## GOVERNMENT NOTIFICATION.—No. 218.

The following Regulations made by the Governor in Council are published under The Merchant Shipping Consolidation Ordinance, 1879.

By Command,

FREDERICK STEWART,
Acting Colonial Secreta

Colonial Secretary's Office, Hongkong, 12th June, 1886.

## REGULATIONS

Made by the Governor in Council under the provisions of Sub-Secs. 3 & of Sec. 7 of The Merchant Shipping Consolidation Ordinance, 1879, (No. 8 of 1879), this 11th day of June, 1886.

Table F of Ordinance 8 of 1879 is hereby cancelled and the following substituted in lieu thereof:

Table F.

- I. The owner of any steam-vessel of less than fifty tons burden desirous of obtaining a licence to carry passengers for hire within the waters of the Colony, or to or from Hongkong and any place outside the waters of the Colony, shall cause the said vessel to be surveyed by a Government Surveyer or Surveyers.
- II. A certificate of the Government Surveyor or Surveyors, shall contain statements of the following particulars:—

(a.) That the hull, length breadth depth sufficient for the service intended, and in good condition.

(b.) The number of passengers which the vessel is fit to carry, being, for vessels plying be the waters of the Colony, at the rate of ten superficial feet of the upper deck, and at the rate of ten superficial feet of the deck immediately below the deck for each passenger and member of the crew; and for vessels plying within the waters of the Colony at the rate of seven superficial feet per passenger and member of the crew.

(c.) That the master possesses a certificate of qualification recognised by the Board or a Certificate of Competency from the Harbour Master of Hongkong.

(d.) That provision is on board for the shelter of deck passengers, and that there are than two approved life buoys on board.

(e.) That the vessel carrying passengers outside the waters of the Colony has boats sufficient for the accommodation of half of the number of passengers and crew which the

is certified to carry.

(f.) That the vessel is properly fitted with bow and mast-head lights and also a riding light accordance with the international regulations.

(g.) That the vessel is properly found with anchors and chains.

(h.) That the crew is sufficient for the requirements of the vessel in the opinion of the Hadron Master.

III. A certificate of the Government Surveyor or Surveyors shall contain statements of the following particulars:—

(a.) That the machinery and boiler of the vessel are sufficient for the service intended, and in good condition, and that the safety valve is so constructed as to be out of the condition of the engineer when the steam is up, and is not loaded beyond the pressure product by the Surveyor's certificate.

(b.) The time for which such machinery will be sufficient.

(c.) That the engineer of the vessel possesses a certificate of qualification recognised by the Board of Trade or a Certificate of Competency from the Harbour Master of Hongkong.

Such certificates shall be in force for

IV. Such certificates shall be in force for a period not exceeding twelve months.

V. On the receipt of the before mentioned certificates, the Harbour Master will cause a licence to be issued to the owner or master empowering the therein described vessel to convey the number of passengers certified to on the Surveyor's declaration for a period not exceeding twelve months.

VI. Every vessel licensed under this Ordinance shall have her name in English and legibly painted on her stern and on each bow together with the number of passengers she is ficensed to carry.

VII. A fee of five dollars for each certificate shall be payable to the Government.

VIII. Vessels plying for hire within the waters of the Colony shall pay a licence fee at the rate of \$5 per annum, and vessels plying for hire outside the waters of the Colony shall pay a licence fee at the rate of \$10 per annum. These fees shall be payable half yearly.

IX. A fee of two dollars and a half for the examination of a Master or Engineer of a steamaunch shall be payable to the Harbour Master for the Government, and such Master or Engineer, shall, if he obtains a certificate, produce three copies of a photograph of himself, one to be attached to his certificate of competency, one to be attached to the licence of any vessel to which he may belong and one for record in the Harbour Office; and when a Master or Engineer is transferred from one team-launch to another steam-launch, he shall produce a photograph of himself to be attached to the ence of the vessel to which he is to be transferred.

X. The owner of every licensed steam-launch shall cause the licence to be framed and exhibited a conspicuous part of the cabin, so as to be visible to all persons on board the said vessel.

XI. If the owner of a licensed steam-launch wishes to employ his vessel for purposes other than for the conveyance of passengers within the waters of the Colony, or to or from Hongkong and places hout the waters of the Colony, the licence shall be delivered to the Harbour Master to be retained by him during the period of such employment.

> ARATHOON SETH, Clerk of Councils.

Council Chamber, Hongkong.

## GOVERNMENT NOTIFICATION.—No. 219.

The following Circular Despatch is published for general information.

By Command,

FREDERICK STEWART, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 12th June, 1886.

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Downing Street, 9th April, 1886.

Sip, With reference to my predecessor's Circular Despatch of the 14th of September last, I have schonour to transmit to you, for the information of the Colony under your Government, a copy of a merandum which has been prepared by the Board of Trade relative to the alterations made by Act, 1885, in the stipulations of the International Convention of the 14th 1884, for the protection of Submarine Telegraph Cables.

I have the honour to be, Sir, Your most obedient humble Servant,

GRANVILLE.

be Officer Administering the Government of Hongkong.

## Memorandum on The Submarine Telegraph Act, 1885.

The alterations made by this Act in the stipulations of the International Convention of the 14th 1884, for the protection of submarine telegraphs, are two, and were urgently pressed for by various Telegraph Companies (including the principal Transatlantic Companies), whose combined partial was stated to amount to about 28,000,000l., and who claimed to own or work about two-thirds of the entire length of all the cables in the world. Their views were supported by Companies who anufacture, lay, and repair cables.

E: The two alterations are as follows:-

1. Subsection 4 of section 3 provides that a person shall not be deemed to have unlawfully and wilfully broken or injured a submarine cable where injury has been done to that cable in the bona fide attempt to repair another cable.

It was thought but fair that it should be placed beyond a doubt that an owner of a cable should not incur a criminal liability for any unavoidable consequence which might result from his undertaking the legitimate operation of repairing his property and restoring telegraphic communication.

Section 4 provides that Article IV \* of the Convention shall not apply to that part of a cable

which is laid in a depth of water exceeding 100 fathoms.

The 100-fathoms limit was here adopted as being the extreme depth within which vessels can achor, and therefore the depth within which cables would be most liable to damage, and also as being a depth beyond which it is more difficult to take up and repair cables.

<sup>\*</sup> Article IV. The owner of a cable who, on laying or repairing his own cable, breaks or injures another cable, must bear the cost of miring the breakage or injury without prejudice to the application, if need be, of Article II of the present Convention.