

# Canadian Destroyers Switched To Bombardment Operations

(Special to The Guardian by Ross Munro)

This is the first of a series of stories on the Korean campaign, written by Ross Munro from material gathered in three weeks in the theatre of operations — at the front in Korea, at U. N. bases in Japan and at sea with the R.C.N.

The series will tell in detail of the work of the R.C.N. destroyers, the airlift duties of the R.C.A.F. squadron and what the Canadian Army Special Force might expect when it gets into the campaign.

Also included in this series will be a background story of initial American difficulties in the campaign and another on the problems for U.N. in finding a political solution in Korea. The air and ground war will be described against the backdrop of current developments.

The three Canadian destroyers are now being switched from convoy duty to blockade and bombardment operations in the Yellow Sea along the jagged western and southwestern coasts of Korea.

It is possible that the Canadians also will share in bombardment attacks on North Korean targets north of the 38th parallel.

### First Blockade Task

The first blockade task went to H. M. C. S. Cayuga. She had been escorting a British tanker to a rendezvous with Royal Navy warships in the Yellow Sea when she was ordered to intercept and check junks sailing along the ragged south Korean coast as part of the blockade measures being taken.

The Cayuga, along with H. M. C. S. Sioux, also has been given specific targets for bombardment. They include inlets and islands where it is suspected that the North Korean forces are trying to receive supplies of ammunition and gasoline by sea.

The Canadian ships are working with units of the British Far East fleet under Admiral William Andrewes, a rugged, salty sailor, who is in command of the United Nations fleet operations along the south and west coasts. The United States Navy runs east coast operations.

Also with the Royal Navy warships are Australian, Dutch, New Zealand and French destroyers and frigates.

### Naval Difficulties

The west and southwest coast of Korea is a particularly difficult area for naval operations, cluttered up as it is with hundreds of rocky islands and inlets. It tests all the navigational skill of the navymen to work their ships close inshore to shell enemy installations and road communications there.

The rugged nature of the coastline also gives North Korean blockade runners a chance to make their way southward with supplies unless the most vigilant naval patrols are carried on by the U. N. fleet.

So far, it is felt that the west coast blockade has been very successful. Admiral Andrewes told me recently when I saw him aboard the British cruiser Belfast that he did not think any enemy ships were getting through. "But we have to keep our eyes open all the time," he said. "It takes a lot of naval ships to do this and the Canadian destroyers will play as important a role as any others in this effort."

It is welcome news to the Canadian sailors that they are now headed for more operational duty in the Korean war than the convoy escort jobs the destroyers first drew when they arrived in the fighting zone.

There is not much exhilaration in escort work — sailing out from the south Japan naval base, meeting up with some American troop transports in the Western Pacific and then sweeping ahead of the transports in convoy zigzag, watching for submarines and aircraft. The chances are extremely slim that the Canadians would ever get into action on convoy, for the enemy has so few aircraft that it is not using any against ships at sea. And the North Koreans themselves have not any submarines.

### Russian Subs

However, some Russian submarines are known to be in the Sea of Japan and probably in the Yellow Sea as well. It is a precaution against action by these subs, more than anything else, that all transports are being escorted on the final leg to Korea.

All three Canadian destroyers have had their escort chores, running transports safely into the port of Pusan on the southeastern tip of Korea.

The first few missions were a novelty for many of the sailors, but the gunners were getting itchy fingers to let fly with their weapons against some target and Captain Jeffrey Brock of Victoria and Winnipeg, commanding the R.C.N. naval division, in Cayuga, emphasized to Admiral Andrewes that his men would like a chance at more active duty as soon as possible.

On blockade and bombardment operations, the Cayuga, the Sioux, under Commander Paul Taylor, and the Athabaskan, under Commander R.P. Welland, will sail together or individually with a British aircraft carrier, cruisers and other U. N. destroyers in task force operations along the west coast.

Royal Navy planes of the Fleet Air Arm will make strikes off the carrier against shore targets, as the Americans have been successfully doing on the east coast, where the coastal road runs right along the shore and is easy to get at by aircraft and naval gunfire.

### Impressive Spectacle

At present the naval effort is the most striking example of cooperation between United Nations countries. It is a really impressive spectacle to see the mass of naval units in the naval base port in southern Japan from which they operate.

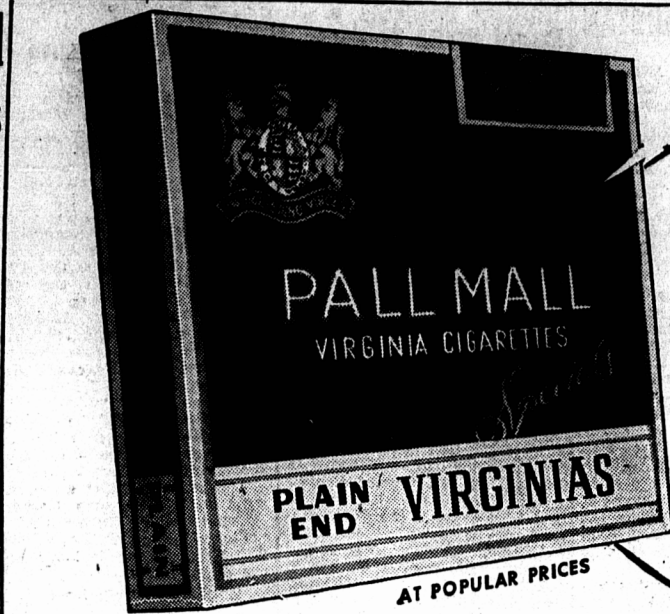
An effort is being made to keep the Canadian destroyers together on operations but for the time being it has not been successful. Later on, it probably will be arranged and if a Canadian frigate or two were added to the three destroyers there would be no problem at all in achieving this.

Then the R.C.N. could have its own small task force to support the British carrier and cruisers.

These R.C.N. destroyers have just about the best appearance of any in the U.N. fleet. Sailors keep painting them up even at sea and they are generally as clean as a Dutchwife's kitchen.

The food is good aboard and the sailors, tanned and husky, are looking in a tremendously good shape. Like any unit serving overseas they wonder when they will get home again. But there is no answer to this. "Home by Christmas?" they ask. And answer "Christmas what year?" with a grin.

To put at rest possible concern among sailors' families that their men might have to share in the



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### First Casualty In Korean Brigade

OTTAWA, Aug. 16 — (CP) — Pte. J.C. Richard of Saint John, N.B., probably is the first casualty of Canada's volunteer Korean force.

En route to Petawawa military camp for training, he got off his train for a breath of fresh air when it stopped between Fredericton and Montreal, ran for it as it began to pull out and dislocated his elbow.

### North Milton Institute

Mrs. Verner Coles entertained the members of North Milton Institute at her home on the evening of August 3rd with twelve members and three visitors present. Meeting opened by singing the Ode and repeating Creed. Minutes were read and adopted. Sick Committee had no report and a new committee of Mrs. Percy Hooper and Mrs. Verner Coles was appointed.

### Two Thank You Notes

Two Thank You Notes were read and also a letter from Miss Robin asking for helpers at the Exhibition. Program was a short report from members attending the annual meeting of Musical Festival Association and a very interesting report from Annual Convention given by the President Mrs. Lindsay Coles.

### Lunch Served by Hostess

Lunch was served by hostess and committee and a social hour spent with Mrs. Robert Carter.

### SAULT STE MARIE, Ont., Aug. 16—(CP)—

A civilian guard, under the jurisdiction of the Royal Canadian Mounted Police, has been placed on the Canadian side of locks at the St. Mary's River ship canal. The guard is to prevent any attempt at sabotage.

### Canada's Northwest Territories

Canada's Northwest Territories are divided into three districts: MacKenzie, Keewatin and Franklin. Miss Minnie E. Owen of Somerville, Mass., arrived recently to spend her vacation at Malpeque and Hamilton, P. E. I., with her brother Mr. B. B. Owen and Mrs. Owen, also her sister, Mrs. Byron Stewart.

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