



# The Hongkong Government Gazette Extraordinary.

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MONDAY, AUGUST 3, 1914.

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The following Notifications are published,

By command,

CLAUD SEVERN,  
*Colonial Secretary.*

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## NOTICES.

HARBOUR MASTER'S DEPARTMENT.

**No. 286.**—The port of Hongkong was placed under Examination by the Naval Authorities at 11 a.m. on Sunday, the 2nd August, 1914.

*Public Traffic Regulations for the Port of Hongkong.*

During the time that the Examination Service is in force, the following Notices and Regulations are to be observed by all Merchant Shipping, including Junks, Boats, Private Vessels and other craft, approaching, entering, leaving or moving within the Port.

Disobedience or disregard of any of the orders herein contained will render the offender liable to be fired on without warning.

Attention is called to Notice to Mariners No. 1, as issued by the Admiralty on 1st January last, concerning the following :—

Caution when approaching British Ports :—

Part I.—Closing of Ports.

Part II.—Examination Service.

## PART I.

## ENTRANCE TO PORT.

*Time of Arrival of Vessels.*

(a.) Local Shipowners and Agents are advised to time the arrival of their vessels at Hongkong for daylight.

*Notice of Arrivals and Descriptions of Vessels.*

(b.) Shipowners and agents will facilitate the entry of their vessels by giving previous notice of the probable time of arrival to the Colonial Harbour Master at the Harbour Office, who will inform the Officer-in-charge of the Examination Service.

Descriptions of the vessels, tonnage, appearance, etc., should also be forwarded so as to facilitate recognition.

*Restrictions on Merchant Vessels Approaching the Port.*

(c.)—(i.) The Western Entrance (Lamma Channel) will be closed except to River Traffic and Junks.

(ii.) River Traffic, wishing to come through the Kap Sing Mun Pass, is only to use the Western Channel, *i.e.*, between Ma Wan and Lantau.

The Channels to the Northward of Ma Wan and Chung Hue are closed.

(iii.) All Merchant Shipping other than junks, approaching Hongkong from seaward will, if possible, be warned by signal from Waglan or Gap Rock, that they must proceed to the Eastern Examination Anchorage by the Eastern (Tathong) Channel.

(iv.) Should an incoming vessel not be warned by Waglan or Gap Rock to go to the Eastern Entrance, and should she make for the Western Examination Anchorage, one of the Examination Steamers or a Patrol Boat will close the incoming vessel and direct her to go to the Eastern Entrance.

(v.) The Port will be closed at night, *viz.*, 15 minutes after sunset to 15 minutes before sunrise, or in foggy weather, during which time no Merchant Vessel will be allowed to enter the Port.

(vi.) No Vessel carrying powder or other explosives will be allowed into the Port of Hongkong during war, unless such vessel be on Government Charter.

*Distinguishing Signals of Examination Steamer.*

(d.) *By Day* the distinguishing flags for the Examination Steamers will be a special flag (white and red horizontal, surrounded by a blue border) and a Blue Ensign. Also three red vertical balls if the Port is closed.

*By Night* the Examination Steamers will carry :—

(1.) Three *Red* Vertical lights if the Port is closed.

(2.) Three *White* Vertical lights if the Port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light all round the horizon.

*Signals Indicating "Port Closed".*

When the Port is closed, *i.e.*, when entrance to the Port is prohibited, three *Red* vertical balls *by Day* or three *Red* vertical lights *by Night* will be hoisted at the following places in addition to being hoisted in the Examination Steamers :—

Eastern Entrance,.....Cape D'Aguilar.

Western Entrance,.....Ma Wan Custom Station and Green Island.

*Position of Examination Anchorages.*

(e.) The Examination Anchorages are as follows :—

Vessels are to proceed to them and anchor, unless met by Examination Steamer who will direct them as to the procedure to be followed.

*Eastern Examination Anchorage* :—Is Marked on Admiralty Charts in Chung Kwang O in the space enclosed by the following boundaries :—

North :—A line drawn from Maun Chau S.  $63^{\circ}$  E. (true) for a distance of  $11\frac{1}{2}$  cables.

South :—A line drawn from Lyemun Point S.  $63^{\circ}$  E. (true) for a distance of 12 cables.

East :—A line drawn N.  $38^{\circ}$  E. (true) joining the extremities of the above two lines.

*Western Examination Anchorage* as laid down in Admiralty Charts is to the westward of Stonecutter's Island in the space enclosed by the following boundaries :—

North :—A line drawn from 10 foot rock off S.E. point of Chung Hue S.  $63^{\circ}$  E. (true) to Stonecutter's Island.

East :—A line drawn from the part on Stonecutter's Island where the above line meets it S.  $27^{\circ}$  W. (true) for a distance of 10 cables.

West :—A line drawn from 8 foot rock off South point of Chung Hue S.  $27^{\circ}$  N. (true) for a distance of 4.4 cables.

South :—A line drawn S.  $63^{\circ}$  E. (true) joining the last two positions.

*Restrictions on Vessels in Examination Anchorage.*

The following instructions are to be strictly observed :—

(i.) No person is permitted to leave the ship, no boat is to be lowered and no communication with the shore whatever is permitted from Merchant Vessels proceeding to either of the Examination Anchorages, nor when they are anchored in either of the Examination Anchorages, without permission from an Examining Officer.

(ii.) Merchant Vessels are not to work cables nor to be moved after they have anchored in either of the Examination Anchorages, without permission from an Examining Officer.

*At Night. Fog.*

(iii.) No Merchant Vessel is under any circumstances to proceed inwards beyond the Examination Anchorages between 15 minutes after sunset and 15 minutes before sunrise, nor during foggy weather, while the Examination Service is in force.

*Bad Weather.*

(iv.) Should the weather be too bad to allow of Boarding being carried out, Merchant Vessels must remain in the Examination Anchorages until boarded.

*Wireless Telegraph Communication Forbidden.*

(v.) Wireless Telegraph communication is forbidden from ships in the Port. Vessels fitted with Wireless Telegraph Apparatus are to lower their aerial on arrival within the precincts of the Port. The Wireless Telegraph House will be locked and sealed under the direction of an Examination Officer, whose permission is to be obtained before the seal is broken on departure.

*Signalling Forbidden.*

(vi.) Merchant Vessels are not permitted to communicate by means of signals of any kind whatsoever from or to the shore, or to other vessels or craft of any description, whilst at the Examination Anchorage.

*Restrictions on Junks and Native Craft.*

(f.)—(i.) Junks on passage from one Port to another are not allowed to pass through the harbour of Hongkong, but must go south of Hongkong Island.

Only Junks having trade with the Port will be allowed to use the Port.

(ii.) Junks wishing to enter the Harbour are to proceed to the Examination Anchorages for Junks, and anchor there.

Junks after having been passed by the Junk Examining Officer, will leave the Examination Anchorage in tow of an Examination towing-steamer which will fly the special signal for Examination Steamer. They will be towed over the Harbour boundaries before being slipped.

No Junk will be allowed to enter the Harbour in any other manner.

(iii.) No Junk carrying powder or any other explosive will be allowed to enter the harbour, unless such Junk be on Government Charter.

(iv.) Junks entering from the Westward are to proceed to the Western Examination Anchorage, either by the Lamma Channel or by the Western Kap Sing Mun. They must not attempt to cross an imaginary line joining the western extremes of Stonecutter's Island to Green Island, nor to use any of the following :—

Sulphur Channel,

The Channel to the North of Ma Wan,

The Channel to the North of Chung Hue,

all of which will be closed to traffic.

*Junk Examination Anchorages.*

(v.) The Junk Examination Anchorages are as follows :—

*Eastern Junk Examination Anchorage :—*

Is in that portion of Chung Kwang O (Junk Bay) north of a line drawn from Maun Chau N. 87° E. (true) to Bak Sin Kok.

*Western Junk Examination Anchorage :—*

Is the same as for other vessels.

(vi.) The restriction for vessels in the Examination Anchorages also apply to Junks.

*Pilotage.*

(vii.) The taking of Pilots is optional.

*Port Dues.*

(viii.) Merchant Vessels anchoring in Examination Anchorages, but not wishing to enter the Harbour, will not be charged Port Dues.

PART II.

MOVEMENTS WITHIN THE PORT.

*Control of Movements within the Port.*

(a.) The Local Authority for controlling all movements within the Harbour will be the Senior Naval Officer.

The Water Police will provide the force and carry out the duties necessary to ensure that the regulations are complied with.

The Harbour Boundaries are :—

*West :—*A line joining Western end of Stonecutter's Island and the Western end of Green Island.

*East :—*A line across the Lyemun Pass.

*Restrictions on Vessels within the Port at Night.*

- (b.)—(i.) No Vessel, boat or craft of any description, except Government Vessels and those mentioned in paragraph (c), shall be under weigh at night (*viz.*, from 15 minutes after sunset to 15 minutes before sunrise) without a special permit; such permit is to be obtained from the Officer-in-charge of the Examination Service, (through the Colonial Harbour Master at the Harbour Office), and such permit shall only warrant the doing of any act set forth therein.

*Fog.*

- (ii.) In thick or foggy weather, no Merchant Vessels or craft of any kind, except Government Vessels or craft shall be under weigh.

*Public Ferries.*

(c.) All Public Ferries will cease to run at night, (*viz.*, from 15 minutes after sunset to 15 minutes before sunrise), except the Kowloon and Yaumati Ferries which may continue till midnight.

*Approach to Government Establishments Prohibited.*

(d.) Approach to Government Vessels or Establishments is prohibited without special permission from the Senior Naval Officer. Any Vessels or craft infringing this order are liable to be fired upon.

*Patrol of Harbour.*

(e.) The Harbour will be patrolled by Steamboats manned by Water Police, and such other Naval Steamboats as the Senior Naval Officer may direct.

*Regulation Lights to be Shown at Night.*

(f.) All craft having permission to be under weigh at night are to show the necessary Navigation lights, as laid down in the Regulations for preventing Collision at Sea.

PART III.

VESSELS LEAVING THE PORT.

*Permission to be Obtained before Leaving.*

(a.) Merchant Vessels will be permitted to leave the Port at any time by day under the following conditions:—

- (1.) Application must be made to the Officer-in-charge of the Examination Service, through the Colonial Harbour Master at the Harbour Office.
- (2.) Proposed time of departure is to be stated.
- (3.) Application is not to be made till the day of sailing.
- (4.) Instructions as to what signal will pass the vessel through the defence will be given to the Master together with a written pass, signed by the Officer-in-charge of the Examination Service.
- (5.) Without this pass no vessel is to attempt to leave.
- (6.) Vessels must leave at their scheduled time, otherwise a fresh pass must be secured.

*Eastern Passage only to be used.*

- (7.) The Eastern Passage (*viz.*, Lyemun Pass) is the only one to be used by outgoing vessels except River Craft.

*Junks.*

(b.)—(i.) During the hours of daylight, (*viz.*, 15 minutes before sunrise to 15 minutes after sunset), river and junk traffic may leave the Port by any channel except:—

Eastern Kap Sing Mun.

Channel North of Chung Hue and Sulphur Channel.

*Junks never to be under weigh at night.*

(ii.) Junks may not be under weigh at night, (*viz.*, from 15 minutes after sunset to 15 minutes before sunrise).

*Pilotage.*

(c.) There are no special Pilotage regulations for outgoing vessels.

*Night Tables.*

(d.) A Table showing the Period of "Night" of defined for the purpose of these Regulations is attached. (See PART V.)

| <i>Date.</i>  | <i>Time.</i> | <i>Date.</i>   | <i>Time.</i> | <i>Date.</i>   | <i>Time.</i> | <i>Date.</i>   | <i>Time.</i> |
|---------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|
| Aug. 3rd, ... | 7.13 p.m.    | Aug. 11th, ... | 7.09 p.m.    | Aug. 19th, ... | 7.03 p.m.    | Aug. 27th, ... | 6.56 p.m.    |
| " 4th, ...    | 7.12 "       | " 12th, ...    | 7.08 "       | " 20th, ...    | 7.02 "       | " 28th, ...    | 6.56 "       |
| " 5th, ...    | 7.12 "       | " 13th, ...    | 7.07 "       | " 21st, ...    | 7.01 "       | " 29th, ...    | 6.55 "       |
| " 6th, ...    | 7.12 "       | " 14th, ...    | 7.06 "       | " 22nd, ...    | 7.00 "       | " 30th, ...    | 6.54 "       |
| " 7th, ...    | 7.11 "       | " 15th, ...    | 7.05 "       | " 23rd, ...    | 6.59 "       | " 31st, ...    | 6.54 "       |
| " 8th, ...    | 7.11 "       | " 16th, ...    | 7.05 "       | " 24th, ...    | 6.58 "       | ...            | ...          |
| " 9th, ...    | 7.10 "       | " 17th, ...    | 7.04 "       | " 25th, ...    | 6.58 "       | ...            | ...          |
| " 10th, ...   | 7.10 "       | " 18th, ...    | 7.03 "       | " 26th, ...    | 6.57 "       | ...            | ...          |

C. W. BECKWITH, Commander, R.N.,  
*Harbour Master, &c.*

3rd August, 1914.