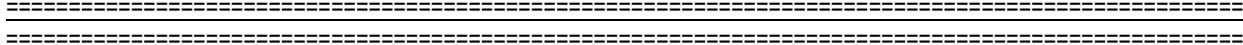


**GEORGE MEDAL (GM)**

**X - GM - 2021**

PAGES: 73  
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## GEORGE MEDAL



By the summer of 1940, many acts of gallantry were being performed by civilians and military personnel as a result of the German air attacks on England. The existing medals did not seem to fit this large number of brave deeds and so the King decided to institute two new medals, the GEORGE CROSS and the GEORGE MEDAL. The George Cross was to rank second only to the Victoria Cross and the high degree of bravery required to win the Victoria Cross was to be demanded of those awarded the George Cross except that the deeds need not be done in the face of the enemy. The standard for the George Medal would also be very high but it would be granted more freely.

Thus, on 24 September, 1940, two Royal Warrants were signed creating the George Cross and the George Medal and appeared in the London Gazette Supplement on 31 January 1941. Both the Cross and the Medal were intended primarily for civilians but could also be awarded to service men and woman for actions for which purely military honours were not normally granted. However, all the George Cross awards to Canadians except the converted Albert Medals were awarded to servicemen and

the majority of George Medal awards were to servicemen. While the George Cross may be awarded posthumously, the George Medal may not be awarded posthumously. Bars for subsequent brave deeds may be awarded.

There have been 76 medals and 4 bars issued to Canadians and the citations speak for the high standard required to receive this medal. Royal Canadian Air Force members have received 19 medals in World War II and 9 medals in peacetime. A Canadian in the Royal Air Force received a George Medal. The Canadian Army received 12 medals during World War II, one in Korea and six in peacetime (two of those on United Nations service). The Royal Canadian Naval Volunteer Reserve received 3 medals and 2 bars in WWII, the Royal Canadian Naval Reserve 4 medals and 2 bar during the war and the Royal Canadian Navy 6 medals in peacetime (13 medals and 4 bars to the Canadian Navy). The RCMP have received 2 medals, a Canadian serving with the Palestine Police received one medal and a Toronto Policeman one medal. Civilians received three medals during the war (two to women) and eight in peacetime. Of the eight peacetime medals, one of the recipients, Mr. Chipman, requested that the award be cancelled. One of the civilian awards was to a Canadian living in England and working as a test pilot.



The medal is circular, 1.42 inches in diameter. The obverse has the crowned head of the sovereign (George VI two types and Elizabeth II, two types). The reverse has St. George on horseback slaying the Dragon with the words 'THE GEORGE MEDAL' around the top edge of the medal. The medal is suspended from a ring suspender by a 1 ¼ inch ribbon, red with 5 equally spaced narrow blue stripes. It is worn on the left breast with other medals or by woman from a bow on the left shoulder. In precedence, it ranks immediately after the Conspicuous Gallantry Medal (Air Force) and immediately before the Distinguished Service Medal. Recipients may use the post-nominal letters G.M.

**BAR to the GEORGE MEDAL to the RCN in WW2 (GM\*)**

LG+ / CG	NAME	RANK	BRANCH	DECORATIONS	/
10/02/42+	<b>COOK, George Douglas</b>	Lieutenant	RCNVR	GM*	
15/05/45+	<b>HARRIES, James Leslie</b>	A/Cdr	RCNR	(OBE) GM*	
09/06/42+	<b>O'HAGAN, Denis James Patrick</b>	A/LCdr	RCNVR	GM*	
16/06/45	<b>RUNDLE, George Henry Olaf</b>	Temp Lt	RCNR	GM*	

**GEORGE MEDAL to the RCN in WW2 (GM)**

LG+ / CG	NAME	RANK	BRANCH	SHIP	DECORATIONS	/
08/01/44	<b>BETT, Alfred William</b>	Mate	RCNR	HMCS Cobalt	GM	
29/07/41+	<b>COOK, George Douglas</b>	Lieutenant	RCNVR		GM (*)	
13/11/43	<b>HARRIES, James Leslie</b>	A/LCdr	RCNVR		(OBE) GM (*)	
17/06/41+	<b>O'HAGAN, Denis James Patrick</b>	Lieutenant	RCNVR		GM (*)	
10/06/44	<b>ROBERTSON, Owen Connor</b>	Cdr	RCNR		(OC) GM	
16/10/43	<b>RUNDLE, George Henry Olaf</b>	Lieutenant	RCNR		GM (*)	
15/05/42+	<b>TELLIER, William Gaston</b>	Temp Lt	RCNVR		GM	

**GEORGE MEDAL to the RCN Post-WW2 (GM)**

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

**GEORGE MEDAL Awards to Members of the RCAF in WW2 (GM)**

LG+ DATE	NAME	RANK	SQUADRON	NUMBER	#	DECORATIONS /
17/03/44+	<b>ABEL, George Clayton</b>	F/L	36	J7526	#	GM
26/02/46+	<b>BAILLIE, John James</b>	F/O	194	J37488	#	GM
02/03/43+	<b>BAILY, Francis Martin</b>	Sgt	CCC	R54730	#	GM
27/07/43+	<b>COATES, David Mervin</b>	F/S	415	R78103	#	GM
03/11/44+	<b>HOOKER, Robert John</b>	WO1	431	R107897	#	GM
29/12/42+	<b>JENNER, Raoul De Fontenay</b>	F/S	7	R54093		GM
12/11/43+	<b>LINDSAY, Ewart John Adyn</b>	F/L	424	C8721		GM
02/04/43+	<b>LINK, Henry David</b>	F/O	DDD	J11848		GM
11/06/42+	<b>LUMMIS, Fred Bert</b>	Sgt	EEE	9867		GM
13/08/43+	<b>LYON, George Francis William</b>	LAC	FFF	R82698		GM
12/11/43+	<b>McCOMBE, Robert James</b>	F/L	424	J2201		GM
14/03/44+	<b>McGRATH, William Kerr</b>	WO	404	R103014	#	GM
11/12/45+	<b>McLEAN, Howard Vincent</b>	F/O	GGG	J36349		GM
27/10/44+	<b>MARQUET, Maurice</b>	Cpl	425	R87217	#	GM
06/01/42+	<b>MILLER, Thomas Breech</b>	Sgt	78	R64816		GM
13/07/43+	<b>MOORE, Delbert Cecil</b>	F/S	214	R75862	#	GM
13/07/43+	<b>PUDNEY, Clinton Landis+</b>	Sgt	HHH	R139022		GM
27/10/44+	<b>ST. GERMAIN, Joseph Rene Marcel</b>	F/S	425	R96959	#	(DFC) GM
21/02/47+	<b>VARDEN, Dennis Peter</b>	F/L	JJJ	J24596		GM
13/08/43+	<b>WILLIAMS, John Francis</b>	P/O	III	J13042	GM	

CCC = RCAF Station Patricia Bay  
 DDD = 14 OTU RAF  
 EEE = RCAF Station Trenton  
 FFF = RCAF Station Torbay, Nfld.

GGG = #14 S.F.T.S.  
 HHH = 1659 OTU  
 JJJ = RCAF Station Yarmouth  
 III = #1 Bombing and Gunnery School

# - Citation in the Gazettes

**GEORGE MEDAL to a CANADIAN in the RAFVR in WW2 (GM)**

LG+ DATE	NAME	RANK	SQUADRON	NUMBER	#	DECORATIONS /
31/10/41+	<b>NICHOLSON, Alexander John</b>	P/O	220	96708	#	GM

**POST-WAR GEORGE MEDALS Awarded to the RCAF (GM)**

CG DATE	NAME	RANK	SQUADRON / STATION	DECORATIONS /
09/02/63	<b>McKENZIE, Ian Kenneth</b>	F/L	RCAF Station Centralia	GM CD
09/02/63	<b>McLAREN, Francis Earl</b>	S/L	RCAF Station Centralia	DFC GM CD
07/02/59	<b>MARSH, William James</b>	F/L	RCAF Station Chatham	GM
30/03/57	<b>MORGAN, Robert Gordon</b>	F/L	411 Squadron, 1 Fighter Wing	GM
31/07/48	<b>RACE, Robert Carson</b>	F/O	112 Transport Squadron, Winnipeg	GM
07/02/59	<b>SABOURIN, Robert Emery</b>	F/O	RCAF Station Rivers, Manitoba	GM CD
07/02/59	<b>STEVENSON, Douglas Edgar</b>	Sgt	Deputy Fire Chief-Montmedy France	GM CD
30/03/57	<b>WATERS, Harry John</b>	LAC	411 Squadron	GM

**GEORGE MEDAL Award to a Canadian serving as a Test Pilot Post WW2 (GM)**

CG DATE	NAME	TITLE	SQUADRON / STATION	DECORATIONS /
29/07/52+	<b>WATERTON, William Arthur</b>	Chief Test Pilot formerly S/L	Gloster Aircraft Co. Ltd. Royal Air Force	AFC* GM



Chief Test Pilot William Arthur Waterton, AFC and Bar, GM (right in front of the Gloster Meteor)

**GEORGE MEDALS Awards to the CANADIAN ARMY in WWII (GM)**

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>CORPS</u>	<u>DECORATIONS /</u>
30/01/1942+	<b>CHAMBERS, Jack</b>	Gunner	Royal Canadian Artillery	GM
24/08/1945+	<b>CHANDLER, Thomas Francis</b>	Captain	Royal Canadian Army Service Corps	GM
17/12/1940+	<b>CUNNINGTON, Douglas Wightman</b>	Captain	Royal Canadian Engineers	GM
12/09/1946+	<b>DUNLOP, Edward Arunah</b>	Major	Queen's Own Rifles of Canada	(OBE CM) GM
19/10/1945+	<b>ELSDON, Walter Douglas</b>	Lieutenant	Royal Canadian Artillery	GM (CD)
19/10/1945+	<b>FETHERSTON, Robert Morris</b>	Corporal	Royal Canadian Engineers	GM
30/03/1943+	<b>GALWAY, Edward Thomas</b>	LCol	Royal Canadian Engineers	MBE MC GM CD
19/10/1945+	<b>GARRETT, John Dunham</b>	Sapper	Royal Canadian Engineers	GM
17/03/1944+	<b>HARKNESS, Douglas Scott</b>	Major	Royal Canadian Artillery	(OC) GM ED
19/05/1942+	<b>HEGGIE, David Colin</b>	Acting Major	Royal Canadian Army Medical Corps	GM
23/03/1945+	<b>MULHERIN, Herbert William</b>	Captain	Princess Patricia's Cdn Light Infantry	GM
01/02/1945+	<b>SHIELDS, Alexander McGregor</b>	A/Corporal	Royal Canadian Army Ordnance Corps	GM

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**GEORGE MEDALS Awards to the CANADIAN ARMY in Post WWII (GM)**

<u>CG DATE</u>	<u>NAME</u>	<u>RANK</u>	<u>REGIMENT / CORPS</u>	<u>DECORATIONS /</u>
31/07/1948	<b>D'ARTOIS, Lionel Guy</b>	Captain	Royale 22e Regiment du Canada	DSO GM
19/07/1952	<b>SINNOTT, Sterling Lloyd</b>	Lance-Cpl	Royal Canadian Army Medical Corps	GM

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**GEORGE MEDALS Awards CIVILIANS in WWII (GM)**

CG DATE	NAME	TITLE	OCCUPATION	DECORATIONS /
04/12/1942+	<b>PATTERSON, Marion</b>	Mrs	Senior Fire Guard Aberdeen	GM
11/06/1942+	<b>SOCQUE, Albert</b>	Mr	Truck Driver Defence Industries	GM
11/06/1942+	<b>WALSH, Frances</b>	Miss	School Teacher (Gravel GC)	GM

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**GEORGE MEDALS Awards to CIVILIANS Post WWII (GM)**

LG DATE	NAME	TITLE	OCCUPATION	DECORATIONS /
17/12/1955	<b>CHIPMAN, Edward C.</b>	Mr	Milkman from Montreal	* GM
12/11/1952	<b>DEADMAN, William Ronald</b>	Constable	Toronto Police Department	GM
19/12/1953	<b>DECUYPER, Albert Richard</b>	Mr	Farmer near Norwood, Manitoba	GM
13/09/1952	<b>KOELE, Wilhelm</b>	Mr	Farmer near Centralia, Ontario	GM
21/01/1947+	<b>SMITH, Edward Albert</b>	Sergeant	Palestine Police Force	GM
19/12/1953	<b>WATERS, Robert Thomas</b>	Mr	14 Year Old from Comox, B.C.	GM

\* = Award later cancelled at Mr. Chipman's request

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**CANADIAN GEORGE MEDAL RECIPIENTS**

By Date Awarded

**CUNNINGTON, Douglas Wightman**  
Captain - Royal Canadian Engineers

**GM**

LG: p7053, 17 December 1940  
DOI: 21 September 1940

**Lieutenant John MacMillan S. PATTON**, RCE was awarded the **George Cross (GC)**

Citation published in the London Gazette 17 December 1940 although the award was gazetted on 21 September 1940: "On the morning of 21 September 1940 at about 08:30 hours the Hawker Aircraft Factory at Weybridge was attacked by enemy aircraft. Three bombs were dropped and two exploded, causing slight damage. The other, a 500 lb. bomb penetrated the factory roof, passed through a wall at the end and came to rest on a concrete driveway outside the erecting shed, having failed to explode. As the explosion of the bomb here would have caused considerable damage, its immediate removal was a matter of national importance.

A message from the factory came to "A" Company to enquire if there was a Bomb Disposal Section in the Company. There was not, but Lieutenant Patten at once undertook to remove the bomb. About five minutes later, Captain Cunnington, who was temporarily O.C. Company, was informed and went to the scene. On arrival he found that Lieutenant Patten had ordered a truck and a length of cable and was engaged in putting the bomb on a sheet of corrugated iron. Captain Cunnington at once set about clearing a path for the bomb to an old crater about 200 yards away. He assisted in fixing the cable, now fixed to the corrugated iron sheet, with the bomb on it, to the truck. He drove the tank with the bomb in tow to the crater into which the bomb was lowered. This operation was particularly hazardous as none of the volunteers had any instruction or experience in recovering bombs and were therefore unable to disarm or defuze it.

Captain Cunnington throughout this hazardous operation sowed complete disregard for personal danger and his actions in towing the bomb to a 'safe' place was one calling for cool courage of the highest order.

The bomb exploded the following morning."

**MEDALS:** KStJ - GM - 1939/1945 Star - African Star - France & Germany Star - Defence Medal - CVSM & clasp - 1939/1945 War Medal - EIRR Coronation Medal - CD (George VI) and Bar.

He rose to the Rank of Brigadier-General and was the Director-General of Senior Appointments before retiring in 1972.

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## CANADIAN GEORGE MEDAL RECIPIENTS

**O'HAGAN, Denis James Patrick**

**GM CD**

LG: p3651, 27 June 1941

A/Lieutenant - Royal Canadian Naval Volunteer Reserve

DOI: 22 - 26 December 1940

Citation reads: "He has up-to-date dealt with thirteen unexploded enemy mines and has shown consistent high courage.

On the night of 22/23 December 1940 a mine fell very close to the Central Electricity Power Station, Trafford Park, Manchester and it was necessary that this mine should not be allowed to explode. It was lying with its bomb fuze underneath and a fire was raging some fifty yards away; during the operation which took four days, it was necessary to let fire engines pass close by as a further attack on the night of 23/24 December had started more fires close by. He carefully scraped away the earth from underneath the bomb fuze, only to find that it had been damaged and the spring gag could not be used. He then decided to try and screw in a screw tap into the hydrostatic valve hole and this was successful. He then rolled the mine, so that the bomb fuze was on top only to find that the keep ring was badly bent. With the help of Bevan, he tried to unscrew the ring, and whilst doing so the fuze clock started and ran off, and the screw tap prevented the mine from firing. It was now obvious that the mine could not be rendered safe in the normal manner without great risk; so it was decided to sterilize the mine by boiling out the explosives; this was done successfully by the evening of 26 December, great care being taken not to detonate the mine as the bomb fuze, primer and detonator and the mine primer and detonator were all in position. When the H.E. filling has been emptied, sandbags were put round the mine, the bomb fuze successfully countermined and the main detonator and primer then cleared.

The greatest credit is due to O'Hagan and Bevan (Able Seaman William Henry Bevan, RN, who was also awarded the George Medal) for this fine piece of work which prevented sever damage to the power station."  
(The citation recommended them both for the George Cross).

**Medals:** George Medal and Bar – 1939/1945 Star – Atlantic Star – Defence Medal – Canadian Volunteer Service Medal and Clasp – Canadian Forces Decoration (EIRR)

O'Hagan was awarded a bar to this medal 9 June 1942.



**CANADIAN GEORGE MEDAL RECIPIENTS**

**COOK, George Douglas**

**GM**

LG: p4369, 29 July 1941

Lieutenant - Royal Canadian Naval Volunteer Reserve

DOI: 25 - 30 February 1941

Citation reads: "Lieutenant Cook, the Mine Disposal Officer temporarily appointed to the Staff of the Senior British Naval Officer, Suez Canal Area, recovered a German parachute mine (at Tousom, near Ismailia, Egypt) on 25th February 1941.

There were no service divers available to attach the pressure horn. Lieutenant Cook therefore pulled the mine into shallow water with a net, and then himself took out the fuze under water. He then had the mine taken by lorry to a safe place in the desert, and after getting permission from the Senior British Naval Officer, proceeded to dismantle it, in the hope of getting useful information by the recovery of the magnetic or acoustic element.

After five days of careful trepanning of the case, he exposed the booby trap detonator. He then removed this and pulled off the rear door by remote control.

This is the first time since the beginning of the War that a ground mine laid in water deep enough to arm it has ever been successfully recovered and stripped. All other attempts have failed, two with severe loss of life. Lieutenant Cook must have been well aware of the extraordinary risks he was running. Taking the fuze out under water must have been a very trying experience requiring the highest degree of courage and control, while the subsequent stripping was clearly done with careful persistence and courage.

Lieutenant Cook was sent to the Mediterranean for Bomb Disposal Duties. That he has dealt with mines after only being taught enough to enable him to identify a mine, and he has taken the pains to learn the details of these intricate mechanisms adds much to the merit of his performance in successfully carrying out very dangerous work of the highest importance in the face of the greatest difficulties."

**MEDALS:** Cook was awarded a bar 10 February 1942.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**NICHOLSON, Alexander John**  
Pilot Officer - Royal Air Force Volunteer Reserve

**GM**

LG: p6313, 31 October 1941  
DOI: 07 August 1941

"In August, 1941, this officer was a passenger in an aircraft which was involved in a collision when taking off and crashed. The aircraft immediately caught fire but Pilot Officer Nicholson managed to get clear. He remembered that when the plane crashed, someone in the wireless compartment had been thrown across him. Ammunition and pyrotechnics were exploding and the whole front of the aircraft was in flames but Pilot Officer Nicholson, with complete disregard for his own safety, re-entered and, making his way forward, found the wireless operator, whom he managed to drag to the door, when an explosion occurred which blew Pilot Officer Nicholson a distance of 20 yards. The wireless operator was finally extricated by others but, without doubt, his life was saved by Pilot Officer Nicholson's gallantry in the first instance."

**MEDALS:** GM - 29/45 Star - Air Crew Europe Star - Defence Medal - 1939/1945 War Medal.

Nicholson was born in Cromarty, Scotland but was raised in Windsor and Sherbrooke before returning to England to join the RAFVR.

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**MILLER, Thomas Beech**  
Sergeant - Royal Canadian Air Force (78 Sqd. RAF)

**GM**

LG: p121, 6 January 1942  
DOI: 07 September 1941

"One night in September, 1941, Sergeant Miller was the air observer of an aircraft which, following a successful attack on a target in North West Germany, had been attacked by an enemy fighter. The controls were damaged and the starboard engine was put out of action, and the pilot had to effect a forced landing. The aircraft landed heavily with undercarriage retracted, came to rest half over a ledge, and caught fire. The rear gunner and second wireless operator were only slightly injured and escaped from the rear of the aircraft. Sergeant Miller was also uninjured and escaped through the top hatch. He then noticed that the pilot and first wireless operator were still in the aircraft, which was now blazing furiously. Undeterred, Sergeant Miller re-entered the aircraft through the top hatch and found the captain lying in a dazed condition, as he had been wounded about the face and head. Sergeant Miller pulled the captain through the hatch and carried him away from the aircraft. He returned for the first wireless operator who was lying in the rear of the cabin, very badly hurt and with his clothing on fire in one or two places. Sergeant Miller succeeded in lifting him through the hatch and carried him to a place of safety, where he beat out the flames from the injured man's clothing with his hands after rolling him on the ground in an attempt to smother them. The flares, oxygen bottles, ammunition and petrol tanks began to explode immediately after Sergeant Miller got clear of the aircraft. He received severe burns to his hands while rescuing his comrades, whose lives were undoubtedly saved by his prompt and extremely brave action."

**MEDALS:** GM - 1939/1945 Star - Air Crew Europe - Defence Medal - CVSM & Clasp - 1939/1945 War Medal.

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## CANADIAN GEORGE MEDAL RECIPIENTS

**CHAMBERS, Jack**

Gunner - Royal Canadian Artillery

**GM**

LG: p345, 20 January 1942

DOI: 16/17 April 1941

London Gazette citation reads: "The KING has been graciously pleased to approve the award of the George Medal in recognition of conspicuous gallantry in carrying out hazardous work in a very brave manner."

A statement of services for which the award has been approved is set forth herein: -- "During an enemy air attack on the night of the 16/17 April, 1941, Gunner Chambers, with absolute disregard for his own personal safety, rendered invaluable assistance in the rescue of Auxiliary Fire Service personnel. At the junction of Court Downs Road/Wickham Road, Beckenham, Kent, a trailer pump in charge of a leading fireman was proceeding to assist in fighting a fire when a high explosive bomb fell about 20 feet from the vehicle; the petrol tank was pierced and a blaze started. Gunner Chambers, in spite of the blazing petrol, assisted a fireman to rescue another fireman. They subsequently made gallant efforts to rescue another fireman from the blazing vehicle, but their efforts were foiled by the tremendous heat."

**MEDALS:** (held by the Canadian War Museum)

GM - 1939/1945 Star - France & Germany Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal - Efficiency Medal (GVI) and Bar.

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**COOK, George Douglas**

Lieutenant - Royal Canadian Naval Volunteer Reserve

**GM & BAR**

LG: p653, 10 February 1942

DOI: July 1941

The citation in the London Gazette reads only: "For gallantry and undaunted devotion to duty."

The citation sent recommending the bar to the George Medal read: "A mine was dropped on shore at Haifa and Lieutenant Cook took charge of the disposal of it. He identified it as a type that has a series of devices meant to explode if it is not fully immersed as a mine. Since it had not exploded, he suspected that some defect had developed which might rectify itself of its own accord or through incautious interference. Therefore, he decided not to risk moving it but to strip it on the spot. The area was ordered to be cleared next day. Some 14,000 people were affected and the site was sandbagged and a tent put up over the mine. The complicated operation of stripping the mine took Lieutenant Cook three and a half hours of patient work, part of it done in total darkness, since this type of mine has an explosive device sensitive to light, with the knowledge that if he made one mistake he would have no warning and no chance to escape."

**MEDALS:** GM & Bar - 1939/1945 Star - Atlantic Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal - CD (EIRR)



**CANADIAN GEORGE MEDAL RECIPIENTS**

**TELLIER, William Gaston**

**GM**

LG: p2065, 12 May 1942

Temporary Lieutenant - Royal Canadian Naval Volunteer Reserve

DOI: 08 June 1941

The London Gazette entry merely states: "For courage and coolness."

From the log book of the Royal Navy ship, *H.M.S. Prince of Wales* 24 May 1941:

Struck by 15-inch shells from BISMARCK - 4 hits." / 8 June 1941:

0745 - Hands employed cleaning ship. Unexploded 15" projectile removed from ship.

0845 - Continued de-ammunitioning." (alongside at Rosyth Dockyard).

Citation reads: "He helped remove a fifteen-inch unexploded shell from a fuel tank of one of H.M. ships. He has dealt within the "danger period" with six bombs on board ships, where constant close contact must be maintained with the bomb throughout and there is no chance of running to safety, while the bomb often becomes jammed in the ship's structure, which makes it difficult to handle without detonating. There were two bombs in one ship, one had buried itself six feet into bunker coal. He crawled through the bomb hole and dug out the coal until he found the fuze, but both plungers were stuck and it could not be discharged by hand. A hole was cut in the deck above and the bomb and a liquid fuze discharger was used. The other bomb had to be dug out of six hundred tons of ballast.

**Medals:** GM - 1939/1945 Star - Atlantic Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**HEGGIE, David Colin**

**GM**

LG: p2177, 19 May 1942

Acting Major - Royal Canadian Army Medical Corps

DOI: 3-4 & 7-8 May 1941

Dr. Heggie was the Medical Officer of No. 1 Canadian Base Depot near the Mersey waterfront in Liverpool. On the first night, he disregarded bombs and falling masonry and spent an exhausting eight hours directing rescue operations and treating the wounded as they were brought out of the debris. At times, he forced his way through the wreckage of demolished buildings to administer hypodermics to trapped civilians. In order to give morphine to one all but inaccessible, badly-crushed victim in the basement of a wrecked house on Crosby Road, Seaforth, Liverpool, he was lowered by his feet headfirst into the ruins. Four nights later at his first aid point in Rawson Road, Seaforth, Liverpool, he was hit in the head when a bomb exploded in the post. Bleeding profusely, he managed to crawl through the debris and drag injured nursing sisters from the wreckage. He helped to bandage their wounds until he himself collapsed from loss of blood. (from p148, Seventy Years of Service).

**MEDALS:** GM - Defence Medal - CVSM & Clasp - 1939/1945 War Medal.

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**O'HAGEN, Denis James Patrick**

**GM & Bar**

LG: p2547, 9 June 1942

Temporary Lieutenant - Royal Canadian Naval Volunteer Reserve

DOI: 22 - 31 May 1941

The citation reads: "In May 1941, the enemy started dropping a new type of mine, known as "G" type, which had no parachute and which if it did not explode on impact, buried itself deeply in the ground (twenty to thirty feet or more). On 22 May, Fortt (Temporary Lieutenant Frederick Ronald Bertram Fortt, RNVR, also awarded the bar to his George Medal) and O'Hagan were sent to Nuneaton to deal with one of the first "G" mines dropped on land and unexpended.

It was already known that it contained a new anti-handling mechanism activated by a photo-electric cell, which would explode when exposed to daylight and it was necessary to remove the unit of the mine containing this device before the mine would be safe to handles. Instruction showed that it was necessary to work in darkness and also that the mine would probably be magnetically alive and sensitive to any magnetic influence.

The Nuneaton Bomb Disposal Squad (Lieutenant R.A. McClune) volunteered to work on the preliminary heavy excavation, up to the point of locating the mine. The mine was found at twenty-two feet and Fortt and O'Hagan freed the end from the surrounding sub-soil; they then widened the bottom of the shaft sufficiently for the necessary operations to be carried out upon the magnetic unit. The soil being in the form of petrified clay, work could only be carried out with picks and shovels regardless of any effect which the vibration would have upon the mechanism of the mine - then very largely an unknown quantity. To add to the difficulties, those parts which had to be removed in the early and most dangerous stages of the operation were very heavy, in practice too heavy for one man along - this was why two officers were sent. Working in the dark, they successfully removed the magnetic unit and primer and, after further excavation, the fuze.

Dealing with an unknown mine, courage of a very high order is required. The operation was brought to a successful conclusion. Fortt has been in Land Incident Section for eight months and has dealt with thirty mines, O'Hagan for ten month and has dealt with twenty-three mines."

**MEDALS:** GM & Bar - 1939/1945 Star - Atlantic Star - Defence Medal - CVSM & Clasp - 1939/1945 Medal.

Sold into a private collection 1985.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**LUMMIS, Fred Bert**

**GM**

LG: p2533, 11 June 1942

Sergeant - Royal Canadian Air Force

DOI: 22 December 1939

"This airman was engaged in draining petrol from an aircraft in a hangar (at RCAF Station Trenton, Ontario). As a result of an electric lamp breaking into a petrol can, the petrol was ignited. Sergeant Lummis seized the burning can and after two attempts succeeded in removing it from the hangar. In this act of bravery, he showed total disregard for his personal safety and the greatest courage as by the time he got outside he was a mass of flames. He thereby saved twelve aircraft which, at this date, were invaluable to Canada's air training plan."

**MEDALS:** GM - CVSM - 1939/1945 War Medal.

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**WALSH, Frances**

**GM**

LG: p2533, 11 June 1942

School Mistress - Big Springs School (near Calgary)

DOI: 10 November 1941

See citation for the **George Cross** to LAC Karl Gravell

"An aircraft crashed in the school-yard of Big Springs School (in the Simmonds Valley near Calgary, Alberta) and burst into flames. The pilot was instantly killed and the pupil (LAC Gravell) seriously burned and injured. The pupil was endeavouring to pull the pilot from the blazing wreckage, when Mrs. Walsh, who had heard the crash, ran out to the scene of the fire. She displayed great personal courage and coolness in circumstances which were entirely strange to her. In the face of considerable danger from the gasoline fire she ran into the blazing wreckage and dragged out the pupil, rolled him on the ground and extinguished the fire on his person. With the help of her pupils, she then carried the injured man to her school house, rendered First Aid and sent for medical assistance. In carrying out this feat, Mrs. Walsh received burns about the face and suffered from shock but made no comment whatever regarding her own injuries which were not attended to until after the medical officers who had arrived at the scene of the accident had cared for the injured airman.

**MEDAL:** GM

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**PATTERSON, Marion**  
Senior Fire Guard - Aberdeen

**GM**

LG: p5293, 4 December 1942  
DOI: 07 August 1942

"During an enemy air raid, a bomb demolished a building and fire broke out. Mrs. Patterson crawled under the wreckage and, with a stirrup pump, extinguished what might have developed into a disastrous fire.

A man was known to be trapped in the building and to reach him Mrs. Patterson burrowed under the wreckage for fifteen feet and directed rescue operations from underneath, so that a way could be cleared through the debris to the victim. He was trapped by a heavy piece of timber across his legs and before he could be released Mrs. Patterson had to work downwards to his feet and remove the beam.

Mrs. Patterson showed outstanding courage and initiative, without regard for her own safety. She was in great danger during the rescue work and one minute after she emerged from the building it collapsed."

(Mrs. Patterson was from Toronto and moved to Aberdeen before the war. Her medal was part of the Woman at War Display in the Canadian War Museum 1985-1987).

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**JENNER, Raoul de fontenay**  
Flight Sergeant - Royal Canadian Air Force (7 Squadron RAF)

**GM**

LG: p5635, 29 December 1942  
DOI: 10 September 1942

"One night in September, 1942, Flight Sergeant Jenner was a member of the crew of an aircraft detailed to attack a target at Dusseldorf. The target was bombed successfully but, whilst still over the objective, the aircraft was repeatedly hit by anti-aircraft fire. The port inner propeller came off and, shortly afterwards, the port outer engine fell out; the petrol tanks were holed in many places. During the return journey the crew displayed coolness and skill, doing all they could to keep the crippled bomber in the air. Shortly after crossing the English coast the aircraft crashed in a field and immediately caught fire. All the crew, with the exception of the rear gunner, managed to extricate themselves. The whole aircraft was soon blazing fiercely. Knowing that the fuel tanks might explode at any moment two sergeants re-entered the aircraft in an attempt to rescue the rear gunner. They went right forward to reach the place where they thought he would have been thrown, but a petrol tank exploded and both were killed. Flight Sergeant Jenner, who had seen his two comrades killed and knew that a further petrol tank might explode, then re-entered the burning fuselage. He found the rear gunner who was severely burned, and succeeded in removing him to safety. Throughout, this airman displayed extreme courage, fortitude and devotion to duty in keeping with the highest traditions of the Royal Air Force."

**MEDALS:** GM - 1939/1945 Star - Aircrew Europe Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**BAILY, Francis Martin**

**GM**

Sergeant - Royal Canadian Air Force  
RCAF Station, Patricia Bay, B.C.

LG: p1025, 2 March 1943  
CG: p1011, 6 March 1943  
DOI: 30 July - 10 Aug. 1942

Canada Gazette citation reads: Sergeant (now Flight Sergeant) Francis Martin Baily, (R54730 R.C.A.F. Station, Patricia Bay, B.C.):

"Sergeant Baily displayed devotion to duty and courage of the highest order when an aircraft, in which he was a passenger, crashed in a very remote part of Alaska. Although there was considerable danger that the aircraft would catch on fire, he repeatedly entered the aircraft and carried the injured occupants to safety. With no thought of himself and under the most adverse conditions, he took command of the situation after the crash. Faced by almost impossible odds, he cared for the injured, set a broken leg with such skill that when a medical officer arrived the leg did not need resetting. He then set out for help into country unknown to him. After several hazardous days of travel which involved the suffering of considerable hardships, he was instrumental in securing aid. He later guided the rescue party to the scene of the crash and assisted them with their work. His initial rescue work and subsequent care of the injured undoubtedly saved the lives of the other four survivors of the crash. Sergeant Baily's courage, leadership, and resourcefulness have set an inspiring example." The crash was in the Robinson Mountains, Bering Glacier, Alaska.

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**GALWAY, Edward Thomas**

**MBE MC GM CD**

Lieutenant - Royal Canadian Engineers (3 Field Company)  
Lieutenant-Colonel - R.C.E. (Korea)

LG: p1459, 30 March 1943  
CG: Extra, 30 March 1943  
DOI: 03 February 1943

London Gazette citation reads: "For conspicuous gallantry in carrying out hazardous work in a very brave manner."

Citation submitted reads: "At 1015 hours on 3 February 1943, Lt. Edward Thomas Galway, Royal Canadian Engineers, was in charge of a detachment which was salvaging materials from the off-shore end of an ocean pier at Eastborne, Sussex. A clear gap of approximately 30 feet existed between the in-shore and off-shore ends and was bridged with a steel cable. This means of communication had to be used as the rough sea prevented the use of a boat. L/Cpl Hunt crossed over on the cable, slipped on a girder as he reached the far side, struck his head and body on the cross bracing and fell into the channel. Lt. Galway instantaneously dived into the water and supported this N.C.O. but the strong sea which was running carried them out before any ropes or lifebuoys could reach him. With great difficulty, owing to the breakers, a boat was launched from the shore but it was fully 20 minutes before a rescue was effected. Lt. Galway then administered effective first aid. The instantaneous action of this Officer, his strong swimming qualities, and entire disregard for personal safety displayed courage of the highest order and undoubtedly saved the life of the N.C.O.

After receiving the George Medal, he went on to earn the Military Cross in World War II. While serving with the 23 Field Squadron, The Corps of the Royal Canadian Engineers in Korea and was awarded a Member of the Military Division of the Most Excellent Order of the British Empire (Canada Gazette 6 June 1953, p1675, ZB495 Major Edward Thomas Galway). An outstanding group of gallantry awards to a Canadian in two wars.

**MEDALS:** MBE - MC - GM - 1939/1945 Star - France & Germany Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal - Canadian Korean Medal - Canadian Korea Volunteer Service Medal - U.N. Korean Medal - CD.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**LINK, Henry David**

**GM**

LG: p1517, 2 April 1943

Flying Officer - Royal Canadian Air Force (14 OTU, RAF)

DOI: 09 January 1943

"In January, 1943, Flying Officer Link was the rear gunner of an aircraft which crashed a few miles away from an airfield (Ashwell, near Cottesmore, Leicestershire) and caught fire. Although thrown clear of the wreckage, this officer sustained injuries to his back and was badly cut about the head and face. Disregarding his injuries and the danger from exploding ammunition, petrol tanks and oxygen bottles, Flying Officer Link immediately proceeded to assist other members of the crew who were trapped in the blazing wreckage. By his heroic efforts he succeeded in releasing two of his companions and it was not until the flames became too fierce that he abandoned his rescue efforts. Flying Officer Link displayed great courage and fortitude."

**MEDALS:** GM - 1939/1945 Star - Aircrew Europe Star - Defence Medal - CVSM & Clasp - 1939/1945 WM

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**SOCQUE, Albert**  
Truck Driver

**GM**

LG: p2667, 11 June 1943  
DOI: 23 July 1941

"Socque was engaged in trucking nitro-cellulose scrap from various buildings in the plant (Defence Industries Limited, De Salaberry Plant, Valleyfield, P.Q.) and dumping this material on the burning ground a quarter of a mile distant by the St. Lawrence River. As another man was directing the backing of the dump truck in order completely to empty the load, the explosive scrap caught fire and he was trapped by a mass of flames which completely surrounded him to a height of twenty feet. At great personal risk, Socque ran into the flames, dragged the victim to safety, and, taking him about 200 feet to the river shore, plunged him into the water and extinguished his burning clothing. Socque showed great courage and was himself severely burned in carrying out this rescue."

**MEDAL:** George Medal

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**MOORE, Delbert Cecil**  
Flight Sergeant - Royal Canadian Air Force

**GM**

LG: p3155, 13 July 1943  
DOI: 09 March 1943

Sergeant Hamish WILSON, Royal New Zealand Air Force also won the George Medal

"One evening in March 1943, Flight Sergeant Moore and Sergeant Wilson were captain and rear gunner, respectively, of an aircraft which crashed into a house soon after taking off, burst into flames and was completely wrecked. Most of the crew, although badly burned or injured, managed to escape through holes torn in the fuselage. Flight Sergeant Moore emerged from the pilot's escape hatch, went to the rear of the aircraft, and re-entered the wreckage, which was now a raging inferno with bullets exploding; high explosive bombs were also carried. He found the mid-upper gunner trapped and unconscious against the mainspar, with his feet resting on the roof and his head on the floor. Calling for help, Flight Sergeant Moore was immediately joined by Sergeant Wilson, who was badly cut about the head, and together they entered the blazing bomber and succeeded in extricating their unconscious comrade, Sergeant Wilson sustaining burns about his face and body in the process. Although almost completely exhausted, the two airmen carried the mid-upper gunner across a wire fence and over a deep ditch to a small enclosure sufficiently far from the aircraft to be comparatively safe. Sergeant Wilson then set out across the ploughed fields in search of help while Flight Sergeant Moore, who was suffering intensely from burns, remained to encourage and sustain his injured crew."

**MEDALS:** GM - 1939/1945 Star - Aircrew Europe Star - Defence Medal - CVSM & Clasp - 1939/1945 WM

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**PUDNEY, Clinton Landin**

**GM**

LG: p3156, 13 July 1943

Sergeant - Royal Canadian Air Force (1659 Conversion Unit, RAF)

DOI: 28 January 1943

"While engaged on a local practice flight, the Halifax aircraft in which Sergeant Pudney was flying as mid-upper gunner struck high ground, crashed and burst into flames (near Thwaite, Yorkshire). Three members of the crew were killed and the others, with the exception of Sergeant Pudney, were too severely injured to extricate themselves from the burning wreckage. Though suffering from severe lacerations on his face, and in spite of loss of blood and shock, Sergeant Pudney entered the blazing aircraft several times and finally succeeded in bringing all his companions out. He then struggled over rough moorland for 2 miles to obtain help."

**MEDALS:** GM - 1939/1945 Star - Aircrew Europe Star - Defence Medal - CVSM & Clasp - 1939/1945 WM.

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**COATES, David Mervin**

**GM**

LG: p3381, 27 July 1943

Flight Sergeant - Royal Canadian Air Force (415 Squadron)

DOI: 01 November 1942

"In November, 1942, Flight Sergeant Coates was the wireless operator-air gunner of an aircraft which crashed into a petrol dump and a lorry when landing (at St. Eval airfield, Cornwall) after an arduous sortie over the Bay of Biscay. The entire scene became an inferno of blazing petrol and exploding ammunition and there was imminent danger of the detonation of a torpedo which was in the aircraft. The navigator was pinned by the legs and unable to free himself. Displaying great persistence and complete disregard for his personal safety, Flight Sergeant Coates succeeded in extricating the navigator. He then went to the aid of the pilot, who was also pinned by the legs and unconscious, and endeavoured to release him until his own face and wrists were too severely burned to permit him to continue. Throughout his heroic endeavours to release the pilot, Flight Sergeant Coates faced the risk of sudden death. It was only when the intensity of the conflagration surpassed human endurance that he left the aircraft and, even then, he assisted the navigator whom he had rescued to move further away to safety."

**MEDALS:** GM - 1939/1945 Star - Aircrew Europe Star - Defence Medal - CVSM & Clasp - 1939/1945 WM.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**LYON, George Francis William**

**GM**

LG: p3629, 13 August 1943

Leading Aircraftman - Royal Canadian Air Force

CG: p3482, 21 August 1943

R.C.A.F. Station, Torbay, Newfoundland

DOI: 12 December 1942

**Stoker George GOODWIN**, RCN received the Albert Medal

Canada Gazette citation reads: R82698 Leading Aircraftman (now Corporal) George Francis William LYON, R.C.A.F. Station Torbay:

"On the night of 12 December 1942, the Knights of Columbus Hostel at St. John's, Newfoundland, was completely razed by fire with the loss of ninety-nine lives. This airman who was in the vicinity when the fire broke out realizing the possibility of jamming at exits immediately ran to the building, smashed a window and climbed to the opening, a position of extreme danger, in the flaming hostel from where he shouted to people to come to the window. He lifted at least eight persons, mostly girls, through the opening to safety. After being thrown to the ground by a burst of flame and severely burned, he returned to another window and continued to aid others to safety until just before the collapse of the building. By his prompt and extremely courageous actions and total disregard for personal safety this airman, although badly burned and bleeding profusely from numerous cuts caused by broken glass undoubtedly was responsible for the saving of at least ten lives."

**MEDALS:** (held by Canadian War Museum) GM - Defence Medal - CVSM & Clasp - 1939/1945 WM - CD (EIIR) and bar.



**CANADIAN GEORGE MEDAL RECIPIENTS**

**WILLIAMS, John Francis**

**GM**

LG: p3629, 13 August 1943

Pilot Officer - Royal Canadian Air Force

CG: p3482, 21 August 1943

No. 1 Bombing and Gunnery School

DOI: 27 October 1942

Awarded the British Empire Medal for their part in fighting the fire:

R123279 **Sergeant** (now J.27873 Pilot Officer) **Raymond Adolphus PICARD** awarded British Empire Medal (BEM)

RAF917811 **Sergeant Leonard George MAYHEW**

awarded British Empire Medal (BEM)

RAF1030440 **Sergeant John Anthony TUNSTALL**

awarded British Empire Medal (BEM)

Canada Gazette citation reads: Pilot Officer (now Flying Officer) John Francis WILLIAMS, (J13042) No. 1 Bombing and Gunnery School:

"This officer, while flying at night, noticed a train on fire. He immediately returned to his unit, landed his aircraft, organized and guided a party of airmen to the spot, where a train of tank cars was on fire. Several of the tank cars, filled with gasoline, had already exploded adding to the conflagration. Pilot Officer Williams, with complete disregard of the extreme danger, personally directed and assisted the airmen in extinguishing the flames on five tank cars. A caboose, two box cars and eleven tank cars were uncoupled and removed to safety. The resourcefulness, leadership and inspiring work of this officer resulted in the saving of a valuable part of a highly explosive and combustible train load of war material." The train was near the Jarvis Railway Station, Jarvis, Ontario.

**MEDALS:** GM - CVSM - 1939/1945 War Medal

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## CANADIAN GEORGE MEDAL RECIPIENTS

**HARRIES, James Leslie**

**GM**

LG: p4315, 28 June 1943

A/Temporary Lieutenant-Commander - RCNVR.

DOI: 12 - 14 March 1943

**Able Seaman Henry Harris**, R.N. also received the George Medal

London Gazette citation reads: "For great bravery and undaunted devotion to duty in the face of danger."

LCdr Harries was awarded the George Medal for his mine disposal work on the mudflats off Seasalter, Kent, over a four months period 04 November 1942 to 14 March 1943 but specifically for his work 12-14 March 1943. The following account outlines those three days.

Two Acoustic Mines had fallen at Seasalter, near Whitstable, in September 1941 on the mud flats (covered by 10 feet of water at High Tide and uncovered at Half Tide) and about 60 yards from a row of Bathing Huts. Both these mines had had charges blown over them, which had forced them downwards in the mud, but neither had detonated. It was necessary to probe for these mines to a depth of 25 feet and in all 4,600 probes were required before both the mines were definitely located. Operations commenced on 4th November 1943. A timber shaft was sunk for the First Mine, which owing to sea and tide was constantly being damaged, but after 4 month of working against difficulties, the first mine was in sight at 25 1/2 feet. The conditions as the shaft got lower and smaller were extremely difficult. The men had to work in semi-darkness, deep mud, and with no hope of escape should the mine detonate: the conditions were complicated by the cracking of the timber due to the heavy pressure outside, and water and mud being forced between the timbers. The rendering safe of the mine was carried out by Lieutenant HARRIES assisted by a seaman party under the following conditions:-

12 March 1943:

At 1500 hours at a depth of 31 feet, a bomb fuse was exposed with the safety pin appearing to be partially in position. Because it seemed that the slightest movement of the pin would dislodge it, he attempted to place a collar on the bomb fuse to protect the pin, but found that the thread of the seating had been damaged and the collar could not be screwed on. He could not gag the fuse owing to the conditions at the bottom of the shaft - semi-darkness combined with the constant rise of water and mud - the latter despite the fact that the ejector pump was working at full capacity - the operation was further aggravated by the restricted working area - a matter of inches. The bomb fuse was just being kept clear of water by baling Electric torches became useless owing to the constant rain of water and mud from the sides of the shaft. He then attempted to remove the bomb fuse but due to the many months of immersion the keep ring was seized up and as he bent the pins of his bomb fuse spanner trying to remove it he decided to use a punch. The tide was also approaching the shaft so was necessary to abandon further operations until the following day.

13 March 1943:

Owing to the difficulties encountered in attempting to gag and remove the bomb fuse, he decided it must be assumed that the safety pin was in its proper position and it would be better policy to remove the detonator. With the pump working a full capacity and a seaman alongside him constantly baling, the detonator bung was eventually exposed. This was found to be in a bad state, which necessitated the use of a chisel to cut away the bung in small pieces subsequently exposing the leads which he cut and insulated. This operation took considerable time due to lack of working space and general conditions at the bottom of the shaft. He then had the mine raised a few feet and when he scraped away the mud, another bomb fuse was exposed in the primer pocket, this did not have a safety pin. He then gagged both fuses but was again compelled to abandon further operations due to the nearness of the tide.

14 March 1943:

He extracted both bomb fuses - one with a bomb fuse spanner after much difficulty - the other could not be moved with the spanner so he drilled the deep ring. Both fuses were found to be in excellent condition. He then extracted the clock (Mark III), insulated and marked the leads in accordance with Admiralty instructions. The operation was completed at 12:00 on the 14 March 1943.



**MEDALS:** Later awarded a bar to his George Medal

**CANADIAN GEORGE MEDAL RECIPIENTS**

**RUNDLE, George Olaf**

**GM**

LG: p4915, 9 November 1943

Temporary Lieutenant - Royal Canadian Naval Reserve

DOI: 08 and 11 June 1943

**Leading Seaman John Gordon LANCEN, RCNR** was awarded the British Empire Medal (BEM)

Lt. George Rundle was aboard ML 053 in a sweeper flotilla operating off of Halifax, Nova Scotia, between 5 June and 12 June 1943. Mines were found on two occasions and towed to the beach at Ketch Harbour, near Halifax. On 8 June, Lt. Rundle with the assistance of LS Lancien, removed the access plate to the mine, but the electrical wiring and extracted the detonator and primer. He repeated this procedure on 11 June 1943. (from Salty Dips Vol. 1 page 82). He received a bar to the George Medal (London Gazette of 14 June 1945).

The Citation submitted stated: "For displaying gallantry, skill and coolness in carrying out hazardous duties in connection with Mine Recovery Operations in Halifax harbour, June, 1943."

Canadian Geographical Journal Vol. LXIV No. 1 gives an expanded version of this episode: "When the German Navy tried to bottle up our eastern ports with concentrations of mines laid by large submarines, the "Fairmiles", working in the face of great danger, accomplished their task with despatch and ingenuity.

On 1 June, 1943, the first mine was discovered in the approaches to Halifax harbour, and before the day had ended three floating mines had been sunk by gunfire. Our minesweepers immediately swept and bouyed a safe channel by which vessels could enter and leave Halifax. However, on 3 June, the Panamanian motor ship 'Halma', of 2,937 tons, approaching outside the swept channel was sunk by a mine.

Although it was suspected that the mines might be magnetic, it was not yet known what type they were. The Hague Convention required that mines when broken loose from their mooring should automatically become harmless, but there was no knowing whether such niceties of warfare were being practices or whether the mines were time-fuzed to explode after surfacing. It was therefore of vital importance to recover a mine intact to determine the characteristics.

On 7 June, ML Q-053, commanded by Sub-Lieutenant George M. Schuthe, RCNVR, followed the minesweeper 'Red Deer' on her sweeps and saw three mines exploding but failed to pick up a floating one. However, the next day ML Q-053 again followed the sweepers and at 18:15 hours sighted a mine cut loose by Bym 989, a British motor minesweeper. After careful approach, a tow-line 90 yards long was made fast and the mine towed by ML Q-053 to a suitable protected beach at Ketch Harbour fifteen-and-a-half miles away.

During that long tow, the mine might have detonated at any moment and all hands on board ML Q-053 were kept forward under cover. At 19:50 hours, the tow-line was transferred to the shore and the mine hauled on to the beach, whereupon, Lieutenant G.H.O. Rundle, RCNR, the Render Mine Safe Officer, assisted by Ordinary Seaman Lancien proceeded to remove the plate- securing nuts with wrenches, cut inside wiring with snipers and remove the detonator. As daylight faded at 20:52 hours, on a signal that the mine was rendered safe, the remainder of the shore party came from their protected position on the cliff side and assisted in removing the primer and mine mechanism. On 11 June another mine was recovered by ML Q-053 and rendered safe."

**MEDALS:** Lieutenant Rundles received a Bar to this George Medal LG 14 June 1945.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

<b>McCOMBE, Robert James</b> Flight Lieutenant - Royal Canadian Air Force (424 Sqd)	<b>GM</b>	LG: p4969, 12 Nov. 1943 DOI: 27 June 1943 & 05-06 July 1943
<b>LINDSAY, Ewart John Adyn</b> Flight Lieutenant - Royal Canadian Air Force (424 Sqd)	<b>GM</b>	DOI: 05-06 July 1943
<b>F/O Rolf John Olaf DOEHLER</b>	awarded Member of the Order of the British Empire	(MBE)
<b>Sergeant John Aubrey CAMPBELL</b>	awarded British Empire Medals	(BEM)
<b>LAC Clive Anthony Grey SNELLING</b>	awarded British Empire Medals	(BEM)
<b>LAC Peter Paterson WILKINSON</b>	awarded British Empire Medals	(BEM)

At Kairouan airfield, Tunisia: "One night in July, 1943, the bomb load of an aircraft, which was standing in the dispersal area, detonated and the wreckage caught fire. Soon a second aircraft caught fire and its bomb load also exploded.

Flying Officer Doehler was proceeding to the scene immediately after the first aircraft had exploded, when the second aircraft blew up and he was thrown to the ground. He immediately got up and went towards an aircraft which had not caught fire and taxied it to safety.

Assistance to injured personnel was rendered by Flight Lieutenant McCombe, an armament officer, who had, on a previous occasion (27 June 1943), displayed great calmness in directing fire-fighting operations on an aircraft which was blazing near to a 4,000 lb. bomb and by dragging the body of an air gunner from a blazing turret. Flight Lieutenants McCombe and Lindsay (Medical Officer) proceeded to the first aircraft after it had exploded and found that several airmen, who had been standing under the wing, had been seriously injured and burned. During their successful efforts in rescuing two airmen, both officers were thrown to the ground by an explosion in the second aircraft. Flight Lieutenant Lindsay then took the rescued airmen to hospital, while his companion remained and took the remaining injured personnel into his own car. While the car was being drawn away, a bomb exploded and two large fragments were hurled through the doors of the car. Flight Lieutenant McCombe remained unperturbed only thinking of the safety of those he had rescued.

Sergeant Campbell was proceeding to the scene of the first explosion when the second aircraft blew up and he was thrown to the ground. Undaunted, he went on and helped to start the engines of a nearby bomber which had not been caught by the flames and while this aircraft was being taxied away he went to a second aircraft and after its engines had been started assisted the pilot in negotiating obstructions while the aircraft was being taxied to safety. During this time an explosion occurred and Sergeant Campbell was knocked down again. Still undeterred, he helped to put out fire on the runway.

Leading Aircraftman Snelling was thrown to the ground by the explosion in the second aircraft while he was proceeding to render assistance at the first aircraft when it had blown up. Regaining his feet, he ran to an aircraft which was untouched by fire and taxied it away after having started its engines himself.

Leading Aircraftman Wilkinson proceeded to the scene when he heard the first explosion and helped a wounded man to safety. The fire had spread to the second aircraft and disdaining the risk of explosion of its bombs, this airman led three other men to rescue another injured man lying near the first aircraft. As the party were leading the rescue men away from the conflagration the second aircraft exploded and all were thrown to the ground but they were able to save their comrade and reached safety as a third explosion occurred."

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**BETT, Alfred William**

**GM**

LG: p53, 01 January 1944

Temporary Mate - Royal Canadian Naval Reserve

DOI: 20 August 1943

Temporary Mate Alfred Bett was serving in *H.M.C.S. Cobalt*, a Flower Class Corvette when he assisted in saving the S.S. '*J.H. Senior*', a tanker on fire in the northwest Atlantic 190 miles south of Cape Race, Newfoundland.

The citation read:

"This officer led a volunteer boarding party to the S.S. 'J.H. Senior', an American tanker with a full cargo of gasoline, which was stopped and heavily afire after collision in fog on 18 August, 1943. In order to save this very valuable ship and her cargo, this Officer and his party fought the fires for over two hours with hand extinguishers, although they knew the ship was in danger of blowing up at any moment. During this time, he showed complete disregard for his safety, and his leadership was an inspiration and example of bravery and devotion to duty in keeping with the highest traditions of the service."

**MEDALS:** GM - 1939/1945 Star - Atlantic Star - CVSM & Clasp - 1939/1945 War Medal.

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**McGRATH, William Kerr**

**GM**

LG: p1223, 14 March 1944

Warrant Officer - Royal Canadian Air Force (404 Squadron)

DOI: 15 December 1943

"In December, 1943, Warrant Officer McGrath was the navigator of a Beaufighter aircraft which crashed shortly after taking off on an operational sortie. The aircraft, which was carrying a full petrol load and bombs, disintegrated on impact and burst into flames. Warrant Officer McGrath, who was uninjured, managed to extricate himself from the damaged turret and immediately went to the aid of the pilot. The pilot was unconscious and trapped in his cockpit which was enveloped by flames. The control column had been forced into his stomach and his right foot was locked under the smashed rudder bar. Ignoring the danger from possible explosions, Warrant Officer McGrath endeavoured to release the pilot. After unlocking the top hatch, he moved the control column, unfastened the pilot's parachute harness and removed his right flying boot. Then by an almost superhuman effort, Warrant Officer McGrath extricated the pilot from the wreckage and dragged him 100 yards over very rough ground to safety. Warrant Officer McGrath then proceeded to the nearest farmhouse to obtain assistance. This airman displayed conspicuous courage and his prompt action undoubtedly saved his comrade's life."

**MEDALS:** GM - 1939/1945 Star - Aircrew Europe Star - Defence Medal - CVSM & Clasp - 1939/1945 WM

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## CANADIAN GEORGE MEDAL RECIPIENTS

**HARKNESS, Douglas Scott**

**OC GM ED**

LG: p1265, 17 March 1944

Major - Royal Canadian Artillery, 1st Canadian Anti-tank Regiment

DOI: 05 July 1943

The citation reads: "In mid-afternoon 5 July 1943, HMV 'DEVIS' from England carrying vehicles, stores and personnel for the Sicilian campaign was struck by a torpedo just aft amidships. Fire broke out immediately, and within a few moments the fore part of the ship was cut off. Explosions of ammunition were continuous and the order of "abandon ship" was given. Major D.S. Harkness, Officer Commanding troops aboard, organized and proceeded with the orderly evacuation of personnel. A number of men, however, were trapped on the mess deck. This officer immediately went to the scene, organized a rope party, descended to the mess deck and exhibiting courage, gallantry and devotion to duty of a high order, succeeded in rescuing men from the flames and pulling them to the main deck. Eventually, all personnel were overboard except two men who became hysterical. Major Harkness went aft with another soldier and reached the men who were clinging to a raft which had been jammed in its slides by the explosion. They pried loose the clutching fingers of these men who refused to leave, threw them overboard bodily, and then slid off into the water. HMV 'DEVIS' sank three minutes later." Harkness was later promoted to Lieutenant-Colonel.

**Medals:** OC - GM - 1939/1945 Star - Italy Star – France and Germany Star - Defence Medal - CVSM & Clasp 1939/1945 War Medal - EIIR Coronation - Centennial - EIIR Silver Jubilee - ED (GVI).

Born 29 March 1903 at Leith, (near Owen Sound, Ontario), he died in Calgary, Alberta on 02 May 1999.

He was the Minister of National Defence from 11 October 1960 to 03 February 1963.

He was made an Officer of the Order of Canada as per the Canada Gazette of 08 July 1978.

He was a friend of my mother-in-law, Dorothy Dann.



Douglas Harkness (first left) with Diefenbaker, EIIR and Prince Philip October 1957

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**ABEL, George Clayton**

**GM**

LG: p1949, 17 March 1944

Flight Lieutenant - Royal Canadian Air Force (36 Sqd. RAF)

DOI: 27 November 1943

"In November, 1943, Flight Lieutenant Abel was member of a crew of an aircraft detailed for an operational sortie. Shortly after taking off, the pilot was compelled to make an emergency landing and, on touching the ground, the aircraft burst into flames (near Blida Airfield, Algeria). The crew, who had taken crash positions proceeded to leave the aircraft through the emergency exits. Flight Lieutenant Abel, with his companions, had travelled a distance of approximately 60 yards before he realized that one member of the crew, the rear gunner, was missing. The aircraft was blazing furiously and ammunition was exploding; there was also the grave risk of the petrol tanks and the bombs exploding. Flight Lieutenant Abel, ignoring the imminent danger, returned to the aircraft, calling on the other members of the crew to follow him. The rear gunner was discovered trapped in his turret which, together with the exits, had become jammed. Efforts were made to turn the turret but this the rescuers found to be impossible. Flight Lieutenant Abel then smashed the Perspex with his bare hands and succeeded in dragging the rear gunner clear of the wreckage. When all were about 20 yards from the aircraft the first bomb exploded and the aircraft was soon completely destroyed. By his courage and leadership, Flight Lieutenant Abel undoubtedly saved his comrade's life at the risk of his own."

**Medals:** GM - 1939/1945 - Aircrew Europe Star - Africa Star - Defence Medal - CVSM & Clasp - 1939/1945 WM.

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## CANADIAN GEORGE MEDAL RECIPIENTS

**ROBERTSON, Owen Connor**  
Commander - Royal Canadian Naval Reserve

**OC GM RD CD**

LG: p2657, 8 June 1944  
DOI: 03 November 1943

<b>LCdr Ernest Frederick Balmer Watt</b>	awarded a Member of the Order of the British Empire (MBE)
<b>Stoker William Carson</b>	awarded the British Empire Medal (BEM)
<b>Lieutenant Charles Spinney</b>	awarded a Mentions-in-Despatches (MID)

Commander Owen Connor Struan Robertson, six feet, seven inches tall and known throughout the service as 'Long Robbie' was the Commander of the Dockyard at Halifax. At 0720, 3 November 1943, he was informed that the *U.S. freighter* S.S. 'Volunteer' was on fire in the harbour and loaded with ammunition. Twenty-six years earlier, the 'Mont Blanc' had destroyed much of Halifax and it was 36-years-old Robertson's job to prevent it from happening again.

The 'Volunteer' carried more than 500 tons of light ammunition, some 2,000 drums of highly combustible magnesium, and 1,800 tons of heavy howitzer ammunition, plus depth charges and cases of dynamite. At 0515, a stoker in the engine room attempted to raise steam but accidentally detonated the burners causing the fuel lines to rupture and flaming oil to be spewed out. The Master, the Chief Officer, Chief Engineer and Second Engineer were playing poker in the Master's cabin and had consumed a fair amount of alcohol. The radio officer tried to contact Purple Head (naval signal station) but sent out the signal on the wrong wave length and aimed his lamp in the wrong direction. At 0650, the American crew, seeing that their officers were incapacitated, abandoned ship.

While the fireboat Rouille was pumping Foamite into the stokehold, Commander Robertson boarded the 'Volunteer' and went to the Captain's cabin. Finding most of the crew gone and the officers drunk, Robertson pulled on an oxygen mask and asbestos hood and climbed down into the stokehold. After assessing the situation, he returned to the Master's cabin to obtain the cargo contents and distribution list. With no help from the Master, he found the list but explosions now began in Number Three Hold.

Along with **Stoker William Carson** (who would receive the **British Empire Medal** for going into #3 hold to move cargo and being blown through a hatch by a magnesium explosion), **Lieutenant Charles Spinney** (who would receive a **Mentions-in-Despatches** for his part in fighting the fire) and William Cody of the National Harbour Board's Fire Department, Robertson tried to get the Master to allow the Number Three Hold to be flooded. The Master refused permission so Robertson called for the U.S. Naval Liaison Officer and began rigging hoses to flood the Number Three Hold.

**LCdr Ernest Frederick Balmer Watt**, senior boarding officer in Halifax (who was awarded a **Member of the Order of the British Empire** for conceiving the idea of using the boarding party) and LCdr. Stanley, USN, arrived. The Master was still trying to give orders but Stanley stripped him of his command, took command himself and turned full control over to Robertson.

Further inspection of the ship showed that the fire was spreading to the Number Two Hold and Robertson decided to remove the ship from the harbour. Tugs were called in to tow the 'Volunteer' to McNab Island where the sea bed off Mauger's Beach dipped into a trough.

However, before this could be done safely, something had to be done about the buildup of cordite fumes that threatened to blow up the ship immediately. Robertson and his party went below deck to stack tobacco bales around the drums of magnesium and Robertson fired a rifle at the magnesium drums. They exploded with flames shooting high into the air through the vent holes. About ten minutes passed before the noise and flames subsided. Robertson again went below to assess the situation and determined the immediate danger of an explosion had passed.

The 'Volunteer' was towed to Mauger's Beach on the south end of McNab Island and Robertson and his men opened the sea cocks at 1545 hours. With the 'Volunteer' fully beached by 1600 hours, Robertson left the ship, and a second Halifax explosion was averted.

Commander Robertson later commanded the icebreaker *HMCS Labrador* from July 1954 to October 1955 and again from December 1955 to February 1956. He was promoted to Commodore effective 03 January 1957. He served as Canadian Naval Attaché and Naval Member Canadian Joint Staff Washington DC and Senior Officer-in-Command in 1957. He served on Loan to USN for Polar Operations and was a member of the crew of Blimp ZTG-2 on a voyage to Arctic Ice Island T-3 in 1958. He served as a USN Ice Pilot in *USS Seadragon* (For Multiple Submerged Polar Transits) 1960. (It is said that he served in the USN in civilian clothes and under an assumed name to disguise his national origins.) (He retired on 16/03/1962.) (The Nauticapedia)



**MEDALS:** O.C. - GM - 1939/1945 Star - Atlantic Star - Pacific Star - CVSM & Clasp - 1939/1945 War Medal - George VI Coronation - Elizabeth II Coronation - Centennial - EIIR Silver Jubilee - RCN Reserve Officers Decoration (RD (GVI), green ribbon with white edges) - CD (EIIR) - Officer, Legion of Merit, USA. He was also awarded the Massey Medal.

Awarded **Service Medal of the Order of Canada (SM)** as per the **Canada Gazette** of 27 June 1970 in the rank of Commodore.

“For his contribution to Arctic navigation.”

Awarded on June 26, 1970; Invested on October 28, 1970; Converted to Officer, Order of Canada in 1972.  
Deceased on November 22, 1994

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## CANADIAN GEORGE MEDAL RECIPIENTS

<b>ST. GERMAIN, Joseph Rene Marcel</b> Flight Sergeant - Royal Canadian Air Force (425 Sqd.)	<b>DFC GM</b>	LG: p4923, 27 October 1944 DOI: 27 June 1944
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<b>MARQUET, Maurice</b> Corporal - Royal Canadian Air Force (425 Sqd.)	<b>GM</b>	LG: p4923, 27 October 1944 DOI: 27 June 1944
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<b>Air Arthur Dwight Commodore ROSS</b>	awarded the George Cross	(GC CBE)
<b>LAC Melvin Muir McKENZIE</b>	awarded a British Empire Medal	(BEM)
<b>LAC Robert Rubin WOLFE</b>	awarded a British Empire Medal	(BEM)

"One night in June, 1944, an aircraft, while attempting to land, (at Tholthorpe airfield, Yorkshire), crashed into another which was parked in the dispersal area and fully loaded with bombs. The former aircraft had broken into three parts and was burning furiously. Air Commodore Ross was at the airfield to attend the return of aircraft from operations and the interrogation of aircrews. Flight Sergeant St. Germain, a bomb aimer, had just returned from an operational sortie and Corporal Marquet was in charge of the night ground crew, while LAC McKenzie and Wolfe were members of the crew of the crash tender. Air Commodore Ross with the assistance of Corporal Marquet, extricated the pilot who had sustained severe injuries. At that moment, ten 500 lb. bombs in the second aircraft, about 80 yards away, exploded, and this officer and airman were hurled to the ground. When the hail of debris had subsided, cries were heard from the rear turret of the crashed aircraft. Despite further explosions from bombs and petrol tanks which might have occurred, Air Commodore Ross and Corporal Marquet returned to the blazing wreckage and endeavoured in vain to swing the turret to release the rear gunner. Although the port tail plane was blazing furiously, Air Commodore Ross hacked at the Perspex with an axe and then handed the axe through the turret to the rear gunner who enlarged the aperture. Taking the axe again, the Air Commodore, assisted now by Flight Sergeant St. Germain as well as by Corporal Marquet, finally broke the Perspex steel frame supports and extricated the rear gunner. Another 500 lb bomb exploded which threw the 3 rescuers to the ground. Flight Sergeant St. Germain quickly rose and threw himself upon a victim in order to shield him from flying debris. Air Commodore Ross's arm was practically severed between the wrist and elbow by the 2nd explosion. He calmly walked to the ambulance and an emergency amputation was performed on arrival at station sick quarters. Meanwhile, Corporal Marquet had inspected the surroundings, and seeing petrol running down towards two nearby aircraft, directed their removal from the vicinity by tractor. Leading Aircraftmen McKenzie and Wolfe rendered valuable assistance in trying to bring the fire under control and they also helped to extricate the trapped rear gunner both being seriously injured by flying debris.

Air Commodore Ross showed fine leadership and great heroism in an action which resulted in the saving of the lives of the pilot and rear gunner. He was ably assisted by Flight Sergeant St. Germain and Corporal Marquet who both displayed courage of a high order. Valuable service was also rendered by Leading Aircraftmen McKenzie and Wolfe in circumstances of great danger."

**St. Germain Medals:** DFC – GM - 1939/1945 Star – France and German Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal. (held in a private collection in Montreal).



**CANADIAN GEORGE MEDAL RECIPIENTS**



**Marquet Medals:** GM - Defence Medal - CVSM & Clasp - 1939/1945 War Medal. (private collection).



**Germain's Medals**





**CANADIAN GEORGE MEDAL RECIPIENTS**

**HOOKER, Robert John**

**GM**

LG: p5033, 3 November 1944

Warrant Officer 1st Class - Royal Canadian Air Force (431 Squadron)

DOI: 06 July 1944

"This airman was wireless operator air gunner of a bomber aircraft which crashed and caught fire immediately after taking off (from Croft airfield, Yorkshire) on an operational flight in July, 1944. As he was leaving the wreckage, Warrant Officer Hooker saw movement in the front of the aircraft. He went forward and, finding the flight engineer wounded and unconscious, he dragged him from the burning aircraft and left him some distance away. Warrant Officer Hooker returned to the wreckage and extricated the bomb aimer who was also wounded and unconscious. He then dragged both airmen further away from the crash. While returning to the scene a third time in order to ascertain whether all members of the crew were accounted for, one of the bombs in the aircraft exploded and Warrant Officer Hooker was thrown to the ground. By his prompt action and total disregard of danger, this airman saved the lives of two members of the crew." (Hooker was a Pilot Officer when he received the medal.)

**MEDALS:** GM - 1939/1945 Star - Aircrew Europe Star with Bar F & G - Defence Medal - CVSM & Clasp - 1939/1945 War Medal.

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**SHIELDS, Alexander McGregor**

**GM**

LG: p677, 1 February 1945

Acting Corporal - Royal Canadian Army Ordnance Corps

DOI: 14 October 1944

Citation reads: "On 14 October, 1944, at 10:30 hours a rocket bomb fell and exploded on the laundry and bath plant of the 2nd Canadian Mobile Laundry and Bath Unit Royal Canadian Ordnance Corps (at Castle Delft, Antwerp, Belgium), killing twelve men and seriously wounding twenty-nine others.

Private Shields was looking after laundry machinery in one of the trailers at the time of the bomb explosion. He was blown through the back steel wall of the trailer. Dazed from the shock, he picked himself up and without hesitation immediately entered the burning trailer and dragged out two of his wounded, unconscious comrades pinned to the wall by disrupted machinery. Petrol tanks in the trailer were being enveloped in flames, and further explosions were expected momentarily.

The presence of mind displayed by this soldier was signal to others still dazed, shocked men to arouse themselves and carry wounded, and burning men from the danger area.

Strewn dead and wounded men, amidst hot burning collapsing metal, flaming petrol and incessant explosion did not deter this soldier in his one object of saving his entrapped comrades, who were slowly being suffocated by flames and heat and gas.

This gallant and courageous act saved the lives of his comrades and was an example and inspiration to all ranks."

**MEDALS:** GM - 1939/1945 Star – France and Germany Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**MULHERIN, Herbert William**

**GM**

LG: p1574, 23 March 1945

Captain - Princess Patricia's Canadian Light Infantry

DOI: 16 October 1944

London Gazette citation reads: "For conspicuous gallantry in carrying out hazardous work in a very brave manner. (Award to be dated 27th January 1945).

Citation reads: "On 16 October 1944 at 1605 hours a Spitfire bomber (Spitfire IX EN 140 of Squadron 1 SAAF) crashed with a full load immediately after taking off from RIMINI aerodrome, Italy. Captain Mulherin, Princess Patricia's Canadian Light Infantry, with his driver K52216 Private Frederick Charles SMALLEY, Royal Canadian Army Service Corps, were driving along highway 13, bordering the aerodrome, at the moment of the crash.

Captain MULHERIN and his driver immediately ran to the scene of the crash where they found the aircraft on fire and 542443V Lieutenant V.J. ANTHONY, 1 SAAF Squadron 7 Wing Desert Air Force slumped unconscious in the cockpit. Without hesitation and although he had seen the bomb under the aircraft before it crashed and knew the danger of its exploding in the heat of the flames, this officer endeavoured to extricate the unconscious pilot. He found him to be jammed in the cockpit by his parachute harness which he managed to undo. By this time the heat of the flames was most unbearable and the aircraft ammunition was exploding. Without thought for his own safety Captain Mulherin persisted in his efforts to free the airman. He found that one foot of the pilot was jammed in the controls and that now the clothing around the pilot's leg was on fire. This army officer then reaching into the cockpit with his right hand and face badly burned by a gust of petrol flame, but by a superhuman effort managed to pull the unconscious pilot free.

He then beat out the pilot's burning clothes and he and his driver carried him to safety, still unconscious, whence he was evacuated to a medical installation.

By his prompt action and resolute courage in the face of extreme danger, Captain MULHERIN saved the life of the pilot as the aeroplane was totally destroyed by fire. This deed is worthy of the highest praise and admiration by the Canadian Army in Italy."

**MEDALS:** GM - 1939/1945 Star - Italy Star - France & Germany Star - Defence Medal - CVSM with Clasp - 1939/1945 War Medal with M.I.D. - U.N. Medal (Cyprus) - CD

Captain Mulherin also received a Mentions-in-Despatches in World War II for Sicily and retired as a Lieutenant-Colonel after serving with the United Nations force in Cyprus.

He died on 05 April 1966.

Recommendation was for the George Cross and it certainly should have been a George Cross!

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**CANADIAN GEORGE MEDAL and BAR RECIPIENTS**

**HARRIES, James Leslie**

**OBE GM & Bar**

LG: p2523, 15 May 1945

Temporary Acting Lieutenant-Commander - RCNR

DOI: June to November 1944

Lt William BAILEY, DSC, GM, RNVR

awarded a BAR to his George Medal (GM\*)

Lt Ronald Henry SAULL, RNVR

awarded George Medal (GM)

Sergeant Ronald George JAKES, Royal Marines

awarded George Medal (GM)

Able Seaman Maurice Henry WOODS, RN

awarded George Medal (GM)

"For exceptional gallantry, skill and great devotion to duty, often in close proximity to the enemy, during mine-searching and clearance operations in the ports of Normandy and of the Low Countries."

James Harries received a bar to his George Medal for his work in mine disposal under water at Cherbourg, Dieppe, Le Havre and Rouen, France and at Antwerp, Belgium. Quoting from page 419 of 'The Far Distant Ships': "Commander James Leslie Harries was one of the 'frog men' called upon to meet the menace of German mines laid in harbours and in shallow waters along the beach fronts. Garbed in diving suits of special type, fitted with long rubber fins on the feet, he and those who worked with him spent hundreds of hours walking and swimming in underwater blackness, groping for mines. Frequently the mines located proved to be of a new type whose exact properties were unknown; and when they were considered too dangerous to move the frogmen stripped them underwater, relying only on their sense of touch. Harries had over a year of this grim and secret toil along the beaches of Normandy and in the harbours of northwest Europe."

James Leslie Harries was awarded the OBE 46.04.30 "for good service in mine clearance in North Western Europe". He was also awarded the U.S.A. Legion of Merit, Degree of Officer, 46.04.18 with the citation: "For the performance of the extremely difficult and hazardous task of clearing the Bremen Harbour of mines. Working tirelessly and with utmost devotion to duty, he directed an operation which, though, hampered by the adverse conditions of tides, mud, and debris, succeeded in removing or rendering safe some forty-seven mines of a type which is extremely difficult and dangerous to handle. Commander Harries has at all times shown outstanding professional ability, a disregard of personal danger, and a quality of leadership that merits the highest commendation."

**MEDALS:** OBE - GM & Bar - 1939/1945 Star -Atlantic Star Bar F & G - Defence Medal - CVSM & Clasp - 1939/1945 War Medal - Officer, USA Legion of Merit.



**CANADIAN GEORGE MEDAL and Bar RECIPIENTS**

**RUNDLE, George Henry Olaf**  
Lieutenant - Royal Canadian Naval Reserve

**GM & Bar**

LG: p3036, 14 June 1945  
DOI: June 1942

Citation for BAR to his George Medal reads simply: "For great courage, coolness and skill in recovering and rendering safe two enemy mines under extreme difficulties, experienced as a result of darkness and the nature of the beach."

From the Report of Proceeding for the month of July, 1942 by Commander of the Port, St. John's, this extract provides more details: "Following report of mines having been washed up at various points on the coast of Newfoundland, Mate G.H.O. Rundles, RCNR of HMCS Cornwallis accompanied by one rating joined SS 'Kyle' at Corner Brook and recovered mines at Quirpon, Horse Islands and La Scie. All of these proved to be British mark XX antenna mines and were rendered safe. On Mate Rundle's arrival in St. John's, he proceeded to Change Islands with the Harbour Craft "Miss Kelvin" and recovered a further mine of a similar type. It is considered that his work was very well handled indeed by Mate Rundle and the long journey to Change Islands by Harbour Craft reflects great credit both upon him and the boat's crew." (Quirpon is in the northeastern most post of Newfoundland; Horse Island is off White Bay; Lac Scie near Cape St. John and; Change Island near Hamilton Sound.)

**MEDALS:** GM & Bar - 1939/1945 Star - Atlantic Star - CVSM & Clasp - 1939/1945 War Medal.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**CHANDLER, Thomas Francis**

**GM**

LG: p4273, 24 August 1945

Captain - Royal Canadian Army Service Corps

DOI: 04 February 1945

London Gazette entry reads only: "For conspicuous gallantry in carrying out hazardous work in a very brave manner." The complete citation reads: "On the 4th February, 1945, the waters of a canalized river running through Eindhoven, Holland were at flood level, very swiftly flowing and were carrying much debris.

On the morning of this day, a carrier belonging to 147 (Essex Yeomanry) Field Regiment, Royal Artillery crashed through the railing into the river, at a place where the road runs close beside it. One member of the crew was thrown clear and was rescued by members of his own unit. The other two members were pinned beneath the carrier which came to rest upside down on the bed of the river, in approximately twelve feet of water.

Captain Thomas Francis Chandler, RCASC of 65 Canadian Tank Transporter Company happened upon this scene very shortly after the accident occurred, and since no efforts were being made by any of the several people present to effect rescue he immediately took vigorous control. He obtained a towing chain and ordered a RAF recovery lorry to be backed up to the bank of the river, meanwhile divesting himself of his boots and outer clothing. Captain Chandler then seized the chain and dived into the frigid and extremely dangerous waters of the river. After some time, he succeeded in making fast the cable to the submerged carrier, so that it could be raised and the occupants released. Captain Chandler was numbed with cold and completely exhausted by his struggle with the swift current, and had to be given assistance to reach shore.

The bravery shown by Captain Chandler in the attempt to rescue military personnel was most conspicuous, and his act is evidence of this officer's complete disregard of self and high conception of duty."

**MEDALS:** GM - 1939/1945 Star - France & Germany Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal with MID

Captain Chandler also received a Mentions-in-Despatches in 1945 and was presented with his George Medal at the University of Toronto on 24 May 1946.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**ELSDON, Walter Douglas**

Lieutenant - Royal Canadian Artillery

**GM CD\***

LG: p5105, 19 October 1945

DOI: 20 May 1945

Citation reads: "Lieutenant Walter Douglas ELSDON, 2nd Canadian Field Regiment, RCA, was in charge of captured enemy equipment at Nieuwsluis Zuid-Holland, map reference 582699. At 1550 hours on 20 May 1945 a vehicle full of German high explosive ammunition and incendiary mortar bombs was being unloaded. An explosion of undetermined origin occurred, killing five soldiers and two civilians and wounding two soldiers and four civilians. The vehicle was completely wrecked and its load of high explosive rounds and mortar bombs had, in exploding and burning, set fire to a further stack of ammunition and bombs. Burning liquid was spreading rapidly, causing fires from which some of the injured men were unable to evacuate themselves. Although in great danger from the exploding ammunition and flaming liquid, and although his observation was seriously hampered by dense smoke, Lieutenant Elsdon rushed into the centre of the fire and carried the most seriously injured men to safety. Inspired by this example, his men aided the remainder of the wounded to get clear of the fire. Lieutenant Elsdon returned to the fire and again at great risk ensured that all the injured men had been removed. Only when he had done this and ensured there were no casualties near the vehicle did he withdraw. Lieutenant Elsdon then arranged for the evacuation of the casualties. He again returned to the proximity of the exploding, burning mass and by personal searching cleared all troops and civilians from a farmhouse and canal boat located fifty yards from the fire. He ordered all personnel to withdraw to a safe distance and posted picquets. Soon after this, the farmhouse was demolished by the force of the unceasing explosions. In all, thirteen thousand mortar bombs and seven thousand high explosive rounds were destroyed.

Throughout the incident, Lieutenant Elsdon gave an inspiring example for his men to follow, and displayed unhesitating courage and a coolness of mind which saved the life of one man and undoubtedly prevented further casualties to his men and civilians."

**MEDALS:** GM - 1939/1945 Star - Italy Star – France and Germany Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal - CD (GVI) and Bar.



In the postwar, he commanded the militia artillery regiment in Vancouver with the rank of Lieutenant-Colonel and continued to live in Vancouver where he operated a geology firm downtown until his death.

**CANADIAN GEORGE MEDAL RECIPIENTS**

<b>FETHERSTON, Robert Morris</b> Corporal - Royal Canadian Engineers	<b>GM</b>	LG: p5105, 19 October 1945 DOI: 01 June 1945
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<b>GARRETT, John Dunham</b> Sapper - Royal Canadian Engineers DOI:	<b>GM</b>	LG: p5105, 19 October 1945 DOI: 01 June 1945
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Citation reads: "Rescue operation 1st June, 1945, in an enemy ammunition dump on the Ems-Jade Canal near Emden, Germany, which took place following a series of explosions of unknown cause. Many had been hurt. Corporal R.M. Fetherston, who was in charge of the 11th Field Company, RCE party supervising the work of Germans building roads in the dump, entered the area of fire and damage and organized the rescue work. When all was under way, he and Sapper John Garrett, also of 11th Field Company, turned their attention to two badly damaged barges in the canal.

One barge was on fire, and the other listing and filling from its load of debris. From the listing barge they managed to clear enough debris to rescue four injured British soldiers from the hold, before the hold filled completely with water and further rescue work became impossible. They then continued their work in the burning dump."

**MEDALS:** (Fetherston & Garrett) GM - 1939/1945 Star - F & G Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal.

(Spr. John Garrett died 23 April 1953)

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## CANADIAN GEORGE MEDAL RECIPIENTS

**McLEAN, Howard Vincent**

Flying Officer - Royal Canadian Air Force

**GM**

LG: p6023, 11 December 1945

DOI: 18 July 1945

The Canada Gazette Citation lists: Flying Officer Howard Vincent McLEAN (J36349), No. 14 Service Flying Training School. (Note: London Gazette lists Pilot Officer, CG lists F/O)

"This instructor was carrying out an authorized training exercise with a pupil in a Harvard aircraft when, as a result of causes unknown, his aircraft crashed and immediately burst into flames (near Woolfe Island, Lake Ontario). Flying Officer McLean was severely injured in the crash, suffering fractured vertebrae, a broken nose, lacerations of the head and face and severe shock. Despite these injuries, the flames from the burning aircraft and the great danger of the fuel tanks exploding, this Officer succeeded in rescuing his pupil, who was in an unconscious condition, from the burning aircraft without assistance, and dragging him clear of danger. While rescuing his pupil, Flying Officer McLean received first degree burns on his legs and further lacerations. Flying Officer McLean's great courage, devotion to duty, and complete disregard for his own personal safety undoubtedly were responsible for saving the life of his pupil. The great gallantry displayed by this Officer throughout the incident in question is beyond all praise."

**MEDALS:** GM - CVSM - 1939/1945 War Medal.





**CANADIAN GEORGE MEDAL RECIPIENTS**

**BAILLIE, John James**

**GM**

LG: p1134, 26 February 1946

Flying Officer - Royal Canadian Air Force (194 Sqd. RAF)

DOI: 14 June 1945

Citation submitted by G/C F.A. Sampson for Air Officer Commanding-in-Chief, R.C.A.F. Overseas reads:

"F/O John James BAILLIE (Can/J.37488) RCAF, No. 194 Squadron. On 14th June, 1945, Flying Officer Baillie was the navigator of a Dakota aircraft which crashed near Myingyan air strip in Central Burma. The fuel tanks burst and fire soon spread to the fuselage. When he recovered consciousness Flying Officer Baillie discovered that his leg was entangled in the static line and that his clothes were burning. He freed himself by a great effort and, although he was suffering from multiple head injuries, a broken cheek bone and concussion, he dragged two Indian other ranks, clear of the wreckage. On hearing screams from inside the aircraft, he re-entered. In spite of further burns which he sustained to hand and leg, he rescued the delirious wireless operator who resisted his efforts. By his great courage and complete disregard for his own safety, Flying Officer Baillie saved the lives of the wireless operator and two Indian other ranks."

**MEDALS:** GM - 1939/1945 Star - Burma Star - CVSM & Clasp - 1939/1945 War Medal.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**DUNLOP, Edward Arunah**

Major - Queen's Own Rifles of Canada

**CM OBE CM GM**

LG: p4574, 12 September 1946

DOI: 13 September 1943

Citation reads: "On 13 September 1943, at Inverary, Scotland, while instructing new members of his company in the throwing of grenades, one man became nervous and made a bad throw which caused a grenade to fall at his feet. Without hesitation, and knowing the grenade only had a four second fuze, Major Dunlop attempted to dispose of it. Unfortunately, the grenade exploded just as it left his hand with the result that Major Dunlop lost part of his right hand and may lose the sight of one or both eyes besides other less serious injuries. His prompt thought in ordering the soldier to jump aside and his quick action undoubtedly prevented the soldier from being seriously wounded. Major Dunlop has an excellent record of service with his own Regiment and he received an outstanding report for his work in North Africa while attachment to 1 British Army."

From the Queen's Own Rifles of Canada 1860 - 1960 by W.T. Barnard, ED, CD):

"While on a training exercise at Inverary, Scotland, Major Dunlop was supervising the throwing of live grenades. Suddenly, a grenade slipped from a man's hand. The pin had been withdrawn and thus, in a matter of seconds, the grenade would explode amongst the little group. In a gallant attempt to avert disaster, Major Dunlop picked up the grenade and threw it; but the unforgiving seconds had passed. The bomb exploded as it left his hand. Major Dunlop received many wounds; the tragic wound was the one that deprived him of his sight. His gallant action undoubtedly prevented serious casualties to the men in the vicinity."

**Medals:** OBE - CM - GM - 1939/1945 Star - Africa Star with bar 1st Army - Defence Medal - CVSM & Clasp - 1939/1945 War Medal.

He was made a Member of the Order of Canada in November 1980 just prior to his death.

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**SMITH, Edward Albert**

Sergeant - Palestine Police Force

**GM**

LG: p403, 21 January 1947

DOI: 22 July 1946

"On July 22nd, 1946, Jewish terrorists attacked the Secretariat and Force Headquarters situated at the King David Hotel, Jerusalem and by means of high explosives completely destroyed part of the building. At the time of the explosion Sergeant Smith was off duty but he immediately turned out all the available personnel and at once initiated rescue work. With assistance he made a hole in the debris large enough to insert himself in a prone position and in this manner tunneled his way into the wreckage until he reached three soldiers who were seriously injured. Smith spent 6 hours under the debris in an atmosphere choked with dust and explosive fumes before he succeeded in extricating the three men. There was a real and constant danger of further explosions, of fire and of the collapse of the tunnel. Throughout the ordeal Smith displayed courage of the highest order with complete disregard of his own safety."

**Medals:** George Medal (any others unknown)

Smith was presented with the George Medal by Lieutenant-Governor John J. Bowlen, 19 July 1950 in the Legislative Building, Edmonton, Alberta.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**WARDEN, Dennis Peter**

Flight Lieutenant - Royal Canadian Air Force

**GM**

LG: p861, 21 February 1947

CG: p5742, 15 December 1945

DOI: 30 June 1945

The Canada Gazette Citation lists: Flight Lieutenant Dennis Peter VARDEN (J24596), Royal Canadian Air Force Station, Yarmouth.

"On the 30th June, 1945, a Liberator took off from Royal Air Force Station, Dorval, and within a few minutes, crashed in the close vicinity of the house occupied by Flight Lieutenant Varden, who was then on leave. This Officer immediately ran to the scene of the crash, which was blazing fiercely and, with complete disregard for his own safety and with no immediate assistance, commenced pulling the occupants clear of the flames to safety. He pulled two of the occupants clear and returned again and successfully recovered a third. He then recovered two dead occupants. Undaunted by the flames and heat of the blazing aircraft he further extricated two other living occupants who he discovered pinned down by the wreckage. To release the second of these two men he had to pour water (brought to him by his wife) on the wreckage to cool the metal sufficiently for him to lift and release him. He received burns on his hands in so doing. By this time other persons had arrived at the scene of the crash, and it was not until he found that his services were no longer necessary that he ceased his efforts. This Officer's courage and initiative were solely responsible for saving the lives of five occupants of the aircraft who otherwise would have certainly perished in the flames. Flight Lieutenant Varden's actions throughout the incident in question were in keeping with the finest traditions of the Royal Canadian Air Force."

**MEDALS:** George Medal - 1939/1945 Star - France & Germany Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal - CD (EIIR).

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## CANADIAN GEORGE MEDAL RECIPIENTS

**D'ARTOIS, Lionel Guy**

Captain - Royale 22e Regiment du Canada

**DSO GM**

LG: p4339, 3 July 1948

CG: p3011, 31 July 1948

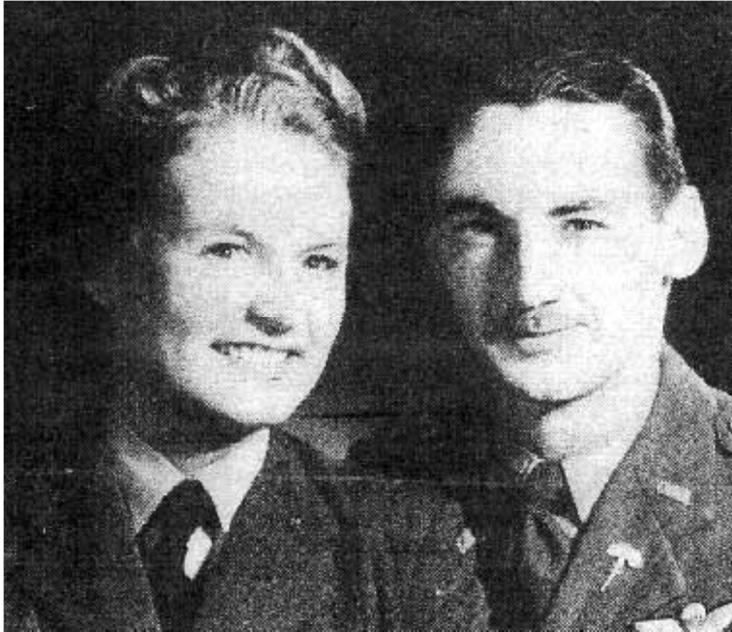
DOI: 30 September - 20 October 1947

**Captain Ross Warrington WILLOUGHBY**, RCAMC, was awarded Member of the Order of the British Empire (MBE)

**Sergeant Howard Clifford COOK**, Royal Canadian Corps of Signals was awarded British Empire Medal (BEM)

**Sergeant William Wallace JUDD**, Royal Canadian Corps of Signals was awarded **King's Commendation for Brave Conduct**.

Sonya and Guy D'Artois after WWII



Citation submitted reads: ZD-2247 Captain Lionel Guy D'Artois, DSO, Royal Canadian Infantry Corps: "In late September, 1947, an Anglican missionary, Canon J.H. Turner, was reported wounded following a hunting accident at his isolated station at Moffet Inlet on Baffin Island, approximately 450 miles within the Arctic Circle. Captain D'Artois commanded a party of four paratroopers who were dropped from a Royal Canadian Air Force Dakota on 4 October 1947, to effect a rescue. Due to the distance from its base, the aircraft could only remain a short time over the area and the dropping zone had to be most hurriedly chosen by observation from the aircraft. After a quick reconnaissance, Captain D'Artois decided that the ground around the mission was most unsuitable. The dropping zone finally chosen was at some distance away in unknown country. It was an area of some 250 by 100 yards, strewn with boulders and surrounded by rocky hills. The jump therefore was most hazardous and any injury or

worse to a member of the party might well have meant disaster. Despite the fact that each man of the team well knew the hazards the jump was carried out successfully. Following the drop, Captain D'Artois was responsible for making contact with the mission, and moving his party and supplies there; for establishing communication with the aircraft and his base; for the reconnaissance and selection of a landing strip for the Royal Canadian Air Force rescue aircraft; for the collection and reporting of meteorological data; for guiding the aircraft to the selected landing strip and for the movement of the patient and party by dog sleigh to the waiting aircraft. This required seven weeks of unremitting effort. Although he had no previous experience in the arctic, Captain D'Artois carried out his duties under primitive conditions, severe weather and limited daylight, with the greatest determination, energy and complete disregard of his personal safety. He travelled hundreds of miles on foot over rugged country and treacherous shifting ice in search of a suitable landing strip for the rescue aircraft. On one of these trips, he fell through thin ice and might well have lost his life. Regardless of the danger, he pressed on with the search, selecting a strip 23 miles from the mission. Here he camped for eleven days collecting meteorological data which was vital to ensure a safe landing for the returning aircraft. He then returned to the mission, arranged for the landing of the aircraft, and carried out the difficult movement of the party by dog team. Canon Turner, his family and the rescue party were then flown to Winnipeg. As a result of the strenuous and courageous efforts of the rescue team led by Captain D'Artois, Canon Turner received all possible medical care and attention although he subsequently passed away in hospital. This combined effort has opened a new field of rescue operations which should be of great help in the development of the North. Throughout the whole operation, Captain D'Artois displayed outstanding qualities of leadership. His bravery, ability and powers of decision were of the highest order and were in a large measure responsible for the success of the land operation. Captain D'Artois' brilliant and daring execution of this operation provides an inspiration to all ranks of the Canadian Army."

**CANADIAN GEORGE MEDAL RECIPIENTS**

**D'ARTOIS, Lionel Guy**

**MEDALS:** DSO - GM - 1939/1945 Star - F & G Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal.

This Van Doos officer served with the Marque, the Second World War French Resistance Movement, and was awarded the D.S.O.

He was based with the Special Service Force at Rivers, Manitoba and undertook this rescue mission with a Medical Officer and two NCOs.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**RACE, Robert Carson**  
Flying Officer - Royal Canadian Air Force

**GM**

LG: p4337, 3 July 1948  
CG: p3012, 31 July 1948  
DOI: 20 October 1947

**Flying Officer Clifford Campbell McMILLAN**  
**Corporal James Paterson RAE**  
**Flight Lieutenant Bruno MORABITO, DFC**  
**F/O Kenneth Owen MOORE, DSO**  
**Sergeant Kenrick Charles SWINFORD**  
**Corporal Lorne David HAWKINS**

awarded the **AIR FORCE CROSS**  
awarded the **AIR FORCE MEDAL**  
**King's Commendation for Valuable Service in the Air**  
**King's Commendation for Valuable Service in the Air**  
**King's Commendation for Valuable Service in the Air**  
**King's Commendation for Valuable Service in the Air**

Citation reads: "Flying Officer Race was detailed during the autumn of 1947 to carry out the air evacuation of Canon Turner, an Anglican missionary lying seriously wounded at Moffet Inlet, at the north end of Baffin Island, an Arctic outpost 1,700 miles north of Winnipeg, Manitoba. The successful completion of this task was due to the highest personal attributes and resolute action of Flying Officer Race, working in conjunction with a detachment of Canadian army personnel. To bring aid to the missionary and to complete the evacuation required a total of four return flights, each of which involved more than 1,000 miles of flying over barren Arctic waters and islands in the face of unpredictable and severe early winter storms and sub-zero temperatures, with the minimum of meteorological and navigation aids. On the first flight into Moffet Inlet, low clouds made location of the inlet extremely difficult and maneuvering the aircraft below them in the midst of rugged terrain highly hazardous. Nevertheless, Flying Officer Race by virtue of skill and resource was able to locate a suitable frozen lake close to the inlet and to drop successfully four paratroopers, among them a doctor. At great personal risk and with full knowledge that his fuel supply was dangerously dwindling, Flying Officer Race continued to circle the inlet to make certain that the paratroopers were dropped in the best possible spot, and subsequently to ensure that they could scale the high cliffs surrounding the lake and safely reach the mission. After assuring himself of the welfare of the paratroopers, the fuel supply that he had remaining was only just sufficient to reach base at Coral Harbour. By the time he returned to his base, the weather had closed down to 150 foot ceiling, the wind was blowing very strongly across the glare ice surface of the runway, and it was only by the greatest skill that he landed his Dakota aircraft successfully.

Despite this unnerving experience, Flying Officer Race made two subsequent flights in which he carried and dropped supplies to the party on the ground. On them evacuation flight, Flying Officer Race landed his aircraft, again under substantial difficulties of ice, fog and blowing snow on the ice of a small lake, untested except by ground parties. In order to take advantage of the good weather at base and also to minimize the risk of exposure to the wounded missionary, Flying Officer Race, using an improvised flare path, took off his heavily laden aircraft successfully the same night, and a few hours later the invalid missionary was receiving hospital attention in Winnipeg. Canon Turner subsequently died as the result of his injuries. Throughout the entire operation, lasting over a period of several weeks, Flying Officer Race displayed very high measures of skill, judgment, resolution, initiative and courage. His conduct in the face of difficulties and dangers reflects the sterling qualities of this officer and those personal attributes were responsible for the successful completion of this operation."

F/O Race was the Captain of the Dakota from 112 Transport Flight based in Winnipeg. The other members of his crew received decorations as noted above. This citation shows that the George Medal ranks ahead of the Air Force Cross as a gallantry award. Captain D'Artois' George Medal shows that the George Medal ranks ahead of the Member of the Order of the British Empire which Captain Willoughby received. Thus the relative ranking of the bravery decorations here would be: George Medal - Member, Order of the British Empire - Air Force Cross.

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## CANADIAN GEORGE MEDAL RECIPIENTS

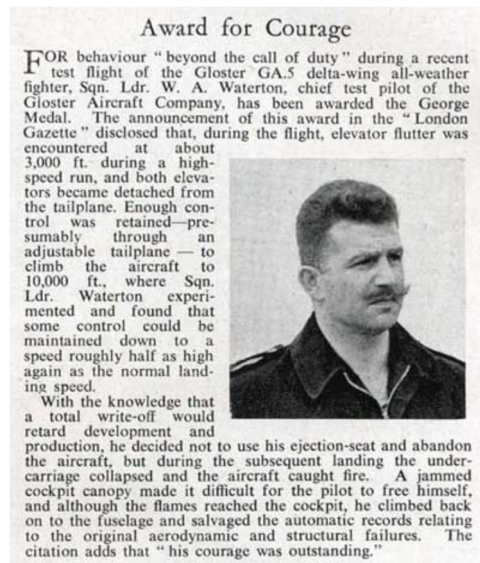
**WATERTON, William Arthur**  
Chief Test Pilot - Gloster Aircraft Co. Ltd.  
formerly Squadron Leader - Royal Air Force

**AFC & Bar GM**

LG: p4067, 29 July 1952  
DOI: 29 June 1952

"On 29 June 1952, William Waterton took off from Boscombe Down, Wiltshire, in one of the company's new aircraft for a test flight. While over a built-up area, the aircraft suffered mechanical problems and rather than let the damaged aircraft land in the built-up area if he abandoned the plane, he chose to land the aircraft which he did successfully, thus saving both the aircraft and perhaps major loss of life."

**MEDALS:** Air Force Cross & Bar - George Medal (EIRR) - 1939/1945 Star with bar Battle of Britain - Air Crew Europe Star - Defence Medal - 1939/1945 War Medal.



Born in Edmonton, Alberta, Canada on 18 March 1916, William A. Waterton was brought up in Camrose, Alberta. His family originally came from north Sydenham Township and settled in Owen Sound, Ontario. He was interested in flying from an early age. He entered the Royal Military College of Canada in 1935, after two years at the school, where he was a champion middleweight boxer. He had applied without success to the Royal Canadian Air Force (RCAF) and Canadian Army in 1938. Ultimately, he was accepted on a short service commission for the Royal Air Force (RAF) in April 1939 which was expanding rapidly in expectation of war. In Britain, he took flying lessons and joined the RAF on 10 June 1939. He was first posted to No. 242 Squadron RAF and flew Hawker Hurricanes from Biggin Hill and Manston during the Battle of France. In operations over Dunkirk on 25 May 1940, he crashed near Dover and suffered severe head injuries. When Waterton returned to flying duties in August 1940, he was sent to No. 6 Operational Training Unit where he became an instructor and went on during the remainder of the war doing test pilot work on new British aircraft. He was awarded the Air Force Cross and Bar during the war. His skills as an instructor were recognized and he was made a flying instructor, training hundreds of pilots for over two years in both the UK and Canada.

After a stint with Transatlantic Ferry Command in 1943, and initially posted to No. 124 Squadron in September 1943, he was transferred to 1409 (Meteorological) Flight. In 1944, Waterton applied to the Air Fighting Development Unit based at Wittering in Lincolnshire which assessed captured enemy aircraft by flying them in mock combat against the greatest variety of Allied aircraft. During this period, he amassed a great deal of test flying in devising tactics for Fighter Command based on the actual performance of aircraft in "real life" conditions. Along with other colleagues, Waterton was sent to No. 5 Empire Test Pilots' School (ETPS) at Hanworth, Middlesex.

After the war when Waterton was at the Central Fighter Establishment, he was selected for the High Speed Flight, preparing for an attempt at the world airspeed record with the RAF's first jet fighter, the Gloster Meteor. He achieved an average speed of 614 mph with Meteor IV EE550, only two mph less than that of the team leader E. M. Donaldson who established a new record with EE549 on 7 September 1946.

Following the highspeed flights, Waterton joined the Gloster Aircraft Company in September 1946 as a development test pilot. He became the company's Chief Test Pilot, primarily in charge of experimental flight testing their new designs, the Meteor family, the

experimental Gloster E.1/44, and the delta-wing Gloster GA.5 which entered service as the Gloster Javelin. He also was involved in acceptance test flying on production aircraft.

On 6 February 1948, Waterton set the world 100 kilometres closed circuit air speed record flying a Gloster Meteor IV at 524.95 mph, although his record was broken a few weeks later by Mike Lithgow in a Supermarine Attacker.

In 1950, Waterton was loaned to Avro Canada for the test flights of the Avro CF-100 Canuck because as a Canadian by birth, and as an experienced test pilot,<sup>[N 1]</sup> it was considered a public relations triumph for the parent Hawker Siddeley Group. On 19 January 1950, he piloted the CF-100 prototype on its maiden flight, and stayed on as the aircraft proceeded through its company development trials and throughout a United States Air Force "fly-off" competition in May 1950.

On his return to Gloster in 1951, Waterton found that he was continually at odds with management and even though he continued test flying, gave his superiors an ultimatum to address deficiencies in the Javelin fighter that ended with his discharge in 1954.

Following his dismissal from Gloster, Waterton became an aviation correspondent for the *Daily Express*; his columns fearlessly criticizing British aviation and its aircraft. In 1955, he collaborated with *Daily Express* sub-editor Timothy Hewat on a book covering the de Havilland Comet crashes: *The Comet Riddle*.

The following year, Waterton published his autobiography *The Quick and the Dead* in which he accused the British aviation industry of being badly run, aiming for a quick profit and lagging behind the Soviet and US industry. Due to advertiser pressure, Waterton was fired by the *Daily Express*, and his departure was covered on their own front page: "We Sacked Waterton - and Why".

Thereafter, Waterton moved back to Canada to his hometown of Owen Sound, Ontario and largely led a life out of the public eye. During his later years, he continued to fly as an instructor and taught Eddie Sargent, the colourful and popular Owen Sound mayor, member of provincial parliament, newspaper publisher, promoter and record-holding swimmer, to fly. Waterton died on 17 April 2006, and was buried in Oxenden cemetery; his final wish was to be buried with water close by, and even closer is the end of the runway of the nearby Wiarton Airport, Wiarton, Ontario.

#### **Honours and awards**

1 January 1943 - Flight Lieutenant William Arthur Waterton (RAF 42288), Royal Air Force is awarded the **Air Force Cross**.

12 June 1947 - Acting Squadron Leader William Arthur Waterton AFC (42288) RAFO is awarded a **bar to his Air Force Cross**.

25 July 1952 - William Arthur Waterton AFC, Chief Test Pilot, Gloster Aircraft Company is awarded the **George Medal**:

Chief Test Pilot Waterton was making a test flight in a prototype jet all-purpose fighter and, whilst travelling at high speed at the height of about 3,000 feet, elevator flutter developed and both elevators became detached from the aircraft. This left the pilot with practically no control of his aircraft in pitch. Waterton climbed the aircraft to 10,000 feet and experimented with what was left of the control, the paramount factor in effecting a safe landing. He found that it was possible to retain some control down to a speed roughly half as fast again as the normal landing speed. Knowing that a crash would put back seriously the development and production he decided to land the aircraft despite having at his command an ejector seat and parachute. He landed the machine heavily owing to the lack of control and the undercarriage gave way. After the crashed aircraft came to rest, fire broke out and Waterton found great difficulty in freeing himself owing to a jammed "hood. Eventually he did get out of the wreck. By then the flames had reached the area of the cockpit but despite this, he climbed back into the fuselage and salvaged the automatic records relating to the original aerodynamic and structural failures. The behaviour of Chief Test Pilot Waterton was exemplary and beyond the call of duty and his courage was outstanding. (*London Gazette*)

In 2003, Waterton was made an associate member of the Empire Test Pilots' School Association. Although covering a broad overview of the aerospace industry in the 1950s and 1960s, James Hamilton-Paterson exhaustively profiled Waterton's career in the recent, *Empire of the Clouds: When Britain's Aircraft Ruled the World* (2010). From Wikipedia.



**CANADIAN GEORGE MEDAL RECIPIENTS**

**SINNOTT, Sterling Lloyd**

**GM**

LG: p3947, 22 July 1952

Lance-Corporal - Royal Canadian Army Medical Corps

CG: 19 July 1952

DOI: 16 March 1952

The citation submitted reads:

"At approximately 0720 Hours on 16 March 1952, Lance-Corporal Sinnott with five fellow soldiers, was preparing for duty in the men's quarters on the third floor of a building occupied by 25 Canadian Field Dressing Station, Seoul. An explosion occurred on the second floor and Lance-Corporal Sinnott went to investigate. He discovered that a space heater had exploded, and the resulting fire was out of control. He returned to the quarters and warned the men to clear out. On descending to the second floor, Lance-Corporal Sinnott realized that two men had remained behind. By this time the fire had made considerable progress but in spite of the very evident danger of being overcome by the fire, Lance-Corporal Sinnott returned to the third floor, ordered Lance-Corporal Daley to get out of the building, and awakened Private Morgan who was still in bed. Lance-Corporal Sinnott found that the exit via the stairs was impassable due to flames and smoke, and he proceeded to a window on the third floor, from which he ordered Private Morgan to jump and then jumped himself. Lance-Corporal Sinnott could have proceeded to safety on the first alarm but instead showed disregard for his own safety in returning to assist his comrades, at the risk of being cut off by the fire, and as a result he suffered second degree burns on hands and back, and in jumping from the window he sustained a fractured spine. As a result of his injuries Corporal Sinnott is now in a veteran's hospital with paraplegia."

**MEDALS:** GM - Canadian Korean Medal - United Nations Korea

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**KOELE, Wilhelm**  
Farmer - Centralia, Ontario

**GM**

LG: No LG  
CG: p2536, 13 Sept. 1952  
DOI: 29 May 1951

Extract from report by Commanding Officer, RCAF Station Centralia:

"On 29 May 1951, Mr. Koele was operating a tractor on a farm adjoining the RCAF Station Centralia, Ontario. From his position he noticed an aircraft strike the ground about 300 yards from him. This aircraft, an Expeditor (#1393), after partially disintegrating came to rest and burst into flames. Mr. Koele, upon arrival at the scene, entered the aircraft and assisted F/C H.E. Blair from the wreckage through a hole in the fuselage. While so doing he beat out the flames, which were consuming the clothing on F/C H.E. Blair, with his bare hands. F/L A. Harris, an RCAF flying instructor, was thrown clear from the wreckage and although suffering great pain was able to inform Mr. Koele that another cadet, F/C L.M. Vaughan, was still in the aircraft. Mr. Koele again entered the burning aircraft, from the side opposite his previous entry, and endeavoured to remove F/C L.M. Vaughan. He was frustrated in his initial attempt by a lack of knowledge in connection with the 'quick release' of the safety belt. This he overcame by using a jackknife with which he severed the belt. Thereafter he found that F/C L.M. Vaughan's legs were pinned in the wreckage and he was unable to free them locally. He quickly grasped F/C L.M. Vaughan bodily and with a titanic effort freed him. He feared he had broken F/C Vaughan's legs in this action. On emerging he beat out the flames on this Cadet with his bare hands. The palms of Mr. Koele's hands were severely burnt. This he concealed from everyone with a shrug and indicated that his injuries were only limited to the loss of hairs on his forearms. He later received care for his hands."

Medal: George Medal.

There was considerable correspondence in the files at the Chancellery as to whether Mr. Koele could be awarded a George Medal. He was born in Oldebroek Geld, Holland, on 01 May 1926. During the war he served in the South East Asia Command with the Dutch 'V' Brigade as a specialist in land mines and was discharged from this service as a Lance Corporal. By trade he was a Diesel Construction Engineer. He emigrated to Canada on 20 July 1950 and took up farming near Centralia. Thus, he was not a Canadian citizen or British subject at the time of the incident. However, it was finally determined that the clause which states "persons under Our protection in civil life....within any other part of Our Dominions" covered this situation and the Dutch government did not object.

Thus the following appeared in the Canada Gazette:

"The Queen has been graciously pleased to approve the following award: George Medal, Wilhelm Koele."

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**DEADMAN, William Ronald**  
Constable - Toronto Police Department

**GM**

LG: p6945, 25 November 1952  
CG: p3257, 12 November 1952  
DOI: 04 December 1951

The citation submitted reads:

"During the latter part of November, 1951, a series of armed robberies involving drug stores throughout the City of Toronto caused the authorities to station Police officers inside the various drug stores in an effort to apprehend the criminals.

On the evening of Tuesday, December 4th, 1951, William Ronald Deadman, Police Constable (293), reported for duty at the Fox-Taylor Pharmacy, 129 McCaul Street, and took up his position in the dispensary room at the rear of the store. About 8:10 p.m. that evening, two men entered the store, one remaining by the front door and the other forcing the proprietor, Joseph Fox, towards the cash register by pressing against him with a gun hidden in his overcoat pocket, and quietly telling him to open the cash register. Mr. Fox complied and, as the gunman began to scoop the money from the register, he produced his gun and motioned Mr. Fox to the back of the store. It was at this point that Constable Deadman became aware of what was taking place, rushed out from behind the dispensary partition, and called upon the robbers to stop.

As Police Constable Deadman emerged from the dispensary, it was necessary for him to come along the passageway behind the counter running along the north side of the store to the cash register, before he could step out into the drug store proper. At this point he was handicapped in the use of his revolver because of two young women who were shopping in the store at the time of the hold-up, and who became nervous at the sight of the guns and began to doge back and forth in front of the officer. In order to take these young women out of the line of fire, Constable Deadman had to come out into the store proper before he could safely use his revolver. As he did so, he was struck in the left shoulder by a bullet fired by the gunman, which stunned him and knocked his revolver from his hand.

By this time the other man standing by the door had made good his escape, and the gunman who had wounded the officer was also making his way towards the door when Constable Deadman, although wounded and unarmed, rushed at the man and grappled with him. The gunman continued to fire at the officer at point-blank range, and although by this time seriously wounded three times in his left leg and twice in his right leg, as well as his shoulder, Constable Deadman succeeded in wresting the gun from the man and, as he collapsed to the floor, fired the last remaining shot from the gunman's automatic, wounding him fatally.

The gunman was later identified as one Thomas Danek, who was found to have a police record. His accomplice, one Joseph A. Kelly, later surrendered to the Police and identified Danek as his partner in this and three other drug store robberies perpetrated during the preceding two weeks. His statements showed that Danek had not been employed since coming to Toronto some months prior to the robbery; that he had no intention of working when he could obtain money without doing so, just by going out with a gun and robbing a store whenever he ran short of funds; and that he had every intention of using his gun on anyone who attempted to interfere with him during one of these hold-ups.

But for the courageous action of Constable Deadman, whose injuries compelled him to undergo an emergency operation after numerous blood transfusions, there is every reason to believe that a further series of armed hold-ups would have been staged, which, by the very nature of the viciousness displayed against Constable Deadman, might have led to further violence and possibly murder, until such time as the criminal was apprehended.

**MEDAL:** George Medal.

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CANADIAN GEORGE MEDAL RECIPIENTS

**DECUYPER, Albert Richard**  
Farmer - from Norwood, Manitoba

**GM**

LG: p6945, 22 December 1953  
CG: p3773, 19 December 1953  
DOI: 24 November 1952

See the following citation to **Robert WATERS**

Citation reads as follows:

"On the afternoon of 24 November, 1952, a Lancaster aircraft which was returning from an instrument practice flight crashed and burned near RCAF Station, Comox, British Columbia. Mr. Albert Decuyper who had been working on a farm in the vicinity of the crash, proceeded immediately to the scene of the crash in the company of a fourteen year old boy (Waters). In order to reach the flaming aircraft, it was necessary for them to fight their way through heavy bush and swamp. On reaching the burning wreckage, Mr. Decuyper, noticed one of the occupants of the aircraft, who later was identified as the second pilot, endeavouring to free himself and, immediately went to his aid. As he reached the port wing of the aircraft, he was hurled into the air by the force of an explosion but, was uninjured. Undaunted, by his narrow escape from serious injury, Mr. Decuyper, unhesitatingly approached the now blazing inferno and was successful in removing the injured occupant from the crash. Mr. Decuyper, by his unselfish act of heroism, during which he twice hazarded his own life, was undoubtedly responsible for the saving of the second pilot's life, and is worthy of the highest recognition."

Medal: George Medal (EIRR first type) - Held by the Glenbow Museum in Calgary.

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**WATERS, Robert Thomas**  
14 years-old - from Comox, B.C.

**GM**

LG: p6945, 22 December 1953  
CG: p3773, 19 December 1953

See above citation to **Robert DECUYPER**

DOI: 24 November, 1952

Citation reads as follows:

"On the afternoon of 24 November, 1952, a Lancaster aircraft which was returning from an instrument practice flight crashed and burned near RCAF Station Comox, British Columbia. Robert Waters, a lad fourteen years of age, who was in the immediate vicinity was an eye-witness to the crash and promptly summoned assistance. In the company of a Mr. Albert Decuyper, he proceeded to the scene of the crash. In order to reach the flaming aircraft it was necessary for them to fight their way through heavy bush and swamp. On reaching the burning wreckage, young Waters noticed one of the occupants, who was later identified as the pilot, inside the flaming wreckage. Despite the intense heat and the danger of explosions, he displayed complete disregard for his own safety by entering the flaming wreckage and dragging the dazed and injured occupant to safety. This young lad's courageous action under most harassing circumstances is highly commendable and was undoubtedly responsible to a large degree in the saving of the pilot's life."

Medal: George Medal

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CANADIAN GEORGE MEDAL RECIPIENTS

**CHIPMAN, Edward C.**  
Milkman - from Montreal, P.Q.

LG: p7153, 17 December 1955  
CG: p4115, 17 December 1955  
DOI: 20 December 1954

Award later **cancelled** at Mr. Chipman's request

Canada Gazette citation reads:

"The Queen has been graciously pleased, on the recommendation of the Governor General and of the Secretary of State of Canada to award the George Medal to Mr. Edward C. Chipman, of Montreal, P.Q., for great bravery in saving the lives of three children on December 20, 1954.

Mr. Edward Chipman, a milk driver, was on his usual daily run when he noticed a house on fire as he entered the Indian reservation of Caughnawaga, Quebec.

When he stopped his vehicle, he was informed that the mother and father of the family living in the house had escaped with two children, but that there were other children inside the building.

Mr. Chipman accompanied the father into the burning house. The father was overcome by smoke and left the building, collapsing outside. Mr. Chipman saved one child, returned and rescued a second child.

Learning from the father, who he revived by means of artificial respiration that another child was still inside, Mr. Chipman entered the house, but was forced out by smoke. He made another gallant attempt, reached the child and brought him to safety.

There is reason to believe that but for the courageous action of Mr. Chipman, the three children would have perished in the fire. (Unfortunately, one of the three children later died in hospital as a result of the fire.)"

Canada Gazette: p2408, 7 July 1956:

"The Queen has been graciously pleased, at the request of Mr. Edward C. Chipman, of Verdun, P.Q., to cancel the award of the George Medal to Mr. Chipman of which notice was published in the Canada Gazette of December 17, 1955."

What happened? Chipman's request the return of the medal followed an investigation by the RCMP into conflicting reports about his part in the rescue of three children on the Caughnawaga Indian Reserve near Montreal. Chipman said, "I didn't ask for the medal". He was greatly embarrassed by the controversy and he requested the medal be cancelled and returned.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**MUNCASTER, Douglas Albert**  
Lieutenant - Royal Canadian Navy

**GM**

LG: p7325, 30 December 1955  
CG: p4284, 31 December 1955  
DOI: 09 March 1955

Canada Gazette citation reads: "Lieutenant 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, Lieutenant 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.

He 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."

**Medal:** George Medal.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**THORNHILL, Ernest**

Fisherman - *Trawler Cape Agulhus*

**GM**

LG: p4847, 24 August 1956

CG: p2936, 26 August 1956

DOI: 07 January 1956

Canada Gazette citation reads: "The QUEEN has been graciously pleased to award the George Medal to Ernest Thornhill of West Dover, N.S., for great bravery in saving the lives of the crew of the 'Cape Agulhas' when the vessel struck rocks protruding from deep water near Portuguese Cove, N.S., and sank in the early morning of January 7, 1956.

The trawler '*Cape Agulhas*' with seventeen men aboard, ran aground in thick fog, off the coast of Nova Scotia. The lifeboats could not be used as they would have been smashed against the rocks in the heavy seas. Visibility was poor but cliffs could be seen about 200 feet distant. Most of crew could not swim and Thornhill volunteered to try to reach the shore with a line. He jumped off the bow of the trawler into the sea but as he jumped, the surf receded and he dropped about 25 feet onto a rock, fracturing his heel bone. Despite this injury and the multiple bruises he received from the buffeting by the surf and rocks, he managed to reach the shore. Unable to walk, he crawled 25 feet up the rocky bank and secured the rope to a rock. The crew then started to crawl, one at a time, along the lifeline and reached safety. The '*Cape Agulhas*' sank soon after the last man, the Captain, reached shore. If it had not been for the prompt and gallant action on the part of Thornhill, the seventeen men on the trawler would probably have lost their lives."

**MEDAL:** George Medal.

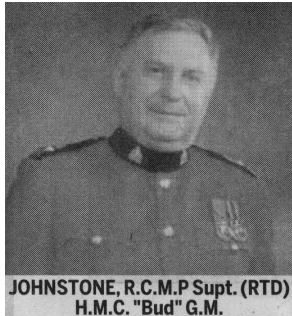
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**CANADIAN GEORGE MEDAL RECIPIENTS**

**JOHNSTONE, Henry Martin Clifford**  
Corporal - Royal Canadian Mounted Police  
Retired as Superintendent - RCMP

**GM**

LG: p2061, 02 April 1957  
CG: p1221, 30 March 1957  
DOI: 03 April 1956



Canada Gazette citation: "The QUEEN has been graciously pleased to award the George Medal to Corporal Henry Martin Clifford JOHNSTONE, R.C.M.P., for great bravery in preventing four masked bandits from robbing the Royal Bank of Canada at Coquitlam, B.C., 3 April 1956.

When Constable (now Corporal) Johnstone entered the bank in response to the alarm given by the bank manager, he was felled by a bullet from the revolver of one of the bandits. A second bandit opened fire at him and Johnstone returned their fire from a prone position on the floor. A third bandit, ran from the back of the bank towards the front door and fired point blank at Johnstone as he passed him. Johnstone's wounds stopped him momentarily from continuing his fire and two of the bandits took this opportunity to escape from the bank.

Though suffering from eight bullet wounds and having fired all his ammunition, Johnstone struggled to his feet and followed the two bandits outside, where he collapsed on the pavement, but then managed to sit up and cover them with his empty revolver. These two bandits had fallen to the pavement, one dead and the other wounded, both from shots fired by Johnstone while in the bank. The third bandit, who had remained in the bank, came out with his hands raised and surrendered. The fourth, who had been waiting nearby in a truck, armed with a loaded submachine gun, drove away, but was later apprehended."

Henry ("Bud") was born in Selkirk, Manitoba on 24 March 1928. He joined the RCMP at age 19 and served 2 years in the marine division on the Atlantic coast. He then took his recruit training at Regina and Rockcliffe. He was posted to Vancouver, Burnaby and Coquitlam. The bank robbery took place while he was stationed in Coquitlam. His actions earned him the nickname "Bullets" with the RCMP and a promotion to Corporal. He was commissioned as an Inspector serving first in Winnipeg and then in Regina. He returned to British Columbia in Nelson and on promotion to Inspector was posted to Kelowna B.C. until he retired. He was married to Edie for 63 years and they had two daughters, Paige and Pamela (Ken) and a son, Mark (Leslie) and they had three grandchildren. He died in Kelowna on 10 September 2016.

**MEDALS:** George Medal – RCMP LS&GC Medal.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**MORGAN, Robert Gordon**

Flight Lieutenant - Royal Canadian Air Force

**GM**

LG: p2062, 2 April 1957

CG: p1222, 30 March 1957

DOI: 21 July 1955

**WATERS, Harry John**

Leading Aircraftman - Royal Canadian Air Force (411 Squadron)

**GM**

Citation reads: "On the 21 July 1955 at 1 Fighter Wing, Marville, France, a Royal Canadian Air Force jet (Sabre 5, 23109) stalled on the final approach to the aerodrome and crashed short of the runway and burst into flames. Flight Lieutenant Morgan, who was on runway control duty in the vicinity, sprinted the 150 yards that separated him from the crash. With complete disregard for his own safety, ignoring the flames and exploding ammunition he attempted, while standing on the wing over partially filled fuel tanks where were in imminent danger of exploding, to open the jammed canopy which had trapped the pilot.

Leading Aircraftman Waters, an aero engine technician who was at work in the vicinity immediately ran approximately 250 yards to the aircraft. Without hesitation, completely disregarding his personal safety, he rushed into the flames despite exploding ammunition, to assist Flight Lieutenant Morgan, who was already on the scene, to free the trapped pilot. Leading Aircraftman Water endeavoured to pull the jammed canopy back but without success.

Despite the mounting danger to both men, Flight Lieutenant Morgan attempted to break the canopy with a stone and was finally successful when he secured an axe from the fire truck which had then reached the scene. He, with Leading Aircraftman Waters, succeeded in removing the pilot who was partially conscious and later found to be suffering from a broken back. These two men's prompt, courageous and sustained rescue efforts undoubtedly largely contributed to saving the life of the pilot, who survived his injuries. The splendid courage displayed by both notwithstanding the extreme risk of serious injury or death warrants praise of the highest order.

**MEDAL:** George Medal – SSM (bar NATO) – EIIR Silver Jubilee – CD and two bars



**CANADIAN GEORGE MEDAL RECIPIENTS**

**BEEMAN, John Henault**

Lieutenant-Commander (P) - Royal Canadian Navy

**GM CD**

LG: p1229, 20 February 1959

CG: p 487, 07 February 1959

DOI: 26 November 1955

**FINK, Francis Roger**

Lieutenant-Commander (P) - Royal Canadian Navy

**GM CD**

**Petty Officer J.P. VIPOND, RCN**

received the **Queen's Commendation for Brave Conduct**

**Leading Seaman P.A. SMITH, RCN**

received the **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 on to the jagged rocks at the base of 1,000-foot cliffs of Cape Lawrence on Cape Breton Island. A Sikorsky piloted by Lieutenant-Commanders J.H. Beeman and 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 guardrails 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.



the helicopter crew responsible for the rescue operation, from HMCS Shearwater Naval Station near Dartmouth. Left to right: Petty Officer Paul Smith; Able Seaman Lawrence Vipond; Lt. Cmdr. Roger Fink, co-pilot of the helicopter; and Lt. Cmdr. John H. Beeman, pilot of the aircraft. Photo above left: the Sikorsky HO4S #877, soon to be on display at the Shearwater Aviation Museum.

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 Lieutenant Commander Fink."

**MEDALS:** Beeman: GM - 1939/1945 Star - Atlantic Star - CVSM & Bar - WM - CD (EIIR)  
Fink: GM - CD (EIIR).

**CANADIAN GEORGE MEDAL RECIPIENTS**

**MARSH, William James**  
Flight Lieutenant - Royal Canadian Air Force

**GM**

LG: p1229, 20 February 1959  
CG: p 487, 07 February 1959  
DOI: 06 August 1957

**Corporal Theodor Gkustav ONARHEIM**  
**Leading Aircraftman John Joseph GOMMER**  
**Leading Aircraftman Robert William HENDERSON**  
**Leading Aircraftman David Clinton MEIER**

Awarded **Queen's Commendations for Brave Conduct**  
Awarded **Queen's Commendations for Brave Conduct**  
Awarded **Queen's Commendations for Brave Conduct**  
Awarded **Queen's Commendations for Brave Conduct**

The citation reads:

"On 6 August 1957, at RCAF Station Chatham, New Brunswick, a Sabre aircraft (23217) crashed on take-off and burst into flames at the west end of the airfield. Flight Lieutenant Marsh was proceeding by private motor car to this area at the time of the accident to pick up another pilot who had landed there because of technical trouble. When F/L Marsh observed the aircraft disappear in a large mushroom of smoke, far off the end of the runway, he drove his car at high speed in the direction of the smoke and was able to reach a point within a 100 yards of the aircraft. F/L Marsh then proceeded on foot at a full run to the scene of the accident and circled the burning aircraft using natural cover to minimize the hazard from flames and exploding ammunition, to determine beyond doubt that hope was lost. As he circled the aircraft he heard the pilot (S/L Frizzle) call for help. With complete disregard for his own safety, F/L Marsh struggled through the bush to the cockpit area and saw the pilot lying halfway out of the aircraft; the aircraft being on its side. After trying unaided to extricate the pilot, F/L Marsh realized he could not carry out the rescue alone. Observing four persons in the distance, he called for help and four airmen immediately came to his assistance. With great difficulty and considerable risk, the five men extricated the pilot, who was complaining of a broken back, and moved him to safety in such a way that his injuries were not aggravated. F/L Marsh's prompt and courageous rescue efforts undoubtedly largely contributed to saving the life of the pilot, who survived his injuries. The splendid courage displayed by Flight Lieutenant Marsh notwithstanding the extreme risk of serious injury or death warrants praise of the highest order."

**MEDALS:** George Medal – ICCS – Centennial – EIIR Silver Jubilee – CD and bar



## CANADIAN GEORGE MEDAL RECIPIENTS

**SABOURIN, Robert Emery**  
Flying Officer - Royal Canadian Air Force

**GM CD**

LG: p1229, 20 February 1959  
CG: p 487, 07 February 1959  
DOI: 09 January 1957

Citation reads: "On Wednesday, 9 January 1957, at Rivers, Manitoba, F/O Sabourin was carrying out an air to ground rocket firing exercise in a T33 jet aircraft armed with rockets with explosive heads instantaneous fused. He had completed one attack firing four rockets and as he pressed the firing button coming around for the second attack, there was a loud explosion under the port wing which caused temporary loss of control of the aircraft. F/O Sabourin extended dive brakes, reduced power and regaining control of the aircraft at about 500 feet. Certain that the fuel tanks on the port side had been punctured by the explosion and because of the vaporization of the fuel, F/O Sabourin thought that his aircraft was on fire and prepared to force land straight ahead. He transmitted the international distress call of 'Mayday' and attempted to jettison the remaining rockets but because of damage to the electrical system, these would not jettison. As the fuel vaporization cleared, he could see that there was no fire although his port wing was severely damaged. He found that he could control the aircraft at 200/250 knots and as the engine appeared to be functioning normally, he decided to try to make the field at Shilo, Manitoba, where a force landing could be carried out with crash equipment on standby. On route he climbed to 5000 feet and found he could control the aircraft down to 185 knots and then could not carry out stall tests with the aircraft at that altitude. He made his approach to the runway at approximately 185 knots with wheels down and flaps up, flaming out the engine as he crossed the fence just short of the runway; and finally brought the aircraft to a full stop at the far end of the runway, causing no further damage to the aircraft. By complete disregard for his own personal safety, F/O Sabourin not only saved a very expensive aircraft but also eliminated any possibility of the abandoned aircraft crashing into civilian or military accommodation in the area. F/O Sabourin's courage in remaining with the aircraft, despite the fact it was twice suggested that he should abandon the aircraft is highly commendable."

**MEDALS:** GM (EIIR) - 1939/1945 Star - Defence Medal - 1939/1945 War Medal - CD (EIIR) and bar

Sabourin served with the RAF from January 1938 to May 1951. Medals were sold into a private collection in May 1981 for \$4500.00 and are now displayed in the Military Museum in Nanaimo.



**CANADIAN GEORGE MEDAL RECIPIENTS**

**STEVENSON, Douglas Edgar**  
Sergeant - Royal Canadian Air Force

**GM CD**

LG: p1229, 20 February 1959  
CG: p 487, 07 February 1959  
DOI: 10 July 1956

Citation reads: "On July 10, 1956, a fire occurred in a shipment of aviation fuel being unloaded at Montmedy, France. Sgt. Stevenson, who was acting as deputy fire chief, performed two acts of bravery which enabled the fire section to bring the fire under control and finally to extinguish it. On the first occasion he climbed to the top of a sealed tank car which was in danger of exploding because of extreme heat and after repeated efforts managed to release the manhole cover lock. This relieved the pressure building up in this tank car and prevented an explosion which would have made this fire completely uncontrollable. Later, when the fire was being kept under control but could not be extinguished, Sergeant Stevenson protected only by a heat mask and a stream of water played on him by other fire fighters proceeded to the top of a blazing fuel tender, and successfully introduced a foam line through the manhole cover, and thus brought the fire under complete control. Both of these acts were carried out with full knowledge of their necessity and of the dangers involved. The courage and unselfishness displayed by Sergeant Stevenson, and the complete disregard for his own personal safety on this occasion was in the highest traditions of the Royal Canadian Air Force."

**MEDALS:** George Medal (EIIR) - CD (EIIR)

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**HOLLIGAN, Bernard Waugh**  
 Sergeant (Acting Staff-Sergeant) - 2nd Battalion  
 Princess Patricia's Canadian Light Infantry

**GM CD**

LG: p2167, 03 April 1959  
 CG: p1194, 28 March 1959  
 DOI: 13 February 1958



Citation reads: "On 13 February 1958 during 'Exercise Bulldog' Sergeant Holligan was the senior jumpmaster in an aircraft engaged in a paradrop of 2nd Battalion, Princess Patricia's Canadian Light Infantry assault force at Camp Wainwright, Alberta. During the approach to the drop zone he noticed that one of the jumpers was hanging from the aircraft and was swinging wildly across the stern of the fuselage. Sergeant Holligan quickly realized that the parachutist was being dragged through the air by his static line in a slip-stream of 130 knots with a temperature of minus thirty degrees F. Thus he faced the danger of death by freezing or by injuries. In addition, this soldier's position presented an extreme hazard to the aircraft. After giving appropriate instructions to the crew of the aircraft, Sergeant Holligan and another soldier began to haul in the jumper. This proved to be extremely difficult due to the pressure of the slip-stream. At one point it was suggested that the parachutist should be cut loose but this non-commissioned officer insisted that the entangled jumper could be retrieved. Finally, with the assistance of four other crew members, the parachutist, later identified as Private Parker, was pulled in through the open door of the aircraft. This action was carried out under extremely rough weather conditions. Sergeant Holligan faced grave personal danger or death during the entire period of this rescue as at any moment he could have become entangled with Private Parker

and pulled out of the aircraft. Although he was wearing a reserve parachute at the time, the possibility of it functioning was doubtful owing to the low altitude of the aircraft. The subsequent investigation into this incident disclosed that the fast thinking and executive action taken by Sergeant Holligan in the face of personal injury or death to himself, undoubtedly saved Private Parker's life."

**MEDALS:**

- GM (EIIR) - 1939/1945 Star
- France & Germany Star - Defence Medal
- 1939/1945 War Medal – Canadian Korea Medal
- UN Korea Medal - EIIR Coronation
- CD (EIIR).

Entitled to the Canadian Korea Volunteer Medal.

PPCLI Museum at the Military Museums of Alberta (formerly Museum of the Regiments, Calgary, Alberta)

MWO "Jock" Holligan served throughout the Second World War in the British Army with the Argyll and Sutherland Highlanders. He joined the PPCLI in 1950 and served in Korea being twice wounded.



**CANADIAN GEORGE MEDAL RECIPIENTS**

**BOUCHARD, Jacques Pierre George**  
Able Seaman - Royal Canadian Navy

**GM**

LG: p2305, 29 March 1960  
CG: p1217, 26 March 1960  
DOI: 20 August 1959

**MacLEAN, Angus Kenneth**  
Able Seaman - Royal Canadian Navy

**GM**

The citation reads: "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 Lieutenant (P) Roger D. Nantel, RCN, managed to escape from the plane but the pilot, Lieutenant (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 Able Seamen 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 (Lieutenant 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, Able Seaman Bouchard and Able Seaman MacLean displayed considerable courage, coolness and initiative. Shortly after the pilot was rescued the aircraft became a mass of flames and was totally destroyed."

**MEDALS:** George Medals.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**COXALL, Alfred David**

Corporal - Royal Canadian Engineers

**GM**

LG: p2491, 04 April 1961

CG: p1066, 25 March 1961

DOI: 16 October 1960

Citation reads: "On 16 October 1960, Corporal Coxall was performing the duties of jump master and instructor with the parachute club of Canada. He was flying in a Cessna 172 aircraft with the pilot, Donald Martin, and two students, George Van Roosmelon and John Bosch. They were flying out of the Brantford airport for the Ground Valley Sky Divers at 3,200 feet and crossed Goren Lane when Mr. Bosch was the first student to jump and he made a normal exit. Mr. Van Roosmelon then jumped from the landing gear of the aircraft and in the process became fouled in the static line, causing his parachute to fail to open. Corporal Coxall attempted to cut the static line with a sliver of glass but he noticed that Mr. Van Roosmelon's arm was pinned such that if the line were cut he would not be able to open his reserve parachute. With the aircraft in a slow circuit, Corporal Coxall put the sliver of glass in his chute belt, climbed out of the aircraft and slid down the static line to attempt to free Mr. Van Roosmelon. His plan was to secure himself to Mr. Van Roosmelon by means of another static line, cut the fouled static line, and then both of them descend on his parachutes.

As he started to free Mr. Van Roosmelon, the partially severed static line broke and both Corporal Coxall and Mr. Van Roosmelon fell free. This non-commissioned officer shoved the other man away from him, pulled his ripcord and after ensuring that the parachute was opening properly, fell away from him. After a few second, Corporal Coxall then opened his own parachute and descended to the ground, landing a short distance from Mr. Van Roosmelon. Neither man was injured. Corporal Coxall's quick and cool actions were carried out under most hazardous conditions with complete disregard towards his own safety. His clear and decisive actions are a credit to both himself and the Army."

**MEDAL:** George Medal.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**PRIESSLER, George Juergen**  
Miner - Britannia Beach, B.C.

**GM**

LG: p5681, 01 August 1961  
CG: p2599, 29 July 1961  
DOI: 31 October 1960

Canada Gazette citation reads: "A rock blast at Howe Sound Company No. 8 mine on October 31, 1960, at approximately 6:00 p.m. caused a rock fall of 6,000 tons to cave in the mining floor and mucking floor of the 4918-foot stope at the 4900 ft. level. At the time of the blast Henry Wenzel was working alone on the mining floor approximately 42 feet from the east manway; Tom Archibald was operating a scraper on the mucking floor below, approximately 10 ft. from the east manway. Henry Wenzel was trapped in a small pocket of rock and broken timber below the mining floor.

Tom Archibald, who escaped the cave in, ran out of the mine and raised the alarm. Rescue operations were commenced immediately. After crawling into a number of small holes in an effort to locate a passage leading through to Mr. Wenzel, George Priessler found an aperture approximately 16 inches square leading underneath the caved stope, through sand and gravel fill. He managed to crawl through the hole a distance of 42 feet where he was able to speak to the trapped miner, at a point 12 feet below the miner. Mr. Wenzel told Mr. Priessler that his arm was almost completely shattered at the elbow and that he was bleeding profusely. Mr. Priessler crawled back to the east manway safely and reported his findings to John Johnson, who was in charge of the rescue group. After consultation among the miners, it was decided to widen the tunnel Mr. Priessler had found and brace it with timber. This was begun and at approximately 1:00 a.m. (5 hours later) the tunnel was complete to the place where Mr. Priessler had established contact with the trapped man. A natural hole was located leading up through the fallen rock, and it was believed that Mr. Wenzel was at the far end of this hole. Because of the miner's condition, the rescue crew decided to save time by not shoring up the passage leading to him. The hole was filled with broken timber and broken rock and had to be enlarged sufficiently to allow the passage of a man's body through it. The rescue crew carefully sawed by hand several of the 10" x 10" timbers lodged in the hole to make enough room for a man to squeeze his way up through the hole. When they had finished Mr. Priessler managed to ascend through the small opening and eventually got through to the miner.

**Dr. Barrie Clarke FLATHER** (Medical Doctor from Newton, B.C. who was awarded a **civil M.B.E.**) was brought into the rescue tunnel, after having been warned of the danger of a second rock fall, particularly in the area where Mr. Wenzel was trapped. When George Priessler returned from having located Mr. Wenzel, the doctor gave him some morphine pills to take to the injured man to relieve his suffering. Mr. Priessler took the pills to Mr. Wenzel, returned to the tunnel for a lamp that Mr. Wenzel had requested and went back into the danger zone a third time.

Upon his return, **John Johnson** of Britannia Beach (who was awarded a **Queen's Commendation for Brave Conduct**), a larger man than George Priessler, squeezed through the passage leading to Mr. Wenzel to establish whether or not the doctor could get through. Having succeeded, John Johnson came back into the tunnel. Dr. Flather then climbed up through the caved stope. He could not get close to the injured man and had to reach in to him. Using a pair of surgical scissors, he amputated the shattered arm at the elbow, and passed the stump to a man waiting below in the tunnel. He dressed the wound and bound Mr. Wenzel's upper arm to his body and then descended into the tunnel. The problem of getting the miner out of the caved stope remained. The rescuers estimated it would take three days digging to make an opening large enough for a stretcher to pass through. John Johnson asked George Priessler if he could once more return to Mr. Wenzel and encourage him to come out himself. George Priessler again ascended into the caved-in stope, and after explaining the situation to the injured man, he assisted him by guiding his feet through the broken timber and loose rock, while Mr. Wenzel lying on his stomach inched his way out of his prison. When he reached the entrance to the tunnel, willing hands placed him on a stretcher, and he was taken to the hospital."

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## CANADIAN GEORGE MEDAL RECIPIENTS

**ROUSSEAU, André**

Ambulance Driver - Cap-de-la Madelaine  
Lieutenant - Regiment de Trois-Rivieres

**GM CD**

LG: p7931, 03 November 1961  
CG: p3701, 28 October 1961  
DOI: 15 July 1959

Canada Gazette reads: "Two men, Jean-Guy Richard and Léo Héroux were sent by the City of Three Rivers to seal the joints, linking a man-hole to sewer pipes located on Papineau Street, in the St. Jean Baptiste sector, which had formerly been a city dump. Richard, at the request of Héroux lowered himself on to the ladder inside the 20 ft. deep manhole and climbed down to the bottom. He had just started up the ladder, when he collapsed. Héroux immediately started to climb down to render assistance but at a depth of 6 feet he was forced by the foul air to withdraw.

Another workman tried to enter the man-hole but he too was forced to withdraw.

Héroux called for an ambulance. André Rousseau, driving the ambulance then arrived. Seeing the man unconscious at the bottom of the manhole, Rousseau called for another ambulance equipped with oxygen, and the police.

Rousseau realized that no time was to be lost. He obtained a rope and filling his lungs with air, he entered the man-hole and descended to the bottom where he fastened the end of the rope to the unconscious man's wrists. He quickly ascended to the surface where workman began hoisting Richard to the top of the man-hole. Unfortunately, the strain was too great and the rope broke before Richard could be lifted out. Richard fell back to the bottom of the man-hole.

The police with an 'all service type' mask, and the second ambulance equipped with oxygen arrived. Constable Normandin adjusted the mask and entered the man-hole, and descended to the bottom. He ascertained that Richard was still alive. Shortly, thereafter he collapsed and fell unconscious over Richard's body.

André Rousseau knew that there was something more unusual than the presence of carbon dioxide gas in the man-hole. A lack of oxygen was a possibility. He spoke to his assistant, Claude Paquette, who was a small man, and asked him to try and reach the stricken men. Paquette agreed and a rope was tied around his waist. He was lowered into the man-hole but when he had gone down six to seven feet, he became light headed and asked to be pulled up.

Rousseau appreciating the critical condition of both men, decided to make a determined effort to rescue them. He tied a rope around his own waist, told the police he was going to descent to the bottom of the man-hole and to bring him up when he shouted. Taking a deep breath of oxygen, he climbed down to the ladder and descended to the bottom. He fastened a rope around Constable Normandin, and shouted. He was rapidly pulled to the surface. Then, Constable Normandin was pulled out. Artificial respiration and oxygen were administered to him.

Meanwhile, Rousseau took another deep breath of oxygen and again descended to the bottom of the man-hole. He tied a rope around the unconscious Richard, then returned to the surface with the assistance of the police. Richard was then brought to the surface. Rousseau immediately applied artificial respiration to the stricken Richard, while others gave him oxygen. Constable Normandin recovered. Jean-Guy Richard died of asphyxia.

Tests made after the accident revealed a total lack of oxygen at a depth of six or seven feet, and a heavy concentration of carbon dioxide gas at the bottom of the man-hole. André Rousseau gave no thought to his own safety or any regard to the great risk he was running through lack of oxygen or the presence of injurious carbon-dioxide gas at the bottom of the well."

**Lieutenant-Colonel** Andre Rousseau, GM, CD commanded the **Regiment de Trois-Rivieres** from November 1971 to September 1974. When he received the George Medal, he was a Lieutenant in the Regiment.

**CANADIAN GEORGE MEDAL RECIPIENTS**

**FRAZER, Glenn Garry**

**GM**

LG: p503, 15 January 1963

Corporal - Royal Canadian Mounted Police

CG: p 59, 12 January 1963

DOI: 15 March 1962

Canada Gazette citation reads: "A masked gunman (Charles Augusta Dilley of Brauns Island) held up the Bank of Montreal, at Terrace, B.C., at 10:30 a.m. on Thursday March 15, 1962. The man was disguised with a silk stocking pulled over his face and armed with a .303 Lee Enfield rifle. A man passing the bank saw the gunman menacing the employees through a window. He notified the Royal Canadian Mounted Police, whose headquarters were opposite the bank.

Corporal Frazer, in uniform and armed, ran across the street and entered the front door of the bank. The gunman saw him and opened fire before Corporal Frazer could draw his gun. Wounded by the bullets, Corporal Frazer fell to the ground. The gunman then attempted to escape with the money he had taken. To leave the bank, the gunman had to pass Corporal Frazer. As the gunman approached him, Corporal Frazer seized the criminal's rifle. Obviously frightened at this turn of events the gunman released his grip on the rifle and fled. He was later apprehended by several citizens of the town.

Corporal Frazer showed courage of a high order in attacking the gunman and seizing the rifle.

Medal: George Medal

Corporal Frazer was shot four times which required surgery to remove 15 feet of his small bowel and an amputation of his left leg at mid-thigh. Dilley had 18 more cartridges and would have undoubtedly used them if Frazer had not grabbed the rifle.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**McLAREN, Francis Earl**  
Squadron Leader - Royal Canadian Air Force

**DFC GM CD**

LG: p1619, 19 February 1963  
CG: p 366, 09 February 1963  
DOI: 06 April 1962

**McKENZIE, Ian Kenneth**  
Flight Lieutenant - Royal Canadian Air Force

**GM CD**

Citation reads: On the morning of 6 April 1962, Chipmunk 18050 crashed near the north end of the tarmac at RCAF Station Centralia. Both fuel tanks were ruptured by the crash and fire immediately resulted from short-circuiting, which continued for some time. This dissuaded the first people to arrive at the scene from making any attempt at rescue, despite the fact that one of the pilots, Flying Officer Gillette, was alive and conscious and asking for help. At this point Squadron Leader F.E. McLaren accompanied by Flight Lieutenant I.K. McKenzie arrived on the scene and immediately set about extricating F/O Gillette. By this time both the aircraft and the ground around it were burning, the fire truck had not yet arrived, and there was grave danger of explosion, or, at the very least, of the fire getting out of control. S/L McLaren and F/L McKenzie, with great difficulty, were able to extricate F/O Gillette, but not before they themselves had received painful burns. S/L McLaren and F/L McKenzie then directed the efforts of others to extricate the body of Flying Officer Thomson, who, it was learned later, had been killed by the initial impact. S/L McLaren and F/L McKenzie displayed leadership and courage of a very high order at grave risk to themselves, and their action undoubtedly inspired others who later arrived at the scene of the crash to do likewise. Had it not been for the action taken by these officers, F/O Gillette undoubtedly would have died in the cockpit."

**MEDALS:** McLaren: DFC - GM - 1939/1945 Star - F & G Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal - CD.

McKenzie: GM - CD.

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CANADIAN GEORGE MEDAL RECIPIENTS

**LEJA, Walter Rolland**  
W.O. II (R.Q.M.S.) - Royal Canadian Engineers

**GM CD**

LG: p933, 31 January 1964  
CG: p235, 25 January 1964  
DOI: 17 May 1963

Citation reads: Within the past few months, terrorist group activities in the Montreal area have resulted in a great deal of tension and anxiety for both the civilian population and military personnel. In order to assist the heavily taxed police authorities in the disposal of terrorist bombs, teams of military demolition experts were formed. Regimental Quartermaster-Sergeant (WO 2) Leja was one of these experts. Between 0300 and 0320 hours on Friday 17 May 1963 in the City of Westmount, bombs exploded in five postal boxes. A subsequent inspection of postal boxes throughout the city resulted in the finding of suspicious looking packages in several others. As a result, assistance was requested from the Army. R.Q.M.S. Leja and an officer responded to the call. The first mail box which they examined was located near a large school which made it imperative to neutralize or remove the bomb, if one existed. The box contained a package which had the appearance of a possible bomb. R.Q.M.S. Leja examined the package with a stethoscope but could not make positive identification of its contents by this means. The Warrant Officer then volunteered to dismantle the package to the point where it could be determined if it was in fact, a bomb. After a discussion as to the various courses of action which could be taken, it was decided to move the postal box intact across the street to a vacant field by means of a hook attached to a fire department aerial ladder truck. In carrying out this manoeuvre, the postal box was knocked over and realizing that if the bomb exploded several persons would be killed or injured, he picked the bomb out of the mail box and carried it, by hand, to the open field. After having laid it on the ground, he started to walk away from it, but, after a step or two, he went back to the bomb, picked it up again and placed it behind and at the base of a large tree in a screened position to minimize the blast effect if it exploded later. They then proceeded to the next postal box which was located in a built-up area of the city which meant that a bomb would have to be destroyed in situ if it could not be made safe. On determining that the package in this box was a bomb, R.Q.M.S. Leja, fully realizing the danger involved and with complete disregard for his own safety, coolly proceeded to dismantle it. This bomb had also been fixed to be fired electrically using several sticks of dynamite as the lethal force. They then proceeded to the third mail box which, on examination, revealed a bomb of the same type as the one previously dismantled. This Warrant Officer immediately attempted to neutralize it, using the same technique which had been successful in disarming the previous one. However, as he was cutting one of the wires, it exploded, critically injuring him and leaving him maimed for life through the loss of his left forearm, severe brain damage and other serious injuries from which there is little hope of any appreciable recovery. During this ordeal, R.Q.M.S. Leja displayed conspicuous courage and outstanding devotion to duty. His action in addition to inspiring and reassuring those who were required to be near him, clearly showed that his concern for the safety of others was far greater than for his own.



**Walter Rolland "Rocky" Leja, GM, CD** was born in Koniówka, Poland on 01 July 1921. He emigrated to Canada and joined the Canadian Army (The Corps of Royal Canadian Engineers) and became a bomb disposal expert. On 17 May 1963, he successfully dismantled two bombs that had been planted in mailboxes in Westmount, Quebec by the separatist organization Front de libération du Québec (FLQ). A third bomb, found in a mailbox at the corner of Lansdowne Avenue and Westmount Avenue, exploded while Leja attempted to disarm it, blowing off most of his left arm and crushing his face and chest. He suffered brain damage, lost the ability to speak and was paralyzed on his right side. Although initial reports said Leja's chances of survival were extremely slim, he managed to live.

He was awarded the George Medal in January 1964 for conspicuous courage and outstanding devotion to duty. Jean-Denis Lamoureux, a member of the FLQ who participated in the planting of the bombs, was subsequently jailed. He died on 22 November 1992. The Quebec National Assembly declared Walter Leja a hero in 2013.

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**CANADIAN GEORGE MEDAL RECIPIENTS**

**LAY, Joseph Henry Kenneth**  
Chief Petty Officer, 2nd Class - Royal Canadian Navy

**GM**

LG: p3771, 18 August 1964  
CG: p1242, 25 April 1964  
DOI: 13 January 1962



Citation reads: "At 0700 on 13 January, 1962, Chief Petty Officer Joseph Henry Kenneth Lay and a companion, Chief Petty Officer 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 degrees 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 Chief Petty Officer 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 Chief Petty Officers to attempt the rescue. However, Chief Petty Officer 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, Chief Petty Officer Lay persuaded him to hang onto the stern. Due to his exhausted condition, the man was unable to do so. Chief Petty Officer Lay then positioned his feet over the man's arms and held him in place. In this manner, Chief Petty Officer 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.

Chief Petty Officer Lay undoubtedly risked his own life in saving Mr. Fiske from death by drowning.

Joe Lay was born in Aldershot, England on 12 May 1922. In 1944, after joining the Royal Canadian Navy. He played and coached for the Navy hockey and baseball teams. He was signed by the Montreal Canadiens and played hockey for Victoriaville of the Quebec League.

While living in Kingston, he played right field for several local baseball teams: Price's Dairy, the Giants, Kingston Locomotive Company, Alcan and the Kingston Ponies of the Border League. He also played professionally in Ottawa and Granby QC, and in Dartmouth NS. He was scouted for a tryout with a New Jersey professional baseball team but wartime restrictions kept him from playing. He was inducted into the Kingston and District Sports Hall of Fame in 1998.

Joe left Kingston to rejoin the Navy where he attained the rank of Chief Warrant Officer. He relocated to Nova Scotia where he won many golf tournaments. He was an assistant pro in Dartmouth and he owned and operated a tire store in Shelburne. He died on 01 October 1984.

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## CANADIAN GEORGE MEDAL RECIPIENTS

### **MAYER, Paul Augustus**

Lieutenant-Colonel - The Regiment of Canadian Guards  
Organisations des Nations Unies au Congo

**MBE GM CD**

LG: p8717, 16 October 1964

CG: p2975, 03 October 1964

DOI: 28 January 1964



On 24 January 1964, Lieutenant-Colonel Mayer was charged with the rescue operations of American and European missionaries in Kwilu Province. On 27 January 1964 during a rescue operation in Kisandji, this officer rescued two nuns and three priests. Eight nuns and one priest remained. He was requested by one of the priests to speak to the native chief in an endeavour to free the remainder of the missionaries. During talks with the native Chief Council, Lt.Col. Mayer was hit on the back of the neck with a club and knocked unconscious. Members of the Jeunesse removed his revolver, beret and web belt. The Council argued for killing him there and then. They informed him that if one shot was fired, he and all the nuns would be killed. At this point, a frenzied Jeunesse thrust the pistol in his stomach and pulled the trigger. Fortunately, there was no round in the chamber. In the meantime, three priests and two nuns were able to board the helicopter. After arrangements had been made to free the remaining eight nuns, Lieutenant-Colonel Mayer was allowed to leave amongst a wild and screaming mob. During the whole operation, this Officer's life was in constant danger. His behaviour at all times was exemplary. His courage and composure was an inspiration to both the UN personnel serving under him and also for the missionaries. On several occasions, he refused

to leave his post until all missionaries had been evacuated. He behaved at all times well above the call of duty and by his patience and energy in dealing with the members of the Jeunesse, saved many lives.

Paul Mayer, a scion of a family that first served the Crown in 1689, grew up a privileged member of the English upper-middle classes. His father was a Colonel in the Royal Field Artillery and his mother was a French countess and "tempestuous diva" who could sing 32 operas in five languages. Destined for the British army, Mr Mayer was forced to change his plans when at 17 he fell seriously ill. Advised to seek a better climate, he moved to Ontario and worked on a dairy farm, soon regaining his health.

In 1938, sensing that war with Germany was certain, Mr. Mayer joined the **Algonquin Regiment**. Seven days after Canada declared war on Germany on 10 September 1939 he was commissioned as an officer and later sent to England.

Training for war was serious, but there were a few light moments. On September 9, 1943, Mr. Mayer wrote, he drove his jeep onto a beautifully manicured lawn, where it got stuck. A group of men standing nearby shook their heads sadly. One of them was King George VI. Mr. Mayer had driven his jeep onto the King's croquet lawn at Sandringham. "Well, yyyoung man, you've bbbugged up my croquet lawn," said the King in his well-known stutter.

After the Allies invaded Europe on June 6, 1944, Mr Mayer commanded a company of the **Algonquin Regiment** in action in France, Belgium, Holland and into Germany.

Mr. Mayer remained in the army after the war, serving in Korea with the **1st Commonwealth Division** and the **25th Canadian Infantry Brigade**. He was made a member of the Order of the British Empire for his work in intelligence, one of 17 decorations and medals he received from Canada, Britain, France and Belgium.



**Lieutenant-Colonel Paul Mayer, OBE, GM, CD (continued)**

Paul transferred to the **Canadian Guards** when that short-lived regiment was founded on October 16, 1953. One of his fellow officers, retired major-general G.R. Cheriton of Ottawa, remembers him well. "He was an unusual man, something of a lone wolf. He gave a lot of attention to protocol; always understood the proper thing to do. He was always impeccably dressed."



In 1959, Paul was sent to Indochina as a military adviser with the International Truce Commission, and once thwarted North Vietnamese soldiers who tried to confiscate a Canadian diplomatic bag. President Ho Chi Minh was sympathetic, but advised him to leave the country. As a parting gift, the president, who confided "I am only 15 per cent Communist," gave Paul a bronze statue that had been in his family for 150 years.

By 1965, Paul was a military adviser to the United Nations Secretary General. He was sent to the Dominican Republic as an observer. During a golf game, he recalled in his memoir, he was tipped off that an assassin was waiting for him on the second green. After a 36-minute trial held that afternoon, Paul was invited to the luckless assassin's execution an hour later. He declined the opportunity to deliver the traditional coup-de-grace to the head.

A few months later, Paul was shot at, at point-blank range, only to have his cap badge deflect the round. "It took a piece of my forehead with it and left a dent in my head above my right eye." In April, 1966, he and his second wife, Ruth, survived another assassination attempt.

After retiring from the Canadian Forces in 1968, he spent 10 years with the Asian Development Bank and the World Bank. In 1987, he married Pamela McDougall, Canada's ambassador to Poland from 1968 to 1971.

Paul Augustus Mayer was born on December 17, 1916, in Santiago, Chile. He died of natural causes on 05 July 2006 in Ottawa. He was 89. He leaves his wife, Pamela, his sister Laura, his granddaughter Crystal and his grandson David. His son Owen predeceased him. He died at the Louis de Montfort Hospital in Ottawa on 05 July 2006 in his 90th year.

**MEDALS:**

MBE - GM - 1939/1945 Star - France & Germany Star - Defence Medal - CVSM & Clasp - 1939/1945 War Medal – Canadian Korea Medal – United Nations Medal Korea - UN (Congo) – ICCS - CD – Chevalier Order of Leopold II (Belgium) - Croix de Guerre (Belgium)



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## CANADIAN GEORGE MEDAL RECIPIENTS

**LESSARD, Joseph Alex Leonce**

Sergeant - Royale 22e Regiment du Canada  
Organisations des Nations Unies au Congo

**GM**

LG: p8718, 16 October 1964

CG: p2975, 03 October 1964

DOI: 28 January 1964

Citation reads: "During ONUC rescue operations carried out by helicopter in Kwilu Province, Congo, between 24 January and 3 February 1964, Sergeant Lessard was second in command of the ground pick up group. He displayed superb courage and a complete devotion to duty throughout the operation and on at least five occasions he rescued missionaries under hostile fire of arrows, spears and guns. On one occasion at Kisandji, Sergeant Lessard was directly responsible for saving the lives of two nuns who were surrounded by 15 to 20 Jeunesse. One sick nun was on a stretcher while the other lay on the ground in a state of exhaustion. Despite a shower of arrows aimed at the helicopter, Sergeant Lessard jumped to the ground and single handed succeeded in placing the stretcher aboard despite the fact that at the same time he was fighting off 4 Jeunesse who had tackled him from behind and tried to drag him down to the ground. Once the stretcher was aboard, he reached out for the second nun who lay nearby, pushed her to safety and held off his assailants until the helicopter actually started to leave the ground. Only then did he free himself completely and jumped aboard. His devotion to duty under these most hazardous conditions was a shining example and an inspiration to all members of the force."



**MEDALS:** GM (EIIR) - CVSM - 1939/1945 War Medal – Canadian Korea Medal - UN Korea - UN Congo - CD (EIIR).  
Medals displayed in the R22eR museum, Citadel, Quebec City (would also be entitled to the Canadian Korea Volunteer Medal)



Lieutenant-Colonel Paul Mayer and Sergeant Joseph Lessard in the Congo