

William Chadwick, Auxiliary Fireman, Nottingham Auxiliary Fire Service.
 John Richard Collins, Auxiliary Fireman, Nottingham Auxiliary Fire Service.
 Clarence Duffield, Member, A.R.P. Rescue Party, Coventry.
 Harold Edward Furnival, Works Fire Patrol, Manchester.
 Leslie Frank Hall, Deputy Divisional A.R.P. Warden, Coventry.
 David Cochran Hanson, M.C., M.B., Ch.B., Medical Officer of Mobile Unit, Emergency Medical Service, Fulham.
 Bernard James Hill, Auxiliary Fireman, Nottingham Auxiliary Fire Service.
 Thomas Hodson, Local Authority Employee, Coventry.
 Sidney Arthur Hucknall, Patrol Officer, Nottingham Auxiliary Fire Service.
 William Albert Hughes, Leader, A.R.P. Rescue Party, Coventry.
 Alfred Jervis, Hotel House Porter, Birmingham.
 Thomas Miller, Leader, A.R.P. Stretcher Party, Fulham.
 Arthur Edward Minhinnick (deceased), A.R.P. Stretcher Party Driver, Westminster.
 John Morley, A.R.P. Messenger, Redhill, Surrey.
 Leslie Raymond Phillips, Clerical Assistant, Queen's Hospital, Birmingham.
 Robert James Rogers, Police Constable, Metropolitan Police Force.
 Joseph Adler Percy Rosewell, A.R.P. Warden, Woolwich.
 James Tokley, A.R.P. Shelter Marshal, East Ham.
 Edward Albert Victor Tuckwell, Leading Storeman, Air Ministry Outstation.
 Aubrey Alfred Turner, Fitter, Air Ministry Outstation.
 William Charles Wilson, Member, A.R.P. Rescue Squad, Coventry.
 Francis Frederick Winstanley, Auxiliary Fireman, Nottingham Auxiliary Fire Service.

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD.

*St. James's Palace, S.W.1.
 7th February, 1941.*

The KING has been graciously pleased to approve the award of the George Medal to:—

Robert Cross, Coxswain, Lifeboat "City of Bradford," Royal National Lifeboat Institution.

A message was received that a steam-trawler was in distress, and the R.N.L.I.'s lifeboat "City of Bradford" in charge of Coxswain Robert Cross, put out to her assistance. On approaching the trawler it was seen that she was drifting rapidly ashore with seas breaking over her. The wind had increased to gale force, with snow squalls and the sea was very rough.

By excellent seamanship, Coxswain Cross manoeuvred his vessel on to the weather side of the trawler. Nosing the bow of his boat up to the forecastle of the trawler, Coxswain Cross rescued one man. Several times the lifeboat was worked in, and eventually, six men were got into the lifeboat, one at a time, it being impossible for her to stay alongside long enough for two men to be pulled on board together. After the sixth man had been rescued, the lifeboat's port engine stopped with a rope round one of the propellers. With one engine only working, Coxswain Cross' task became exceedingly difficult, but after several more attempts, the remaining three men were safely rescued.

By the exercise of splendid seamanship, Coxswain Cross then got his boat away on one engine. When clear, the rope was cut away from the propeller and the lifeboat reached port safely.

The success of the rescue was due almost entirely to the courage, skill and endurance of Coxswain Cross.

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