

ceeded to Cape York where they encountered rain and fog, passing through Bering Strait into the Arctic Ocean without a single glimpse of landmarks.

Meanwhile Reg. No. 7756, Cst. W. J. Parry, the fifty-eight-year-old cook, was busy contributing much to the welfare and happiness of his ship-mates. He is Welsh by birth, married and has one child. All-round handy man, willing to turn his hand to any job, he has seen service at 'Depot' Division, Regina, Edmonton, Fort Norman, N.W.T., Macpherson, N.W.T., Aklavik, N.W.T., Ottawa, Vancouver and Esquimalt.

Land wasn't sighted until the *St Roch* approached Cape Lisburne when Sergeant Larsen decided to head for Point Hope. This was reached on July 18 after travelling through heavy fog banks, with only occasional glimpses of land. On July 22 they anchored off Cape Smyth, Point Barrow settlement, after a run during which scattered pieces of ice were seen.

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FROM then on more ice was encountered, getting thicker as the *St Roch* proceeded eastward. Progress was slow, and on the 24th the engines were stopped and the schooner was allowed to drift with the ice-pack. Cape Halket was reached at noon of the 25th; the ice was solid to the shore, and the vessel had to follow the floe off-shore until late afternoon when she was moored to the ice. Beset by heavy, old ice, the vessel kept on the move to avoid being crushed, making slight headway eastward as small openings occurred. Young ice formed at night, binding the floes together.

Contact with civilization was maintained by wireless. At the controls was Reg. No. 13013, Cst. E. C. Hadley, 23, who joined the Force in 1938. He is unmarried, comes from Weyburn, Sask., and his chief interest is radio.

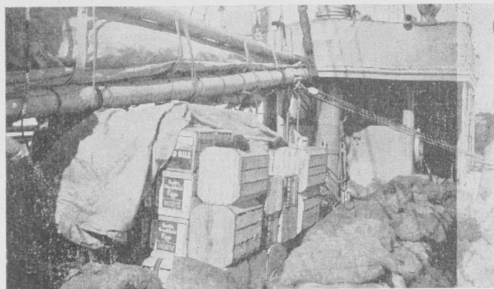
By July 31 the vessel had worked her way to anchorage close inshore off Beechey Point, but as ice began to set

she was moved out and moored to a grounded floe to avoid being pushed ashore. On August 2 she began working eastward again, tying up every now and then when the ice got too heavy. Five days later when within sight of Cross Island she got caught in a pocket and was unable to budge. A strong north-west wind pressed the ice in from the north; towards shore the ice was aground and the little schooner was caught in the middle—a virtual prisoner until August 10 when the ice, weakened by wind, blasting powder and vicious rammings from the vessel herself, gave way and afforded a passage into open water close to shore.

Here, although the ship almost scraped bottom at times, the going was much better; the wind calmed down and the ice was scattered.

Barter Island was passed on August 11. The crew saw very little ice between there and Herschel Island which they reached at midnight of the 12th, and moored alongside the beach for oil refueling. Next day the R.C.M.P. *Aklavik*, with Insp. S. Bullard, officer commanding, R.C.M.P. *Aklavik* Sub-division, aboard, appeared and remained while both ships took on coal and miscellaneous stores from the island detachment.

Strong easterly winds and fog kept the vessels in harbour until August 17, on which day they attempted to reach Tuktoyaktuk near the mouth of the Mackenzie River. But owing to a heavy swell they could make no headway, and were forced to turn back. The following



Fresh supplies loaded at Dutch Harbour, Alaska, 1940.