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50X1-HUM

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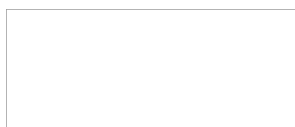
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Excerpts from
REGULATIONS GOVERNING HARBOUR DUES AND PORT CHARGES
Promulgated by
THE MINISTRY OF COMMUNICATIONS
January 1956
(For Reference Only)



50X1-HUM

LOADING/UNLOADING CHARGES

Loading/unloading charges shall be collected according to the following table (see attachment) and rules.

2. (Art. 7)

A. Loading/unloading charges include charges collected for the following services:

- 1) unloading ship or freight car;
- 2) loading ship or freight car;
- 3) handling of cargo within the harbour from warehouse to wharf or vice versa;
- 4) shifting of cargo in warehouse;
- 5) classifying cargo according to marks or Bills of Lading;

Note: In case the marks are indistinct or the cargoes are stowed not in order, a charge for rearranging the cargoes shall be collected on labour-hour basis.

- 6) loading/unloading and/or handling dunnaging materials in warehouses or freight cars;
- 7) dunnaging, stacking, sealing, unstacking in ship's holds, or freight cars or warehouses;
- 8) reconditioning, repecking and remarking of cargoes damaged during loading/unloading;
- 9) trimming in ship's holds, levelling in freight car, and sealing of freight car.

B. Loading/unloading charges do not include charges for the following services:

- 1) shunting charges collected by railway administrations;
- 2) Note: In case the railway and rolling stocks used are owned by the harbour, shunting charges are to be included in the loading/unloading charges.
- 2) expenses for materials used for dunnaging, lashing or sealing purposes on ships and/or in freight cars;
- 3) loading/unloading dunnaging materials for ship;
- 4) breaking or shovelling cargoes that have been solidified or melted;
- 5) stacking and trimming done at the special request of the cargo owner;
- 6) cleansing and/or disinfecting ship or freight car.

3. Loading/unloading work includes the following: (Art. 8)

A. Import cargo

- 1) spot delivery cargo or cargo to be discharged into waterfront warehouse or compound; work begins with unloading cargo from vessel till the cargo is loaded into freight car/lighter/wooden boat upon delivery;

- 2) cargo to be discharged into warehouse or compound not alongside the wharf or to warehouse or compound belonging to the cargo owner: work begins with unloading cargo from vessel till the cargo is carried to the appointed warehouse or compound. (In this case, consent from the harbour authority must be obtained in advance.)
- 3) oil in bulk: work begins with unloading vessel till the oil is filled into the oil tank or reservoir.

B. Export cargo:

- 1) spot delivery cargo or cargo to be carried from waterfront warehouse or compound: work begins with unloading freight car/lighter/wooden boat till the cargo is loaded to the vessel.
- 2) cargo to be carried from warehouse or compound not alongside the wharf or from warehouse or compound belonging to the cargo owner: work begins with carrying cargo outside the warehouse or compound till the cargo is loaded to the vessel.
- 3) oil in bulk: work begins with pumping oil from the oil tank or reservoir till the oil is loaded to the vessel.

4. (Art. 9)

- A. Charges for loading/unloading work that is not included in the table shall be collected according to the "basic loading/unloading charges".
- B. A surcharge of 50% of the original loading/unloading charge shall be collected in addition in case of loading/unloading highly dangerous cargo.
- C. A surcharge of 25% of the original loading/unloading charge shall be collected in addition in case of loading/unloading cargo in refrigerated cargo holds.
- D. A surcharge of 20% of the original ^{basic} loading/unloading charge shall be collected in addition in case of loading cereals in bulk into oil tanker.
- E. 50% of the original loading/unloading charge shall be collected in case of loading/unloading oil in bulk from vessel/oil reservoir with pumping equipment of tanker.
- F. Charges for loading/unloading cargo from ship's side to ship's hold or vice versa shall be calculated and collected according to the table "Loading/unloading Charge: from Ship's Side to Ship's Hold" attached.

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3) Charges for loading/unloading cargo from ship's hold to warehouse or vice versa shall be collected at 70% of the basic loading/unloading charges. (irrespective of piece or bulk cargo)

5. Special cargoes that cannot be handled by harbour facilities should be loaded by cargo owner's own facilities. In case the work is done by the harbour at cargo owner's request, charges and expenses incurred shall be borne by the cargo owner. (Art. 13).

6. With exception to cargoes that are to be charged according to special scale and those which are movable on fixed rolling wheels, a surcharge shall be collected for handling heavy lift cargo at the following rate: (Art. 14)

Percentage on ordinary handling charges Surcharge basis	Port	
	Dairen, Onin, Tientsin, Canton, Whampo	Tsingtao, Haibow, Chefoo, Shanghai
1/2 ton & more but less than 1 ton		50
1 ton & more but less than 3 tons		100
3 tons & more but less than 5 tons	40	200
5 tons & more but less than 10 tons	100	400
10 tons & more but less than 25 tons	300	600
25 tons & over	600	600

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1 2 3 4 5 6 7 8 9 10 11 12

CARGO	Port	Dairen	Chinwangtao	Shanghai
	Rate-per-ton (JWP) Work	Basic loading/ unloading charge	Basic loading/ unloading charge	Basic loading/ unloading charge
1. oil in bulk		1.48		
2. cereals, salt, in bulk		1.73	1.40	2.00
3. slack, unscreened coal, sand		2.19	1.58	1.95
4. lump coal, coke, ore, minerals, lime bricks, tiles and stone for house building		2.27	1.84	2.00
5. metals, metal manufactures & machinery, (irrespective of kinds of packing)		2.82	2.43	2.50
6. metal scrap in bulk		3.83	2.80	3.60
7. wood, log		2.74	2.10	2.40
8. planks, bamboo, wood & bamboo manufactures		2.45	1.85	1.80
9. cargo in bulk, unpacked cargo (except those otherwise described)		2.26	1.80	2.10
10. cargo in jars, earthen & porcelain ware, glass ware		2.80	2.88	4.00
11. cargo in bags		1.55	1.47	1.90
12. cargo in cases		2.80	2.43	2.65
13. cargo in barrels		2.19	1.58	2.20
14. cargo in baskets		2.62	2.43	3.20
15. cargo in bundles		2.25	2.13	2.45
16. live-stock not in cages		1.45	1.43	2.00
17. vehicles, vessels		3.35	3.20	2.65
18. empty. barrels, empty tins		1.36	1.47	2.35
19. light bulky cargo		3.35	3.20	4.00
a salt in bulk				
b slack		1.95	1.40	1.48
c unscreened coal		1.95		1.48
d bunker coal			2.72	1.71
e lump coal				1.55
f coke		2.57		1.55
g steel sections, pig iron		2.52	1.85	1.80
h cereals in bags, groundnut kernels in bags			1.33	1.70
i salt in bags				1.70
j fresh vegetables				
k bean cake, fertilizers (in bags)				
l fish in cases				
m groundnut unshelled in bags				
n tobacco leaves				

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	Tientsin		Tsingtao	Whampoa	Chefoo
	Basic loading/ unloading ch.	loading/unloading to or from lighters alongside ship	Basic loading/ unloading ch.	Basic loading/ unloading ch.	Basic loading/ unloading ch.
1.					
2.	2.20	1.32	1.17	2.90	0.93
3.	1.70	1.02	1.20	3.00	0.93
4.	2.30	1.38	1.40	3.50	1.30
5.	3.20	1.92	2.00	4.20	1.40
6.	3.40	2.04	2.80	4.20	2.00
7.	2.40	1.44	1.86	3.30	1.40
8.	2.40	1.44	1.35	3.30	1.10
9.	2.30	1.38	1.90	3.00	1.15
10.	2.80	1.68	2.25	4.60	2.50
11.	2.00	1.20	1.40	2.50	1.00
12.	2.70	1.62	2.20	4.50	2.00
13.	2.10	1.26	1.50	3.20	1.30
14.	2.80	1.68	2.00	4.60	1.30
15.	2.90	1.74	2.20	2.70	2.20
16.	1.80	1.08	1.60	3.00	1.00
17.	7.00	4.20	3.50	5.50	3.50
18.	1.80	1.08	1.10	2.50	2.00
19.	4.50	2.70	4.00	5.50	3.50
a		1.00			
b	1.00	1.00			
c	1.00	1.00			
d	1.40	1.30			
e	1.40	1.30		3.00	
f	1.40	1.30		3.00	
g					
h	1.50	0.90	1.30		
i	1.80	1.08	0.98		
j	1.50	0.90	1.30		
k					
l			1.90		
m					1.60
n			4.00		

LOADING/UNLOADING CHARGE; FROM SHIP'S SIDE TO SHIP'S HOLD OR VICE VERSA

Cargo	Port	Dairen		
	Work Rate per ton (Jmp)	fr. ship's side to ship's hold (loading) (A)	fr. ship's hold to ship's side (unloading) (B)	fr. ship's hold to warehouse or vice versa (loading/unl.) (C)
1. oil in bulk		0.30	0.59	1.04
2. cereals, salt, in bulk		0.35	0.69	1.21
3. slack, unscreened coal, sand		0.44	0.88	1.53
4. lump coal, coke, ore, minerals, lime, bricks, tiles and stone for house building		0.45	0.91	1.59
5. metals, metal manufactures & machinery, (irrespective of kinds of packing)		0.85	0.85	1.97
6. metal scrap in bulk		0.77	1.53	2.68
7. wood, log		0.82	0.82	1.92
8. planks, bamboo, wood & bamboo manufactures		0.74	0.74	1.72
9. cargo in bulk, unpacked cargo (except those otherwise described)		0.68	0.68	1.58
10. cargo in jars, earthen & porcelain ware, glass ware		0.84	0.84	1.96
11. cargo in bags		0.47	0.47	1.09
12. cargo in cases		0.84	0.84	1.96
13. cargo in barrels		0.66	0.66	1.53
14. cargo in baskets		0.79	0.79	1.83
15. cargo in bundles		0.68	0.68	1.58
16. live-stock not in cages		0.44	0.44	1.02
17. vehicles, vessels		1.01	1.01	2.35
18. empty barrels, empty tins		0.41	0.41	0.95
19. light bulky cargo		1.01	1.01	2.35
a salt in bulk				
b slack		0.39	0.78	1.37
c unscreened coal		0.39	0.78	1.37
d bunker coal				
e lump coal				
f coke				
g steel sections, pig iron		0.76	0.76	1.76
h cereals in bags, groundnut kernels in bags				
i salt in bags				
j fresh vegetables				
k bean cake, fertilizers (in bags)				
l fish in cases				
m groundnut unshelled in bags				
n tobacco leaves				

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P. 4(A)

	Chinwangtao			Tientsin			Tsingtao			Shanghai			Whampoa			Chefoo		
	(A)	(B)	(C)	(A)	(B)	(C)	(A)	(B)	(C)	(A)	(B)	(C)	(A)	(B)	(C)	(A)	(B)	(C)
1.																		
2.	0.28	0.56	0.98	0.44	0.88	1.54	0.23	0.47	0.82	0.40	0.80	1.40	0.58	1.16	2.03	0.19	0.37	0.65
3.	0.32	0.63	1.11	0.34	0.68	1.19	0.24	0.48	0.84	0.39	0.78	1.37	0.60	1.20	2.10	0.19	0.37	0.65
4.	0.37	0.74	1.29	0.46	0.92	1.61	0.28	0.56	0.96	0.40	0.80	1.40	0.70	1.40	2.45	0.26	0.52	0.91
5.	0.73	0.73	1.70	0.96	0.96	2.24	0.60	0.60	1.40	0.75	0.75	1.75	1.26	1.26	2.94	0.42	0.42	0.98
6.	0.56	1.12	1.96	0.68	1.36	2.38	0.56	1.12	1.96	0.72	1.44	2.52	0.84	1.68	2.94	0.40	0.80	1.40
7.	0.63	0.63	1.47	0.72	0.72	1.68	0.56	0.56	1.30	0.72	0.72	1.68	0.99	0.99	2.31	0.42	0.42	0.98
8.	0.56	0.56	1.30	0.72	0.72	1.68	0.41	0.41	0.95	0.54	0.54	1.26	0.99	0.99	2.31	0.33	0.33	0.77
9.	0.54	0.54	1.26	0.69	0.69	1.61	0.57	0.57	1.33	0.63	0.63	1.47	0.90	0.90	2.10	0.35	0.35	0.81
10.	0.86	0.86	2.02	0.84	0.84	1.96	0.68	0.68	1.56	1.20	1.20	2.80	1.38	1.38	3.22	0.75	0.75	1.75
11.	0.44	0.44	1.03	0.60	0.60	1.40	0.42	0.42	0.98	0.57	0.57	1.33	0.75	0.75	1.75	0.30	0.30	0.70
12.	0.73	0.73	1.70	0.81	0.81	1.89	0.66	0.66	1.54	0.80	0.80	1.86	1.35	1.35	3.15	0.60	0.60	1.40
13.	0.47	0.47	1.11	0.63	0.63	1.47	0.45	0.45	1.05	0.66	0.66	1.54	0.96	0.96	2.24	0.39	0.39	0.91
14.	0.73	0.73	1.70	0.84	0.84	1.96	0.60	0.60	1.40	0.96	0.96	2.24	1.38	1.38	3.22	0.39	0.39	0.91
15.	0.64	0.64	1.47	0.87	0.87	2.03	0.66	0.66	1.54	0.74	0.74	1.72	0.81	0.81	1.89	0.66	0.66	1.54
16.	0.43	0.43	1.00	0.54	0.54	1.26	0.48	0.48	1.12	0.60	0.60	1.40	0.90	0.90	2.10	0.30	0.30	0.70
17.	0.96	0.96	2.24	2.10	2.10	4.90	1.05	1.05	2.45	0.80	0.80	1.86	1.65	1.65	3.85	1.05	1.05	2.45
18.	0.44	0.44	1.03	0.54	0.54	1.26	0.33	0.33	0.77	0.71	0.71	1.65	0.75	0.75	1.75	0.60	0.60	1.40
19.	0.96	0.96	2.24	1.35	1.35	3.15	1.20	1.20	2.80	1.20	1.20	2.80	1.65	1.65	3.85	1.05	1.05	2.45
a																		
b	0.28	0.56	0.98	0.20	0.40	0.70				0.30	0.59	1.04						
c				0.20	0.40	0.70				0.30	0.59	1.04						
d	0.54	1.09	1.90	0.28	0.56	0.98				0.34	0.66	1.20						
e				0.28	0.56	0.98				0.31	0.62	1.09	0.60	1.20	2.10			
f				0.28	0.56	0.98				0.31	0.62	1.09	0.60	1.20	2.10			
g	0.56	0.56	1.30							0.54	0.54	1.26						
h	0.40	0.40	0.93	0.45	0.45	1.05	0.39	0.39	0.91	0.51	0.51	1.19						
i				0.54	0.54	1.26	0.26	0.26	0.62	0.51	0.51	1.19						
j				0.45	0.45	1.05	0.39	0.39	0.91									
k																		
l							0.57	0.57	1.33									
m																0.48	0.48	1.12
n							1.20	1.20	2.80									

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Classification of Loading/unloading Cargoes

1. Oil in bulk: including all kinds of vegetable oil, lubricating oil, gasoline and kerosine oil, diesel oil and other kinds of oils in bulk.
2. Salt and cereals in bulk: including all kinds of salt, rice, cereals, beans, wheats, corns, kaoliang.
3. Sleck, unscreened coal, sand.
4. Lump coal, coke, ores, minerals, lime, brick and tiles, stone for house building.
5. Metals and machineries (irrespective of kind of package).
6. Scrap metal in bulk: including scrap iron, scrap steel, scrap tins, and other scrap metals in bulk.
7. Wood: including log, lumber, pitprop.
8. Plank, bamboo, bamboo and wood manufactures: including wood plank, square wood and other wood manufactures, bamboo, bamboo canes and manufactures thereof.
9. Cargo in bulk, unpacked (except otherwise provided)
 - a) Cargo in bulk: including fertilizers, animal bones, fish, asphalt.
 - b) Cargo unpacked: including bean cakes, groundnut cakes, linseed cakes, ice, concrete manufactures.
10. Cargo in jar, earthen and porcelain ware, glass ware:
 - a) Cargo in jar: including cargoes contained in large or small jars.
 - b) Earthen and porcelain ware: including earthen ware, porcelain ware, urn.
 - c) Glass ware: including glass ware, insulators, glass balls, etc.
11. Cargo in bags: including cargoes in gunny bags, cloth bags, paper bags, straw bags, grass bags - such as grains, native products, seeds, fertilizers, cement, sugar, salt, mail, mail packages etc.
12. Cargo in cases: including cargoes in wooden cases, iron cases, big paper boxes, crates, household utensils, exhibition goods.
13. Cargo in barrels: including cargoes in iron barrels, iron tins, wooden drums, cartons.
14. Cargo in baskets: including cargoes in baskets.
15. Cargo in bundles: including vermicelli, cotton yarn, cotton piece goods, raw cotton, best fibre, gunny bags, raw rubber, brooms, press-packed paper, paper in reels, and other cargoes in bundles.
16. Live-stock not in cages: including cows, horses, camels, mules, donkeys, calves, goats-sheep, kids, pigs, young pigs, etc. not in cages.
17. Vehicles, vessels: including various kinds of assembled cars, boats, such as motor car, motor cycle, bicycle, locomotives, tenders, tractors, ambulance, fire-wagon, motor boats, wood craft.
18. Empty barrels, tins: including empty iron barrels, empty tins, empty cases, empty jars, empty baskets and empty crates.

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19. Light bulky cargoes: including waste cotton, silk cotton, feathers, cocoons, cork, calamus, grass and other straw mats, straw bags, grass bags, thermos flask containers (bamboo), scrap waste paper, and other cargoes with capacity of 4 cu. m. or over per each weight ton.

*** **

Remarks:

1. Loading/unloading charges shall be collected at special rate as prescribed by the port, or collected according to the name of cargo if no special rate is given, or according to package if no cargo name is given.
2. Cargo with capacity of 4 cu. m. or over per each weight ton shall be charged as light bulky cargo, except vehicles, vessels, and cargoes given special rate.
3. Highly dangerous cargoes include: "Explosive Cargoes (including dynamites)", "Poisonous Cargoes", "Cargoes capable of becoming explosive and combustible Mixture", and "Corrosive Cargoes" as prescribed in the "Rules for Handling Highly Dangerous Cargoes" published by the Ministry of Communications.

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To: TP&P P&P

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STORAGE CHARGE

1. Storage charge shall be collected according to the following table and rules. (Art. 19)

A.

Days	Rate per ton (Jmp)	
	waterfront warehouse	waterfront compound
1	0.05	0.025
2	0.13	0.065
3	0.25	0.125
4	0.43	0.215
surcharge on every day beginning with the fourth day	0.20	0.10

B. Storage charge for dangerous cargo in dangerous cargo depot shall be collected at Jmp.0.10 per ton per day.

C. Cargoes stored in sheds shall be charged according to the rate fixed for warehouse.

D. Cargoes stored in compound shall be charged according to the rate fixed for warehouse if harbour's dunnaging and covering materials are used for protecting cargo. When the dunnaging and covering materials are supplied by the cargo owner, (in such case, the consent of the harbour must be obtained) storage charge shall be collected according to the rate fixed for compound.

E. with exception to cargoes that are to be charged according to special scale, storage on the following cargoes shall be charged at double the rate as prescribed in the above table:

- 1) waste cotton, kapok, feather, cocoon, cork, straw mat, straw packing material, straw bag, empty containers (as barrels, cases, baskets,) thermos flask container (bamboo), vermicelli.
- 2) other cargoes with cubic capacity exceeding four cubic meter per metric ton weight each.
- 3) In case the cargo in storage is found to be incorrect in number or amount, storage charge shall be collected according to the original figure before the date of correction and according to the corrected figure from the date of correction.

F. Cargoes under one Bill of Lading with total weight of 500 tons and over shall be given the following "priviledge time allowance":

500 tons & over but less than 1500 tons	3 days
1500 tons & over but less than 3000 tons	6 days
3000 tons & over	9 days

Storage within the above time limit shall be charged at the "first day" rate. (with no progressive increase)

LIGHTERAGE

1. Lighterage shall be collected according to the following table and rules: (Art. 27)

Port	Class of cargo Rate per ton (Jmp)	1st class	2nd class	3rd class	4th class	5th class
		Tientsin	between Tanku & Tientsin Tanku & Taku Bar Tanku & Hsinkang Hsinho & Taku Bar			
other lighterage the distance of which is less than 31 nautical miles	1.50		2.25	3.00	3.75	6.00
between Hsinkang & Tientsin between Taku Bar & Tientsin	2.20		3.30	4.40	5.50	8.80
Canton *	city zone	0.81	1.22	1.62	2.03	3.24
	between Whampoa & Sun Chu " Whampoa & First Bar " Sun Chu & First Bar	1.50	2.25	3.00	3.75	6.00
	Chefoo	1.20	1.80	2.40	3.00	4.80

- * Note: 1. Limit of city zone
East to Inclined Pagoda, west to Wu-you, south to Macao Fort & Pagoda.
2. Lighterage from whampoa or Sun Chu to Canton shall be charged at 120% of the rate for lighterage between Whampoa & Sun Chu, or Whampoa & First Bar, or Sun Chu & First Bar.

2. Minimum lighterage: (Art. 26)

Port	minimum freight ton
Tientsin	100
Shanghai	20
Canton, Chefoo	50

- A. Lighterage shall be calculated according to the minimum freight ton in case the quantity of cargo to be lightered is less than the minimum freight ton.
- B. Lighterage on shut out cargoes, dunnaging & lashing materials of ship and auxiliary implements for handling cargo shall be calculated according to the actual weight carried.
- C. In case the cargoes to be lightered are destined for different discharging places, lighterage on cargo for each discharging place shall be calculated separately according to the minimum freight ton.
- D. In case the deadweight tonnage of a lighter is less than the minimum freight ton, lighterage shall be collected according to the deadweight tonnage of the lighter.

3. In case work of loading/unloading lighters is not carried by harbour stevedores, work should be completed within the prescribed time limit. A demurrage at Jmp.0.02 per hour per deadweight tonnage of lighter shall be charged for time delayed. (Art. 29)
- A. Time limit: Time limit shall be computed according to the following loading/unloading rate:
- 1) loading/unloading oil in bulk at Tientsin: 100 tons per hour;
 - 2) loading/unloading coal at Shanghai: 15 tons per hour;
 - 3) other cargoes in general at all ports: 25 tons per hour.
- B. Time allowance for preparation is given as follows:
- 1) Shanghai:
 - loading: 6 hours
 - unloading: 16 hours
 - 2) Canton: loading/unloading: 9 hours each.
 - 3) Other ports: 1 hour for loading or unloading.
- C. Loading/unloading time shall be counted from the moment the lighter arrives. In case the lighter arrives earlier than the time fixed, time shall be counted from the time fixed.
- D. In case the lighter fails to arrive at the appointed place due to ebb of the sea, time shall be counted from the moment the lighter arrives at the nearby place where loading/unloading can be carried.
- E. In the event the applicant wishes to change the place for unloading after the lighter has arrived at the appointed place, time shall be counted from the moment the lighter arrives at the appointed place. Loading/unloading time shall be counted at each wharf and be added together if work is to be carried at different wharves. (including time spent in shifting.)
- F. In case loading/unloading work is delayed due to rain, strong wind, heavy fog, heavy snow and other force majeure reasons, time lost in waiting shall not be counted.
4. Demurrage charge shall be collected according to the rate given in the above article for lighters delayed due to the fault of the cargo owner in the following two cases: (Art. 30)
- A. when a lighter is delayed from towing after the export cargo is loaded into the lighter;
 - B. when a lighter is delayed from unloading after the lighter has arrived at the place for unloading cargo into sea-going vessel and the time delayed is more than 2 hours.
5. In case the applicant wishes to cancel his application for lighters or to alter the time for using lighters that have already been approved, a fine shall be charged at Jmp.0.05 per ton of tonnage applied if the lighter is not dispatched, (but the fine should not be more than Jmp. 10.-) and at 50% of the lighterage payable if the lighter has been dispatched. (Art. 31)
6. In case the applicant fails to provide full quantity of cargo as applied after the lighter has arrived at the loading place, a fine of 50% of the lighterage payable for the balance shall be charged. In case the applicant fails to cancel his application in time and consequently the lighter has no cargo to load upon arrival, besides the fine charged at 50% of the lighterage payable, a demurrage charge shall be collected according to item 3 (Art. 29) of this chapter for time lost in waiting. (Art. 32)

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7. Lighterage on cargoes to be conveyed at Canton/Whampoa shall be collected together with loading/unloading charges. Lighterage shall be collected on full ship load if the ship begins unloading or completes loading at Lafsami and the rate charged is as follows:

fertilizers, rice, cereals: Jmp. 1.20 per ton

other cargoes: Jmp. 2.00 per ton

If the ship begins unloading or completes loading at Second Bar, lighterage on full ship load shall be charged as follows:

fertilizers, rice, cereals: Jmp. 0.60 per ton

other cargoes: Jmp. 1.00 per ton

No lighterage shall be collected on cargoes conveyed by lighters from the wharf to the vessel anchoring at the Whampoa Rive or vice versa.

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Classification of Carries carried by Lighters

- 1st Class: rreains, oil seeds, compressed raw cotton, compressed cotton yarn, compressed bast fibre, compressed gunny bags, compressed animals' hair, fresh and dried vegetable, vegetable preserved in jars, ginkgo fruit, apricot kernel, dried prunes, livestock, planks, vegetable oil in iron barrels; sugar, salt, fertilizers, bean cakes, cottonseed cakes, cake dreg, bone meal, minerals, ores, marble, calcium sulfate, aluminum sulfate, sulfur, carbolic acid in barrels, sodium sulfide in iron drums, alunite, talc, talc powder, alkali powder, gypsum, asbestos, stone powder, graphite, wax paraffin (straw bag), coal, asphalt, asphalt in bag, fire brick, metals, crude oil in iron drums and its products, crude oil in tins and its products, solidified oil in case, rosin in cases or drums, menthol crystal in cases, various kinds of hides or leather, salted fish in cases, frozen eggs in cases, canned preserves in cases, compressed paper pulp, paint materials, rubber, luggages.
- 2nd Class: compressed feather, bristles, compressed cotton piece goods, native pressed gunny bags, compressed tobacco leaves, fresh or dried fruits, dried potatoes in bag, sliced dried potatoes in bag, dates, copra, egg yolk, egg albumen, bamboo canes, wood logs, wood splints, brans, rice brans, charcoal, vegetable oil in bulk or in barrels, solidified oil in bags or baskets, glass in case, empty iron drums, veneer, various kinds of plywood, various kinds of papers (toilet paper and native made paper excepted).
- 3rd Class: sunflowerseeds, native pressed bast fibre, *coir yarn, rayon, raw silk, native pressed animals' hair, cotton yarn in straw bags, native cotton cloth, cotton rags, dried hot pepper, white and black melon seeds, walnut, walnut kernels, charcoal, vermicelli, tea in case, cigarettes, crude oil in bulk and its products, earthen and porcelain ware, glass ware, various kinds of machineries and instruments, various kinds of dried leather, toilet paper, native paper, bamboo pulp, empty containers (empty iron drums excepted), highly dangerous carries.
- 4th Class: groundnut, native pressed raw cotton, tobacco leaves in mat bale, herbs, rattans, enised star, dried lunggans, magnesium carbonate, straw mats.
- 5th Class: native pressed raw cotton, native pressed feather, black fungus, tea in baskets, tobacco stalks, carbon black, assembled motor car, thermos flask containers (bamboo).

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Remarks:

P. 12.

1. Lighterage at Shanghai port:

a) for loading/unloading coal and stone:

JMP 1.10 per ton between Woo-sung and Shanghai

JMP 1.40 per ton between the Mouth of Yangtze River and Shanghai.

b) for loading planks by two lighters tied abreast:

JMP 0.81 per ton between Woo-sung and Shanghai

JMP 1.05 per ton between the Mouth of Yangtze River and Shanghai

2. Lighterage at Swatow for loading living pigs in cages shall be collected at the rate prescribed for the 4th Class cargoes.

3. Cargoes not mentioned in the above classification shall be classed by comparing with cargoes of similar nature mentioned in the above classification, or be classed as Class 5 if no comparison can be made.

HARBOUR DUES

1. Harbour dues shall be levied on vessels entering or leaving, and on cargoes carried inward or outward, the harbours. (Art. 35)
2. Harbour dues on vessels shall be collected according to the following: (Art. 36)
 - A. Chinese vessels: Jmp. 0.12 per nett register ton per each entry or departure of vessel.
 - B. Foreign vessels: Jmp. 0.24 per nett register ton per each entry or departure of vessel.
 - C. Harbour dues on vessels flying flags of countries that have concluded agreements with China on mutual beneficial basis shall be collected according to the rate fixed for Chinese vessels.
3. Harbour dues shall be collected at half rate if the freight earned by the vessel is less than fivefold of the harbour dues leviable and if the vessel is able to provide sufficient proofs.
4. Vessels belonging to one of the following categories shall be exempt from harbour dues:
 - A. vessels belonging to, commanceered by, or chartered by Military or Public Security Organizations.
 - B. ~~vessels~~ vessels not engaged in commercial activity within the harbour.

Note: vessels not engaged in commercial activity on inward voyage shall be exempted from entry harbour dues; vessels not engaged in commercial activity on outward voyage shall be exempted from outward harbour dues.
 - C. service vessels within the harbour (excluding tugs and ferry boats that berthed at wharves of the harbour).
 - D. Chinese wood sailing boats and motor vessels under 50 NRT (excluding tugs and ferry boats that berthed at wharves of the harbour).
5. A fine equivalent to twofold of the harbour dues leviable shall be charged in addition in case the payer purposely evades such payment.

PILOTAGE

1. Pilotage on vessels piloted by harbour pilot shall be collected according to vessel's NRT (in case of tug boat, the tonnage taken into account shall be GRT), the minimum tonnage chargeable being 500 tons. (Art. 42) The rate of pilotage is as follows:

Port	rate per ton (Jmp)		
	piloting	shifting	
Dairen	0.022	0.022	
Chinwangtao	0.03	0.015	
Tientsin	from Taku Bar, Hsinking to Hsinho, Tangku	0.09	0.09
	from Taku Bar, Hsinking to Tientsin	0.12	
Tsingtao	0.03	0.03	
Shanghai	from Woosung entrance to Shanghai	0.14	0.07
	from the mouth of Yangtze River to Shanghai	0.23	
Canton	from Canton/Whampoa to Tower Hill	0.14	0.14
	from Canton/Whampoa to Lafsami	0.28	
Chefoo	0.05	0.05	

2. Pilotage on vessel under tow shall be calculated and collected according to the sum of ship's NRT and GRT of tug. (Art. 43)
3. No charge shall be collected on pilot-tug. (Art. 44)
4. Tug hire shall be collected on tugs employed for the purpose of piloting vessel or assisting vessel into or off berth. (Art. 45)
5. Application for altering the time of sailing should be made 4 hours before the time originally fixed, otherwise, a charge at 20% of the pilotage shall be collected irrespective whether the pilot has, or has not, boarded the ship.
6. If a Pilot is made to wait more than one hour after the fixed time for sailing due to the fault of the ship (detention caused by force majeure excepted), a detention fee shall be charged at Jmp. 5.- per hour for hours spent in waiting. (including the first hour) Time spent in waiting less than one hour shall not be counted.
7. In case the Pilot is carried away by the ship due to force majeure, the ship should take care to disembark the Pilot at the nearest port of call and pay for his hotel and travelling fee.

SERVICE CHARGE

1. Service charge shall be collected from applicant for employing or using harbour equipments or for other services rendered by the harbour. (Art. 53)
2. Charges for employing port vessels or cargo handling machines shall be collected according to the following table: (Art. 54)

	Revenue unit	rate (Jmp)	Remarks
tug	horse power	0.15	minimum charge: Jmp.20.-
cargo lighter	deadweight tonnage	0.02	minimum freight ton: 25 tons
oil lighter	"	0.03	
floating crane	per ton/hour (lifting capacity of crane)	1.50	minimum charge: Jmp.30.-
lifting crane	"	2.50	

Note: A charge at 70% of the usual tug hire shall be collected for time lost in waiting, should the total time lost in waiting counted cumulatively exceeds one hour.

3. Hire of tug, lighter, or cargo handling gear (including floating crane) shall be calculated from the time such tug, lighter, or cargo handling gear leaves its mooring spot to the time the tug, lighter, or cargo handling gear returns to the same mooring spot. In case such tug, lighter, or cargo handling gear is not required to return to its original mooring spot, time shall cease to count when service is accomplished. Tug hire shall be collected separately if towage is needed by lighter or cargo handling gear.
Time lost in waiting during employment shall not be counted if such waiting is caused by the fault of the harbour. Waiting time shall be counted as working time if the waiting is caused by the fault of the applicant or by any other reasons. (Art. 55)
4. In case the applicant wishes to cancel his application for tug, lighter, or cargo handling gear, or to alter the time for using tug, lighter, or cargo handling gear that has already been approved, the applicant shall be liable to pay one hour hire if the engine of the tug, lighter, or cargo handling gear has been fired, and to pay the hire according to the time spent if such tug, lighter, or cargo handling gear has been dispatched. (Art. 56)
5. Charges for cleansing ordinary cargo holds shall be calculated on labour hour basis. Charges for cleansing holds that have been stowed with dangerous cargo or oils shall be calculated at double the rate on labour hour basis. Materials needed for cleansing shall be charged separately.
6. Tallying charge shall be collected at Jmp.0.50 per ton of cargo if port tally is required. (Art. 61)

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7. Charges for supplying fresh water and bunker oil shall be collected according to the following table: (Art. 58)

	Rate per ton (Jmp)	Remarks
fresh water supplied at wharf	0.50	minimum charge: Jmp. 3.-
fresh water supplied by water tender	3.00	rate to be doubled for supplying water to anchorages beyond the south boundary of Kiang Nan Dockyard and No. 44 Buoy at Shanghai.
oil supplied by lighter	6.00	

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TRANSLATION.

REGULATIONS OF AGENCY SERVICE
OF
CHINA OCEAN SHIPPING AGENCY

(With General Arrangement of Supply for Foreign Ships)

1st January, 1955.



ADDRESSES

Head Office:	Telegraphic Address
1, Pei Ping Ma Ssu, Chiao Tao Kow, Peking	PENAVICO PEKING
Branches:	
Harbour Building, Chunshan Ward, Dairen	DAIREN
26, Kwangming Road, Chinwangtao	CHIN- WANGTAO
No. 8 Wharf, Tangku Tientsin	TANGKU, TIENTSIN
10 Tse Ta Road, Chefoo	CHEFOO
37, Kuantao Road, Tsingtao	TSINGTAO
27, Chung Shan Road, E. 1, Shanghai	SHANGHAI
Shing Yih Hsing Tsun, Whampoa, Canton	CANTON
Offices:	
26, Shang Ping Road, Swatow	SWATOW
103, Te Sung Sa, Hoihow	HOIHOW
Yulinkong, Hai Nan Tao	YULIN- KONG

PLEASE NOTE THAT THE CURRENCY HEREIN STATED IS THE OLD JAP YUAN, WHICH SHOULD READ JAP 1.00 FOR JAP 10,000.00 IN ORDER TO ARRIVE AT THE FIGURE FOR NEW JAP YUAN WHICH IS THE LEGAL TENDER CURRENCY IN THE PEOPLE'S REPUBLIC OF CHINA.

本章則內人民币(元)均系旧币, 現按
10,000:1比率改為新人民币。

TRANSLATION.

REGULATIONS OF AGENCY SERVICE
OF
CHINA OCEAN SHIPPING AGENCY
(Promulgated January 1st, 1955.)

I. General Provisions.

- Art. 1. Agent as hereinafter mentioned in these regulations is the China Ocean Shipping Agency and their branch offices at various ports in China, while Principal denotes Foreign Shipowners, Steamship Companies, Charterers, Shippers and/or their respective representatives.
- Art. 2. Both Principal and Agent shall act in accordance with the terms herein stated in the appointment and performance of Agency service.
- Art. 3. The relationship of agency between Principal and Agent may be established in conformity with the terms herein contained only when Principal's signed letter or telegram of appointment has been accepted by Agent. Long-term agency relations may be stipulated in conformity with the regulations in a separate contract.
- Art. 4. Principal shall be responsible for all acts and expenses of ships under contract of agencyship at Chinese ports unless the acts and expenses are proved to be caused by Agent's fault.

II. Scope of Business.

- Art. 5. Agencyship for single voyage: In this case, the Agency is appointed by Shipowners and/or Charterers to attend to a particular ship as an



agent for a single voyage. Main services to be rendered are as follows:—

- (1) Formalities of ship's entry and clearance, including:
 - a. applying to Customs and Harbour Authorities for clearance and inspection,
 - b. making arrangements for berthing, piloting and tugging.
- (2) Arrangement for supply of fuel and materials for ship's use, including:
 - a. provisions, cleaning materials, etc.,
 - b. fuels, stores, fresh water, implements, tools, materials, etc.,
 - c. materials, spare parts, etc., for ship's repairs.
- (3) Special services requested by Principal:
 - a. making arrangements for handling cargoes, including: loading, discharging, lightering, storing, receiving and dispatching, tallying, settling claims, supervising loading, surveying, inspecting and testing, certifying, reconditioning, repacking, etc.,
 - b. booking cargoes, collecting freights, issuing passenger tickets, arranging through shipments, collecting COD, etc.,
 - c. arranging inspection, fumigation, cleansing of cargo holds, etc.,
 - d. other services customarily done by ship's Agent in regard to the handling of cargoes.

- (4) Arrangement of ship's repairs and/or surveys, including:
 - a. special surveys and repairs,
 - b. minor emergency repairs,
 - c. survey of ship's hull, boilers, engines, auxiliary machinery and installations.
- (5) Others: including arrangement of insurance, delivery and re-delivery of chartered ships, and certification of marine accidents.

Art. 6. Long-term Agencyship: Long-term agencyship pertains to agency services to be performed for steamship companies. In addition to services provided for in Art. 5, Agent shall perform the following services for steamship companies in Chinese ports:—

- (1) disposing matters concerning shipping and accounts,
- (2) settling claims and General Averages,
- (3) arranging for shipping contracts and charter-parties, purchases and sales of vessels, etc.

The above mentioned agency services may be arranged by separate contract in accordance with the terms and conditions stated in these regulations.

Art. 7. Such Principal as mentioned in Art. 6 should send to Agent a monthly plan for shipping (including ship's name and flag, port of destination, scheduled date of arrival, quantity of cargo to be loaded and/or discharged, draft loaded, and

ship's length) on or before the 20th of the preceding month in order to enable Agent to have the plan embodied into the working schedule of the various ports concerned.

III. Reciprocal Responsibilities.

Art. 8. Principal shall inform Agent of the following particulars 10 days before ship's expected date of arrival:—

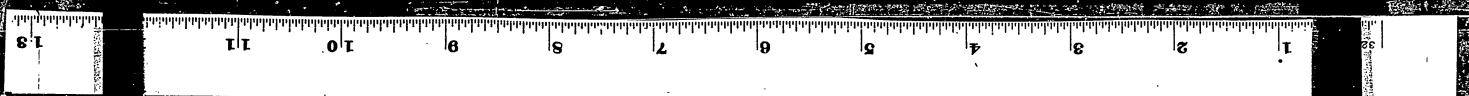
- (1) ship's name and flag,
- (2) shipowner's name, address, and telegraphic address,
- (3) gross tonnage, nett tonnage, and measurement capacity,
- (4) number of holds and hatches, number of derricks for each hatch, and actual carrying capacity of respective derricks,
- (5) length of ship,
- (6) tons per inch of immersion and draft loaded,
- (7) speed,
- (8) colour and mark of hull, funnel, bridge, mast, etc.,
- (9) call sign,
- (10) name and nationality of Master, number of crew and their respective nationality,
- (11) last foreign port of call, and
- (12) expected date of arrival.

Requirement of dunnage wood, mats, materials for ventilation, fuel, stores, etc., should be transmitted to Agent at the same time as the above.

Art. 9. Principal shall advise Agent at the port of destination of ship's expected date of arrival together with her fore and aft drafts 72 hours beforehand so as to enable Agent to apply to the proper authorities for entry permit and make other necessary connections and arrangements. Should the ship fail to arrive in port as scheduled, Principal shall inform Agent 48 hours before the scheduled time. The exact time of arrival shall be given to the local Agent 24 hours before ship's arrival.

Art. 10. Should there be any import cargoes on board, Principal shall send to Agent at the port of discharge 10 days before ship's arrival the import cargo manifest (if there are through cargoes, through cargo manifest is also required) and the stowage plan. The description, weight, nature and consignees of main items of cargoes, and cargoes of bulkiness, heavy lift, over-length, and dangerous nature (explosive, inflammable, poisonous and corrosive) with shipping order number and bill of lading number, should be noted separately on the manifest. In case the voyage is too short for Principal to send the aforesaid papers in time, telegraphic advice of the weight and number of packages of import cargoes and the quantity and location of the heavy, bulky, over-lengthy and dangerous cargoes is necessary.

Art. 11. In case the ship is to load export cargoes booked by Principal, a loading plan (including the description, weight and number of packages of cargoes, name of shipper, name of receiver, port of destination, quantity of dunnaging materials,



ventilators, separations, mats and wood required, whether tally work is needed, etc.) should be sent to Agent at the port of loading 10 days before ship's arrival in order to enable Agent to attend to all preparatory works. Should there be any changes made to the loading plan, Agent shall be informed by the quickest means 3 days before ship's arrival. All losses and expenses arising from such changes should be borne by Principal.

- Art. 12. Principal should send in time to Agent in writing charter-parties and/or contract terms and/or such agreements signed between them and Shipowners and/or Shippers as may make clear the reciprocal responsibilities between Principal and Shipowners and/or Shippers.
- Art. 13. With exception to extraordinary circumstances acknowledged by Agent in writing, Principal shall be held responsible for ship's delay in port and all other damages and expenses arising from their failure to comply with the terms stated in Articles 3, 8, 9, 10, 11 and 12.
- Art. 14. Agent shall attend to all kinds of work entrusted to them with due diligence and observe Principal's business instructions, terms contained in charter-parties, other agreements and/or special instructions valid during the period of agencyship. Should any of such instructions or agreements be found in contradiction to Chinese law and/or port regulations, Agent may refuse to put them into execution and shall report to Principal of the situation at once. Agent shall be relieved from responsibility for not carrying out the instructions delivered too late.

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Art. 15. Agent shall do utmost to comply with Master's written requests for landing of ship's crew, purchase of articles, cash advances, medical attendances and other necessary or temporary business, if such requests are not in contradiction to the laws of the Chinese government or port regulations.

Art. 16. Agent shall do utmost to supply Principal in time with informations of ship's movements and loading and/or discharging conditions as required by Principal.

Art. 17. In case of unusual occurrence which hampers the handling of cargo and/or endangers ship's safety, Agent shall inform Principal by the quickest possible means of the details of the occurrence and measures to be taken and do their best to carry out Principal's instructions, if any. Should Principal's instructions be delivered too late or should the occurrence require immediate disposal, owing to its urgent character, Agent may consult with the Master for settlement and have the course of action reported to Principal in due time. In such cases Principal shall not raise any objection to Agent's actions.

Art. 18. Agent shall supply Principal not later than 7 days after vessel's departure with a conclusive report on services rendered for the voyage, together with various statements in connection with loading and discharge. Contents of the report and statements should be as follows:—

- (1) General report on ship's entry and departure, loading and discharge of cargoes and particular matters of the voyage.

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(2) Statements for loading and discharge, including:

- a. time sheet of loading, discharging and mooring (signed by Master),
- b. copy of Bill of Lading,
- c. Export Manifest,
- d. Stowage Plan (signed by Chief Officer),
- e. Survey Report,
- f. Declaration of DWTC and Notice of Readiness signed by Master (in case of discharging vessel, only Notice of Readiness is required),
- g. Shortage/Damage Report and/or Over/Short Landed Cargo Report (signed by Master or Chief Officer).

Item e. and g. may be omitted if there is no such requirement.

The number of copies of these reports and statements shall be supplied and forwarded according to Principal's instructions.

Art. 19. Agent shall, whenever possible, supply Principal with Port Regulations and Tariffs of the ports concerned.

Art. 20. In case of damage and/or shortage of cargo, Agent shall assist Principal to collect all relative evidences for settling claims.

Art. 21. In case of any marine accident to the ship, Agent shall inform Principal by the quickest means and make immediate arrangement for salvage. Principal shall be responsible for the expenses thus incurred.

Art. 22. Agent shall do their best to take care of the ship under their agencyship and protect the rights and interests of the ship while in port.

IV. Disbursements and Settlement of Accounts.

Art. 23. Charges and fees to be collected by this Agency according to the services rendered are as follows:—

(1) Agency fee for ship: Agency fee for ship under the service of this Agency shall be collected according to GRT of the ship AND tons of cargo loaded or discharged. Principal is the sole party from whom agency fee is to be collected.

a. By GRT: For ships under the service of this Agency, with loading and discharging involved or not, or with the purpose of fueling, replenishing stores and fresh water, or repairing only, agency fee shall be collected at JMP. 600 per GRT, any part of a ton being counted as one ton and inward voyage and outward voyage being treated separately. For ships seeking for refuge and requiring this Agency's service for clearance, agency fee shall be collected at JMP. 600 per GRT for both inward and outward voyages (once only).

b. By cargo: This part of agency fee is to be collected according to the tons of cargo actually loaded or discharged (the number of tons shall be based on the figures

for which Harbour Dues are to be calculated, or on the freight list figures). It shall be calculated according to the following rates:

for 500 tons or under (basic charge)
JMP.2,000,000

for every ton above 500 tons
JMP.1,000

Any quantity under 1 ton is to be counted as 1 ton. Inward voyage and outward voyage shall be treated separately.

- (2) Agency fee for service to Charterer: In case this Agency is appointed Agent by both Charterer and Shipowner, in addition to agency fee collected from Shipowner according to section (1) of this Article, agency fee for service to Charterer shall be collected from Charterer at the rate of JMP. 300 per GRT for every Chinese port called by the ship. If this Agency is appointed Agent by Charterer alone, only agency fee for ship shall be collected according to Section (1) of this Article without any agency fee for service to Charterer.
- (3) Booking commission: a booking commission of 5% shall be charged on freight collectable for cargoes booked through this Agency.
- (4) Handling charges: Handling charges for services rendered by this Agency are as follows:

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- a. Supplies and stores: For dunnage, separation, ventilation materials and ship's provisions, stores and sundries, a handling charge of 2% on purchasing price (excluding cartage and delivery charges) shall be collected. For supply of fuel, fresh water and Customs forms, no handling charge is required.
- b. Collection of Freight: 1% on nett freight collected shall be charged (in case booking commission has been charged, no handling charge for collection of freight shall be charged).
- c. Sale of Passenger Tickets: 5% on value of tickets sold shall be charged.
- d. Transhipment of Import Cargo: 2½% on freight for the part of voyage of transhipment shall be charged.
- e. Ship repairs: For ship repairs through arrangement of this Agency, a weekly fee shall be charged at JMP. 1,000,000 for the 1st week and JMP. 500,000 each week for the 2nd and subsequent weeks, but for days less than a week no charge shall be required. Salaries and/or allowances for technicians engaged through this Agency shall be charged according to sums actually paid.
- f. Handling charges for purchase/sale, chartering and delivery/taking-over of ships, settlement of marine accidents and dealing with shipping and money matters shall be arranged separately.

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Art. 24. Advances for payment of port charges and other disbursements for ships under the agency-ship of this Agency shall be made as follows:

- (1) For one voyage agency: After receipt of ship's particulars as supplied by Principal according to Articles 8, 10, 11, 12, Agent shall submit to Principal Estimates for port charges and agency fee for the ship, and shall be made to receive the remittance 3 days before ship's arrival. In case any extra expenses beyond the estimated items should occur, Agent shall ask Principal to make additional remittance. Principal shall be responsible for ship's delay and/or other losses in consequence of his failure to remit the necessary deposit in time.
- (2) For long-term agency: Principal shall remit to Agent in advance sufficient deposit to meet expenditures for the ship. In case additional deposit is deemed necessary, Agent shall inform Principal of the amount as required and Principal in return shall make immediate remittance. Should Principal fail to remit or not remit in time, Agent may refuse to make any advance for ship's disbursements if he is unable to do so. In this case, Agent shall be exempted from responsibility for ship's delay or any other loss thus sustained by the ship.
- (3) If requested by Principal and consented by Agent, advances for ship's disbursements may be made by Agent, but the interest and handling fees charged by the bank shall be borne by Principal.

- (4) For one-voyage agency, in principle, the account is to be settled each voyage with balance returned to or refunded by Principal as the case may be.
- (5) For long-term agency, in principle, the account is to be settled each month. Any balance in favour of Principal is to be dealt with according to Principal's instructions. The deposit may be substituted by a letter of credit, but all expenses arising from negotiation for the letter of credit shall be borne by Principal.
- (6) All telegraphic charges (including those for remittance of balance of deposits) and bank charges incurred after the establishment of agencyship shall be borne by Principal.

Art. 25. Principal shall authorize Agent to effect payments for port charges and other expenses embodied in the Estimates. For special expenses beyond estimated items (including payments for indemnities), Agent shall contact Principal for instructions before taking any action. Should Principal fail to make any decision in time and/or circumstances permit of no delay, Agent may consult with Master for settlement. In such case, Principal should not raise any objection.

Art. 26. Agent shall make advances to the ship (including purchases of provisions, stores, and sundry articles, medical expenses, and cash advances to Master) against Master's requisitions in writing. Principal should inform Agent of the limit of advances and Agent should make advances within the limit. In case requirements

exceed the limit, Agent should advise Principal of the case and ask for latter's instructions. Should Principal fail to give any instructions in time, Agent shall not be responsible for any loss thus sustained by the ship.

Art. 27. All disbursements incurred to ship under the agencyship of this Agency shall be collected from Principal. Principal may instruct Agent to collect payment for certain items from the Shipowner or Charterer or Cargo-owner in accordance with the terms agreed upon between either of them and Principal himself. Should the Shipowner or Charterer or Cargo-owner fail to pay, Principal shall be held responsible for the payment.

Art. 28. All vouchers, except those for disbursements listed in Chinese Statutes and/or port regulations and those unable to be obtained in time, should bear Master's, Mate's, or Chief Engineer's signature of acknowledgment. In case expenses arise from services applied by the ship, all original applications or letters should be signed by Master.

Art. 29. Agent shall send to Principal Trip Accounts together with supporting vouchers not later than 10 days after ship's departure.

V. Supplementary Article.

Art. 30. These regulations shall become effective on and from the day of approval and promulgation by the Ministry of Communications of the People's Republic of China.

TRANSLATION.

**GENERAL ARRANGEMENT OF SUPPLY
FOR FOREIGN SHIPS**

(Promulgated January 1st, 1955.)

1. The terms stated below shall be applicable to the requisition and supply of materials and/or stores for the use of ship and/or crew, as requisitioned by the Owner(s) or Charterer(s) or other requisitioner(s) for ship(s) flying foreign flag and under the contract of agencyship of this Agency.
2. The Requisition Order should be delivered to the Agent by telegram or in writing before ship's arrival, detailing descriptions, standard, model and quantity of articles or materials required. Once the order is fulfilled, the ship shall not refuse acceptance of the materials or stores as requisitioned.
3. Only articles and materials for ship's use may be requisitioned and supplied in compliance with the regulations of the local authorities. Articles and materials that are prohibited by the government for export shall not be supplied.
4. When the articles and/or materials as requisitioned are delivered to the ship, the Master or ship's officer-in-charge should sign on the receipts for acknowledgment.
5. The accounts for articles and/or materials as requisitioned should be settled before ship's departure. A detailed statement with all relevant vouchers should be presented to the Master for

his signature. In case the vouchers cannot be obtained in time and a detailed account cannot be presented before ship's departure, the Master is requested to give a signed letter of acknowledgment as a substitute.

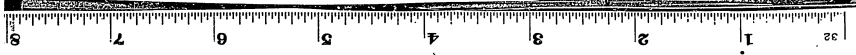
6. For the purpose of facilitating the Agency to supply in time, a monthly or quarterly plan for fuel, dunnaging materials, etc., is to be forwarded to the Agency in advance if the requisitioner is a resident in China.
7. An estimate for minor repairs should be acknowledged by Master's, Mate's, or Chief Engineer's signature before the work is started. In case there is need to make alterations, additional signature of Master, Mate, or Chief Engineer is necessary.
8. All transportation charges for articles or materials for ship's use shall be borne by the requisitioner.
9. Besides the terms herein stated, the supplying of articles and/or materials for ship's use is governed by appropriate articles in "Regulations of Agency Service of China Ocean Shipping Agency."
10. This General Arrangement of Supply for Foreign Ships shall become effective on and from the day of approval and promulgation by the Ministry of Communications of the People's Republic of China.

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