

1950 to 1968 (Excluding KOREA)

BEEMAN, John Henault ("Jack"), Lieutenant-Commander (P), CD (0-5390) - George Medal (GM) - RCN - Awarded as per Canada Gazette of 7 February 1959. Also honoured were LCdr (P) F.R. Fink (George Medal), Petty Officer L.W. Vipond (Queen's Commendation for Brave Conduct) and Leading Seaman P.A. Smith (Queen's Commendation for Brave Conduct). See also Kealey and Russell, A History of Canadian Naval Aviation, 1918-1962, page 60.



Born at Fort Williams, Ontario on 13 August 1923.

Sub-Lieutenant RCNVR on 9 September 1942 at Avalon.

Lieutenant (Temporary) RCNVR on 9 September 1943.

To RCN 1945 and promoted Lieutenant (P) RCN on 9 February 1945.

To RNAS Rattray for No. 753 RN Squadron 1946.

To Shearwater for VH-21 Squadron as Commanding Officer from August 1953 to April 1955.

To HU-21 as Commanding Officer from April 1955 to January 1956.

To Niagara for Canadian Joint Defence Liaison Staff as Helicopter Liaison Staff Officer in 1956.

He married Peggy Stewart and they had seven children: Heather (Bob) McMullen, Debby (Marvin Tate, Lorie (Tom Benham), John Beeman (Tracy), Cindy (Ted Langtry), Jeffrey Beeman (Joanne) and Tracy (Chuck Montgomery).

He was a member of the Corps of Commissionaires at the Canadian War Museum until 1996, when the museum dispensed with the services of that Corps.

He died in Ottawa on 21 December 2010 at the age of 88.

BEEMAN. John "Jack" Henault, 0-5390, Lt(Temp) [9.11.43] RCNVR

HMC ML 065(Q065) (72nd ML Fl) CO, (26.1.44-1.8.44)

HMC MTB 727, (1944?) Lt(O) [26.6.46] 743 Sqn, (27.11.47-?)

Lt(P)(O) [9.2.45] RCN, 18 CAG, 825 Sqn, (1.12.48-?)

18 CAG, 825 Sqn, (14.3.49-?)

HMCS SHEARWATER, Asst/Ops, (19.12.49-?)

LCdr(P) [?] **GM~[7.2.59]**

From page 60, 'A History of Canadian Naval Aviation 1918-1962: "Out of control the Liberian freighter 'Kismet II' drifted on to the jagged rocks at the base of 1,000-foot cliffs of Cape Lawrence on Cape Breton Island. A Sikorsky piloted by LCdr J.H. Beeman and LCdr F.R. Fink dipped low over the stricken ship in attempts to rescue the crew but was unable to do so owing to the strong winds and rough sea, which also prevented the launching of small boats to go alongside. During the anxious night, a truck loaded with rescue equipment, life-lines and breeches buoys arrived at the top of the cliff after an arduous trip behind a snow-plough. Conditions had improved slightly on the morrow but it was still an

extremely hazardous manoeuvre to approach the 'Kismet'. Signs were made to the men to clear a landing space aft; when obstructions such as the after binnacle guard-rails and so on, had been removed, the helicopter slipped in sideways and balanced with power on, while the first load of passengers scrambled aboard. Four trips were necessary to bring off the 21-man crew, the Captain's dog and the ship's cat.'

The full citation amplifies this extract:



November 26, 1955 Lieutenant Commander J.H. BEEMAN, pilot; Lieutenant Commander F.R. FINK, co-pilot; and two seamen were jointly responsible for saving the 21 members of the crew of the Liberian Freighter S.S. 'KISMET II', which had run aground on the rocky coast of Cape Breton Island against a cliff which rose almost vertically from the sea to a height of some 400 feet and was being pounded to pieces by heavy seas. It was decided by the authorities concerned that the rescue could not be effected from shore while heavy seas and reefs made any attempts from sea impossible.

At 0815 hours on November 26, 1955 LCdr Beeman and LCdr Fink, and the two seamen who had volunteered to be crew members, flew his helicopter towards the wreck. The wind had veered slightly and he found that along the cliff face, the turbulence was not so great and he was able to approach close to the 'KISMET II' and still maintain control of his helicopter. His co-pilot and crew, by hand signals, were able to make the crew of the ship understand that they wanted the after steering platform cleared away by the removal of ventilators, rails, etc., so that the helicopter could land. This operation was accomplished in short order and LCdr Beeman succeeded in balancing his helicopter on the deck on three wheels; the fact that fairly heavy turbulence was still being encountered and that the cliff was only about 25 feet away, made any attempt at a rescue by hoist, with the helicopter hovering, impractical. He embarked four members of the ship's crew, and by watching his opportunity between gusts, was able to take off from his precarious position and land them ashore. Leaving his co-pilot and one seaman behind, LCdr Beeman made a second trip to the 'KISMET II', this time removing 7 of the crew. LCdr Beeman was considerably fatigued by this time, and the third and fourth trips in which the remaining 10 members of the ship's crew were removed, were made by the co-pilot LCdr Fink."

Medals of Lieutenant-Commander John Henault BEEMAN, GM, CD, RCN

George Medal (EIIR) - 39/45 Star - Atlantic Star - CVSM and Clasp
- 39/45 WM - CD (EIIR)

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BLANCHARD, Phillippe Arsene Joseph, Lieutenant, CD (0-7126) - Queen's Commendation for Brave Conduct - RCN - Awarded as per Canada Gazette of 17 September 1966.

Born: Waterloo, Quebec on 1 May 1936.

Naval Cadet (Short Service Appointment) 2 August 1954 and to Venture for Officer Training. Midshipman (SSA) RCN on 1 September 1956. To RCAF Station Penhold in 1956. Promoted Sub-Lieutenant on 1 March 1958 and posted to Shearwater as Pilot in HS-50 Squadron. Lieutenant (SSA) RCN 1 May 1960. To HU-21 Squadron for Operations Department in 1965.

**BLANCHARD. Phillippe Arsene Joseph, 0-7126, Cadet 1954, RCN(SSA) Mid [1.9.56]; A/S/Lt [1.3.58]
Lt(P) [1.5.60] RCN(SSA) Queen's Commendation(Bravery)~[17.9.66]
r:1979.**

"While at sea on the night of 18 October 1965, advice was received by **HMCS Bonaventure** that **HMCS Nipigon** was on fire and urgently required medical assistance, fire-fighting equipment, and wished to evacuate eight seriously burned member of her crew. Lt Blanchard was pilot of helicopter 'Pedro'; Lt McDermott was co-pilot and; LS Bowen was employed as aircrewman on the helicopter. They made three flights between the two ships delivering fire-fighting equipment and medical supplies, returning with the eight injured crew members. These flights were made despite the hazardous conditions that existed at the time, a dark night with visibility reduced in rain, and flying a helicopter that was not designed for low flying over water at night under instrument conditions. The skill of Lt Blanchard and Lt McDermott, coupled with their devotion to duty and complete disregard for their own personal safety, allowed eight men to receive urgently required medical treatment only available on **HMCS Bonaventure**.

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BOUCHARD, Jacques Pierre G., Able Seaman (35921-H) - George Medal
- RCN - Awarded as per **Canada Gazette** of 26 March 1960 and **London Gazette** of 29 March 1960. Also awarded the same honour were Lieutenant J.W. McDermott and Leading Seaman K.F. Bowen.
BOUCHARD. Jacques Pierre G, 35921-H, AB, RCN, GM~[26.3.60]

"On the afternoon of the 20th August, 1959, a CS2F Tracker (1519) aircraft of Anti-Submarine Squadron 880 crashed on take-off while carrying out Field Carrier Landing Practice at the Naval Air Station Shearwater, Nova Scotia. The aircraft stalled at about 150 feet from the ground and went into an uncontrolled slow roll before landing, right side up, in a revetment adjacent to the tower at Shearwater.

The co-pilot Lt (P) Roger D. Nantel, RCN, managed to escape from the plane but the pilot, Lt (P) G.A. Caldwell, RCN, who was unconscious, remained in the aircraft which was on fire. AS Jacques P.G. Bouchard, and AS MacLean, who had been witnesses to the accident and among the first to reach the scene of the crash, without any regard for their personal safety, entered the aircraft through the after hatch and attempted to remove the harness from the unconscious pilot. Being unable to unlock the overhead hatch, both AS held Lt Caldwell clear of the port side window while it was being smashed by the crash crew and, at the same time, succeeded in removing the harness and other entangled gear from Lt Caldwell.

While they were still assisting the pilot, the flames spread aft, a sudden burst of fire engulfing the after fuselage section, and one of the officers (Lt Davis) assisting in the rescue ordered the two Able Seamen out of the aircraft. By this time, however, the port side window had been cleared and it was possible to remove the pilot safely from the burning aircraft.

Throughout the rescue operation which was executed under the immediate threat of an explosion from ruptured gasoline tanks, AS Bouchard and AS MacLean displayed considerable courage, coolness and initiative. Shortly after the pilot was rescued the aircraft became a mass of flames and was totally destroyed."

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BOWEN, Kennedy Francis, Leading Seaman (27232-H) - Queen's Commendation for Brave Conduct - RCN - Awarded as per Canada Gazette of 17 September 1966. Also awarded the same honour were Lieutenant P.A. Blanchard (which see for citation) and Lieutenant J.W. McDermott.

**BOWEN. Kenneth Francis, 27232-H, LS, RCN
Queen's Commendation (Bravery)~[19.9.66]**

"While at sea on the night of 18 October 1965, advice was received by HMCS Bonaventure that HMCS Nipigon was on fire and urgently required medical assistance, fire-fighting equipment, and wished to evacuate eight seriously burned member of her crew. Lt Blanchard was pilot of helicopter 'Pedro'; Lt McDermott was co-pilot and; LS Bowen was employed as aircrewman on the helicopter. They made three flights between the two ships delivering fire-fighting equipment and medical supplies, returning with the eight injured crew members. These flights were made despite the hazardous conditions that existed at the time, a dark night with visibility reduced in rain, and flying a helicopter that was not designed for low flying over water at night under instrument conditions. The skill of Lt Blanchard and Lt McDermott, coupled with their devotion to duty and complete disregard for their own personal safety, allowed eight men to receive urgently required medical treatment only available on **HMCS Bonaventure**.

Entirely on his own initiative, LS Bowen stationed himself in the main cabin door and directed the aircraft from ship to ship. In the latter stages of the approach, he found it necessary to stand on the main cabin step so he could give the pilots information on deck movement. Without this steady stream of information, the pilots, whose vision was restricted by darkness and rain would have found the mission extremely difficult to complete. In addition, LS Bowen supervised and assisted in the loading of the aircraft, and by his alertness and calm efficiency expedited the removal of the casualties. During this entire operation, LS Bowen exhibited a high degree of initiative, airmanship and courage which reflects great credit upon himself."

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BROOKS, David Reginald, Able Seaman (TD) (5879-E) - King's Commendation for Brave Conduct - RCN / HMCS Unicorn - Awarded as per **Canada Gazette** of 18 October 1950.

Members of HMCS Unicorn, Able Seaman David Early was the second member of the rescue team.

**BROOKS. David Reginald, 5879-E, AB(TD) RCN
King's Commendation for Brave Conduct~[28.10.50]**

"For rescuing a woman from drowning in the South Saskatchewan River at Saskatoon on May 1950. The woman had fallen from the bridge into the river near where the two men were working at HMCS Unicorn, the Saskatoon naval division. The temperature of the water was in the neighborhood of 40 degrees (F) while the current was 10 knots. The calm and direct action of these two young Able Seamen in the face of very serious personal risk cannot be too highly commended in that, by this action, they saved the life of a human being."

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BUNCH, William Sterling, Leading Seaman, CD (26636-H) - Queen's Commendation for Brave Conduct - RCN / HMCS Athabaskan - Awarded as per **Canada Gazette** of 3 April 1965.

**BUNCH. William Sterling, 26822-H, LS, RCN
Queen's Commendation (Bravery)~[3.4.65]**

PO Jensen attempted to lay the ship's whaler to within a few feet of the plunging stern section of the wrecked tanker (**S.S. Amphialos**). His tiller broke but he still was able to manoeuvre clear of the ship. He later spotted a man in the water and was able to direct the **HMCS Athabaskan** to the man for the rescue.

LS Bunch was the first man over the side of **HMCS Athabaskan** to help men from the SS Amphialos up the scramble nets. He directed the hoistman on deck to pull up the stretchers with the injured and exhausted seaman and generally took charge of this portion of the rescue mission.

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CALLIGHEN, James Ernest, Petty Officer 2nd Class - Legionnaire - Legion of Merit (United States of America) - RCN / HMCS Haida - Awarded as per **Canada Gazette** of 2 December 1950. Also decorated were Lieutenant-Commander E.T.G. Madgwick, Surgeon Captain E.H. Lee (Legion of Merit, Degree of Officer) and Chief Petty Officer 1st Class W.R. Roberts (Degree of Legionnaire). See **Crowsnest**, December 1949 and January 1951.

"In recognition of exceptionally meritorious conduct in the performance of outstanding service in the rescue of the crew of a B-29 aircraft of the United States Air Force which crashed at sea near Bermuda in November 1949."

The Crowsnest gives this account of PO2 Callighen's role:

"He was coxswain of the **Haida's** seaboat. He has been honoured for outstanding initiative and coolness in taking his whaler through heavy seas, taking in tow the survivor's boat and bringing them alongside **HMCS Haida.**"

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CHISHOLM, John Allister, Lieutenant, CD (0-13631) - Queen's Commendation for Brave Conduct - RCN / HMCS Bonaventure - Awarded as per **Canada Gazette** of 1 October 1966.

"At approximately 1530 hours on 2 November 1964, while **HMCS Bonaventure** was undergoing a minor refit in St. John, New Brunswick, a fire was reported on Number 5 Deck in F Section. The ship's emergency party was immediately ordered to the scene and as Engineer Officer of the Day, Lt Chisholm took charge. With large volumes of dense black and nauseating smoke issuing from the compartment, reports of explosion and intense heat, and the storage of dangerous materials in nearby compartments, Lt Chisholm quickly assessed the fire as being of major proportions constituting a great danger to the ship. Dressing in Chemox breathing apparatus, he entered the compartment to personally survey the situation prior to directing the fire fighting operation. On approaching the fire area, he heard cries from an adjacent smoke filled compartment and on entering, found a stranded workman in a state of panic. He led the workman past the fire area to safety of the compartment above, where resuscitation was then administered. Returning to the fire area, he found another workman similarly trapped and in a similar manner led this man to safety. Returning a third time, he found the body of a man who had succumbed to asphyxia lying in the farthest corner of the burning compartment. With the assistance of his back-up assistant, Lt Chisholm carried the body from the fire area. Having been assured no other personnel were in the fire area, he re-entered the burning compartment to direct the fire fighting at

the face of the fire. By his prompt courageous action, and disregard for his own safety, Lt Chisholm averted further loss of life and greater damage to the ship. His courage and leadership under hazardous conditions was an inspiration to the ship's fire fighting team who successfully contained and extinguished the fire."

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CORSCADDEN, Arthur Latimer, Sub-Lieutenant (Posthumous) - **Albert Medal** - Royal Canadian Sea Cadet Corps 'Ark Royal' - Awarded as per **Canada Gazette** 04 August 1956.

"On 6th June 1954, this officer took nine Sea Cadets of the training establishment Royal Canadian Sea Cadet Corps 'Ark Royal' in a whaler on a training exercise on Lake Ontario. During the exercise, a sudden gust of wind struck the sail of the whaler and capsized it. This competent officer had given the correct orders in an endeavour to prevent capsizing and also in his instructions to the cadets in the water to "stick to the boat". However, Cadet Missen, who appeared to have been hit by the boom when the boat capsized, drifted away. He could not swim in the cold water and S/Lt Corscadden swam after him. This officer put a life jacket on the cadet and lashed him to himself saying "come on son, I will help keep you up". Unfortunately the water was so cold (46 degrees F) that he could not keep the cadet afloat and they both sank before help arrived. The gallant action of this junior officer is in keeping with the highest traditions of the Royal Canadian Navy."



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DURST, George William, Petty Officer 1st Class, CD (22971-H) - Queen's Commendation for Brave Conduct - RCN / HMCS Nipigon - Awarded as per Canada Gazette of 05 August 1967.

"While at sea on the night of 18 October 1965, two explosions occurred aboard **HMCS Nipigon** with a resulting flash fire. LS White and AS Gray entered the area of the fire to rescue an unconscious seaman while PO Durst was instrumental in the initial search of the damaged area of the ship and assisted PO Perry in the removal of smouldering material from the smoke filled area."

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EARLEY, David William, Able Seaman Stoker Mechanic (R-600) - King's Commendation for Brave Conduct - RCN(R) / HMCS Unicorn - Awarded as per Canada Gazette of 28 October 1950.

Members of HMCS Unicorn, Able Seaman David Reginald Brooks was the second member of the rescue team.

EARLEY, David William R-600, AB(TD) RCN(R) King's Commendation for Brave Conduct~[28.10.50]

"For rescuing a woman from drowning in the South Saskatchewan River at Saskatoon on May 1950. The woman had fallen from the bridge into the river near where the two men were working at HMCS Unicorn, the Saskatoon naval division. The temperature of the water was in the neighborhood of 40 degrees (F) while the current was 10 knots. The calm and direct action of these two young Able Seamen in the face of very serious personal risk cannot be too highly commended in that, by this action, they saved the life of a human being."

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FINK, Francis Roger, Lieutenant-Commander (P), CD (0-23625) - George Medal - RCN - Awarded as per Canada Gazette of 07 February 1959 and London Gazette of 20 February 1959. Also honoured were Lieutenant-Commander (P) BEEMAN, and John Henault. Started in RCAF as Aircraftsman 2nd Class 16 December 1941 with RCAF Construction Unit. Sergeant RCAF 1 October 1942. Pilot training at RCAF Regina for Initial Flight Training School, RCAF For William for Elementary Flight Training School and RCAF Yorkton for Service Flight Training School. Commissioned as posted to RCAF Summerside as GR School Instructor and Staff Pilot. Transferred to RNVR 1 October 1944. To HMS Seaborn (Halifax) 4 April 1945. To HMS Macaw and then HMS Tealing. To No. 803 RN Squadron as Pilot. To RNAS Arbroath and RNAS Nutts Corner. Demobilized 1 February 1946. Appointed Lieutenant (P) (Short Service Appointment) RCN 16 June 1949. To RCAF Trenton for Flying Refresher Course 1949. To RNAS Lossiemouth for OTU 1950 and to RNAS Eglinton for OTU 1950. **HMS Illustrious for Deck Landing Qualification 1950. To No. 826**

Squadron Shearwater for service on **HMCS Magnificent** 1951. To No. 881 Squadron at Shearwater for service on **HMCS Magnificent** in 1952. To USN/USMC for Helicopter Training in 1953. Served on exchange with the US Marine Corps 1953 at USMC El Toro. To HMR 161 Troop Support Squadron (First US Marine Division) for Korean War Service at 38th Parallel 1953. Permanent Commission and promoted LCdr (P) 1 January 1954. Commanding Officer HS-50 Squadron from September 1957 to July 1960 (flying off of **HMCS Bonaventure**). To NDHQ for Duty with Director, Naval Air Requirements in 1959. Promoted Cdr (P) RCN 1 January 1961 and to NDHQ as Assistant Director of Naval Air Requirements. To Shearwater as Training Officer at Aircrew and Technical Schools in 1962. To Shearwater as Air Operations Officer in 1963. Retired 25 February 1966. Flew commercial helicopters in Northern Canada for nine years after retirement and then worked for eleven years as Legal Administrator for a Red Deer, Alberta, Law Firm. Had 195 Carrier Landings including 12 night landings. Survived a midair Seafire collision in 1945 and an Avenger engine failure and ocean ditching in 1951.

From page 60, 'A History of Canadian Naval Aviation 1918-1962: "Out of control the Liberian freighter 'Kismet II' drifted on to the jagged rocks at the base of 1,000-foot cliffs of Cape Lawrence on Cape Breton Island. A Sikorsky piloted by LCdr J.H. Beeman and LCdr Francis Roger Fink dipped low over the stricken ship in attempts to rescue the crew but was unable to do so owing to the strong winds and rough sea, which also prevented the launching of small boats to go alongside. During the anxious night, a truck loaded with rescue equipment, life-lines and breeches buoys arrived at the top of the cliff after an arduous trip behind a snow-plough. Conditions had improved slightly on the morrow but it was still an extremely hazardous manoeuvre to approach the 'Kismet'. Signs were made to the men to clear a landing space aft; when obstructions such as the after binnacle guard-rails and so on, had been removed, the helicopter slipped in sideways and balanced with power on, while the first load of passengers scrambled aboard. Four trips were necessary to bring off the 21-man crew, the Captain's dog and the ship's cat.'

The full citation amplifies this extract: "On November 26, 1955 Lieutenant Commander J.H. BEEMAN, pilot; Lieutenant Commander F.R. FINK, co-pilot; and two seamen were jointly responsible for saving the 21 members of the crew of the **Liberian Freighter S.S. 'KISMET II'**, which had run aground on the rocky coast of Cape Breton Island against a cliff which rose almost vertically from the sea to a height of some 400 feet and was being pounded to pieces by heavy seas. It was decided by the authorities concerned that the rescue could not be effected from shore while heavy seas and reefs made any attempts from sea impossible.

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helicopter towards the wreck. The wind had veered slightly and he found that along the cliff face, the turbulence was not so great and he was able to approach close to the 'KISMET II' and still maintain control of his helicopter. His co-pilot and crew, by hand signals, were able to make the crew of the ship understand that they wanted the after steering platform cleared away by the removal of ventilators, rails, etc., so that the helicopter could land. This operation was accomplished in short order and LCdr Beeman succeeded in balancing his helicopter on the deck on three wheels; the fact that fairly heavy turbulence was still being encountered and that the cliff was only about 25 feet away, made any attempt at a rescue by hoist, with the helicopter hovering, impractical. He embarked four members of the ship's crew, and by watching his opportunity between gusts, was able to take off from his precarious position and land them ashore. Leaving his co-pilot and one seaman behind, LCdr Beeman made a second trip to the 'KISMET II', this time removing 7 of the crew. LCdr Beeman was considerably fatigued by this time, and the third and fourth trips in which the remaining 10 members of the ship's crew were removed, were made by the co-pilot LCdr Fink."

Medals of Commander Francis Roger FINK, GM, CD, RCN

George Medal (EIIR) - CVSM - 39/45 War Medal - UN Korea - CD and Bar

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GRAY, Wendell Tolson, Able Seaman (49957-H) - British Empire Medal (for Gallantry) (BEM) - RCN / HMCS Nipigon - Awarded as per Canada Gazette of 5 August 1967 and London Gazette of 4 August 1967.

"At approximately 2030 hours on 18th October 1965, while at sea, two explosions occurred in 12 Mess on **HMCS Nipigon**. The force of the explosions blew the locked cover off a tank containing JP5 helicopter fuel causing a flash fire in the Mess. Directly above the Mess was a compartment containing ammunition. At the time of the explosion, Able Seaman Gray was in the main cafeteria. Immediately making his way to the upper deck, he was instructed by the Damage Control Officer to break out all available breathing equipment. When informed that LS White had entered the Mess to free an unconscious man, he quickly donned same, and following the Leading Seaman into the mess, assisted in the evacuation of the man to the mortar well on the deck above. The Mess at this time was filled with fumes from the JP5 fuel and heavy smoke. Returning to the area, AS Gray entered the Mess on three successive occasions with fire fighting and other equipment and assisted the damage control parties in clearing the Mess of the smouldering material. Although the youngest in the group, AS Gray assisted in the rescue of a comrade, entered the Mess on several occasions where there was an open JP5 fuel tank, and assisted the damage control parties with the fire-fighting and removal of smouldering materials. His actions throughout this incident, in

the face of serious injury or possible death, have brought credit not only to himself, but also to his ship and the Canadian Forces."

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GREER, Norman Robert, Able Seaman (106-408-065) - **Queen's Commendation for Brave Conduct** - RCN / HMCS Kootenay - Awarded as per **Canada Gazette** of 20 April 1968.

"At approximately 1240 hours, August 15, 1967, at the Sault Lock Jetty in Sault Ste. Marie, Ontario, a mother screamed that her son had fallen into the water. Crew members from **HMCS Kootenay** immediately rushed to the jetty's edge and saw a child, of about four years of age and a man splashing about in the water between the jetty and the ship. After unsuccessful attempts to reach the two in the water and realizing that the man was unable to assist the terrified child, who had by now submerged, AS Greer jumped fully clothed into the water, grasped the child and handed him to the crew members. He then assisted the man to the jetty's edge and out of the water. It was later learned that the man was the child's father and apparently a good swimmer. By this fine display of courage, AS Greer ventured his own life to save the lives of others, his actions being in the best traditions of the Canadian Armed Forces."

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GRENIER, Joseph Richard, Able Seaman (18605-H) - **British Empire Medal (for Gallantry) (BEM)** - RCN - Awarded as per **Canada Gazette** of 4 June 1955.

"For Bravery in rescuing a boy from the 200 foot cliff face at Quebec City."

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GUEST, Orville Earl, Petty Officer Second Class (PO2) (51775-H) - Queen's Commendation for Brave Conduct - RCN - Awarded as per Canada Gazette of 13 June 1959.

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HASLER, Frederick George, Petty Officer Second Class (PO2) (15988-H) - Queen's Commendation for Brave Conduct - RCN - Awarded as per Canada Gazette of 6 July 1963.

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JAMES, Wallace Elmer ("Sandy"), Lieutenant (P) (0-36165) - Member - Order of the British Empire - RCN - Awarded as per Canada Gazette of 4 June 1955. Originally proposed as an Air Force Cross. Born Springwater 26 August 1919. Air Technician RCAF in 1941. To RCAF St. Thomas for training in 1942. #4 SFTS at Saskatoon in 1942. RCAF Saskatoon for Initial Training School in 1943. RCAF Regina for Elementary Training School 1943. Back to RCAF Saskatoon for #4 Service Flight Training School. Promoted Pilot Officer RCAF 1 September 1944. Commando course in Calgary 1944. RCAF Demobilization Centre Vancouver 1944. Transferred to RNVR for Fleet Air Arm 1 February 1945. To HMS Seaborn (Halifax) 1945. HMS Macaw 1945. RNAS Tern Hill for Harvard Single Engine Conversion 1945. HMS Zeale for Carrier Familiarization 1945. To RNAS Yeovilton for Operational Training 1945. Repatriated to Canada and demobilized 1 December 1945. Transferred to RCAF 1 April 1946 as Sergeant Technician and transferred to RCN 1 December 1946 as Petty Officer Air Mechanic (E) at Naden for New Entry Training. To HMS Warrior for 19th Carrier Air Group 1947. To RNAS Eginton for 803 Squadron 1945. Chief Petty Officer RCN 1950. Commissioned with Short Service Appointment as Lieutenant (P) 21 February 1952. RCAF Calgary for Refresher Flying Training in 1952 and then to Shearwater to #743 Squadron for Avenger Checkout. Later in 1952 to Niagara for training with USNAS Pensacola Helicopter Conversion. In 1953 to USNAS Lakehurst New Jersey for HU-2 Squadron. USS Edisto for Arctic Re-Supply 1953. To USCGS Westwind for Canadian Arctic Re-Supply in 1953. Back to USNAS Lakehurst N.J. for HU-2 Squadron in 1953. To Shearwater and **HMCS Magnificent for HU-21 Squadron as Pilot in 1953. To Naden for duty with VU-33 Squadron as Senior Pilot and as Helicopter Instruction 1955. Selected for permanent Commission and promoted to LCdr (P) RCN. To Shearwater for HU-21 Squadron as Commanding Officer 1961. To Naden for RCN Diving Establishment (West) as Administration Officer 1962. Retired 28 August 1964. After RCN service flew helicopters on contract and a part owner in Trans-West Helicopters at Vancouver. Flew over 17,000 Flying Hours. He died in Victoria on 13 April 1999.**



"For gallantry in the rescue by helicopter of an injured lighthouse keeper off the coast of Nova Scotia". The Helicopter was HUP-3 51-16621.

"In October 1954 when word was received that the lighthouse keeper on St. Paul's Island in the Cabot Strait had a fractured skull and badly wounded arm as the result of a dynamite explosion, Lt. W.E. James, RCN, with one crewman,

flew a Piasecki HUP-3 to Sydney, where he picked up a doctor before continuing the flight in gale-force winds and poor visibility. After landing on the island in swirling snow the pilot had to keep the rotors going for the three-quarters of an hour that the doctor was attending the patient and bringing him to the machine. The return to Sydney was made without any trouble and the Piasecki finally arrived back at base after a mission lasting 8.5 hours." (from "A History of Canadian Naval Aviation")

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JENSEN, Eric Robert, Petty Officer Second Class (PO2), CD (26822-H) - Queen's Commendation for Brave Conduct - RCN / HMCS Athabaskan - Awarded as per 3 April 1965.

PO Jensen attempted to lay the ship's whaler to within a few feet of the plunging stern section of the wrecked tanker (**S.S. Amphialos**). His tiller broke but he still was able to manoeuvre clear of the ship. He later spotted a man in the water and was able to direct the **HMCS Athabaskan** to the man for the rescue.

LS Bunch was the first man over the side of **HMCS Athabaskan** to help men from the SS Amphialos up the scramble nets. He directed the hoistman on deck to pull up the stretchers with the injured and exhausted seaman and generally took charge of this portion of the rescue mission.

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JOHNSON, Robert Barry, Petty Officer Second Class (PO2) (51695-H)
- **Queen's Commendation for Brave Conduct** - RCN - Awarded as per
Canada Gazette of 22 January 1955.

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JOHNSON, Robert John Harold, Leading Seaman (429-269-475) -
Queen's Commendation for Brave Conduct - RCN - Awarded as per
Canada Gazette of 20 April 1968.

"On the afternoon of December 9, 1967, in the village of Akudlik, a village near Fort Churchill, Manitoba, an elderly Eskimo fell asleep on his chesterfield whilst smoking a cigarette, subsequently causing the chesterfield to smoulder, filling the house with smoke. LS Johnson, who was out walking with his wife, noticed the smoke seeping from the front door. He sent his wife next door to notify the fire department. LS Johnson then entered the house on four successive occasions to rescue a baby and the elderly Eskimo, then searched the house for other occupants and then single-handedly and with considerable effort, removed the smouldering chesterfield. This fine display of courage was enacted without thought for his own personal safety."

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JUDSON, Malcolm W., Petty Officer Second Class (PO2) (R-2194) -
Queen's Commendation for Brave Conduct - RCN(R) - Awarded as per
Canada Gazette of 30 July 1955.

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LAY, Joseph Henry Kenneth, Chief Petty Officer, CD (24909-H) - George Medal (GM) - RCN - Awarded as per Canada Gazette of 25 April 1964.

"At 0700 on 13 January, 1962, CPO Joseph Henry Kenneth Lay and a companion, CPO W. Thompson were at Western Head, Lockeport, Nova Scotia, preparing to go duck hunting. At the time there was intermittent snow with onshore winds from the N.N.E. at 20 knots and air temperature 27 degree F., sea temperature was 40 degrees F. with waves up to four feet except off shore where local tidal effect caused rip tides and waves 10 to 15 feet in height. While standing on the shore, deciding whether to go duck shooting or not in view of the weather conditions, they were informed that an overturned boat had been sighted and a cry for help heard. Bystanders reported there was a small boat some distance away which CPO Lay and his companion located and skidded over the snow some three quarters of a mile before launching into the sea. Due to the size of the boat, it was not possible for both CPOs to attempt the rescue. However, CPO Lay, dressed in heavy winter clothing and without regard for his own personal safety, rowed the boat to the overturned craft. Realizing his boat would capsize if he attempted to bring the delirious man into it, CPO Lay persuaded him to hang onto the stern. Due to his exhausted condition, the man was unable to do so. CPO Lay then positioned his feet over the man's arms and held him in place. In this manner, CPO Lay rowed his small eight foot boat some 300 yards to the shore through the hazardous, shoaling waters and rip tide with seas ranging in height to fifteen feet. In view of the sea state and prevailing weather conditions, this rescue demanded great courage, endurance and alertness. CPO Lay undoubtedly risked his own life in saving Mr. Fiske from death by drowning."

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LEE, Eric Hammond, Surgeon Captain - Officer - Legion of Merit (United States of America) - RCN / PMO HMCS Magnificent - Awarded as per **Canada Gazette** of 2 December 1950. Also decorated were Lieutenant Commander E.T.G Madgwick (Legion of Merit, Degree of Officer) plus Chief Petty Officer 1st Class W.H. Roberts and Petty Officer 2nd Class J.E. Callighen (Degree of Legionnaire). See **Crowsnest**, issues of December 1949 and January 1951. He was Principal Medical Officer aboard **HMCS Magnificent**, transferring to **Haida** in treacherous seas, 19 November 1949, to treat survivors of B-29. Joined at **HMCS Unicorn** 1941. In 1944 was at Naval HQ on Staff and transferred from RCNVR to RCN. PMO **HMCS Magnificent** in 1949. He then became the Command Medical Officer of the Atlantic Command at HMCS Stadacona 1950. To NDHQ as Medical Director General in 1952. To Naval Headquarters as Medical Director General in 1954.

Surgeon Lieutenant (Temporary) RCNVR	15 October	1941
Surgeon Lieutenant-Commander (Temporary) RCNVR	01 July	1944
Acting Surgeon Commander RCN	01 January	1945
Surgeon Captain RCN	01 February	1950
Surgeon Commodore RCN	01 July	1954

"In recognition of exceptionally meritorious conduct in the performance of outstanding service in the rescue of the crew of a B-29 aircraft of the United States Air Force which crashed at sea near Bermuda in November 1949."

The Crowsnest gives this account:

"Surgeon Captain Lee, having been transferred by boat from **HMCS Magnificent** to **HMCS Haida** in treacherous seas, administered to the needs of the exhausted and suffering survivors in an efficient and humane manner. His conduct was a credit to the high standards of both the Naval Service and the Medical Profession."

LEE, Eric Hammond, Surgeon Captain - Officer - Order of St. John of Jerusalem (OStJ) - RCN / Command Medical Officer of Atlantic Command - Awarded as per **Canada Gazette** of 4 July 1953.

LEE, Eric Hammond, Surgeon Commodore, OStJ - Commander - Order of St. John of Jerusalem (CStJ) - RCN / Naval Medical Director - Awarded as per **Canada Gazette** of 11 September 1954.

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LEWIS, Kenneth Ewart, Commander (E), CD (0-41970) - Queen's Commendation for Brave Conduct - RCN - Awarded as per **Canada Gazette** of 31 October 1959.

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PERRY, Arnold John, Chief Petty Officer Second Class (CPO2), CD
(14525-H) - **Queen's Commendation for Brave Conduct** - RCN / HMCS
Nipigon - Awarded as per **Canada Gazette** of 5 August 1967.

"While at sea on the night of 18 October 1965, two explosions occurred aboard **HMCS Nipigon** with a resulting flash fire. LS White and AS Gray entered the area of the fire to rescue an unconscious seaman while PO Durst was instrumental in the initial search of the damaged area of the ship and assisted PO Perry in the removal of smouldering material from the smoke filled area."

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MACLEAN, Angus Kenneth, Able Seaman (37499-H) - George Medal (GM)
- RCN / Naval Air Station Shearwater - Awarded as per **Canada Gazette** of 26 April 1960 and **London Gazette** of 26 March 1960.

"On the afternoon of the 20th August, 1959, a CS2F Tracker (1519) aircraft of Anti-Submarine Squadron 880 crashed on take-off while carrying out Field Carrier Landing Practice at the Naval Air Station Shearwater, Nova Scotia. The aircraft stalled at about 150 feet from the ground and went into an uncontrolled slow roll before landing, right side up, in a revetment adjacent to the tower at Shearwater.

The co-pilot Lt (P) Roger D. Nantel, RCN, managed to escape from the plane but the pilot, Lt (P) G.A. Caldwell, RCN, who was unconscious, remained in the aircraft which was on fire. Able Seaman Jacques P.G. Bouchard, and Able Seaman MacLean, who had been witnesses to the accident and among the first to reach the scene of the crash, without any regard for their personal safety, entered the aircraft through the after hatch and attempted to remove the harness from the unconscious pilot. Being unable to unlock the overhead hatch, both AS held Lt Caldwell clear of the port side window while it was being smashed by the crash crew and, at the same time, succeeded in removing the harness and other entangled gear from Lt Caldwell.

While they were still assisting the pilot, the flames spread aft, a sudden burst of fire engulfing the after fuselage section, and one of the officers (Lt Davis) assisting in the rescue ordered the two Able Seamen out of the aircraft. By this time, however, the port side window had been cleared and it was possible to remove the pilot safely from the burning aircraft.

Throughout the rescue operation which was executed under the immediate threat of an explosion from ruptured gasoline tanks, AS Bouchard and AS MacLean displayed considerable courage, coolness and initiative. Shortly after the pilot was rescued the aircraft

became a mass of flames and was totally destroyed."

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MacHATTIE, Frederick George, Surgeon Captain, CD - Serving Brother - Order of St. John of Jerusalem - RCN - Awarded as per Canada Gazette of 11 September 1954.

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McCORRISTON, Roy Rol, Leading Seaman (31965-H) - Queen's Commendation for Brave Conduct - RCN - Awarded as per Canada Gazette of 20 January 1968.

"On May 20, 1967, LS McCorrison was assisting in the repair of a private boat when a flash fire occurred. The owner, who was in the cabin, was trapped by the flames. With complete disregard for his own personal safety, LS McCorrison entered the cabin and pulled the owner to safety, only to have him make a dash for the water, some 100 yards distant. Realizing the consequence of this action, he seized the man and rolling him on the rocky ground, removed the burning jacket and smothered the remaining flames with his own body and bare hands, thereby saving the man, who suffered from second and third degree burns, from further injury."

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McDERMOTT, John William, Lieutenant (0-48521) - Queen's Commendation for Brave Conduct - RCN / HMCS Bonaventure - Awarded as per Canada Gazette of 17 September 1966. Born Fort Erie, Ontario 30 March 1935. Officer Cadet RCN (Short Service Appointment - SSA) 12 September 1954 and to Venture for Officer Training. To **HMCS Ontario** and **HMCS Sioux** for Training. Midshipman RCN 1 September 1956 and to Niagara for Pilot Training. To USNAS Pensacola in 1956 for pilot training. To USNAS Kingsville, Texas, for Advanced flying Training in 1945. To **USS Antietam** for Deck Landing Qualifications in 1956. Promoted Acting Sub-Lieutenant (P) (SSA) 1 March 1958 and to **HMCS Bonaventure** with HU-21 Squadron for Helicopter Conversion in PEDRO Detachment. Sub-Lieutenant (P) (SSA) 1 March 1959 and to **HMCS Bonaventure** for duty with HS-50 Squadron. Permanent Commission as Lieutenant (P) RCN 1 October 1960. To Niobe for Loan to RN as Helicopter Pilot on **HMS Ark Royal** with No. 815 RN Squadron flying Westland Wessex HAS Mark 1 helicopters. To HMS Osprey for service with **HMS Hermes** for 737 RN (Wessex OTU) Squadron as Flying Instructor in 1963. To **HMCS Cap de la Madeleine** as Operations Officer and Watchkeeper in 1964. To HU-21 flying from **HMCS Bonaventure** and **HMCS Ottawa** as Squadron Pilot and Flying instructor in 1965 (received Queen's Commendation for Brave Conduct). To CFB Halifax for Canadian Forces Maritime Warfare School on Staff as ASW helicopter

instructor in 1969. To HU-21 Squadron as helicopter instructor and PEDRO Deployment in 1969. Also with **HMCS Ottawa**, **HMCS Margaree** and **HMCS Provider** with HS-50 Squadron as squadron pilot in 1969. Major (pilot) on 1 June 1971 and to MARCOM HQ as Staff Officer (Flight Safety). To CFB Halifax for university Education (St. Mary's University) 1973 to 1975. Promoted LCol 1 January 1975 and appointed Commanding Officer of HS-423. To Canadian Defence Liaison Staff (Washington) for studies at USAF AFB Maxwell for Air Warfare College Course in 1977. to NDHQ for Directorate of Maritime Aviation as Section Head for Sea King and Trackers in 1978. To Canadian Defence Liaison Staff (Washington) as Senior Staff Officer Maritime and Land Aviation and as Assistant Canadian Naval and Air Attaché 1981. Retired 30 March 1987. Joined Aerospatiale as Canadian Marketing Director for Helicopter Division 1987. Joined Allied Signal Ocean Systems as Canadian Marketing Representative in 1988. Total Flying hours: 4,349. Flew Goodyear Blimp Enterprise.

"While at sea on the night of 18 October 1965, advice was received by **HMCS Bonaventure** that **HMCS Nipigon** was on fire and urgently required medical assistance, fire-fighting equipment, and wished to evacuate eight seriously burned member of her crew. Lt Blanchard was pilot of helicopter 'Pedro'; Lt McDermott was co-pilot and; LS Bowen was employed as aircrewman on the helicopter. They made three flights between the two ships delivering fire-fighting equipment and medical supplies, returning with the eight injured crew members. These flights were made despite the hazardous conditions that existed at the time, a dark night with visibility reduced in rain, and flying a helicopter that was not designed for low flying over water at night under instrument conditions. The skill of Lt Blanchard and Lt McDermott, coupled with their devotion to duty and complete disregard for their own personal safety, allowed eight men to receive urgently required medical treatment only available on **HMCS Bonaventure**.

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McLEAN, Timothy Blair, Surgeon Captain, CD - Serving Brother - Order of St. John of Jerusalem (SBStJ) - RCN - Awarded as per Canada Gazette of 4 July 1953. Born in Fairydell, Alberta on 29 September 1910. Served as an Ordinary Seaman in the RCNVR in 1929. Joined RCNVR on 18 September 1939 and served as Medical Officer on board HMCS Saguenay, HMCS Fraser (survived sinking) and HMCS Margaree (survived sinking). He then went to HMCS Naden on the medical staff. His final WW2 posting was as the Principal Medical Officer (PMO) on board HMCS Uganda. He returned to HMCS Naden and acted as the PMO and Instruction Medical Officer for the RCN Hospital Esquimalt in 1947. In 1954 he went to Naval Headquarters as Deputy Medical Director-General and in 1958 to

NDHQ at Medical Director-General. He was Deputy Surgeon General (Professional) of the Canadian Forces in 1958 and then Surgeon General in 1960. He was made a Queen's Honorary Physician in 1960. Later promoted to **Commander - Order of St. John (CStJ)**.

Surgeon Lieutenant RCN	18 September	1939
Acting Surgeon Lieutenant-Commander		1943
Surgeon Lieutenant-Commander	01 June	1944
Acting Surgeon Commander	01 October	1945
Surgeon Commander	01 July	1947
Surgeon Captain	01 January	1953
Surgeon Commodore	08 September	1958
Surgeon Rear-Admiral	01 January	1960

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MADGWICK, Edward Thomas George, Lieutenant-Commander, CD - Officer - Legion of Merit (United States of America) - CO HMCS Haida - Awarded as per Canada Gazette of 2 December 1950.



Also decorated were Surgeon Captain E.H. Lee (Legion of Merit, Degree of Officer) plus Chief Petty Officer 1st Class W.H. Roberts and Petty Officer 2nd Class J.E. Callighen (Degree of Legionnaire). Madgwick later awarded DSC for services in Korea. See **Crowsnest** for December 1949 and January 1951.

Commanded **HMCS Huron** 28 February 1950 to 23 March 1950 as LCdr.

Commanded **HMCS Haida** on 19 November 1953 when she rescued 18 survivors from a B-29 which had crashed near Bermuda three days earlier.

"In recognition of exceptionally meritorious conduct in the performance of outstanding service in the rescue of the crew of a B-29 aircraft of the United States Air Force which crashed at sea near Bermuda in November 1949."

Crowsnest digest of award states:

"For exhibiting the finest type of seamanship, manoeuvred his ship expertly, and permitting his ship's whaler to be despatched to bring the survivors alongside **HMCS Haida**. His excellent seamanship, his initiative and command under difficult sea conditions successfully completed one of the most extensive sea searches in the history of the Western Atlantic."

On November 15 1949, Madgwick, commanding the Canadian destroyer Haida, learned that a USAF B-29 Superfortress bomber was missing in the Atlantic, and searched a position 400 miles north west of Bermuda. Over the next three days the search extended eastwards over several hundred miles, in deteriorating weather.

Haida had been acting as plane guard to the Canadian aircraft carrier Magnificent, and Madgwick recalled watching the seas breaking over her bows and spilling down the flight deck as her Firefly aircraft landed after looking for the B-29's crew. Madgwick, however, was determined to find the missing aviators and gradually increased Haida's speed from 18 knots to more than 26 knots despite 50ft waves; but she had been so well built, on the Tyne, that the only damage was a bent stanchion. Guided by a circling aircraft, Madgwick found a collapsible life raft, and launched Haida's whaler with two crewmen aboard to assist the tired and weakened airmen. Madgwick then brought Haida alongside and lowered a scrambling net, manned by sailors to assist the survivors to climb aboard; as the heaving sea lifted the raft,

some men merely had to step across. All 18 aircrew were saved. Madgwick and Haida were made honorary Texans, and Madgwick also became an officer of the US Legion of Merit.

MADGWICK. Edward Thomas George "Mook", 0-45770

RCN Special entry No.36, Cdt [31.8.34]
HMS FROBISHER, Mid [1.9.35]
HMS DELHI,
HMS DEVONSHIRE (1.5.37-?)
HMS SUSSEX
HMS VICTORY
HMS DRYAD
S/Lt [1.1.38]
HMS EXCELLENT (3.1.38-?)
HMCS RESTIGOUCHE((17.11.38-?)
Lt(G) [1.5.39]
RCNB Halifax 1940,
HMCS SAMBRO
HMCS OTTAWA (H60) DD, (9.6.40-?)
HMS EXCELLENT 1941,
HMCS IROQUOIS (G89) DD, stand by (1.10.42-29.11.42)
HMCS IROQUOIS (G89) DD, (30.11.42-?)
HMCS ONTARIO (53) LCB, stand by, (10.6.44-25.4.45)
HMCS ONTARIO (53) LCB, (26.4.45-?)
NSHQ 1945, HMCS NIOBE(D/S) XO, (13.11.46-?)
LCdr(G) [1.5.47]
HMCS NIOBE (D/S) XO, & (G)Liaison, (23.8.47-?)
HMCS HAIDA (G63) DD, CO, (16.5.49-12.1.50) CD~[?]
HMCS HURON (216) DDE, CO, (28.2.50-22.3.50)
HMCS HURON (216) DDE, CO, (7.4.50-23.9.51)
US-Officer - Legion of Merit~[2.12.50]
Cdr [1.1.51]
NSHQ for Dir/Manning & Stats, (10.4.51-?)
DSC~[10.5.52]
NSHQ add'l (28.9.53-?)
HMCS CORNWALLIS XO, (8.10.53-?)
HMCS CORNWALLIS CO, (11.12.54-23.1.55)
HMCS CORNWALLIS XO, (24.1.55-?)
Awarded **Commander-Legion of Merit by USA~[16.4.55]**
HMCS MICMAC (214 DDE), CO, (2.9.55-8.7.56)
Capt [1.7.56]
NSHQ for Director Personnel Men, (23.7.56-?)
NSHQ for Director Manning, (1.5.58-?)
FOPC ChSt, (1.8.58-?) (130/17) CCC4(J004) (2.1.61-?)
HMCS NADEN (N18) (28.9.61-?)
NMCJS/London/Niobe(E50) (8.1.63) & (4.11.63-?)



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MUNCASTER, Douglas Albert ("Duke"), Lieutenant - George Medal (GM)
- RCN - Awarded as per **Canada Gazette** of 31 December 1955 and
London Gazette of 30 December 1955.

Born: 1925.

Doug joined the RCAF in their pilot training program after graduating from Darcy McGee Secondary School in Montreal in 1943. He spent five years in the Royal Navy flying from HMS Ocean in the Mediterranean.

Short Service Appointment 28 August 1950 as Lieutenant (P) in RCN. To Shearwater for VH-21 Squadron as pilot in 1954.

Known as 'Duke', he flew the helicopter from the icebreaker HMCS Labrador which circumnavigated the North American continent in 1954.

To Niobe for Special Service with 845 Squadron in 1955.

Received permanent commission and promoted to LCdr (P) RCN 21 February 1958.

To Shearwater as Senior Pilot of HU-21 in 1958. Commanded HU-21 from July 1964 to 1966.

He retired from the Royal Canadian Navy in 1970.

Married Patricia Whalvin.

They had four daughters: Rosemary (Dupuis), Joanna (Chadwick), Heather (Tait), and Jill (Lyall); and one son, Michael.

He also had 14 grandchildren and 2 great-granddaughters

He died in White Rock, B.C. on 24 September 2008.

"Lt Muncaster, with complete disregard for his own safety, was instrumental in saving the life of a pilot who was trapped inside his flaming aircraft after it had crashed. On the afternoon of 9 March 1955, Lt Muncaster was the co-pilot of a Bell Helicopter which had arrived at the site of an aircraft crash, about one mile south of the Royal Canadian Naval Air Station, Shearwater, Nova Scotia. The aircraft--a Sea Fury, piloted by Sub-Lieutenant(P) John Victor Searle, R.C.N., 0-65687--had crashed about three minutes earlier, in a heavily wooded area, and it was noted that it had broken in two, the forward section, including the cockpit, being inverted, with the engine on fire.

The Helicopter could not land owing to the density of the trees and undergrowth. The pilot, therefore, hovered about fifty yards from the aircraft, where the wood were more sparse while Lieutenant Muncaster jumped to the ground from a height of about eight feet. As Lieutenant Muncaster ran towards the wreckage, one of the fuel tanks exploded. On nearing the forward section of the aircraft, from sound inside the cockpit, he realized that the pilot was alive. The perspex canopy of the cockpit was resting on the ground and pilot was pinned inside. Being unable to open the canopy or break the perspex with his hands or feet, Lieutenant Muncaster found a rock and smashed a hole in it. By this time the flames had reached the cockpit and there was imminent danger of the remaining fuel tanks exploding. The pilot was able to push his head and shoulders through the hole made in the canopy by Lieutenant Muncaster who, after considerable pulling, extricated

Sub-Lieutenant Searle from the flaming cockpit and assisted him from the immediate vicinity of the aircraft. The remaining fuel tanks exploded a few minutes later."

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PATTERSON, Donald Victor, Able Seaman (4855-H) - British Empire Medal (BEM) - RCN / HMCS Athabaskan - Awarded as per Canada Gazette of 3 April 1965 and London Gazette of 9 April 1965.

"On the occasion of the rescue on 1st March 1964 of thirty-five crew members of **S.S. Amphialos** from their sinking ship by **HMCS Athabaskan**, Able Seaman Patterson, in his capacity as a ship's diver, dived overboard to the aid of a survivor in the water about 70 feet from the ship, and by his efforts, was largely responsible for bringing the man safely aboard. The survivor had been floating in his life-jacket in heavy and oil-infested seas and by the time Patterson reached him was thoroughly exhausted, covered with oil, and helpless. The seas at the time were running from 10 to 14 feet. A short time later, Able Seaman Patterson, despite the difficult sea conditions and oil, was again in the water for approximately 25 minutes attempting to guide a life-raft down to the wreck. Throughout the whole of the rescue operation, this man displayed personal courage and skill of a high order."

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REYNOLDS, Loren Henry, Lieutenant (0-63835) - Air Medal (United States of America) - RCN - Awarded as per Canada Gazette of 15 October 1966. Born May 1951. Officer Cadet RCN and Acting Sub-Lieutenant 1 September 1962. Promoted Lieutenant RCN 16 August 1966. Major (Pilot) in Canadian Forces and LCol on 1 July 1974. Commanded No. 443 Squadron in 1978 at CFB Shearwater. Promoted Colonel and on staff of Air Command HQ in 1990.

"The Minister of National Defence has announced that Her Majesty the Queen has been graciously pleased to grant unrestricted permission for wearing of the following decoration which has been conferred upon the undermentioned in recognition of bravery in the saving of life while serving as Exchange Officer with the United States Air Force and on loan to the United States Coast Guard."

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ROBERTS, William Henry, Chief Petty Officer First Class (CP01) - Legionnaire - Legion of Merit (United States of America) - RCN / HMCS Haida - Awarded as per Canada Gazette of 2 December 1950. Also decorated were LCdr E.T.G. Madgwick, Surgeon Captain E.H. Lee (Legion of Merit, Degree of Officer) and Petty Officer 2nd Class J.E. Callighen (Degree of Legionnaire). See Crowsnest for December 1949 and January 1951. Involved as a crewman on HMCS Haida in rescue of 18 survivors of a crashed B-29 (19 November 1949). After serving in HMCS Haida, he was stationed at HMCS Stadacona.

"In recognition of exceptionally meritorious conduct in the performance of outstanding service in the rescue of the crew of a B-29 aircraft of the United States Air Force which crashed at sea near Bermuda in November 1949."

Crowsnest gives this account of CP01 Roberts role:

"He directed lowering of seaboat and operations of rescue crew when survivors brought alongside. Full citation commended "his leadership and energy in directing his men (which) contributed greatly to the success and efficiency" of the rescue.

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ROSE, Charles Clyde, Leading Seaman (27779-E) - Queen's Commendation for Brave Conduct - RCN - Awarded as per Canada Gazette of 31 October 1959.

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SCOTT, Donald John, Surgeon Lieutenant (0-65495) - Queen's Commendation for Brave Conduct - RCN / HMCS MacKenzie -Awarded as per **Canada Gazette** of 18 September 1965. Born: Winnipeg, Manitoba on 2 July 1935. Joined RCN in September 1959 while medical student at the University of Manitoba. Served National Defence Medical Centre 1962 to 1964. Joined 2nd Canadian Destroyer Squadron as Medical Officer serving on **HMCS MacKenzie** from 1964 to 1965. Went to RCAF Station Winnipeg as Medical Officer 1965 to 1967 and qualified as a Flight Surgeon. Took post-graduate training in radiology at Queen's University 1967 to 1971. Went to Canadian Forces Hospital Halifax in 1971 as a LCdr ("Junior Radiologist") and retired in 1982 at a Captain (Commanding Officer of Hospital). Moved to Bridgewater, Nova Scotia and continues to practice there into 1998.

"The 2nd Destroyer Squadron was en route to Japan in February 1965 when a distress call was received from an American Oil Tanker. One of their crew was seriously ill and Surgeon Lt Scott was sent by small boat from **HMCS MacKenzie** to the tanker to care for the sick sailor. The sea was very rough but Lt Scott made it onboard the tanker and found that the sailor had a ruptured appendix. The ship was 36 hours from Guam and Lt Scott provided care for the 36 hours of transit. The sailor lived due to the fine care of this officer."

Medals of Surgeon Captain Donald John Scott, SBStJ, CD:

Serving Brother, Order of St. John - CD - Queen's Commendation for Brave Conduct.

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SEAGER, Richard George, Petty Officer First Class (PO1), CD (21822-E) - Queen's Commendation for Brave Conduct - RCN - Awarded as per **Canada Gazette** of 31 October 1959.

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SHEPPARD, Howard Alexander, Able Seaman (103-728-969) - Queen's Commendation for Brave Conduct - RCN - Awarded as per **Canada Gazette** of 9 April 1968.

"On the night of September 28, 1967, at Kindley Air Force Base, Bermuda, a member of VS880 Air Squadron, became temporarily mentally incapacitated, violent and unaware of his actions. During this period, he dove into the shark infested reef area with the intent of "swimming to Canada". Without hesitation and with complete disregard for his own safety, AS Sheppard plunged into the sea and succeeded in dragging the man from the water, and with assistance took him to hospital. The actions and bravery of AS Sheppard were in the best traditions of the Canadian Armed Forces."

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SMITH, Paul Arnold, Able Seaman (25605-H) - Queen's Commendation for Brave Conduct - RCN - Awarded as per **Canada Gazette** of 7 February 1959. LCdr (P) John Henault Beeman, LCdr (P) Fink and PO1 Vipon were also honoured.

From page 60, 'A History of Canadian Naval Aviation 1918-1962: "Out of control the Liberian freighter '**Kismet II**' drifted on to the jagged rocks at the base of 1,000-foot cliffs of Cape Lawrence on Cape Breton Island. A Sikorsky piloted by LCdr J.H. Beeman and LCdr F.R. Fink dipped low over the stricken ship in attempts to rescue the crew but was unable to do so owing to the strong winds and rough sea, which also prevented the launching of small boats to go alongside. During the anxious night, a truck loaded with rescue equipment, life-lines and breeches buoys arrived at the top of the cliff after an arduous trip behind a snow-plough. Conditions had improved slightly on the morrow but it was still an extremely hazardous manoeuvre to approach the '**Kismet**'. Signs were made to the men to clear a landing space aft; when obstructions such as the after binnacle guard- rails and so on, had been removed, the helicopter slipped in sideways and balanced with power on, while the first load of passengers scrambled aboard. Four trips were necessary to bring off the 21-man crew, the Captain's dog and the ship's cat.'

The full citation amplifies this extract:

"On November 26, 1955 Lieutenant Commander J.H. BEEMAN, pilot; Lieutenant Commander F.R. FINK, co-pilot; and two seamen were jointly responsible for saving the 21 members of the crew of the Liberian Freighter S.S. '**KISMET II**', which had run aground on the rocky coast of Cape Breton Island against a cliff which rose almost vertically from the sea to a height of some 400 feet and was being pounded to pieces by heavy seas. It was decided by the authorities concerned that the rescue could not be effected from shore while heavy seas and reefs made any attempts from sea impossible.

At 0815 hours on November 26, 1955 LCdr Beeman and LCdr Fink, and the two seamen who had volunteered to be crew members, flew his helicopter towards the wreck. The wind had veered slightly and he found that along the cliff face, the turbulence was not so great and he was able to approach close to the '**KISMET II**' and still maintain control of his helicopter. His co-pilot and crew, by hand signals, were able to make the crew of the ship understand that they wanted the after steering platform cleared away by the removal of ventilators, rails, etc., so that the helicopter could land. This operation was accomplished in short order and LCdr Beeman succeeded in balancing his helicopter on the deck on three wheels; the fact that fairly heavy turbulence was still being encountered and that the cliff was only about 25 feet away, made any attempt at a rescue by hoist, with the helicopter hovering, impractical. He embarked four members of the ship's crew, and by

watching his opportunity between gusts, was able to take off from his precarious position and land them ashore. Leaving his co-pilot and one seaman behind, LCdr Beeman made a second trip to the 'KISMET II', this time removing 7 of the crew. LCdr Beeman was considerably fatigued by this time, and the third and fourth trips in which the remaining 10 members of the ship's crew were removed, were made by the co-pilot LCdr Fink."

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STRIZIC, Joseph, Leading Sea Cadet - Queen's Commendation for Brave Conduct - Royal Canadian Sea Cadet Corps -Awarded as per **Canada Gazette** of 27 December 1956. See Sub-Lieutenant Corscadden's citation also.

"For taking charge of the remaining members of the boat when S/Lt Corscadden was lost."

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TAYLOR, William James, Sub-Lieutenant - King's Commendation for Brave Conduct - RCN(R) - Awarded as per **Canada Gazette** of 21 January 1952.

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VIPOND, Lawrence William, Petty Officer First Class (PO1) (50165-H) - **Queen's Commendation for Brave Conduct** - RCN - Awarded as per 7 February 1959. Also honoured were Lieutenant-Commander (P) F.R. Fink (George Medal), Petty Officer L.W. Vipond (Queen's Commendation for Brave Conduct) and Leading Seaman P.A. Smith (Queen's Commendation for Brave Conduct). See also Kealey and Russell, **A History of Canadian Naval Aviation, 1918-1962.**

From page 60, 'A History of Canadian Naval Aviation 1918-1962: "Out of control the Liberian freighter 'Kismet II' drifted on to the jagged rocks at the base of 1,000-foot cliffs of Cape Lawrence on Cape Breton Island. A Sikorsky piloted by LCdr J.H. Beeman and LCdr F.R. Fink dipped low over the stricken ship in attempts to rescue the crew but was unable to do so owing to the strong winds and rough sea, which also prevented the launching of small boats to go alongside. During the anxious night, a truck loaded with rescue equipment, life-lines and breeches buoys arrived at the top of the cliff after an arduous trip behind a snow-plough. Conditions had improved slightly on the morrow but it was still an extremely hazardous manoeuvre to approach the 'Kismet'. Signs

were made to the men to clear a landing space aft; when obstructions such as the after binnacle guard-rails and so on, had been removed, the helicopter slipped in sideways and balanced with power on, while the first load of passengers scrambled aboard. Four trips were necessary to bring off the 21-man crew, the Captain's dog and the ship's cat.'

The full citation amplifies this extract:

"On November 26, 1955 Lieutenant Commander J.H. BEEMAN, pilot; Lieutenant Commander F.R. FINK, co-pilot; and two seamen were jointly responsible for saving the 21 members of the crew of the Liberian Freighter S.S. '**KISMET II**', which had run aground on the rocky coast of Cape Breton Island against a cliff which rose almost vertically from the sea to a height of some 400 feet and was being pounded to pieces by heavy seas. It was decided by the authorities concerned that the rescue could not be effected from shore while heavy seas and reefs made any attempts from sea impossible.

At 0815 hours on November 26, 1955 LCdr Beeman and LCdr Fink, and the two seamen who had volunteered to be crew members, flew his helicopter towards the wreck. The wind had veered slightly and he found that along the cliff face, the turbulence was not so great and he was able to approach close to the '**KISMET II**' and still maintain control of his helicopter. His co-pilot and crew, by hand signals, were able to make the crew of the ship understand that they wanted the after steering platform cleared away by the removal of ventilators, rails, etc., so that the helicopter could land. This operation was accomplished in short order and LCdr Beeman succeeded in balancing his helicopter on the deck on three wheels; the fact that fairly heavy turbulence was still being encountered and that the cliff was only about 25 feet away, made any attempt at a rescue by hoist, with the helicopter hovering, impractical. He embarked four members of the ship's crew, and by watching his opportunity between gusts, was able to take off from his precarious position and land them ashore. Leaving his co-pilot and one seaman behind, LCdr Beeman made a second trip to the '**KISMET II**', this time removing 7 of the crew. LCdr Beeman was considerably fatigued by this time, and the third and fourth trips in which the remaining 10 members of the ship's crew were removed, were made by the co-pilot LCdr Fink."

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WHITE, Doyle Clement, Leading Seaman (44253-H) - British Empire Medal (for Gallantry) (BEM) - RCN / HMCS Nipigon -Awarded as per Canada Gazette of 05 August 1967 and London Gazette of 4 August 1967.

At approximately 2030 hours on 18th October 1965, while at sea, two explosions occurred in 12 Mess on **HMCS Nipigon**. The force of these explosions blew the locked cover off a tank containing JP5 helicopter fuel causing a flash fire in the mess. The compartment directly above the Mess contained ammunition. At the time of the explosion there were eleven men in 12 Mess, one of which was Leading Seaman White. Although burned about the face and hands when escaping from the Mess, Leading Seaman White rushed to the Quartermaster's lobby to inform the lifebuoy sentry of the explosions in order that Command could be informed. He then returned to the area of the Mess to assist where needed but when advised that one man who appeared to be unconscious had not escaped from the Mess, immediately donned a set of breathing equipment and re-entered the Mess. The Mess at this time was filled with fumes from the JP5 fuel and heavy black smoke. Freeing the unconscious man, LS White, with the assistance of AS Gray who had just entered, carried the man to the foot of the hatch and then searched all bunks to ensure no one else was trapped. Then, with the assistance of Able Seaman Gray and other crew members, brought the man up to the mortar well on the deck above. LS White then assisted the damage control parties in flooding the JP5 fuel tank with sea water and the removal of smouldering material. Although burned by the initial flash fire, LS White alerted Command, re-entered the fume and smoke filled Mess to rescue a comrade, and did excellent work in a dangerous area which contained an open JP5 fuel tank adjacent to stored ammunition before obtaining medical attention for himself. This fine display of courage in the face of serious injury or possible death, is a credit not only to LS White but also his ship and the Canadian Forces."

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WELIMAN, Marvin Clare, Surgeon Commander - Serving Brother - Order of St. John of Jerusalem (SBStJ) - RCN - Awarded as per Canada Gazette of 11 September 1954.

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WOODS, Allan John, Lieutenant (P) (0-79575) - Queen's Commendation for Valuable Service in the Air - RCN - Awarded as per Canada Gazette of 28 November 1953. Short Service Appointment 30 April 1947. Lieutenant (P) with seniority 6 April 1946. To HMCS Magnificent for 19 Carrier Air Group as pilot in No. 825 Squadron in 1948. Permanent Commission. To Naval HQ for Special Duty as Officer-in-Charge of Naval Detachment CEPE at RCAF Station Edmonton 1953. Promoted LCdr (P) RCN 6 April 1954. To Naden as with VU-33 in 1954. To Niagara, Stadacona as Staff Officer (Air Training) 1956. To Naden as Commanding Officer of VU-33 from August 1958 to July 1961. For duty as Liaison Officer RCAF Training Command in 1964.

"A British 'Attacker Jet Aircraft' was being ferried from RCAF Station Namao to Halifax for loading on board HMCS Magnificent to return the aircraft to Britain. Lt Woods had an engine flame-out at 30,000 feet 60 miles from Sault Ste Marie and despite only having a 2,000 foot ceiling, he made a successful dead stick landing. The fault was repaired and he headed for Ottawa where once again at approximately 60 miles out, the engine failed again and all attempts at a relight failed. The plane had an ejection seat but Lt Woods chose to save a valuable aircraft and made his second dead stick landing of the trip. He ultimately flew the plane safely to Halifax."

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CANADIAN in Royal Navy 1950 to 1968 (Excluding KOREA)

BROCK, Patrick Willet, Rear-Admiral, DSO - Companion - Order of the Bath (CB) - Royal Navy / Flag Officer Middle East (Ismailia and Cyprus) - Awarded as per **London Gazette** of 31 May 1956. Born 30 December 1902, Kingston, Ontario. Entered the Royal Naval College of Canada (Eighth Term) in 1917 as a Naval Cadet, RCN at age 14. He transferred to RMC for the spring 1918 term because of the Halifax explosion. Went to Esquimalt when the buildings for the new Naval College were ready in fall 1918. Midshipman RCN 1 September 1920. To **HMS Diana** 1920. Transferred to Royal Navy in 1921. Sub-Lieutenant RN 1924. Awarded Admiralty Silver Medal in 1928 for naval history which was accompanied by a cash award of 250 pounds. Promoted to Lieutenant-Commander, RN on 11 October 1932. To **HMS Vernon** in 1934. Promoted Commander, RN on 31 December 1938 and on staff of Admiralty. Executive Officer **HMS Mauritius** in 1942. Captain, RN on 31 December 1944. Senior Naval Officer Schleswig-Holstein 1946. Commanded **HMS Kenya** in the Far East in 1949 and during the Korean War (DSO - LG 29 June 1951, MID, and Bronze Star with V device - LG 29 June 1951). Commodore RN as Director of Operations Division in 1951. Promoted to Rear-Admiral 1954 and made Flag Officer Middle East (Ismailia and Cyprus). To Admiralty Material Requirements Committee in 1956. Retired 1959. Died at Haslemere, Surrey, UK on 10 October 1988.

Naval Cadet, RCN		1917	(Royal Naval College of Canada - Age 14)
Midshipman, RCN	01 September	1920	(Age 17)
Midshipman, RN		1921	(Served in HMS Diana)
Sub-Lieutenant, RN		1924	(Awarded Admiralty Silver Medal)
Lieutenant-Commander, RN	11 October	1932	(Served in HMS Vernon)
Commander, RN	31 December	1938	(Executive Officer HMS Mauritius)
Captain, RN	31 December	1944	(Commanding Officer HMS Kenya in Korea)
Commodore, RN		1951	(Director of Operations Division)
Rear-Admiral, RN		1954	(Flag Officer Middle East)
Retired		1959	(Admiralty Material Requirements Committee)

Medals of Rear-Admiral Patrick Willet BROCK, CB, DSO, RN

CB - DSO (GVI) - 39/45 Star - Atlantic Star with BAR France & Germany - Burma Star - Italy Star - 1939/45 War Medal with MID - British Korea Medal with MID - UN Korea - Naval General Service Medal - EIIR Coronation Medal - Croix de Guerre (France) - Bronze Star with 'V' Device (United States of America)

Medals held by CFB Esquimalt Museum



Royal Victorian Order to RCN Member

McKINNON, Donald Curtis, Captain, CD (O-49820) - Commander, Royal Victorian Order (CVO) - Awarded as per the London Gazette of 01 January 1974.

Born in Saskatchewan in 1917.

Married Kathleen Watchler and they had a son Marshall and a daughter Dana Coupland.

Attended McGill University and graduated with Bachelor of Administration.

Served in WW2 - Paymaster Lieutenant (Temporary) 16 April 1942

HMCS St. Stephen (Frigate - K454) from 28 July 1944.

Demobilized 26 March 1946.

Rejoined at Lieutenant-Commander(S) 16 May 1950 for a Short Service Commission with the RCN

Served in Korea.

Commanding Officer of *HMCS Hochelaga*

Commanding Officer of Canadian Forces School of Management.

Promoted Captain.

Retired from Navy in 1967 and became the Comptroller of Government House in 1967.

Served Governors General Vanier, Michener, Leger, Schreyer and Sauve.

Retired in 1985.

Served as a Director on the Board of the RCN Benevolent Fund.

Died 17 July 2002 in Victoria.

McKINNON. Donald Curtis, 0-49820,

Paym/Lt(Temp) [16.5.42] RCNVR,

HMCS ST. STEPHEN(K454) Fr, stand by (12.7.44-27.7.44)

HMCS ST. STEPHEN(K454) Fr, (28.7.44-?) Lt(S)(Temp) [16.5.42]

Demobilized [26.3.46] LCdr(S) [16.5.50] RCN(SS)

Cdr [1.1.57] RCN, Capt(S) [?] **CVO~[1.1.74]**

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