

No. 361.

Regulations made by the Governor-in-Council under Section 17 of the Piracy Prevention Ordinance, 1914, (Ordinance No. 23 of 1914), for the purposes of Section 6 of the said Ordinance, on the 17th day of September, 1914.

Launches (not exceeding 60 tons) which ply outside the Harbour of Victoria but within the Local Trade Limits.

1. These Regulations shall apply to every launch which has on board any passenger who is being carried for hire or reward and which plies outside the Harbour of Victoria but within the Local Trade Limits.

2. No launch shall commence its voyage or trip except from a place and at an hour previously notified to the Captain Superintendent of Police.

3. The Police shall have power to search every launch and every person and thing on board, and shall also have power to search every person who may apparently be about to go on board a launch and everything which apparently is about to be put on board.

4. No launch shall leave its wharf or moorings until the master has been notified by the Police that the search by them has been completed.

5. No person shall be allowed to embark on and nothing shall be brought on board any launch after the master has been notified by the Police that the search by them has been completed.

6. No launch shall call at any place *en route* unless such place of call and the intended hour of departure therefrom has been notified to the Captain Superintendent of Police.

7. If the Captain Superintendent of Police shall notify the owners, licensees or master that the Police will conduct a search at any such place of call, Regulations Nos. 3, 4 and 5 shall apply *mutatis mutandis* to such place of call.

8. If at any place of call no search is conducted by the Police the master shall cause all persons and things there taken on board to be searched.

9. A launch shall be deemed to call at a place if it take on board any person or thing from a boat as well as if it goes alongside a wharf or otherwise moors with a view to embarking or disembarking persons or things.

10. The master and crew shall render every assistance to the Police in their searches and shall use their best endeavours to see that no ammunition or arms are smuggled on board.

11. Every launch shall stop when hailed by the Police.

Launches (not exceeding 60 tons) which ply outside the Local Trade Limits.

1. These regulations shall apply to every launch which has on board any passenger who is being carried for hire or reward except launches which do not ply outside the Local Trade Limits as defined in the Merchant Shipping Ordinance, 1899.

2. Every launch shall have metal side shields to protect the wheel, to the satisfaction of the Harbour Master.

3. If a launch has two decks:—

(a.) It shall have, to the satisfaction of the Harbour Master, gratings cutting off the access of passengers from the lower to the upper deck.

(b.) Two watchmen shall keep watch under arms at the gratings.

(c.) No Chinese male passengers, except traders or merchants well known to the master, shall be allowed on the upper deck.

4. If a launch has only one deck :—
 - (a.) It shall have, to the satisfaction of the Harbour Master, a grating, with dodgers, fixed abaft the steering wheel, extending across the entire width of the deck and bulwarks and reaching to the top of the awning stanchions. Such grating shall be kept closed.
 - (b.) Two watchmen shall keep watch under arms forward of the grating, one on either side of the wheel.
 - (c.) No Chinese male passengers, except traders or merchants well known to the master, shall be allowed forward of the grating.
5. Watchmen must be requisitioned for to the Captain Superintendent of Police who will appoint them to each launch as required and who shall have power to remove any watchman from any launch as he may think fit, and the owners, agents, charterers and licensees shall pay to the Colonial Treasurer on the first day of every month \$15.00 for each watchman carried during the previous month or \$7.50 for each watchman carried during the previous month if the launch has been laid up for more than 15 days in that month.
6. No launch shall commence its voyage or trip except from a place and at an hour previously notified to the Captain Superintendent of Police.
7. The Police shall have power to search every launch and every person and thing on board, and shall also have power to search every person who may apparently be about to go on board a launch and everything which apparently is about to be put on board.
8. No launch shall leave its wharf or moorings until the master has been notified by the Police that the search by them has been completed.
9. No person shall be allowed to embark on and nothing shall be brought on board any launch after the master has been notified by the Police that the search by them has been completed.
10. No launch shall call at any place in the Colony *en route* unless such place of call and the intended hour of departure therefrom has been notified to the Captain Superintendent of Police.
11. If the Captain Superintendent of Police shall notify the owners, licensees or master that the Police will conduct a search at any such place of call, Regulations Nos. 7, 8 and 9 shall apply *mutatis mutandis* to such place of call.
12. If at any place of call no search is conducted by the Police the master shall cause all persons and things there taken on board to be searched by the watchmen.
13. A launch shall be deemed to call at a place if it take on board any person or thing from a boat as well as if it goes alongside a wharf or otherwise moors with a view to embarking or disembarking persons or things.
14. The master and crew shall render every assistance to the Police in their searches and shall use their best endeavours to see that no ammunition or arms are smuggled on board.
15. Every launch shall stop when hailed by the Police.

Ships (exceeding 60 tons.)

CONSTRUCTION.

1. Dodgers constructed of bullet proof material shall be erected on the bridge deck aft of the wheel house.
2. A strong and substantial grille of expanded metal or barbed wire shall be strongly and substantially erected across the ship aft of the line of the dodgers.
3. The bridge deck shall be protected from access from below by barbed wire.

4. In any case in which a permanent wooden or metal awning or deck extends over the bridge deck aft of the grille it shall be protected by means of barbed wire.

5. Any access provided to the bridge deck from below shall be aft of the grille, except by special permission of the Harbour Master signified in writing.

6. Every entrance to the engine and boiler rooms shall be provided with strong and substantial solid metal or metal grille doors.

7. Steam hose shall be provided both on the protected portion of the bridge deck and in the engine and boiler rooms and shall at all times be properly connected and in such a state as to be capable of being used at a moment's notice to repel an attack. Any connections outside the protected portion of the bridge deck and the engine and boiler rooms shall be of metal.

8. Direct access shall be provided to the bridge deck from the engine and boiler rooms.

9. A locked baggage room shall be provided for the heavy baggage of the 1st and 2nd class passengers.

10. The accommodation for passengers other than those of the 1st class shall be of such a nature that it can be isolated from the rest of the ship and from the crew and can be entered only by means of metal grille doors.

11. All holds shall be provided with strong and secure fastenings and locks.

12. If deck cargo is carried elsewhere than in a space isolated from the rest of the ship in accordance with Regulation No. 40, such cargo shall be partitioned off and secured in such a way that it shall be inaccessible to any person throughout the voyage without the authority of the master.

13. All the above constructional work shall be carried out to the satisfaction of the Harbour Master who may in any special case, subject to the approval of the Governor, relax any of the said requirements as he may consider necessary. Upon completion of the work the Harbour Master will issue to the owners, agents, charterers or licensees a certificate in writing stating that the constructional work required by the regulations has been carried out to his satisfaction.

EQUIPMENT.

14. The following equipment shall be provided and shall be carried on the protected portion of the bridge deck :—

- (a.) Double the number of rockets and blue lights required by the regulations of the Board of Trade.
- (b.) One Verey's pistol and at least 24 Verey's lights.
- (c.) At least two loaded rifles and at least 100 additional rounds of ammunition for the same.
- (d.) One loaded sporting gun and at least 50 additional rounds of ammunition for the same loaded with S.S.G. Shot.

15. The following equipment shall also be provided and shall either be carried by the officers and guards for whom the equipment is respectively provided or shall be kept in the protected portions of the ship :—

- (a.) One revolver and 50 rounds of ammunition and equipment for carrying the same for each certificated officer and for each guard.
- (b.) One rifle and 100 rounds of ammunition and equipment for carrying the same for each guard.
- (c.) One police whistle for each guard.

16. All the above equipment shall at all times be in perfect order and condition and be readily and easily available for immediate use.

17. All the above arms and ammunition shall be approved by the Captain Superintendent of Police.

18. The Police shall have power at any time to inspect and test any of the above arms or ammunition.

19. The Harbour Master shall have power at any time to inspect and test, or to direct the inspection and testing, of any of the above rockets, blue lights or Verrey's pistols or lights.

20. The arms and ammunition shall be tested weekly by the officers of the ship.

DEFINITION OF "DANGER ZONE".

21. The term "danger zone" shall include the following :—

- (1.) All the usual routes by water between Hongkong and any port or place on the Canton River or the West River or any river or estuary in the province of Kwong Tung or the province of Kwong Sai.
- (2.) All the usual routes by water between Hongkong and Macao.
- (3.) All the usual routes by water between Hongkong and Kwong Chau Wan.
- (4.) All the usual routes by water between Hongkong and Amoy, Swatow, Hoihow, Haiphong, and any port or place on the coast of the province of Kwong Tung or the province of Kwong Sai; provided that the danger zone shall not extend to a greater distance from Hongkong than 120 miles along any such route.

A ship which is within the above limits shall be deemed to be within a danger zone whether it be on a voyage from Hongkong or on a voyage to Hongkong.

GUARDS.

22. Every ship shall carry at least four guards.

23. Every ship which leaves the waters of the Colony on a voyage to any port or place on the Canton River or West River or any river or estuary in the province of Kwong Tung or the province of Kwong Sai shall carry at least six guards.

24. The duties of the guards shall be as follows :—

- (a.) To assist the Police in searching the passengers and their baggage and goods, the crew and staff of the ship and their belongings, and the ship and its stores and equipment and cargo.
- (b.) To protect the bridge deck and the access from the bridge deck to the engine and boiler rooms.
- (c.) To endeavour as far as possible to see that no ammunition or arms are smuggled on board.

No guard shall be employed on any duty other than those specified above.

25. At least two guards shall be on duty at all times while the ship is in a danger zone.

26. Each guard while on duty shall carry one police whistle, one rifle and 50 rounds of ammunition, and one revolver and 25 rounds of ammunition.

27. All the guards shall be exercised weekly in the use of their weapons and shall be instructed in their duties from time to time as may be necessary.

28. At least one guard shall be on duty and shall patrol the space between the dodgers and the grille protecting the bridge deck at all times during the voyage.

29. Subject to the performance of the duties required of them by these regulations, and subject to the right of the Captain Superintendent of Police to direct them with reference to any search, the guards shall be under the entire control of the master of the ship, and shall take no orders direct from the owners, agents, charterers or licensees of the ship, and all orders given by the owners, agents, charterers or licensees to any guard shall be given through the master of the ship.

30. Guards must be requisitioned for to the Captain Superintendent of Police, who will appoint them to each ship as required, and shall have power to remove any guard from

any ship as he may think fit, and the owners, agents, charterers and licensees shall pay to the Colonial Treasurer on the first day of every month \$25.00 for each guard carried during the previous month or \$12.50 for each guard carried during the previous month if the ship has been laid up for more than 15 days in that month.

OFFICERS.

31. The appointment or employment of any person as master of any British ship or of any foreign ship holding a passenger certificate under section 10 of the Merchant Shipping Ordinance, 1899, which is about to proceed or is proceeding on any voyage from Hongkong to any port or place on the Canton River or the West River shall be subject to the approval of the Governor-in-Council who shall in his absolute discretion have power to refuse to allow the appointment or employment of any particular person.

32. Each certificated officer shall carry one revolver and 25 rounds of ammunition at all times while the ship is in a danger zone.

33. The master and other certificated officers shall use their utmost endeavour to resist any piratical attack.

34. The master shall have complete control of the ship and all on board and shall not suffer himself to be dictated to or interfered with in any way by the owners, agents, charterers, licensees, compradore, pilot or crew in any matter connected in any manner with the repelling of any piratical attack on or on board the ship or with the rendering of assistance to any other ship so attacked or which he may suspect to be in need of such assistance.

35. The master shall enter in the official log and shall report to the Harbour Master at the first opportunity any attempt at any such interference however slight.

36. When the master of any ship has any cause whatever to believe or to suspect that any other ship may be in need of assistance in respect of a piratical attack it shall be his duty to approach such ship as closely as possible, to stand by it, to prevent the access of pirates to or from native craft, to assist in rescue work, to call other ships to the aid of the ship attacked, and to do all such other acts as may be necessary or advisable to assist the said ship in repelling the attack.

37. No certificated officer shall take any part in or be present at the collection of tickets or fares from the passengers.

PASSENGERS.

38. While a ship is lying alongside a wharf no passenger or any other person shall be allowed to embark or come on board or put anything except cargo on board from the side of the ship away from the wharf.

39. While a ship is in a danger zone all passengers other than 1st class passengers shall be kept in a space or spaces isolated from the rest of the ship and from the crew by means of metal grille doors which shall be kept locked unless opened by the orders of the master or for the collection of tickets or fares. Whenever any such door is opened the greatest precautions must be observed to prevent any surprise attack.

40. 1st and 2nd class passengers shall be allowed to have with them in the accommodation and on the decks allotted to them only light hand baggage, and all trunks and other heavy baggage must be kept during the whole voyage in a locked baggage room or other safe place.

41. In the case of a ship which is lying alongside a wharf no passenger shall be allowed to embark after the master of the ship has been notified by the Police that the search of the ship is complete, and in case of a ship lying elsewhere no passenger shall be allowed to embark after the search by the Police has been begun.

SEARCHES.

42. The Police shall have power with or without the assistance of the guards to search all passengers and their goods and baggage, all the members of the crew or the staff of the ship

and their belongings, any part of the ship and its stores and equipment, and any of the cargo, and may do all acts which may be reasonably necessary in order to carry out any such search.

43. The guards shall have the same power of search as the Police but shall in all respects in reference to any such search be subject to the directions of the Captain Superintendent of Police.

44. The Captain Superintendent of Police shall have power to direct, either generally or in any particular case, how and when any search is to be carried out, and may detain any ship for the purpose of any search or any additional search, and may delegate his power in this behalf to such other officer of Police as he may think fit.

45. No ship shall leave its wharf or moorings or the waters of the Colony until the master of the ship has been notified by the Police that the search by the Police has been completed.

RUNNERS.

46. Every steamer runner shall enter into a bond, with two sureties to be approved by the Captain Superintendent of Police, in the sum of \$100, the condition of the bond being that the runner shall conduct himself in his occupation of runner in all respects to the satisfaction of the Captain Superintendent of Police.

47. Every steamer runner shall apply for registration in a register of runners to be kept by the Captain Superintendent of Police who shall have power in his absolute discretion to refuse to register any applicant and who shall also have power in his absolute discretion to remove from the register any runner previously registered.

48. No unsecured or unregistered runner shall be allowed to travel by or to be on board any launch or ship in any capacity or on any pretext whatsoever.

GENERAL.

49. In the case of a piratical attack in the daytime repeated blasts shall be sounded on the steam whistle or syren.

50. In the case of a piratical attack at night rockets, blue lights and Verrey's lights shall be fired.

51. The owners, agents, charterers and licensees shall notify the Captain Superintendent of Police confidentially beforehand on any occasion when it is expected that treasure will be carried on a ship and on any occasion when there may be any reason to fear that a piratical attack may be attempted.

52. The grille doors to the engine and boiler rooms shall be kept locked at all times while the ship is in a danger zone and during such time the only access to the said parts of the ship shall be from the bridge deck.

53. All cargo except deck cargo and all goods other than the personal effects of passengers shall be stowed away in holds which shall be securely fastened down and locked before the ship sails and which shall be kept so fastened and locked throughout the voyage except when the ship is at anchor or moored at some port or place of call, and deck cargo shall be carried only in spaces partitioned off and secured in such a way that the goods therein are inaccessible to any person throughout the voyage without the authority of the master.

54. Ships proceeding up any part of the Canton River or estuary or its tributaries or mouths shall at night-time accompany each other as much as possible between Hongkong and Wang Mun or Bocca Tigris and remain within easy signalling distance of one another. The hours of departure from Hongkong of any ships so proceeding shall be subject to the approval of the Captain Superintendent of Police.

55. No order of any kind whatsoever shall be given, and no threat or inducement, direct or indirect, shall be made or held out, and no pressure shall be exerted and no advice shall be offered, which might have the effect of influencing the master, officers, guards, or crew of any ship to fail to observe any of the provisions of these regulations. If any such order, threat or inducement be given, made or held out to the master or come to his knowledge he shall report it to the Harbour Master at the first opportunity.

56. The owners, agents, charterers and licensees of every ship, and their servants and employees, and the master and crew of every ship, shall use their best endeavours to assist in the carrying out of these regulations, and shall commit no act of omission or commission which may tend to prevent any of the provisions of these regulations from being properly carried out.

57. These regulations shall apply to every ship proceeding or intending to proceed on any such voyage as is referred to in section 3 of the Ordinance and to every ship which has made any such voyage and is returning or is about to return to Hongkong.

M. J. BREEN,
Clerk of Councils.

COUNCIL CHAMBER,
17th September, 1914.

NOTICES.

COLONIAL SECRETARY'S DEPARTMENT.

No. 362.—The following is published for general information :—

The attention of His Majesty's Government has been called to the fact that difficulties have arisen between shippers and shipowners in consequence of the wish of the latter to insert in Bills of Lading a clause to cover obligations which they undertake in many voyages to call at a port in the United Kingdom for information, instructions or advice before proceeding on the final stage of the voyage.

The following is the text of such a clause :—

“ If and so long as the ship is insured against war risks with a War Risks Insurance Association under or in connection with a War Risks Insurance Scheme of His Majesty's Government the ship, in addition to any liberties expressed or implied in this Bill of Lading, shall have the liberty to comply with any orders or directions as to the departure, arrival, routes, ports of call, stoppages or otherwise howsoever given by His Majesty's Government or any department thereof or any person acting or purporting to act with the authority of His Majesty or of His Majesty's Government or of any department thereof or by any committee or person having under the terms of the war risks insurance on the ship the right to give such orders or directions, and nothing done or not done by reason of any such orders or directions shall be deemed a deviation.”

It is important that shippers should realise that the above requirements are for the security of the cargo equally with that of the ship, and are in no wise to the prejudice of the shippers' interests which are being safeguarded and not sacrificed.

Particulars of the war risks insurance scheme above referred to are not available here officially at present but are expected shortly.

CLAUD SEVERN,
Colonial Secretary.

18th September, 1914.

SUPREME COURT.

No. 363.—Under Section 16 of the Companies Amendment Ordinance, 1913, it is hereby notified, for general information, that in addition to those already notified, the following person has made application to be appointed auditor for the purposes of the Companies Ordinances, 1911 and 1913, and that he is, in the opinion of the Court qualified to perform the duties required by the said Ordinances to be performed by an auditor :—

ALFRED HENRY MANCELL, *Shanghai.*