



Sgt H. A. Larsen, captain and navigator of the *St Roch*.
Photo by L. A. Learmonth, H.B.C.

St Roch's engines in 1928. He has served at Regina, Vancouver, Victoria, Edmonton, Ottawa, Bache Peninsula, N.W.T., Rockcliffe, Aklavik, N.W.T. and Prince Rupert. He was engineer on the *St Roch* on her maiden voyage and has since proved himself, many times over, a competent mechanic and Diesel engineer. He is married, his home is at Vancouver.

On June 23 the *St Roch* was on her way again and proceeded up the Inside Passage, anchoring next day at Boat Harbour to overhaul the fuel pressure pump. A hazardous trip lay ahead; everything had to be at the peak of perfection, and the veteran skipper was taking no chances.

At times he conferred with his forty-one-year-old first mate, Reg. No. 10607, Cst. F. S. Farrar, who joined the Force in 1929 and has served at Regina, Edmonton, Vancouver, Esquimalt, Kam-sack and Weyburn. Born in Liverpool, Eng., Constable Farrar holds a British Board of Trade certificate as a navigating officer in which capacity he worked on mail boats and auxiliary transports during the last war. He is single.

The voyagers reached Alert Bay at noon of the same day. Here the engine

was given a final going-over before the schooner put out to sea on a westward course for Unimak Pass.

On June 25, sail was used to advantage and fine weather prevailed during the crossing to Unimak Pass. On July 4 they entered the Bering Sea and ran into strong winds, rains and poor visibility which lasted all day and all night, forcing them to seek shelter for a few hours in a small cove on Akun Island. When the gales subsided the *St Roch* proceeded, and in a short time tied up at the American Pacific whaling station wharf at Akutan Harbour in the afternoon of July 5. Here the engineers checked over the fuel valves; Reg. No. 12740, Cst. P. G. Hunt and Reg. No. 10155, Cst. A. J. Chartrand, deckhands, filled the fresh-water tanks.

Constable Hunt, 28, is an excellent sailor. He is interested in law and aviation, has served in the Force for over seven years on detachments at Regina, Moose Jaw and Kipling, and in 1940 was to be stationed at Coppermine, N.W.T., but was retained on the *St Roch* because of his ability.

Cst. A. J. Chartrand was on his last voyage, for he was destined to die before the trip was over.

Next day Dutch Harbour came into view, and later in the afternoon Unalaska was reached. Here the *St Roch* rested over Sunday, July 7, while her crew were entertained by officers and men of the U.S. coastguard cutter, *Shoeshone*.

Monday was a busy day: a consignment of fresh supplies was loaded on, and the vessel set out for Dutch Harbour again where 2153 gallons of fuel oil was taken aboard. Weather conditions forced the travellers to stay there until July 9, when they left for Teller. After a mean trip in the face of wind, rain and fog they arrived on July 14, but a strong south-south-west gale prevented them entering the harbour until the next evening. Here they took on dry fish, checked over the engine and pro-