

SECTION A

**1950 to 1968
Excluding KOREA**

MEMBER - MOST EXCELLENT ORDER OF THE BRITISH EMPIRE (Military Division) for Gallantry

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>NUMBER</u>	<u>DECORATIONS /</u>
04/06/55	JAMES, Wallace Elmer	Lt (P)	RCN	0-36165	MBE

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ALBERT MEDAL (Bronze) (Posthumously)

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>NUMBER</u>	<u>DECORATIONS /</u>
04/08/56	CORSCADDEN, Arthur Latimer +	S/Lt	RCSCC	-----	AM

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GEORGE MEDAL

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>NUMBER</u>	<u>DECORATIONS /</u>
07/02/59	BEEMAN, John Henault	LCdr (P)	RCN	0-5390	GM CD
26/03/60	BOUCHARD, Jacques Pierre G.	Able Seaman	RCN	35921-H	GM
07/02/59	FINK, Francis Roger	LCdr (P)	RCN	0-23625	GM CD
25/04/64	LAY, Joseph Henry Kenneth	Chief Petty Officer	RCN	24909-H	GM CD
26/03/60	MACLEAN, Angus Kenneth	Able Seaman	RCN	37499-H	GM
31/12/55	MUNCASTER, Douglas A.	Lieutenant	RCN	-----	GM

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**1950 to 1968
Excluding KOREA**

BRITISH EMPIRE MEDAL (Military Division) for Gallantry

CG DATE	NAME	RANK	BRANCH	NUMBER	DECORATIONS /
05/08/67	GRAY, Wendell Tolson	AS	RCN	49957-H	BEM
04/06/55	GRENIER, Joseph Richard	AS	RCN	18605-H	BEM
03/04/65	PATTERSON, Donald Victor	AS	RCN	4855-H	BEM
05/08/67	WHITE, Doyle Clement	LS	RCN	44253-H	BEM

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COMPANION - ORDER of the BATH to a CANADIAN in the ROYAL NAVY (CB)

LG+ DATE	NAME	RANK	BRANCH	DECORATIONS /
31/05/56+	BROCK, Patrick Willet	Rear-Admiral	Royal Navy	CB DSO



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**RCN 1950 to 1968
Excluding KOREA**

AWARDS by the PRESIDENT of The UNITED STATES OF AMERICA

AIR MEDAL

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>NUMBER</u>	<u>DECORATIONS /</u>
15/10/66	REYNOLDS, Loren Henry	Lt	RCN	0-63835	---

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LEGION OF MERIT - DEGREE of OFFICER

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>SHIP</u>	<u>DECORATIONS /</u>
02/12/50	MADGWICK, Edward Thomas George	LCdr	RCN	CO HMCS Haida	(DSC)
02/12/50	LEE, Eric Hammond	Surgeon Captain	RCN	PMO HMCS Magnificent	(OStJ)

LEGION OF MERIT - DEGREE of LEGIONNAIRE

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>SHIP</u>	<u>DECORATIONS /</u>
02/12/50	CALLIGHEN, James Ernest	PO2	RCN	HMCS Haida	---
02/12/50	ROBERTS, William Henry	CPO1	RCN	HMCS Haida	---

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"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."

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**RCN 1950 to 1968
Excluding KOREA**

**KING'S COMMENDATION for BRAVE CONDUCT
1950 - 1952**

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>NUMBER</u>	<u>DECORATIONS /</u>
28/10/50	BROOKS, David Reginald	AS (TD)	RCN	5879-E	---
28/10/50	EARLEY, David William	AS Stoker Mechanic	RCN(R)	R-600	---
21/01/52	TAYLOR, William James	S/Lt	RCN(R)	-----	

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QUEEN'S COMMENDATION FOR VALUABLE SERVICE IN THE AIR

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>NUMBER</u>	<u>DECORATIONS /</u>
28/11/53	WOODS, Allan John	Lt (P)	RCN	0-79575	---

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**RCN 1950 to 1968
Excluding KOREA**

**QUEEN'S COMMENDATION for BRAVE CONDUCT
1955 - 1968**

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>NUMBER</u>	<u>DECORATIONS /</u>
22/01/55	JOHNSON, Robert Barry	PO2	RCN	51695-H	---
30/07/55	JUDSON, Malcolm W.	PO2	RCN(R)	R-2194	---
27/10/56	STRIZIC, Joseph	Leading Sea Cadet	RCSCC	-----	---
07/02/59	SMITH, Paul Arnold	AS	RCN	25605-H	---
07/02/59	VIPOND, Lawrence William	PO1	RCN	50165-H	---
13/06/59	GUEST, Orville Earl	PO2	RCN	51775-H	---
31/10/59	LEWIS, Kenneth Ewart	Cdr (E)	RCN	0-41970	CD
31/10/59	ROSE, Charles Clyde	LS	RCN	27779-E	---
31/10/59	SEAGER, Richard George	PO1	RCN	21822-E	CD
06/07/63	HASLER, Frederick George	PO2	RCN	15988-H	---
03/04/65	BUNCH, William Sterling	LS	RCN	26636-H	CD
03/04/65	JENSEN, Eric Robert	PO2	RCN	26822-H	CD
18/09/65	SCOTT, Donald John	Surgeon Lt	RCN	0-65495	---
17/09/66	BLANCHARD, Phillippe Arsene	Lt	RCN	0-7126	CD
17/09/66	BOWEN, Kennedy Francis	LS	RCN	27232-H	---
17/09/66	McDERMOTT, John William	Lt	RCN	0-48521	---
01/10/66	CHISHOLM, John Allister	Lt	RCN	0-13631	CD
05/08/67	DURST, George William	PO1	RCN	22971-H	CD
05/08/67	PERRY, Arnold John	CPO2	RCN	14525-H	CD
20/01/68	McCORRISTON, Roy Rol	LS	RCN	31965-H	---
09/03/68	SHEPPARD, Howard Alexander	AS	RCN	103-728-969	---
20/04/68	GREER, Norman Robert	AS	RCN	106-408-065	---
20/04/68	JOHNSON, Robert John Harold	LS	RCN	429-269-475	---

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**RCN 1950 to 1968
Excluding KOREA**

ORDER of ST JOHN

COMMANDER (CStJ)

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>NUMBER</u>	<u>DECORATIONS /</u>
11/09/54	LEE, Eric Hammond	Surgeon Commodore	RCN	----	CStJ (OStJ)
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OFFICER (OStJ)

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>NUMBER</u>	<u>DECORATIONS /</u>
04/07/53	LEE, Eric Hammond	Surgeon Captain	RCN	----	(CStJ) OStJ
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SERVING BROTHER (SBStJ)

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>BRANCH</u>	<u>NUMBER</u>	<u>DECORATIONS /</u>
11/09/54	MacHATTIE, Frederick George	Surgeon Captain	RCN	-----	SBStJ CD
04/07/53	McLEAN, Timothy Blair	Surgeon Captain	RCN	-----	SBStJ CD
11/09/54	WELIMAN, Marvin Clare	Surgeon Commander	RCN	-----	SBStJ CD
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Citations for Post Korea Awards

Lieutenant (P) Wallace Elmer JAMES, MBE, RCN (Member - Order of the British Empire)

"For gallantry in the rescue by helicopter of an injured lighthouse keeper off the coast of Nova Scotia"

Helicopter was HUP-3 51-16621

CG 04 June 1955

"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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Able Seaman Joseph Richard GRENIER, BEM, RCN (British Empire Medal for Gallantry)

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

CG 04 June 1955

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Citations for Post Korea Awards

Lieutenant Douglas Albert MUNCASTER, GM, RCN (George Medal)

"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) J.V. 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."

LG 30 December 1955; CG 31 December 1955

Lieutenant Douglas Albert Muncaster, GM, CD, RCN



He was born in 1925 and died on 24 September 2008 in White Rock, British Columbia. He was married to Patricia (Whalvin) and they had five children: Rosemary (Dupuis), Joanna (Chadwick), Heather (Tait), Michael and Jill (Lyll). Doug leaves 14 grandchildren and two great-granddaughters. Doug joined the Royal Canadian Air Force 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. Known lovingly as "Duke", he flew the helicopter from the icebreaker HMCS Labrador which circumnavigated the North American continent in 1954. He was with the Royal Canadian Navy until he retired in 1970. Pat and Doug relocated to Vancouver in 1987.



HMCS Labrador



HMS Ocean (Light Fleet Carrier)

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Citations for Post Korea Awards

<u>Lieutenant-Commander (P) John Henault BEEMAN, GM, CD, RCN</u>	(George Medal)
<u>Lieutenant-Commander (P) Francis Roger FINK, GM, CD, RCN</u>	(George Medal)
<u>Petty Officer Lawrence William VIPOND, RCN</u>	(Queen's Commendation for Brave Conduct)
<u>Leading Seaman Paul Arnold SMITH, RCN</u>	(Queen's Commendation for Brave Conduct)

From page 60, 'A History of Canadian Naval Aviation 1918-1962: "Out of control the Liberian freighter 'Kismet II' drifted onto 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."



The helicopter was a Sikorsky H04S-3, RCN serial number 55877.

Medals of LCdr Francis Robert FINK: GM - CVSM - 39/45 WM - UN Korea - CD*
Medals of LCdr John BEEMAN: GM - 1039/45 Star - Atlantic Star – CVSM and Clasp 1939/45 War Medal - CD (EIRR)
 Commissionaire John Beeman worked as a Commissionaire at the Canadian War Museum after leaving the RCN.

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Citations for Post Korea Awards

Able Seaman Jacques Pierre George BOUCHARD, GM, RCN (George Medal)
Able Seaman Angus Kenneth MacLEAN, GM, RCN (George Medal)

"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."

LG 29 March 1960
CG 26 March 1960

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Chief Petty Officer 2nd Class Joseph Henry Kenneth LAY, CD, GM, RCN (George Medal)

"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."

LG 18 August 1964
CG 25 April 1964

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Citations for Post Korea Awards

Able Seaman Donald Victor PATTERSON, BEM, RCN, HMCS Athabaskan (British Empire Medal)

"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."

LG 09 April 1965

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Petty Officer 2nd Class Eric Robert JENSEN, CD (Queen's Commendation for Brave Conduct)
Leading Seaman William Sterling BUNCH, CD, RCN (Queen's Commendation for Brave Conduct)

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.

Commanding Officer of HMCS Athabaskan was Cdr. H.W. Vondette (OMM).

CG 03 April 1965

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Citations for Post Korea Awards

Surgeon Lieutenant Donald John SCOTT, RCN (Queen's Commendation for Brave Conduct)

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.

CG 18 September 1965

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Lieutenant Phillippe Arsene BLANCHARD, CD, RCN (Queen's Commendation for Brave Conduct)
Lieutenant John William McDERMOTT, RCN (Queen's Commendation for Brave Conduct)
Leading Seaman Kennedy Francis BOWEN, RCN (Queen's Commendation for Brave Conduct)

"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."

CG 17 September 1966

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Leading Seaman Roy Rol McCORRISTON, RCN (Queen's Commendation for Brave Conduct)

"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."

CG 20 January 1968

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Citations for Post Korea Awards

Leading Seaman Doyle Clement WHITE, BEM, RCN (British Empire Medal for Gallantry)

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."

LG 04 August 1967

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Able Seaman Wendell Tolson GRAY, BEM, RCN (British Empire Medal for Gallantry)

"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."

LG 04 August 1967

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Citations for Post Korea Awards

Petty Officer 1st Class George William DURST (Queen's Commendation for Brave Conduct)
Petty Officer 2nd Class Arnold John PERRY (Queen's Commendation for Brave Conduct)

"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."

CG 05 August 1967

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Able Seaman Howard Alexander SHEPPARD, RCN (CF) (Queen's Commendation for Brave Conduct)

"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."

CG 9 March 1968

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Leading Seaman Robert John Harold JOHNSON, RCN (Queen's Commendation for Brave Conduct)

"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."

CG 20 April 1968

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Citations for Post Korea Awards

Lieutenant John Allister CHISHOLM, CD, RCN (Queen's Commendation for Brave Conduct)

"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."

CG 01 October 1966

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Able Seaman Norman Robert GREER, RCN (Queen's Commendation for Brave Conduct)

"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."

CG 20 April 1968

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QUEEN'S COMMENDATION FOR VALUABLE SERVICE IN THE AIR

Lt (P) Allan John WOODS, RCN

(Queen's Commendation for Valuable Service in the Air)

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.

CG 28 November 1953

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**ALBERT MEDAL
FOR SAVING LIFE AT SEA**

Sub-Lieutenant Arthur Latimer CORSCADDEN, AM, RCSC

(Albert Medal - Posthumous)



"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."

CG 04 August 1956

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Leading Sea Cadet Joseph STRIZIC, RCSC

(Queen's Commendation for Brave Conduct)

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

CG 04 August 1956

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