

Many remember her as the most beautiful liner ever to fly the checkered Canadian Pacific houseflag in the northwest. Others vividly recall her tragic death in cold Alaskan seas. All praise her as a grand lady, gallant servant of her country in war and peace.

# PRINCESS KATHLEEN

## ... SERVED BRAVELY IN WAR AND PEACE

By T. W. PATERSON

*Royalty from keel to mast, she was Victoria's own Princess Kathleen.*

*Entering service May 12, 1925, the Clydebank beauty enjoyed instant popularity on the famous Victoria-Vancouver-Seattle triangle run. In the following 16 years, Kathleen reigned as company flagship, coming and going regularly with her smiling thousands.*

But 1939 brought war. Throughout the world, graceful luxury liners were called to active service. Gleaming superstructures and towering funnels which had brightened many a postcard of a happier day, became drab battleship grey. Decks and staterooms which had known the carefree traveler, celebrities and royalty, now knew anti-aircraft guns and nameless thousands in uniform.

By 1941, all the CPR's famous white empresses had joined the colors, chutting troops and vital cargo from beleaguered port to port. With November came the turn of the trim coastal twins, Kathleen and Marguerite.

For Kathleen, this would be her time of glory. For poor Marguerite, war would bring death in a hostile sea, far from home.

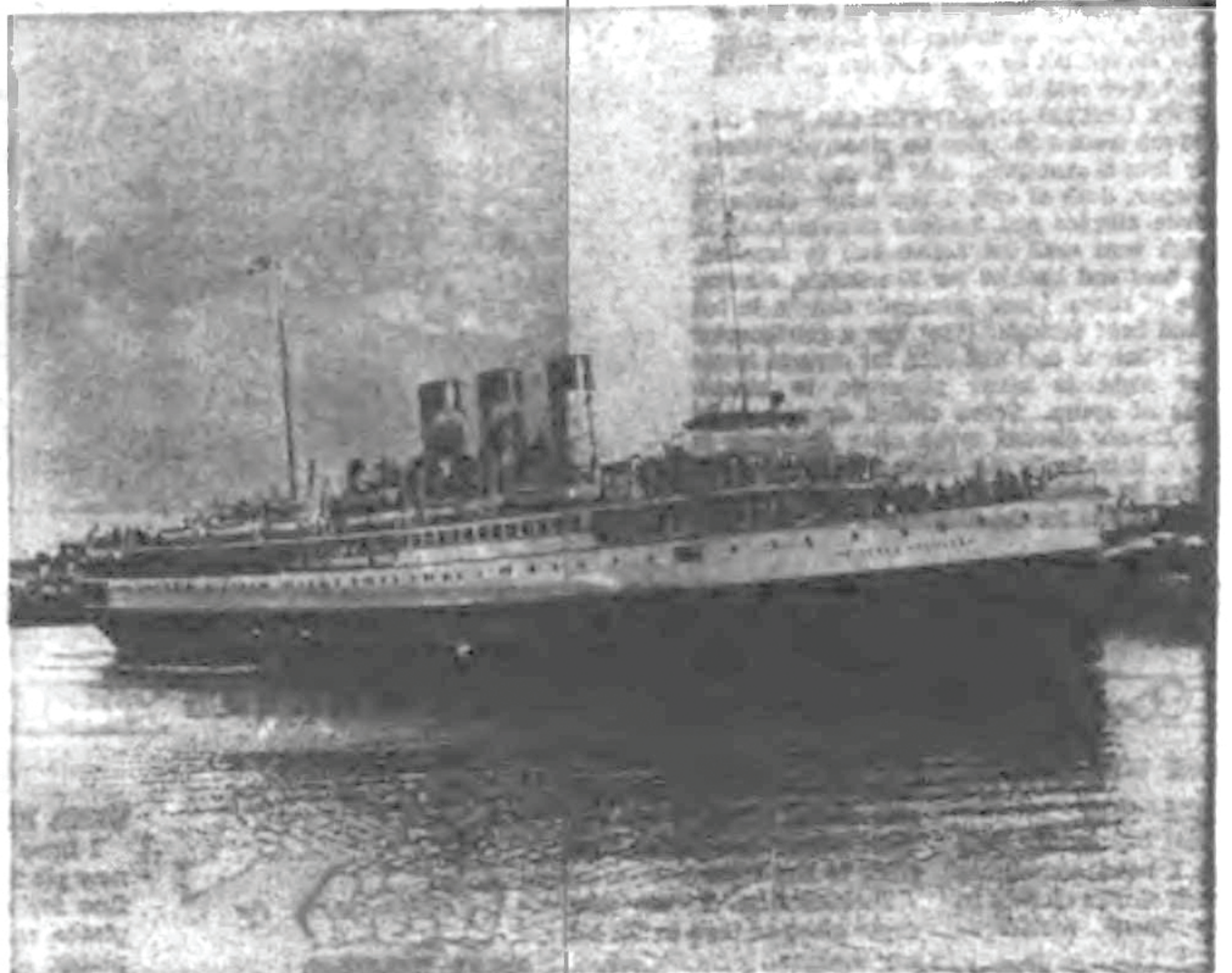
At 10:05 a.m., Nov. 7, 1941, the sisters, completely refitted and armed, steamed from Victoria for Royal Roads to await instructions. It would be four long, danger-filled years before Kathleen returned to home waters.

Her new master was Capt. L. C. Barry, lately chief officer of Empress of Canada. Late that afternoon, Capt. Barry and Marguerite's Capt. R. A. Leicester received their secret sailing orders. Within 10 minutes, they were navigating the strait at 15 knots, bound for Honolulu.

It was a stormy passage, with winds of hurricane force which slowed the speedy twins to an over-all 12 knots. But this was the least of the masters' problems. According to company record: "The crews, except for key ratings in deck, engine room and catering services, and the officers, had come from the Seamen's Pool and Capt. Barry was none too happy about many of the men.

"They had been shipped out from the United Kingdom to man two U.S. coastwise steamships that had been acquired by the Ministry of Shipping, but, after many delays in the delivery of these ships, had been placed aboard the two princesses. As later events demonstrated, Capt. Barry's unease, which was shared by his officers, was justified."

The surly crew erupted at Honolulu when informed the ships were passing only to rebel, that no leave would be granted. Sullen firemen had to be threatened back to their stations, after a 12-hour strike. Under way again, the sisters sped toward the Fiji Islands. Reaching Suva nine



PRINCESS KATHLEEN . . . every inch a lady.

days later, they fuelled and provisioned. Two more uneventful weeks saw them safely anchored at Darwin.

Eight hours after clearing the Australian port, they were radioed the staggering news: Japanese bombers had just struck Pearl Harbor.

Immediately altering course for Tjilatjor, Java, the princesses zigzagged at full speed. The calm tropical seas which had been so pleasant but hours before, now held the threat of Japanese warships. The Second World War had come to the South Pacific.

Fortunately, the only aircraft encountered in the next three days were Dutch; Kathleen and Marguerite gratefully entered harbor without incident.

Due to the drastic change of world situation, it was 12 days before new orders arrived: 12 days of grief with the unruly crew. "While waiting," Capt. Barry recalled, "there was a fair amount of sickness on board; malaria, dysentery, etc. The men were getting out of hand, malingering, drunkenness, fighting and overstaying leave . . . Police assistance was called and some of the firemen locked up in the local jail."

It was only through shipside delivery by police launch that the princesses sailed with full complement, Christmas Day, New Year's, 1942, saw them drop anchor at Colombo, Ceylon. It was here Captains Barry and Leicester received a belated Christmas present in the form of new crews—regular CPR Chinese from Empress of Russia. For the first time since clearing Victoria, Capt. Barry grinned in 1938, he and officers did not have "to sleep with wooden clubs under our pillows!"

After a brief refueling stop at Aden, the sisters finally reached their destination, Suez. Here Barry and Leicester had to doubletalk their

ships out of the untidy duty of speedy gasoline transports.

Then it was to work in earnest. Kathleen completed many voyages with cargo and military passengers to North African ports in the next two months, happily going her rounds with little sign of the enemy. This uneasy truce ended drastically April 5 when a bomber roared in to the attack.

Kathleen's Bofors and Oerlikons opened fire instantly, as Capt. Barry threw his ship into a series of evasive manoeuvres at full speed. Soon realizing she was well armed and fast, the lone bomber withdrew; the princess's first real battle had ended without injury.

One of her more interesting "cargoes" in the next three weeks was delivery of 1,000 Italian prisoners of war to Port Sudan.

With Rommel's last assault on Tobruk, Capt. Barry was ordered to be ready to assist evacuation at a second's notice. Kathleen was spared this unpleasant duty by equally unpleasant means—German tanks overran Allied positions, almost overnight.

June 30, 1942, Princess Kathleen sadly steamed, alone, from Alexandria. The vital port had been abandoned to Rommel. Kathleen was the last Allied ship to leave.

Speeding to Ismailia to embark 200 officers

### THIS WEEK'S ANAGRAM

- |     |      |      |      |        |     |
|-----|------|------|------|--------|-----|
| (1) | VEEN | PLUS | GATE | EQUALS | ??? |
| (2) | SOAR | "    | CLUE | "      | "   |
| (3) | MAIL | "    | CROP | "      | "   |
| (4) | SUES | "    | OPAL | "      | "   |
| (5) | GILT | "    | RANE | "      | "   |

Anagram Answers on Page 13

# ISLANDER Crossword Puzzle

Last Week's Crossword Puzzle Answers Appear on Page 14

and ratings of the Women's Royal Naval Auxiliary, Kathleen sighted two submarines, believed hostile, but proceeded unmolested. Civilian women and refugees were taken aboard at Suez. During the following weeks, the gaining German offensive saw Kathleen and neighboring Allied ships under intensive air attack. Again, the Victoria lady's luck held.

Duties then became so frequent and varied, both Kathleen and Marguerite having been found "willing and able to undertake any task at any time," that an accurate record could not be kept. The sisters accepted every assignment; even towing targets for RAF bombers.

Then . . . Kathleen was alone. Poor sister Marguerite had gone down in flames with heavy loss of life, victim of a U-boat.

When the pendulum finally swung in favor of the Allies, Kathleen sped troops to Benghazi. Her men knew the tide had turned when they joined an enormous convoy—headed west to Tripoli. The Germans had begun their three-year-long retreat which would end in the rubble of Berlin.

There were other convoys, Kathleen's log noting continual contact with enemy submarines and aircraft. She remained unscathed.

Then it was off to the besieged isle of Malta with fresh troops. Capt. Barry vividly remembered the "bit of a nightmare" of navigating between sunken ships for a berth. Kathleen next began regular runs between Malta, Benghazi, Tobruk and Alexandria, sometimes in convoy, often alone.

April 6, 1943—a year and a day after her first bomber attack—a formation of German planes found her unescorted. Things looked bad for the nimble princess, even with her efficient 23-man gun crew. But Kathleen held her fire, the "Gerries" failed to see her, and flew off harmlessly. A close call, was the unanimous verdict of her crew.

There were more convoys and air attacks, but Kathleen maintained her exhausting schedule without mishap. In mid-September her men were treated to the inspiring sight of 10 surrendered Italian warships, including two battleships and four cruisers, being herded into Alexandria "like a flock of sheep . . . into the fold."

An earlier convoy had ended on a grimmer note, when a nearby troopship was torpedoed. She was gone in seven minutes, with 800 men.

A decided change of pace came in the form of ferrying Arab royalty to a two-week fete in Suez and home again. Being of noble blood herself, Princess Kathleen took it all in her stride—even to carrying livestock in accordance with Eastern custom.

The Emir Mansour was so pleased with the service, he invited Capt. Barry to his palace. After coffee and sherbet—Eastern style, of course—the Emir proudly announced he was making Kathleen a gift: 50 live sheep. Exercising admirable diplomacy, Capt. Barry graciously declined the generous offer, accepting instead some smaller Oriental gastronomic delights: 28 bags of rice and 10 tins of ghee—rancid butter. The CPR's record does not mention Barry's reaction to the latter delicacy.

Capt. Barry then formally turned his ship over to the Royal Navy, returning to Canada with his crew for reassignment. In the two years since clearing Victoria, Kathleen had completed 131 voyages, carrying 59,800 military personnel and civilian refugees 67,333 miles.

Nov. 1, Capt. L. H. Johnston, MBE, assumed command with his officers and crew, including many survivors of Princess Marguerite.

In the 22 months of Johnston's command, Kathleen was busier than ever, steaming to scattered Mediterranean ports on assignment after assignment. As the Allied advance gained momentum, she roamed farther and farther afield, now visiting the formerly occupied ports of Italy and Greece. Malta, Tripoli, Benghazi, Port Said, Taranto, Piraeus, Haifa, Famagusta . . . the list grew.

After an overdue—and all too brief—refit, the busy princess returned to her many duties. Now she called at Dubrovnik, Yugoslavia, Syri and Rhodes in the Dodecanese Islands, Suda Bay of Crete, were added to her lengthening itinerary.

Kathleen even played an important role in the Greek civil war, exchanging 1,000 Communists for 1,750 Allied hostages. Capt. Johnston received a dispatch from the Piraeus port commandant "to express the appreciation of the military authorities to you and your officers for your valuable assistance in overcoming the many problems in connection with this embarkation."

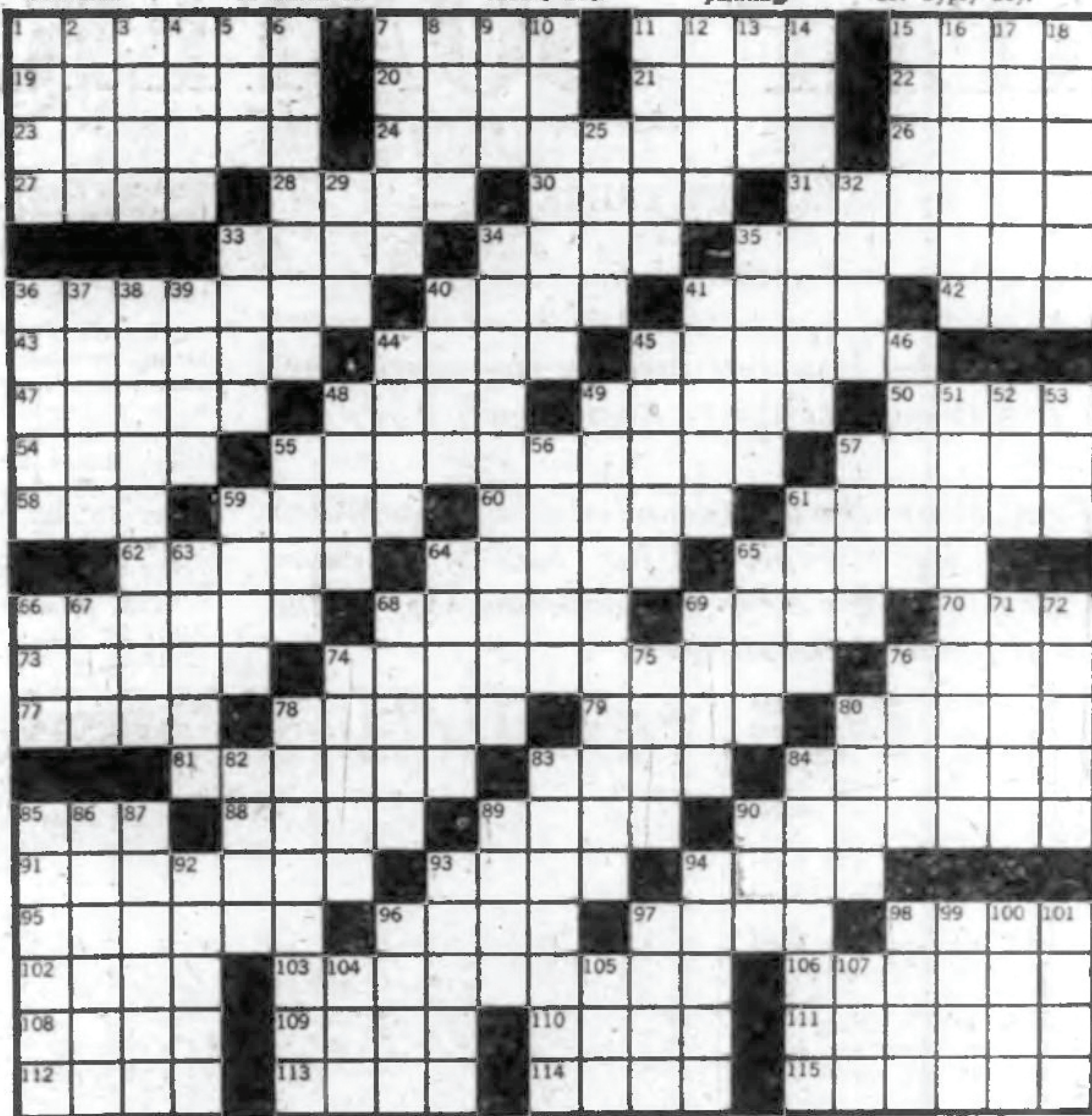
Then there were three rushed voyages to Brindisi with a division of soldiers for Tito's resistance movement.

Finally came V-E Day, but no rest for Kathleen. Now she was off to the Island of Rhodes to attend the surrender of the German

- By Helen Fasulo  
**ACROSS**
- Port of call.
  - Zenith.
  - Expedited.
  - Engrave.
  - Baltimore athlete.
  - Fertile garden soil.
  - Semicircular moldings.
  - Loafers.
  - Buddhist temple.
  - Athens landmark.
  - One of the Roosevelts.
  - Construction beam: 2 words.
  - Lie in wait.
  - Armored vehicle.
  - Vibratory motion.
  - Negative.
  - Sinewy.
  - Neptune's weapon.
  - Setback.
  - Pirate captain in "Peter Pan".
  - Confidante.
  - Express an opinion.
  - Ark's landing place.
  - European capital.
  - Macaque.
  - Harbor guide.
  - Pout.
  - Bodice.

- Antipathy.
- Frosts.
- Contemptible.
- Stately dance.
- Cupid.
- Goodly amount.
- Brazilian port.
- Poltroon.
- Assignment.
- White bird.
- Conch.
- The Far East.
- More adventurous.
- Place in Congress.
- Balaam's mount.
- Former colony in E. Africa.
- Destroyed.
- Sinecure; Slang.
- German warship of World War II.
- Bedding.
- Draft animals.
- Right-hand page.
- Cutting instrument.
- Float.
- Gentle breeze.
- Health resort.
- Frightful monster.
- Chinese coin.
- Final course.
- Little bouquet.
- Whirring sound.
- Fragrant herb.
- Horrified.
- Union of

- Western nations: Initials.
- Gambling game.
  - Mizzen.
  - Intoxicating liquor.
  - Not real.
  - Wall Street agent.
  - Skirt panel.
  - Seep slowly.
  - Voluble.
  - Seaweed product.
  - Norse giant.
  - 2 1/2 inches.
  - Magnitude.
  - Redress.
- DOWN**
- Pueblo Indian.
  - Bedouin.
  - City on the Dvina.
  - Lout.
  - Antiquated.
  - Practical one.
  - Warning signal.
  - Rooster.
  - Impair.
  - Sentiment.
  - Inflexible.
  - Tyler's successor.
  - Son of Cad.
  - Suspect.
  - Chariot of ancient Britain.
  - Noted river.
  - Long cigar.
  - Sincere.
  - Recreational area.
  - Mexican rubber tree.
- New Zealand red pine.
  - Campus club; Colloq.
  - Laborer.
  - The ones here.
  - Transit, of a sort.
  - Heath plant.
  - Love mimiva.
  - Winged god.
  - Lend a hand.
  - Sudden coldness.
  - Wild, uncleared country.
  - Capital of Morocco.
  - Shoulder garment.
  - Religious denomination.
  - Firefighting apparatus; 2 words.
  - Landslide.
  - Seadog.
  - Conclusion.
  - Prospector's hoard.
  - Feels concern.
  - Gifted writer.
  - Talking bird.
  - Lake in Equatorial Africa.
  - Kings: Sp. extensions.
  - Visible.
  - Approves.
  - Representative; Abbr.
  - Style of painting.
- Part of a goblet.
  - Woodland deity.
  - Outdoor activity.
  - Personal record.
  - Angle of branch and stem.
  - Old World serpent-lizard.
  - Ambassador's residence.
  - Sabbatical.
  - Razorback.
  - Malayan garments.
  - Queen of Palmyra, circa 270 AD.
  - Full of obstacles.
  - Massacre.
  - On terra firma.
  - Buckwheat tree.
  - Director; Abbr.
  - Impatient.
  - Doughnutlike breakfast roll.
  - Possibly.
  - Member of the Third Reich.
  - Tight curl.
  - Current fashion.
  - Related.
  - Transmit.
  - Very: Fr.
  - Extinct bird.
  - Fatima's husband.
  - Gypsy boy.



garrison, and transport General Wagner's staff to Alexandria. More grateful passengers than the Germans were Greek civilians who "had been in camps in Egypt. For them it was a happy home-going."

At last it came the turn of Princess Kathleen for a "happy home-going." Now she was commanded by Capt. Leicester, of Princess Marguerite, who brought her home to Victoria.

In four hectic years of war, the gallant princess had served under three decorated officers. Capt. Barry was awarded the MBE for "devotion to duty over long service in dangerous waters." Capt. Johnston received his for leading Empress of Asia survivors safely through the jungles of Sumatra and Java to escape the Japanese, and Capt. Leicester earned his for

"inspired leadership" during the sinking of Marguerite.

Home at last, Kathleen enjoyed one of the largest reconversions ever undertaken by a Canadian shipyard at that time. It was the least they could do for a valiant lady.

Returned to service as a cruise liner, Kathleen found herself as popular as ever. She continued in this happy role until Sept. 7, 1952, when she grounded and sank off Juneau, Alaska.

The lovely princess who had hosted royalty, refugees of two continents, soldiers of nine nations and thousands of British Columbians, was gone.