



福州

外

福州

省

3-0067

0100

宣統三年九月廿三日

臺灣通商



第三〇

受第〇二二七號

福州口諸法規送附件

去三月二十二日附送第一三號ヲ以テ所訓示相成  
其旨ハ海軍其他ノ官廳ニ於テ發布シタル諸規則  
中左ノ四種別紙ノ達及所送付矣

- 1. Sanitary Regulations
- 2. Harbours Regulations
- 3. Chinese Pilotage Service
- 4. Customs Regulations

香港ニ一般船舶地ノ設定無之ヲ以テ居船舶地又ハ  
諸島ニ在ル規則ニ未ダ之レ有ラズ又内河航行ニ  
在ル諸規則モ無之ヲ鐵道礦山ノ採ル諸規則

在清國福州日本領事館

モ無之ニ三聯單規則一日ニ制定交渉中ニ付出來次  
芽可及所送附矣

又香港日本專管居船舶地取極書ニ去三十二年  
制定其記録ハ本省ニ所保存可有之ト存矣  
右申進奏敬具

明治三十九年四月十八日

在福州

領事官 橋橋太郎



臨時外務大臣候爵西園寺公望啟

追加 一葉

1 Customs Regulations for vessels etc.

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8.—It rests with the Superintendent of Customs and the Board of Treaty Consuls.

- (a) To declare, when necessary, the infection of Ports.
- (b) To withdraw such declaration
- (c) To authorise such other precautions as may be expedient for the purpose of preventing either the importation or—in the event of an epidemic of disease in the ports—the exportation of disease.

The public will be informed of such declarations by means of a Harbour Notification.

The commissioner of Customs (or other authority in the case of a Foreign port) at the port declared infected will be informed by the Foochow Commissioner in the case of a Chinese port and by the Consul of the nation concerned in case of a Foreign port of the declaration of infection or its withdrawal.

9.—Should any case of plague, cholera, typhus or yellow fever occur on board any vessel at Pagoda Anchorage or Nantai, the fact should be immediately notified to the Harbour Master, who may, on the advice of the Port Health Officer, order such vessel to the Spiteful Island Quarantine Anchorage.

10.—Relatives of patients will not be allowed to communicate with them in the hospital except by permission of the Health Officer.

11.—The clothing of patients must be either burnt or thoroughly disinfected on their discharge from hospital.

12.—The Port Health Officer may grant permission to the relatives of deceased patient to view the body at a distance and to assist at the funeral.

八凡遇他口疫起之後一切防疫事宜均應由監督與各國領事會同察核情形酌定奪出示施行即如何埠因已患疫應即預防作為有疫之口此其一也又何埠因已疫淨應即免防作為無疫之口此其二也又其辦防之法或各別口有疫之時則防其傳染進口致碍本口或本口有疫之時則防其傳染出口致碍各別口是以凡有應行禁止進口及出口之各種貨物自當隨時格外小心設法會禁以至保護而免彼此傳染之患一面即由本口稅務司轉飭理船廳傳諭週知一體遵行並由本口稅務司通知該疫口稅務司查照至該疫口係屬外洋則由本口領事官通知該處地方官照辦

九凡進口船隻而患有瘧疾、霍亂、發痧、黃病者應立即報知理船廳轉囑醫員到船檢驗酌令該船駛至大嶼停泊

十凡有染疫之人、在醫院治所有親誼、有醫生准單方准在局服役

十一凡病愈出院、衣服必須燒毀或用藥水洗

十二凡疫故醫院准其親友看視、醫官必令少遠亦准監視拾埋

13.—The Port Health Officer appointed by the Superintendent of the Customs and the Treaty Power Consuls shall receive a fee of Twenty five dollars (\$25) for each vessel and \$5 for each junk visited by him in carrying out these regulations, and this fee shall be collected by the Imperial Maritime Customs from each vessel before it can be allowed to depart. A certificate shall be issued to each vessel examined without extra charge.

14.—The Chinese Authorities will provide a steam-launch for the use of the Health Officer and the Customs Officials, and suitable accommodation for patients will be provided either afloat or on shore.

15.—Any person who commits a breach of these Regulations will be dealt with by the authorities to whose jurisdiction he is amenable.

十三海關監督會同領事官選用醫官概照以上章程驗看進口各船應得驗船醫金每船二十五元華式船五元由洋海關向各船收取醫官另給驗完無費執照始准開行

十四地方官須派小輪一隻以備海關並醫官應用無論水陸尤宜早備相宜處所使患者居住

十五倘華洋人等如有違悖以上各款華人送交地方官洋人送交領事官分別罰辦

3.—A plague-infected vessel is an infected vessel as above, in which the disease existing (or having existed) is bubonic plague.

三凡來船抵口而該船上人內有傳染瘧子瘟者不論其在抵口以前所染或即抵口之時所染應俱為有瘧子瘟之船

4.—A suspected vessel is one which arrives outside Sharp Peak within 10 days from her departure from an infected port, whether she has called at an intermediate port or not.

四凡所謂可疑之船者乃即來自有疫口岸之船不論其係一徑直走到口或係轉由別埠到口但計其自彼開船至此尚在十天之內應即為可疑之船

5.—The Spiteful Island Quarantine Anchorage is that to the westward of Spiteful Island. (嶼大)

五凡所稱大嶼防疫醫院因該醫院係在大嶼以西相近地方即為疫船停泊之界

GENERAL REGULATIONS.

1.—Infected and suspected vessels on approaching Sharp Peak shall hoist the yellow flag at the fore, and this shall be kept flying until pratique has been granted by the Port Health Officer.

一凡染疫以及可疑船隻駛近福州之時務須即在船首前桅懸上黃旗必俟至醫員上船檢驗畢後給有准單方可下旗進口

2.—No person shall be allowed to go on board or to leave an infected or suspected vessel without the sanction of the Port Health Officer, nor shall such vessel be allowed to discharge or take in cargo, baggage, etc., without such sanction.

二凡染疫以及可疑船隻無論何人或上或下均須執有防疫醫員之准單方可至若此外之起卸貨物行李等項亦俱照此辦理

3.—Pilots bringing in infected or suspected vessels shall not leave such vessels without authority to do so from the Port Health Officer.

三凡引水之人帶領染疫以及可疑之船者非得有醫員准單不能擅自離船

4.—Infected and suspected vessels shall on arrival anchor within the Spiteful Island Quarantine Anchorage.

四凡來船之染有瘟疫以及形有可疑而似乎染疫者均須在川石之泊船界內照章停泊辦理

5.—The Port Health Officer will inspect vessels between the hours of 6 A.M. and 6 P.M. as soon as possible after their arrival. The Master shall on the Port Health Officer's requisition, muster the officers, crew, and passengers, give every facility for the examination of the vessel, and afford all required information within his knowledge regarding the past and present sanitary condition of the vessel.

五凡船隻抵口醫員到船驗疫所定時刻早自六點鐘起晚至六點鐘止而其間船多候久縮以愈速開驗為愈妙而該船主務須准如醫員所囑令凡在船之人自大副以至水手並各搭客等均須出立艙面一同候驗所有船內各段房欄等處亦惟聽由醫員遍加察看至若醫員問及船上一切或自開行暨至本口一路之前後情形皆應一併詳細答悉為要

6.—In the case of infected vessels measures will be taken, under the direction of the Port Health Officer, for the removal and/or isolation of all infected and suspected persons, for the removal of all infected bodies, and for the purification of the vessel; and the vessel shall not be released from quarantine until such purification has taken place and/or she has been in quarantine for a period not exceeding 10 days from the date of the removal of the last infected case.

六凡有疫之船一切辦法必須悉遵防疫醫員指示而行或須將患疫暨疑疫之各病人離去此船或須將此船上人離開該病人又或須將疫死之屍移埋他處均惟聽候斟酌辦理以便將其船身如法消毒至該船於病人起淨之後總不過再扣十天而已但若該船尚在未經薰透之時不得遽予放行必俟醫員給有准單方可進口

7.—In the case of suspected vessels, should there be no case or suspicious case of infection found during inspection, the vessel shall (Harbour Notifications being complied with) be admitted to immediate pratique. Should there be a suspicious case, the vessel becomes an infected vessel.

七凡形有可疑染疫來船一俟驗明實屬並無傳染瘟疫情事而業已悉如理船廳定章遵辦完畢者應即給予准單放行進口惟作該船倘果查有可疑之處則即為染疫之船

# SANITARY REGULATIONS

FOR THE

## PORT OF FOOCHOW.

The following Regulations have been agreed to and sanctioned by the Superintendent of Customs and the Treaty Power Consuls at the Port, and are now published for the information and guidance of all concerned.

By order of the Inspector General of Customs.

WALTER LAY,  
*Commissioner of Customs.*

Custom House,  
Foochow, 29th June. 1901.

### DEFINITIONS.

1.—Port Health Officer shall mean the Medical Officer holding that appointment, the Deputy Port Health Officer or such other Medical Officers as may be appointed to temporarily fulfil their duties.

章 本 解 分  
一 凡 章 內 所 列  
醫 員 字 樣 印  
係 閩 海 關 監  
督 聘 定 專 辦  
本 口 防 疫 醫  
員 或 正 或 副  
並 或 暫 由 他  
醫 所 派 充 者  
而 言

2.—An infected vessel is one which on arrival outside Sharp Peak has on board, or which has had on board within 10 days of her arrival, a case of cholera, typhus fever, yellow fever, or plague, or a person who might reasonably be suspected of being affected by any one of these diseases, or the dead body of a person who had been, or who might reasonably be suspected to have been so affected.

二 凡 有 來 船 駛 至 川 石 口  
外 之 先 在 前 十 日 內 或  
於 抵 口 之 時 該 船 上 人  
如 有 患 過 霍 亂 發 痧 以  
及 黃 症 並 瘧 子 瘟 等 類  
之 病 抑 或 有 患 疑 似 以  
上 各 類 之 病 並 或 有 已  
死 屍 首 而 疑 是 染 疫 致  
斃 者 則 其 船 俱 為 染 疫  
之 船

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## CUSTOMS REGULATIONS

FOR VESSELS PROCEEDING FROM PAGODA ANCHORAGE TO NANTAI.

Issued to facilitate the carrying out of the Foochow Harbour Regulations, established in 1876 with the sanction of all the Consuls then residing at this Port.

I.—All Vessels wishing to proceed to Nantai must, under Harbour Regulation No. V, remain below the Lower Limit of the Harbour, until boarded by the Harbour Master or his Deputy.

Junks carrying Customs Registers or Sailing letters shall, in order to be distinguished from other native craft, conspicuously fly their national flag until boarded by the Customs at the Lower Limit of the Harbour.

II.—All Vessels wishing to proceed to Nantai shall notify this intention to the Customs officer when being boarded at the Lower Harbour limit, whereupon the Customs will issue to such Vessels an Arrival Report addressed to the Nantai Tidesurveyor and take such other measures as they think necessary to insure the safety of the Revenue,—whether by sealing the hatches of such Vessels or deputing an officer to escort them to Nantai.

III.—When arriving at Nantai, Vessels must conspicuously fly their national flags and hand the "Arrival Report," issued to them by the Pagoda Customs, to the Nantai Fairway Officer for transmission to the Tidesurveyor, or his Deputy, who will board such Vessels and assign them a berth in the Anchorage from which they are on no account to remove unless they are required to do so by the Tidesurveyor or have obtained special written permission from him to do so (Harb. Regul. No. VI.)

IV.—Vessels lying in the Nantai Anchorage are strictly to obey Harbour Regulations Nos. XI, XII and XIII, any infringement of which will entail the fine provided for by No. XV of the same Regulations.

V.—Import or Export Cargo may be taken in open Boats to or from Vessels loading or discharging in the Nantai Anchorage, but such cargo must invariably be accompanied and covered by duly stamped Customs Permits, without which such cargo becomes liable to seizure and confiscation.

VI.—When clearing from Nantai the Customs will, in addition to the usual clearance papers, issue to such Vessels a Clearance Report addressed to the Pagoda Tidesurveyor.

VII.—On arrival at Pagoda Anchorage such Vessels will exhibit conspicuously their national flags and remain there until boarded and inspected by the Tidesurveyor, or his Deputy, to whom the "Clearance Report" issued by the Nantai Customs is to be handed: if found in order such Vessels will then be allowed to proceed to sea.

P. VON TANNER,

*Commissioner of Customs.*

Custom House,

Foochow, 4th July, 1899.

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## FOOCHOW PILOTAGE MEMORANDUM.

Foochow, 23rd April, 1903.

The Tariff of Pilotage Charges for the Port of Foochow as fixed in 1878 having been submitted, at the request of the Foreign Pilots, to the consideration of the Consuls and the Chamber of Commerce with a view to an increase in the Pilotage Charges, in accordance with General Regulation I of the Chinese Pilotage Regulations, a *new Tariff* has now been fixed, to be put in operation on the 1st May 1903.

The Pilotage Charges at the Port of Foochow shall be as follows, viz:—

Between the Limits of the Outside Pilotage ground.	
For all vessels.....	\$5.00 a foot.
Steamers from Pagoda Anchorage to Sea, and <i>vice versa</i> .	
If drawing 18 feet and under.....	\$6.00 „
If drawing more than 18 feet .....	\$7.00 „
Between Sharp Peak and Pagoda Anchorage.	
For all vessels .....	\$3.00 „
Sampans, if employed between the Pagoda and Sharp Peak for towing .....	\$1.00 each.
Coolies, if employed between the Pagoda and Sharp Peak for working Ship .....	\$1.50 „
Between Pagoda Anchorage and Foochow Bridge.	
For all vessels .....	\$2.50 a foot.
For Vessels in tow of Steamers.*	
Inside Pilotage .....	\$2.00 „
Outside Pilotage .....	\$3.00 „

\*The said Steamers to be of sufficient power to tow them to sea against the tides and ordinary winds.

It has been agreed that the above Tariff shall be substituted for the *Tariff hitherto in force* which reads as follows:—

Between the Limits of the Outside Pilotage Ground.	
For all vessels.....	\$4.00 a foot,
Steamers from Pagoda Anchorage to Sea, and <i>vice versa</i> .	
If drawing 18 feet and under.....	\$5.00 „
If drawing more than 18 feet.....	\$6.00 „
Between Sharp Peak and Pagoda Anchorage.	
For all vessels.....	\$2.00 „
Sampans, if employed between the Pagoda and Sharp Peak for towing.....	\$0.50 each.
Coolies, if employed between the Pagoda and Sharp Peak for working ship .....	\$1.00 „
Between Pagoda Anchorage and Foochow Bridge.	
For all vessels .....	\$1.50 a foot.
For Vessels in tow of Steamers.*	
Inside Pilotage.....	\$1.00 „
Outside Pilotage .....	\$2.00 „

\*The said Steamers to be of sufficient power to tow them to sea against the tides and ordinary winds.

( 11 )

I hereby signify my assent to the new Tariff as given above.

(Signed)

SAMUEL L. GRACEY,  
*Consul for the United States of America.*

(Signed)

SIEMSEN,  
*His German Majesty's Consul,  
Vice Consul for Sweden and Norway.*

(Signed)

G. M. H. PLAYFAIR,  
*H. B. M.'s Consul.*

(Signed)

S. TESHIMA,  
*H. I. J. M.'s Consul.*

(Signed)

N. SCHOUISKY,  
*H. I. Russian M.'s Consul.*

(Signed)

CLAUDEL,  
*Consul de France, Charge' des  
Consulats d'Espagne et de Portugal.*

(Signed)

JOHN C. OSWALD,  
*Netherlands Consul.*

(Signed)

A. P. SIMPSON,  
*Chairman Chamber of Commerce.*

GENERAL REGULATION 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.

*Local Rule 27.*—The first, second, and third clauses of this Regulation will not be enforced for the present.

GENERAL REGULATION X.

*Harbour Pilots; Vessels in Harbour; Berthing, etc.*

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 the 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 follow:—

<i>Docking or undocking.....</i>	} \$10 in full.
<i>Shifting a vessel's berth.....</i>	
<i>Taking a vessel to and from a wharf..</i>	

*Local Rule 28.*—Pilots are required to ascertain from the masters of vessels which they pilot into port whether there is any gunpowder or other explosive material on board beyond the customary stores. In each case, when such material is known to be in the vessel, the Pilot must anchor her at least one mile below the lower limit of the Harbour, and must request the master to set No. 5 Marryatt's, or *B* Commercial, Code at the fore.

*Local Rule 29.*—All applications for the services of Pilots shall be made by the individuals requiring them, either personally or in writing, at the Harbour Master's Office.

(Signed) CHAS. A. SINCLAIR,  
*H.B.M.'s Consul, Foochow-fu.*

(Signed) M. M. DE LANO,  
*Consul for the United States  
and  
Acting Consul for Germany.*

(Signed) E. SHEPPARD,  
*Vice-Consul for Sweden and Norway.*

(Signed) A. W. WALKINSHAW,  
*For the Chamber of Commerce.*

Regulations and Rules for the Pilotage service at the Port of Foochow as agreed to at a meeting held at H.B.M.'s Consulate on the 10th day of April 1878.

(Signed) T. B. RENNELL,  
*Tidesurveyor and Harbour Master.*

Meeting called at the request of the Harbour Master, all Consuls were invited thereto by the Chairman, H.B.M.'s Consul, who, besides his vote in that capacity, had authority to act for the French Consul, Mr. RISTELHUEBER.

(Signed) T. B. RENNELL,  
*Tidesurveyor and Harbour Master.*



*Local Rule 19.*—If a vessel leaving port be unseaworthy by reason of being leaky, insufficiently found in sails, ground tackle, crew, or from other causes, or if the extra men or sampans provided by the captain for working down river be in the Pilot's judgment inadequate, the Pilot may refuse to take charge until he reports the case to the Harbour Master and gets his instructions.

*Local Rule 20.*—The commanding officer of any vessel that meets with an accident while in charge of a Licensed Pilot of this Port shall, if he consider that such accident has been caused by incompetence, carelessness, or drunkenness on the part of the Pilot, report the same to the Harbour Master without delay. The Harbour Master will then, if the matter be of sufficient importance, hold an official investigation into the circumstances connected with the case, and if he find such accident to have resulted from any of the above-mentioned causes, shall refer the case, with all the evidence, to the Consul concerned, at the same time recommending such punishment as he (the Harbour Master) shall think fit to be imposed. When a complaint has been entered against a Pilot as above, he shall be deemed suspended until his case has been investigated; provided, however, that there shall be no unnecessary delay in the investigation of such case on the part of the Harbour Master or the Consul.

*Local Rule 21.*—Pilots cognizant of changes in shoals or channels, alterations of any kind in the river, accidents to vessels, lights, beacons, or buoys, or any other like occurrence affecting the Harbour Master's Department, must report the same, in person or in writing, to the Harbour Master without delay.

*Local Rule 22.*—Pilot-boats shall at all times be kept cruising outside the Knolls, unless driven in by bad weather or in want of supplies, or disabled; and no outside Pilot-boat, except she be in a disabled condition, shall be allowed to come up the River above the village of Quantao without written application being made to the Harbour Master, and his written consent thereto being obtained. Whenever it shall become necessary for a Pilot-boat to be laid up for repairs, the Harbour Master will, unless the requirements of the shipping demand the attention of all the Pilots, allow one of them to superintend such repairs.

*Local Rule 23.*—No Pilot-boat shall put any other person than a Licensed Pilot on board of any vessel for the purpose of piloting her, unless there are no Licensed Pilots within signalling distance, and then only at the request of the master of such vessel, in which case such unlicensed person shall keep the Jack flying at the fore until Sharp Peak Point bears north, and shall also afford every facility consistent with the safety of such vessel to enable any Licensed Pilot to come on board and take charge. In such a case, when a regular Pilot shall take charge before the vessel has arrived on the Inner Bar, the person who first had charge shall only be entitled to half the inward pilotage.

*Local Rule 24.*—In case a Licensed Pilot shall offer his services to an inward-bound vessel already in charge of an unlicensed person belonging to a Pilot-boat, before such vessel shall have entered either of the channels leading to this Port, and is afterwards unable to board such vessel for want of assistance from the person in charge of her, such Licensed Pilot shall be entitled to the full amount of pilotage for the said vessel.

*Local Rule 25.*—A Pilot coming up the River in charge of a steamer shall stop such steamer below the lower limits, rounding to with head to the eastward, if on the flood tide, and wait for the Harbour Pilot or his representative to come on board, and shall in all cases give over charge whenever the Harbour Pilot shall signify his readiness to assume it.

If the steamer be not boarded by the Harbour Pilot as above within a reasonable time, the Pilot in charge shall himself take the steamer to a suitable berth and moor her there, being careful not to occupy the positions assigned to the Hongkong or other coast steamers.

#### GENERAL REGULATION 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, employes belonging to either Customs or Harbour Master's Departments with such stores as may be wanted for either Lighthouses or Lightships.

2.—Every Licensed Pilot-boat shall pay a fee of Ten Taels for renewal of License on the first of July each year.

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.

*Local Rule 26.*—The words Licensed Pilot or Boat shall be painted on all Pilot boats, on each quarter, in letters not less than twelve inches in length, and of a colour to show distinctly.

GENERAL REGULATION V.

*Pilots' Licenses: by whom to be issued.*

1.—Pilots' Licenses shall be issued by the Commissioner of Customs, in the name and on behalf of the Chinese Government. Licenses issued to Pilots not being Natives of China shall subsequently be *visé* and registered at the Consulate concerned.

2.—On the first of July each year every Pilot shall pay the sum of Five Haikwan Taels for the renewal of his License.

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 License, when required.

*Local Rule 9.*—Pilots' Licenses for the Port of Foochow shall be of two kinds, viz., Outside and Inside. Those for the Outside alone shall be given to Foreign candidates, and those for the Inside or Outside, or for both, shall be given to Chinese candidates. Foreign candidates who prove themselves competent to pilot vessels within the Kimpai Pass shall only be permitted to take charge of steam vessels up and down the river. Chinese Pilots shall also be allowed to pilot between the Pagoda Anchorage and the Foochow Bridge, provided they prove themselves competent.

GENERAL REGULATION 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.

*Local Rule 10.*—An Apprentice Pilot shall be entitled to an Examination after having served six months, and if found competent shall, whenever a vacancy occurs in the list of Pilots, be granted a License for six months to pilot all vessels not drawing more than 15 feet. At the expiration of that time he shall be granted a branch, provided that he has obeyed the Regulations and Local Rules, and that no accident has happened to a vessel under his charge through his own fault.

GENERAL REGULATION VII.

*Licensed Pilots: to whom subordinated; Unlicensed Piloting, etc.*

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, 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 License, or making use of another's License, 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 License to another will be proceeded against and dealt with in the same way, in addition to forfeiting his License.

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

*Local Rule 11.*—Every Pilot shall, when boarding an inward-bound vessel, hand to the commanding officer thereof his License, together with a copy of the Pilotage and Harbour Regulations.

*Local Rule 12.*—Every Pilot shall report himself at the Harbour Master's Office within 24 hours after arriving at Pagoda Anchorage, and enter his name in the Report Book for Pilots; each Pilot shall also report himself at the Harbour Master's Office before leaving the Anchorage for the purpose of taking a vessel to sea, or taking his turn on the Outside Station.

*Local Rule 13.*—In case of sickness Pilots shall forward Medical Certificates, and failing to do so, absence from duty for a period of three days shall render them liable to suspension.

*Local Rule 14.*—A Pilot shall not voluntarily leave the Port without the Harbour Master's written permission, and a Pilot having short leave, *i.e.*, in or near China, must not overstay such leave without reporting by letter and without good reason.

*Local Rule 15.*—The Harbour Master may grant any Pilot long leave, *i.e.*, leave of absence for one year, and for good reason six months' extension. Applications for extension of leave should be forwarded so as to reach the Harbour Master before the expiration of the original leave. When a Pilot overstays such leave, or is absent without leave for more than sixty days, his name may be struck from the list, unless he can show good cause why this should not be done.

The Licenses of Pilots going on leave shall be deposited with the Harbour Master.

*Local Rule 16.*—A Pilot while on leave shall not pilot a vessel in or out of this Port; he must first report his return to duty to the Harbour Master, and receive back his License.

*Local Rule 17.*—A Pilot carried off his ground, even though the fault be not his own, shall not pilot in the vessel by which he returns to port.

*Local Rule 18.*—Pilots shall report to the Harbour Master as soon as possible, either personally or in writing, the facts connected with any accident happening to a vessel while under their charge, and in case the vessel has touched or got aground, shall specify bearings of known objects, vessel's draught of water, time of tide, hour at which the accident happened, nature of the bottom, subsequent fall of tide, etc. In case the Pilot's duties prevent him from leaving the vessel or writing a complete Report, he shall at once send a note to the Harbour Master, stating the nature of the accident that has occurred, and whether the vessel is still in danger or not.

pilotage. But if any commanding officer of a vessel arriving at this port shall object to have his vessel taken to sea by the Pilot who brought her in, he shall state his objection in writing to the Harbour Master, who, if he see fit, may appoint another Pilot to take such vessel to sea.

*Local Rule 3.*—Outward-bound vessels shall not be left until well clear of all dangers within the limits of the Pilotage ground. Inward-bound vessels shall not be left until moored in a safe berth or taken charge of by a Harbour Pilot. No Pilot shall quit the vessel of which he is in charge, without the master's written consent, until the service for which he was employed has been performed.

*Local Rule 4.*—Pilotage fees at this Port due to Chinese Pilots, both inward and outward, shall be paid into the Harbour Master's Office, from which will be issued a written receipt. The sums thus received for outward pilotage will in each case be retained by the Harbour Master until he has seen by the entry in the Pilots' Book provided for that purpose that the vessel was conducted to the limits of the Pilotage ground without accident, and that the Pilot in every respect properly discharged his duty.

*Local Rule 5.*—Any outside Pilot carried off his ground, the fault not being his own, shall be entitled to compensation at the rate of \$5 a day and a return passage. Such Pilot must return to the Port by the first opportunity, or if detained away by sickness must at once forward a Medical Certificate according to Local Rule 13.

GENERAL REGULATION 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 Byelaws to be under them enforced at the several ports respectively.

*Local Rule 6.*—No person will be eligible as a Pilot unless he has first served as an Apprentice.

No Foreign applicant will be eligible as an Apprentice Pilot unless he can produce a master's or mate's certificate, and can prove having served as master or mate in a square-rigged vessel at least two years.

In the case of Chinese applicants, the Harbour Master will, in consultation with the Board of Examiners, verify the nautical qualifications of the applicant, and decide whether he is or is not fit to be accepted as an Apprentice.

*Supernumerary Pilots.*

*Byelaws.*—The master of any steamer trading regularly to and from this Port may, upon due notice and application from his employers or their agents, be examined as to his capacity to pilot the steamer of which he is master within the limits of the Pilotage ground of this Port.

Any such applicant shall, if the Board of Examiners think fit, be examined, and if found competent shall, on payment of a fee of *Hk. Tls.* 100, receive a Supernumerary Pilotage Certificate, containing his name, with a specification of the steamer and the line of steamers in respect to which he has been examined.

Such Certificate shall enable the person therein specified to pilot the steamer therein named or any other steamer of the same line or company. It may be cancelled by the Harbour Master for incompetency, subject to appeal to the Consul concerned.

GENERAL REGULATION III.

*Board of Appointment: how constituted.*

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.

*Local Rule 7.*—For the purpose of convening a Board of Appointment, written notice shall be served by the Harbour Master upon a Senior Pilot at least 24 hours before his presence is required, and such Pilot, after receiving the said notice, shall appear at the place at the time named, and take part in the proceedings of the meeting.

*Local Rule 8.*—With the exception of the Harbour Master, each member of a Board of Appointment called for the purpose of examining applicants for a Pilot's License shall receive a fee of Ten Mexican Dollars. The fee for a Pilot's License at this Port shall be Ten Taels.

GENERAL REGULATION 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 License withdrawn, and also any candidate who is unable to produce Consular Certificates as to character, etc.

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 Licenses, each member having one vote in the ballot; but in the absence of the Consul concerned, the Harbour Master shall have a casting vote.

## CHINESE PILOTAGE SERVICE.

### General Regulations, with Local Rules, for the Port of Foochow.

#### GENERAL REGULATION I.

##### *Byelaws and Local Rules.*

1.—Byelaws 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.

2.—The number of Pilots for the Port of Foochow shall be for the present 10 Outside and 15 Inside.

3.—The Pilotage ground for the Port of Foochow shall be divided in two sections, viz. :—

Outside and Inside. The Outside ground shall be defined as extending from the line White Dogs and Matsou and Quing islands in as far as the Sharp Peak Anchorage; and the Inside ground as extending from the Sharp Peak Anchorage to the upper limits of the Pagoda Anchorage.

4.—The Pilotage Charges at the Port of Foochow shall be as follows, viz. :—

##### *Between the Limits of the Outside Pilotage Ground.*

For all vessels.....\$ 5.00 a foot.

##### *Steamers from Pagoda Anchorage to Sea, and vice versa.*

If drawing 18 feet and under .....\$ 6.00 a foot.

If drawing more than 18 feet .....\$ 7.00 „

##### *Between Sharp Peak and Pagoda Anchorage.*

For all vessels .....\$ 3.00 a foot.

Sampan, if employed between the Pagoda and Sharp Peak for  
towing .....\$ 1.00 each.

Coolies, if employed between the Pagoda and Sharp Peak for working  
Ship .....\$ 1.50 „

##### *Between Pagoda Anchorage and Foochow Bridge.*

For all vessels.....\$ 2.50 a foot.

##### *For Vessels in tow of Steamers.\**

Inside Pilotage .....\$ 2.00 a foot.

Outside Pilotage.....\$ 3.00 „

\* The said Steamers to be of sufficient power to tow them to sea against the tides and ordinary winds.

*Local Rule 1.*—Pilots shall not demand more nor accept less money for piloting vessels than the amount authorised by the Tariff

*Local Rule 2.*—Any Pilot bringing in a vessel from sea shall, by himself or one of his boat's company, be entitled to pilot her to sea when she next leaves the port, unless in the meantime a complaint for misconduct or incapacity shall have been made against such Pilot and proved before the Harbour Master. Any Pilot who shall take such vessel to sea without the consent of the Pilot who brought her in (such last-mentioned Pilot or one of his boat's company being ready and offering to take her to sea) shall pay to the Harbour Master, for the benefit of the Pilot entitled to perform the service, a sum equal to the legal outward

CHINESE PILOTAGE SERVICE.

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GENERAL REGULATIONS,

WITH

LOCAL RULES,

FOR THE

PORT OF FOOCHOW.

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Printed by KEE SHING, Foochow.

AUG. 1909.

3-0067

0112

# CUSTOMS REGULATIONS

FOR THE

## PORT OF FOOCHOW.

I.—The Port shall be considered to have been entered by any vessel that has passed Kimpai.

II.—On entering the Port, Tidewaiters will be placed on board.

III.—The places at which the shipment and discharge of cargo must take place are Pagoda Island and that part of the river between the Bridge and the Teenhow Temple.

IV.—Vessels must, within 48 hours after entering the Port, deposit with the Consul their Papers and Manifests. If there be no Consul, these must be deposited with the Customs.

V.—Manifests must be signed by Masters of vessels, and must contain all particulars—quantity, marks, numbers, etc.—and any changes must be made within 24 hours.

VI.—Lading and discharging of cargo or ballast can only take place between sunrise and sunset, and cannot go on without special permission on Sundays or holidays.

VII.—When ready to discharge cargo, the Consignee must send to the Customs an application in Chinese (and English), giving full particulars of the goods to be discharged, on which he will be furnished with a Permit to remove his consignment from the ship by which imported, and place the same on board a cargo-boat. The cargo-boat must then repair to the Customs Jetty, in order that the goods may be examined and assessed for Duty; a Customs Memo. will thereon be issued, which the Consignee must take to the Government Bank, when, on payment of the Duty as noted in the Customs Memo., he will be supplied with a Receipt; this Receipt he must then take to the Office of Customs, in return for which he will be handed a "Duty Paid Order," upon which he may remove his consignment from the Customs Jetty, and place it in his godown.

VIII.—In the case of goods to be shipped, the Shipper must send them to the Customs Jetty for examination, with an application in Chinese (and English) for a Permit to Ship, containing all necessary particulars. The goods will then be examined, and a Customs Memo. issued, and on production at the Office of the Bank Receipt, a "Duty Paid Order" will be issued, upon which the shipment may take place.

All cargo-boats proceeding to or from the ships at the Pagoda Island must call at the Pagoda Station for examination.

IX.—Goods "shut out" must be taken to the Customs Jetty for examination before being re-landed.

X.—All Cargo-boats must be registered at the Custom House, and must have their respective numbers conspicuously painted on them in English and Chinese characters. Without special permission, no cargo can be landed or shipped except in a cargo-boat duly registered and numbered.

XI.—Before application being made for the Customs Clearance, the Export Manifest must be handed into the Customs.

XII.—No transshipment can take place without special written permission.

XIII.—Drawback and Exemption Certificates will be issued simultaneously with the Permits for the shipment of the goods covered by them; and Exemption Certificates for goods, Duty paid at other Ports, must be presented simultaneously with the application for Permit to Land.

XIV.—Any infringement of the above Rules will entail the enforcement of the penalties provided for by the Treaty.

The Custom House is open for the transaction of business from 10 A.M. to 4 P.M., Sundays and holidays excepted.

All applications regarding Customs business should be addressed to the "COMMISSIONER OF CUSTOMS."

OFFICE OF MARITIME CUSTOMS,

FOOCHOW, 15th July 1861.

3-0067

0113

国立公文書館 アジア歴史資料センター

Japan Center for Asian Historical Records

<http://www.jacar.go.jp>

宣統三年六月廿一日

普通書



公第五五五號

受第一三〇八一號

福州口港則及水先規則改正件  
該則送附一件

香港、汕頭、廈門諸法規類去四月十八日分第三  
四号ヲ以テ脚送附ニ及ヒ置キ知事後去五月  
中港則及水先規則ニ多少ノ修正ヲ加ヘ其程  
右新規則印刷出来キニ付別紙ニ送及所送  
附キ右申進キ致具

明治三十九年六月二十八日

在福州

知事高橋橋太郎



外務大臣子爵林董殿

在清國福州日本領事館

3-0067



5110

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### 閩海關理船指泊章程

一福州口界限自金牌關江一帶直至嵩臺橋爲界  
二凡船進福州口並不駛至南台惟在羅星塔停泊起下貨物則應在停泊界內停泊即下自兩岸有江牌牌處起直至馬尾江之馬尾礁與烏尾礁對直正西河岸爲停泊輪船界限

三凡船進福州口直駛至南台停泊起下貨物則應在嵩臺橋以下義和洋行以上當中處所停泊起下貨物倘非請領有本關特准之專單不得在他處界外起卸  
四凡船進口駛近泊界如見有指泊員前來即應停船等候指泊員上船以便引進界內指泊處所如已駛近泊界並未見有指泊員或理船廳所派之員到船各該船隻亦可由原引水人引進泊界撥妥處停泊

五凡船停泊處所須悉聽理船廳或理船廳所派之員指示倘未奉理船廳准單不准擅自移動惟理船廳諭令移泊該船必須遵照  
六凡船下錨每錨之鍊必須強緊並應將鍊時常整理以免攪亂  
七凡船隻在停泊界內日落以後日出以前應懸掛白色明燈兩盞一懸在頭桅之上使人易見其燈離船面至少不得在二十尺內一盞則懸於船尾  
八船隻到口船內若有瘟疫傳染之症或有患疑似等病之人或該船開離未後出口之埠有搭客或水手在途病斃或船內帶有屍骸並無准其載運之准單者凡有以上各情均不准遽行駛入停泊界內必須先在泊界外停船於前桅懸掛黃色警旂倘非得有理船廳准單不准有一人私行上岸及擅自登船各該引水帶船之人應於上船時即將此章切實詳告船主知照

九凡各船一經駛進福州口界限內所有鑪火火號等類倘非請有理船廳准據均不得燃放  
十各船內壓載砂石及煤炭均不准拋棄港內即自MIN閩字警船浮起至南台萬壽橋止所有砂石灰土必須用小船起駁至岸上潮漲最高之界以外傾卸其盤卸壓載過小船時尤應小心免使砂石灰土等漏入水中  
十一凡船進口裝有轟炸藥料及各項危險之物除火油外其餘無論裝載多少必須離泊界二里外停泊等候理船廳如何指示方准起駁上岸  
十二凡船進口裝有火油或易於引火及別項危險之物日即應於前桅懸掛紅旗夜則懸掛紅燈一盞其日出以前日落以後俱不准起下貨物  
十三凡船在泊界內除初進口或將出口及各例應吹號之事准其放氣雷吹號外餘均不准無故吹號

十四各船行非得理船廳准單不准安設浮橋所有理船廳允准安設浮橋及指定處所則所有浮橋應用錫鍊亦需呈由理船廳核准其已設在水面之各浮橋均歸理船廳管轄倘有浮橋設未合宜有碍行船或侵碍他船停泊地位理船廳諭令移置該船行必須遵照如有不遵等情由理船廳自行移徙所有費用歸該船行賠補  
十五除海關巡船及巡捕船引水船之外所有各項小船無論華式洋式及小輪船駁船夾板船等類均不准於船隻到口尚未拋下第二錨停泊安當之前遽行駛傍船旁

十六凡船若未領得起下貨物准單所有駁船均不准遽行駛傍船旁在海關尚未開工辦公時亦不准駁船緊靠該船停泊除非該船於黑夜及放假禮拜等日預領有特准起下貨物准單方准駁船攙靠倘各船主不欲駁船攙靠莫由海關禁止各駁船應即離開其舢板夾板等船必須有本關編掛號碼者始准上船起下客人行李貨物惟確係本人自己之船并非租僱者不在此例

十七漁船於無論何處水道凡有船隻往來航路之內均不准將船橫截江面及將漁網散佈致碍行駛  
十八若船主欲用引水或欲移泊或欲入塢必須預先報明理船廳核准至所用華引水應給帶船進出各費亦當送由理船廳轉交  
十九以上所定各章程經本口各國領事官核准倘有違悞係有和約之國則由該管領事官科罰如係未經立約者則由海關科罰惟均不得過一百元之限

光緒三十二年四月

日給

光緒三十二年四月

Custom House, Foochow,  
Kwang Hsi 32nd Year, 4th Moon (May, 1906.)



14. No Buoy may be laid down without the sanction of the Harbour Master and his approval of the Moorings by which it is to be held in position. Buoys already laid down are subject to the control of the Harbour Master, and when they are so placed as to obstruct the passage of vessels through the harbour or are not so moored as to economise berthing space, the Harbour Master will be at liberty to order their removal.

In case of refusal or neglect on the part of the owner of a Buoy to shift its position as directed by the Harbour Master, the latter may cause it to be removed at the risk and charge of the owner.

15. With the exception of Customs boarding and police boats and pilot boats, no small craft of any kind, foreign or native, including steam-launches cargo-boats and house-boats are permitted to go alongside an arriving vessel until she is moored (*i. e.* her second anchor is down.)

16. Cargo boats are forbidden to make fast to vessels unless such vessels have permits to work. Cargo boats are also forbidden to make fast to or lie alongside of vessels outside Customs working hours, unless such vessels have Holiday, Night, or Sunday Permits.

Cargo boats must not remain alongside steamers or sailing vessels when ordered away by the Customs Officers acting upon the request of the master of the vessel.

Only *numbered* Sampans and House-boats (excepting *bona-fide* private boats, not for hire) may be allowed alongside vessels to embark or receive passengers, luggage, or cargo.

17. Fishing boats are prohibited from planting nets in the Fairway, or in any manner obstructing the ordinary navigable channels.

18. Applications for the services of Pilots, or for permission to shift berth, or go into dock, must be addressed to the Harbour Master, to whom also all payments of fees due to Chinese pilots for either inward or outward pilotage must be made.

19. These Regulations have been assented to by the Consuls at this port; and a breach of any of them, will be punished by a fine not exceeding One Hundred Dollars,—to be inflicted on the offender by his Consul if the offender be the subject of a Treaty Power, or otherwise by the Superintendent of Customs.

E. B. DREW,  
*Commissioner of Customs.*

Custom House,  
Foochow, May, 1906.

3-0067

0115

## PORT OF FOOCHOW.

### CUSTOMS HARBOUR AND MOORING REGULATIONS.

1. The Port includes all that part of the River Min between the Kimpai Pass and the Stone Bridge across the river at Foochow.
2. The anchorage known as the Pagoda Anchorage, within the limits of which all Foreign vessels (excepting those going up the river to Foochow) shall lie when loading or discharging, is that part of the River above the Lower Limit marks "L L" on either side, and below a straight line running West from Mamoi Point to the opposite side of the River.
3. Vessels proceeding up the River to Foochow, shall load and discharge between the Stone Bridge and Messrs. Jardine, Matheson & Co.'s jetty, *unless special permission is obtained from the Customs Authorities to work elsewhere.*
4. Any vessel nearing the Anchorage shall be stopped below the Lower Limit, if the Harbour Pilot be seen approaching, to allow him to come on board and take charge; but if such vessel is not boarded by the Harbour Pilot, or by a deputy of the Harbour Master, the pilot on board shall moor her in a safe berth.
5. Vessels shall take up the berths assigned them by the Harbour Master, or by his deputy, and shall on no account change berth without first having obtained permission from the Harbour Master. They shall however shift berth if required to do so by the Harbour Master.
6. All vessels shall be moored taut, and shall keep a clear hawse.
7. All vessels lying in the Anchorage shall exhibit from sunset to sunrise two bright lights; one, the Riding Light, where it can be best seen, not less than 20 feet above the deck, and the other at the stern.
8. A vessel arriving with a contagious or infectious disease on board, or a disease regarding the contagious or infectious nature of which there may be doubt or suspicion, or a vessel any of whose passengers or crew have died since leaving last port, or on board which there is a corpse other than one regularly shipped as freight, shall not come nearer than the Lower Limit of the Harbour. She must fly at the fore the Quarantine or Plague flag (Q or L) and must allow no one to embark or to disembark without permission from the Harbour Master's Office.  
*N.B. Pilots in charge of vessels should inform commanders of this rule.*
9. Cannon, small arms, rockets, or other signal lights shall not be fired on board any vessel within the limits of the Port (Rule 1.) without written permission from the Harbour Master's Office.
10. Ballast or Ashes must not be thrown into the River between Min Reef Buoy and the Stone Bridge at Foochow, but must be put into ballast boats and landed above high water mark. *Care must be taken to prevent any ballast, etc., from falling overboard in handling.*
11. Vessels arriving at the port with Explosives or other dangerous cargo in whatever quantity (except Kerosene), shall anchor or moor one mile below the Lower Limit of the harbour and shall abide by the instructions of the Harbour Master concerning discharge.
12. Vessels arriving with Kerosene or other inflammable or dangerous cargo shall exhibit a red flag at the fore by day and a red light at night. They shall not work any cargo between sunset and sunrise.
13. Except for some reasonable purpose, *e. g.* to signal their arrival or departure, vessels are forbidden to blow their steam-whistles or sirens within the limits of the Anchorage.

to allow him to come on board and take charge ; but if not boarded by the Harbour Pilot, or by any one from the Harbour Master's Office, the Pilot in charge shall moor such Steamer in a safe berth.

5.—Vessels shall take up the berth assigned to them by the Harbour Master, or by any person sent on board by him for that purpose, and shall on no account remove from it without first having obtained the permission of the Harbour Master. They shall however shift their berth if required to do so by the Harbour Master.

6.—All vessels shall be moored taut, with thirty fathoms on each chain, or more, if the Harbour Master so directs, and shall keep a clear hawse.

7.—Vessels are required to exhibit lights as laid down in the Regulations for Preventing Collisions at Sea."

8.—All vessels lying in the Anchorage, shall rig in jib and spanker booms, and shall cockhill, or brace sharp up, their lower and top sail yards if required to do so by the Harbour Master.

9.—A vessel arriving with a contagious disease on board shall not come nearer than one mile below the lower limit of the Harbour, shall fly at the fore a Yellow flag, and shall not allow any one to disembark or come on board without permission from the Harbour Master's Office.

10.—No Pitch or other inflammable substance to be boiled on board any vessels in the Harbour.

11.—Merchant vessels shall no fire off cannon or small arms within the limits of the Port without written permits from the Harbour Master.

12.—Vessels arriving at this port, and having on board as cargo, in whatever quantity, any high explosive or the specially prepared constituents of such shall [except as provided in clause 13 of these Regulations] anchor at least one mile below the Lower Limit of the Harbour, and fly a red flag at the fore, and shall abide by the instructions received from the Customs concerning the discharge of the same.

13.—Vessels wishing to proceed to the Foochow Arsenal to discharge explosives will be allowed to do so : but they must not come within the limit specified in clause 12 of these Regulations without first obtaining permission from the Chinese Authorities. Vessels taking explosive cargo on board from the Foochow Arsenal will also not be allowed to anchor less than one mile below the Harbour limits.

14.—No Ballast or Ashes or anything that will sink shall be thrown overboard within the Port limits, but shall be landed at some place above high water mark approved of by the Harbour Master. All vessels discharging Ballast shall employ only the duly registered Ballast boats, and shall have a sail or tarpaulin nailed underneath the port to keep the ballast from falling into the water.

15.—The blowing of steam whistles or sirens, except for the purpose of signalling in accordance with the Regulations for Preventing Collisions at sea or for the purpose of warning vessels of danger, is forbidden.

16.—No Buoy may be laid down without the sanction of the Harbour Master, and his approval of the moorings by which it is to be held in position. Unoccupied Buoys must be lighted from sunset to

sunrise. Buoys already laid down are subject to the control of the Harbour Master, and when they are so placed as to obstruct the passage of vessels through the Harbour, or are not moored in such a way as to economise berthing space, the Harbour Master will be at liberty to order their removal.

In case of refusal or neglect on the part of the owners of a Buoy to shift its position as directed by the Harbour Master, the latter may cause it to be removed at the risk of the owners thereof.

17.—All applications for the services of Pilots, or for permission to change berth or to go into dock, must be addressed to the Harbour Master, to whom also all payments of Pilotage Fees, due to Chinese Pilots, both inwards and outwards, must be made.

18.—A Breach of any of the above Regulations will be punished by a Fine, not exceeding One Hundred Dollars which will be inflicted upon the offender by the Consul of the nation to which such offender belongs, provided such nation be a Treaty Power, otherwise by the Superintendent of Customs.

# HARBOUR REGULATIONS

FOR THE

## PORT OF FOOCHOW.

The following Regulations have been agreed to and sanctioned by the Treaty Power Consuls at the Port, and are now published for the information and guidance of all concerned.

By Order of the Inspector General of Customs,

WALTER LAY,  
*Commissioner of Customs.*

Custom House,  
Foochow, 6th June, 1900.

1.—The Port includes all that part of the River Min between the Kimpai Pass and the Stone Bridge across the River at Foochow.

2.—The Anchorage, known as the Pagoda Anchorage, within the limits of which all Foreign vessels (excepting those going up the River to Foochow) shall lie when loading or discharging, is that part of the River included between a straight line running S. E. from Losing Island to a white square marked on the Rocks on the opposite side of the River, having the letters L.L. in black inscribed therein, and a straight line running W. from Mamoi Point to the opposite side of the River.

3.—Vessels proceeding up the River as far as Foochow, shall load and discharge between the Stone Bridge and Messrs. Jardine, Matheson & Co.'s Jetty.

4.—All sailing vessels, on arrival, shall remain below the lower limit of the Harbour until boarded by the Harbour Master or his deputy who will assign them a berth. Any Steamer, other than those mentioned above, shall, if the Harbour Pilot be seen approaching, be stopped below the lower limit

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PORT OF FOOCHOW.

PILOTAGE REGULATIONS.

(CHINESE VERSION.)

章分水引口州福並條專程章水引

章分口本

第一款 引水所 得引費 不應多 收亦不 宜少受 總須遵 照章程 所列一 定之費

第二款凡引水人引船進口 如非該船主到理船應控其 不合之處至該船出口時亦 惟原帶進口之引水人或 派其夥伴引帶出口如有別 個引水擅自引帶該船出口 者所得工價應按所定引費 原價全數繳送理船廳發還 原帶進口之引水人倘有船 主不悅原帶進口之引水則 當通知理船廳若廳許其所 請即代為另覓引帶

第三款引帶船隻 出口該引水須引 過引港界內各危 險之處方可離船 至引船進口須待 停泊安穩港面或 有口內引水人接 辦方可交卸惟引 水人既承辦引帶 事務非有船主手 書准其離船必須 引務完妥方可

第四款本口各船 應給華民引水進 出口引費均應交 理船廳收存發給 收單惟引帶出口 引費須逐一均存 理船廳處俟闡明 引港冊內知該引 水所帶船隻至引 港界限俱已照章 盡職引帶平安方 行給發

也擬定宜章分口各款一第

一凡各口應定 之分章及定 明引水之界 限並應用引 水者若干名 其引水各費 一切事宜均 應由理船廳 準情酌理約 與各國領事 官並通商總 局妥為擬定

二福州 口引 界限應分口 外口內兩段 口外界限係 自白犬馬祖 君山一帶至 滄石為界口 內界限係自 滄石至羅星 塔以上一帶 為界

四福州口引費定章列左 凡在口外界限所引各船俱以船身吃水每尺 引費五元惟火船由羅星塔出口或進口至羅 星塔船身吃水十八尺或十八尺以下每尺引 費六元如吃水至十八尺以上每尺引費七元 若在滄石以內至羅星塔所引各船俱以船身 吃水每尺引費三元或有另用小船拖帶者每 隻小船加引費一元另添僱人夫者每名工費 一元半又各船自羅星塔至福州大橋港船身 吃水每尺引費二元半被火船所帶之船如在 口內引帶者船身吃水每尺引費二元口外引 帶者船身吃水每尺引費三元 該火船須有船力能 常備時常風潮者

第五款凡口外引水非自己悞帶越界有因意外之事帶出引港界外者每日應補銀五元並應給與回歸盤費該引水應即立歸本口如因病就延須按本口分章之第十三款送到醫生憑據

第二款引水者宜寬其募也

一凡華民及有條約各國之民於欲充引水者均准其一體充當惟遇有缺出即應由考選局按照現定之章程並本口之分章揀選充補  
第六款凡充當引水者須由當過學徒之人如洋人欲當引水學徒須有船主或二副之憑據聲明極少已在方蓬船當過兩年此缺者方可至華人欲當引水學徒則由理船廳會同考選局查其帶船一切事務果否熟悉堪為引水之學徒  
額外之引水人常到本口火船之船主有由行東或代理行東稟稱查該船主熟諳引帶事務者方許該船主帶領本船進出本口界限之內如有此項前來考選局請考引帶事務果係熟悉者該船主應繳規費銀一百兩給與額外引水專據內載該船主姓名船名並該公司火船之船名一切嗣後該船主不但引帶自己本船即該公司各船亦可引帶如有不諳引務之處由理船廳飭專據許該船主赴領事官處稟訴撤換原委

第三款各口宜立有考選局也

一凡通商口岸每年應由理船廳約同各領事官並通商局將其可作考選之姓名預為錄示以資幫辦考選之事俟有引水缺出即由理船廳於所錄之人中簽掣二人督同引水董事辦理考選之事

第七款如欲邀集考選局人員理船廳須預出一單於二十四點鐘之前將單交與引水董事該董事接單後須按所訂時刻赴局聚會  
第八款除理船廳外凡考選局所有考驗引水之人員各應收規費銀十元至本口引水執據規費係銀十兩

第四款考選引水之人宜慎也

一凡有缺出應有考選局榜示招募引水以八日後由考選局會齊考試  
二備考者其中倘有會考引水因事故而斥革者或未充引水而無本國官籍者此二項人均不准濫膺赴考  
三凡備試者勿庸納有規費等項考選局應合眾秉公考試於眾人中擇其最優者以為入選然在備試中雖為最優使其於引水之事仍非有實在本領亦甯缺而毋用以免貽誤  
四備考者其各人同有考選局中與否從眾為定如領事委員均不在局其有各執己見者則以理船廳為定評  
五局內在事

第五款充引水者宜給執據也

一凡考選局派充引水者應赴稅務司由稅務司代地方官發給引水字據請領字樣者如非華民應令該引水赴本國之官處將字據呈驗掛號

二每年夏季引水各人應赴關將所領字據呈驗後續行領回並繳呈續領之費關平銀五兩在福州口洋人引水須照第五款第二條章程辦理其華人引水應於所得引水工錢每百兩內提出五兩交與海關理船廳查收以為領據之費

三凡領有引水字據者發給引水章程並該口專條一有索看者即應並字據隨時呈出

第九款引水執據應分別為口內外洋人引水祇能承領口外執據華人引水則無論口內外或並口內口外之執據俱可承領倘洋人果能熟悉金牌以內引水事務祇准其引帶火船進出華人果能熟悉引水事務更准其引帶羅星塔至大橋一帶

第六款學徒引水者宜有制定也

一凡已領字據之引水應准其各帶學徒一名須先赴理船廳報明並願保其學徒之人請領學徒之專照方准攜帶  
二凡學徒領有考選局勝選憑照者如遇外需情事由理船廳於此項人內揀派數人准其在當時特定之界限暫行引水

第十款凡引水學徒學至六個月後理應考驗果能熟悉引水事務遇有引水缺出則准其先領六個月引水字據試帶各船吃水在十五尺以下者至於滿期果皆熟悉安分俱能按照引水章程及本口分章其所帶船隻雖遇有不測並非引帶之過且准其在界限一帶之內引帶

第七款引水宜聽制於船理也

一凡領有引水字據者或係獨作引船之事或係公同作引船之事均屬可行惟俱歸理船廳管理諭示一切皆須一體遵守奉行倘有違背者或暫撤執據或將執據撤銷皆由理船廳辦理惟仍准該引水限三日內赴領事官處稟訴撤換原委

二凡引水者若犯關章或另有違犯由領事官懲辦亦可由理船廳暫撤執據或撤銷執據引水者仍可在三日內赴領事官處稟訴撤換執據之原委

三凡查出引船而無引水字據者或係假借他人字據應由理船廳知會其該國官照其本國例治罪凡領有字據者而借與他人除由理船廳將其字據撤銷辦理外亦應知會該國官照例治罪

四凡船主若工若私以無字據之引水人引水者由該領事官罰銀一百兩  
第十一款凡引水人如遇洋船行駛進口當上船時即將執據及引水章程並本口防護染疫章程及理船指泊章程統交與該船主看驗

第十二款凡引水人引帶船隻至羅星塔後當於廿四點鐘內親詣理船廳稟報並書名於引港冊內至於引船離羅星塔出洋及輪班應往港外候帶船隻者亦須先面稟理船廳方可

第十三款凡引水人如有犯病候工須有醫生憑據交理船廳看驗倘無憑據呈驗候工三日即罰其停止引帶

第十四款凡引水人不得任意擅離本口總須先稟理船廳給有准假之單方可所有已奉准短假之引水人或在中國或近中國之地不得逾過假期倘果係要務亦須飛稟理船廳

第十五款理船廳可准引水人一年之假倘更有重要緣故可再准加六個月如該引水欲於原假展期必須稟請理船廳其稟須在理船廳收到於原假未滿期之先設非有要故逾過假期或未先請假離口六十天倘未回口即將該引水姓名裁革凡引水人請假離口者其執據應繳理船廳收存

第十六款凡請假之引水人雖非自己帶引帶界其將船隻進出本口惟須先向理船廳報到請回執據後方可

第十七款凡引水人當承辦引帶時倘遇船隻不測當將緣由速稟理船廳或面陳亦可如有擱淺當指出易見之物以為準頭並將船身吃水若干潮漲時候擱淺時刻水底形跡潮落尺寸一一陳明如引水人事務未竣不能離船並難以稟一切須趕緊致信與理船廳稟陳所遇不測情形並報明該船曾否出險平安

第十八款凡引水人當承出口之船如有船身小損受水並帆布繩練水手不敷及船主不肯照願該引水應需工夥小艇之數該引水可以面辭不為引帶一面稟候理船廳核示

第十九款凡各船主該船係本口有執據之引水領帶遇有不測疑係引水失慎以及酒醉並不請引帶事務速將該引水實在劣蹟報明理船廳由廳查明確實即將案據擬定刑罰知會該管領事官查辦凡引水人如有此等劣蹟被人控告即應停止引帶俟查訊後再行定奪惟查訊一節理船廳與領事不得久延

第二十一款

凡引水人倘有知覺本口沙線港汊變遷船隻不測之事並燈樓標桿浮樁及事隸理船廳所應管各節即速面陳理船廳或飛稟馳報

第二十二款引水各船

艇除風颶及食用缺乏或船身有損不得不駛入口外平日均應常在沙痕外巡邏所有口外引水船隻未稟理船廳並未由廳給有准單不得過頭江以上如係引水之廢艇則不關例禁凡隨時有引水船艇必須修理者遇有引務餘閒則准一名引水前往監修

第二十三款引水船艇應備有執

據之人赴洋船引水不得別備無執據之人上至何船承領引帶事務倘有洋船於所到之處掛旗招覽引水適無有執據之引水人在場斯時船主願僱無執據之引水則准其暫行引帶惟自登舟起至駛到芭蕉尾進南止船上仍須掛招引水之旗並力助有執據之引水人使之得以登舟帶領又當使所帶船隻行駛平安若該船未至內沙積之先即經有執據引水登舟接帶則無執據者准其勻分進口引費一半

第二十四款

凡引水人倘有執據引水人在船料理若遇有執據引水於該船未進港汊之先欲上船領帶因無執據引水人從中不相幫助致不得登舟該船引費應全歸有執據者收領

第二十五款凡引水

人引帶火船入港應在於所定界限之下倘遇是時潮漲船頭向東以待口內引水人或替代之人上船任便接帶如及時未遇口內引水上船則口外引水可以帶領該火船停泊安穩之處不得混泊於香港及通商口岸來船定處地方

第八款引水船隻宜定章也

一凡引水之船應由該引水將其船名船式大小及該船水手姓名開具清單一併呈報由理船廳發給執照後須將引水船字樣第幾號書明於船尾及篷上其旗須掛四方之式上半黃色下半綠色該船原有之本國牌照或存於領事署內或存稅司處皆可該引水果遵照各節方准該船在本口及引水界限內任便往來並免完納船鈔稅司理船廳派人在其界限內往來或號船及望樓運取應用物件有理船廳吩咐其引水船即應任為使用

二引水船隻每年夏季應交出字據費銀十兩自西曆一千八百七十九年七月初一日起在本口減去十兩

三凡引水遇有緊急引務乘坐未經掛號船隻准將引水旗號暫懸掛若平時未奉有執據者特允不得擅行常用此無字據之船隻

四凡遇有未經掛號船隻無領引水人在上擅行懸掛引水旗號應將船戶或僱用此船之人知會該管之官照例查辦

五凡引水船艇並無引水人在上或亦無學徒在引水時不得懸掛引水旗號

第六款凡引水之船兩旁應書引水人或引水船字樣須十二英寸之大色要分明

第九款船隻進口宜有分別也

凡船將至泊通商口岸及香港東洋等處前來者應懸紅白旗

一如從外洋口岸前來者應懸白旗

三一如並未裝貨物應懸黃旗

四一如火藥或火藥引火之物應懸紅角旗

第二十七款以火藥或火藥引火之物第一二三條現准不必拘守

第十款口內泊宜制定也

一凡遇船隻駛至停泊地界應由口內引水前赴接領按照理船廳所指之處將船停泊其或應行改泊及進出修廠來去碼頭並復行出口一切事宜均應由口內之引水照料

二凡理船廳料理停泊事務宜酌體船工經紀之便如有船不遵指定處所擅自移泊他處則可由稅司將該船開船起貨下貨各准單並出口紅單暫准發俟其遵照改泊後再為辦理

三凡停泊之處宜聽理船廳指示未經奉有特發准單不得擅行移離

四凡口內  
引費由  
理船廳  
照後開  
之例代  
收進出  
改泊處所  
來去碼頭  
每十元  
費

第二十  
九款欲  
僱引水  
者須面  
詣理船  
廳說明  
或致函  
到廳相  
招亦可

第二十八款引  
水人應查詢引  
帶船之船主有  
無例外多帶火  
藥及別樣引火  
之物該引水人當  
下錨於離口下  
界三里之下並  
請船主懸掛馬  
黎阿旗號第五  
或通商旗號B  
號於頭桅之上

以上引水各  
章程當經交  
與駐劄福州  
口各國領事  
官妥商一切  
已於光緒三  
十二年四月  
二十三日均  
經照允本稅  
司即於四月  
二十六日頒  
發俾得週知

E. B. DREW.

COMMISSIONER OF CUSTOMS.

CUSTOM HOUSE,

FOOCHOW, 19th MAY, 1906.

3-0067

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GENERAL REGULATION 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.

Local Rule 27.—The first, second, and third clauses of this Regulation will not be enforced for the present.

GENERAL REGULATION X.

Harbour Pilots; Vessels in Harbour; Berthing, etc.

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 the 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 follow:—

Docking or undocking..... } \$10 in full.
Shifting a vessel's berth ..... }
Taking a vessel to and from a wharf... }

Local Rule 28.—Pilots are required to ascertain from the masters of vessels which they pilot into port whether there is any gunpowder or other explosive material on board beyond the customary stores. In each case, when such material is known to be in the vessel, the Pilot must anchor her at least one mile below the lower limit of the Harbour, and must request the master to set No. 5 Marryatt's, or B Commercial, Code at the fore.

Local Rule 29.—All applications for the services of Pilots shall be made by the individuals requiring them, either personally or in writing, at the Harbour Master's Office.

The foregoing Regulations and Local Rules for the Pilotage Service at the port of Foochow were agreed to at a Meeting held at H. I. R. Majesty's Consulate on the 16th May, 1906.

Seal. (Signed.) N. SCHOUISKY,
Consul for Russia and Denmark,
and Senior Consul.

Seal. (Signed.) G. SIEMSEN,
H. G. M.'s Consul, & Vice-Consul
for Sweden and Norway.

Seal. (Signed.) H. F. BRADY,
H. B. M.'s Consul (officiating at
Foochow), and Consul for
Austria-Hungary.

Seal. (Signed.) K. TAKAHASHI,
H. I. J. M.'s Consul.

Seal. (Signed.) L. FLAYELLE,
Consul de France.

Seal. (Signed.) JOHN C. OSWALD,
Netherlands Consul.

Seal. (Signed.) A. P. SIMPSON,
Consul for Mexico, and Chairman
Chamber of Commerce.

Seal. (Signed.) E. CARLETON BAKER,
American Vice-Consul in charge.

E. B. DREW,
Commissioner of Customs.

Custom House,
Foochow, 19th May, 1906.

*Local Rule 19.*—If a vessel leaving port be unseaworthy by reason of being leaky, insufficiently found in sails, ground tackle, crew, or from other causes, or if the extra men or sampans provided by the captain for working down river be in the Pilot's judgment inadequate, the Pilot may refuse to take charge until he reports the case to the Harbour Master and gets his instructions.

*Local Rule 20.*—The commanding officer of any vessel that meets with an accident while in charge of a Licensed Pilot of this Port shall, if he consider that such accident has been caused by incompetence, carelessness, or drunkenness on the part of the Pilot, report the same to the Harbour Master without delay. The Harbour Master will then, if the matter be of sufficient importance, hold an official investigation into the circumstances connected with the case, and if he find such accident to have resulted from any of the above-mentioned causes, shall refer the case, with all the evidence, to the Consul concerned, at the same time recommending such punishment as he (the Harbour Master) shall think fit to be imposed. When a complaint has been entered against a Pilot as above, he shall be deemed suspended until his case has been investigated; provided, however, that there shall be no unnecessary delay in the investigation of such case on the part of the Harbour Master or the Consul.

*Local Rule 21.*—Pilots cognizant of changes in shoals or channels, alterations of any kind in the river, accidents to vessels, lights, beacons, or buoys, or any other like occurrence affecting the Harbour Master's Department, must report the same, in person or in writing, to the Harbour Master without delay.

*Local Rule 22.*—Pilot-boats shall at all times be kept cruising outside the Knolls, unless driven in by bad weather or in want of supplies, or disabled; and no outside Pilot-boat, except she be in a disabled condition, shall be allowed to come up the River above the village of Quantao without written application being made to the Harbour Master, and his written consent thereto being obtained. Whenever it shall become necessary for a Pilot-boat to be laid up for repairs, the Harbour Master will, unless the requirements of the shipping demand the attention of all the Pilots, allow one of them to superintend such repairs.

*Local Rule 23.*—No Pilot-boat shall put any other person than a Licensed Pilot on board of any vessel for the purpose of piloting her, unless there are no Licensed Pilots within signalling distance, and then only at the request of the master of such vessel, in which case such unlicensed person shall keep the Jack flying at the fore until Sharp Peak Point bears north, and shall also afford every facility consistent with the safety of such vessel to enable any Licensed Pilot to come on board and take charge. In such case, when a regular Pilot shall take charge before the vessel has arrived on the Inner Bar, the person who first had charge shall only be entitled to half the inward pilotage.

*Local Rule 24.*—In case a Licensed Pilot shall offer his services to an inward-bound vessel already in charge of an unlicensed person belonging to a Pilot-boat, before such vessel shall have entered either of the channels leading to this Port, and is afterwards unable to board such vessel for want of assistance from the person in charge of her, such Licensed Pilot shall be entitled to the full amount of pilotage for the said vessel.

*Local Rule 25.*—A Pilot coming up the River in charge of a steamer shall stop such steamer below the lower limits, rounding to with head to the eastward, if on the flood tide, and wait for the Harbour Pilot or his representative to come on board, and shall in all cases give over charge whenever the Harbour Pilot shall signify his readiness to assume it.

If the steamer be not boarded by the Harbour Pilot as above within a reasonable time, the Pilot in charge shall himself take the steamer to a suitable berth and moor her there, being careful not to occupy the positions assigned to the Hongkong or other coast steamers.

GENERAL REGULATION 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, employes belonging to either Customs or Harbour Master's Departments with such stores as may be wanted for either Lighthouses or Lightships.

2.—Every Licensed Pilot-boat shall pay a fee of Ten Taels for renewal of License on the first of July each year.

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.

*Local Rule 26.*—The words Licensed Pilot or Boat shall be painted on all Pilot boats, on each quarter, in letters not less than twelve inches in length, and of a colour to show distinctly.

## GENERAL REGULATION V.

*Pilots' Licenses: by whom to be issued.*

1.—Pilots' Licenses shall be issued by the Commissioner of Customs, in the name and on behalf of the Chinese Government. Licenses issued to Pilots not being Natives of China shall subsequently be *visé* and registered at the Consulate concerned.

2.—On the first of July each year every Pilot shall pay the sum of Five Haikwan Taels for the renewal of his License.

*N.B.* At Foochow, while it is customary for the foreign pilots to pay for the annual Renewal of license the sum named in the preceding Rule, it is the practice for the Chinese pilots to pay to the Customs 5 per cent of their earnings in lieu of license renewal fee.

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 License, when required.

*Local Rule 9.*—Pilots' Licenses for the Port of Foochow shall be of two kinds, viz., Outside and Inside. Those for the Outside alone shall be given to Foreign candidates, and those for the Inside or Outside, or for both, shall be given to Chinese candidates. Foreign candidates who prove themselves competent to pilot vessels within the Kimpai Pass shall only be permitted to take charge of steam vessels up and down the river. Chinese Pilots shall also be allowed to pilot between the Pagoda Anchorage and the Foochow Bridge, provided they prove themselves competent.

## GENERAL REGULATION 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.

*Local Rule 10.*—An Apprentice Pilot shall be entitled to an Examination after having served six months, and if found competent shall, whenever a vacancy occurs in the list of Pilots, be granted a License for six months to pilot all vessels not drawing more than 15 feet. At the expiration of that time he shall be granted a branch, provided that he has obeyed the Regulations and Local Rules, and that no accident has happened to a vessel under his charge through his own fault.

## GENERAL REGULATION VII.

*Licensed Pilots: to whom subordinated; Unlicensed Piloting, etc.*

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, 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 License, or making use of another's License, 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 License to another will be proceeded against and dealt with in the same way, in addition to forfeiting his License.

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

*Local Rule 11.*—Every Pilot shall, when boarding an inward-bound vessel, hand to the commanding officer thereof his License, together with a copy of the Pilotage, Sanitary, and Harbour and Mooring Regulations.

*Local Rule 12.*—Every Pilot shall report himself at the Harbour Master's Office within 24 hours after arriving at Pagoda Anchorage, and enter his name in the Report Book for Pilots; each Pilot shall also report himself at the Harbour Master's Office before leaving the Anchorage for the purpose of taking a vessel to sea, or taking his turn on the Outside Station.

*Local Rule 13.*—In case of sickness Pilots shall forward Medical Certificates, and failing to do so, absence from duty for a period of three days shall render them liable to suspension.

*Local Rule 14.*—A Pilot shall not voluntarily leave the Port without the Harbour Master's written permission, and a Pilot having short leave, i.e., in or near China, must not overstay such leave without reporting by letter and without good reason.

*Local Rule 15.*—The Harbour Master may grant any Pilot long leave, i.e., leave of absence for one year, and for good reason six months' extension. Applications for extension of leave should be forwarded so as to reach the Harbour Master before the expiration of the original leave. When a Pilot overstays such leave, or is absent without leave for more than sixty days, his name may be struck from the list, unless he can show good cause why this should not be done.

The Licenses of Pilots going on leave shall be deposited with the Harbour Master.

*Local Rule 16.*—A Pilot while on leave shall not pilot a vessel in or out of this Port; he must first report his return to duty to the Harbour Master, and receive back his License.

*Local Rule 17.*—A Pilot carried off his ground, even though the fault be not his own, shall not pilot in the vessel by which he returns to port.

*Local Rule 18.*—Pilot shall report to the Harbour Master as soon as possible, either personally or in writing, the facts connected with any accident happening to a vessel while under their charge, and in case the vessel has touched or got aground, shall specify bearings of known objects, vessel's draught of water, time of tide, hour at which the accident happened, nature of the bottom, subsequent fall of tide, etc. In case the Pilot's duties prevent him from leaving the vessel or writing a complete Report, he shall at once send a note to the Harbour Master, stating the nature of the accident that has occurred, and whether the vessel is still in danger or not.

pilotage. But if any commanding officer of a vessel arriving at this port shall object to have his vessel taken to sea by the Pilot who brought her in, he shall state his objection in writing to the Harbour Master, who, if he see fit, may appoint another Pilot to take such vessel to sea.

*Local Rule 3.*—Outward-bound vessels shall not be left until well clear of all dangers within the limits of the Pilotage ground. Inward-bound vessels shall not be left until moored in a safe berth or taken charge of by a Harbour Pilot. No Pilot shall quit the vessel of which he is in charge, without the master's written consent, until the service for which he was employed has been performed.

*Local Rule 4.*—Pilotage fees at this Port due to Chinese Pilots, both inward and outward, shall be paid into the Harbour Master's Office, from which will be issued a written receipt. The sums thus received for outward pilotage will in each case be retained by the Harbour Master until he has seen by the entry in the Pilots' Book provided for that purpose that the vessel was conducted to the limits of the Pilotage ground without accident, and that the Pilot in every respect properly discharged his duty.

*Local Rule 5.*—Any outside Pilot carried off his ground, the fault not being his own, shall be entitled to compensation at the rate of \$5 a day and a return passage. Such Pilot must return to the Port by the first opportunity, or if detained away by sickness must at once forward a Medical Certificate according to Local Rule 13.

GENERAL REGULATION 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 Byelaws to be under them enforced at the several ports respectively.

*Local Rule 6.*—No person will be eligible as a Pilot unless he has first served as an Apprentice.

No Foreign applicant will be eligible as an Apprentice Pilot unless he can produce a master's or mate's certificate, and can prove having served as master or mate in a square-rigged vessel at least two years.

In the case of Chinese applicants, the Harbour Master will, in consultation with the Board of Examiners, verify the nautical qualifications of the applicant, and decide whether he is or is not fit to be accepted as an Apprentice.

*Supernumerary Pilots.*

*Byelaws.*—The master of any steamer trading regularly to and from this Port may, upon due notice and application from his employers or their agents, be examined as to his capacity to pilot the steamer of which he is master within the limits of the Pilotage ground of this Port.

Any such applicant shall, if the Board of Examiners think fit, be examined, and if found competent shall, on payment of a fee of *Hk. Tls.* 100, receive a Supernumerary Pilotage Certificate, containing his name, with a specification of the steamer and the line of steamers in respect to which he has been examined.

Such Certificate shall enable the person therein specified to pilot the steamer therein named or any other steamer of the same line or company. It may be cancelled by the Harbour Master for incompetency, subject to appeal to the Consul concerned.

GENERAL REGULATION III.

*Board of Appointment: how constituted.*

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.

*Local Rule 7.*—For the purpose of convening a Board of Appointment, written notice shall be served by the Harbour Master upon a Senior Pilot at least 24 hours before his presence is required, and such Pilot, after receiving the said notice, shall appear at the place at the time named, and take part in the proceedings of the meeting.

*Local Rule 8.*—With the exception of the Harbour Master, each member of a Board of Appointment called for the purpose of examining applicants for a Pilot's License shall receive a fee of Ten Mexican Dollars. The fee for a Pilot's License at this Port shall be Ten Taels.

GENERAL REGULATION 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 License withdrawn, and also any candidate who is unable to produce Consular Certificates as to character, etc.

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 Licenses, each member having one vote in the ballot; but in the absence of the Consul concerned, the Harbour Master shall have a casting vote.

## CHINESE PILOTAGE SERVICE.

### General Regulations, with Local Rules, for the Port of Foochow.

#### GENERAL REGULATION I.

##### *Byelaws and Local Rules.*

1.—Byelaws 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.

2.—The number of Pilots for the Port of Foochow shall be for the present 5 Outside and 3 Inside.

3.—The Pilotage ground for the Port of Foochow shall be divided in two sections, viz. :—

Outside and Inside. The Outside ground shall be defined as extending from the line White Dogs and Matsou and Quing islands in as far as the Sharp Peak Anchorage; and the Inside ground as extending from the Sharp Peak Anchorage to the upper limits of the Pagoda Anchorage.

4.—The Pilotage Charges at the Port of Foochow shall be as follows, viz. :—

##### *Between the Limits of the Outside Pilotage Ground.*

For all vessels.....\$ 5.00 a foot.

##### *Steamers from Pagoda Anchorage to Sea, and vice versa.*

If drawing 18 feet and under .....\$ 6.00 a foot.

If drawing more than 18 feet .....\$ 7.00 ,,

##### *Between Sharp Peak and Pagoda Anchorage.*

For all vessels .....\$ 3.00 a foot.

Sampans, if employed between the Pagoda and Sharp Peak for towing .....\$ 1.00 each.

Coolies, if employed between the Pagoda and Sharp Peak for working

Ship .....\$ 1.50 ,,

##### *Between Pagoda Anchorage and Foochow Bridge.*

For all vessels.....\$ 2.50 a foot.

##### *For Vessels in tow of Steamers.\**

Inside Pilotage .....\$ 2.00 a foot.

Outside Pilotage.....\$ 3.00 ,,

\* The said Steamers to be of sufficient power to tow them to sea against the tides and ordinary winds.

*Local Rule 1.*—Pilots shall not demand more nor accept less money for piloting vessels than the amount authorised by the Tariff

*Local Rule 2.*—Any Pilot bringing in a vessel from sea shall, by himself or one of his boat's company, be entitled to pilot her to sea when she next leaves the port, unless in the meantime a complaint for misconduct or incapacity shall have been made against such Pilot and proved before the Harbour Master. Any Pilot who shall take such vessel to sea without the consent of the Pilot who brought her in (such last-mentioned Pilot or one of his boat's company being ready and offering to take her to sea) shall pay to the Harbour Master, for the benefit of the Pilot entitled to perform the service, a sum equal to the legal outward

CHINESE PILOTAGE SERVICE.

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GENERAL REGULATIONS,

WITH

LOCAL RULES,

FOR THE

PORT OF FOOCHOW.

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Printed by KEE SHING, Foochow.

MAY, 1906.

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