

C R O S S   O F   V A L O U R

Z - CV - 2024

UPDATED: 25 October 2024

CURRENT TO GH: 24 October 2024



## CROSS OF VALOUR

CG DATE	NAME	TITLE/RANK	POSITION	DECORATIONS	POSTHUMOUS
10/04/76	<b>BISHOP, Kenneth Wilfred</b>	Mr	Civilian	CV	
18/06/88	<b>CHEVERIE, David Gordon</b>	Constable	Charlottetown Police	CV SC	
24/10/24g	<b>CHOUINARD, Patrick L'Abbée</b>	Mr	Lives in L'Ange Gardien, PQ	CV	<b>Posthumous</b>
06/12/75	<b>DOHEY, Mary</b>	Miss	Air Canada	CV	
24/09/94	<b>FADER, Douglas</b>	Mr	Helicopter Passenger	CV	
11/04/81	<b>FUDGE, Lester</b>	Mr	Fisherman	CV	
02/02/80	<b>GARRAMONE, Amedeo</b>	Corporal	Canadian Forces	CV (CD)	
16/09/78	<b>HYNES, Thomas</b>	Mr	Civilian	CV	<b>Posthumous</b>
21/07/84	<b>JALBERT, Rene Marc</b>	Major	Cdn Army (retired)	CV CD	
12/06/82	<b>LANG, Anna</b>	Mrs	Civilian	CV	
07/04/79	<b>LANGELIER, Gaston</b>	Mr	Penitentiary Service	CV	
12/12/92	<b>MacLEAN, John Wendell</b>	Mr	Civilian	CV	<b>Posthumous</b>
11/04/81	<b>MILLER, Harold Gilbert</b>	Mr	Fisherman	CV MB	
09/05/98	<b>MITCHELL, Keith Paul</b>	M/Corporal	SAR TECH - CF	CV MMM MSM CD	
11/11/06	<b>PALMER, Leslie Arthur</b>	First Officer	Coast Guard Vessel <i>Point Henry</i>	CV	
29/07/72	<b>PARTANEN, Vaino Olavi</b>	CPO1	Canadian Forces	CV CD	<b>Posthumous</b>
09/05/98	<b>PIERCE, Bryan Keith</b>	M/Corporal	SAR TECH - CF	CV MMM MSC CD	
11/04/81	<b>SCEVIOUR, Martin</b>	Mr	Fisherman	CV	
29/07/72	<b>STRINGER, Lewis John</b>	Sergeant	Canadian Forces	CV CD	<b>Posthumous</b>
22/05/76	<b>SWEDBERG, Jean</b>	Mrs	Switchboard Operator	CV	<b>Posthumous</b>
30/04/83	<b>TEATHER, Robert G.</b>	Corporal	RCMP	CV	

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## CROSS OF VALOUR



Rene Jalbert, CV, CD



Medals of Corporal Robert Teather, CV



MWO Keith Mitchell, CV, MMM, MSM, CD



MWO Bryan Keith Pierce, CV, MMM, MSC, CD



Mary Dohey, CV

CROSS OF VALOUR



Corporal Amedeo Garrammone, CV, CD



Ken Bishop,  
CV

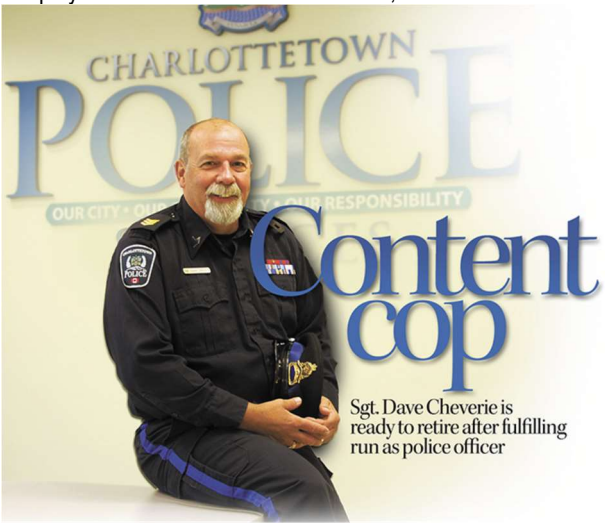


Mary Dohey, CV

Sergeant Dave Cheverie, CV, SC, Charlottetown Police



CPO1 Vaino Olavi Partanen, CV, CD  
On Display at Maritime Command Museum, Halifax



Sgt. Dave Cheverie is ready to retire after fulfilling run as police officer

**Mary Imelda Dohey, CV, RN**  
**Air Canada Flight Attendant – DC-8**

She was a stewardess for Air Canada, flying out of Calgary on a DC8 that would become infamous as "the doomsday flight," one of the first-ever cases of international skyjacking.

A profoundly disturbed man, armed with a shotgun, his face covered in a black mask took Dohey and the plane hostage, forcing her to sit holding detonating wires attached to sticks of dynamite he lined up along the table beside her. In a crudely crafted 506-word note to the crew, (Dohey's grasp of every detail of the nightmare is still crystal sharp) the 35-year veteran stewardess recalled that the hijacker wrote that he would "take a girl hostage. She will panic and I'll blow up the plane. There will be no heroes tonight."

Well, Dohey was taken hostage but she didn't panic, even when the hostage who called himself Dennis accidentally fired his shotgun.

"You didn't mean to do that now, did you dear?" Dohey said to Dennis. Then she asked him if she could hold his hand.

"I specialized in psychology when I was studying nursing and by that point I knew that I had him won over. I was holding his hand, and not because I was in love with him, I'll tell you," says Dohey, whose impish sense of humour surfaces no matter what horrors she speaks of. "I was afraid the whole time."

She formed a bond with him, to the point where she became his "lifeline."

A romantic breakup had triggered a death wish in the hijacker, who kept repeating that everyone on the plane would die.

A deeply religious woman, from the outport of St. Brides in Newfoundland, Dohey says "I guess God knows everything. I think I was meant to be the hostage on that flight.

"I never thought that we would make it. I said to him, 'Well God, it looks like you want me to die. I don't want to die but Lord, give me the knowledge so that these people on this plane don't have to die with me.'" In the course of a zig-zag flight, in which the hijacker kept making and changing his outrageous demands, Dohey worked hard to secure the hijacker's confidence and trust.

When she mentioned she was the youngest of 14 children, it seemed to strike a chord with Dennis. Later, Dohey would pretend she heard hungry children crying on the plane. The hijacker agreed with her suggestion that the passengers should then be released.

At that point he offered to let Mary leave the plane, but she refused. This was the specific act of "conspicuous courage," — her decision to put the lives of her fellow crew ahead of her own — which earned her the Cross of Valour. Her explanation is straightforward: "I knew that if I got off ... if I got up from his side, he would go berserk and shoot everyone else. I was like his security blanket, like a mother is."

Dennis eventually demanded ransom money and held a shotgun impatiently to Mary's throat until the money was delivered. When the crew had trouble opening the door wide enough to bring the money-stuffed suitcase into the plane, she faked a sneezing fit to distract the hijacker while the door was opened wider — which he had forbidden. As the crew later flew at an altitude of 1,000 ft., so that he could jump out of the plane in a parachute with his money, the hijacker put down his gun for a moment. That's when the crew jumped him.



"The purser, Johnny Arpin, hit him over the head with a fire axe. Then he looked at me and said "I think we've killed him." To which Dohey replied, "If you think I'm going to give him first aid, you're crazy." She hesitates for a second, then adds, "That was wrong — but I couldn't help myself."



That's probably the difference between Mary Dohey and the rest of us. How many of us would give ourselves a hard time for feeling anger towards a psychotic man who could have needlessly ended our own life and those of so many other innocent people?

The hijacker, whose real name was Paul Cini, told his psychiatrist that he only survived because of the soothing voice that called him dear. "She knew exactly how to do it," he said. "She just kept talking and talking and talking. I couldn't concentrate on what I was supposed to do."

Cini received four life sentences and 15 years for extortion and kidnapping. He was released after serving seven years and is now married with several children and living in Calgary.

Dohey's steely character and instincts for survival were developed in part as a result of a horrific childhood. In the midst of the Depression her mother died and her father had to put his two youngest into an orphanage. The government offered \$16 a day to anyone who would take a foster child into their home. From ages of 3 to 9, Mary lived with a woman who treated her as a virtual slave, making her scrub floors and walk barefoot into town to do errands. "I had one dress which was never washed," she says. "I never saw the inside of a schoolhouse until I was 8-years-old. It's a wonder she didn't kill me." Dohey was regularly beaten with a belt and her foster mother would always say, "make sure there's a buckle on it. "I was like Cinderella. I had to get down on my knees and scrub the floor. I was lucky to get a crust of bread to eat, even if it was mouldy." She survived by eating the berries and other fruits that grow in abundance near Placentia Bay. She also learned to raid all the best gardens in town. "They never made a fence I couldn't jump," she laughs, recalling that she'd often down the carrots she stole without even washing them off.

As she was receiving her Cross of Valour, she recalled the words that her foster mother spat at her so often, "someday, you'll be found in the gutter where you belong." Dohey says her deprived childhood informed her adult character. "I really do think that's what gave me my health and strength," she says. "That prepared me for the worst in life, although I never thought of it that way at the time."

#### NOTES:

- when Mary Dohey bought her first home on Shadeland Dr. in Erindale Woodlands in 1967, she couldn't get a mortgage because she was a single woman. She had to get letters from St. Joseph's Hospital where she worked as a nurse and from Air Canada, where she worked as a stewardess, vouching for her salaries before she could get financing.
- Dohey worked 35 years for Trans Canada Airlines and Air Canada, taking a retirement package in 1991. When she first worked for the airline, you had to be a nurse to qualify to be a stewardess. If you married, you had to quit your job. Dohey, who never married, jokes that "by the time they changed the rule, I was too old and nobody wanted me."
- Dohey's story is highlighted in the recently-published book *Air Canada: The History* by Dundurn Press. Author Peter Piggott recently cited the doomsday flight in a *Globe and Mail* article as one of the "Ten Things You Don't Know About Air Canada."

- Dohey is particularly fond of a Canadian Press photograph of her being presented to Queen Elizabeth II in 1977 by then Prime Minister Pierre Trudeau. "He was gorgeous. I had a crush on him," says the 37-year local resident. She returned to her room in California one morning after visiting a girlfriend to the sound of a ringing telephone in her hotel room at 8 a.m. "Where have you been?" a male voice demanded of her. "Who is this?" she replied. It was the prime minister inviting her to an investiture at the National Arts Centre in Ottawa. "I nearly died," she says.

- After the stress of the hijacking, Dohey was deeply traumatized. She received no offer of counselling, although others did. She had nightmares for years and worried every time a passenger went into an airplane bathroom that they might emerge in the black "doomsday costume" that Cini wore. Asked if she thinks much about the incident these days she replies, "I don't allow myself to do that anymore because it depresses me."

- Dohey says the huge gush of publicity that put her in the national spotlight after the hijacking was ridiculous. "Everybody was thinking I should be a saint," she says incredulously. Former Air Canada President Claude Taylor once played on that theme and Dohey's well-publicized religious nature, at a national meeting of airline employees. He joked that, "I'm going to hear Mary Dohey's confession." When she got to the front of the room after the remark, she told Taylor, "You've really got your work cut out for you."

- Only one passenger ever tried to contact Dohey after the hijacking to thank her for what she did to save the lives of the passengers. Joy Maybin spent most of two years asking Air Canada to contact Dohey or give her some way to contact her. Dohey eventually wrote Maybin, then called her and the two became friends. In a phone call in 2001, following 9/11, Maybin told me that at one point during the ordeal, as the DC8's pitch changed dramatically, "I gave up. I was ready to die." The strangest feeling was to disembark from the plane and then watch it take off again from Great Falls, Montana. "There we were, safe on the ground and they (the crew) were not. I knew she was sitting up there, tied up with the dynamite," Maybin said of Dohey. Maybin observed, as have many before her, that had it not been for the calming influence of the stewardess, there would have been a tragic conclusion to the flight. "I was quite happy that it was Mary on that flight. She was mature enough to handle it."



When asked to pose for a photo with her Cross of Valour, Dohey can't find it in her apartment at a city centre long-term care unit. But "it's no big deal" she says. "It's around here somewhere." Instead, she substitutes the Queen Elizabeth II Jubilee medal that she received a couple of years ago for the anniversary of Elizabeth's 60th year as Queen of England and the Commonwealth. While you won't see any medals displayed on her walls, you will see a framed photo of her graduation from nursing school and a number of religious icons and "angels" scattered everywhere in her apartment to proclaim her strong Catholic faith.

Mary was born in 1938 and has lived at the Mississauga city centre long-term care centre just west of city hall. She has lived in Mississauga since 1967. She is the first living Canadian recipient of the Cross of Valour, the highest honour this country can award for bravery. The wording on the framed citation she keeps unobtrusively in her apartment says it was given, "in recognition of an act of the most conspicuous courage in circumstances of extreme peril."

From Blog Post Mississauga.com

Mary was born on 22 September 1933 in St. Bride's, Newfoundland. She died in Mississauga on 12 June 2017 at the age of 83.

**René Marc Jalbert, CV, CD**  
**Major – Royal 22e Régiment**  
**Sergeant-at-Arms – National Assembly of Quebec**



René Marc Jalbert, CV CD was born on 20 February 1921. In 1939, he joined the Royal 22e Régiment and served with them throughout the war including service in France and Germany and rose to the rank of Major. He also served with the unit in Korea. After ending his military career, he became the Sergeant-at-Arms of the National Assembly of Quebec.

On 8 May 1984, Denis Lortie entered the Parliament Building in the morning, before government business had begun, killing three government employees and wounding 13 others on his way to the Assembly Chamber. Upon learning of Lortie's presence, Jalbert entered the Assembly Chamber. Seeing Lortie in uniform, Jalbert showed the gunman his identification as a war veteran from the same regiment as Lortie, opening a dialogue with him. Jalbert convinced Lortie to allow several employees to leave the premises. Then he invited Lortie into his downstairs office to discuss the situation, in effect setting himself up as hostage while removing Lortie from the scene. At extreme personal risk, Jalbert spent four hours persuading Lortie to surrender to police.

Jalbert's actions almost certainly prevented a higher death toll. For his bravery, Jalbert was awarded the Cross of Valour, Canada's highest civilian award for bravery, which was presented to him 9 November 1984, by Governor General Jeanne Sauv  in a ceremony at Rideau Hall, Ottawa.

His younger brother was film and television actor Pierre Jalbert who died in 2014. Major Jalbert died at age 74 in 1996 and is buried in Quebec City.

From Wikipedia



## René Marc JALBERT, CV, CD

Ribbon	Description	Notes
	Cross of Valour (Canada) (CV)	<ul style="list-style-type: none"> <li>Awarded (CV) on 15 July 1984</li> </ul>
	WW2 1939–1945 Star	<ul style="list-style-type: none"> <li>1939-1945, WW2</li> </ul>
	WW2 France and Germany Star	<ul style="list-style-type: none"> <li>1939-1945, WW2</li> </ul>
	WW2 Defence Medal (United Kingdom)	<ul style="list-style-type: none"> <li>1939-1945, WW2</li> </ul>
	WW2 Canadian Volunteer Service Medal	<ul style="list-style-type: none"> <li>with Overseas Service bar</li> </ul>
	WW2 War Medal 1939–1945	<ul style="list-style-type: none"> <li>WWII 1939-1945, WW2</li> </ul>
	Canadian Volunteer Service Medal for Korea	
	Special Service Medal	<ul style="list-style-type: none"> <li>with <b>NATO-OTAN</b> Clasp</li> </ul>
	Korea Medal	<ul style="list-style-type: none"> <li>United Nations 1950-1953</li> </ul>
	United Nations Medal	<ul style="list-style-type: none"> <li>United Nations Peacekeeping Force in Cyprus - UNFICYP</li> </ul>
	International Commission for Supervision and Control Medal	<ul style="list-style-type: none"> <li>Indo-China, 1954–1973</li> </ul>
	Queen Elizabeth II Silver Jubilee Medal	<ul style="list-style-type: none"> <li>Decoration awarded in 1977</li> <li>Canadian version</li> </ul>
	125th Anniversary of the Confederation of Canada Medal	<ul style="list-style-type: none"> <li>Decoration awarded in 1992</li> </ul>
	Canadian Forces Decoration (CD)	<ul style="list-style-type: none"> <li>with one Clasp for 22 years of service</li> </ul>

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## **Chief Warrant Officer Keith Mitchell CV, MMM, MSM, CD**

### **Combat Engineer – SAR Tech**



CWO Mitchell could add two more years to his exceptional, 40-plus year military service, but he's calling it a career on 31 March 2021. "I'm the highest decorated currently member of the Canadian Armed Forces. I'm a chief warrant officer. I'm happy, I'm healthy. I'm going out at the top of my game."

In 1980, CWO Mitchell joined the 3<sup>rd</sup> Field Engineer Regiment in Montreal and spent four years as a reserve field engineer, learning and experiencing all he could before deciding, "this is what I wanted to do for the rest of my life". He started his Regular Force career as a Sapper in 2 CER in 1984. He served as an airborne diver in the unit, took a jungle course and following that a posting to Ottawa on the ROWPU development team. In 1992, he applied to remuster to Clearance Diver and Search & Rescue Technician. Selected for both, he chose SAR Tech and has been there since.

His first posting as a combat engineer was in Petawawa, where he went back to school and earned his high school Grade 12 leaving certificate. He was in the Special Service Force as an airborne diver, providing demolition support to the regiment. "We were building bridges, demolishing infrastructure – first in, last out is the engineer motto. I always wanted to be at the pointy end. I needed to do something physical, or I'd just get into trouble."

There was even a jungle warfare training with the French Foreign Legion in French Guyana.

After a posting in Ottawa, where he helped work on the new reverse osmosis water purification system later sent to Iraq with the engineers, he applied in 1992 to change his trade to either clearance diver or search and rescue technician.

Both came through; he chose SAR-Tech.

"It was a natural crossover – and the element of risk was appealing, pushing me to the edge."

Why work and train and live so hard and so dangerously?

"The element of risk, combined with the opportunity to help people in dangerous situations appealed to me. I always believed I owed the military something for offering me a life beyond the unstable environment I grew up in. As a soldier and aviator, I was able to excel in a demanding environment and still give back.

You see that drive from the beginning: top candidate in his combat engineer course, then para training, the combat leader course, the SAR Tech team leader course. His resume includes commanders' coins and commendations from multiple levels and nations, the Order of Military Merit, the Meritorious Service Medal, the Afghanistan Campaign Star, the Queen's Diamond, Golden and Platinum jubilee medals and the Canadian Forces Decoration Second Clasp.

"Work was good, very busy," Mitchell says, describing his first eight-year SAR posting to 14 Wing Greenwood, Nova Scotia. There wasn't anything different about the November 12, 1996 call that earned him the Cross of Valour – until there was.

"We were flying top cover for a Goose Bay medevac. The helicopter encountered bad weather en route and had to set down and wait it out. We went back out to the boat to do an assessment, and the patient was getting worse. Our job is helping people. So Bryan and I made the decision to go in."

Then-master corporals Keith Mitchell and Bryan Pierce parachuted out of the Hercules and fought through three-metre, freezing waves towards the Danish trawler before the fishing boat crew could reach them in a Zodiac. Once on board, they provided medical care for 15 hours, as the trawler headed to Iqaluit

“Bryan and I were SAR course mates – that speaks a lot, knowing the other’s SAR abilities,” Mitchell says. “I knew his capability, his mindset, and he was very much like me. We knew if one of us got in trouble, the other would be there to help.”

That Cross of Valour is exceptional: since its creation in 1972 within the Canadian system of honours, only two have been awarded to the Royal Canadian Air Force – Mitchell’s and Pierce’s, with three others awarded to Navy personnel. Just 20 have ever been presented by the governor general: only the Victoria Cross ranks higher.

“When I walk in a room in full dress uniform, people do a double take and ask questions – that’s good, because it’s a history lesson that’s not about me: it’s about what the Cross of Valour represents – and what they, too, could do.”



Mitchell left operational SAR work in 2008 and headed to French-language training for a year. He returned to 14 Wing Greenwood in 2009 as a Reserve member, working at Readiness Training Flight, then the Civil Air Search and Rescue program with 413 (Transport and Rescue) Squadron. Taking a position with the wing’s Air Reserve Flight expanded his experience and knowledge, readying him for promotion to chief warrant officer in 2019. He finishes his career with the Director Air Reserve in Ottawa, working remotely from 14 Wing as the non-commissioned members’ career manager.

He’s ready to step back. He and his wife, Melissa, raised two children and enjoy being grandparents. Mitchell spends downtime playing guitar, kayaking and puttering at his home and property with his dog, Sam, by his side. In just the past few years, he’s returned to his family’s roots, looking beyond his early years deeper into history. His own military service adds weight and understanding to what he’s found. His biological father was a stoker in the Canadian Navy, while an uncle joined the United States 173rd Airborne, with time in Vietnam. A grandfather served in the Welsh Home Guard during the Second World War, while a great-uncle was awarded the Military Cross after service and injury behind enemy lines, supporting the French Resistance. He was later awarded the Order of the British Empire for work in Manila with the British Army.

## Chief Warrant Officer Bryan Keith Pierce, CV, MMM, MSC, CD Search and Rescue Technician



Chief Warrant Officer Pierce is a Search and Rescue (SAR) Technician in the Canadian Armed Forces. He received the Cross of Valour, the highest Canadian award for acts of courage in circumstances of extreme peril, on September 18, 1998, along with Sergeant Keith Paul Mitchell.

On November 12, 1996, Sergeant Mitchell and Master Corporal Pierce carried out an unprecedented parachute jump at night from a Hercules aircraft into freezing Arctic waters to provide medical aid to a critically ill fisherman on board a Danish fishing trawler located near Resolution Island, Northwest Territories.

With inadequate flare illumination, Sergeant Mitchell and Master Corporal Pierce parachuted towards where a Zodiac boat was supposed to have been launched to pull them from the sea. Extremely strong winds carried the two men away from the vessel and landed them in freezing three-metre waves. Because of the heavy seas and severe icing conditions, they were unable to swim to the trawler. About 15 minutes later, with the men close to hypothermia, the ice-encrusted Zodiac finally reached them. They made it to the trawler, where they immediately treated the ill sailor and saved his life.

On January 3, 2007, parachute rescue team leader Warrant Officer Pierce and team member Sergeant Harrison performed a perilous procedure in a parachute jump to help a critically injured aircraft passenger, at Blatchford Lake, in the Northwest Territories. In the face of severe weather conditions, both performed a low-altitude jump, where the slightest error could have had catastrophic results for the team. The extraordinary level of professionalism demonstrated by Warrant Officer Pierce and Sergeant Harrison under these difficult circumstances brings great honour to the Canadian Forces and to Canada. For these actions, then-Warrant Officer Pierce and Sergeant Harrison were awarded the **Meritorious Service Cross (Military Division) (MSC)**.

In 2010, he was appointed as a **Member of the Order of Military Merit (MMM)**.

**Mr. Lester FUDGE, CV**  
**Mr. Harold Gilbert MILLER, CV, MB**  
**Mr. Martin SCEVIOUR, CV**  
**Fishermen**

I once asked the staff at the Chancellery, “Who do you think was the bravest of the Cross of Valour recipients?” They all agreed that it was Lester Fudge, Harold Miller and Martin Sceviour. I asked them why? They explained, “They didn’t consider what they did at this event as being anything special. They did things like this all the time. Why would they get a medal for this time?”

“At the risk of perishing, Lester Fudge, along with Harold Miller and Martin Sceviour saved the lives of twelve crewmen trapped aboard the Danish trawler *Remoy* which was caught in strong seas and listing precariously some 13 kilometres out of Nain, Labrador, on 19 November 1978. Late at night, her call of distress was received in Nain and the fishing vessel Zermatt set out in the very worst of weather conditions, her progress hindered by winds of 100 kilometres per hour and freezing spray. She sailed as close as possible to the *Remoy* which had run aground on a sand reef, had lost her power, was heavily iced over and in imminent danger of capsizing. Messrs. Fudge, Miller and Sceviour volunteered to man a six-metre motor boat and attempt to rescue the stranded crewmen. The cold was so severe that no one could have survived even one minute if they had fallen into the sea. Progress was slow as the three men had to bail out water that the high winds and one and half metre waves pushed into their small craft. They succeeded in transferring seven men to the Zermatt and valiantly made their way a second time through slob ice and raging sea, and succeeded in getting the remaining crewmen to safety aboard the Zermatt.”

From Trinity Bay, Newfoundland and Labrador.

Canada Gazette 11 April 1981

## Constable (later Sergeant) David Gordon CHEVERIE, CV, SC, Charlottetown Police

### Cross of Valour Citation:



Reacting instantly after he and his patrol partner saw flames through the living-room window of a house, Constable Cheverie forced open the door and crawled on his hands and knees into the fiercely burning living-room to see if anyone was there. While his partner coaxed one little boy to jump from an upstairs window, Constable Cheverie braved flames, heavy smoke and heat so intense it scorched his leather jacket and singed his hair and eyebrows to enter the house and search through the pitch-black and smoke-filled bedrooms for other victims.

Finding a little girl unconscious on the floor, he picked her up, ran downstairs and handed her to another officer who had tried to enter the building but had been driven back by the heat. He immediately ran back upstairs and found an older girl, whom he threw over his shoulder while continuing his search. Stumbling over the body of a

fourth child in the darkness, he grabbed her under his other arm and, certain he had found everyone, headed for the stairs. By now the fire had completely engulfed the front hallway of the house and was advancing up the stairwell. Still carrying the two girls, Constable Cheverie raced through the tunnel of flames and out the front door.

Within seconds, a large fireball shot out through the door behind them and moments later, the entire structure was ablaze.

### Star of Courage citation

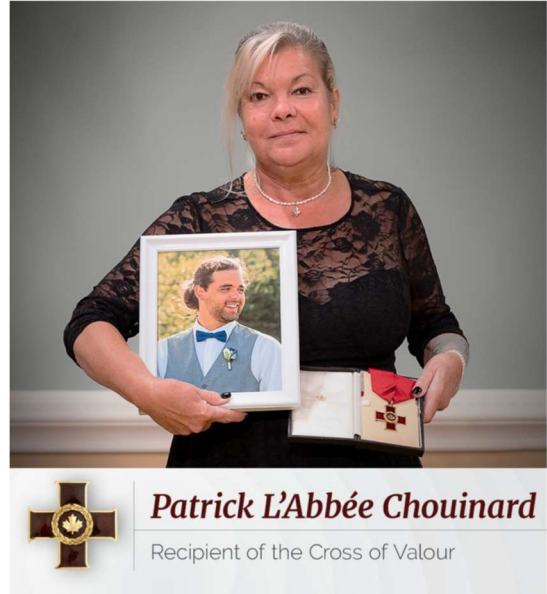


Early on the morning of March 10, 1986, Constable David Cheverie, of the Charlottetown Police Department, rescued a man from a house fire in Charlottetown, Prince Edward Island. To do so, he had to enter the downstairs apartment of the house four times because the smoke and heat were such that he could not breathe. He had had no training in fire rescue and was aware that highly explosive oxygen tanks were in the apartment. Nevertheless, he entered voluntarily, crawling on his stomach into the heart of the main fire. Cst. Cheverie was hampered by extremely poor visibility and heat so intense that paper on the floor ignited spontaneously. His own clothes caught fire. However, persevering, he located the man and carried him to safety. Once outside, Constable Cheverie gave artificial respiration to the man, who was then taken to hospital for treatment.

**Mr. Patrick L'Abbée Chouinard, C.V. (posthumous)**

On August 30, 2019, Patrick L'Abbée Chouinard woke to find his residence on fire. Rather than fleeing, Patrick remained to save his children. During his rescue attempt, an explosion occurred, causing him serious bodily injury. He persisted through the excruciating pain and managed to get his daughter out. He returned to search for his three-month-old son, but the flames overtook him. Firefighters found him near death, refusing care and pleading for them to save his child. The infant was rescued, but sadly died in hospital the following day. With severe burns over 90 per cent of his body, Patrick also succumbed to his injuries four months later.

*The decoration awarded to the late Patrick L'Abbée Chouinard will be presented to his mother, Lucie L'Abbée.*



**Corporal Robert Gordon TEATHER, CV, RCMP**  
**Regimental Number 26112**



**Bob Teather** was born in Hamilton Ontario on March 20, 1947 and joined the Force in September 1967. During his career, he was stationed at: North Vancouver Detachment, Surrey Detachment, “E” Division Dive Team, and “E” Division Protective Services Unit.

He was recognized as a trained Hostage Taker-Barricaded Person Negotiator and a Forensic Diving Instructor. In addition, he found time to write and publish many books:

- The Underwater Investigator;
- Encyclopedia of Underwater Investigations;
- Scarlet Tunic: On Patrol With the Royal Canadian Mounted Police – Volume 1;
- Scarlet Tunic: Inside our Cars – Inside our Hearts On Patrol-Volume 2.; and
- Mountie Maker: Putting Canadian in RCMP.

It was through his persistence and dedication that the “E” Division Dive Team was formally recognized in April 1977. In the early morning hours of 26 September 1981, Corporal Teather (while serving at the Surrey Detachment and an on-call member of the “E” Division Dive Team) and Corporal Tim Kain were called to assist with the rescue of two fishermen trapped in the overturned hull of a boat. Corporal Teather was awarded the Cross of Valour for this action, the first RCMP awarded the Cross of Valour and Corporal Tim Kain received the Medal of Bravery (MB). They had flipped a coin to see who would enter the boat and Teather won (or lost) the flip!

Corporal Teather passed away on November 14, 2004.

On the 15 November 2004, Cpl. Robert Teather passed away at the Surrey Memorial Hospital of natural causes after a long battle with diabetes. To all knew Bob Teather – he was the most caring and humble person. We were all proud to have known this great man.

On 10 February 2011, the Canadian government announced that seven new Hero Class Canadian Coast Guard vessels (Mid Shore Patrol Vessels) would be named in honour of fallen Canadian heroes. This announcement was made by the Honourable Gail Shea, Minister of Fisheries and Oceans, together with the Honourable Peter MacKay, Minister of National Defence, the Honourable Jean-Pierre Blackburn, Minister of Veterans Affairs, and the Honourable Vic Toews, Minister of Public Safety. These vessels were built in Nova Scotia, and entered service in 2013. One of these new ships was named “CCGS *Corporal Teather C.V.*” after Corporal Gordon Robert Teather, CV.

