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out through a hatch, we couldn't do anything with him. Another was just lying there. The wind had been knocked out of him but he'd been turned up. The water was in his lungs. We revived him. And as we were going by to go ashore our ship, the Evelyn B, was turned on and laying a barrage of shells down across. He had nothing to fire at but to keep the sub down • this was the idea. Because when we were going across to pick up these people out of the Saganaga, we passed right over the submarine. And we were pointing for our ship to see • no other way to signal • passed right over and the Lord Strathcona was astern of us. He had launched his boats. The submarine just went by and blew him out of the water. The Rosecastle was laying at the dock and she started to fire seaward. They were only 3.8 guns. Jesus, if you had a pop-gun it'd be just as good. But we landed these people on shore there • a little cove called Lance Cove. Duncan MacLeod: Yes. I went back to sea after that. The Rosecastle was running at the same time the Strathcona was torpedoed • same trade. There was a lot of the crew left the Rosecastle and they were looking for crew for her to sail. So there were a few of us that were torpedoed the first time, that joined this other boat. And the Rosecastle was torpedoed in the same place. We had loaded iron ore and had gone out and anchored, that night. In Conception Bay. And it was awful deep water right up to the shore. But the shore wouldn't be any further than from here to the road from us. And there were, I think, two French boats • chartered by the coal company. They were ahead of us. They were torpedoed that night. And there was another boat loading at the pier. The torpedo didn't hit her but it struck the pier and made an awful big hole • about 40 feet by 20 feet in those big timbers. It was a very foggy night. And they had put a fog buoy or a fog whistle on the Strathcona where she went down so no other ship would anchor and get caught in her. I came off watch at 12 o'clock. It was a very warm, foggy night. You could just make out the outline of the French boat ahead of us if you looked awful close • but you couldn't even see the shore. And this fog whistle was going all night on the Strathcona every once in a while. I guess it would be a buoy that would make this sound • it was a weird sound anyway. There were no lights on the ships at any time. There'd be lights in the cabin • very dim lights • but all the windows were painted and if you went out of door there was something to blind the light off. I was in bed asleep when she was torpedoed. But I knew she'd go down right away. There were rafts held on the rigging • one forward and one aft • beside the two lifeboats. We always sailed with the lifeboats strung out • so all you'd have to do was drop the boat if she was torpedoed. But our quarters were aft on the starboard side, sailors quarters; fireman's quarters was on the port side. So the raft was on the starboard side, hung on ACOBSON'S LADIES WEAR LTD.! "Tomorrow's Fashions Feofured Today" Charlotte Street, Sydney C & G MadEOD LIMITED Bread and Molasses by Andy MacDonald 6.95 Miners and Steelworkers • Labour in Cape Breton Paul MacEwan 12.50 Memoirs of a Cape Breton Doctor (Dr. MacMillan) 7.95 Uncle Angus and the Canso Causeway (MacTavish) 2.50 The Hidden Heritage at St. Ann's (James B.



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