

copy of a telegram, dated 4th August, from His Majesty's Minister at Athens stating that arrivals from Mitylene are subjected to the following sanitary measures:—(1) Medical inspection of passengers on departure and arrival. (2) Rat destruction before departure from Mitylene.

*Board of Trade, Marine Department,  
Whitehall Gardens, S.W.,*

*August 10, 1916.*

The Board of Trade hereby give notice under the General Rules for Formal Investigations into Shipping Casualties and Appeals and Rehearings, 1907, that they have received during the months of June and July 1916 the following Reports of Formal Investigations into Shipping Casualties held by Courts in British Possessions abroad:—

“Nancy.”  
“Canmore” and Cargo Boat.  
“Novelty.”  
“Ulysses.”  
“Nostra Signora del Porto Salvo.”

#### NAVAL PRIZE BOUNTY MONEY.

*Department of the Accountant-General of the  
Navy,*

*Admiralty, S.W., August 10, 1916.*

Notice is hereby given to all persons interested therein, that preparations are now being made for the intended distribution of the Prize Bounty awarded for the destruction of the armed enemy vessel “G. 194” by H.M.S. “Cleopatra” on the 25th March 1916.

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, and at the same time the amount of an individual's share in the respective classes will be announced.

*Admiralty, August 11, 1916.*

The KING has been graciously pleased to confer the Decoration of the Albert Medal of the First Class on—

Lieutenant Frederick Joseph Rutland, R.N.  
(Flight Lieutenant, Royal Naval Air Service).

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

During the transhipment of the crew of H.M.S. “Warrior” to H.M.S. “Engadine” on the morning of the 1st of June 1916, succeeding the naval battle off the coast of Jutland, one of the severely wounded, owing to the violent motion of the two ships, was accidentally dropped overboard from a stretcher and fell

between the ships. As the ships were working most dangerously, the Commanding Officer of the “Warrior” had to forbid two of his officers from jumping overboard to the rescue of the wounded man, as he considered that it would mean their almost certain death. Before he could be observed, however, Lieutenant Rutland, of H.M.S. “Engadine,” went overboard from the forepart of that ship with a bowline, and worked himself aft. He succeeded in putting the bowline around the wounded man and in getting him hauled on board, but it was then found that the man was dead, having been crushed between the two ships. Lieutenant Rutland's escape from a similar fate was miraculous. His bravery is reported to have been magnificent.

#### ADMIRALTY NOTICE TO MARINERS.

No. 879 of the year 1916.

#### SCOTLAND, WEST COAST AND HEBRIDES.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty, and are now in force:—

##### (1) FIRTH OF CLYDE—TRAFFIC REGULATIONS.

*Former Notice.*—No. 1071 of 1915.

*Position.*—Dunoon bank, lat.  $55^{\circ} 56\frac{3}{4}'$  N., long.  $4^{\circ} 54\frac{1}{2}'$  W.

Vessels entering or leaving the Clyde must pass between two Trawlers, situated as under-mentioned, which mark the gateway in the obstruction that now exists between Cloch point and Dunoon.

##### (a) Eastern Trawler:

*Position.*—On east side of Dunoon bank, at a distance of 8 cables and 66 yards,  $281^{\circ}$  (*N. 61^{\circ} W. Mag.*), from Cloch lighthouse.

*Description.*—The hull of this vessel is painted red.

*Fog-signal.*—This vessel will sound on her steam whistle *four* blasts *every two minutes*, thus ( — — — — ), alternately with the fog-signal sounded by the western Trawler.

##### (b) Western Trawler:

*Position.*—On west side of Dunoon bank, at a distance of one cable,  $272^{\circ}$  (*N. 70^{\circ} W. Mag.*), from the eastern Trawler.

*Description.*—The hull of this vessel is painted green.

*Fog-signal.*—The vessel will sound on her steam whistle *three* long blasts *every two minutes*, alternately with the fog-signal sounded by the eastern Trawler.

The above-mentioned gate Trawlers will display signals, as shown on the accompanying diagram, to indicate whether the gate is open to inward or outward bound traffic, or whether the gate is closed.

A Trawler with hull painted black is moored a short distance to the northward of the gate Trawlers, and on the western side of the passage.

No vessels are to approach to within a distance of half a mile of the gateway until the special signals are hoisted, indicating that the passage is open for them; neither are inward-bound vessels