

The Whale Oil Order, 1916, dated the 24th June 1916,

the Minister of Munitions hereby orders as follows:—

(1) The operation of the said Order is hereby suspended on and after the 31st day of January 1919, until further notice.

(2) Such suspension shall not affect the previous operation of the said Order or the validity of any action taken thereunder or the liability to any penalty or punishment in respect of any contravention or failure to comply with the said Order prior to such suspension or any proceeding or remedy in respect of such penalty or punishment.

(3) This Order may be cited as The Whale Oil (Suspension) Order, 1919.

NAVAL SALVAGE MONEY.

*Department of the
Accountant-General of the Navy,
Admiralty, S.W. 1,
31st January 1919.*

Notice is hereby given to all persons interested therein, that preparations are now being made for the intended distribution of the following salvage awards:—

Salvage of s.s. "Australian Transport" by H.M.S. "Orbita" on 31st May 1917.

Salvage of schooner "Katherine Ellen" by H.M. Drifter "Golden Feather" on 12th July 1918.

Salvage of s.s. "City of Wilmington" by H.M.S. "Berwick" between 11th and 15th May 1917.

Agents or other persons having any just and legal demand, unliquidated, against the Award are required to transmit the particulars of any such demand to the Registrar of the Admiralty Division of H.M. High Court of Justice, in order that the same may be examined, taxed, and allowed by that Officer, and paid under the sanction of the Judge of the said court.

Due notice will be given, by future advertisement in the London Gazette, of the date proposed for the commencement of Distribution.

NOTICE OF INTENDED DISTRIBUTION OF NAVAL SALVAGE MONEY.

*Department of the
Accountant-General of the Navy,
Admiralty, S.W. 1,
31st January 1919.*

Notice is hereby given to the Officers, Seamen, and Marines, and to all persons interested therein, that the distribution of the under-mentioned Awards of salvage money will commence on Saturday the 1st proximo, in the Prize Branch of the Department of the Accountant-General of the Navy, Admiralty, S.W. 1.

All applications from persons entitled to share, who are not now serving, should be addressed "On Prize Business:—to the Accountant-General of the Navy, Admiralty, London, S.W. 1."

Such applications (except in the case of Commissioned Officers) should be accompanied by Certificates of Service.

Salvage of the steam drifter "Bertha" by H.M. Drifters "Dorothy F" and "Constant Hope" on 16th October 1918.

Salvage of casks of oil by H.M. Drifters "Daisy IV." and "Lily and Maggie" on 23rd March and 8th May 1918, respectively.

Salvage of s.s. "Sebek" by H.M. Ships "Penstemon," "Cyclamen," "Safa-el-Bahr," "Lynmouth," "Prinsep," "Lemberg," and "Vigilant II.,"; H.M. Tugs "Cracker," "Restive," "Veteran," and "Lingdale"; and working parties from Malta Dockyard between 13th October and 14th November 1916.

Admiralty, 31st January 1919.

The King has been graciously pleased to approve of the award of the Albert medal for gallantry in saving life at sea to:—

Lieutenant George Devereux Belben, D.S.C., R.N.

Sub-Lieutenant David Hywel Evans, R.N.V.R.

P. O. Albert Ernest Stoker, O.N. 227692, and

Able Seaman Edward Nunn, O.N. J.15703.

The account of the services, in respect of which these decorations have been conferred, is as follows:—

On the 16th September 1918, a serious explosion occurred amidships on board H.M.S. "Glatton" whilst lying in Dover Harbour. This was followed immediately by an outbreak of fire, the oil fuel burning furiously and spreading fore and aft. Efforts were made to extinguish the fire by means of salvage tugs. The foremost magazines were flooded, but it was found impossible to get to the after magazine flooding positions. The explosion and fire cut off the after part of the ship, killing or seriously injuring all the officers who were on board with one exception. The ship might have blown up at any moment.

Lieutenant Belben, Sub-Lieutenant Evans, Petty Officer Stoker, and Able Seaman Nunn were in boats which were rescuing men who had been blown, or who had jumped, overboard. They proceeded on board H.M.S. "Glatton" on their own initiative, and entered the super-structure, which was full of dense smoke, and proceeded down to the deck below.

Behaving with the greatest gallantry, and contempt of danger, they succeeded in rescuing seven or eight badly injured men from the mess deck, in addition to fifteen whom they found and brought out from inside the super-structure.

This work was carried out before the arrival of any gas masks, and though at one time they were driven out by the fire, they proceeded down again after the hoses had been played on the flames. They continued until all chance of rescuing others had passed, and the ship was ordered to be abandoned, when she was sunk by torpedo, as the fire was spreading, and it was impossible to flood the after magazines.