

Most serious risks have been run by the officers and men who have flown in this climate, where the effect of the atmosphere and the extreme heat of the sun are quite unknown to those whose flying experience is limited to moderate climates. "Bumps" of 250 feet have been experienced several times, and the temperature varies from extreme cold when flying at a height to a great heat, with burning, tropical sun, when on land.

In the operations against the "Königsberg" on the 6th July both the *personnel* and *materiel* of the Royal Naval Air Service were worked to the extreme limit of endurance. The total distance covered by the two available aeroplanes on that date was no less than 950 miles, and the time in the air, working watch and watch, was 13 hours.

I will sum up by saying that the Flying Officers, one and all, have earned my highest commendations.

Chief Carpenter William J. Leverett, H.M.S. "Hyacinth." This Officer was in charge of the fitting out of the two Monitors.

I also desire to bring to their Lordships' notice the Master of the tug "Revenger," John Osment Richards, and the following members of her crew, who most readily volunteered to serve in their tug and to proceed into the river to the assistance of the Monitors and tow them out if necessary:—

Frank Walker, Navigating Master.

George Edward Milton, Mate.

Frederick James Kennedy, Chief Engineer.

Lewis John Hills, Second Engineer.

Sidney Robert Rayner, Third Engineer.

The four tugs "Blackcock," "Revenger," "Sarah Joliffe," and "T. A. Joliffe" were manned by Naval Officers and men, with the exception of the above named, and although their services were not called for I consider the example they set was most praiseworthy.

I have the honour to be,

Sir,

Your obedient servant,

H. KING HALL,

Vice-Admiral,

Commander in Chief.

*Admiralty, 8th December, 1915.*

His Majesty The KING has been graciously pleased to give orders for the appointment of the following Officers to the Distinguished Service Order, in recognition of their services, as mentioned, on the occasion of the operations against the "Königsberg":—

Captain Eric John Arthur Fullerton, R.N.

Was in charge of the two Monitors, and conducted the operations in the river with complete success.

Commander Robert Amcotts Wilson, R.N.

These two Officers had to deal with a very difficult task, entering a river of which very imperfect information was obtainable, against an unknown and invisible defence, which might well have been very serious, and there is no doubt that the Monitors were

most fortunate in not being more severely handled by the enemy.

Squadron Commander Robert Gordon, R.N.A.S. (Captain, temporary Major, R.M.).

Was in command of the Air Squadron. Was indefatigable in his work, and ran great risks in spotting and reconnoitring.

Flight Commander John Tulloch Cull, R.N.A.S. (Lieutenant, R.N.).

Flight Sub-Lieutenant Harwood James Arnold, R.N.A.S.

Flight Commander Cull and Flight Sub-Lieutenant Arnold were spotting on the 11th July, under fire, in a Biplane, when the enemy's fire damaged it so that it descended in a quarter of an hour from 3,200 feet to 2,000 feet. During this time no attempt was made to return to Headquarters at Mafia, although it was obvious that this could not be done unless a start was made at once.

Flight Sub-Lieutenant Arnold continued to send his spotting signals the whole time, and when a quarter of an hour later the machine was again hit and forced to descend, Flight Commander Cull controlled the machine and Flight Sub-Lieutenant Arnold continued to send spotting corrections to the last, after warning the Monitors that they were coming down, and would endeavour to land near them.

The aeroplane finally came down in the river, turning over and over. Flight Commander Cull was nearly drowned, but was assisted by Flight Sub-Lieutenant Arnold, and both were rescued by a boat from the "Mersey."

The following Petty Officers and men have been awarded the Distinguished Service Medal for their services on the same occasion:—

H.M.S. "Severn."

Chief Petty Officer William J. Sercombe, O.N. 163215.

Able Seaman George A. Hogg, O.N. 202097 (R.F.R.).

Leading Telegraphist Percival Jacobs, O.N. J34831.

Shipwright (2nd Class) William Sheppard, O.N. 346098.

Private Edward Redhead, R.M.L.I. (R.F.R., Plym. 9481).

H.M.S. "Mersey."

Chief Yeoman of Signals E. W. Pettin-gale, O.N. 148718.

Able Seaman H. J. Carter, O.N. 217542. Able Seaman William Corry, O.N. 190507 (R.F.R. Ch.B. 7705).

Stoker (2nd Class) Richard Thompson, O.N. 105721.

Royal Naval Air Service.

Air Mechanic Ebenezer Henry Alexander Boggis, O.N. 14849.