from the explosion the U-boat turned slowly to starboard and after proceeding approximately 400 yards stopped.

Alfred's again closed U-boat and saw it settling by the bow, the G/T submerged, the stern sticking well out of the water, the screws (stationary) and rudder were plainly seen together with many of crew in water. G/T time prepared.

Another run was made and when almost over U-boat puffs of black smoke observed coming from gun on G/T. Aircraft took evasive action but was almost immediately over G/T a heavy explosion took place in the aircraft. The port engine was put out of action and the aircraft - badly holed - would not maintain height which was lost rapidly and hit were two. Captain then decided to do crash landing so out starboard engine and landed with crew unhurt at 1013B.

Port dingy was first prepared but during course of landing target crew was lowered down by hoisting slings which were used to lift the dingy and hoist. The hoist was used to lift the dingy and hoist. The hoist was used to lift the dingy and hoist.

The aircraft remained aloft for approximately 10-15 minutes. The two men in the dingy were changed twice - after that it was impossible to get men into dingy due to weakness and ditching mits becoming waterlogged.

An 11A7B Liberator circled dingy and dropped package which fell some distance away and was not recovered, about 30 minutes later a Liberator arrived and dropped smoke floats. Shortly afterwards at 1300 Albatross Liberator was dropped by service, the Liberator became waterborne about 175 feet down wind. 1/10 Moberly then recovered his clothing and wearing a life boat seen to the Liberator which he reached about 1317. He found it was waterlogged due to damage to hull apparently caused when it became waterborne. It was low in water on port side which was almost at water level, the deck being seaward. He then paddled the lifeboat to dingy, this was a slow process due to it being waterlogged and difficult to keep on course. He eventually reached the dingy about 1347 and it was shortly before this that waterborne died, apparently from exhaustion and exposure.

Thus began the difficult task of transferring to the lifeboat, but this time all were somewhat exhausted principally due to ditching mits having become waterlogged, and the continuous efforts to assist Leatherdale, Reed and Saylor, who all showed signs of distress, and keep their heads above water. Gradually all succeeded in boarding the lifeboat but it was not found possible to get Leatherdale's boy into the lifeboat and he drifted away.

After boarding the lifeboat, the feet and hands of ditching mits were cut off, thus releasing the weight of water. It was, however, found that

PAC, C-105709

Leader Extra.

4th EDITION 5th EDITION

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6th EDITION

7th EDITION

8th EDITION

9th EDITION

10th EDITION



PAC, C-68669

War came to Canada rarely but to Canadians more often. The United States invaded twice, once officially in the War of 1812, and once informally when it permitted an in-and-out incursion by the Fenians, Irish-American veterans of the Civil War. The War of 1812 left a memento in the form of a letter from a Lieutenant Fitzgerald commending the successful effort of Laura Secord, a determined housewife, to warn the British troops of an American attack. The big wars, World Wars I and II, left more tragic souvenirs — 48,121 Canadians died in the first, 41,700 in the second. The members of CANSO T/162 Squadron R.C.A.F. described a fatal World War II meeting with a German U-boat in the report above right. That war saw Canada's industries gain status under the direction of C.D. Howe, the man at the wheel of the 500,000th vehicle produced for the front.



PAC, PA-5995

PAC, C-21242

September / Septembre 1984

CANADA TODAY / D'AUJOUR'HUI

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