

PROCEEDINGS BEFORE BRITISH PRIZE
COURTS OVERSEA.

In continuation of the notification on page 1228 of the London Gazette of the 25th January, 1918, information has been received that proceedings have been instituted in the Prize Court in Malta in respect of several parcels of goods ex the following vessel. Appearance should be entered by all persons claiming an interest as soon as possible.

Prize Court.	Name of Ship.
Commercial Court of Malta.	Erato.

Colonial Office,
2nd February, 1918.

CORRECTION.

Ministry of Munitions,
2nd February, 1918.

ORDER.

TAR OILS.

The words "an additional charge of 3s. 8d. per gallon is permitted" appearing in the Schedule to the above Order in the London Gazette dated 1st February, 1918 (page 1543), should read, "an additional charge of $\frac{3}{4}$ d. per gallon is permitted."

In pursuance of powers conferred upon them by the Defence of the Realm (Consolidation) Regulations or otherwise, the Lords Commissioners of the Admiralty hereby make the following Order respecting Navigation of the Caledonian Canal:—

1. From daylight on 10th February, 1918, and until further orders, no vessels other than H.M. Ships, those in Government employ, or those granted special permits (vide pars. 2 & 3), will be permitted to navigate the Caledonian Canal; and entrance thereto, either at Inverness or Corpach, is prohibited as from that date.

2. Owners of Merchant, Fishing or other private vessels, who can show urgent and sufficient reason why their vessels should be allowed to pass through the Canal, may make application to the Divisional Naval Transport Officer at Inverness for a special permit to enable their vessels to do so. Such applications must contain full information as to the length and breadth of the vessel, registered number, destination, why she cannot proceed North-about, and proposed date of entering the Canal; but they will only be entertained in exceptional cases and with full regard to national interests.

3. When the requirements of the Naval Authorities allow of such special permits being issued, they will be granted subject to the following conditions:—

(a) That priority of passage through the Canal is reserved for Admiralty vessels.

(b) That no liability is accepted in respect of demurrage or detention on passage.

(c) That the passage is commenced when ordered by the Divisional Naval Transport

Officer, Inverness, or his representative, and completed in accordance with any instructions issued by these Authorities.

(d) That the regulations governing the navigation of the Canal are strictly complied with.

(e) That the owner of a vessel permitted to navigate the Canal will be held responsible for any damage caused by the vessel, or by the Master, Skipper or members of the crew of such vessels, to the Canal, the machinery or appliances connected therewith, or to other vessels. The value of any such damage to be assessed by representatives of the Admiralty and Canal Commissioners, whose certificates thereof will be final and binding and not subject to review.

Given under our hands and the Seal of the Office of Admiralty this 31st day of January, 1918.

L. S.

Lionel Halsey.
Hugh Tothill.

Two of the Commissioners for executing the Office of the Lord High Admiral of Great Britain and Ireland, &c., &c.

Admiralty, 5th February, 1918.

The KING has been pleased to approve of the award of the Albert Medal to

Lieutenant (acting Lieutenant-Commander) Maurice MacMahon, R.N.R., for gallantry in saving life at sea.

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

On the 8th November, 1916, a series of fires and explosions occurred at Bakaritsa, Port of Archangel. After the merchant ships had been got away from the wharves, cries and moans were heard from the direction of a 100-ton floating crane moored between the S.S. "Earl of Forfar" and the quay. The "Earl of Forfar" was on fire fore and aft, and it was obvious that any attempt to save life must be accompanied by the greatest risk, the ship having explosives on board and the quay abreast it burning furiously with intermittent explosions from small arm ammunition.

Lieutenant-Commander MacMahon, without a moment's hesitation, volunteered to carry out rescue work, although other rescue parties considered that they had already done all that was humanly possible.

In order to reach the floating crane it was necessary to cross the "Earl of Forfar," the after part of which had blown up, whilst the forepart was on fire and the fore-castle was a mass of smouldering debris. Hearing moans from under the debris of the fore-castle, Lieutenant-Commander MacMahon, with the aid of the crew of a tug, cleared away the wreckage and discovered the mate, with one arm, one leg, and collar-bone fractured. This man was extricated and passed into the tug. Lieutenant-Commander MacMahon then proceeded on to the floating crane by means of a single plank and rescued from beneath the debris of the crane the carpenter of the "Earl of Forfar" and two Russian subjects, part of the crane's crew.