

Petersen, Stanley Phillip. Private

8-A-11



Born June 27, 1925, in Preeceville, Saskatchewan. He was the son of Sören Peter Petersen and Gladys Vera Petersen, née Beaver.

His father was of Danish descent; his mother was American by birth. (Here we use the name "Stanley," as he is still called by his relatives).

Stanley had three brothers and two sisters when he enlisted.

Two sisters had died young, before he was born.

Stanley was the third youngest in the family.

Until age 13, he attended elementary school in Beaver Falls just outside Preeceville.

Old photos of the school can no longer be found. However, the original site is still marked.



After he had left school, he followed a correspondence course in gas & diesel mechanics. (Nat. Schools USA)

Did farming at home and elsewhere.

Drove tractors and trucks, but he had not done many repairs. Study of mechanics was still a hobby.

Favorite sports: indoor sports and ice skating. Also swimming and hunting on occasion.

Moderate smoker, not a drinker.

Tall almost 5'10" and barely 80 kg on the scales. Brown eyes, brown hair.

In 1942 the family moved to Vancouver, British Columbia.

At the time of his enlistment, Oct. 27, 1943, his father was a stores-keeper at the West Coast Shipyards there.

Stanley himself had then worked there for a year as a "steel caulker."

According to the information, the family belonged to the United Church.

At the time of enlistment, he was single.

It was mentioned that he had 3 brothers, one already married and on active duty "oversea" and two still single. One worked on a tugboat; the other was also already in the army "oversea".

Also mentioned were his two sisters, one married and the other still in school.

His plans for the time after the war: develop his mechanics skills.

About his placement, he noted, "wherever I can best be deployed."

Thus began his military life at the XI District Depot in Vancouver.



A20 Red Deer

On Nov. 18, 1943, he was enrolled at the A20 of the Royal Army Service Corps (CASC) in Red Deer. A camp for advanced training.

A new group of 500 soldiers arrived here every two months for training in supply- and equipment management, map reading, use of weapons and defense against gas attacks.

Stanley enjoyed New Year's leave from Dec. 29, 1943, to Jan. 3, 1944. He remained in Red Deer until nearly mid-September 1944.

His service records include:

March 18, 1944: passed as a Class III motorcyclist (solo);

June 20, 1944: 7-day Confined to Barracks (C.B.) for misdemeanor under section 40 of the Army Act. (Minor issues, no correct uniform);

July 5, 1944: passed as driver/mechanic $\frac{3}{4}$ tonners;

Aug. 5, 1944: 3 days C.B.; (absent without leave for 1 night)

Aug. 14, 1944: 5 days embarkation leave;

Effective Sept. 6, 1944, he was paid as a qualified driver/mechanic for diesel vehicles.

His rating: shows initiative, is reliable, intelligent and a hard worker.



Camp Debert © Nova Scotia Archives

On Sept. 12, 1944, he was 'taken on strength' in Debert, Nova Scotia. Here was a large army base, large enough to house a division.

Here, further training was given to the soldiers planned for an overseas destination, embarkation point Halifax.

For Stanley, the journey to Europe would be delayed.

On Oct. 10, 1944, he was admitted to the hospital.

His clinical picture cannot be interpreted from the medical records.

We do know that he was discharged from the hospital on November 8, 1944.

The entire company, of which Stanley was a member, was given 4 days leave on Nov. 9, 1944.

From then on it was a matter of waiting for a transfer to Europe.

His embarkation took place Nov. 25, 1944, and his arrival in England was recorded on Dec. 5, 1944.

From December 6, 1944 to March 28, 1945, he remained attached to the Canadian Army Service Corps, the replenishment unit general, as a driver/mechanic.

It is stated that Stanley became active on the mainland of Europe on March 29, 1945.

He was 'taken on strength' by the 3rd Medical Regiment on April 5, 1945.

Stanley Phillip Petersen got through the last days of the war without any problems.

After May 8, 1945, Victory-Europe Day, he remained in Germany.

As early as June 1, 1945, a new Canadian Force was formed.

The Canadian Army Occupation Force, or CAOF for short.

This unit remained in the British occupation zone in northwest Germany.

Broadly the states we know today as: Schleswig-Holstein, Hamburg, Lower Saxony and North Rhine-Westphalia.

Stanley served in the 2nd Motor Ambulance Company when he suffered a fatally motorcycle accident on Nov. 3, 1945 near Oldenburg.

His death was officially pronounced November 4, 1945.

As usual, a commission of inquiry was set up and several witnesses were called. We will leave the details from the reports here.

It turned out that, driving on a priority road, he had collided with a truck that was just about to turn onto the priority road.

He had a colleague behind him who had asked for a ride to the barracks because he had to go on duty.

According to the passenger, Stanley had complained along the way about the lighting. ...*"...the damn lights"*.

The driver of the truck also stated that he had not noticed the motorcycle, it had also been a bit foggy. As he slowly drove onto the priority road, he had, fast immediately, noticed that something struck his truck.

Stanley's injuries were fatal, despite the fact that he was wearing a crash helmet. His passenger suffered minor injuries.

The inquiry court concluded that Stanley Phillip Petersen was to blame for the following:

- He was traveling without a valid driving assignment.
He had changed a previous day's assignment himself from Nov. 2 to Nov. 3.
- He had taken a passenger even though his motorcycle was not equipped for it.
(No pillion seat)

Stanley was initially buried in Osterscheps-Edeweicht. (Germany)

His final resting place is at the CWGC Canadian Cemetery in Holten.

