



HONG KONG
ANNUAL REPORTS 1950-1 ✓

9 NOV 1951



MARINE DEPARTMENT

ANNUAL DEPARTMENTAL REPORT

BY THE

DIRECTOR OF MARINE

FOR THE

FINANCIAL YEAR 1950-1.

PRINTED & PUBLISHED BY NORONHA & COMPANY, LIMITED

GOVERNMENT PRINTERS & PUBLISHERS

OLD BAILEY STREET, HONG KONG.

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THE PORT.

(Tables 1 to 4).

1. In contrast with the continuous and rapid rise in the figures for total tonnage of vessels using the port, which has been shown in successive years since 1946, the total tonnage figure for the past year shows a decline from 27,350,520 to 26,844,366. During the same period, the total number of vessels entered and cleared rose from 63,287 to 80,792, the apparent anomaly being due to the fact that whilst there has been a drop of approximately 11% in the number and tonnage of ocean-going and river vessels, there has been a remarkable increase of nearly 50% in the corresponding figures for small craft. It must, however, be noted that, though the tonnage of ocean vessels using the port showed a decline, the amount of cargo which they loaded and discharged in Hong Kong increased by 496,935 tons.

2. Though the volume of trade handled in the Port of Hong Kong is subject to many influences, *e.g.* the hostilities in Korea, the worldwide shortage of many raw materials and the American embargo on exports to China, the dominant one affecting the Colony's shipping in recent years has been the difficulty of trade with Chinese ports. The coastal trade, in which, before the war, over one hundred ships were engaged, has virtually disappeared except for a comparatively small but steady trade to Tsingtao and Tientsin. There have been fluctuations in the volume of coastal trade, but no major change during the past year. Although one or two small cargo steamers have been permitted to run to Canton, the river trade remains dormant and most of the craft built for this trade are employed on the Macao run.

3. World rearmament and the outbreak of hostilities in Korea with the consequential demand for tonnage and rise in the price of scrap metal have done much to solve the problem of congestion of the port by laid-up tonnage, which was the cause of some concern a year ago. During the past year the number of vessels laid up in the Colony has declined from 101 to 31.

PORT FACILITIES.

4. Forty-six moorings for ocean-going vessels were maintained throughout the greater part of the year, 17 of these are "A" Class moorings (*i.e.* for vessels up to 600 feet in length), and 29 are "B" Class moorings (for vessels up to 450 feet in length). At the end of the year 9 of the "A" Class moorings were approved for use in typhoons. Three of the older "B" Class moorings of the "two leg type" (*i.e.* long lengths of chain and anchors) were lifted in February and will be replaced by concrete block moorings of a new design. The policy of conversion from wrought iron to cast steel for chain cable has been continued.

5. During the year "A" Class moorings were used for 4,676 days and "B" Class for 6,013 days. Fees accruing from these moorings amounted to \$220,458.00.

6. One hundred and two private moorings were registered during the year and provided \$7,075.00 in revenue.

AIDS TO NAVIGATION.

7. All lighthouses, light stations and light buoys functioned satisfactorily throughout the year.

A new light and fog signal equipment was installed at Waglan Lighthouse in the early part of the year and came into operation on the 20th May, 1950. The light consists of a dioptric lens with main electric light of $1\frac{1}{2}$ kw. with automatic lamp changer and an acetylene lamp in reserve. The character of the light is two flashes in quick succession every 30 seconds with a range of 21 nautical miles. The fog signal consists of a twin-type diaphone superimposed, set at half wavelength apart and is air driven.

8. On the 12th June two new light buoys were laid at the North and South Fairway (Western Entrance) and on the 17th August a new light buoy fitted with double pentagonal cluster radar reflector was laid off Cape Collinson for the purpose of enforcing the "starboard hand rule."

9. New equipment for Green Island Lighthouse was installed during the year and the main light changed to electric with automatic lamp

changer and acetylene reserve equipment. The new equipment came into operation on the 1st September, 1950, the character of the light remaining unchanged at one flash every eight seconds with a range of 18 miles.

10. At the request of shipping interests, especially river steamers on the Hong Kong-Macao run, a portion of the rocks on the western side of Lantao Island and also on the northern side of Cheung Chau were lime-washed as an additional aid to navigation.

11. Tongku Light has been increased in power by the installation of 300 mm. lantern giving a range of 13 miles in clear weather.

12. The Bunsansiah Rock off the eastern end of Lantao has now been marked by a light buoy laid on the 16th January, 1951.

SIGNAL STATIONS.

13. The Signal Stations at the Marine Office Control Tower, Green Island and Blackheads operated satisfactorily on a 24 hour basis throughout the year. These signal stations constitute a ship-shore communication system covering the harbour and its approaches. During the past year 32,434 vessels were reported and 44,006 other signals were made.

14. Local storm signals were hoisted on ten occasions and non-local storm signals on 39 occasions.

PILOTAGE EXAMINATION BOARD.

15. On 31st March, 1951, there were 14 licensed harbour pilots and 7 apprentice pilots. Nine candidates were examined for pilots' licences and 7 passed and 2 failed. Of the 7 new licences issued 4 were granted to British master mariners and only 3 to practising pilots.

WRECK REMOVAL.

16. The only remaining wreck in the commercial harbour, that of the "Platon Kretchet" near the eastern entrance, is now being demolished. The demolition of H.M.S. "Tamar" and the S.S. "Halldor" in the Naval Anchorage is also proceeding.

17. Owing to the increase in the price of scrap metal several minor wrecks outside Victoria Harbour which could not profitably be broken up before have now been cleared.

SHIP BREAKING.

18. The breaking up of 15 vessels was completed during the year and on the 31st March, 1951, a further 17 vessels were in various stages of demolition. Of this total only 12 are British ships.

MARINE CASUALTIES.

19. No Marine Courts of Inquiry were held during the past year.

20. Departmental Inquiries were held into the following:—

- | | |
|--|--------------|
| (1) M/L "Reliance"—M/L "Hai Yen" | — Collision. |
| (2) RASC Launch "Adur"—M.D. Launch No. 8 | " |
| (3) M/V "Lung Men"—Star Ferry "Night Star" | " |
| (4) RASC Launch "Almond"—Star Ferry "Solar Star" | " |
| (5) Ferry Vessel "Electric Star"—S/L "Hing Lee" | " |
| (6) Ferry Vessel "Man Shun"—M/L "Hop Shun" | " |
| (7) S/L "Chunley"—RASC "H.L. 442" | " |
| (8) Police Launch No. 1—Damage to propeller. | " |
| (9) Police Launch No. 7—Motor Junk "Shun Fat" | " |
| (10) Police Launch No. 11—Junk No. 162V) | " |
| (11) M/L "Taikoo Shau"—M/B "Tung Lee" | " |
| (12) M/L "Taikoo Hing"—M/B "Yu Shing Lee" | " |
| (13) M/V "Sun On"—M/V "Wah Nam Lee" | " |
| (14) RASC "RCL No. 3016"—Sailing Sand Junk "No. T 2653H" | " |

21. There were no typhoon casualties during the 1950 typhoon season.

MARINE LICENSING OFFICE.

(Tables 1—4, 5 & 10).

22. The past year has shown an increase in the junk trade in spite of the continued unsettled conditions in China. Junk and boat licences, Class I—VI, issued during the year totalled 19,188 and of this number 298 were granted to power-driven vessels.

23. Further progress has been made in the mechanization of the fishing fleet and on the 31st March, 1951 there were 116 power-driven fishing vessels grouped as follows:—

Native Type Beam Trawler (wooden)	2
" " Otter Board Trawler (wooden)	1
" " Trawler (wooden)	2
" " Long Liner (wooden)	64
" " Fish Collector (wooden)	21
" " Hand Liner (wooden)	4
Japanese Schooner Type Trawler (wooden)	15
Japanese Type Trawler (steel)	1
Semi-European Crab & Shrimp Trawler	1
Japanese Schooner Type Long Liner (wood)	1
European Type M.F.V's (wooden)	4
Total	<u>166</u>

In addition to the above, three Japanese schooner-type trawlers (wooden) have arrived in the Colony and are in process of being surveyed and licensed.

24. 298 launches and motor boats were licensed for commercial purposes and of this number 174 were licensed for Class I (Harbour Limits), 74 for Class II (Partially Sheltered Water, specified areas), 17 for Class III (Waters of the Colony) and 33 for Class IV (River Trade Limits).

25. New buildings for use as Marine Licensing Stations have been erected at Yaumati, Aberdeen, and Cheung Chau, and within the next few months an additional station will be erected at Tai O. Each station, in addition to the office accommodation, has furnished quarters for the Assistant Marine Officer, clerks and seamen and they represent a great advance in improved conditions for the lower-paid officers.

A new building at Taipo has been rented for use as a station and after minor alterations will be occupied in the very near future. A further new station is contemplated for Sai Kung and in addition the station at Shaukiwan, which consists of an old building erected by the Japanese over a nullah and is in need of continual repair, will be replaced by a new building. It is expected that with the completion of this building programme and the provision of additional launches, the department will be in a position to relieve the Marine Police of the onerous licensing duties which are carried out at present on our behalf by the Officers-in-charge of police cruising launches.

26. On October 1st, 1950, this department took over from the Urban Council the licensing duties in connexion with marine hawkers. Since this date 576 marine hawkers (steamship) and 321 marine hawkers (native craft) have been licensed or re-licensed. All approved applicants for licences had their finger prints taken and these were checked by the Police Department with a result that 44 were found to have been previously convicted. Those convicted for larceny, unlawful possession or other serious offences were refused licences. All applicants for licences for the sale of cooked foods were required to obtain the approval of the Port Health Officer. It is intended to restrict the issue to a total of 600 licences for steamship hawkers and 350 licences for native craft hawkers.

27. Approval has been given by Government for the licensing of the floating marine restaurants at Aberdeen and the owners of these restaurants must now comply with the regulations of the following licensing authorities:—

Fire Brigade, Marine Department and Urban Council.

28. During the year, personnel from the Port Health Office accompanied our Assistant Marine Officers on patrol and many thousands of the floating population received anti-cholera injections and vaccination against smallpox.

29. Examinations for Local Certificates of Competency for Master of ferry vessels and power-driven vessels of 60 tons and under were held with the following results:—

	<i>Commercial.</i>	<i>Government.</i>
Passed	251	27
Failed	90	10

During the year arrangements were made for the issue of a Modified Local Certificate of Competency for Masters of privately-owned power-driven pleasure vessels, and since its institution 72 candidates have passed and 14 have failed.

Due to the operation in the waters of the Colony of a large number of small power-driven native type fishing vessels, it has been found necessary to institute a Local Certificate of Competency for Masters of fishing vessels of a capacity of 150 piculs and under, but no examinations have yet been held.

30. During the year licences were granted for the following additions to the Colony's ferry services:—

- (i) An exclusive ferry service between Aplichau Island and Aberdeen.
- (ii) An exclusive ferry service between Hunghom and Shaukiwan.

The latter service is at present being maintained by three motor boats, and is intended to provide a link between these two points until suitable piers have been constructed enabling larger ferries to operate on this route.

31. The fees collected amounted to \$684,445.49 showing an increase of \$122,111.74 over the previous year.

MERCANTILE MARINE OFFICE.

(Table 6A).

32. During the year ending 31st March, 1951, there was a slight increase in the number of seamen engaged and discharged. Full particulars are given in Table 6.

33. In consequence of the fact that Chinese seamen employed on vessels trading to China are required by the Chinese authorities to possess some documentary evidence of identity, there has been a greater demand for the "Hong Kong Government Seamen's Discharge Books" during the past year.

34. The National Maritime Board scale of wages for officers and ratings has recently been increased and this has been reflected in the wages of officers and seamen locally employed.

35. The shortage of certificated deck and engineer officers continues to be a source of anxiety, not only to the shipowner but also to those responsible for sanctioning the engagement of ships' crews. A temporary procedure has been evolved for ascertaining the fitness of uncertificated men to act for certificated officers when no such officers are available.

WAR PENSIONS (CHINESE SEAMEN) SCHEME.

(Table 6B).

36. The examination and payment of claims under the Ministry of Pensions' War Compensation (Chinese Seamen) Scheme has, during the period under review, been assimilated in the work of the Mercantile Marine Office.

37. The number of claims paid during the year shows a further decrease (see Table 6B). Although this decrease is chiefly due to the fact that the majority of the claims have already been paid, it may be due in some measure to the difficulties of communication between China and Hong Kong.

REGISTRY.

(Table 7).

38. During the year, 40 vessels were registered under the Merchant Shipping Act, showing a decrease of 24, whilst 65 registers were closed, an increase of 38 as compared with the previous year.

Fees amounting to \$6,112.50 were collected, a decrease of \$2,511.00 as compared with the previous year.

MARINE MAGISTRATES COURT.

39. 658 offences were tried before the Marine Magistrates during the year, 296 less than the previous year.

The principal offences were:—

- (a) Lying inshore during prohibited hours without a permit.
 - (b) Being under way without a certificated Master or Engineer.
 - (c) Boarding ship without permission from the Master or Officer-in-charge.
 - (d) Carrying excess passengers.
 - (e) Failing to take out a licence.
-

GUNPOWDER DEPOT, GREEN ISLAND.

40. During the past year, 4,500 lbs. of Government explosives and 21,514 lbs. of commercial explosives were received into the depôt, the corresponding figures for withdrawals being 2,625 lbs. and 30,429 lbs. respectively. The storage fees collected were \$54,406.50, representing an increase of \$1,275.53 over the previous year.

41. It was found necessary to destroy a quantity of unstable explosives during the year.

GOVERNMENT SLIPWAY.

42. The total number of vessels owned, operated and maintained by Government is as follows:—

84 self propelled, 55 dumb, 68 dinghies and 3 sampans; and of these, the average number of craft withdrawn from service at any one time for breakdowns and routine repairs and overhaul has been 10%.

The Government slipway has been used on 73 occasions and has been occupied for 315 days.

43. On the 1st January, 1950, the price of fuel and lubricating oils was increased by an average of 13.3%. In spite of this increase there has been a marked saving in fuel costs as is shown by the following comparison with the figures for the previous year:—

1949 — 1950.

	<i>Quantity.</i>	<i>Price.</i>
Petrol	139,188 I.G.	\$162,481.08
Diesel	1,406.75 tons	281,013.02
Bunker	1,426 tons	180,627.47
Coal	526.75 tons	45,425.00
Lub. Oil	18,294.77 I.G.	59,860.69
Kerosene	3,662.06 I.G.	5,061.58
		\$734,468.84

1950 — 1951.

	<i>Quantity.</i>	<i>Price.</i>
Petrol	101,831 I.G.	\$126,986.84
Diesel	1,310.50 tons	292,873.72
Bunker	1,293.06 tons	174,818.75
Coal	302.25 tons	25,993.50
Lub. Oil	16,324.66 I.G.	53,161.29
Kerosene	2,995.68 I.G.	4,451.58
		\$678,285.68

The fact that "Police No. 1" was out of commission for about six weeks whilst waiting the casting of a new propeller and "Port Health No. 3" was converted to diesel is mainly responsible for the reductions in the consumption of bunker fuel and coal, respectively.

44. A 450 gallon storage tank was constructed by the slipway staff to be used in conjunction with the oil purifying plant which was assembled early in June, 1950.

45. Three new steel refuse barges and nine new steel conservancy barges were taken over and placed in commission.

46. During the year two powered and nine dumb Urban Council R.C.L's were condemned by Board of Survey and were written off.

47. On the 7th January, 1951, "Police No. 2" went ashore in the Port Shelter area and at one time was in a precarious position. A successful salvage operation was completed by Marine Department craft under the direction of Marine Officer (Y), thereby saving Government considerable salvage fees.

DEPARTMENTAL TRAINING SCHOOL.

48. The school for the training of seamen and engine room ratings which was opened in January, 1950, continues its work. This school provides instruction up to the standard of the Local Certificates of Competency for Masters and Engineers of vessels under 60 tons and tuition is given by the Marine Officer and the Mechanical Overseer at Yaumati Slipway.

Three terms for both masters and engineers were completed and the attendance and the interest shown were very satisfactory. Through the kind co-operation of the Senior Port Health Officer three first-aid courses were also completed.

The first half of a special course of instruction in elementary navigation, chartwork and seamanship for Marine Police Officers and Assistant Marine Officers was given during the latter months of the year by the Marine Officer (Port Control).

SHIP SURVEYS.

(Table 18).

49. The tenor of the year's work has been overshadowed by the unfortunate decline in staff strength at the same time as the responsibilities of this sub-department have continued to increase. It has become more difficult than ever to recruit staff of the required calibre to

fill the existing vacancies and the position may be attributed in part to the conditions of service, the prevailing international tension, and the prior claims of the defence departments in the United Kingdom. The increase of work has been in several directions; notably in the large programme of design and construction of new and special craft for Government, the imposition of controls on the sale of bunker and engine oils to shipping of all classes, in which complex subject the staff has afforded all technical assistance, the institution of a special system of examinations designed to select the best available personnel as acting mates and engineers for service in British ships which are encountering acute and increasing manning difficulties. Surveys for International Passenger and Safety Certificates are themselves requiring extra effort in view of the fact that more owners are availing themselves of the facilities to make the surveys on the "running" principle. Only by intense individual effort on the part of each member of the staff has the situation been kept under control.

SAFETY OF LIFE AT SEA CONFERENCES.

50. There are as yet insufficient ratifications of the 1948 Conference on the Safety of Life at Sea to enable its general implementation to be proceeded with as agreed by the Signatories. In these circumstances, its extension to Hong Kong is not yet a possibility and revision of the Simla Rules, under its provisions, cannot be undertaken. During the year it was expected that on the initiative of India a conference of governments interested in the unberthed passenger trades might have been called with a view to revising the Simla Rules under the 1929 Conventions, but no concrete action has taken place.

SURVEYS FOR PASSENGER AND SAFETY CERTIFICATES.

51. The demand for these surveys continued unabated throughout most of the year though there was some falling off in the last quarter, possibly on account of the growing uncertainty of the international situation.

Six new ships constructed in Europe and designed for the Far Eastern unberthed passenger trade arrived and were put into service. In each case they had been furnished with full Convention Certificates

for the voyage out and on the basis of these certificates five were put through their Simla surveys on arrival in Hong Kong and certificates issued. Another medium-sized sea-going passenger and cargo vessel completed its survey during construction in Hong Kong, whilst one new vessel built locally for river trade also obtained a Convention Certificate. The trend is more and more towards running surveys which, whilst being of benefit to shipowners by saving time spent in dockyard hands, imposes extra work on the staff on account of the larger number of visits involved to complete the surveys.

The demand for partial surveys has also increased during the year, but it is evident that difficult administrative problems will need to be resolved before any wide extension of this system can be contemplated. It was formerly thought that the creation of the Inter-Governmental Maritime Consultative Organization under United Nations auspices would have been the solution, but there is as yet no sign of the Organization coming into being.

Several of the post-war ships engaged in the unberthed passenger trades are of all welded construction, and it remains to be seen whether in the long run this system is the more desirable as there is some evidence that weld material is capable of becoming porous in a relatively short period of time.

The Passenger and Safety Certificates issued in Hong Kong after survey, all in respect of international voyages, are shown in the following table:—

P. & S. Class 1: Full Convention	British	15
	Dutch	6
	Philippine	1
P. & S. Class 2: Eastern Trade	British	1
	Norwegian ...	1
P. & S. Class 3: Short International	British	31
	Dutch	5
	Norwegian ...	12
	Danish	1
	Philippine	1
P. & S. Class 4: Coasting	British	17
	Norwegian	10
P. & S. Class 6: River Trade	British	19
	Chinese	5

SURVEY FOR INTERNATIONAL LOAD LINE CERTIFICATES.

52. The brisk demand for these surveys in the earlier part of the year was not maintained later. There has been great scope in the Far East for the employment in cargo trades of a large number of smaller-type ships and this created considerable activity in putting such vessels through survey for Load Line Certificates. The trades involved have tended to decline, and very few new applications for these surveys are now being received.

In the matter of the issue of restricted Load Line Certificates, consultations at the Ministry of Transport revealed that such certificates are issued in special cases in all parts of the world, and it is proposed to permit their issue to Hong Kong-registered ships by classification societies.

APPLICATIONS FOR BRITISH REGISTRY.

53. The number of sea-going vessels requiring British registry has remained steady and there has been a very active demand in respect of vessels plying locally. The amount of work involved in the measurement of tonnage, certification of crew spaces and other requirements of British registry has thrown a very heavy extra burden on a depleted staff.

LOCAL NEW CONSTRUCTION—NON-GOVERNMENT.

54. Apart from a large variety of small harbour craft, new construction under survey by the department has been active. One 5,000-ton sea-going passenger and cargo vessel was completed during the year, ran successful trials, and is now in service. In addition, a 1,200-ton new passenger vessel for river trade has been completed as well as two vehicular and passenger ferry vessels and a large sea-going tug. There remain under construction a third vehicular and passenger ferry and two passenger ferries.

LOCAL NEW CONSTRUCTION—GOVERNMENT.

55. The fleet of Government craft brought into use during the immediate post-war years consisted chiefly of war-time vessels built as expendable material and in some respects not the most suitable craft for the duties on which they are employed. Their continued deterioration made them very expensive to maintain and Government has had necessarily to embark on a programme of new construction in order to provide essential services. During the year designs were prepared in this sub-department for new refuse and night soil barges. Three of the former were completed during the year and four more remain under construction. Nine of the latter were completed and delivered and have been put into service. Several new harbour mooring buoys have also been constructed under survey and the keel of the new 125' Government fire-float, designed in this office, was laid towards the end of the year.

SHIP REPAIRS—NON-GOVERNMENT.

56. The amount of repair work undertaken in local dockyards this year did not reach the very high level of the previous year and activity declined somewhat as the year progressed. Two repair jobs were of especial interest on account of their magnitude. In one case a Victory ship which had been declared a constructive total loss after shipwreck was salvaged, brought to Hong Kong, completely reconstructed and put back into service. In the other case a passenger and cargo vessel was seriously damaged against a sea wall during a typhoon in Japan and an estimate of cost of repairs and time for completion was given by a Japanese dockyard. The vessel was, however, brought to Hong Kong for repair and, at considerably less cost, was completely rehabilitated in about half the time estimated in Japan.

DANGEROUS GOODS SURVEYS.

57. The movement of case oils and other dangerous goods in ocean-going shipping declined during the year and the number of surveys conducted was consequently less. Requirements in regard to harbour craft, however, were maintained at the same high level as in the previous year.

WIRELESS SURVEYS.

58. The services of the Wireless Telegraphy Surveyor have been called for in respect of ships of many nations, and a feature of the work has been the larger proportion of vessels less than 1,600 gross tons whose installations, voluntarily fitted, were inspected. Enterprising owners, even of quite small ships, realize the commercial value of providing wireless and also providing the safety factor.

The Radio Direction-Finding Range at the north end of the West Lamma Channel has been in constant use for the calibration of ship's equipment, and has added considerably to the responsibilities of the Wireless Telegraphy Surveyor who, although an officer on the staff of the Postmaster-General, is accommodated in the Marine Office for the convenience of shipping.

SHORTAGE OF NAVIGATING AND ENGINEER OFFICERS.

59. The acute shortage of certificated mates and engineers, particularly the latter, still prevails and the number of permits to uncertificated seamen and those certificated but required to sail in a superior capacity, has increased in order to keep shipping moving. The problem of supply is world-wide, but the position in Hong Kong is particularly difficult for a variety of reasons. Conditions generally in the Far East have deteriorated during the year, and the hazards run in maintaining shipping services doubtless have their effect in making the recruitment of qualified men more difficult. A system of special examinations for experienced men, designed to select the best personnel available for acting appointments in particular ships, has been instituted and the work of the examination staff has accordingly increased.

VESSELS LICENSED UNDER TABLE "E".

60. The total number of local craft under 60 tons surveyed and licensed under Table "E" of the Merchant Shipping Ordinance, 1899, was 408 and most of these were surveyed half-yearly. The number includes 33 passenger ferries and 6 passenger and vehicular ferries, as well as a large variety of tugs and smaller passenger boats. Many new

passenger launches have been built under survey this year and put into service. Without exception, diesel engines have been installed for their propulsion and it appears that in a few years the small steam launches will have disappeared. In the interests of safety this is welcome. It might be noted that all the vessels of Hong Kong's largest ferry company are now driven by diesel engines, including several which have been converted from steam. An incidental advantage of this change has been a marked improvement in the stability characteristics.

VESSELS LICENSED UNDER TABLE "S".

61. Broadly speaking, these comprise junks and other vessels of primitive type which have been mechanized. Some are engaged in general trading and others in fishing and fish carrying. In view of their construction no survey for seaworthiness is carried out and inspections are confined to the machinery installation and oil storage with a view to ensuring a reasonable margin of safety against the risk of fire. Many such vessels have been fitted out in the crudest manner and inspections in recent years have secured notable improvement. As a further step, as from the end of the year the vessels will not be re-licensed where the engines are of petrol or petrol-paraffin type.

STEEL AND OTHER SUPPLIES.

62. The Colony's shipbuilding and repair establishments which are very important to the Colony's prosperity depend on supplies of steel of appropriate quality. Supply difficulties were experienced after the war, but a year ago the position had eased. Regrettably, however, the year under review has seen a worsening of the position particularly in regard to average thicknesses. Every endeavour by this department has been made to secure an improvement, for not only is general shipbuilding and ship-repairing activity jeopardized, but the urgent Government programme of replacement building is already slowed down and it may well be found impossible to enter into new contracts next year.

The American embargo on the export of certain materials to Hong Kong has confronted owners of American engines with a shortage of necessary spare parts, and if the embargo is not relaxed a most serious situation in this regard will develop with very adverse effect on local vessels.

DANGEROUS GOODS COMMITTEE.

63. Two members of the staff served throughout on this Committee as well as on the Shipping Sub-Committee. A very large amount of work has been involved and the Committee presented its report to Government at the end of the year.

EXAMINATIONS FOR CERTIFICATES OF COMPETENCY.

64. (a) **Masters and Mates.**

24 candidates were examined of whom 14 passed.
2 Second Mates 1 passed.
15 First Mates 10 „
8 Masters 3 „

Candidates are handicapped by the lack of competent instruction, but now that the Navigation School is established on a firmer basis, with a Government-sponsored instructor, an improvement in the standard may soon become evident.

Candidates for first mate are now examined orally on knowledge of the Radio Direction-Finder in conformity with United Kingdom practice, and the equipment at the Technical College is used for this purpose.

(b) **Engineers.**

Of the 13 candidates who took Part "A" of the examination for Second Class Certificates of Competency, only 5 passed. All 3 candidates for Part "A" of the First Class Examination failed.

Of 12 candidates for Second Class Certificates, 1 passed in Steam, 3 Motor and 1 Combined Steam and Motor.

Of 11 candidates for First Class Certificate, 3 passed in Steam and 1 in Motor.

Lack of facilities for study ashore in Hong Kong is the main handicap to intending candidates, especially in regard to the examination for First Class Certificates. Generally speaking, an engineer officer who has passed the Second Class Examination in Hong Kong is due for home

leave by the time he has the requisite sea service to sit for the First Class Examination and he then usually prefers to take this examination in the United Kingdom or Australia where he can have the benefit of a period of coaching at one of the marine schools. These considerations do not, however, preclude the sitting of Part "A" of the First Class Examination in Hong Kong as no qualifying sea service is required for this part.

(c) **Local Certificates of Competency as Engineers in vessels of less than 60 tons.**

A record number of candidates for these certificates presented themselves for examination which taxed the examination facilities to the utmost. There were no less than 486 candidates, of whom 387 passed.

(d) **Examination for Certificates as Lifeboatmen.**

Of a total of 554 seamen examined 351 passed, thus easing the position in regard to the supply for vessels requiring Passenger and Safety Certificates under the Safety of Life at Sea Convention.

MISCELLANEOUS.

65. On two occasions a surveyor has been flown to Japan to conduct surveys.

(a) In the first case a British passenger vessel holding a Hong Kong Passenger and Safety Certificate was heavily damaged against a sea wall during a typhoon at Kobe and the owners requested the services of a surveyor in Japan in connexion with the repairs.

In the second case a large Full Convention passenger ship was docked in Japan for annual overhaul and at the request of the owners a surveyor of this department was flown to Japan to make the inspection for renewal of certificate. Some difficulties occurred in the progress of the work and it would appear that ship repairing in Japan is not yet thoroughly efficient although great effort is being made.

(b) The usual observer examinations of the Colony's gas holders were undertaken by this department and the usual schedules completed.

(c) The safety of the marine restaurant boats in use at Aberdeen has been the subject of investigation. There are six of these and each is an adaptation of an existing craft. Floatability and stability are the first considerations.

(d) Beach rafts maintained by Government at the more popular bathing beaches have been inspected and repaired as necessary. New designs have also been prepared in this office.

(e) The production of a design for a new 125-foot fire-float for Government was completed during the year. The vessel is to have five engines, two of which can be used alternatively for propulsion or pumping, and the other three for pumping only. A contract to build was placed with a local company and the keel laid towards the end of the year.

(f) Designs for a variety of new police launches have been produced in this office as well as plans for the reconstruction and re-engining of older general service Government craft. A design for passenger-landing pontoons for use at ship's-side ladders was also taken in hand.

(g) A preliminary test using a ship's fire appliances for fire-fighting along the waterfront has been carried out.

(h) Where export permits from the Department of Commerce and Industry are required in connexion with the export of engineering materials from Hong Kong, the opinion of this office is usually taken as to the merits of the case. With the imposition of more and more controls the quantity of this type of work is likely to increase, for the same procedure is applied where a permit for the import of certain materials is required.

STAFF.

66. The problem of staff replacements has improved very slightly; three ship surveyors and two marine officers took up their duties during the year. On the other hand two officers of long service proceeded on leave pending retirement while Mr. F. W. J. Skutil, Assistant Director of Marine (Port Control), went on leave prior to being transferred to Nigeria.

67. With deep regret I have to record that Mr. V. H. W. Chittenden, Marine Officer, died in December.

PORT WELFARE.

68. (a) The Port Welfare Committee met regularly during the year and the Merchant Navy Club continues to be a popular resort for seafarers. Some additions were made to the amenities provided at the club.

(b) The Committee appointed to administer the Mercantile Marine Assistance Fund met every quarter and during the twelve months ending on the 31st March, 1951, disbursed \$14,200 to aged seamen and their dependants in the form of semi-permanent or temporary assistance.

PORT ADMINISTRATION.

69. Both the Port Committee and the Port Executive Committee have met each month and submitted advice and recommendations to Government on the various matters referred to them by Government or raised by shipping interests. There is no doubt that both these committees fulfil most useful functions for their composition ensures a keen interest in port affairs which, combined with experience, provide Hong Kong with a means of reference best suited for dealing with the many problems which are inherent in a port so situated and founded.

AN APPRECIATION.

70. Once again it is my privilege to record the loyalty and help of all members of the Marine Department, and I am especially grateful to other departments for their valuable assistance and ready co-operation in our endeavour to improve our services to the public.

J. JOLLY,
Director of Marine.

MARINE OFFICE,
HONG KONG.

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TABLE 1.
VESSELS ENTERED AND CLEARED 1.4.50 TO 31.3.51.
PART A. VESSELS ENTERED.

Class and nationality of vessels	Number of Vessels	Tons Net	Passengers landed	Cargo landed Tons
<i>FOREIGN TRADE</i>				
<i>Ocean going British ...</i>	1,342	3,342,032	24,814	1,479,197
American (U.S.A.)	278	1,436,484	1,977	191,667
Burmese	1	2,769	1	2,300
Chinese	152	185,023	35	208,071
Danish	160	532,202	2,250	192,968
Dutch	119	588,307	3,266	199,609
Egyptian	—	—	—	—
Finnish	—	—	—	—
French	37	215,390	338	28,722
Germany	1	613	—	1,350
Greek	42	44,389	11	15,645
Hondurian	5	17,986	—	15,445
Italian	1	3,991	—	10,192
Japanese	1	1,995	—	4,379
Moroccan	1	3,048	—	—
Norwegian	384	939,005	3,873	510,619
Panamanian	295	617,487	99	545,295
Philippine	82	152,720	1,070	73,586
Polish	5	18,556	—	1,500
Portuguese	16	7,376	57	3,303
Swedish	70	207,011	70	78,268
Thai	—	—	—	—
U.S.S.R.	11	16,921	—	15,915
	3,003	8,333,305	37,861	3,578,031
<i>Ocean going (in ballast)</i>				
British	129	232,917	8,300	—
American	2	7,037	—	—
Burmese	1	2,769	—	—
Chinese	54	47,255	4	—
Danish	8	10,424	4	—
Dutch	7	13,620	13	—
Egyptian	—	—	—	—
Finnish	—	—	—	—
French	—	—	—	—
Germany	—	—	—	—
Greek	4	15,080	—	—
Hondurian	—	—	—	—
Italian	1	4,338	—	—
Japanese	—	—	—	—
Moroccan	—	—	—	—
Norwegian	20	39,374	1	—
Panamanian	38	87,490	4	—
Philippine	32	23,717	—	—
Polish	—	—	—	—
Portuguese	5	2,072	—	—
Swedish	1	3,230	—	—
Thai	—	—	—	—
U.S.S.R.	4	1,615	—	—
Total Ocean going	3,309	8,824,243	46,187	3,578,031

TABLE 1.
VESSELS ENTERED AND CLEARED 1.4.50 TO 31.3.51.
PART A. VESSELS ENTERED.

Class and nationality of vessels	Number of Vessels	Tons Net	Passengers landed	Cargo landed Tons
<i>FOREIGN TRADE</i>				
<i>River Steamers</i>				
British	1,616	1,287,598	482,402	62,144
Chinese	549	158,423	41,369	18,542
Portuguese	16	4,942	16	3,350
<i>River Steamers (in ballast)</i>	2,181	1,450,963	523,787	84,036
British	734	796,058	198,393	—
Chinese	98	82,721	19,712	—
Portuguese	1	297	—	—
Total River Steamers	3,014	2,330,039	741,892	84,036
<i>Junks</i>	11,280	1,312,852	6,151	427,651
<i>Junk (in Ballast)</i>	773	112,187	281	—
Totals Junks	12,053	1,425,039	6,432	427,651
<i>Power-driven vessels 60 tons net and under</i>	2,578	60,378	—	7,731
<i>Totals Foreign Trade ..</i>				
1950/51	20,954	12,639,699	794,511	4,097,449
1949/50	17,575	13,334,540	824,890	3,966,523
Comparison	+ 3,379	- 694,841	- 30,379	+ 130,925

TABLE 1.
VESSELS ENTERED AND CLEARED 1.4.50 TO 31.3.51.
PART A. VESSELS ENTERED.

Class and nationality of vessels	Number of Vessels	Tons Net	Passengers landed	Cargo landed Tons
<i>INTERNAL TRADE</i>				
<i>Junks</i>	10,769	441,654	214	233,426
<i>Junks (in ballast)</i>	3,412	118,184	252	—
Total <i>Junks</i>	14,181	559,838	466	233,426
<i>Power-driven vessels 60 tons net and under</i>	4,963	132,949	325,652	2,906
<i>Totals Internal Trade</i>				
1950/51	19,144	692,787	326,118	236,332
1949/50	13,791	463,205	196,296	120,162
Comparison	+ 5,353	+ 229,582	+ 129,822	+ 116,170
<i>FOREIGN AND INTERNAL TRADE ENTERED</i>				
<i>Ocean going</i>	3,309	8,824,243	46,187	3,578,031
<i>River Steamers</i>	3,014	2,330,039	741,892	84,036
<i>Junks</i>	26,234	1,984,877	6,898	661,077
<i>Power-driven vessels 60 tons net and under</i>	7,541	193,327	325,652	10,637
1950/51	40,098	13,332,486	1,120,629	4,333,781
1949/50	31,366	13,797,745	1,021,186	4,086,635
Comparison	+ 8,732	- 465,259	+ 99,443	+ 247,095

TABLE 1.

PART B,—(Continued).

Class and nationality of vessels	Number of Vessels	Tons Net	Passengers Embarked	Emigrants Embarked	Cargo loaded Tons	Bunkers Tons of	
						Bunker Coal	Oil
FOREIGN TRADE							
River Steamers B/Forward	2,472	1,635,122	605,661	—	89,410	8,507	6,717
River Steamers (in ballast)							
British	436	623,261	158,616	—	—	—	—
Chinese	92	64,036	11,373	—	—	—	—
Portuguese	10	2,970	—	—	—	—	—
Totals River Steamers	3,010	2,325,389	775,550	—	89,410	8,507	6,717
Junks	3,875	561,058	5,979	—	162,920	—	—
Junks (in ballast)	9,112	919,779	9,385	—	—	—	—
Totals Junks	12,487	1,480,837	14,817	—	162,920	—	—
Power-driven vessels 60 tons and under	2,635	60,083	7	—	4,541	4,402	3,333
Totals Foreign Trade							
1950/51	21,510	12,815,428	865,549	19,598	2,555,008	94,752	211,069½
1949/50	17,673	13,061,816	838,972	25,098	2,067,720½	109,118½	245,876
Comparison	+ 3,837	-246,387	+ 26,577	- 5,500	+487,287½	- 14,366½	- 34,806½
INTERNAL TRADE							
Junks	6,773	257,022	281	—	96,039	—	—
Junks (in ballast)	7,413	306,038	218	—	—	—	—
Totals Junks	14,186	563,070	497	—	96,039	—	—
Power-driven vessels 60 tons net and under ...	4,998	133,362	334,004	—	3,819	—	1,106
Totals Internal Trade							
1950/51	19,184	696,432	834,501	—	99,858	—	1,106
1949/50	14,243	490,960	200,762	—	92,518	52	—
Comparison	+ 4,936	+205,472	+133,739	—	+ 7,340	- 52	+ 1,106
Grand Totals FOREIGN AND INTERNAL TRADE CLEARED							
Ocean going	3,378	5,949,119	75,175	19,598	2,298,187	81,843	201,014½
River Steamers ..	3,010	2,325,389	775,550	—	89,410	8,507	6,717
Junks	26,673	2,043,907	15,314	—	258,959	—	—
Power-driven vessels 60 tons net and under ...	7,633	193,445	334,011	—	8,360	4,402	4,444
1950/51	40,694	3,511,860	1,200,050	19,598	2,654,866	94,752	212,175½
1949/50	31,921	3,552,776	1,039,734	25,098	2,160,238½	109,171½	245,876
Comparison	+ 8,773	- 40,915	+ 160,316	- 5,500	+494,627½	- 14,419½	- 33,700½

TABLE 1.

PART C. SUMMARY.

YEAR 1st April'50 to 31st March 1951	Number of all classes of vessels entered and cleared	Tons Net	Passengers landed and embarked	Emigrants embarked	Cargo loaded and discharged Tons	Bunkers Tons of	
						Coal	Oil
1950/51	80,792	26,844,346	2,320,679	19,598	6,988,647	94,752	212,175½
1949/50	63,287	27,350,520	2,060,920	25,098	6,246,923½	109,171½	245,876
Comparison ...	+17,505	- 506,174	+ 259,759	- 5,500	+ 741,723½	- 14,419½	- 33,700½

TABLE 2.

**JUNKS AND POWER-DRIVEN VESSELS OF 60 TONS NET AND UNDER ENTERED
AND CLEARED 1ST APRIL, 1950 TO 31ST MARCH, 1951.**

PART A. VESSELS ENTERED.

JUNKS	Number of Vessels	Tons Net	Passengers landed	Cargo Tons	IN BALLAST			TOTAL			
					Number of Vessels	Tons Net	Passengers landed	Number of Vessels	Tons Net	Passengers landed	Cargo Tons
Internal Trade	10,768	441,654	214	233,426	3,418	118,184	252	14,181	559,838	466	238,426
Canton	1,789	297,618	93	184,840	71	20,857	—	1,860	318,476	93	184,840
West River	5,233	483,313	5,090	179,208	250	21,489	276	6,483	504,793	5,366	179,208
Macau	3,723	479,379	644	91,995	408	63,328	5	4,131	542,707	649	91,995
East Coast	488	46,826	318	30,028	33	5,613	—	521	52,229	318	20,028
West Coast	47	5,921	6	1,580	11	909	—	55	6,830	6	1,580
Total: 1950/51	11,280	1,312,852	6,151	427,651	773	112,187	281	12,058	1,425,039	6,432	427,651
1949/50	7,581	875,697	20,641	215,569	600	94,087	298	3,181	970,724	20,939	215,569
Comparison	+ 3,699	+ 436,215	-14,490	+212,082	+173	+18,100	-17	+8,872	+454,315	-14,507	+212,082
Power-Driven Vessels of 60 Tons Net and Under											
Internal Trade	3,183	112,234	325,652	2,906	1,780	20,715	—	4,963	132,949	325,652	2,906
Canton	65	4,780	—	1,180	711	14,608	—	776	19,388	—	1,130
West River	51	1,620	—	129	875	17,065	—	926	18,585	—	129
Macau	160	5,112	—	247	372	7,648	—	532	12,760	—	247
East Coast	52	2,263	—	935	3	71	—	55	2,334	—	935
West Coast	—	—	—	—	—	—	—	—	—	—	—
Other Places	208	6,843	—	5,290	81	968	—	289	7,311	—	5,290
Total: 1950/51	536	20,018	—	7,731	2,042	40,360	—	2,578	60,378	—	7,731
1949/50	442	18,270	495	5,541	1,031	26,239	—	1,523	44,509	495	5,541
Comparison	+ 94	+ 1,748	-495	+2,190	+ 981	+14,121	—	+1,055	+15,869	-495	+2,190
Totals Entered Junks	22,948	1,754,506	6,365	661,977	4,186	230,371	533	26,234	1,984,877	6,898	661,977
Power-Driven Vessels of 60 Tons and under	3,710	132,252	325,652	10,637	3,822	61,075	—	7,541	193,327	325,652	10,637
1950/51	26,767	1,886,758	332,017	671,714	8,008	291,446	533	33,775	2,178,204	332,550	671,714
1949/50	17,582	1,229,206	217,257	341,271	5,913	249,232	478	23,496	1,478,438	217,730	341,271
Comparison	+ 8,185	+ 657,552	+114,760	+330,443	+2,095	+42,214	+ 60	+10,280	+699,766	+114,820	+330,443

TABLE

PART B.

JUNKS	Number of Vessels	Tons Net	Passengers embarked	Cargo Tons	Bunkers	
					Fuel Oil	Coal
Internal Trade	6,773	257,032	281	96,038	—	—
Canton	701	155,279	82	76,233	—	—
West River	528	56,448	4,984	9,458	—	—
Macau	1,779	306,704	846	70,273	—	—
East Coast	311	36,406	299	4,917	—	—
West Coast	56	6,221	—	2,044	—	—
Total: 1950/51	3,275	561,058	6,161	162,920	—	—
1949/50	2,319	370,188	3,665	163,706	—	—
Comparison	+1,056	+190,870	+2,496	-786	—	—
Power-Driven Vessels 60 Tons Net and under Internal Trade	3,207	112,243	334,004	3,819	813	—
Canton	90	4,446	—	100	113	174
West River	58	1,711	7	21	57	91
Macau	188	4,860	—	1,064	127	93
East Coast	98	4,286	—	994	319	—
West Coast	—	—	—	—	—	—
Other places	174	4,155	—	2,362	652	42
Total: 1950/51	603	19,458	7	4,541	1,268	400
1949/50	401	14,171	1,140	6,292	—	509
Comparison	+ 202	+ 5,287	-1,133	-1,751	+1,268	-100
Total Cleared Junks	10,148	818,090	6,442	258,959	—	—
Power-Driven Vessels 60 Tons Net and under	3,810	131,701	334,011	3,360	2,081	400
1950/51	13,958	949,791	840,453	267,319	2,081	400
1949/50	12,138	699,392	205,311	262,516	—	551
Comparison	+ 1,820	+249,399	+135,142	+ 4,803	+2,081	-151

2.

VESSELS CLEARED.

IN BALLAST					TOTAL					
Number of Vessels	Tons Net	Passengers embarked	Bankers		Number of Vessels	Tons Net	Passengers embarked	Cargo Tons	Bunker	
			Fuel Oil	Coal					Fuel Oil	Coal
7,413	306,038	216	—	—	14,165	563,070	497	96,039	—	—
1,311	190,595	97	—	—	2,012	245,974	179	76,233	—	—
5,095	436,681	8,485	—	—	5,623	493,129	18,419	9,453	—	—
2,329	243,723	157	—	—	4,108	550,427	1,003	70,273	—	—
310	37,209	99	—	—	621	73,615	395	4,917	—	—
67	11,371	—	—	—	123	17,792	—	2,044	—	—
9,112	919,779	8,833	—	—	12,487	1,480,837	14,999	162,920	—	—
6,139	570,747	31,379	—	—	8,468	940,985	35,044	163,706	—	—
+ 2,973	+ 349,032	- 22,541	—	—	+ 4,029	+ 539,902	- 20,045	- 786	—	—
1,791	21,119	11,625	293	—	4,993	133,362	345,629	3,319	1,106	—
690	13,908	—	346	2,184	780	13,354	—	100	489	2,358
915	18,076	—	1,187	1,557	973	19,787	7	21	1,244	1,648
341	7,481	—	193	246	529	12,341	—	1,064	320	339
6	147	—	27	—	99	4,433	—	994	346	—
—	—	—	—	—	—	—	—	—	—	—
80	1,013	—	317	15	254	5,163	—	2,362	969	57
2,032	40,826	—	2,070	4,002	2,635	60,083	7	4,541	3,336	4,402
1,088	24,475	—	—	3,322	1,489	38,646	1,140	6,292	—	3,822
+ 344	+ 16,150	—	+ 2,070	+ 630	+ 1,146	+ 21,437	- 1,133	- 1,751	+ 3,338	+ 580
16,525	1,225,817	9,054	—	—	26,673	2,043,907	15,496	258,959	—	—
3,823	61,744	11,625	2,363	4,002	7,633	193,445	345,636	3,360	4,444	4,402
20,348	1,287,561	26,679	3,363	4,602	34,306	2,237,352	361,132	267,319	4,444	4,402
12,057	770,649	31,635	—	3,324	24,195	1,470,541	236,946	262,516	—	3,375
+ 3,291	+ 516,312	- 10,956	+ 2,363	+ 678	+ 10,111	+ 766,811	+ 124,186	+ 4,803	+ 4,444	+ 527

TABLE 3. (A).
TOTAL TONNAGE OF ALL CLASSES.
Entered and Cleared Since 1920.

YEAR	OCEAN GOING			Other classes Tons Net	Total Net Tonnage All Classes
	British Tons Net	Foreign Tons Net	Total Net Tonnage		
1920	8,351,084	9,223,552	17,574,636	22,547,891	40,122,527
1921	9,247,193	10,817,413	20,064,611	23,756,859	43,821,470
1922	9,638,891	12,282,271	21,921,162	24,596,602	46,517,764
1923	11,222,141	14,671,617	25,893,758	27,506,181	53,400,239
1924	11,844,752	16,080,078	27,924,830	28,856,247	56,781,077
1925	9,386,820	13,786,954	23,173,774	24,866,749	48,040,523
1926	9,257,417	13,057,272	22,314,689	23,481,740	45,796,429
1927	9,650,440	16,089,724	25,740,164	19,426,997	45,167,161
1928	10,792,701	18,101,694	28,894,395	17,989,370	46,883,765
1929	11,151,153	17,134,589	28,285,741	18,900,440	47,186,181
1930	11,637,605	17,593,202	29,230,807	12,839,305	42,070,112
1931	11,540,844	17,803,301	29,344,145	14,708,376	44,052,521
1932	12,201,690	17,067,333	29,269,023	14,558,833	43,827,856
1933	12,014,232	17,354,645	29,368,877	13,674,504	43,043,381
1934	12,035,087	18,378,439	30,413,526	13,008,496	43,422,022
1935	12,510,998	18,195,372	30,706,371	12,767,408	43,473,779
1936	11,943,751	18,025,915	29,969,666	11,761,350	41,731,016
1937	11,709,589	15,420,808	27,130,397	10,200,363	37,330,760
1938	11,397,133	10,737,599	22,134,732	3,778,024	35,912,756
1939	10,145,162	12,003,666	22,148,828	3,749,720	35,898,548

YEAR	OCEAN GOING			River Steamers	Junks & Launches.	Total
	British	Foreign	Total Net			
1946/47	5,395,611	5,107,467	10,503,078	1,212,284	2,151,128	13,869,490
1947/48	6,030,333	3,711,464	14,764,847	2,075,340	3,129,265	19,969,552
1948/49	5,828,496	10,507,177	16,335,673	3,105,453	3,898,700	23,040,126
1949/50	7,179,280	12,767,397	19,946,677	4,454,664	2,948,979	27,350,320
1950/51	7,150,910	10,513,462	17,773,362	4,655,428	4,415,566	26,844,346

TABLE 3 (B).
CARGO.
EXTERNAL—TRADE.
TONS.

YEAR	IMPORT				EXPORT				Total Import & Export
	Ocean Going	River Steamers	Launches & Junks	Total	Ocean Going	River Steamers	Launches & Junks	Total	
1949/50	3,649,758	95,656	221,109½	3,966,523½	1,729,475	163,248	169,997½	2,062,720½	6,034,243½
1950/51	3,578,031	84,036	486,382	4,097,449	2,298,137	89,410	167,461	2,555,008	6,652,457

TABLE 4 (PART A).

Summary of Chinese Emigrants Embarked at Hong Kong to Ports Other Than in China,
During The Twelve Months from 1st April, 1950 to 31st March, 1951.

PORTS	BRITISH SHIPS					FOREIGN SHIPS					GRAND TOTAL				
	Adults		Children		Total	Adults		Children		Total	Adults		Children		Total
	Male	Female	Male	Female		Male	Female	Male	Female		Male	Female	Male	Female	
Australia	578	87	40	20	725	—	—	—	—	—	578	87	40	20	725
Africa	—	—	—	—	—	7	9	8	9	33	7	9	8	9	33
Portuguese East Africa	—	—	—	—	—	12	11	8	2	28	12	11	8	2	28
Bangkok	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Borneo	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dutch Borneo	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Calcutta	562	61	30	25	678	—	—	—	—	—	562	61	30	25	678
Canada	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Continent of Europe	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dutch Indies	—	—	—	—	—	2,828	1,127	448	200	4,598	2,828	1,127	448	200	4,598
Fiji	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Honolulu	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Madagascar Island (Tamatave)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mauritius	—	—	—	—	—	267	151	101	17	536	267	151	101	17	536
New Guinea (Rabual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
New Zealand (Dunedin)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nauru Island	—	—	—	—	—	278	—	—	—	278	278	—	—	—	278
Ocean Island	—	—	—	—	—	87	—	—	—	87	87	—	—	—	87
Rangoon	127	36	22	18	203	76	32	15	9	132	203	68	37	27	335
Rodriguez	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sumatra (Belawan Deli)	28	10	6	2	46	888	211	99	61	700	366	221	105	63	755
Straits Settlements	2,100	1,007	402	292	3,802	4,711	1,808	810	464	7,798	6,811	2,816	1,213	766	11,595
Tahiti	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
United States of America	—	—	—	—	—	4	1	—	—	5	4	1	—	—	5
Total	3,890	1,201	501	357	5,449	8,558	3,350	1,470	762	14,149	11,948	4,551	1,980	1,119	19,598
Total for 1949/50	5,155	2,187	698	521	8,506	9,182	4,589	1,236	818	15,775	14,337	6,678	1,920	1,380	24,281
TOTAL EMIGRANTS BY FOREIGN SHIPS						8,558	3,350	1,470	762	14,149	8,558	3,350	1,470	762	14,149
TOTAL EMIGRANTS BY BRITISH SHIPS						3,890	1,201	501	357	5,449	3,890	1,201	501	357	5,449
EXCESS OF EMIGRANTS BY FOREIGN SHIPS						5,168	2,149	978	405	8,700	5,168	2,149	978	405	8,700

TABLE 4 (PART B).

Statement of Average Number of Emigrants embarked at Hong Kong for each Quinquennial Period from 1930 to 1940 and for each year from 1st April, 1946 to 31st March, 1951, inclusive.

1930	1935	1940	1946-1947 (12 months)	1947-1948 (12 months)	1948-1949 (12 months)	1949-1950 (12 months)	1950-1951 (12 months)
235,141	99,104	127,953	17,909	45,818	54,967	24,281	19,598

TABLE 4 (PART C).

Number of Male and Female Emigrants embarked at Hong Kong to Ports other than in China, for Ten Years, from 1936 to 1949—50 and for 12 months from 1st April, 1950 to 31st March, 1951.

Whither Bound	1936	1937	1938	1939	1940	1946-1947 (12 months)	1947-1948 (12 months)	1948-1949 (12 months)	1949-1950 (12 months)	1950-1951 (12 months)
Straits Settlements, Males, ...	68,629	80,290	28,271	20,787	23,558	11,665	27,036	21,973	9,899	8,024
Straits Settlements, Females, ...	45,096	82,398	33,690	8,801	10,416	8,480	12,485	11,569	6,326	8,571
Total	101,725	162,687	61,961	29,588	33,974	15,145	39,521	33,542	16,225	11,595
Other Ports, Males,	43,235	57,795	86,627	28,860	29,478	2,443	5,266	16,886	6,967	5,964
Other Ports, Females,	8,210	11,833	12,299	12,878	8,640	321	1,031	4,530	1,689	2,099
Total	51,445	69,628	48,926	41,747	38,122	2,764	6,297	21,425	8,656	8,063
Grand Total	153,170	232,325	110,887	71,335	72,096	17,909	45,818	54,967	24,281	19,598

TABLE 5.

JUNKS, BOATS AND LAUNCH LICENCES, PERMITS RECEIPTS ETC.

Issued and Fees Collected during the year
1st April, 1950 to 31st March, 1951.

(MARINE LICENSING OFFICE).

DESCRIPTION	Issued Total	Fees Collected
Anchorage Permits—Launches & Motor Boats	2,511	\$ 2,511.00
Day Clearance—Launches & Motor Boats	3,240	3,240.00
Engagement Fees—Masters & Engineers	1,809	1,809.00
Examination Fees—Local Certificate of Competency, Master	427	4,270.00
Examination Fees—Local Certificate of Competency, Engineer	486	4,860.00
Indorsement Fees Class I to VI	629	1,887.00
Licences—Class I (1st Class) Passenger Boats	267	} 319,369.00
Licences—Class I (2nd Class) Passenger Boats	3,057	
Licences—Class II Lighters, etc.	1,575	
Licences—Class III Hulks	83	
Licences—Class IV Miscellaneous Boats	10,229	
Licences—Class V Trading Junks	1,000	
Licences—Class VI Fishing Junks	2,977	} 102,673.50
Licence Books—Class I to VI (Duplicate)	138	
Licences—Launches, Ferry Vessels & Motor Boats	677	15,383.00
Licence Books—Launches, Ferry Vessels & Motor Boats	116	348.00
Licences—Inshore Stake Nets	78	} 1,058.00
Licences—Offshore Stake Nets	31	
Licences—Seine Nets	2	
Light Dues—Launches & Motor Junks	9,760	43,118.30
Licences—Marine Hawkers (Steamship)	576	34,560.00
Licences—Marine Hawkers (Native Craft)	321	10,235.00
Monthly Clearance—Launches & Motor Boats	501	501.00
Monthly Ferry Clearance	60	3,000.00
Monthly Clearance Class II & V (Junks & Lighters)	786	786.00
Motor Boat Plying Permits	1,147	11,470.00
Night Clearances—Launches & Motor Boats	156	312.00
Official Signature Fees	9,741	48,705.00
Repainting Numbers Class I—IV	259	129.50
Repainting Numbers Class V & VI	661	661.00
Survey Fees—Launches, Ferry Vessels, Motor Boats, Motor Junks & Lighters	1,233	68,731.19
Voyage Permits—Class II & V	2,758	2,758.00
Total:	57,291	\$684,445.49

TABLE 6A.

MERCANTILE MARINE OFFICE.

Period 1st April, 1950 to 31st March, 1951.

	1949/50	1950/51	Comparison
Seamen engaged	26,906	27,090	+ 184
Seamen discharged	23,224	24,291	+ 1,067
No. of Discharge Books issued ...	3,051	4,920	+ 1,869
& amount realised	\$ 7,627.50	\$12,300.00	+ \$ 4,672.50
Shipping Fees collected	\$93,664.00	\$97,031.50	+ \$ 3,367.50
No. of Distressed British Seamen taken charge	122	100	- 22
Deceased seamen's estates dealt with	27	41	+ 14
Payments made on behalf of Ministry of Transport, No. of claimants	64	43	- 21
Total payments	\$20,622.32	\$14,531.27	- \$ 6,091.05
National Insurance Contributions (U.K. Seafarers)	\$37,644.87	\$53,650.25	+ \$16,005.38
Deductions of U.K. Income Tax collected	\$15,287.25	\$12,056.69	- \$ 3,230.56

TABLE 6B.

COMPENSATION PAYMENTS.

(Payments made during the period of the Financial Year 1.4.50—31.3.51)

	1949/50		1950/51		Comparison	
British Ships (Loss of Life)	(34)	\$171,040.00	(31)	\$147,800.00	(- 3)	-\$23,240.00
Dutch Ships (SZ) (Loss of Life)	(11)	46,800.00	(19)	94,000.00	(+ 8)	+ 47,200.00
Loss of Effects (SZ) Dutch Ships	(10)	1,893.36	(19)	5,077.37	(+ 9)	+ 3,184.01
Detention Allowances	(2)	2,811.80	(3)	4,555.90	(+ 1)	+ 1,744.10
Dutch Ships (VZ) (AS) (Loss of Life)	(13)	47,641.00	(1)	4,800.00	(-12)	- 42,841.00
Loss of Effects (VZ) (AS) Dutch Ships	(14)	2,453.33	(1)	128.00	(-13)	- 2,325.33
Norwegian Ships (Loss of Life)	—	—	(2)	9,600.00	(+ 2)	+ 9,600.00
Balance of Wages (Dutch Ships)	(21)	5,243.66	(13)	7,722.35	(- 8)	+ 2,478.69
	(105)	\$277,883.15	(89)	\$273,683.62	(-16)	--\$ 4,199.53
(M.O.T. A/C) shipwreck Allowances	(4)	4,229.98	(1)	485.00	(- 3)	- 3,744.98
GRAND TOTAL	(109)	\$282,113.13	(90)	\$274,168.62	(-19)	-\$ 7,944.51

PART A.

TABLE
SHIPS REGISTERED

1st April, 1950—

		Official Number	Register Tonnage	Horse Power	Rig	Build
17/1950	Hin Fook	154,059	14	B.H.P. 152	Not	Carvel
18/1950	Hong On	191,479	185	—	Not	Carvel
19/1950	Yew Sang	191,480	18	N.H.P. 80	Not	Carvel
20/1950	Corda	191,482	3,338	N.H.P. 780	Not	Clencher
21/1950	Emgent	191,481	13	B.H.P. 225	Not	Carvel
22/1950	Hong Lee	191,483	185	—	Not	Carvel
23/1950	Tai Fung	172,793	154	—	Not	Carvel
24/1950	Hoteen	191,484	66	B.H.P. 320	Not	Carvel
25/1950	Shang San	191,485	223	B.H.P. 800	Not	Carvel
26/1950	Torina	191,486	277	B.H.P. 500	Not	Carvel
27/1950	Taikoo Cheong	159,459	10	B.H.P. 220	Not	Carvel
28/1950	Northern Glow	168,026	3,186	N.H.P. 339	Not	Clencher
29/1950	Whiteson	191,487	213	B.H.P. 200	Not	Carvel
30/1950	Tai Koo	191,488	197	N.H.P. 171	Not	Clencher
31/1950	Daisy Moller	191,490	11	B.H.P. 225	Not	Carvel
32/1950	H.K.T. L-257	191,493	906	—	Not	In & Out
33/1950	Audax	162,325	3,782	N.H.P. 606	Schooner	Clencher
34/1950	Liwo	191,494	12	B.H.P. 72	Not	Carvel
35/1950	Belapur	168,360	4,927	N.H.P. 900	Not	Clencher
36/1950	H.K.T. Lionfish	191,492	14	B.H.P. 77	Not	Carvel
37/1950	Taikoo Lo	191,495	6	B.H.P. 40	Not	Carvel
38/1950	Golden Star	153,577	43	N.H.P. 64	Not	Clencher
39/1950	Fuhwo	191,497	12	B.H.P. 60	Not	Carvel
40/1950	Eastern Queen	191,496	5,018	N.H.P. 1900	Not	In & Out
41/1950	Hong Ming	191,504	322	B.H.P. 400	Not	Clencher
42/1950	Isabel	191,503	15	B.H.P. 230	Not	Carvel
43/1950	Moller Crane No. 2	191,491	317	—	Not	Flush
44/1950	Dur	191,501	29	B.H.P. 225	Not	Carvel
45/1950	Sanad	191,502	21	B.H.P. 200	Not	Carvel
46/1950	Anshun	191,506	3,312	B.H.P. 4500	Not	Clencher
1/1951	World No. 1	191,507	42	B.H.P. 240	Not	Carvel
2/1951	Springlight	191,508	95	—	Not	Carvel
3/1951	Omatere	191,505	7	I.H.P. 8	Bermu- dian	Carvel

7.

AT HONG KONG.

31st March, 1951.

Where and When Built		Remarks
Hong Kong	1914	Re-registered. Formerly a Chinese vessel ex "Licorne" of Hongkong Registry.
Hong Kong	1946	First Registry. Formerly a Hongkong licensed lighter unregistered.
Hong Kong	1900	First Registry. Formerly a Hongkong licensed steam launch unregistered.
Newcastle	1911	Purchased from foreigners. Formerly Swedish steam ship "Ceylon".
Unknown	Unknown	First Registry.
Hong Kong	1946	First Registry. Formerly a Hongkong licensed lighter unregistered.
U.S.A.	1943	Registered anew on conversion into a dumb lighter.
U.S.A.	Unknown	First Registry.
U.S.A.	1944	Purchased from foreigners. Formerly Chinese motorship "Johnson".
U.S.A.	1944	Purchased from foreigners. Formerly a motorship known as "Maidova" holding a Provisional Certificate of Panamanian Registry.
Hong Kong	1937	Re-registered. Vessel found in Japan and redelivered to owners in 1950.
U.S.A.	1920	Purchased from foreigners. Formerly Chinese steamship "Nan Chiang".
Hong Kong	1946	Purchased from foreigners. Formerly a Chinese vessel as "Hudson".
Hong Kong	1949	First Registry.
U.S.A.	Unknown	First Registry.
U.S.A.	1939	Purchased from foreigners. Formerly a dumb lighter of Manila Registry as "L-257".
Birkenhead	1930	Registry transferred from Liverpool.
Hong Kong	1950	First Registry.
Wesermunde-G	1920	Transferred from London Registry.
Australia	Unknown	Purchased from foreigners. Formerly a motor vessel of Manila Registry as "Lionfish".
Hong Kong	1950	First Registry.
Hong Kong	1924	Re-registered. Formerly ferry vessel "Golden Star" of Hongkong Registry.
Hong Kong	1950	First Registry.
Dumbarton	1950	First Registry.
Hong Kong	1950	First Registry.
U.S.A.	1947	Purchased from foreigners. Formerly a private motor launch.
U.S.A.	Unknown	First Registry.
Shepperton	1943	First Registry. Formerly an unregistered motor vessel known as "H.S.L. 2591".
Unknown	Unknown	First Registry. Formerly an unregistered motor vessel known as "Pinnacle No. 1212".
Hong Kong	1950	First Registry.
Great Britain	Unknown	First Registry.
Japan	Unknown	First Registry.
Hong Kong	1950	First Registry.

PART A.

TABLE
SHIPS REGISTERED
1st April, 1950—

		Official Number	Register Tonnage	Horse Power	Rig	Build
4/1951	Flying Bird	191,514	302	B.H.P. 500	Not	Carvel
5/1951	Summerlight	191,513	95	—	Not	Carvel
6/1951	Goklien	191,500	7	B.H.P. 200	Not	Carvel
7/1951	Tai Loy	191,515	800	B.H.P. 1500	Not	Clencher
8/1951	Ballyholme Bay (changed to Laure Pattison)	180,693	720	N.H.P. 132	Not	Clencher
9/1951	Yangtze Phoenix	130,526	1,864	N.H.P. 177	Fore & Aft	Clencher
10/1951	Autumnlight	196,021	4,545	—	Not	Carvel

PART B.

TABLE
REGISTERS CLOSED
1st April, 1950—

		Official Number	Register Tonnage	Date of Registry	Rig	Build
1.	Taikoo Kuai	128,717	39	30th July, 1912	Nil	Carvel
2.	Sin Tai Sup	139,555	99	1st December, 1917	None	Clencher
3.	Sumatra	107,024	604	5th February, 1923	Schooner	Clencher
4.	Taiposhan	114,779	1,356	13th November, 1924	Fore & aft Schooner	Clencher
5.	Taikoo Yung	153,997	11	22nd April, 1926	—	Carvel
6.	Man Hong	154,032	48	19th July, 1929	—	Clencher
7.	Haitan	145,944	2,225	9th May, 1935	Schooner	Clencher
8.	Gold Leaf	159,509	60	6th April, 1939	None	Clencher
9.	Yuet Tung	151,421	35	30th May, 1939	Not	Carvel
10.	Hailey	172,772	4	16th August, 1940	—	Carvel
11.	Inchona	135,588	3,023	10th December, 1946	Schooner	Out & In
12.	Wing Hing	181,010	254	14th March, 1947	Not	Clencher
13.	Indo IV	172,795	2	16th April, 1947	Not	Clencher
14.	H.K.T. Croaker	172,837	2	15th December, 1948	Not	Carvel
15.	Chaksang	180,843	928	26th January, 1949	Not	Clencher

7.

AT HONG KONG.**31st March, 1951.**

Where and When Built	Remarks
U.S.A. 1944	First Registry. Formerly Panamanian motorship "Mailina".
Japan Unknown	First Registry.
Southampton Unknown	First Registry.
Hong Kong 1950	First Registry.
Sunderland 1908	Transferred from Belfast Registry. (Register tonnage altered to 742 on 7th March, 1951.)
Govan 1911	Purchased from foreigners. Formerly Chinese ship as "Kiang Yong" and British ship as Saguenay of Montreal Registry.
U.S.A. 1943	Purchased from foreigners. Formerly an unregistered concrete barge IX-149 known as "Trefoil".

7.

AT HONG KONG.**31st March, 1951.**

Where and When Built	Reason of Cancellation
Hong Kong 1911	Sold to foreigner (a Chinese Subject).
Hong Kong 1916	Sold to foreigners (a Portuguese Company of Macau).
Gustermunde 1894	Registry Closed. Vessel found re-registered in Singapore as "Sin Soon Lee".
Govan, Glasgow 1901	Sold to foreigners (a Chinese firm) for breaking up as scrap.
Hong Kong 1926	Sold to foreigners (a Chinese firm).
Hong Kong 1929	Registry Closed. Vessel sunk by allied planes during hostilities, 1941-1945.
Danzig 1909	Sold to a Hong Kong Limited Liability Company for breaking up.
Singapore 1913	Sold to foreigner (a Chinese Subject).
Hong Kong 1921	Sold to foreigner (a Chinese Subject).
Hong Kong 1940	Registry Closed. Vessel reported sunk during the Japanese occupation 1941-1945.
Govan 1914	Sold to a Hong Kong Limited Liability Company for breaking up.
Aberdeen 1946	Registry Closed. Vessel grounded and caught fire in Chiling Point. Wreck of the vessel sold to foreigner (a Chinese Subject).
Unknown Unknown	Sold to foreigners (a Chinese Company).
U.S.A. 1944	Registry transferred to the port of Labuan, British North Borneo.
Rotterdam 1944	Sold to foreigners (a Chinese Company) for breaking up.

PART B.

TABLE
REGISTERS CLOSED

1st April, 1950—

	Official Number	Register Tonnage	Date of Registry	Rig	Build
16. Tug 2	114,395	1	21st February, 1949	—	Clencher
17. Tug 3	120,121	1	do.	—	Clencher
18. Chenyang	152,085	1	do.	Nil	Clencher
19. Taikoo No. A. 6	142,178	228	do.	None	Clencher
20. Taikoo No. C. 2	151,706	150	do.	None	Clencher
21. Taikoo No. C. 3	151,707	150	do.	None	Clencher
22. A 1	114,387	344	do.	Schooner	Clencher
23. A 3	114,389	344	do.	do.	Clencher
24. A 5	114,391	344	do.	do.	Clencher
25. A 6	114,396	344	do.	do.	Clencher
26. A 7	114,399	344	do.	do.	Clencher
27. A 8	114,400	344	do.	do.	Clencher
28. A 9	120,123	344	do.	do.	Clencher
29. A 10	120,124	344	do.	do.	Clencher
30. A 11	120,125	344	21st February, 1949	Schooner	Clencher
31. A 12	120,126	344	do.	do.	do.
32. B 1	120,127	477	do.	Lugger	do.
33. B 2	120,128	477	do.	do.	do.
34. B 3	120,129	477	do.	do.	do.
35. B 4	120,130	477	do.	do.	do.
36. C 1	155,878	323	do.	—	do.
37. C 2	155,879	323	do.	—	do.
38. Taikoo No. 1	135,815	199	do.	None	do.
39. Taikoo 3	135,863	150	do.	do.	do.
40. Taikoo 4	135,864	150	do.	do.	do.
41. Taikoo No. 5	135,866	150	do.	do.	do.
42. Taikoo No. 6	135,867	150	do.	do.	do.
43. Taikoo No. 7	139,759	149	do.	do.	do.
44. Taikoo No. 8	139,760	149	do.	do.	do.
45. Taikoo No. 11	139,774	231	do.	do.	do.
46. Taikoo No. 12	139,775	149	do.	do.	do.
47. Taikoo No. 21	151,675	222	do.	do.	do.
48. Taikoo No. 22	151,676	202	do.	do.	do.
49. Taikoo No. 23	151,684	202	do.	do.	do.
50. Taikoo No. 35	153,697	227	do.	do.	do.
51. Taikoo No. 36	153,698	227	do.	do.	do.
52. Taikoo No. 37	153,699	227	do.	do.	do.
53. H.K.T. Halibut	191,423	26	8th March, 1949	Not	In & Out
54. Changsha	191,440	4,104	5th July, 1949	Not	Clencher
55. Tai Fung	172,793	69	14th July, 1949	Not	Carvel
56. Moller Barge No. 1	191,445	2,283	10th July, 1949	Not	Carvel
57. Clutha X	127,174	37	25th October, 1949	None	Clencher
58. Oritrin	143,634	3,537	23rd November, 1949	Schooner	Clencher
59. Taiyuan	191,464	4,137	23rd December, 1949	Not	Clencher
60. Margaret Moller	191,467	170	23rd January, 1950	Not	Carvel
61. Anking	191,476	3,288	18th March, 1950	Not	Clencher
62. Hin Fook	154,059	14	14th April, 1950	Not	Carvel
63. Hong On	191,479	185	17th April, 1950	Not	Carvel
64. Hong Lee	191,483	185	22nd May, 1950	Not	Carvel
65. Anshun	191,506	3,312	29th December, 1950	Not	Clencher

7.

AT HONG KONG.

31st March, 1951.

Where and When Built		Reason of Cancellation
Shanghai	1904	Sold to foreigners (a Chinese Company of Tientsin).
do.	do.	Do.
Hong Kong	1922	Do.
Shanghai	1919	Sold to foreigner (a Chinese Subject).
do.	1922	Sold to foreigners (a Chinese Company of Tientsin).
do.	do.	Do.
do.	1904	Do.
do.	do.	Do.
do.	do.	Do.
do.	do.	Do.
do.	do.	Do.
do.	do.	Do.
do.	do.	Do.
do.	do.	Do.
do.	do.	Do.
do.	do.	Do.
do.	do.	Do.
do.	do.	Do.
do.	do.	Do.
do.	do.	Do.
do.	1929	Do.
do.	do.	Do.
do.	1913	Sold to foreigners (a Chinese Company of Shanghai).
do.	1915	Do.
do.	do.	Sold to foreigner (Chinese).
do.	do.	Do.
do.	do.	Sold to foreigners (a Chinese Company of Shanghai).
do.	1917	Sold to foreigner (Chinese).
do.	do.	Sold to foreigners (a Chinese Company of Shanghai).
do.	do.	Sold to foreigner (Chinese).
do.	do.	Do.
do.	1921	Do.
do.	do.	Do.
do.	do.	Sold to foreigners (Chinese).
do.	1925	Sold to foreigners (a Chinese Company of Shanghai).
do.	do.	Do.
do.	do.	Do.
Auckland	Unknown	Sold to Pakistan Government.
Greenock	1949	Registry transferred to the port of London.
Tacoma, U.S.A.	1943	Registry Closed. Vessel registered anew on conversion into a dumb lighter.
U.S.A.	Unknown	Registry Cancelled. Vessel has been registered in error.
Shanghai	1907	Sold to foreigners (Chinese buyers of Pootung, China).
Port Glasgow	1920	Sold to foreigners (Japanese buyers of Kobe, Japan).
Greenock	1949	Registry transferred to the port of London.
Orange, U.S.A.	1943	Sold to foreigners (a French Company of Cherbourg).
Greenock	1949	Registry transferred to the port of London.
Hong Kong	1914	Sold to foreigners (a Chinese firm).
Hong Kong	1946	Do.
Hong Kong	1946	Do.
Hong Kong	1950	Registry transferred to the port of London.

TABLE 8.
COMPARATIVE STATEMENT OF WORK PERFORMED BY THE
SHIP SURVEYS OFFICE OF THE MARINE DEPARTMENT
1948/49, 1949/50, and 1.4.50—31.3.51.

ITEM.	YEARS		
	48/49	49/50	50/51
Surveys for Passenger & Safety Certificates	80	127	125
Surveys for Passenger & Safety Certificates (47BB)	—	1	1
Surveys for Emigration Licences	74	81	80
Surveys for Load Line Certificates	14	31	33
Surveys for Bottom Certificates	11	14	15
Surveys of Launches for Plying Licences	490	565	717
Surveys of Native Craft (Fire Prevention) under Table S.	167	287	286
Vessels surveyed for carriage of Dangerous Goods	115	281	220
Surveys for Safety Radio Telegraph Certificates	163	182	136
Surveys for Surveys 69 (Wireless)	13	7	27
Measurement of Tonnage for British Registry	14	28	57
Measurement of Tonnage not for British Registry	30	66	70
Measurement of Tonnage for Suez Canal ...	3	5	4
Measurement of Tonnage for Panama Canal	2	1	1
Inspection and Certification of Lights & Sound Signals	69	92	123
Inspection and Certification of Lifesaving Appliances	118	158	166
New Lifeboat surveyed during construction ...	35	44	57
New Buoyant Apparatus surveyed during construction	183	143	131
Surveys of Boilers during construction	2	2	—
Lifebuoys inspected and stamped	2,227	3,215	3,154
Lif jackets inspected and stamped	15,258	15,561	12,131
Inclining Experiments	44	76	59
Machinery and Boiler Plans	236	273	236
Ships' Plans examined (sub-divisions, structural and arrangements)	508	660	510
Lifeboatmen examined for Certificate of Efficiency	373	374	554
Engineers examined for Temporary Permits ...	—	69	106
Engineers examined for Colonial Certificates of Competency	29	30	39
Masters and Mates examined for Colonial Certificates of Competency	41	28	24
Engineers examined for Local Certificates of Competency	345	372	486
Radio Direction Finder Calibrations	13	23	23
Total number of visits and inspections in connection with surveys	6,170	6,385	6,547
Total number of office consultations	1,548	1,932	5,200
Total number of Applications for Surveys received	1,338	1,897	1,964

TABLE 9.

Light Dues collected during the year 1950/1951.

Class of Vessels	No. of Trips	Tonnage	Rate per ton	Fees Collected
Ocean Vessels	3,309	8,780,751	5 cts.	\$439,037.55
Motor Junks & Launches	9,760	918,993	5 cts.	45,949.65
River Steamers	3,014	2,388,058	2 cts.	47,761.16
Motor Junks & Launches Under 20 Tons no	16,083	12,087,802	—	\$532,748.36
Light Dues Collection	4,871	551,897	—	—
Total	20,954	12,639,699	—	\$532,748.36

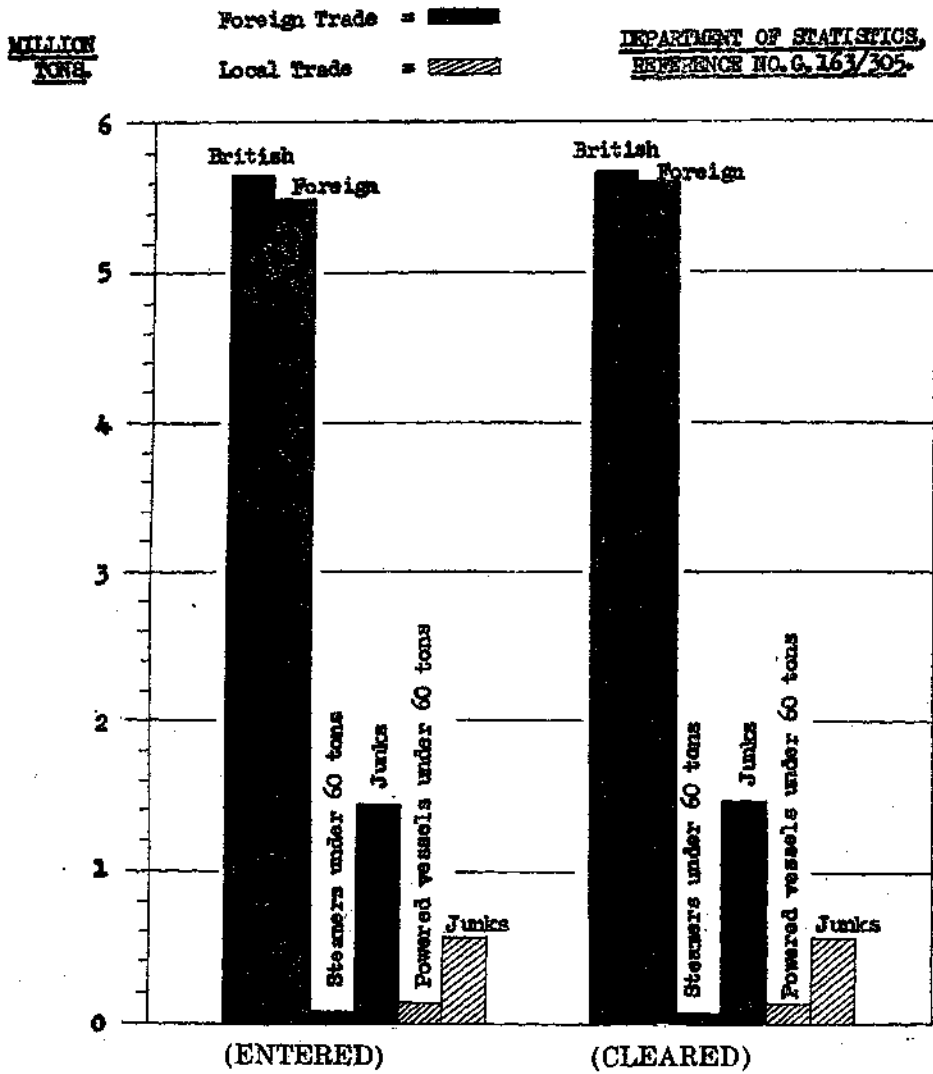
TABLE 10.

Licences Issued and Fees Collected at Marine Licensing Stations.

Name of Station	1949/50 Fees Collected	1950/51 Fees Collected	Increase	Decrease
ABERDEEN	\$ 64,579.00	\$ 60,385.00	—	\$ 4,194.00
CHEUNG CHAU ISLAND	—	24,814.85	\$ 24,814.85	—
SHAUKIWAN	59,866.50	55,963.50	—	3,403.00
TAI PO KAU	8,153.50	10,953.00	2,799.50	—
YAUMATI	94,561.00	110,372.75	15,811.75	—
SAI KUNG BEAT (No. 1 Police Cruising Launch)	2,880.50	4,119.50	1,239.00	—
TAI PO BEAT (No. 2 Police Cruising Launch)	5,740.00	7,613.00	1,873.00	—
DEEP BAY BEAT (No. 3 Police Cruising Launch)	2,410.00	7,297.00	4,887.00	—
CHEUNG CHAU BEAT (No. 4 Police Cruising Launch)	16,540.00	5,678.00	—	10,862.00
LOK MA CHAU (Police Patrol Boat)	1,800.00	Not Operating at present	—	1,800.00
TOTAL	\$256,030.50	\$287,196.60	\$51,425.10	\$20,259.00

ANNEXURE 1.



ARRIVALS AND DEPARTURES OF ALL VESSELS,
HONG KONG, BY TONNAGE—1950/51.

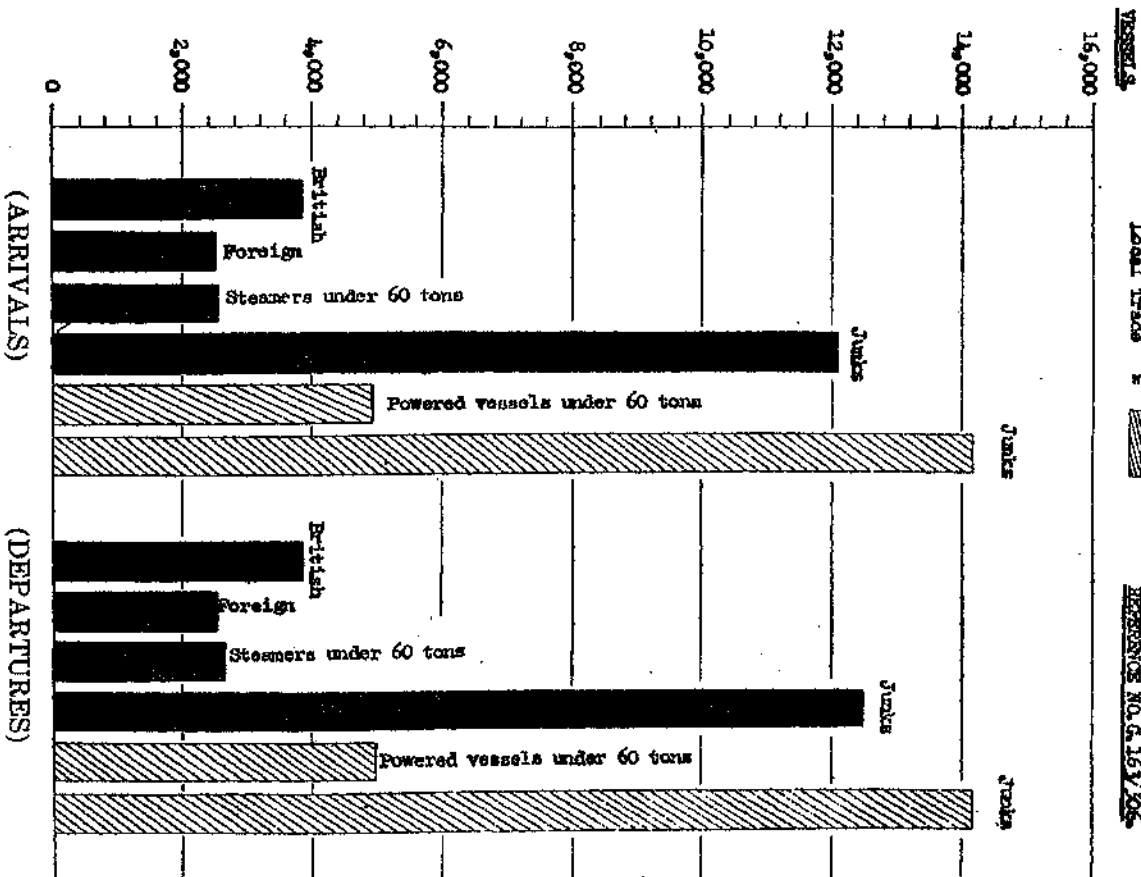


ANNEXURE 2.

ARRIVALS AND DEPARTURES OF ALL VESSELS,
HONG KONG, 1950/51.

DEPARTMENT OF STATISTICS,
HONG KONG, 1951.

Foreign Trade = 
Local Trade = 

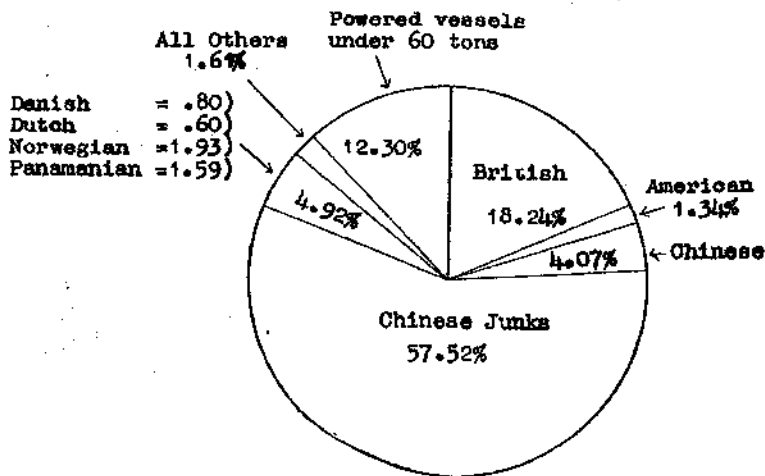


ANNEXURE 3.

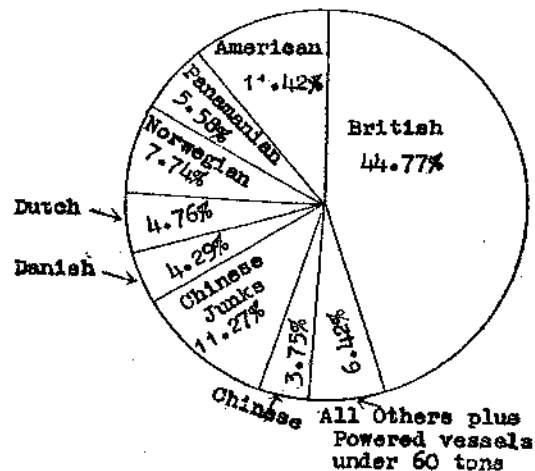
NUMBER AND TONNAGE OF FOREIGN GOING VESSELS OF EACH NATION
ENTERED AT PORTS IN THE COLONY OF HONG KONG IN THE
YEAR FROM 1ST APRIL, 1950 TO 31ST MARCH, 1951.

DEPARTMENT OF STATISTICS,
REFERENCE No. G. 163/307.

TOTAL VESSELS (20,954)



TOTAL TONNAGE (12,639,699)





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Marine Department

Annual Reports 1913, 1946/47,
1947/48, 1950, 1950/51

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