

2. This Regulation forbids inter alia the obtaining, recording, publishing or communicating of any matter whatsoever, information as to which would or might be directly or indirectly useful to an enemy, and likewise forbids any person to have in his possession any document containing any such information, unless in either case authority or permission has been given by or on behalf of His Majesty. Tidal predictions, hydrographic and other Port information are useful to an enemy.

3. All persons are informed that, in accordance with this Regulation, it is prohibited, save with written authority first obtained from the Hydrographer of the Navy or a duly appointed official acting on his behalf, to publish any tidal predictions, hydrographic information or other port information falling within the meaning of paragraph 2 above and heretofore published in part or in whole in the public press, and also normally included in books and pamphlets issued in respect of facilities obtaining at British ports.

4. It is further notified that the written authority above referred to is granted only in cases where the publication is subject to Admiralty control so far as the distribution and/or sale thereof is concerned.

5. Particulars of the scheme of control may be obtained on application to the Hydrographic Department (Sales Branch), Admiralty.

Lieutenancy of the County of Essex.

The undermentioned resigns his Commission as a Deputy Lieutenant: Colonel G. A. Troup, T.D., M.D.—Dated 6th November 1940. (040)

*Air Ministry,
15th November, 1940.*

ROYAL AIR FORCE.

The KING has been graciously pleased to confer the Victoria Cross on the undermentioned officer in recognition of most conspicuous bravery:—

Flight Lieutenant James Brindley NICOLSON (39329)—No. 249 Squadron.

During an engagement with the enemy near Southampton on 16th August, 1940, Flight Lieutenant Nicolson's aircraft was hit by four cannon shells, two of which wounded him whilst another set fire to the gravity tank. When about to abandon his aircraft owing to flames in the cockpit he sighted an enemy fighter. This he attacked and shot down, although as a result of staying in his burning aircraft he sustained serious burns to his hands, face, neck and legs.

Flight Lieutenant Nicolson has always displayed great enthusiasm for air fighting and this incident shows that he possesses courage and determination of a high order. By continuing to engage the enemy after he had been wounded and his aircraft set on fire, he displayed exceptional gallantry and disregard for the safety of his own life.

*Air Ministry,
15th November, 1940.*

ROYAL AIR FORCE.

The KING has been graciously pleased to approve the following awards in recognition of gallantry displayed in flying operations against the enemy:—

Awarded a Bar to the Distinguished Flying Cross.

Acting Flight Lieutenant Christopher Frederick CURRANT, D.F.C. (43367), No. 605 Squadron.

Since September, 1940, this officer has personally destroyed six enemy aircraft and damaged several others, bringing his total to thirteen. He has led his flight, and on occasions his squadron, with great success, and shows a sound knowledge of tactics against the enemy.

Pilot Officer Harbourne Mackay STEPHEN, D.F.C. (78851), Royal Air Force Volunteer Reserve, No. 74 Squadron.

One day in October, 1940, this officer was on patrol with his squadron when enemy fighters were sighted and attacked. Pilot Officer Stephen fought four Messerschmitt 109s at 29,000 feet, causing the tail of one to break off, and destroying a second. He has destroyed at least 13 enemy aircraft, and his courage and skill as a fighter pilot have been a great incentive to other pilots in his squadron.

Awarded the Distinguished Flying Cross.

Flight Lieutenant Peter CORBISHLEY (37793).

In November, 1940, this officer successfully completed a special mission involving a hazardous flight of 5 hours 20 minutes at a height of 27,000 feet in a 120 m.p.h. wind. He has completed thirty similar missions and can always be relied upon to successfully execute any duty ordered.

Acting Flight Lieutenant John Colin MUNGO-PARK (40008), No. 74 Squadron.

In October, 1940, this officer was on patrol with his squadron at 30,000 feet when a formation of enemy aircraft were sighted. Flight Lieutenant Mungo-Park attacked a Messerschmitt 109 but had to break off the engagement as his windscreen became iced up. He cleaned this and again attacked the enemy aircraft and caused it to crash into the sea. He has personally destroyed eight hostile aircraft and has at all times displayed great courage and coolness in action.

Flying Officer John Noble MACKENZIE (40547), No. 41 Squadron.

Flying Officer Mackenzie has flown with his squadron since the war began and has on numerous occasions led his squadron. He took part in the intensive air fighting covering the Dunkirk operations, and has since led his section with conspicuous success. Since 6th September, 1940, this officer has destroyed at least seven enemy aircraft and has at all times shown skill, courage and determination in pressing home his attacks against superior numbers of the enemy.