

**No. 544.**—It is hereby notified that the registration of the following trade marks has been renewed under the provisions of the Trade Marks Ordinance, 1909 :—

Number of Marks.	Date of Registration.	Name of Owner.	Period of Renewal.	Class in which renewed.
Nos. 63A & 63B of 1892.	10th October, 1892.	Yik Yik carrying on business as Nam Shing of 237, Queen's Road West, Hongkong.	10th October, 1931.	45
No. 65 of 1892.	30th October, 1892.	Jonas and Colver Limited of Sheffield, in the County of York, England.	30th October, 1931.	5, 6, 7, 11, 12, 13, and 19.

C. D. MELBOURNE,  
*Registrar of Trade Marks.*

29th October, 1920.

HARBOUR MASTER'S DEPARTMENT.

**No. 545.**

**Protection of Life and Property in the Harbour during Typhoon Weather.**

1. When there are immediate prospects of the weather conditions becoming so bad as to place the Native Craft in the Harbour in danger of being unable to make shelter on their own account, a Red Ensign will be hoisted at the Harbour Office indicating that two Naval Tugs will be available to assist to tow such craft to shelter.

2. These Naval Tugs will fly the Red Ensign at the masthead and will proceed down to the Central and Southern Fairways to the limit of the shipping, and all mercantile or private craft which desire to avail themselves of a tow to shelter should be ready with their ropes to be taken in tow as the Tugs return.

3. All craft will be towed towards Yaumati Refuge.

4. If the wind is blowing from the Eastward, assistance to the shipping at the Western end of the Harbour will be rendered first.

5. Native Craft are not to depend on these Tugs entirely but should endeavour to make shelter on their own account, as early as possible.

6. The Naval Tugs will be used only in emergency, during the hours of daylight, and on no account will they be used for this work after dark.

7. No responsibility for damage done during towage will be taken by the Government or by the Naval Authorities.

8. Towing charges will be made in accordance with the following scale :—

1.	2.	3.
While Red Signals are hoisted.	While Black Signals are hoisted.	While Black Cross is hoisted.
$\frac{1}{20}$ of Annual Licence Fee.	$\frac{1}{4}$ of Annual Licence Fee.	$\frac{1}{2}$ of Annual Licence Fee.

Thus, a first class Passenger Boat, Licence Fee \$12, would have to pay :—

1.—\$0.60.                      2.—\$3.00.                      3.—\$6.00.

A Cargo Boat of 600 to 700 piculs, Fee \$30, would have to pay :—

1.—\$1.50.                      2.—\$7.50.                      3.—\$15.00.

An "Other Boat", Fee \$5, would have to pay :—

1.—\$0.25.                      2.—\$1.25.                      3.—\$2.50.

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

29th October, 1920.

## 船政道栢

為

布告事現政府訂立章程以便颶風時期保衛本港海面生命財產茲將章程開列於左俾衆週知此布

## 計開

- (一) 如遇颶風迫近港中船艇不及躲避已瀕於危則船政署懸一英國紅旗表示有水師拖帶汽船二艘出發助拖船艇前往避風塘
- (二) 該拖帶汽船桅頂懸掛英國紅旗一面出發時即向中環及南便海面直駛至各船艇灣泊所之盡頭處如船艇欲其拖往避風者須預備纜索以便該汽船回來時拖帶
- (三) 該汽船祇拖船艇前往油蔴地避風塘
- (四) 如颶風係由東方吹來則先拖西便之船艇
- (五) 各船艇不可因有拖帶汽船便完全依賴其拖帶須及早自行設法前往避風
- (六) 該拖帶汽船祇於日間危急之時方行出發如係夜間無論如何危急亦不拖帶船艇

(七) 凡船艇於拖帶時遇有損失政府或海軍官長俱不任責

(八) 該汽船拖帶船艇收回拖帶費如左

- (甲) 如係於懸掛紅風號時期拖帶者則照該艇之牌照年餉收二十份之一譬如頭等客艇牌照年餉十二元則收拖帶費六毫六百担至七百担之盤艇牌照年餉三十元則收一元五毫其餘別種船艇牌照年餉五元則收二毫五仙
- (乙) 如係於懸掛黑風號時期拖帶者則照該艇之牌照年餉收四份之一譬如頭等客艇牌照年餉十二元則收拖帶費三元六百担至七百担之盤艇牌照年餉三十元則收七元五毫其餘別種船艇牌照年餉五元則收一元二毫五仙
- (丙) 如係於懸掛黑十字形風號時期拖帶者則照該艇之牌照年餉收一半譬如頭等客艇牌照年餉十式元則收拖帶費六元六百担至七百担之盤艇牌照年餉三十元則收十五元其餘別種船艇牌照年餉五元則收式元五毫

一千九百廿年

十月

廿九日