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wired the Airforce and Pay Lt Wright wired the Navy, and full instructions were received within two hours as to the disposal of the bodies. Upon receiving these instructions, Sgt. Woodley and myself then went to Dr. Parsons for Death Certificates for the deceased Personnel. These and the personal effects were turned over to the Escorts. Pay Lt. Wright went with the Navy bodies and the Army Train Patrol went with the bodies of the Army and Airforce. Sighs of relief were heard as the trains taking the bodies to their final destination pulled out of the station. Now everyone could get some sleep. We of the Service had been on duty for 24 hours, taking time out for meals only. But sleep was not our reward, because as our steps led homewards the S.S. "BURGEO"'s whistle was heard as she entered the harbor, so Sgt. Woodley and myself and the usual staff about-faced and returned to resume our normal duties. These completed, we returned to our homes, changed our clothes and attended the funeral of the Crew Members of the S.S "CARIBOU" whose homes were in Port Aux Basques. (Copy of report written by Able Seaman Wilson of the St. John's Nfld. Shore Patrol.) Our thanks to Glenn T. Wright, Archivist, State and Military Records, Federal Archives Division of the Public Archives of Canada, for his help in locating documents relating to the Caribou sinking and the Grandmere rescue. John Rigby supplied the snapshots of survivors and the Grandmere. Marine Atlantic supplied copies of the new Caribou, as well as the Public Archives of Newfoundland's photo of the first Caribou. Finally, our thanks to Ted Barrett for making it possible for us to cross to Newfoundland on the maiden voyage of the new Caribou, May 12, 1986.

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