

NOTICES.

COLONIAL SECRETARY'S DEPARTMENT.

No. S. 128.—Statement of Sanitary Measures adopted by Hongkong.

Disease.	Port or Place.	Restrictions in Force.	Authority.
Small-pox.	Dutch East Indies.	Medical examination; quarantine at the discretion of the Health Officer.	Notification No. 475 of 19th August, 1924.
Small-pox.	Hoihow.	Do.	Notification No. 152 of 18th March, 1925.

No. S. 129.—Statement of Sanitary Measures adopted against Hongkong.

Place or Port.	Nature of Measures.	Date.	Reference to Government Notification.
Manila.	Inspections outside Manila harbour from 20th April. Third class passengers and new crew must comply with the vaccination requirements.	16th April, 1924.	—

CLAUD SEVERN,
Colonial Secretary.

24th April, 1925.

No. S. 130.

NOTICES TO MARINERS.

A report dated 16th April has been received from the Master S.S. *Henrik* to the effect that a patch of discoloured was was observed in Lat. 170° 10' N., Long. 111° 46·5' E.

HONGKONG, 18th April, 1925.

The following report dated 17th April, 1925, has been received from the Master, S.S. *Halvard* :—

April 14th, 7.23 a.m. passed derelict Japanese Lighter (close to) "No one on board" Waterlogged and dangerous to navigation Lat. 15° 40' N., Long. 111° 1' E.

G. F. HOLE, Lieut.-Comdr., R.N.,
Harbour Master, &c.

HARBOUR MASTER'S DEPARTMENT,
HONGKONG, 18th April, 1925.

CHINA—NORTH COAST.

TSINGTAO DISTRICT.

Huichuen Point Southwest Buoy Fog Horn to be sounded.

Date set for beginning and stopping of the Fog Signal.

Notice is hereby given that the Fog Horn attached to the red conical gas-lighted buoy No. 12, located in Lat. $36^{\circ} 2' 27''$ N., Long. $120^{\circ} 19' 24''$ E., at a distance of 4 cables Southwest of Huichuen Point in the Harbour of Tsingtao, will be sounded continuously from April 15th, 1925, until July 31st, 1925, for a period of $3\frac{1}{2}$ months.

TOA YUAN CHEN,
Harbour Master.

P. S. CHEE,
Director, Harbour Administration.
TSINGTAO, 5th April, 1925.

SPECIAL NOTICE TO MARINERS No. 725.

CHINA—EAST COAST.

TSINGTAO.

Huichuen Point South-west Light-buoy.

Fog Horn to be sounded.

Notice is hereby given that the Local Chinese Administration at Tsingtao have issued the following Notice to Mariners:—

“Notice is hereby given that the Fog Horn attached to Huichuen Point South-west Light-buoy, situated in latitude $36^{\circ} 2' 27''$ N., longitude $120^{\circ} 19' 24''$ E., 4 cables south-west of Huichuen Point in the Harbour of Tsingtao, will be sounded continuously from 15th April, 1925, until 31st July, 1925.”

H. E. HILLMAN,
Coast Inspector.

THE MARITIME CUSTOMS,
MARINE DEPARTMENT,
SHANGHAI, 14th April, 1925.

CHINA.

NOTICE.

These Regulations, approved by the Secretary of State, are issued under Article 74 of, “The China Order in Council, 1904”, and are hereby declared binding upon British subjects.

MICHAEL PALAIRET,
His Britannic Majesty's Chargé d'Affaires.

PEKING, 26th July, 1925.

No. 1 of 1925.

Pilotage Regulations for the Port of Newchwang.

1. The Pilotage Regulations set forth in the annexed Schedule are hereby made binding upon, and shall be observed by, all British subjects in China.
2. The Regulations shall continue in force during such time as the said Pilotage Regulations remain in operation, and no longer.
3. "The Newchwang Pilotage Regulations, 1922", are hereby repealed.
4. These Regulations may be cited as "The Newchwang Pilotage Regulations, 1925".

SCHEDULE.

General Regulations and Local Rules for the Port of Newchwang.

GENERAL REGULATIONS.

I.—By-Laws and Local Rules.

By-laws and rules necessary for the better ordering of pilotage matters at the ports are to be drawn up by the harbour-masters, in consultation with the consuls and chambers of commerce, with whom also it rests, in the same way, to fix the number of pilots and tariff of charges, and define the limits of the pilotage ground.

II.—Pilots: Individuals Eligible.

The subjects, citizens or protégés of Treaty Powers shall, equally with natives of China and without distinction of nationality, be eligible for appointment, when vacancies occur, by the Board of Appointment, subject to the General Regulations now issued and the by-laws to be under them enforced at the several ports respectively.

III.—Board of Appointment: How to be Constructed.

The Board of Appointment shall consist of the harbour-master, as president, the (or a) senior pilot, and two persons, whose names shall be drawn by lot, by the harbour-master, from a list prepared and published by the harbour-master in consultation with the consuls and chambers of commerce.

IV.—Vacancies: How to be Filled Up.

1. Whenever there may be a vacancy among the pilots, it shall be duly notified in the local prints; and eight days afterwards the Board of Appointment shall proceed to fill it up by a competitive examination.

2. The Board may refuse to admit to the examination anyone who, having once been a licensed pilot, has had his licence withdrawn, and also any candidate who is unable to produce consular certificates as to character, &c.

3. The examination shall be public and gratuitous, and the vacancies shall be given to the most competent among the candidates, without distinction of nationality, provided always the competency of the first on the list be not relative, but absolute.

4. The consul concerned may, in person or by deputy, be present and take part in the examination of candidates.

5. The majority of the votes of the members of the Board shall decide the admission of candidates for pilot licences, each member having one vote in the ballot; but in the absence of the consul concerned the harbour-master shall have a casting vote.

V.—*Pilots' Licences : By whom to be Issued.*

1. Pilots' licences shall be issued by the Commissioner of Customs, in the name and on behalf of the Chinese Government. Licences issued to pilots not being natives of China shall subsequently be viséd and registered at the consulate concerned.

2. On the 1st July each year every pilot shall pay the sum of 10 Haikwan taels for the renewal of his licence.

Note.—This provision is modified by Local Rule No. 22.

3. Every licensed pilot shall be given a printed copy of the General Regulations and Local Rules and shall produce the same, as well as his licence, when required.

VI.—*Apprentice Pilots : How to be Taken.*

1. It shall be allowable for each licensed pilot to take an apprentice, for whom he shall be responsible. On the application of pilots, the harbour-master will supply apprentices, with special certificates.

2. When the circumstances of the port appear to demand it, the harbour-master may authorise apprentices to act temporarily and within certain limits as pilots, provided they have received certificates of competency from the Board of Appointment.

VII.—*Licensed Pilots : To whom Subordinated ; Unlicensed Piloting, &c.*

1. Licensed pilots may carry on their business either singly or in companies. They must pay due respect to the wishes and instructions of the harbour-master, under whose orders and control they are placed, and who is invested with power to suspend or dismiss them, subject to an appeal to the consul concerned. When the pilot is a foreigner, the appeal to be lodged within three days.

2. If guilty of any misconduct for which consular punishment has been inflicted, or if proved to have committed any offence against revenue laws, the individual concerned may be suspended or dismissed by the harbour-master, subject to an appeal to his consul. If a foreigner, the appeal to be lodged within three days.

3. Anyone piloting without a licence, or making use of another's licence, shall be subject to prosecution before his own authorities, who will deal with the offender in accordance with the laws of his country. Any pilot lending his licence to another will be proceeded against and dealt with in the same way, in addition to forfeiting his licence.

4. Any commanding officer employing an unlicensed person to pilot his vessel will be liable to be fined in the sum of 100 taels by the authorities to whose jurisdiction he is amenable.

VIII.—*Pilot-Boats : Regulations to be Observed.*

1. Pilot-boats shall be registered, with their crews, at the harbour-master's office, where each boat will be given a certificate and number.

The words "licensed pilot-boat" shall, with the number, be legibly painted at the stern and on the head of the mainsail; and a flag, of which the upper horizontal half shall be yellow and the lower green, shall be flown. Such registered pilot-boats shall deposit their national papers with their consul or the Customs; they shall be at liberty to move freely within the limits of the port and pilotage ground and shall be exempt from tonnage dues. On the requisition of the harbour-master or his deputies, it will be obligatory on registered pilot-boats to convey, from place to place, within the limits, employees belonging to either Customs or harbour-master's department, with such stores as may be wanted for either light-houses or lightships.

Note.—The provisions of this Regulation are modified by Local Rule No. 18.

2. Every licensed pilot-boat shall pay a fee of 20 taels for renewal of licence on the 1st July each year.

Note.—This provision is modified by Local Rule No. 23.

3. In case of a pilot going off in an unregistered boat, he will be authorised to carry the pilot-boat flag during the time he is on board; but no pilot is authorised to cruise in an unregistered boat without special permission from the harbour-master.

4. The owner or hirer of an unregistered boat making use of a pilot flag, and not having a licensed pilot on board, shall be prosecuted before the authorities to whom he is amenable, or whose flag or national ensign he has the right to use.

5. A registered pilot-boat is not permitted to fly the pilot flag, save when there is either a licensed pilot or a certificated apprentice on board.

IX. — *Flags to be Exhibited on Arrival.*

When nearing the anchorage the pilot shall cause to be exhibited:—

A red and white flag (No. 3) if the vessel is from Hongkong, Japan or any Chinese port.

A blue and white flag (No. 2) if from any foreign port.

A yellow and blue flag (No. 10) if the vessel is in ballast.

A red swallow-tail flag (No. 5) if the vessel has gunpowder or other combustibles on board.

Note.—General Regulation IX is not operative at Newchwang, its signals having been replaced by those of the Port Signal Code.

X.— *Harbour Pilots; Vessels in Harbour; Berthing, &c.*

1. The duties of the harbour pilots, where such exist, will be to take charge of vessels at the outer limit of the anchorage; berth them in accordance with the orders received from the harbour-master's department; take charge of vessels shifting berths, going in or out of dock, or to and from a wharf, or out of the anchorage; and to assist in, and report to, the harbour-master's office, all matters concerning the shipping in port and the conservancy of the river or harbour.

2. In berthing vessels the harbour-master will, as far as possible, meet the wishes of commanding officers and consignees; and the entrance, working or clearance of vessels taking berths not assigned to them shall be stopped by the Customs until the harbour-master's orders are complied with.

3. Vessels are to moor in accordance with orders received from the harbour-master, and are not to remove from the anchorage without his permission.

4. The harbour pilotage fees, payable to the harbour-master, are as follows:—

Note.—No separate system for harbour pilots exists at Newchwang.

LOCAL RULES.

General.

1. The number of pilots shall be, for the present, three.

2. Shipmasters or agents should apply to the harbour-master in writing, at least twenty-four hours before the pilot is required to be on board.

3. Pilot-boats shall be at liberty to cruise in all directions in pursuit of their calling, but must not exceed a distance of 23 miles in a south-westerly direction from the light-vessel.

Pilotage Fees.

4. The pilotage tariff shall be as follows :—

	Steam.	Sail.	Sailing Vessel in Tow.
	Silver Yen.	Yen.	Yen.
For vessels inward bound—			
Outer anchorage <i>per foot.</i>	3	4	3
From outside the entrance buoy „	8	10	8
From inside the inner buoy „	6	8	6
For vessels outward bound—			
From inside the entrance buoy „	8	10	8

Minimum draught shall be fixed at 10 feet.

In addition to the draught charge there is also a tonnage charge of 4 silver yen cents. on each ton above 1,500 net register tonnage. In the case of men-of-war, the tonnage charge is leviabie only on the displacement over and above 4,500 tons, and three tons of displacement count as one ton for tariff purposes.

5. Pilots shall not demand more nor accept less money for piloting vessels than the amount authorised by the tariff.

6. When, owing to blockage of ice or stress of weather, a pilot is carried off in a vessel, he shall be entitled to the following fees, according to the port at which he is landed :—

	Silver Yen.
At Chefoo, Tien-tsin or Lungkow	115
At Port Arthur and Dairen	75
At Shanghai	150

These fees are claimable only when the pilot intends to immediately return to Newchwang, and cover all expenses, including his fare back to Newchwang.

7. Harbour limits defined :—

Upper limit : A line due north from the eastern end of the South Manchuria Railway Company's wharf at Chingtuitzu.

Lower limit : A line due north from the Middle Temple.

8. Shifting berth :—

	Silver Yen.
Outer anchorage	30
Inside harbour limits	30
Outside harbour limits	30
Inside limits to outside limits <i>per foot.</i>	3
Outside limits to inside limits „	3
Outside limits one end to outside limits the other end (through harbour) „	6

9. For making a Baltic moor... .. 30

10. Shifting vessels in the port will in future include "outside the bar" in the vicinity of the lightship "Newchwang," which hereafter will be known as the "outer anchorage" and will extend from the lightship "Newchwang," 2 miles in any direction.

11. Should a vessel require a pilot to shift berth in the outer anchorage, the fee to be paid shall be as laid down in Local Rule No. 8; but if the pilot is sent out specially from Newchwang, the fee shall be double the amount.

12. The charge for docking, undocking and berthing is a matter for arrangement between the pilot and the master of the vessel (as approved by the harbour-master), except in cases for which a tariff charge is already provided in these Regulations.

13. *Detention Fees.*—When a pilot bringing a vessel in from sea to wharf is detained more than one hour before commencing to “make fast” (time to count from the time a vessel crosses either of the limits defined in Local Rule No. 7), or if he is detained more than one hour before commencing to “cast off” (reckoning from the time of his arrival on board, presuming that that is the stipulated time for departure), and the pilot not being in either case responsible for the delay, he shall be paid an additional fee of 24 silver yen.

Should a vessel have to anchor on the stream to await the turn of the tide or for any other reason before going alongside a wharf, the charge shall be 30 silver yen for shifting berth, as laid down in Local Rule No. 8.

Detention fees are not payable in respect of a Baltic moor, except when detention as above described, exceeding one hour, is incurred before commencing to make the Baltic moor, when the fee shall be 24 silver yen.

A captain of a vessel wishing to keep a pilot in attendance on board whilst at anchor in the outer anchorage, shall pay to the pilot a detention fee of 3 silver yen per hour, *plus* shifting of berth, if any, and inward or outward pilotage, as the case may be.

A pilot engaged on a vessel in the outer anchorage may, “if no other pilot is available, and if an agreement can be made with the captain of the vessel on which the pilot is engaged,” pilot another vessel into Newchwang Harbour, but must, immediately after such vessel has been berthed in Newchwang Harbour, return to the outer anchorage to the vessel left by him there. The duration of the absence of the pilot from the vessel left in the outer anchorage will be deducted from the detention fee charged.

14. A vessel not leaving within twenty-four hours of the time stated in the application, or a vessel detained inside the bar owing to being too deeply laden to cross the bar on the same tide as she leaves port, and has, as a consequence, to remain in “deep hole,” shall pay to the pilot a detention fee of 24 silver yen, and a similar fee for each subsequent tide that she is unable to cross the bar.

15. An application for a pilot may be withdrawn, but if withdrawn later than 4.30 p.m. for a vessel leaving on that day or the following day, a withdrawal fee of 24 silver yen will be charged.

16. Inward pilotage fees are payable within twenty-four hours of the vessel's entering at the custom-house, but masters may refuse to pay the said fees until such time as they are assured by the harbour-master or his deputy that the vessel is properly berthed. Outward pilotage fees are payable before the vessel leaves the anchorage. It is customary to pay the pilotage fees on the production of the pilot order, duly signed by the master. The time in any case should not exceed one week from the time the order was signed.

17. Should any case occur in which the fees payable have not been provided for in the local pilotage tariff, the pilot concerned shall bring such case to the notice of the Pilot Board, in writing, and the Pilot Board shall decide what fees are to be paid.

18. All pilot-boats shall be painted a uniform colour, and shall bear upon their sides in legibly painted letters, the words “licensed pilot-boat,” together with their registered number, and, if a sailing boat, the inscription “licensed pilot-boat,” together with the registered number, shall also be painted on the head of the mainsail. The pilot-boat flag is one of which the upper horizontal half is white and the lower red.

Licences.

19. The names of the candidates for pilot licences will be posted at the harbour-master's office not less than five days (120 hours) prior to time fixed for the Board of Appointment examination. No candidates will be accepted who cannot provide a master's certificate of competency, and who cannot provide a certificate of normal eyesight from the Custom medical officer.

The local prints referred to in General Regulation IV shall be those of Shanghai, Dairen and Tien-tsin.

A candidate for a pilot's licence must be under 45 years of age.

20. The harbour-master is authorised to withdraw the licence of a pilot who, either on account of old age or continued physical incapacity, fails to perform his duties satisfactorily, subject, however, to an appeal by the pilot concerned to a board composed of the appellant's consul, a delegate of the shipping companies and the Commissioner of Customs.

21. No person unauthorised by the harbour-master shall board a vessel for the purpose of assisting the commanding officer to moor or unmoor or to berth alongside or to unberth from wharves and/or river banks; such action shall be considered pilotage.

22. The fee for the first issue of a pilot's licence is 10 Haikwan taels, and for each annual renewal is 5 Haikwan taels.

23. The fee for the first issue of a licence to a pilot-boat is 20 Haikwan taels, and for each annual renewal is 10 Haikwan taels.

Management and Discipline.

24. Pilots will, immediately on arrival in port, report themselves at the harbour-master's office and sign their names in a special book, to enable harbour-master to appoint them in their order of rotation. They shall do so every morning while they are in port, and they shall not again pilot or leave the port except under the orders and by the direction of the harbour-master.

If illness prevents their compliance with this rule, they shall furnish the harbour-master with a medical certificate, failing which they shall, after a period of forty-eight hours from last report, be suspended.

25. A pilot may not refuse to take charge of a vessel when once appointed to the same by the harbour-master.

26. One pilot is always to remain and to be available on the cruising ground. In case all the pilots are engaged in piloting vessels, the first pilot disengaged is to return to the cruising ground.

A pilot who takes a vessel to sea and has not, "before leaving harbour," received instructions to return to duty, shall remain on the cruising ground, either till he has a chance to pilot a vessel into port or until he receives signalled instructions to return. On return of a pilot, or pilots, he or they will report at once to the harbour office, where instructions will be awaiting him or them from the harbour master.

Recall to pilots will be signalled from the Bar signal station four or more hours before high water on the Bar. If there is an early morning tide the signals will be hoisted the previous afternoon.

The following signals will be flown from the truck of the Bar signal station mast for communication with the pilots:—

A square red flag indicates pilot required to take a vessel to sea on the afternoon tide.

A square blue flag indicates pilot required to take a vessel to sea on the morning tide.

A square red flag and a square blue flag indicate pilot required at the Bar signal station to communicate by telephone with the harbour-master.

If a signal hoisted on the Bar signal station is seen from the pilot-boat and cannot be understood, the pilot shall communicate personally with the signaller in charge of the Bar signal station, or direct to the harbour office per telephone from signal station for instructions.

27. A vessel, inward bound, making the customary signal for a pilot must be boarded and piloted, whether she be at the time of making such signals, within the river or outside the bar.

28. No pilot shall leave a vessel he has brought into port until she is moored with thirty fathoms of chain on each anchor.

29. Pilots remaining on board any vessel bound to Chefoo, Tien-tsin or any other port, are prohibited from piloting inward any vessel which they may board at such port, unless no licensed pilot offers his services outside the Bar.

30. A pilot-boat proceeding temporarily to another port must be reported as about to leave the station; and on her return the fact is to be notified to the harbour-master in writing, within twenty-four hours.

31. Pilots shall not quit the port for purposes other than the performance of pilotage duties without the written sanction of the harbour-master.

32. Pilots desirous of leaving the Port of Newchwang during the winter shall, when applying for the necessary permission, state the name of the place to which they are bound and the name of the individual left in charge of their interest in pilotage matters.

33. In the case of pilots belonging to a company, no member of the same may, while under suspension, receive any share of, or any benefit from, the earnings of that company, under penalty of forfeiture of his licence.

34. A pilot shall not, under penalty of forfeiture of his licence, trade as a merchant, storekeeper or act as trading agent of any kind.

35. Pilots noticing changes in shoals of channels or alterations of any kind in the river, or accidents to vessels, lightships, beacons, marks or buoys, or any other occurrence concerning the harbour-master's department, shall report the same in writing, as soon as possible, to the harbour-master's office.

36. Licensed pilots are required to render whatever assistance may be in their power to vessels in distress, without delaying to stipulate for their remuneration, which, should there be a dispute in the matter, will afterwards be decided in the manner usual in salvage cases.

37. The above local rules are provisional, and may be amended or added to, according to circumstances.

PUBLIC WORKS DEPARTMENT.

No. S. 111.—The following description and terms of the proposed lease of certain Crown Land at Shaukiwan, comprising portion of the Foreshore and Sea bed, are published under the provisions of the Foreshores and Sea Bed Ordinance, 1901.

DESCRIPTION OF THE LOT PROPOSED TO BE LEASED.

Lot. No.	Locality.	Boundary Measurements.				Contents in sq. feet.	Annual Rental.
		N.	S.	E.	W.		
Shaukiwan Inland Lot No. 526.	Adjoining Shaukiwan Inland Lot No. 481.	feet.	feet.	feet.	feet.	About 12,650	\$ 88
		As per plan.					