

controls were shot away, and it was only by his courage and determination and his coolness in handling a crippled aircraft in the face of strong enemy opposition that he succeeded in bringing his crew safely back to base. By his skilful manœuvring of the aircraft during the action Pilot Officer Ayson contributed materially to the certain destruction of two Zeros, and the probable destruction of three more and damage to two others.

Warrant Officer William Noel WILLIAMS, D.F.M. (NZ 40952), Royal New Zealand Air Force, No. 1 Squadron.

On 24th December, 1943, Warrant Officer Williams was Navigator in the crew of a Ventura aircraft returning from patrol in the vicinity of Bougainville Island and New Britain. They were suddenly attacked by nine Zero fighters. During the attack the fire controller was wounded and the inter-communication system was wrecked. Warrant Officer Williams promptly took over the duties of fire controller, and, by running between the Astro hatch and the pilot, and giving the latter verbal information of the enemy's movements, enabled the pilot to take successful evasive action. On observing a Zero attacking from astern and below the level of the turret guns, Warrant Officer Williams took over the belly guns and operated them to such effect that the Zero was forced to pull up, and it fell to the turret guns. He is considered to have shared in the destruction of this enemy aircraft. By his quick thinking, immediate action, and skilful shooting in a hazardous operation, Warrant Officer Williams materially assisted in beating off the enemy and in the preservation of his crew and aircraft.

Distinguished Flying Medal

NZ 421275 Flight Sergeant George Edwards HANNAH, Royal New Zealand Air Force, No. 1 Squadron.

On 24th December, 1943, Flight Sergeant Hannah was turret gunner in the crew of a Ventura aircraft returning from patrol in the vicinity of Bougainville Island and New Britain. They were suddenly attacked by nine Zero fighters. In the course of the engagement, Flight Sergeant Hannah so skilfully operated the turret guns, withholding his fire until the enemy were at the most effective range, that he destroyed one enemy aircraft, shared in the destruction of another, and damaged five others—three so severely that they probably did not get back to base. He displayed great coolness and courage in the face of determined attacks by a vastly superior force of enemy aircraft.

F. JONES, Minister of Defence.

The Shipping Safety (Wellington) Order 1944

PURSUANT to Regulation 4A of the Shipping Safety Emergency Regulation 1940,* the Minister of Defence doth hereby make the following Order:—

1. (1) This Order may be cited as the Shipping Safety (Wellington) Order 1944.

(2) This Order shall take effect on the day following the date of publication thereof in the *Gazette*.

2. (1) This Order is in substitution for the Shipping Safety (Wellington) Order 1942†, and that Order is hereby consequentially revoked.

(2) The revocation of the said Order shall not affect the liability of any person for any offence in relation thereto committed before the date of the taking effect of this Order.

3. This Order shall apply with respect to all small craft, as defined in the Shipping Safety Emergency Regulations 1940‡, to which the Shipping Control Emergency Regulations 1939§ do not apply.

4. No master or person in charge of any small craft to which this Order applies shall cause or permit the vessel to be anchored in any part of the waters described in the First Schedule hereto, other than that part of those waters included in the examination anchorage for the Port of Wellington as described in paragraph 22 of the Public Traffic Regulations 1939|| for that port:

Provided that nothing in this clause shall apply with respect to any vessel which, in accordance with the terms and conditions of a permit granted under clause 7 hereof, is engaged at any time after sunrise and before sunset in fishing in any part of the waters described in the Third Schedule hereto.

5. No master or person in charge of any small craft engaged in fishing, being a vessel to which this Order applies, shall cause or permit the vessel while so engaged to be in any part of the waters described in the Second Schedule hereto.

6. No master or person in charge of any small craft engaged in fishing, being a vessel to which this Order applies, shall cause or permit the vessel while so engaged to be in any part of the waters described in the Third Schedule hereto at any time after sunset and before sunrise.

7. Except in accordance with the terms and conditions of a written permit granted by the District Inspector of Sea-fishing at Wellington, no master or person in charge of any small craft engaged in fishing, being a vessel to which this Order applies, shall cause or permit the vessel while so engaged to be in any part of the waters described in the Third Schedule hereto at any time after sunrise and before sunset.

* Statutory Regulations 1941, Serial number 1941/258, page 839.

† *Gazette*, 27th August, 1942, Vol. II, page 2133.

‡ Statutory Regulations 1941, Serial number 1941/258, Regulation 2, page 838.

§ Statutory Regulations 1939, Serial number 1939/126, page 585.

|| See Shipping Control (Wellington) Notice 1943, *Gazette*, 3rd June, 1943, Vol. II, page 634.

8. Except in accordance with the terms and conditions of a written permit granted by the Naval Control Service Officer at Wellington, no master or person in charge of any small craft to which this Order applies shall cause or permit the vessel to be in any part of the waters described in the Fourth Schedule hereto.

FIRST SCHEDULE

PROHIBITED ANCHORAGE

THE waters in and near the Port of Wellington within the following limits: From Baring Head Lighthouse (lat., 41° 24' 28" S.; long., 174° 52' 20" E.) in a 316° direction to the western entrance point of Lyall Bay; thence along the shore to Halswell Point; thence in a 087° direction to Days Bay Wharf; thence along the shore to a position on the shore 316° from Baring Head Lighthouse.

SECOND SCHEDULE

PROHIBITED FISHING AREA

THE waters in and near the Port of Wellington within the following limits: From Pencarrow Head in a 286° direction to the southern extremity of West Ledge; thence in a 000° direction to a beacon on the shore approximately one-quarter of a mile west of the landward end of West Ledge; thence along the shore to Halswell Point; thence in a 087° direction to Days Bay Wharf; thence along the shore to Pencarrow Head.

THIRD SCHEDULE

RESTRICTED FISHING AREA

THE waters near the Port of Wellington within the following limits: From Baring Head Lighthouse (lat., 41° 24' 28" S.; long., 174° 52' 20" E.) in a 316° direction to the western entrance point of Lyall Bay; thence along the shore to a beacon on the shore approximately one-quarter of a mile west of the landward end of West Ledge; thence in a 180° direction to the southern extremity of West Ledge; thence in a 106° direction to Pencarrow Head; thence along the shore to a position on the shore 316° from Baring Head Lighthouse.

FOURTH SCHEDULE

RESTRICTED PASSAGE FOR SMALL CRAFT

THE waters in the Port of Wellington within the following limits: From Hinds Point (lat., 41° 20' 10" S.; long., 174° 51' 34" E.) in a 285° direction to Dorset Point; thence along the shore to Halswell Point; thence in a 087° direction to Days Bay Wharf; thence along the shore to Hinds Point.

Dated at Wellington, this 22nd day of February, 1944.

F. JONES, Minister of Defence.

The Shipping Control (Wellington) Notice 1944

PURSUANT to the Shipping Control Emergency Regulations 1939,* the Naval Board of New Zealand hereby gives notification as follows:—

1. (1) This notification may be cited as the Shipping Control (Wellington) Notice 1944.

(2) This notification shall take effect on the day following the date of publication thereof in the *Gazette*.

2. (1) This notification is in substitution for the Shipping Control (Wellington) Notice 1942†, and that notice is hereby consequentially revoked.

(2) The revocation of the said notice shall not affect the liability of any person for any offence in relation thereto committed before the date of the taking effect of this notification.

3. No master or person in charge of any ship to which the Shipping Control Emergency Regulations 1939 for the time being apply shall cause or permit the ship to be anchored in any part of the waters described in the First Schedule hereto, other than that part of those waters included in the examination anchorage for the Port of Wellington as described in paragraph 22 of the Public Traffic Regulations 1939‡ for that port:

Provided that nothing in this clause shall apply with respect to any ship which, in accordance with the terms and conditions of a permit granted under clause 6 hereof, is engaged at any time after sunrise and before sunset in fishing in any part of the waters described in the Third Schedule hereto.

4. No master or person in charge of any ship engaged in fishing, being a ship to which the Shipping Control Emergency Regulations 1939 for the time being apply, shall cause or permit the ship while so engaged to be in any part of the waters described in the Second Schedule hereto.

5. No master or person in charge of any ship engaged in fishing, being a ship to which the Shipping Control Emergency Regulations 1939 for the time being apply, shall cause or permit the ship while so engaged to be in any part of the waters described in the Third Schedule hereto at any time after sunset and before sunrise.

6. Except in accordance with the terms and conditions of a written permit granted by the District Inspector of Sea-fishing at Wellington, no master or person in charge of any ship engaged in fishing, being a ship to which the Shipping Control Emergency Regulations 1939 for the time being apply, shall cause or permit the ship while so engaged to be in any part of the waters described in the Third Schedule hereto at any time after sunrise and before sunset.

* Statutory Regulations 1939, Serial number 1939/126, page 585.

† *Gazette*, 27th August, 1942, Vol. II, page 2133.

‡ See Shipping Control (Wellington) Notice 1943, *Gazette*, 3rd June, 1943, Vol. II, page 634.