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HMCS. WATVIA
% FMO.

HALIFAX N.S.
CANADA

M-12

H. M. G. S. Warrior
Portsmouth Eng.
March 22nd. 1946.

Dear: Folks.

It all to-morrow morning
we pull out for good old
Canada. What I am going to
do is write a little each day
for our trip across. There is
no use sending this letter from
here on account of I would be
home before these juicers could
get the letter over to the colony.
About Wednesday is pay day too.
Wahoo.

Yes Wednesday is pay day.
There are some of the fellows that
changed their sterling for real
money again. Seeing I am not
equipped with any sterling I
won't bother. I am like most
of the fellows, no money so close

to pay day. This navy certainly has not taught me to save money. But realize from now on I will have to use my head. Right, right.

Yesterday and to-day till fourteen thirty hours ~~we~~ we tied up to the jitty here in Portsmouth picking up aircraft parts and stores of all kinds. Now you know what happened last night? A juicer steward about sixteen years old came aboard our ship, don't know how he got past the guard of the gangway without a card but he got on. Don't know where he slept last night either, but this morning the master at arms walked into the steward's washroom and the kid was in there scrubbing the showers out,

on his hands and knees. The master took him up to his office. The story is he was deserting the Royal Navy and was going to stow away on this ship. The R.N. weighed him off this afternoon to ninety days' hard labour in London's glass house with a dishonourable discharge. Boy crime does not pay eh! Pelt sorry for the kid, he seemed to be so fed up with the Royal Navy, not that I blame him, they treat you like a bunch of dogs in the R.N.

He sail to-morrow in the afternoon I hear now. They cant seem to make up their minds when to go. Hell gang will say churio for now and will add something more to-morrow.
 Saturday March 23rd, 1946

Still we sailed this morning at 0630 and what a day, sunshine and everything, a lovely spring day.

Not a bad sea, but should run into a storm to-night. There is a ring around the sun. Had a warning that mines were loose, so till we get into the Atlantic we have to be on the alert. At present we are in seeing distance of "The Isle of Man."

The last fifteen planes just came aboard. After all our planes doing trials without a mistake, out of fifteen there were three close shaves. One plane dropped too soon and hit the end of the flight deck and broke its prop & smashed the landing gear, but got on alright.

The next close one was, when the plane came in too low so the batsman waved him off. He came right onto the deck just ready to drop and the batsman waved him off. He went up just missing, catching a wire, and missing the island. The next one came in too fast and bounced, then headed for the side and hit the batsman's stand and knocked the wing off.

I'll mom, will add something more to-night if any thing comes up. Here it is to-night. It turned out to be a lovely evening, the weather is beautiful, see it is just getting dark, and the

little bit of light left in the sky runs right down into the water). I guess we have seen the last land for a week now.

I find out we are going to have a show to-night in our mess, called girl crazy. Getting pretty ritz. She can't have any dates this week, so all we can do is look at pictures.

To-night we are cruising at twenty knots, and will till morning and then change back to about twelve to do a little flight deck work. The latest buzz is to do flight deck trials, but time will tell, hope not, all I want to do is go about twenty-five knots all the way day & night. Goodnight.

March 24th. 1946. Sunday.

All our watches have gone back an hour and a half now. To-day is a dark dismal day, and rough outside. The ship has really been rolling around to-day. There are not going to be any air trials I guess, by the news to-day. The captain's steward overheard him talking to Cmdr. (E) saying, "Could we rev up and go up towards Iceland, down to the Azores and into Halifax." The E.O. said "He can try any thing once, as that is the latest news up till now. There is no news to-day so I will close till to-morrow.

March 25th. 1946 Monday.

Again our watches have gone back. A half an hour

this time). It is rolling a little harder now, there are about ten to fifteen foot waves to-day and to-night. Most of our squadron pilots are as sick as dogs, they have been all day. There were not many of them eating supper to-night. I hey called down and wanted to know if the steward would bring them their suppers in bed, the chief said "deffinatly no." Haven't been sick myself yet. He heard a big buzz to-day, every V.R. had to be off the ship by April the third, that is all you ever hear anyone talking about. Also a signal came in to-day that the Canadian fleet was going to come out

.9.
and meet us on Saturday
morning. Our two
squadrons are going to
fly around in a W shape
for warrior and the
band is going to play
Oh Canada and all of
us are going to be lined
up on the flightdeck when
we come into the jitty in
Halifax. At present we are
in the Gulf stream heading
for the Azores. Guess that
will be all for to-day.
March 26th 1946 Tuesday.

wow what a day &
night this has been, we are
in the gale I have been talking
about lately. Talk about waves
they are thirty feet high, just
imagine the length of our boat.
The ship is really taking a

beating to-day and getting broken in. The ships band came down to our mess to-night to play for us, but they had to pack up because they couldn't sit still long enough. Most all our dishes are broke now. We have quite a few sick people on board now, but I am still standing. Still I guess I will have to pack it up now because she is rolling pretty bad and we can't sit long enough in one spot to write.

March 27th. 1946. Wednesday.

Good evening folks, how yow all? Pretty quiet out to-night compared to last night thank God. Sleeping in the mick last night was pretty hard, it bounced, swung &

jumped, everything but stay still. Our forward sea boat is slung about twenty-five feet up from the water & the waves caved the bow of it in through the night. An airplane almost went over the side which was lashed down on the flight-deck with twenty-four other ones. A sentry reported it and several men went up with life belts and lines on and ²⁴ secured the one which broke loose. ~~More~~ I put in for leave to-day. To start a week to-day, the third of April. He will get it, I am sure, but have to report back to the ship for our release.

12.

They told us to put in
for twenty-one days &
we would get all leave
coming to us on our discharge
leave. Well I can't say
if this leave is positive
but we all think so,
although to-morrow can
change it. Well I will
have to close now, because
I am nine till eleven
to-night so will have
to go and wash up
a little and look fresh,
even though I am tired,
big day to-day. Good
night all.

March 28th 1946. Thursday.

Oh me, to-day we
went the grand total of
twenty miles. It's been
in a gale all day & the

ship is almost moving, an
engineer said to-day, we
have been going two knots
all day. See they are afraid
to go fast because we
have so many planes
aboard and on the flight
deck they are afraid of
losing them. We are now
two hundred miles from
Newfoundland. Newfoundland
Halifax is two days
going, so we won't get
in till Sunday now. We
were going to make the
trip in five days, but
bitting all this bad
weather we are three
days late. If it doesn't
let up to-morrow it
will be probably be
Monday. Would like to

see something besides
 water for a wee change.
 Think back eight days,
 that's a long time rolling
 around day in, day out
 eh! I'll never be able to
 walk straight again.
 It's up on Comma's
 request (men) to-day to get
 my twenty-eight days leave
 for forty five. It was
 granted & put on tab, I
 will get twenty-one day
 plus twenty-eight if I can
 be spared, that's what that
 means. But we all are
 hoping those R.B.G. studs
 have finished training
 and we can go home
 and just report back to
 sign out. Got paid this
 afternoon with the great
 sum of thirty three dollars

Boy does it ever look good.
 Have thirty-eight dollars
 because I was owed five
 bucks. A rich man for a
 week or so. Well I guess I
 will sign off & right Babe
 a little for to-day also.
 (cherio) so-long.

March 29th 1946 Friday.

Made a little time
 to-day regardless of a rough
 sea all day. Now we are to
 get in on Sunday at noon.
 There will be a big cocktail
 party right off the boat, you
 know R. G. N. routine so the
 stewards can't get ashore,
 this will make it nine
 days without getting off
 this wagon. It's no right (a
 little scotch coming out in
 me.) Only thing I say once

in awhile is "awk I" a great
 saying in the U.K. for yes.
 Met a fellow on the ship
 from Tharald to-day, just
 imagine all this time on
 the ship and never knew
 it. I remember seeing him
 in Sharkies when I was
 home on leave. That
 makes one from Merriton
 St. Kitts & Tharald. Just like
 home, but I'll take
 home any day. Guess
 I am going to have to
 report back to the ship
 after my leave now. They
 say the reliefs won't be
 ready to take over. What
 I am going to do is get
 the "Bell" to get working
 on my discharge as
 soon as I get home. They
 told me if I was in

.17.

Canada they could get me
out. Well folks will say
cherio once again.

March 30th 1946. Saturday.

To-day was the
day we were to land, but
oh no here we are still
in the deep blue of the
Atlantic. Heard a pretty
good joke to-day, I thought
so anyway. "The moonlight
shone down on the bar room
floor, The bar was locked
for the night, it then ^{out} of its
hole came a brave mouse,
and out to get all the
spilled liquor, He lapped
it all up, till there was
none left, Then sat back
on his haunches, as high
as a kite and said, "Bring
on your God damned cats."

.18.
I thought it was funny
don't you? The lare really
steaming along at twenty-
two knots to day and
will arrive to-morrow
noon. Our leaves are
practically in the bag
now, they asked us to-day
which we were taking
C.N.R. or C.P.R. That is
all of us leaving on the
third or fourth. We get
first class passage,
sleepers and all, now
on a ship. Still there
is nothing to pay at
present, but to-morrow
night I'll know a lot
more and will mail
this book to-morrow
also.

April (March 31st, 1946. Sunday)

March 31st 1946 Sunday

It's can see land now
(now), so I want to let one
of the pilots mail this for
me. They are flying off in
ten minutes, so will say
so long for now.

All my love to all
your son.

Jacke

P.S. Don't know if
I am going to get first
leave now, will write
as soon as I find out.

