

Board of Trade (Fisheries and Harbour Department), London, January 20, 1903.
H. 1427.

The Board of Trade have received, through the Secretary of State for Foreign Affairs, a copy of a Telegram, dated January 19, from His Majesty's Representative at Athens, intimating that quarantine against the Syrian Coast has been reduced to five days.

SHORES OR BANKS OF BRIDGWATER BAY
BETWEEN STERT POINT (MOUTH OF
RIVER PARRETT) AND LILSTOCK.

REMOVAL OF MATERIALS PROHIBITED.

Whereas the Board of Trade, acting in pursuance of the Harbours Act, 1814, as amended by the Harbours Transfer Act, 1862, find it necessary for the protection of the Port of Bridgwater, to prohibit the taking or removing of any shingle or ballast from the shores or banks of Bridgwater Bay between a point $\frac{1}{4}$ mile west of Lilstock Pier on the west and a point about 200 yards west of the north-eastern extremity of Stert Point on the east, being within the said port.

Now the Board of Trade do hereby, by this Order, prohibit the taking or removing of any shingle or ballast from the shores or banks of Bridgwater Bay between the points above mentioned.

Francis J. S. Hopwood,

Secretary to the Board of Trade.

Dated the 19th day of January, 1903.

NOTE.—Any person removing shingle or ballast in contravention of this Notice is liable, on conviction, to a penalty not exceeding £10.

Admiralty, 16th January, 1903.

In accordance with the provisions of Her late Majesty's Order in Council of 22nd February, 1870—

Fleet Paymaster Archibald Court has been placed on the Retired List, at his own request, with permission to assume the rank of Paymaster-in-Chief. Dated 14th January, 1903.

Royal Naval Reserve.

In accordance with the Regulations for the Royal Naval Reserve—

Lieutenant Robert Reynolds has been placed on the Retired List, with permission to assume the rank of Commander in the Royal Naval Reserve. Dated 13th January, 1903.

Acting Sub-Lieutenant William John Rusack has been confirmed as Sub-Lieutenant. Dated 24th February, 1902.

Assistant Engineer Peter McLaren Kelt to be Engineer. Dated 15th January, 1903.

Assistant Engineer James Leck to be Engineer. Dated 15th January, 1903.

Admiralty, 17th January, 1903.

Royal Naval Reserve.

In accordance with the Regulations for the Royal Naval Reserve, the undermentioned Officers have been placed on the Retired List:—

Lieutenant Horace Mills Benison.

Lieutenant Charles Joseph Benton.

Senior Engineer Samuel Davis.

Sub-Lieutenant Piers Hay Baker.

Dated 14th January, 1903.

Admiralty, 17th January, 1903.

HIS MAJESTY the KING has been graciously pleased to confer the decoration of the Albert Medal of the Second Class on Frederick Paffett, Chief Stoker, R.N., dated the 17th January, 1902.

The following is the account of the services in respect of which the decoration has been conferred:—

On the evening of June 10th, 1901, at about 9.30, His Majesty's ship "Daring," torpedo boat destroyer, was entering Portsmouth Harbour under easy steam, when an explosion suddenly took place in the after stokehold. A tube was blown out of the lower barrel of No. 2 boiler and the whole stokehold was filled with steam.

At the time of the accident there were five men in the stokehold—Chief Stoker Paffett and four stokers. Owing to the volume of steam it was impossible for them to see each other, but two men, though scalded and partly overcome by the great heat, managed to get up the ladder to the deck. Paffett, whose place of duty as Chief Stoker gave him the best opportunities of escape, was standing, when the accident occurred, with his hand on the port side ladder. He remained, however, in the stokehold and endeavoured to avert the consequences of the explosion in the only way possible, namely, by opening the steam valve of the starboard fan. With this object he went deliberately across the hold, groping for the valve which he could not see, the steam from the boiler striking full on his left arm which was shielding his face. But he found it impossible to reach the valve and it was only with difficulty that he was able to regain the ladder, badly scalded and almost unconscious. As he mounted the ladder he was able to save the life of Stoker Elliott, who was slipping down from above in a fainting condition. Paffett being a very powerful man, raised him on his left shoulder and lifted him to the deck; then, reaching the deck himself, aided by those above, he fell down completely overcome. He was much disfigured by burns and scalds; and has almost lost the use of his left arm.

HIS MAJESTY the KING has been graciously pleased to confer the Decoration of the Albert Medal of the Second Class on James Sutherland, Leading Stoker, R.N., dated the 1st June, 1902.

The following is the account of the services in respect of which the decoration has been conferred:—

On the night of December the 2nd, 1901, His Majesty's torpedo boat destroyer "Salmon" was entering the port of Harwich in company with the Chatham Instructional Flotilla, when a collision took place between her and the steamship "Cambridge."

It appeared that the "Salmon" was sinking from the injuries she had sustained, and the order was given for the men to go forward and leave the ship by means of ropes which had been passed over the bows of the "Cambridge."

At the moment of the collision James Sutherland Leading Stoker, was in the mess deck asleep.

He went on deck immediately but remained behind when the order was given, and went to the stokehold to open the hatches.

He opened one and was in the act of opening the other when it blew open in his face and a stoker named Scholfield was seen coming up.