



**INTERNATIONAL COURT OF JUSTICE**

**CASE CONCERNING SOVEREIGNTY OVER  
PEDRA BRANCA/PULAU BATU PUTEH,  
MIDDLE ROCKS AND SOUTH LEDGE**

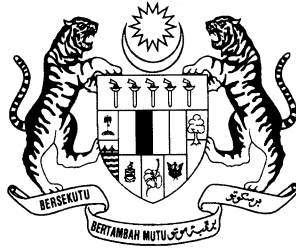
**MALAYSIA/SINGAPORE**

**COUNTER-MEMORIAL OF MALAYSIA**

**VOLUME 3**

**Documentary Annexes**

**25 JANUARY 2005**



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## LIST OF ANNEXES

### VOLUME 3

#### Documentary Annexes

Annex (MCM)	Title of Document
7.	Extract from J. De Barros, <i>Ásia de João de Barros. Dos feitos que os portugueses fizeram no descobrimento e conquista dos mares e terras do Oriente</i> , (Asia by João de Barros. Facts established by the Portuguese in the discovery and conquest of the seas and lands of the Orient) (Lisbon, 1552; 6 <sup>th</sup> ed., Lisbon, 1946), p. 56
8.	“Notes relating to the Various Subjects of British rule in the Eastern Archipelago” by Sir Stamford Raffles
9.	Extract from <i>Phan Huy Chú, Un émissaire vietnamien à Batavia, Récit sommaire d'un voyage en mer, traduit et présenté par Phan Huy Le, Claudine Salmon &amp; Ta Trong Hiep</i> (Paris: Association Archipel, 1994, original text in Sino-Vietnamese, translated into modern Vietnamese and French), p. 46
10.	Extract from letter from Sultan of Brunei to the British Government offering Labuan, transmitted by Captain Sir Edward Belcher R.N., C.B: in <i>Voyages of the HMS Samarang during the years 1843-46; Employed Surveying the Islands of the Eastern Archipelago</i> , Published under the Authority of the Lords Commissioners of the Admiralty, vol. I, 1848, pp. 176-177
11.	Letter from H.T. Prinsep, Secretary to the Government of Bengal, to S.G. Bonham, Governor of Prince of Wales Island, Singapore and Malacca, 13 November 1839
12.	Letter from British Admiralty to Commander Bethune, 1 November 1844: in Allen, J. de V, Stockwell, A.J. and Wright, L.R. (eds), <i>A Collection of Treaties and other Documents Affecting the States of Malaysia 1761-1963</i> (London, Oceana Publications Inc., 1981), vol. II, pp. 394-398
13.	Letter from C. Beadon, Under Secretary to the Government of Bengal, to G.A. Bushby, Secretary to the Government of India, 29 January 1845
14.	Letter from the remaining members of a Committee of Merchants formed in 1837 to the Secretary of the Singapore Chamber of Commerce, 22 January 1846
15.	Correspondence between, <i>inter alia</i> , Mr Crawford, the Colonial Office, Treasury and the Lords of the Admiralty concerning Labuan, June 1846, contained in Colonial Office file CO 144/1

16. Letter from the Officiating Secretary to the Government of India to the Governor of the Straits Settlements, 19 September 1846
17. Treaty of Friendship between Britain and the Sultan of Borneo, 18 December 1846: in J. de V. Allen, A.J. Stockwell and L.R. Wright (eds.), *A Collection of Treaties and Other Documents Affecting the States of Malaysia 1761-1963* (Oceana Publications Inc., London, 1981), vol. II, p. 399
18. Letter from the Officiating Secretary to the Government of India to the Governor of the Straits Settlements, 2 January 1847
19. Letter from Governor Butterworth to G.A. Bushby, Secretary to the Government of India, 20 January 1847
20. Letter from G.A. Bushby, Secretary to the Government of India, to the Governor General of India in Council, undated, enclosure in letter from Under Secretary of Bengal to Governor W.J. Butterworth, 10 May 1847
21. Treaty of Friendship and Commerce between Great Britain and Borneo (Brunei), 27 May 1847: in J. de V. Allen, A.J. Stockwell and L.R. Wright (eds.), *A Collection of Treaties and Other Documents Affecting the States of Malaysia 1761-1963* (Oceana Publications Inc., London, 1981), vol. II, p. 401-405
22. Report on the Administration of the Straits Settlements During the Year 1857-58, p. 16
23. Proclamation by Raja Juma'at of Lukut regarding the Cession of Cape Rachado to Britain, 23 August 1860: in J. de V. Allen, A.J. Stockwell and L.R. Wright (eds.), *A Collection of Treaties and Other Documents Affecting the States of Malaysia, 1761-1963* (London, Oceana Publications Inc., 1981), vol. I, p 443
24. Correspondence from the Government of Bengal to the Secretary of State for India, 9 January 1862, Colonial Office file CO 273/5 (annexing *inter alia*, the "Johore Pass", fishing licence granted by the Temenggong, annexed to the letter from R. Macpherson, Resident Councillor at Singapore, to M. Protheroe, Officiating Secretary to the Governor of the Straits' Settlements, 2 May 1861, and the exchange of letters between Governor Cavenagh and the Temenggong, 4 May 1861, 17 May 1861 and 18 May 1861)
25. Paper to be laid before the Legislative Council by Command of His Excellency the Governor, 6 July 1883, "Report of the Light-House Commission"

26. Act of Parliament, to provide for the transfer to the Dominion of Canada of the Lighthouse at Cape Race, Newfoundland, and its appurtenances, and for other purposes connected therewith (“British Cape Race Act”) 49 Vict., c.13 (1886)
27. Act of the Government of Canada, respecting the transfer of the Lighthouse at Cape Race, Newfoundland, and its appurtenances, to the Dominion of Canada (“Canadian Cape Race Act”) 49 Vict. c.20 (1886)
28. An Act in aid of the Imperial Act providing for the transfer to the Dominion of Canada of the Lighthouse at Cape Race and its appurtenances, and for other purposes connected therewith (“Newfoundland Cape Race Act”) 49 Vict. c.4 (1886)
29. Letter from William Maxwell, Governor of the Straits Settlements, to the Colonial Office, 19 September 1893
30. Statement by the Attorney-General on the Light-Tolls Act Amendment Bill 1910, *Proceedings of the Legislative Council of the Straits Settlements for the year 1910*, Government Printing Office; Singapore (1911), p. B 108
31. Statement on second reading of the Light-Tolls Act Amendment Bill, 1910 by Mr Darbishire, *Proceedings of the Legislative Council of the Straits Settlements for the year 1910*, Government Printing Office, Singapore (1911), p. B 114
32. Statement by the Attorney-General on the reading of the Light-Houses Bill, 1912, *Proceedings of the Legislative Council of the Straits Settlements for the year 1912*, Government Printing Office, Singapore (1913), pp. B 192-193
33. Straits Settlements Blue Book for the Year 1912, Government Printing Office, Singapore (1913), pp. V2-V3
34. “Imperial Light Dues Ordinance”, Straits Settlements Ordinance No. XVII of 1915, *Ordinances Enacted by the Governor of the Straits Settlements with the Advice and Consent of the Legislative Council, 1915*, Government Printing Office, Singapore (1916), pp. 89-92
35. Annual Report of the Marine Department, Straits Settlements, for the Year 1931, Government Printing Office, Singapore (1933), p. 92
36. Straits Settlements Blue Book for the Year 1938, Government Printing Office, Singapore (1940), pp. 978-985
37. Annual Report of the Marine Department, Singapore, for the Year 1948, Government Printing Office, Singapore (1949), p. 10

38. Government Regulation Replacing Law No. 4 of the Year 1960 on Indonesian Waters, 18 February 1960
39. Letter dated 24 February 1967 from J. Groves, Director of Marine, Malaysia, to the Secretary to the Ministry of Transport, Kuala Lumpur
40. Letter from the Secretary of the Youth Movement of the United Malays National Organisation to the Permanent Secretary of the Ministry of Foreign Affairs, Malaysia, 28 May 1968 (original and English translation)
41. Report of the 3rd Joint Hydrographic Survey in Malacca–Singapore Straits, August 1974, p. 13
42. Report of the 4th Joint Hydrographic Survey in Malacca–Singapore Straits, April 1975, p. 18
43. Reports of Proceedings of *KD Sri Perak* (for September 1977) and *KD Lembing* (January–February 1979)
44. Note from the Ministry of Foreign Affairs of Malaysia to the Singapore High Commission, EC 1/78, 13 January 1978
45. Notes on Discussion Between Mr. M. Kishore, Counsellor, Singapore High Commission and PAS (Principal Assistant Secretary) Southeast Asia on 13th April, 1978 at Wisma Putra, 14 April 1978
46. Documents relating to further inspections of tide gauges in October–November 1978 and March 1979
47. Letter from Director General of the Economic Planning Unit, Malaysia, to Secretary General of the Ministry of Foreign Affairs, Malaysia, 26 February 1980, with attached Telex from the Sarawak Electricity Supply Corporation to the Economic Planning Unit, Malaysia
48. Letter from Director General of the Economic Planning Unit, Malaysia, to Secretary General of the Ministry of Foreign Affairs, Malaysia, 4 March 1980
49. Report of the Twelfth Tripartite Technical Experts Group Meeting on Safety of Navigation in the Straits of Malacca and Singapore (“TTEG”), 5–6 May 1983
50. Diplomatic Note from the Ministry of Foreign Affairs of Malaysia to the High Commission of the Republic of Singapore, No. EC 60/89 of 14 July 1989
51. Diplomatic Note from the Ministry of Foreign Affairs of Malaysia to the High Commission of the Republic of Singapore EC 46/91 of 11 November 1991

52. Joint proposal to the International Maritime Organisation's Sub-Committee on Safety of Navigation in April 1997 on the establishment of a "Mandatory Ship Reporting System in the Straits of Malacca and Singapore known as STRAITREP", Doc. NAV 43/3/5, 17 April 1997
53. Extracts from *IALA, Aids to Navigation Guide* (Navguide) (4<sup>th</sup> edn, December 2001)
54. Extracts from *IALA, Vessel Traffic Services Manual*, 2002
55. MENAS, *Summary of Monthly Notices to Mariners*, Edition 03/04, 1 April 2004





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## **ANNEX MCM 7**

**Extract from J. De Barros, *Ásia de João de Barros. Dos feitos que os portugueses fizeram no descobrimento e conquista dos mares e terras do Oriente*, (Asia by João de Barros. Facts established by the Portuguese in the discovery and conquest of the seas and lands of the Orient) (Lisbon, 1552; 6<sup>th</sup> ed., Lisbon, 1946), p. 56**

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REPÚBLICA PORTUGUESA  
MINISTÉRIO DAS COLÓNIAS

# ÁSIA

DE

# JOÃO DE BARROS

*Dos feitos que os portugueses fizeram no descobrimento  
e conquista dos mares e terras do Oriente*

QUARTA DÉCADA

Sexta edição, actualizada na ortografia e anotada

por

HERNANI CIDADE

Notas históricas finais

por

MANUEL MÚRIAS



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L I S B O A  M C M X L V I

## TRANSLATION

BARROS, João de – *Asia - About the Portuguese acts during the discovery and conquest of the East lands and seas - Fourth decade*. Lisboa: Divisão de Publicações e Biblioteca da Agência Geral das Colónias, MCMXLVI.

Pages 55 and 56 - Chapter XVI – On how D. Jorge de Meneses left Malacca to Maluco to serve as captain, and discovered a new way to travel by the Island of Borneo; and on the differences that he had with D. Garcia Henriques.

The two vessels, that the Moors from Ternate recognized could not take the land and that D. Garcia suspected to be of Castilians, belonged to D. Jorge de Meneses, to whom, for many and designated services made in India (mainly when Diogo Fernandes, from Beja, was killed and D. Jorge covered his body, and on the entrance of the digging of Calecute, he had his right hand crippled)<sup>1</sup>, D. Henrique de Meneses had provided him with the captainship of Maluco; and because before D. Jorge's departure to Maluco D. Henrique passed away, Lopo Vaz de Sampaio confirmed the provision; and arriving in Malacca, D. Jorge found Pero Mascarenhas, that had already been named Governor of India, who, for the qualities of the person of D. Jorge, in better will passed him the letter of confirmation of his captainship. And intending to leave Malacca by 22 of August of the year of 1526, with sixty men and two ships brought from India, in one of which D. Jorge was, and in the other, Baltasar Raposo, as administrator; and because there were two ways to arrive in Maluco; per way of Jaua and Banda, which was much more used by the Portuguese, although being the longest one, and another, a shorter, by the Island of Borneo, whose navigation route had not yet being discovered by the Portuguese; D. Jorge made his way by Borneo because Pero Mascarelhas gave it for regiment that he should take it in order to acquire the knowledge and to avoid the necessary stop in Banda due to the monsoons. And for being D. Jorge the first Portuguese who sailed from Malacca to Maluco by the Borneo Island, we will describe his trip.

D. Jorge left Malacca with Moor pilots, who had heard about that route; they went coasting along the bay and they entered the strait of Singapore, which is of the width of a shot of "berço"<sup>2</sup> and so low that in many parts it did not have six fathoms deep, and it had many reefs, crossing themselves. Here, he found that the land had the shape of elbows, thus was necessary to have great attention to sail. Arriving in one island called White Rock (*Pedra Branca*), which was very much used by the pilots of those parts, he took the way to the island that the natives called Pulugaia, what wants to say Island of the Elephant, because of the figure that it shows in the landscape.

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<sup>1</sup> Decade 3, book 6, ch. 9 and book 9, ch.10.

<sup>2</sup> Type of ancient artillery on a ship.

naviam de partir para lá, que foram Martim Correa, ainda enfermo da sua ferida, no junco de João Roiz, e Manuel Lobo em outro junco de D. Garcia, e Duarte de Resende em um navio pequeno que comprou, por nome *S. Pantalião*.

[Martim Correa (a) chegou a Malaca em tempo que os moradores de Lobu (porto da Ilha de Samatra, cujo Rei e vassallos corriam com amizade com o capitão de Malaca) tinham tomado havia poucos dias ũa galé, e morto Álvaro de Brito, capitão della, e setenta homens que levava, a qual mandara Jorge Cabral, capitão de Malaca, a tomar satisfação da morte que sem causa deram os mesmos mouros a outros portuguezes que em um navio foram tratar ao seu porto de Lobu; pelo que Jorge Cabral pediu a Martim Correa que quisesse ir vingar aquela afronta; e aceitando-o ele, com cento e vinte soldados, em algũas lancharas que se armaram, atravessou a outra costa de noite, e foi demandar o porto de Lobu, e de madrugada entraram pelo rio, e sem serem sentidos desembarcaram na cidade, a qual queimaram, e com morte de seus moradores satisfizeram largamente o dano que ali os nossos receberam e deixando tudo assolado, e tomada a galé que estava no rio; com toda a sua artilharia e outras muitas embarcações, e pondo fogo as que estavam em estaleiro, se embarcaram para Malaca, onde com muita festa foram recebidos.]

CAPÍTULO XVI. *Como D. Jorge de Meneses partiu de Malaca para Maluco a servir de capitão, e fez nova viagem pela Ilha de Bornéu; e das diferenças que teve com D. Garcia Henriques.*

**A**s duas naus que os Mouros de Ternate viram que não podiam tomar terra e que D. Garcia suspeitava serem de Castelhanos, eram de D. Jorge de Meneses, ao qual por muitos e assinalados serviços que fizera na Índia (principalmente quando mataram Diogo Fernandes, de Beja, e ele cobriu o seu corpo, e na entrada da cava de Calecute, onde o aleijaram da mão direita) (b). D. Henrique de Meneses o proveu da capitania de Maluco; e porque antes da sua partida faleceu D. Henrique, confirmou a provisão Lopo Vaz de Sampaio; e chegando D. Jorge a Malaca,

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(a) *Francisco de Andrade*, cap. 35 da 2.<sup>a</sup> Parte, *Diogo do Couto*, cap. 4 do livro 3, e *Fernão Lopes de Castanbeda*, cap. 63 do liv. 7.

(b) *Década 3*, liv. 6, cap. 9 e liv. 9, cap. 10.

acnou Pero Mascarennas, que estava já com nome de Governador da Índia, o qual, pelas qualidades da pessoa de D. Jorge, lhe passou carta da confirmação da sua capitania, de melhor vontade. E querendo partir de Malaca a 22 de Agosto do ano de 1526, com sessenta homens e dous navios que trazia da Índia, em um dos quais ia ele, e no outro Baltasar Raposo, que ia por feitor, porque havia dous caminhos para Maluco; um per via da Jaua e Banda, que é mais frequentado, mas mais comprido, e outro mais curto per via da Ilha de Borneu, que ainda não era descoberto, fez D. Jorge sua viagem per Borneu, por Pero Mascarenhas lho dar por regimento que fosse per aquele novo caminho para se saber, e se escusar à detença que se fazia em Banda, esperando por as monções. E por ser D. Jorge o primeiro português que per aquela parte navegou, diremos o discurso da sua viagem (a).

Partido D. Jorge de Malaca com pilotos mouros, que tinham notícia daquela carreira, indo costeando, entrou pelo Estreito de Singapura, que é de largura de um tiro de berço, e tam baxo, que em muitas partes não tem de fundo seis braças, e muitas restingas que entram úas per outras. Aqui achou que a terra fazia uns cotovelos, de maneira que era necessário ter grande tento para se navegar. Chegando a ùa ilha que chamam *Pedra Branca*, que é mui demandada dos pilotos daquelas partes, fez sua derrota à ilha que os da terra chamam *Pulugaia*, que quer dizer *Ilha do Elefante*, pela figura que mostra em seu aspecto.

Daqui per outras muitas ilhas, de que aquele mar é muito sujo, chegou à de Borneu, ao porto da cidade, que está em cinco graus de altura da parte do Norte; e depois de mandar presentes a el-Rei, e el-Rei a ele, fez seu caminho per entre muitas ilhas e restingas, que estão na paragem de Borneu em sete graus, cousa muito perigosa e que se não pode navegar senão de dia, com um marinheiro na gávea vigiando os baxos, sem ter mais notícia deles que a que assinala a água onde branqueja, chegou à Ilha de São Miguel, que os da terra chamam *Caguabão*, e passou à Ilha Mindanau, e foi per entre ela e a Ilha Taguima, que é além deste canal, onde se D. Jorge já havia por salvo do perigo dele. E como aqui os ventos e as águas em Outubro e Fevereiro cursam muito contra Leste, e os pilotos não fossem muito certos, escorreram à Ilha do Moro, a que também chamam *Batochina*, ao longo da qual jazem as Ilhas de Maluco, fim da sua jornada, e andando pela parte do Norte para tomar esta Ilha do Moro, sem os ventos que vinham per cima dela lhe darem lugar, foi visto per aqueles que de suas naus deram as novas a D. Garcia.

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(a) Diz *Diogo do Couto*, *Déc. 4*, liv. 4, cap. 2, que o primeiro que intentou descobrir este caminho de Malaca a Maluco per Borneu, foi António de Abreu, no ano de 1525 per ordem de António de Brito, capitão de Maluco, o qual António de Abreu, depois de andar muitos dias perdido per entre aquelas Ilhas, tornou arribar a Maluco, sem acabar a viagem.

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## **ANNEX MCM 8**

**“Notes relating to the Various Subjects of British rule  
in the Eastern Archipelago” by Sir Stamford Raffles**

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Department : Home

Branch : Public

Date : 6<sup>th</sup> November 1823

Reference: No. 13

Page : 1-17, 67-69

**Pg. 1-17**

It is the peculiar characteristic of Great Britain, that wherever her influence has been extended, it has carried civilization and improvement in its train. In whatever quarter of the World her arms or her policy have led her, it has been her object to extend those blessing of freedom and justice for which she herself stands so pre eminent. Whether in asserting the rights of independent nations, whether advocating the cause of the captive or the Slave, or promoting the diffusion of truth and knowledge, England has always led the Van. In the vast regions of India, where she has raised empire, unparalleled in history, no sooner was the Sword of Conquest sheathed, than her attention was turned to the dispensing of justice to giving Security to the persons and property, and to

the improvement of the condition of her new subjects; to a reform in the whole judicial and revenue administration of the Country, to the Establishment of a System of internal management, calculated to relieve the inhabitants from oppression and exaction, and to disseminate those principles and that knowledge which was to elevate the people whom Conquest had placed under her sway, and thus to render her own prosperity dependent on that of the people over whom she ruled. A desire to know the origin and early history of the people, their institutions, laws, and opinions, led to associations expressly directed to this end; while by the application of the information thus obtained to the present circumstances of the Country, the spirit and principles of British rule have rapidly augmented the power, and increased the resources of the Country, at the same time that they have in no less degree tended to excite the intellectual merges and increase the individual happiness of the people.

The acquisitions of Great Britain in the East have not been made in the spirit of Conquest; a concurrence of circumstances not to be controuled, and the merges of her

Sons, have carried her forward in a tide whose impulse has been irresistible. Other nations may have pursued the same course of Conquest and success, but they have not like her paused in their Career and by moderation and justice consolidated what they had gained. This is the Rock on which our Indian empire is placed, and it is on a perseverance in the principles which have already guided her, that she must depend for maintaining her commanding station, and for saving her from adding one more to the list of those who had contended for empire, and have sunk beneath the weight of their own ambition. Conquest has led to conquest, and our influence must continue to extend; the tide received its impetus, and it would be in vain to stem its Current, but let the same principles be Kept in view; let our minds and policy expand with our Empire, and it will not only be the greatest, but the finest, and most enduring, that has yet been held forth to the view and admiration of the World. While we raise those in the scale of Civilization, over whom our influence and our empire is extended; we shall lay the foundations of our dominion on the firm basis of justice and mutual advantage,

instead of the uncertain and unsubstantial tenure of force and intrigue.

Such have been the principles of our Indian Administration wherever we have acquired a territorial influence; it remains to be considered how they can be best applied to countries where territory is not our object. But whose Commerce is not less essential to our interests. With the Countries East of Bengal an extensive Commercial intercourse has always been carried on; our influence is more or less felt throughout the whole from the banks of the Ganges to China and New Holland. Recent events have directed our attention to these and in a particular manner to the Malayan Archipelago, where a vast field of Commercial Speculation has been opened, the binds of which it is difficult to foresee. A variety of circumstances have concurred to extend our connections in this quarter, and late arrangement by giving them a consistency and consolidation, and uniting them more closely with our best interests both in India and Europe, have added much to their importance and consideration. Our connection with them however stands on a very different

footing from that with the people of India; however inviting or extensive their resources, it is considered that they can be best drawn forth by the native energies of the people themselves, uninfluenced by foreign rule and unfettered by foreign regulations; that is by the reciprocal advantages of commerce, and commerce alone, that we may best promote our own interests and their advancement. A few stations are occupied for the Security and protection of our trade, and the independence of all the surrounding States is not only acknowledged but maintained and supported by us.

Commerce being therefore the principle on which our connections with the Eastern States are formed, it behoves us to consider the effect which it is calculated to produce. Commerce is universally allowed to bring many benefits in its train, and in particular to be favorable to civilization and general improvement. Like all other powerful agents however, it has proved the cause of many evils when improperly directed or not sufficiently controuled. It creates wants and introduces luxuries but if there exist no principle for the regulation of these, and if there be nothing to check their

influence, sensuality, vice and corruption, will be the necessary results where the social institutions are favorable to independence and improvement, where the intellectual powers are cultivated and expanded, commerce opens a wide field for their exertion, and wealth and refinement become consistent with all that ennobles and exalts human nature Education must keep pace with Commerce in order to insure its benefits and avoid its evils, and in our connection with these countries it must be our care that while with one hand we carry to their shores the capital of our Merchants, the other should be stretched forth to offer them the means of intellectual improvement. Happily our policy is in accordance with these views and principles and neither in the state of the Countries themselves, nor in the character of their varied and extensive population do we find any thing opposed. On the contrary, they invite us to the field, and every motive of humanity policy and religion, seem to combine to recommend our early attention to this important object.

A few words will be sufficient to shew the nature and extent of this field. Within its narrowest limits it embraces the

whole of that vast archipelago, which stretching from Sumatra and Java to the Islands of the Pacific, and thence to the Shores of China and Japan, has in all ages excited the attention and attached the cupidity of more civilized nations; whose valuable and peculiar productions contributed to swell the extravagance of Roman luxury, and in more modern times has raised the power and consequence of every successive European nation, into whose hands its Commerce has fallen-it has raised several of these from insignificance and obscurity to power and eminence, and perhaps in its earlier period, among the Italian States, communicated the first electric spark which awoke to life the energies and the literature of Europe. The native population of these interesting islands cannot be estimated at less than from ten to fifteen millions, of which Java alone contains five or six, and Sumatra not less than three.

In a more extensive view must be included the rich and populous Countries of Ava and Siam, Camboja, Cochin China, and Tonkin; the population of which is still more extensive than that of the Islands. And if to this we add the



numerous Chinese population which is dispersed through these Countries, and through the means of whom the lights of knowledge may be extended to the remotest parts of the Chinese empire, and even to Japan, it will readily be acknowledged that the field is perhaps the most extensive, interesting and important, that ever offered itself to the contemplation of the philanthropic and enlightened mind.

When we descend to particulars and consider the present state and circumstances of this extensive and varied population, and the history and character of the nations and tribes of which it is composed we shall be more convinced of the necessity which exists, and of the advantages which must result, from affording them the means of education and improvement. Among no people with whom we have become acquainted shall we find greater aptness to receive instructions, or fewer obstacles in the way of its communication.

With the exception of Java the Moluccas and the Philippines, nearly the whole of the Native States of the Archipelago may be considered independent. The European

Settlements on the Coasts of Sumatra and Borneo are confined to Commercial objects, and the interior of these large Islands, have never felt the effects of European interference. **A large portion of their Coasts and the whole of the smaller Islands, as well as the States on the Malay Peninsula, are exclusively under Native Authority.**

Of the Malays who inhabit the interior of Sumatra and are settled on the Coasts throughout the archipelago, it may be necessary to speak in the first place. The peculiar character of this nation has always excited much attention and various and opposite opinions have been entertained regarding them. By some who have viewed only the darker side they have been considered with reference to their piracies and vices alone, as a people devoid of all regular Government and principle and abandoned to the influence of lawless and ungovernable passions. By others however who have taken a deeper view, and have become more intimately acquainted with this character, a different Estimate has been formed. They admit the want of efficient Government, but consider the people themselves to be possessed of high

qualities and such as might under more favorable circumstances be usefully and beneficially directed. They find in the personal independence of character which they display their high sense of honour and impatience of insult, and in their habits of reasoning and reflection, the rudiments of improvement and the basis of a better order of Society, which in the obscurity of their early history, the wide diffusion of their language and in the traces of former greatness, they discover an infinite source of speculation and interest. That these people once occupied a high and Commanding political Station in these Seas, seems to be beyond a doubt, that they maintain this position until the introduction of Mahomedanism, seems equally certain. From the Geographical situation of the more important Countries then occupied by them they were the first to come in contact with Musselman Missionaries, & to embrace their tenets, to which circumstances may perhaps be attributed the dismemberment of the empire and the decline of their power, previously to the arrival of Europeans in these Seas. At that period, however, the power of Menangcabow, the ancient Seat of Government,

was still acknowledged, and the states of Acheen and Malacca long disputed the progress of the Portuguese Arms. The whole of Sumatra at one period was subject to the Supreme power of Menangcabow and proofs of the former grandeur and superiority of this state are still found not only in the pompous edicts of their Sovereigns, and in the veneration and respect paid to the most distant branches of the family, but in the comparatively high and improved state of Cultivation of the Country, and in the Vestiges of antiquity which have recently been discovered in it. This Country occupies the Central districts of Sumatra, and contains between one and two Millions of inhabitants, the whole of whom with the exception of such as may be employed in the Gold Mines, for which it has always been celebrated, are devoted to agriculture. The remains of sculptures and inscriptions found near the Ancient Capital, correspond with those discovered in Java, and prove them to have been under the influence of the same Hindu faith which prevailed on that Island till the Establishment of Mahomedanism there in the fifteenth Century. At what period the people of Menangcabow embraced the doctrines of the

Prophet does not appear, and would form an interesting subject of enquiry. The conversion of the Malay States of Malacca and Acheen took place on the 13<sup>th</sup> Century, but it is uncertain whether Menangkabow was converted previous or subsequent to this date, although the religion is said to have been preached at Sumatra as early as the 12<sup>th</sup> Century. It was about the latter period 1160 that a Colony issued from the interior of Sumatra and established the maritime state of Singapore, at the extremity of the Malay Peninsula, where a line of Hindu Princes continued to reign until the establishment of Malacca and the conversion of that place in 1276. Whatever may in more remote times have been the nature of the intercourse between foreign nations and Menangkabow itself, we know that Singapore during the period noticed, was an extensively maritime and Commercial State, and that on the first arrival of the Portuguese at Malacca, that Emporium embraced the largest portion of the Commerce between Eastern and Western nations. It is not necessary to enter into the history of the decline and fall of the Malay states of Malacca and Acheen or of the establishment of

Johore. The maritime and Commercial enterprise of the people had already spread them far and wide thro the Archipelago, and the power and policy of their European visitors, by breaking down their larger Settlements contributed to scatter them still wider, and leave them to form still smaller establishment wherever they could escape their power and vigilance.

From this general account, it will appear that the Malays may be divided into two classes, agricultural and Commercial. Our acquaintance with the latter being more intimate, and the opinion generally formed of the character of this people having been taken from the maritime states, it may be sufficient on the present occasion, to advert to some particulars on the constitution of these Government, and the habits and Character of the people.

The Government of these states, which are established in more or less power on the different rivers, on the Eastern Coast of Sumatra, and on the Malay Peninsula, as well as on the Coast of Borneo, and throughout the smaller islands is founded on principles entirely feudal. A high respect is paid to

the person and family of the Prince, who usually traces his descent through a long line of ancestors generally originating on the Malayan side from Menangcabow or Johore, and not infrequently on the Mahomedan side from the descendants of the Prophet. The Nobles are chiefs of the head of a numerous train of dependants whose service they command. These Civil institutions and internal policy are a mixture of the Mahomedan with their own more ancient and peculiar customs and usages, the latter of which predominate, in the principal states they are collected in an ill-digested code, but in the inferior establishments they are trusted to tradition.

The Malays are distinguished not only by the high respect they pay to ancestry and nobility of descent, and their entire devotion to their Chiefs and the cause they undertake, but by a veneration and reverence for the experience and opinions of their elders. They never enter on an enterprize without daily weighing its advantages and consequences, but when once embarked in it, they devote themselves to its accomplishment. They are sparing of their labour and are judicious in its application but when aroused into actions are

not wanting in spirit and enthusiasm. In their Commercial dealings they are keen and speculative, and a spirit of gaming is prevalent, but in their general habits they are far from per-  
curious.

With a knowledge of this character we may find in the circumstances in which they have been placed, some excuse for the frequent piracies and the practice of "running amuck" with which they have so oftenly and justly been accused. That European policy which first destroyed the independence of their more respectable states and subsequently appropriated to itself the whole trade of the Archipelago, left them XXXX



... unimportant object. In promoting the interests of literature and science not less will be its effect, to Bengal where inquiries into the literature, history and customs of Oriental nations have been persecuted with such success and attended with such important results, such an institution will prove a powerful auxiliary in extending these enquiries among the people of the further East. Many of the Researches already began can only be completed and perfected in this soil, and they will be favoured on the present plan, by collecting the scattered remains of the literature of these countries, by calling forth the literary spirit of the people, and awakening its dormant images. The rays of XXX, now divided and both will be concentrated into a focus from whence they will be again XXX with added breath, brightened and strengthened by our superior lights. Thus will our stations not only become the center of commerce and its luxuries, but of experiment and the liberal acts. If commerce bring wealth to our shores it is the spirit of literature and philanthropy that teaches us how to employ it for the noblest purposes. It is this that has

made Britain go forth among the nations, strong in her native might to disperse blessing all around her. If the time shall come when her empire shall have passed away these monument of her virtue will XXX when her triumph shall become an empty name. Let it still be the boast of Britain to unite her name in Character of light; let her not be remembered as the lamppost whose course was desolation, but as the gall of spring, rowing the slumbering seeds of mind and calling them to life from the winter of ignorance and oppression. Let the sun of Britain arise on these islands, not to wither and scorch them in its fierceness, but like that of his own general skies, whose mild and XXX influence is hailed and blessed by all who feel its beams.

Sgd. Raffles



It is the peculiar character  
- istic of Great Britain, that wherever  
her influence has been extended, it has  
carried civilization and improvement in  
its train. In whatever quarter of the World  
her Arms or her policy have led her, it  
has been her object to extend those blessings  
of freedom and justice for which she  
herself stands so pre eminent. Whether  
in asserting the rights of independent  
nations, whether advocating the cause  
of Liberty in the States, or promoting  
the progress of truth and knowledge,  
she has ever been supplied the Van. - In  
the East, the Empire of India, where she has  
erected an empire, unparalbeled in  
History, no sooner was the Sword of  
Conquest sheathed, than her attention  
was

12

was turned to the dispensing of justice, to giving security to the persons and property, and to the improvement of the condition of her new subjects; to a reform in the whole judicial and revenue administration of the Country, to the Establishment of a System of internal management, calculated to relieve the inhabitants from oppression and exaction, and to disseminate those principles and that knowledge which was to elevate the people whom Conquest had placed under her sway, and thus to render her own prosperity dependent on that of the people over whom she ruled. A desire to know the origin and early history of the people, their institutions, laws, and opinions, led to associations expressly directed to this end; while by the application of the information thus obtained to the present circumstances of the Country, the spirit and principles of British Rule have rapidly augmented the power, and increased the resources of the Country, at the same time that they have in no less degree tended to excite

excite the intellectual energies and increase the individual happiness of the people.

The acquisitions of Great Britain in the East have not been made in the spirit of conquest; a concurrence of circumstances not to be controverted, and the energy of her Sons, have carried her forward in a tide whose impulse has been irresistible. Other nations may have pursued the same course of conquest and success, but they have not like her paused in their career and by moderation and justice consolidated what they had gained. This is the Rock on which our Indian empire is placed, and it is on a perseverance in the principles which have already guided her, that she must depend for maintaining her commanding position, and for saving her from adding one more to the list of those who had contended for empire, and have sunk beneath the weight of their own ambition. Conquest has led to conquest, and our influence must continue to extend; the tide has received its impetus

impetus, and it would be in vain to  
stem the current, but let the name  
be changed to "League of Nations", let  
minds and policy expand with our  
empire, and it will not only be the  
goal, but the format, and most  
indubitably, that has yet been held forth  
to the view and admiration of the entire  
world (we have) there in the halls of  
Parliament, over whom our influence  
and our empire is extended, we shall  
lay the foundation of our dominion in  
the firm basis of justice and mutual  
advantage, instead of the uncertainty and  
unstable basis of force and intrigue.  
Such have been the prospects  
of our Indian Administration whenever  
we have acquired a territorial influence,  
it remains to be considered how they can  
be best applied to countries where  
Empire is not an object, but where  
Commerce is not the standard to our  
interests. With the frontier East of  
Bengal an extensive Commercial intercourse  
could have always been carried on;

our influence is now or less felt throughout  
 the whole, from the banks of the Ganges  
 to China and New Holland. Recent  
 events have directed our attention to these  
 and in a particular manner to the  
 Malayan Archipelago, where a vast field  
 of Commercial Speculation has been  
 opened, the limits of which it is difficult  
 to foresee. A variety of circumstances  
 have concurred to extend our connections  
 in this quarter, and late arrangements  
 by giving them a consistency and con-  
 solidation, and uniting them more close-  
 ly with our best interests both in India  
 and Europe, have added much to their  
 importance and consideration. Our con-  
 nection with them however stands on a  
 very different footing from that with the  
 people of India; however inviting or  
 extensive their resources, it is considered  
 that they can be best drawn forth by the  
 native energies of the people themselves,  
 uninfluenced by foreign rule and un-  
 fettered by foreign regulations, that it is  
 by the reciprocal advantages of commerce,  
 and



and commerce alone, that we may best promote our own interests and their advancement. A few stations are occupied for the security and protection of our trade, and the independence of all the surrounding States is not only acknowledged but maintained and supported by us.

Commerce being therefore the principle on which our connections with the Eastern States are formed, it behoves us to consider the effects which it is calculated to produce. Commerce is universally allowed to bring many benefits in its train, and in particular to be favorable to civilization and general improvement. Like all other powerful Agents however, it has proved the cause of many evils when improperly directed or not sufficiently controlled. It creates wants and introduces luxuries but if there exist no principle for the regulation of these, and if there be nothing to check their influence, sensuality, Vice and corruption, will be the necessary results.

W. H. C.

Where the social institutions are favorable to independence and improvement, where the intellectual powers are cultivated and expanded, commerce opens a wider field for their exertion, and wealth and refinement become consistent with all that ennobles and exalts human nature. Education must keep pace with Commerce in order to insure its benefits and avoid its evils, and in our connection with these countries, it must be our care that while with one hand we carry to their shores the capital of our Merchants, the other should be stretched forth to offer them the means of intellectual improvement. Happily our policy is in accordance with these views and principles, and neither in the state of the countries themselves, nor in the character of their varied and extensive population do we find any thing opposed. On the contrary they invite us to the field, and every motive of humanity, policy and religion, seem to combine to recommend our early attention to this important object.

12

1852 एडवर्ड लॉरेन्स

A few words will be sufficient to show the nature and extent of this field. Within its narrowest limits it embraces the whole of that vast Archipelago, which stretching from Sumatra and Java to the Islands of the Pacific, and thence to the shores of China and Japan, has in all ages excited the attention and attracted the cupidity of more civilized nations; whose valuable and peculiar productions contributed to swell the extravagance of Roman luxury, and in more modern times has raised the power and consequence of every successive European nation, into whose hands its Commerce has fallen. - It has raised several of them from insignificance and obscurity to power and eminence, and perhaps in its earlier period, among the Italian States, communicated the first electric spark which awoke to life the energies and the tolerances of Europe. - The native population of these interesting islands cannot be estimated at less than from ten to fifteen millions, of which Java alone

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alone contains five or six, and Sumatra not less than three.

In a more extensive view must be included the rich and populous Countries of Ava and Siam, Cambogia, Cochin China, and Tonkin; the population of which is still more extensive than that of the Islands. And if to this we add the numerous Chinese population which is dispersed through these Countries, and through the means of whom the lights of knowledge may be extended to the remotest parts of the Chinese empire, and even to Japan; it will readily be acknowledged that the field is perhaps the most extensive, interesting and important, that ever offered itself to the contemplation of the judicious and enlightened mind.

When we descend to particulars and consider the present state and circumstances of this extensive and varied population, and the history and character of the Nations and Districts of which it is composed we shall

12

shall be more convinced of the necessity which exists, and of the advantages which must result, from affording them the means of education and improvement. —

Among no people with whom we have become acquainted shall we find greater aptness to receive instruction, or fewer obstacles in the way of its communication.

With the exception of Java the Moluccas and the Philippines, nearly the whole of the Native States of the Archipelago may be considered independent. The European Settlements on the Coasts of Sumatra and Borneo are confined to Commercial objects, and the interior of these large Islands have never felt the effects of European interference. A large portion of their Coasts and the whole of the smaller Islands, as well as the States on the Malay Peninsula, are exclusively under Native Authority. —

Of the Malays who inhabit the interior of Sumatra and are settled on the Coasts throughout the Archipelago it may be necessary to speak in the first place. The peculiar Character

of this Nation has always excited much attention and various and opposite opinions have been entertained regarding them. By some who have viewed only the darker side they have been considered with reference to their perances and Vices alone, as a people devoid of all regular Government and principle and abandoned to the influence of lawless and ungovernable passions. By others however who have taken a deeper view, and have become more intimately acquainted with this character, a different estimate has been formed - They admit this want of efficient Government, but consider the people themselves to be possessed of high qualities and such as might under more favorable circumstances be usefully and beneficially directed. They find in the personal independence of Character which they display, their high sense of Honour and impatience of insult, and in their habits of reasoning and reflection, the rudiments of improvement and the basis of a better order of Society, with

in the obscurity of their early history, the wide diffusion of their language and in the traces of former greatness, they discover an infinite source of speculation and interest. That these people once occupied a high and commanding political station in these seas, seems to be beyond a doubt, that they maintain this position until the introduction of Mahomedanism, seems equally certain. From the Geographical situation of the now important Countries then occupied by them they were the first to come in contact with <sup>embassy ships</sup> ~~Musliman~~ <sup>to</sup> Missionaries, &c, which circumstances may perhaps be attributed the dismemberment of the empire and the decline of their power, previously to the arrival of Europeans in these seas. At that period, however, the power of Menangkabou, the ancient seat of Government, was still acknowledged, and the states of Acheen and Malacca long disputed the progress of the Portuguese thence. The whole of Sumatra at one period was subject to the Supreme power of Menangkabou and proofs of the former grandeur and

Superiority

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 respect paid to the most distant branches  
 of the family, but in the comparatively  
 high and improved state of Cultivation  
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decline and fall of the Malay States of Malacca and Acheen or of the establishment of Johore. The maritime and Commercial enterprise of the people had already spread them far and wide thro' the Archipelago, and the power and policy of their European visitors, by breaking down their larger settlements, contributed to scatter them still wider, and leave them to form still smaller establishments, wherever they could escape their power and vigilance.

From this general account, it will appear that the Malays may be divided into two classes, agricultural and Commercial. Our acquaintance with the latter being more intimate, and the opinion generally formed of the character of this people having been taken from the maritime States, it may be sufficient on the present occasion, to advert to some particulars in the constitution of their Government, and the habits and Character of the people.

The Government of these States which are established in more or less power

power on the different rivers, on the Eastern Coast of Sumatra, and on the Malay Peninsula, as well as on the Coast of Borneo, and throughout the smaller islands is founded on principles entirely feudal. A high respect is paid to the person and family of the prince, who usually traces his descent through a long line of ancestors generally originating on the Malayan side from Menangkabou or Achou, and not unfrequently on the Mahomedan side from the descendants of the Prophet. The Nobles are chiefs at the head of a numerous train of dependants whose services they command. Their Civil institutions and internal policy are a mixture of the Mahomedan with their own more ancient and peculiar customs and usages, the latter of which predominate; in the principal states they are collected in an ill-digested code, but in the inferior establishments they are trusted to tradition.

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 been accused. That European policy  
 which first destroyed the independence  
 of the more respectable States and  
 subsequently appropriated to itself  
 the whole trade of the Archipelago, left

them

The activities of literature are becoming  
 an important part of the promotion  
 and help will be in effect to promote  
 where required with the literature  
 history and history of current conditions  
 have been provided with such things  
 and literature with such important  
 advice, with an indication with  
 present a forward activity in  
 obtaining this regard among the  
 people of the further with many of  
 the libraries which began can only  
 be complete and further in the  
 and they will be provided on the  
 further from, by collecting the  
 Indian members of the literature  
 of these countries, by collecting both the  
 library from of the people, and  
 necessary to demand among the  
 kind of material, even drawn and that  
 will be concentrated with a good  
 form when they will be given  
 activities with such things, history  
 and literature by an influence  
 help. They will be national not only  
 become the center of literature and

its luxuries, but of refinement and the  
liberal arts. If Commerce being united  
to our laws it is the spirit of literature  
and philanthropy that teaches us how  
to employ it for the noblest purposes.  
It is thus that has made Britain  
as yet across the nations, things  
we see nations might to dispense  
helpings to all around her. If the  
time shall come when her empire  
shall have passed away, her  
monuments of her virtue will remain  
when her triumph shall become an  
empty name. Let it still be  
the boast of Britain to write  
her name in characters of  
light; let her not be remembered  
as the tempest whose winds  
was desolation, but as the  
gale of Spring, stirring the  
slumbering seeds of mind and  
calling them to life from the  
winter of ignorance and oppression.  
Let the Sun of Britain arise  
in these islands, not to wither

(over)

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and touch them in its presence, but  
like that of her own general spirit,  
whose mild and benignant influence  
is hailed and blessed by all who  
feel its beams.

J. R. Apple

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## **ANNEX MCM 9**

**Extract from *Phan Huy Chú, Un émissaire vietnamien à Batavia, Récit sommaire d'un voyage en mer, traduit et présenté par Phan Huy Le, Claudine Salmon & Ta Trong Hiep* (Paris: Association Archipel, 1994, original text in Sino-Vietnamese, translated into modern Vietnamese and French), p. 46**

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Un émissaire vietnamien à Batavia

Một sứ giả Việt Nam thăm Batavia

Phan Huy Chú  
Hải trình chỉ lược

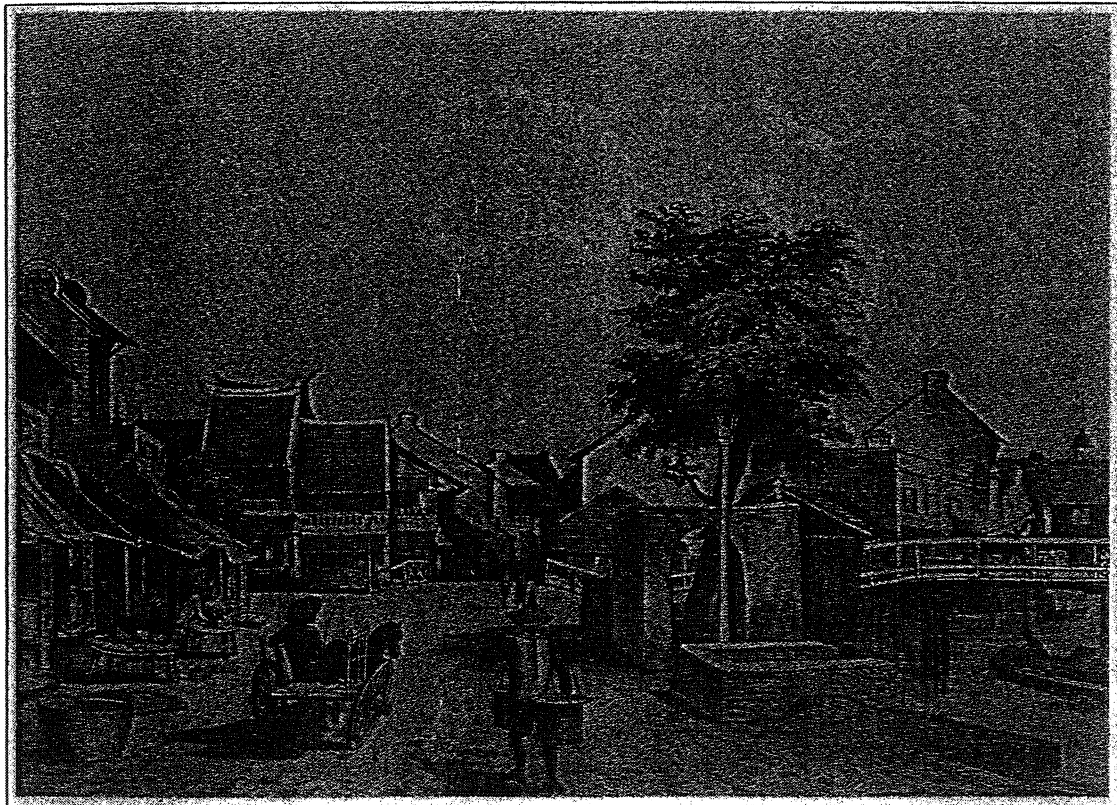
潘輝注 海程誌畧

"Récit sommaire d'un voyage en mer" (1833)

traduit et présenté par

Phan Huy Lê, Claudine Salmon & Tạ Trọng Hiệp

dịch và giới thiệu





il y a de nombreux îlots tels les Aur (Đông Trúc, Tây Trúc), Pulau Tinggi (Tuống Quân Mão ou "Montagne en forme de coiffure de général"), les Chư mẩu <sup>48</sup>, Quan Âm, Pulau Bintan (La Hán) qui se déploient au loin. Leur végétation, souvent bleutée, s'étend entre les nuages et les flots. Nous hissâmes les voiles au coucher du soleil et fûmes soudain éblouis.

### 9. Le port de Pedra Branca

Le port de Pedra Branca, ou de la "Pierre blanche" (Bạch Thạch Cảng), est entouré de montagnes. Un grand rocher blanc émerge au milieu des flots. De loin, il apparaît scintillant, d'où le nom donné au port <sup>49</sup>. De chaque côté, les pentes sont couvertes de forêts et les habitations se succèdent jusqu'au chenal de Singapour. Les huttes faites de roseaux, de nipa (*duyên*) et de bambou apparaissent sur les falaises sombres, dans la verdure des arbres. C'est un paysage apaisant. Vers l'est, après avoir passé l'archipel des Lingga (Long Nha Dụ), en tournant on prend le chemin maritime vers Malaka (Ma Lục Giáp) et l'île de Pinang (Tân Lang); vers l'ouest, après avoir passé les cimes de Tanjung Burung (Mã An Sơn), on tourne alors vers le Détroit <sup>50</sup>. Lorsqu'on arrive au port de Riau (Liêu Cảng) <sup>51</sup>, on pénètre dans le territoire hollandais qui continue jusqu'à Kelapa. A l'aller, comme au retour, on passe par ce port qui est l'avant-poste de cette ville.

### 10. Aperçu de Singapour

Singapour (Tân Gia Ba) faisait anciennement partie de Jawa (Đồ Bà) <sup>52</sup>. A présent, il est occupé par les Anglais qui y ont installé une administration

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aussi rendu par *Zhupan shan* (Trủ Bàn Sơn). Des fouilles faites dans cette île, dans les années 1980, donnent une idée de l'importance de ce carrefour maritime dès le XIe s.; cf. *A Ceramic Legacy of Asia's Maritime Trade*, 1985.

<sup>48</sup> La montagne Chư mẩu ou "montagne de la truie" est la plus élevée d'un ensemble d'îlots qui ont tous la forme de cochons, d'où leurs noms d'"Iles des cochons"; cf. Lí Văn Phúc, *Tây hành thi kí*, p. 42. Les différents ms. comportent le caractère *chư* (signifiant "tous") qu'il faut corriger en *trư* ayant bien le sens de "cochon".

<sup>49</sup> Le Pedra Branca des navigateurs portugais, le *Baijiao* des Chinois (cf. Ma Huan, 1970, p. 210), est un point de repère qui se trouve à quelque 32 miles au nord-est de Singapour. Earl décrit ainsi le rocher: "Pedra-bianca is a detached rock 24 feet in height above the level of the sea, situated nearly in the centre of the eastern entrance of the Straits of Malacca, which has been the leading mark for vessels entering and leaving the strait for ages past. The main channel which lies immediately to the north of the rock, is four miles wide in the narrowest part" (cité d'après Crawford, reprint, 1971, p. 331). C'est au pied même de ce rocher, qu'en 1851, on construisit le phare qui devait guider les bateaux (planche 4).

<sup>50</sup> Il semble qu'il faille comprendre *Di Li* comme la transcription du terme malais *selat* qui signifie "détroit" et que les Chinois de l'époque Qing notaient Xili, Xila, Shili (cf. Chen Jiarong et al., 1986, p. 1035), et les Singapouriens Shili mais avec d'autres caractères.

<sup>51</sup> Il s'agit, comme on le verra plus bas, de celui de Tanjung Pinang.

<sup>52</sup> Sur l'histoire du terme Đồ Bà, voir II. Regards de l'émissaire, p. 25, note 17.



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## **ANNEX MCM 10**

**Extract from letter from Sultan of Brunei to the British Government offering Labuan, transmitted by Captain Sir Edward Belcher R.N., C.B: in *Voyages of the HMS Samarang during the years 1843-46; Employed Surveying the Islands of the Eastern Archipelago*, Published under the Authority of the Lords Commissioners of the Admiralty, vol. I, 1848, pp. 176-177**

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# VOYAGE OF H.M.S. SAMARANG,

DURING THE YEARS 1843-46;

EMPLOYED SURVEYING THE ISLANDS OF THE EASTERN ARCHIPELAGO;

ACCOMPANIED BY A BRIEF

VOCABULARY OF THE PRINCIPAL LANGUAGES.

Published under the Authority of the Lords Commissioners  
of the Admiralty.

BY

CAPTAIN SIR EDWARD BELCHER, R.N., C.B.,

F.R.A.S., F.G.S., &c.

COMMANDER OF THE EXPEDITION.

WITH

NOTES ON THE NATURAL HISTORY OF THE ISLANDS,

By ARTHUR ADAMS, ASSISTANT-SURGEON, R.N.

IN TWO VOLUMES.

VOL. I.

LONDON:

REEVE, BENHAM, AND REEVE, KING WILLIAM STREET STRAND.

1848.

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At length the Sultan, motioning the Rajah to him, said, "my father enjoined me at his death to be guided by your counsel, and I intend to do so;" and feeling suddenly ill, retired, desiring Mr. Brooke "to consider the Rajah as conducting affairs." On the retirement of the Sultan, the Rajah immediately assumed the power, and arraigning Pangeran Usop with his impolitic acts, sent the remaining Ministers to the Sultan, accompanied by Pangeran Usop, to propose the immediate razing of the batteries, in order that no further offence should, by possibility, be offered, from this source, to Great Britain. Upon the return of the Ministers, with the formal assent of the Sultan thereto, orders were forthwith issued for "their demolition before dawn." Pangeran Usop was mildly treated, and permitted to act in an inferior station; he was evidently much pleased that he did not fare worse, and it is highly probable that the presence of Mr. Brooke tended much to this desirable end. Affairs having been thus arranged, a document, addressed to the Queen of England, was duly completed, and the seals of the Sultan and Pangerans formally attached, requesting the friendship of Great Britain, and offering aid in the suppression of piracy; and, as a further proof of their anxiety for the advantages of commercial relations, offering to cede the Island of Labuan, and its dependencies, upon terms to be hereafter agreed upon.

THE SULTAN OF BRUNAI TO THE QUEEN OF ENGLAND.

"THIS Document is addressed by the Sultan, and the Rajah Muda Hassim, as Rulers of the territory of Borneo, to the Queen of England. The Sultan, and the Rajah Muda Hassim, desire to gain the friendship

and aid of the Queen of England, for the suppression of piracy, and the encouragement and extension of trade; and to assist in forwarding these objects, they are willing to cede, to the Queen of England, the Island of Labuan, and its islets, on such terms as may hereafter be arranged by any person appointed by Her Majesty. The Sultan, and the Rajah Muda Hassim, consider that an English Settlement on Labuan, will be of great service to the natives of the coast, and will draw a considerable trade from the northward, and from China; and should Her Majesty the Queen of England decide upon the measure, the Sultan, and the Rajah Muda Hassim, promise to afford every assistance to the English Authorities."

As we had obtained information from the authorities, as well as from the notes of Mr. Lay (formerly naturalist, and my companion, in the ' Blossom's ' voyage), who had visited this region, that coal abounded on the south and western bases of the Kianggi hill, we procured the necessary guides, and accompanied by Mr. Brooke, proceeded thither, taking with us a small canoe to facilitate our examination, on arriving at the creek or stream, which we were informed we should have to traverse.

(The Kianggi is a moderately elevated rise, probably about fifty feet above the river level, is the southern hillock of the high range overlooking the left bank of the river, and runs continuous from the point nearly opposite to the Island of Moarra, exhibiting, to the eye, strong indications throughout its entire length, of being charged with coal. The Island of Areng, examined by us in 1843, is situated about one third down the river, which, together with Cherimon, which we know to contain coal, are probably merely dismembered portions of this range, and from the fragments of coal collected by Mr. Brooke, on the nearest point of Moarra, in our visit of 1843, I think that we shall not be wrong in inferring that the whole

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## **ANNEX MCM 11**

**Letter from H.T. Prinsep, Secretary to the Government  
of Bengal, to S.G. Bonham, Governor of Prince of  
Wales Island, Singapore and Malacca,  
13 November 1839**

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**Source: British Library, The Board's Collections, 1836-1858, F/4/2108,  
Call No. 98792**

No.13

From H.T. Prinsep Esq.  
Secretary to the Government of Bengal

To S.G. Bonham Esq.  
Governor of Prince of Wales Island  
Singapore and Malacca

Dated 13<sup>th</sup> November 1839

Sir,

With reference to the letter noted in the margin [Note in the Margin: xxx] I am directed to transmit you for information the annexed Extract from letter No. 22 of 1839 [Note in Margin: Para 20 and 21] from the Honourable the Court of Directors in the Marine Department dated the 4<sup>th</sup> September.

Fort William  
13<sup>th</sup> November 1839

I have etc  
Sgd. H.T. Prinsep  
Secretary to Government of Bengal

Extract from Letter No. 22 of 1839 from the Honourable the Court of Directors in the Marine Department dated the 4<sup>th</sup> September.

20 As it appears that the erection of Light Houses in the Straits, [Note in the Margin: Paras 101 to 103 with reference to a proposal to erect Light Houses in the Straits of Singapore that Government felt itself xxx from imposing fees for the purpose of raising the requisite xxx without the means xxx of Court to xxx therefore xxx xxx is now xxx submitting also a request of the memorialist to be furnished with 2 copies of the Marine Atlas] is not essentially necessary to the safe navigation of them and that some difficulty might be found in levying the necessary Funds for maintaining them, we do not feel justified in issuing any orders for the purpose and we further add that the importance attached by the mercantile community in this Country to the preservation of perfect freedom of trade at Singapore forbids our subjecting it to any restrictions.

21 We shall transmit by an early opportunity two complete sets of Charts for the use of the Marine Department of your Presidency.

(True Copies)  
Sgd. C. Beadon  
Under Secretary to the Government of Bengal



to keep the good above good every

of doing the same for the same  
making the same for the same  
and doing the same for the same  
or doing the same for the same  
to the best of the best of the best  
in the best of the best of the best  
that they may be better and better  
down the same for the same and  
do the same for the same from 1871  
to the same for the same

for the same for the same  
for the same for the same

for the same for the same  
for the same for the same

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for the same for the same  
for the same for the same

for the same for the same  
for the same for the same

for the same for the same  
for the same for the same



year for information the enclosed extract  
from Letter No 23 of 1837 from the Honble  
the Court of Directors in the name of the  
Board the 11<sup>th</sup> Sept -

18<sup>th</sup> Nov 1837  
To J. Williams Esq  
18<sup>th</sup> Nov 1837  
By J. H. M. Esq  
Sur to the Govt of Bengal

Extract from Letter No 23 of 1837 from  
the Honble the Court of Directors in the  
name of the Board the 11<sup>th</sup> Sept -

20 It appears that the erection of  
Light Houses in the Straits is not essen-  
tially necessary to the safe navigation of  
them and that some it is possibly might be  
found in buying the necessary funds for  
maintaining them, we do not feel justified  
in issuing any orders for the purchase and  
we further say that the importance at-  
tached by the honorable Committee  
in this Country to the preservation of the  
fact based on of these at large for  
his own suggesting it to any restrictions

21 We shall transmit by an early  
opportunity two complete sets of charts  
for the use of the revenue Dept of your  
Presidency

(Enclosed)  
By to Boston  
Under the signature of the

---

## **ANNEX MCM 12**

**Letter from British Admiralty to Commander Bethune, 1  
November 1844: in Allen, J. de V, Stockwell, A.J. and  
Wright, L.R. (eds), *A Collection of Treaties and other  
Documents Affecting the States of Malaysia 1761-1963*  
(London, Oceana Publications Inc., 1981), Vol. II,  
p. 394-398**

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A COLLECTION  
OF TREATIES  
AND OTHER DOCUMENTS  
AFFECTING THE STATES  
OF MALAYSIA 021103  
1761-1963

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Volume II

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Edited by

J. de V. Allen  
A. J. Stockwell  
L. R. Wright

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Foreword by

C.D. Cowan

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Manufactured in the United States of America

BRITISH-BRUNEI DOCUMENT  
of 25 October, 1844

Admiralty to Captain C.R.D. Bethune :  
Instructions on Mission to Borneo

By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland whereas Her Majesty's Government have decided upon sending a naval officer by the overland route to Sarawak on the Island of Borneo in order that after delivering to Mr. Brooke the accompanying despatch enclosing a letter to be presented by him to the Sultan of Borneo and consulting that gentleman on the various matters specified in the following instructions, the said naval officer may proceed to inquire into the same as hereinafter directed; and we have thought proper to select you for duty;

You are hereby required and directed to take to your assistance the individual named in the margin, who is well acquainted with the nature of coal and can therefore form a correct opinion as to any in the neighbourhood of the spots you visit, both as to its probable extent, and its fitness for use in steam vessels; and so soon as yourself and the said person shall be ready, you are to proceed with him in the regular mail steam-vessel to Bombay from which place you are to procure a passage to Singapore, and you will deliver to the commander of any ship of war you may find there, or in that neighbourhood the accompanying despatch, which directs him to receive you and whosoever accompanies you, and to convey you to Sarawak on the west coast of Borneo, but should there not be any vessel of war at Singapore, or in the neighbourhood you must hire a vessel or procure a passage in the best way open to you. On your arrival at Sarawak, you are to lose no time in finding Mr. Brooke to deliver to him the aforesaid despatch addressed to the Sultan of Borneo;- and you are to understand that the objects of your mission are the following

1st. To ascertain the best position on the north western coast of Borneo for a naval station, affording a shelter against the prevailing winds, good anchorage, plenty of

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room for merchant vessels, depth of water for ships of considerable burthen and indeed for large ship of war, and easily defensible.

2nd. You are to bear in mind that one of the great objects of Her Majesty's Government is to protect our commerce against the dangers of the hordes of pirate that infest those seas, and that the situation affording the most affectual means of acting against these depredators should be carefully ascertained.

3rd. You are to enquire whether the best coal is to be found on the coast, and to examine into the extent and direction of the coal fields -- also whether the coal lies near the surface, or is so deep in the earth as to require considerable labour and expense in procuring it.--

4th. The Island of Paulo Laboan having been represented as combining all these enumerated advantages of shelter of ample room for shipping at the neighbourhood of an extensive coal field, as being easily defensible, and as affording a very favourable position for acting against pirates; and as this island being in the direct line between Singapore and China, would therefore prove a convenient situation for a commercial depot, your attention is to be particularly directed to Paula Laboan, with the view of ascertaining whether the possession of it by this country might not be the best means of attaining the objects of that part of your mission but altho' this is to be carefully investigated, you are to enquire into and report on any other position to which your attention may be drawn and which you may conceive likely to afford the same advantages.

5th. You are to confine your investigations to the north Western Coast of Borneo, and you are cautiously to avoid all intercourse with those districts, settled by the subjects of the King of the Netherlands which must be considered as entirely exempted from all interference on our part, and it will be convenient that you should avoid as much as possible all communication with the Dutch authorities in those parts and with those employed by them.

6th. You will report your opinion as to the amount of force on land as well as by sea which will be requisite for the security of any position that you may recommend.

7th. It has been represented with respect to Paulo Laboan that a very trifling land force with one war steamer regularly stationed in that quarter would provide sufficiently

for its defence in time of peace and that this steamer (with the frequent visits from ships of war passing to and from the Indian Station and also of ships sent occasionally for that purpose) would afford the means of giving an effectual check to piracy, and an efficient protection to commerce. Your attention is specially directed to this point, and it is believed that you will derive useful information by referring to the small amount land force that was found sufficient on the original establishment of the settlement at Singapore.

8th. You are distinctly to understand that it forms no part of the policy of Her Majesty's Government to establish any colony on the Coast of Borneo, or to acquire any districts with the views of creating settlements or granting lands, and you will not enter into investigations having its views objects of that kind on the acquisition of any portion of territory on the main-land.

9th. You will place yourself in confidential communication with Mr. Brooke, and it is fully expected that you will derive great advantages from the advice and assistance that Mr. Brooke's knowledge, experience and influence with the inhabitants and their rulers will so amply enable him to afford; and is nothing more than in suggesting the spirit in which the communications you must necessarily have with the people and their governors should be carried on.

10th. You are to observe that you are invested with no power to treat, and that your duty is limited to inquiry-- You will not fail however to report all overtures or suggestions that may be made to you, and you will make and reports from time to time on the information that you may receive, and of the opinions that you may have formed of the various matters referred to you.

11th. It is desirable that Her Majesty's Government should receive from you the best information you can acquire as to the condition of that part of Borneo, and of its inhabitants; of the natural productions of the country; and of the hope that may be entertained of the gradual establishment of a beneficial commerce. You will state your impressions as to the character of the different classes and races of the people, and as to their feelings towards this country.

12th. As it appears that at various times great numbers of Chinese have established themselves at Borneo Proper (and possibly this may have been the case elsewhere on that coast) but that owing to the prevailing anarchy, they have in great measure disappeared;



you will not fail to ascertain as well as you can the history of these settlements, and the habits and character of the Chinese settlers, and whether they might reasonably be expected again to resort to the Island of Borneo, or an island on that coast in the hope of enjoying the protection of the British flag. You will be very careful to avoid holding out inducements to immigration from China, confining yourself in this, as in every matter referred to you to giving the best information you can obtain, and to furnishing Her Majesty's Government with your own opinions.

13th. It having been suggested that jealousy might be created in the minds of the rulers of Borneo, by any overtures incautiously made to induce them to dispose of the Island of Paulo Laboan on account of its situation near the mouth of the Borneo River and the same feeling might arise from an overture made without due precaution for any other acquisition on the coast you will see the necessity of using the greatest circumspection in carrying on your investigations, so as to avoid as much as possible creating any feeling of the kind. You will of course be very much guided in your conduct in this respect by the advice of Mr. Brooke.

After you shall have satisfied yourself on the several points herein detailed, you are to return by the same route taken on your passage out, unless an opportunity should offer to you for returning direct by a vessel of war ordered to England, and you shall prefer that mode of coming home.

In the event of Mr. Brooke not being at Sarawak when you reach it you will ascertain if possible where he may be and communicate your arrival to him without loss of time if he is at Borneo Proper or elsewhere on the coast or in the neighbourhood you may repair to him if it should seem more convenient to do so, than to await his arrival.

You will use your discretion as to commencing your enquiries before meeting with Mr. Brooke but having so commenced them if you should think it immodest to desist on account of an unfavourable disposition in the inhabitants and to await his return you will do well to follow that course. You will bear in mind how important it is that first impression should be in your favour, and if you convenience your enquiries before you meet with Mr. Brooke you will observe the utmost caution in all your communications with the natives.

If after full communication with Mr. Brooke your own observation and experience should convince you that the adverse

disposition of the natives render it unadvisable to persevere in attempting to carry on the investigation, you are to consider yourself at liberty to return to England. On your arrival in England you are to report to us in detail on all the several points abovementioned for the information of Her Majesty's Government.

Given under the 1st Nov. 1844.

Signature

W.H. GAGE

H. CORRY

To Cdr. Drinkwater Bethune Esq.,  
C.B.

Captain Royal Navy

80 Chester Square

By command of their Lordships

Signature

J. BORROW

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## **ANNEX MCM 13**

**Letter from C. Beadon, Under Secretary to the  
Government of Bengal, to G.A. Bushby, Secretary to  
the Government of India, 29 January 1845**

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Department: Home  
Branch: Marine  
Date: 15/12/1845  
No: 4

From,

The Under Secretary to the Govt. of Bengal

To,

G. A Bushby Esq.

Secretary to the Government of India

Home Department

Dated Fort William, 29 January 1845

Sir,

I am directed by the Right Honble the Governor of Bengal to forward the correspondence noted on the margin with the Governor of Prince of Wales Island, Singapore and Malacca, on the subject of creating a Light House at Singapore, and to request that you will submit it for the consideration and orders of the Right Honble the Governor General in Council.

(Ltr of P.W. Island of 28<sup>th</sup> July 1842 with Encls  
Do to do of 31<sup>st</sup> August 1842 No. 852  
Do from do of 25<sup>th</sup> October 1842 No. 132  
Do to do of 29<sup>d</sup> November 1842 No. 1110  
Do from do of 28<sup>th</sup> November 1844 No. 150 with Encls.)

2. It will be seen from the papers that in consequence of the Court of Directors having in 1839 declined to entertain a proposition for the creation of a Light House at Singapore, on the ground that the funds for the purpose and for its support, could not be collected without impairing the freedom of that Port, this Government was compelled, and two subsequent occasions, to negative the recommendations of the Local authorities in favor of the work, altho' a sum of Rupees 12,378, (almost equal to the expence of the building) which had been raised by subscription in Canton for a testimonial in memory of Mr. Horsburgh the late Hydrographer had been **placed at the disposal of the Governor of the Straits for the erection of Light Houses.**

3. The present Governor of the Straits now XXX to the subject; he has corresponded with Sir E. Belcher, the Senior Naval Officer of the Station, who gives his strong recommendation to the measure. He has likewise had the site

surveyed, and the cost of the proposed building estimated, and appears that a light house could be erected for Rs. 3,000 more than the amount of the subscription in hand, exclusive of Lanterns.

4. The Governor points out the utility of the proposed Light House, making it appear a most desirable undertaking, and altho' he thinks it possible that additional subscriptions might be obtained to cover a large part, if not the whole of the expense attending its construction, he strongly recommends that both that and the annual charge of keeping it up, Rs. 2,856, should be defrayed by Government.

5. As the communication with the Straits and China is in course of extension, and daily growing in importance the Right Honble the Governor of Bengal agrees with the Governor of the Straits, as to the necessity for the light house. His Excellency accordingly requests that the Supreme Government will be pleased, either to sanction the undertaking, or if necessary recommend the measure to the Court of Directors for the favorable consideration and Orders.



I have the honor to be,

Sir,

Your most Obedt. Servant

Signed

Under Secretary to the Govt. of Bengal

Home 1845 Dept

Marine Lr. Marine

No. 3 of 15<sup>th</sup> July 1845

From Under Secretary to the Government of Bengal

To Secretary to Government of India

Home Department

d/29<sup>th</sup> January

/4 February

No. 328

I think this might XXX sanction

(Initialed)

XX: 15 February

I think we cannot very well go further than a strong  
recommendation to the Court.

(Initialed)

No. 4

Transmit correspondence with the Governor of the Straits  
Settlements on the subject of erecting a Light House at  
Singapore Under the circumstances represented- request that

the supreme Govt. will be pleased either to sanction the undertaking or if necessary recommend the measure to the Court of Director.

The Court appear to have objected to the erection of a Light House merely from the from the circumstance of their not bring any XXX necessity. But as Sir Belcher strongly recommends XXX it should be built XXX XXX be sanctioned.

(Initialed)

From

The Under Secretary to the Govt. of Bengal.

To

G. A. Bushby Esq.

Secretary to the Government of India

Home Department.

Dated Fort William, 29<sup>th</sup> January 1865.

Sir,

Marine

See from Govt. of Bengal  
of 20<sup>th</sup> July 1862 with Encl.  
to be to Govt. of India of 20<sup>th</sup> 1855  
2<sup>nd</sup> copy of 20<sup>th</sup> 1855 to 1857  
to be to Govt. of Bengal of 18<sup>th</sup> 1861  
2<sup>nd</sup> copy of 18<sup>th</sup> 1861 to 1865  
to be to Govt. of India

I am directed by the Right Hon<sup>ble</sup> the Governor of Bengal to forward the correspondence noted on the margin with the Governor of Prince of Wales Island, Singapore and Malacca, on the subject of erecting a Light House at Singapore, and to request that you will submit it for the consideration and views of the Right Hon<sup>ble</sup> the Governor General in Council.

It will be seen from the papers that, in consequence of the Court of Directors having in 1839 determined to entertain a proposition for the erection of a Light House at Singapore, on the ground that the Funds for the purpose and for its support, could not be collected without impairing the freedom of that Port, this Government was compelled, on two subsequent occasions, to negative the recommendations of the Local authorities in favor of the work; altho' a sum of Rupees 1,25,78, (almost equal to the

expence)

नांवीराइट राष्ट्रीय अभिलेखागार

म. प्र. स. स. के अंतर्गत

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expense of the building) which has been raised by subscription in Canton for a testimonial in memory of Mr. Hastings the late Hydrographer, has been placed at the disposal of the Governor of the Straits for the erection of a Light House.

3. The present Governor of the Straits now recurs to the subject; he has corresponded with Sir C. Dalrymple, the Senior Naval Officer of the Station, who gives his strong recommendation to the measure. He has likewise had the site surveyed, and the cost of the proposed building estimated, and it appears that a Light house could be erected for £2,500 more than the amount of the subscription in hand, exclusive of donations.

4. The Governor points out the utility of the proposed Light house, making it appear a most desirable undertaking, and altho' he thinks it possible that additional subscriptions might be obtained to cover a large part, if not the whole of the expense attending its construction, he strongly recommends that both that and the annual charge of keeping it up, £2,856, should be defrayed by Government.

5. As the communication with the Straits and China is in course of establishment, and daily growing in importance, the Right Hon<sup>ble</sup> the Governor of Bengal agrees with the Governor of the Straits, as to the necessity for the Light house. His Excellency accordingly requests that the Supreme Government will be pleased, either to

sanction

कापीराइट राष्ट्रीय अभिलेख  
भा. न. न. क. प्रो. वि.  
Copyright vests in the  
of India Government c

Sanction the undertaking, or if necessary, re-  
commenced the measure to the Court of Directors  
for their favorable consideration and Orders.

I have the honor to be,

Sr,

Your most Obedt Servant,

Leu Messrs

Under Secy to the Govt of Mysore

Edw. J. W.

Dear Sir,  
I have the pleasure to acknowledge  
the receipt of your letter of the  
17th inst. regarding the  
proposed amendments to the  
Regulations for the  
control of opium.

I am sorry to hear that  
you are unable to attend  
the meeting on the 21st inst.  
and I am glad to hear that  
you will be able to attend  
the meeting on the 28th inst.  
I have the pleasure to  
acknowledge the receipt of  
your letter of the 17th inst.  
regarding the proposed  
amendments to the  
Regulations for the  
control of opium.

I am sorry to hear that  
you are unable to attend  
the meeting on the 21st inst.  
and I am glad to hear that  
you will be able to attend  
the meeting on the 28th inst.  
I have the pleasure to  
acknowledge the receipt of  
your letter of the 17th inst.  
regarding the proposed  
amendments to the  
Regulations for the  
control of opium.

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## **ANNEX MCM 14**

**Letter from the remaining members of a Committee of  
Merchants formed in 1837 to the Secretary of the  
Singapore Chamber of Commerce, 22 January 1846**

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**Straits Settlements Factory Records**

**Series : W 11**

**Date : 22<sup>nd</sup> January 1846**

**Folio : n.a**

**Reel 124 (Microfilm Copy, University of Malaya Library)**

To

The Secretary  
Chamber of Commerce  
Singapore.

from  
Subscribers

Dated: Bombay, 22 January 1846

Sir,

We are undersigned are the remaining members of a committee formed in 1837 to receive subscriptions towards erecting a Testimonial of respect in Bombay to the memory of the late James Horsburgh Esq. The sum collected for this purpose having only amounted to Rupees (4308) four thousand three hundred and eight, the idea of erecting such testimonial was abandoned but observing by the papers that there is to be a Lighthouse erected at Singapore to commemorate the deceased, and that you are the Channel of communication: we beg to acquaint you that we are willing to place that above sum at the disposal of the Singapore Committee, under the proviso that the lighthouse shall be called the 'The Horsburgh Light'.

If this proposition is complied with you can communicate same to Messrs. Pinnington & Co., the treasures for the subscription, and who have been requested to pay the above sum. We would suggest that such be drawn for from Singapore and our xxx authorized by your Committee.

Signed : Subscribers.

Source : Reel 124 (W.11), f.



Bombay 22<sup>nd</sup> Jan

The Secretary  
Chamber of Commerce  
Singapore

The undersigned are the remaining  
Committee formed in 1897 to receive subscription  
for Testimonial of respect in Bombay to the  
late James Horsburgh Esq<sup>r</sup>. The sum collect-  
ed having only amounted to Rupees (4,308) four  
hundred and eight. The idea of meeting such a

abandoned; but observing, by the papers that  
a Lighthouse erected at Singapore to commemorate  
the memory of the deceased, and that you are the  
Administrator; we beg to acquaint you that we  
are of the above sum at the disposal of the  
Committee, under the proviso that the Light  
is called "The Harshburgh Light."

If this proposition is complied with you  
to the same to Messrs. Pennington & Co. the  
Attornies, and who have been requested to pay the  
sum would suggest that such be drawn for from

but observing, by the papers that there is to  
 be erected at Singapore to commemorate the  
 deceased, and that you are the Channel of  
 it: we beg to acquaint you that we are willing  
 to give a sum at the disposal of the Singapore  
 under the proviso that the Lighthouse in question  
 be "The Harburgh Light."  
 This proposition is comprised with your consent  
 to Messrs. Pennington & Co. the Treasurers for the  
 and who have been requested to pay the above sum  
 and that such be drawn for from Singapore by

... of your most valuable records for your  
... body authorized by your Committee

We remain

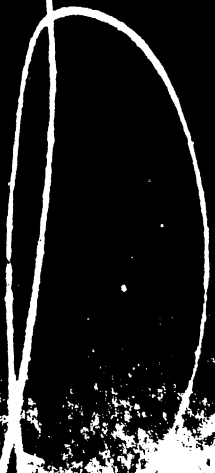
Dear

Your most Obedt Servant

Yours  
Signed R. S. Leckie

James Jeyarajoo

James Jeyarajoo



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## **ANNEX MCM 15**

**Correspondence between, *inter alia*, Mr Crawford, the Colonial Office, Treasury and the Lords of the Admiralty concerning Labuan, June 1846, contained in Colonial Office file CO 144/1**

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**Source: Labuan Original Correspondence 1846-1860, Series CO 144/1, 25<sup>th</sup> June 1846, Folio 26-42, Reel 1 (Microfilm Copy University of Malaya)**

**Memorandum**

**Sent to Mr Gladstone by  
Lord Aberdeen 1846**

The objections advanced in the Memorandum of the Colonial Office against the occupation of the Island of Labuan as a Naval Station for the protection of Trade and the suppression of Piracy in the Eastern Seas have been made too late, and at a time when H.M. Govt. cannot without difficulty recede.\_

Those objections may be classed under the following heads:

First, general objections against the establishment of any such Station.

a. On the ground that the necessity for such a measure has not been sufficiently ascertained.

b. On the ground that whatever may be the designation of a settlement so formed, it would in fact amount to a multiplication of our colonies, involve expenditure in the providing of Civil Government and of the means of defense, and increase the responsibilities which already inconveniently weigh on Her M. Govt. in the Southern Seas.

c. On the ground that the Secretary of State for the Colonies was not a party to the proposals to occupy any portion in the Eastern Seas for the purposes adverted to.\_

Secondly, objections founded on the inferred insufficient understanding among various departments of State as to the expenditure to be incurred, the site of the Station to be established, and the means by which the objects contemplated are to be carried into effect.

As regards the first class of objections it may be

observed that if the concurrent testimony of almost every mercantile association in the Kingdom, and of every individual acquainted with the course of Trade in those Seas, be not sufficient proof that a permanent Naval Station and Harbour of refuge between Singapore and Hong Kong is required for the protection of Trade, in those quarters, it will be difficult to know where to seek for further information on these heads. But if what has passed with reference to this question be examined, it will be evident that, supposing such further information to be actually necessary, Her Majesty's Govt. are no longer in a position to act upon it, having after consideration two years ago of numberless documents and opinions bearing upon the matter already pledged themselves to a certain course of action.

In order to shew this it will be advisable to recapitulate what is known in this department with respect to the circumstances in which the present question originated. For some years past information had at various times reached the Foreign Office of the proceedings of Mr. Brooke in Borneo, and attempts were made by friends of that gentlemen, to procure the sanction and countenance of Her Majesty's Government to those proceedings.

It was not however till towards the end of the year 1842 when several acts of notorious piracy coupled with the captivity and illtreatment of British Subjects on the North West Coast of Borneo impressed on the several departments of Government the necessity of adopting some measures calculated permanently to protect the growing commerce with the Chinese Empire.

It was in December of that year that Mr. Wise, the agent of Mr. Brooke in this country, brought under the notice of the First Lord of the Treasury the acquisition of territory

made by Mr. Brooke at Sarawak, and his proceedings for the suppression of Piracy and the promotion of civilization. Sir Robert Peel requested to see Mr. Wise, and subsequently to this interview Mr. Wise was on the 30<sup>th</sup> of Jany. 1843 informed by direction of Sir Robert Peel, that in consequence of his communication Captain Sir E. Belcher, then about to proceed to the Eastern Seas in command of H.M. Surveying Vessel "Samarang", had been directed by the Board of Admiralty to repair to Borneo and to make enquiries on the spot into the various matters to which his attention had been directed, and to enter into personal communication with Mr. Brooke. During the course of the year 1843 Mr. Wise communicated to Sir Robert Peel a variety of information relative to the capabilities of Borneo for Trade, to its' natural productions and to the eligibility of its North West Coast for the Establishment of a Naval Station such as the one the necessity for which had been felt. The several documents transmitted by Mr. Wise to Sir Robert Peel were, at various periods beginning with the end of the year 1842, communicated to the first Lord of the Admiralty. In the month of March of the same year despatches were received by the Lords Commissioners of the Admiralty from Sir E. Belcher who in execution of the instructions aboveadverted to, had visited Borneo, enclosing a letter from the Sultan to Her M. Govt. expressing his desire to enter into amicable relations with Great Britain together with the heads of an agreement for the extension of Commercial intercourse and the suppression of Piracy into which that Prince, was disposed to enter. On this repeated communications took place between the first Lord of the Treasury, the first Lord of the Admiralty & Mr. Wise relative to the manner in which the disposition on the part of the Sultan of Borneo could be

made conducive to the promotion of those objects. On the first of July 1844 Sir Robert Peel caused Mr. Wise to be made acquainted that the information received from him had been forwarded to the first Lord of the Admiralty and to the Secretary of State for the Colonies. On the 10<sup>th</sup> of July Mr. Crawford, late Governor of Singapore forwarded to the first Lord of the Admiralty at his Lordships' own request notes with respect to the formation of a British Settlement on the North West Coast of Borneo, and gave it as his opinion that, as far as his knowledge allowed him to judge the Island of Laboan possessed all necessary qualities for such a Settlement. On the 6<sup>th</sup> of August 1844, the first Lord of the Admiralty informed Mr. Wise that he hoped to be able to communicate to Mr. Brooke by the ensuing mail the intentions of Her Majesty's Govt. On the 20<sup>th</sup> of that month His Lordship informed Mr. Wise that he was about to send in a report relating to Borneo, and that he would wish to know whether he might represent to Her M. Govt. that Mr. Brooke was willing to accept such public situation as the Governnt. might propose, with the exception of that of Council, without remuneration or salary. Mr. Wise having replied in the affirmative the First Lord of the Admiralty on the 6<sup>th</sup> of September 1844 empowered him to inform Mr. Brooke that the various statements and documents sent to his Lordship by Sir Robert Peel were under the favourable consideration of Her Majesty's Govt. and that it was probable that by the next mail Mr. Brooke would be informed that a gentleman had been appointed to proceed to Borneo to report on the best place for the establishment of a Naval Station and harbour of refuge and on the various matters to which Mr. Brooke had called the attention of Her Majesty's Govt. especially to the establishment of an advantageous commerce and the

protection of Merchant Vessels of all nations from piratical outrage and depredation.

In fulfillment of this intimation Captain Bethune R.N. was, early in October 1844 directed by the Lords Commissioners of the Admiralty to proceed to Borneo. In the instructions which were given to Captn. Bethune for his guidance he was distinctly directed to ascertain the best position on the North West Coast of Borneo for a Naval Station, affording shelter against prevailing winds, good anchorage, plenty of room for Merchant Vessels, depth of water for ships of considerable burthen and indeed for large Men of War and easily defensible.

Captain Bethune's attention was particularly directed to the Island of Pulo Laboan in order to ascertain whether the possession of it by this Country might not be the best means of attaining the objects of his mission; namely the protection of Commerce and suppression of Piracy; and he was directed to report on the amount of force which might specially be required for the security of such possession.

The heads of this instruction were submitted by the first Lord of the Admiralty to Her Majesty's Secretary of State for Foreign Affairs, and at the requisition of the former and on the recommendation of Mr. First Lord of the Treasury, the Secretary of State for Foreign Affairs proceeded first to reply favourably to the overture made to Her M's Govt. by the Sultan of Borneo; secondly to appoint Mr. Brooke British Agent in Borneo for the ulterior negotiation which the desire of H.M. Govt. to obtain possession of a position from which Trade could be protected and piracy suppressed would render necessary; and lastly, to place Captn. Bethune in communication with Mr. Brooke for the purposes abovementioned.

Lord Aberdeen had been reluctant to adopt or to encourage the projected Settlement, and shared Lord Stanley's objections to the creation of a Colony; but Lord Stanley having fully assented to the establishment of a Naval Station, Lord Aberdeen prepared to carry into effect that portion of the transaction which belonged to his Department.

The instructions to Mr. Brooke were framed in conformity with the instructions which had been given to Captain Bethune. In these instructions the objects of Her Majesty's Govt. were stated to be to facilitate the suppression of Piracy, and to extend and protect British Trade; for the attainment of these objects it was stated to be indispensably necessary that Her M. Govt. should establish a Naval Station at some point on the North West Coast of Borneo, which should afford the necessary facilities for harbouring Her Majesty's Ships of War and the Trade in general, and for supplying fuel for Her Majesty's Steamers, and Mr. Brooke was directed to consult with Captn. Bethune as to the selection of a fitting locality and as to the steps which it might be necessary to take with the Sultan or other Chiefs of Borneo for the purpose of obtaining their sanction to the establishment of such Station. Before these instructions reached Mr. Brooke another letter had been addressed by the Sultan of Borneo to Her Majesty offering to cede the Island of Laboan for the very purposes for which it was required by Her M. Govt. and when Mr. Brooke received his instructions he only delayed the conclusion of the arrangement with which he had been charged until he should have been made acquainted with the final decision of Her Majesty's Government as to the measures actually to be adopted.

In the mean time the proceedings of the British Agent

in Borneo had naturally attracted the attention of the Government of the Netherlands and on the 10<sup>th</sup> of December 1845 the Dutch Minister at this Court addressed to the Earl of Aberdeen a representation with respect to those measures which rendered the fullest and most unreserved explanations of the intentions of Her Majesty's Government with respect to Borneo expedient, Copies of the instructions addressed to Mr. Brooke were accordingly communicated to the Netherlands Minister, and in conformity with that which was stated in those instructions he was informed that it was the intention of Her M. Govt. to establish a Naval Station on the North West Coast of Borneo for the protection of Trade and the suppression of Piracy and that the Island of Laboan having been ceded by the Sultan of Borneo to Her Majesty, it was contemplated to establish such station on that Island.

It is evident, from the above recapitulation, that the necessity for the establishment on the Coast of Borneo of a Naval Station such as that contemplated had been admitted at least by the First Lord of the Treasury, the Lords Commissioners of the Admiralty and by the Secretary of State for Foreign Affairs as early as October 1844. It is moreover evident that the documents on which such opinion were formed had been forwarded by the First Lord of the Treasury to the Secretary of State for the Colonies and if therefore the objections now brought forward by the Colonial Office had then been felt, they ought surely to have been distinctly stated, and other Departments of State ought not to have been allowed to have followed a course which has pledged Government to measures, as it now appears, diametrically opposed to the views of the department whose province it is to carry the same into effect. For it must not be forgotten that the above transaction have become matter



of public notoriety:

that it will be impossible to maintain towards the parties to whom the several communications above referred to were addressed, that Her M. Govt. never contemplated the establishment of such a Station:

that, proceeding on the supposed understanding between the Members of Her Majesty's Government as to their intentions with respect to Borneo, such intentions have been distinctly announced to a Foreign Govern. by Her Majesty's Secretary of State for Foreign Affairs;

that the principal mercantile associations of the Country have expressed the strongest opinion that those intentions ought, without further delay to be carried into effect:

that the prospect of support and protection has been held out to British Subjects and to others favourable to British views which it is the bounden duty of Her Majesty's Govt. not to disappoint:

that even now the late lamentable occurrences in Borneo are by some, as by the Manchester Chamber of Commerce, considered in part attributable to the lukewarmness shewn with reference to this matter by Her Majesty's Government:

and that, if as appears not at all improbable, Mr. Brooke himself should fall a sacrifice to the enimities which his endeavours for the suppression of Piracy, the extension of Civilization and the promotion of British interests have engendered, the blame would in all probability have to be borne by Her Majesty's Govt. and not unjustly so.

Great inconveniences undoubtedly attend the extension of our Colonial possessions, but these inconveniences must be encountered where a real necessity

exists for the protection of already established interests. The Archives of the Foreign Office are crowded with representations of the injurious effects to British Interests arising from the extension of Dutch influence and dominion in the Eastern Seas; and the consequent necessity of preventing the encroachments of that Power, by affording proper countenance and protection to the legitimate trade of Native Tribes with Her Majesty's Subjects. The demands for protection against the pirate communities of Borneo have been equally numerous. The object of both these representations could in all probability be attained by the establishment of a Naval Station at Laboan. But if Her Majesty's Govt. renounces the intention of occupying such station, they will have shortly to be prepared either for the occupation by Holland of the coast in question and the consequent exclusion of British Trade; or for the acquisition by either France or United States of the very station rejected by them. In the year 1845 after Mr. Brooke and Capt. Bethune visited Borneo proper in execution of their instructions, an American Frigate visited that Capital the Captain of which wished to treat for the cession of a Station such as that contemplated by Her M. Govt. These overtures were declined on the ground of the pending negotiation with Great Britain, and the circumstance was reported by Muda Hassim through Mr. Brooke. A perfectly identical report of the same transaction has since appeared in the American Newspapers and has been commented on in the Singapore Free Press.

The endeavours of the French authorities to obtain a footing in the Soloo Archipelago are sufficiently notorious to render a similar attempt on their part on the Coast of Borneo not impossible.

It may be not irrelevant here to advert to certain observations made in the Memorandum of the Colonial Office with respect to a supposed inconsistency in the opinions enunciated by Her M. Secretary of State for Foreign Affairs as regards the nature of the settlement contemplated. It is asked in that Memorandum in what manner that settlement is to be a Naval Station as contradistinguished from a Colony, to the establishment of which Her Majesty's Secretary of State for Foreign Affairs is understood to object.

There can be no question that a settlement on the Island of Laboan for the purposes contemplated, will require provision for its civil govrnt. and for it's defence, but owing to the smallness of it's extent it would hold out no inducement to British Settlers, and would not be liable to the inconvenience inseparable from the defence of an extended and ill-defined line of Frontier against immediately surrounding barbarous populations. The settlement in question would be one of the nature of the settlement of Singapore when it first took place. The objections of the Secretary of State for Foreign Affairs moreover principally apply to the formation of a Colony on the Mainland of Borneo, which would be exposed to the inconveniences above-adverted to, and it was on this account that an offer of Mr. Brooke to cede the right he had acquired in Sarawak to Her Majesty's Govt. was declined.

With respect to the second class of objections advanced in the Memorandum, it is in the first place to be observed that in a matter originating with the first Lord of Her Majesty's Treasury, and the direction of which emanated from him, it cannot be supposed that the Board of Treasury will refuse it's consent to any expenditure which may thereby be rendered necessary.

As regards the differences of opinion now existing between the Lords Commissioners of the Admiralty and Her Majesty's Secretary of State for Foreign Affairs with respect to the means best adapted for suppressing piracy, it can only be remarked that the view now taken of that part of the subject by the Lord Commissioners is totally at variance with the one on which their Lordships have already acted, and on which their instructions to Captain Bethune were based. Why indeed should Captain Bethune have been sent at all if the present opinion of Lords Commissioners be the correct one?

With respect to the locality of the Station contemplated Her Majesty's Secretary of State for Foreign Affairs was induced on several grounds to prefer Laboun to Palambangan.

First because the testimony of Mr. Brooke, of Mr. Crawford late Governor of Singapore, of all the Mercantile associations who have made representations to Her Majesty's Government on this head is unanimous in favour of Laboan, and Captain Bethune's reports advance no reasons of sufficient weight to invalidate this concurrent testimony.

Secondly, because from an examination of all what passed in the last century when Palambangan was occupied by the forces of the East India Company it is evident that Palambangan was a most unhealthy locality and in no wise to be compared with Laboan to which place the remnant of the parties who had occupied Palambangan retired on their expulsion by the Sooloos.

And lastly because the occupation of that Island might give occasion to a discussion on a question of right with the Government of Spain, who lay a claim however

untenable to it's possession; whereas Laboan has already  
been ceded.

Foreign Office

June 25<sup>th</sup> 1846

~~Memorandum~~

sent to Mr. Gladstone by  
the Hon. Secy of State  
1846.

The objections advanced in the Memorandum of the Colonial Office against the occupation of the Island of Labuan as a Naval Station for the protection of Trade and the suppression of Piracy in the Eastern Seas have been made too late, and at a time when it is too late without difficulty to be remedied.

These objections may be classed under the following heads:

First, general objections against the establishment of any such Station.

a. On the ground that the necessity for such a measure has not been sufficiently ascertained.

b. On the ground that whatever may be the designation of a settlement so formed, it would in fact amount to a multiplication of our Colonies, involve expenditure in the providing of Civil Government, and the means of defence, and increase the responsibilities which

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...weigh on  
...the Southern Seas.

...found that the Secretary  
...for the Colonies was not a  
...to the proposals to occupy  
...portion in the Eastern Seas  
...the purposes adverted to.

Secondly, objections founded  
...the inferred insufficient  
...standing among various  
...of State as to the  
...expenditure to be incurred, the  
...of the Station to be established,  
...the means by which the  
...objects contemplated are to be  
...into effect.

As regards the first class  
...it may be observed  
...concurrent testimony  
...mercantile

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in those seas, be not sufficient proof that a permanent Naval Station and Harbour of refuge between Singapore and Hong Kong is required for the protection of Trade, in those quarters, it will be difficult to know where to seek for further information on these heads. - But if what has passed with reference to this question be examined, it will be evident that, supposing such further information to be actually necessary, Her Majesty's Govt. are no longer in a position to act upon it; having after consideration two years ago of numerous documents and opinions bearing upon the matter already pledged themselves to a certain course of action. -

In order to show this it will be advisable to recapitulate

what

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...in the departments  
...the circumstances  
...the present question  
...For some years past  
...information had at various times  
...reached the Foreign Office of the  
...proceedings of W. Brooke in  
...Borneo, and attempts were made  
...friends of that gentleman,  
...to procure the sanction and  
...maintenance of Her Majesty's  
...Government to those proceedings.

It was not however till towards  
the end of the year 1842 when  
several acts of notorious piracy  
coupled with the captivity and  
ill-treatment of British subjects

on the North West Coast of

Sumatra, had on the several

of Government

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permanently to protect the  
growing commerce with the Chinese  
Empire.

It was in December of  
that year that Mr. Wace, the  
Agent of Mr. Brooke in this  
Country, brought under the notice  
of the Joint Lord of the Treasury this  
acquisition of territory made by  
Mr. Brooke at Sarawak, and  
his proceedings for the suppression  
of Piracy and the promotion of  
civilization. - Sir Robert Peel  
requested to see Mr. Wace, and  
subsequently to this interview  
Mr. Wace was on the 30<sup>th</sup> of Jan<sup>y</sup>  
1843 informed by direction of  
Sir Robert Peel, that in consequence  
of his communication Capt<sup>n</sup> Sir  
G. B. Belcher, then about to proceed  
with a Western Squadron in command

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The ship "Hepel" "Samarang",  
had been directed by the Board  
of Admiralty to repair to Borneo  
and to make enquiries on the  
spot into the various matters  
to which his attention had been  
directed, and to enter into personal  
communication with Mr. Brooke.

During the course of the year  
1843 Mr. Wice communicated to  
Mr. Robert Peel a variety of  
information relative to the  
capabilities of Borneo for trade,  
to its natural productions and  
to the eligibility of its North  
West Coast for the establishment  
of a naval station such as the

the necessity for which had  
been pointed out in the  
documents  
submitted to the  
Government  
in the year 1841  
and 1842

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of the Admiralty. — In the  
 month of March of the same  
 year despatches were received  
 by the Lords Commissioners of the  
 Admiralty from Sir E. Belcher  
 who in execution of the instructions  
 aboveadverted to, had visited  
 Borneo, enclosing a letter from  
 the Sultan to Her M. Gr<sup>ty</sup>  
 expressing his desire to enter  
 into amicable relations  
 with Great Britain together  
 with the heads of an agreement  
 for the extension of commercial  
 intercourse and the suppression  
 of Piracy into which that Prince  
 was disposed to enter. — On  
 this repeated communications  
 took place between the first  
 Lord of the Treasury, the first  
 Lord of the Admiralty & his  
 colleagues

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...to the manner in which  
his deposition; on the part  
of the Sultan of Borneo could be  
made conducive to the promotion  
of those objects. — On the first  
of July 1844 Sir Robert Peel  
caused Mr. Wise to be made  
acquainted that the information  
received from him had been  
forwarded to the first Lord  
of the Admiralty and to the  
Secretary of State for the  
Colonies. — On the 10<sup>th</sup> of July  
Mr. Crawford, late Governor  
of Singapore forwarded to the  
first Lord of the Admiralty  
... his own request.  
... respect to the  
... British

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Settlement on the North West  
 Coast of Borneo, and gave it as  
 his opinion that, as far as his  
 knowledge allowed him to judge  
 the Island of Labuan possessed all  
 the necessary qualities for such  
 a settlement. On the 6<sup>th</sup> of  
 August 1844, the first Lord of the  
 Admiralty informed Mr Wise  
 that he hoped to be able to  
 communicate to Mr Brooke  
 by the ensuing mail the  
 intentions of Her Majesty's Govt.  
 On the 20<sup>th</sup> of that month his  
 Lordship informed Mr Wise  
 that he was about to send in  
 a report relating to Borneo, and  
 that he would wish to know  
 whether he might represent  
 to Her M<sup>y</sup> Govt that Mr Brooke  
 was willing to accept such

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the situation as the Government  
might propose, with the exception  
of that of Counsel, without remunera-  
tion or salary. Mr. Bence having  
replied in the affirmative the  
First Lord of the Admiralty on  
the 6<sup>th</sup> of September 1844 empowered  
him to inform Mr. Brooke that  
the various statements and  
documents sent to his Lordship  
by Mr. Robert Peel were under  
the favourable consideration  
of Her Majesty's Gov<sup>t</sup> and that  
it was probable that by the  
next mail Mr. Brooke would  
be informed that a gentleman  
had been appointed to proceed  
on board to report on the best  
means for the establishment of  
a station and harbour  
on the various  
islands

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matters to which Mr Brooke  
had called the attention of  
Her Majesty's Govt. especially to  
the establishment of an  
advantageous commerce and  
the protection of Merchant Vessels  
of all Nations from piratical  
outrage and depredation.

In fulfilment of this intimation  
Captain Bethune R.N. was, early  
in October 1844 directed by the  
Lords Commissioners of the Admiralty  
to proceed to Borneo. - In the  
instructions which were given  
to Captain Bethune for his guidance  
he was distinctly directed to  
ascertain the best position on  
the north west Coast of Borneo  
for a Naval Station, affording  
shelter against prevailing  
winds, good anchorage, plenty

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provision for Merchant Vessels,  
depth of water for ships of  
considerable burthen, and indeed  
for large Men of War and  
highly defensible.

Captain Bethunes' attention  
was particularly directed to the  
Island of Pulo Laboan in order  
to ascertain whether the possession  
of it by this Country might not  
be the best means of attaining  
the objects of his Mission, namely  
the protection of Commerce and  
the suppression of Piracy, and  
he was directed to report on  
the amount of force which  
might especially be required  
for the acquisition of such possession.

He also received the following instructions

to be observed in the first

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Lord of the Admiralty to Her Majesty  
Secretary of State for Foreign Affairs,  
and at the request of the former  
and on the recommendation of  
the First Lord of the Treasury, the  
Secretary of State for Foreign Affairs  
proceeded first to reply favourably  
to the overture made to Her M<sup>ty</sup>

Gov<sup>t</sup>. by the Sultan of Borneo; secondly  
to appoint Mr. Brooke British Agent  
in Borneo for the ulterior object  
; how which the desire of Mr. Gov<sup>t</sup>.  
to obtain possession of a position  
from which trade could be  
protected and piracy suppressed  
would render necessary; and,  
lastly, to place Captain Bethune  
in communication with Mr. Brooke  
for the purposes above mentioned.

That Mr. Brooke had been  
desired to adopt or to encourage  
the establishment, and  
the carrying out of

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the interests of the Colony, but Lord  
Aberdeen having fully assented to the  
establishment of a Naval Station,  
Lord Aberdeen prepared to carry into  
effect that portion of the transaction  
which belonged to his Department,

The instructions to Mr. Brooke  
were framed in conformity with  
the instructions which had been  
given to Captain Bethune. In  
these instructions the objects of  
Her Majesty's Govt. were stated to  
be to facilitate the suppression  
of Piracy, and to extend and  
protect British Trade; for  
the attainment of these objects  
it was stated to be indispensably  
necessary that Her M. Govt.  
should establish a Naval  
Station at some point on  
the North West Coast of

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afford the necessary facilities for harbouring Her Majesty's ships of war and the trade in general, and for supplying fuel for Her Majesty's steamers, and Mr Brooke was directed to consult with Capt<sup>n</sup> Bethune as to the selection of a fitting locality and as to the steps which it might be necessary to take with the Sultan or other Chiefs of Borneo for the purpose of obtaining their sanction to the establishment of such a station. - Before these instructions reached Mr Brooke another letter had been addressed by the Sultan of Borneo to Her Majesty offering to cede the Island of Labuan for the very purposes for which

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it was required by the the Govt  
and when Mr Brooke received  
his instructions he only delayed  
the conclusion of the arrangement  
with which he had been charged  
until he should have been  
made acquainted with the  
final decision of Her Majesty's  
Government as to the measures  
actually to be adopted.

In the mean time the  
proceedings of the British Agent  
in Borneo had naturally  
attracted the attention of the  
Government of the Netherlands  
and on the 10<sup>th</sup> of December  
1845 the Dutch Minister at  
London referred to the  
British representations  
concerning the measures

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which rendered the fullest  
 and most unreserved  
 explanations of the intentions  
 of Her Majesty's Government  
 with respect to Borneo expedient,  
 Copies of the instructions addressed  
 to Mr Brooke were accordingly  
 communicated to the Netherlands  
 Minister, and in conformity  
 with that which was stated  
 in those instructions he was  
 informed that it was the  
 intention of Her M. Govt. to  
 establish a Naval Station on  
 the North West Coast of Borneo  
 for the protection of Trade  
 and the suppression of Piracy  
 and that the Island of Labuan  
 having been ceded by the  
 Sultan

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Letter of Borneo to Her Majesty,  
It was contemplated to  
establish such station on that  
Island. -

It is evident, from the  
above recapitulation, that the  
necessity for the establishment  
on the Coast of Borneo of a  
naval station such as that  
contemplated had been admitted  
at least by the First Lord of  
the Treasury, the Lords  
Commissioners of the  
Admiralty and by the  
Secretary of State for  
Foreign Affairs as early as

1846. It is

to be noted that the

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documents on which such an opinion were formed had been forwarded by the First Lord of the Treasury to the Secretary of State for the Colonies; and if therefore the objections now brought forward by the Colonial Office had then been felt, they ought surely to have been distinctly stated, and other Departments of State ought not to have been allowed to have followed a course which has pledged Government to measures, as it now appears, diametrically opposed to the views of the Department whose province

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to carry the same into effect, for it must not be forgotten that the above transactions have become matter of public notoriety:

that it will be impossible to maintain towards the parties to whom the several communications above referred to were addressed, that Her Majesty never contemplated the establishment of such a station:

that, proceeding on the supposed understanding between the Members of Her Majesty's Government as to their

actions with respect to such intentions

intentionally

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referred to a foreign government  
by Her Majesty's Secretary of  
State for Foreign Affairs;

that the principal mercantile  
opinions of the Country have  
expressed the strongest opinion  
that those intentions ought  
without further delay to be  
carried into effect;

that the prospect of support  
and protection has been held  
out to British subjects and to  
others favourable to British  
views which it is the bounden  
duty of Her Majesty not to  
disappoint;

that even now the late  
tragic occurrences in  
[redacted] by some, as by  
[redacted]

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the Manchester Chamber of  
Commerce, considered in  
fact attributable to this  
lukewarmness shown with  
reference to this matter by  
Her Majesty's Government:  
and that, if, as appears not  
at all improbable, W. Brooke  
himself should fall a sacrifice  
to the enemies which his  
endeavours for the suppression  
of Piracy, the extension of  
Civilization and the promotion  
of British interests have  
engendered, the blame would  
in all probability have to be  
borne by Her Majesty's Govt.  
with all respect to

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Great inconveniences undoubtedly attend the extension of our colonial possessions, but these inconveniences must be encountered where a real necessity exists for the protection of already established interests. The Archives of the Foreign Office are crowded with representations of the injurious effects to British interests arising from the extension of Dutch influence and dominion in the Eastern Seas, and the consequent necessity of preventing the encroachments of that Power, by affording proper countenance and protection to the legitimate trade

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trade of native Tribes with Her Majesty's Subjects. The demands for protection against the pirate communities of Borneo have been equally numerous. The object of both these representations could in all probability be attained by the establishment of a Naval Station at Labuan. - But if Her Majesty's Govt renounces the intention of occupying such station, they will have shortly to be prepared either for the occupation by Holland of the Coast in question and the consequent exclusion of British trade or for the acquisition of the same by the United States.

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states of the very station rejected  
 by them. In the year  
 1845 after Mr. Brooke and Captain  
 Bethune visited Borneo proper  
 in execution of their instructions,  
 an American frigate visited  
 that Capital the Captain of which  
 wished to treat for the cession  
 of a station such as that  
 contemplated by Mr. Fort.  
 These overtures were declined  
 on the ground of the pending  
 negotiation with Great Britain,  
 and the circumstance was reported  
 by Muda Sapin through Mr  
 Brooke. A perfectly  
 identical report of the same  
 transaction has since appeared  
 in the American newspapers.

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and has been committed on  
in the Singapore Free Press.

The endeavours of the French  
authorities to obtain a footing  
in the Soloo Archipelago are  
sufficiently notorious to render  
a similar attempt on their  
part on the Coast of Borneo  
not impossible. —

It may be not irrelevant  
here to advert to certain  
observations made in the  
Memorandum of the Colonial  
Office with respect to a supposed  
inconsistency in the opinions  
enunciated by Her Majesty's Secretary  
of State for Foreign Affairs as  
regards the nature of the  
settlement contemplated.

It is asked in that Memorandum  
 how in what manner that  
 settlement is to be a havard  
 station as contradistinguished  
 from a Colony, to the establish-  
 ment of which Her Majesty's  
 Secretary of State for Foreign  
 Affairs is understood to object.

There can be no question that  
 a settlement on the Island of  
 Labuan for the purposes  
 contemplated, will require  
 provision for its civil govern-  
 ment and for its defence, but owing  
 to the smallness of its extent  
 it would hold out no  
 inducement to British settlers,  
 and would not be liable to

inconvenience inseparable

17/11

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from the defence of an extended  
and ill-defined line of frontier,  
against immediately surrounding  
barbarous populations. The  
settlement in question would  
be one of the nature of the  
settlement of Singapore when  
it first took place. - The  
objections of the Secretary of State  
for Foreign Affairs moreover  
principally apply to the formation  
of a Colony on the Mainland  
of Borneo, which would be  
exposed to the inconveniences  
above-adverted to, and it was  
on this account that an  
offer of Mr Brooke to cede  
the right he had acquired  
in Borneo to His Majesty  
was not

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Government was declined.

With respect to the second class of objections advanced in the Memorandum, it is in the first place to be observed that in a matter originating with the first Lord of Her Majesty's Treasury, and the direction of which emanates from him, it cannot be supposed that the Board of Treasury will refuse its consent to any expenditure which may thereby be rendered necessary.

As regards the differences of opinion now existing between the Lords Commissioners of the Treasury and Her Majesty's Secretary

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...of State for Foreign  
...with respect to the  
...best adapted for  
...peace, it can  
only be remarked, that the  
view now taken of that part  
of the subject by the Lords  
Commissioners is totally at  
variance with the one on  
which their Lordships have  
already acted, and on which  
their instructions to Captain  
Bethune were based. -

Why indeed should Captain  
Bethune have been sent at  
all if the present opinion of  
the Commissioners be the

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of the station contemplated Her Majesty's Secretary of State for Foreign Affairs was induced on several grounds to prefer Labuan to Palamban.

First because the testimony of Mr Brooke, of Mr Crawford late Governor of Singapore, of all the mercantile associations who have made representations to Her Majesty's Government on this head is unanimous in favour of Labuan, and Captain Belline's reports advance no reasons of sufficient weight to invalidate this concurrent testimony.

Secondly, because from an examination of all what papers

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paper in the last century  
when Palembang was  
occupied by the forces of the  
East India Company it is  
evident that Palembang  
was a most unhealthy locality,  
and in no wise to be  
compared with Labuan to  
which place the remnant  
of the parties who had  
occupied Palembang retired  
on their expulsion by the  
Dutch.

And lastly because the  
occupation of that Island  
might give occasion to a  
dispute on a question of  
territory with the Government

*of Spain, who lay a claim  
however untenable to its  
possession; — whereas Labuan  
has already been ceded. —*

*Foreign Office  
June 25<sup>th</sup> 1846. —*

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## **ANNEX MCM 16**

**Letter from the Officiating Secretary to the Government  
of India to the Governor of the Straits Settlements,  
19 September 1846**

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**Source: National Archives of India, New Delhi, Foreign Department, Secret Branch,  
19<sup>th</sup> September 1846, Consultation, No. 71, 27<sup>th</sup> March 1847**

Fort William

Secret

Foreign Department

19<sup>th</sup> September 1846

No. 190

To,

Governor of the

Straits Settlements

Sir,

I am directed by His Honor the President in Council to transmit for your information the accompanying copy of a letter from the Secret Committee dated 5 Ultimo, (in the margin: No. 1206), and of its enclosure from the Secy. of State for Foreign affairs to the address of the Lord Commissioners of the Admiralty conveying Her Majesty's Commands that the British Admiral in the Eastern Seas be directed to take steps for obtaining formal possession of the island of Laboan on the coast of Borneo.

I have etc.

Signed

Offg. Secy. to the Govt. of India

Foreign  
Secret  
1846/7  
Department  
Secret  
In No, 3 of 1847

To,  
Governor of Straits Settlements

d/19<sup>th</sup> September  
(71-74)  
Cons. 27 March  
No. 71  
No. 190

Transmitting copy of a letter from the Secret Committee, relative to instructions issued to the British Admiral in the Eastern Seas for obtaining formal possession of the Island of Laboan on the Coast of Borneo.

Letter. To Secy. G.G. 13<sup>th</sup> March/47

100090 1  
Fort William Governor of the  
Secret Straits Settlements  
Foreign Department  
19<sup>th</sup> September 1840

24.9.40  
20.9.40

80.1206

W M  
W M

Sir  
I am directed  
by His Honor the President  
in Council to transmit  
for your information  
the accompanying copy  
of a letter from the  
Secret Committee dated  
5<sup>th</sup> Ultimo, and of its  
enclosure from the Secy.  
of State for Foreign  
affairs to the address  
of the Lord Commissioner  
of the Admiralty con-  
-veying Her Majesty's  
Command that the  
British Admiral in the  
Eastern Seas be directed

कोपीराइट राष्ट्रीय अभिलेखागार  
भारत सरकार

to take steps for  
obtaining formal  
possession of the  
island of Labuan  
on the coast of  
Borneo.

2/12/1890

Frank

My dear Mr. ...

1846/47  
Sept

No 1293 of 1847

of  
Governor of Straits  
Settlements

19. Sept 1847

(71-74) A

Order of the Governor

1847

Sanctioning copy of the letter from  
the Court in relation to the  
instructions issued to the British  
in the Colonies for obtaining  
evidence of the Members of the  
in the Court of Sessions

1847 to 1848



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## **ANNEX MCM 17**

**Treaty of Friendship between Britain and the Sultan of Borneo, 18 December 1846: in J. de V. Allen, A.J. Stockwell and L.R. Wright (eds.), *A Collection of Treaties and Other Documents Affecting the States of Malaysia 1761-1963* (Oceana Publications Inc., London, 1981), vol. II, p. 399**

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A COLLECTION  
OF TREATIES  
AND OTHER DOCUMENTS  
AFFECTING THE STATES  
OF MALAYSIA      021103  
1761-1963

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Volume II

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Edited by

J. de V. Allen  
A. J. Stockwell  
L. R. Wright

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Foreword by

C.D. Cowan

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SABAH TREATY of 18 December, 1846

Borneo Treaty of friendship and alliance<sup>3</sup>

A treaty of friendship and alliance between Her Majesty Victoria Queen of Great Britain and Ireland and His Highness the Sultan of Borneo concluded on the eighteenth day of December eighteen hundred and forty six corresponding to the 28th day of Disubbadji 1262 in the year of the Hegira by the above sultan and by the chief minister of state Pungeran Mumein on behalf of His Highness, and by Captain G. Rodney Mundy, commanding Her Majesty's squadron on the coast of Borneo proper, vested with full powers thereto by His Excellency Rear Admiral Sir Thomas Cochrane, C.B. commander in chief of Her Majesty's naval forces in India and the China seas on behalf of Her Majesty, Queen of Great Britain and Ireland.

I

Peace, friendship and good understanding shall subsist forever between Her Majesty the Queen of Great Britain and Ireland and His Highness the Sultan of Borneo Proper and their respective heirs and successors.

II

His Highness the Sultan hereby cedes in full sovereignty and property to Her Majesty the Queen of Great Britain and Ireland Her heirs and successors forever the Island of Labuan and its dependencies, the islets adjacent thereto.

III

The government of Her Majesty the Queen of Great Britain and Ireland hereby engages in the consideration of the cession above specified to use its best endeavours to suppress piracy and to protect lawful commerce, and the Sultan of Borneo and His ministers promise to afford every assistance to the British authorities.

Done and concluded at Bruné the day and year above  
written.

Signature

S.G. RODNEY MUNDY

Seal of

OMAR ALLI SEEFE-DIN  
Sultan of Borneo (Brunei)

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## **ANNEX MCM 18**

**Letter from the Officiating Secretary to the  
Government of India to the Governor of the Straits  
Settlements, 2 January 1847**

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**Source: National Archives of India, New Dehli: Foreign Department, Secret Branch,  
Consultation No. 74, 27<sup>th</sup> March 1847**

Fort William

Secret

Foreign Department

2<sup>nd</sup> January 1847

No 4

To

Governor of the Straits Settlements

Sir,

I am directed to acknowledge the receipt of your letter dated the 28<sup>th</sup> November last No. 184, with its enclosure from Captain Mundy Commanding Her Majesty's Ship "Iris", intimating that he has been instructed by the Naval Commander in Chief to take formal possession of the island of Laboan, and to inform you, in reply that H.M. the President in Council approves of your compliance with Captain Mundy's Indent for the stores required by him on this occasion.

I have & c

Signed

Offg. Secy. to Govt. of India



Foreign

1847

Department

Secret

In No. 3 of 1847

To,

Governor of Straits Settlements

d/2<sup>nd</sup> January

No. 4

Cons. 27 March

No. 74

In reply to his letter of 28<sup>th</sup> November last, approving of his compliance with Captn. Mundy's Indent for stores required by him in his progress to take formal possession of the Island of Laboan.

Lt. to Secy. G. G 13<sup>th</sup> March / 47

CV 11

IV. 4

13

Lord William  
Secret  
Foreign Department

Governor of the  
Straits Settlements

~~December 1846~~  
2. January 1847

Sir

Recd 26 Jan 47

I am directed  
to acknowledge the  
receipt of your letter  
dated 28<sup>th</sup> <sup>November last</sup> ~~October~~, 1846,  
with its enclosure  
from Captain Mundy,  
Commanding Her Majesty's  
Ship "Iris", intimating  
that he has been  
instructed by the Naval  
Commander in Chief  
to take formal possession  
of the island of Labuan,  
and to inform you, in  
reply, that His Majesty the  
President in Council approves

W. P.  
The  
W.P.

J

of your compliance  
with Captain Mundy's  
indent for the stores  
required by him  
on this occasion. *mm*

*Yours truly*

*Wm. G. ...*

Copy Right vests in the National Archives  
and Office of the National Archives  
of India, Government of India

For 1849 Dep  
died.

1847

Governor of Madras

12 January 1847

2/4

Consri 24 March

N. 74.

In reply to his letter of 28<sup>th</sup>  
Nov last, approving of his Com-  
pliance with Capt. Murray's order  
for stores required by him in his  
progress to take formal possession  
of the Island of Laboon. - (6)

1847



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## **ANNEX MCM 19**

**Letter from Governor Butterworth to G.A. Bushby,  
Secretary to the Government of India, 20 January 1847**

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**Source: National Archives of India, New Delhi, Foreign Department, Secret Branch,  
Consultations No. 74 and No. 75-7, 27<sup>th</sup> March 1847**

No. 2

From

The Governor of Prince of Wales Island  
Singapore and Malacca

To,

G.A. Bushby Esquire  
Secretary to the Govt. of India  
Fort William

Dated Singapore 20<sup>th</sup> January 1847

Sir,

With reference to my letter under date the 28<sup>th</sup> November last No. 184, reporting that Captain Munday of H. Majesty's Ship "Iris" had been deputed to take possession of the Island of Labuan in the name of Her Majesty the Queen, I have now the honor to transmit the accompanying copy of the Treaty included between that Officer, and his Highness the Sultan of Borneo Proper, ceding in perpetuity, to the British Government, the Island of Labuan, and its dependencies, the Islets adjacent thereto.

I have the honor to be

Sir

Your Most Obedient Servant

Signed.

Governor

Singapore

20<sup>th</sup> January 1847





24  
Thomson

The Governor of Prince of Wales Island  
Singapore and Malacca -

24  
10

G. A. P. Esquire  
Secy to the Govt of India  
Fort Williams -

Dated Singapore 20<sup>th</sup> January 1847

Sir

With reference to my letter under date the  
20<sup>th</sup> November last No 10, reporting that Captains  
Merridy of H. Majesty's Ship Sea Horse have been  
deputed to take possession of the Islands of Sabnang,  
in the name of Her Majesty the Queen, I have  
now the honor to transmit the accompanying copy  
of the Treaty concluded between that Officer, and  
His Highness the Sultan of Ponnascher, residing  
in perpetuity, to the British Government, the  
Islands of Sabnang, and its dependencies, the  
Islets adjacent thereto -

I have the honor to be

Sir,  
Your Most Obedt Servant

W. Patterson

Governor

Singapore  
20<sup>th</sup> January  
1847



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## **ANNEX MCM 20**

**Letter from G.A. Bushby, Secretary to the Government of India, to the Governor General of India in Council, undated, enclosure in letter from Under Secretary of Bengal to Governor W.J. Butterworth, 10 May 1847**

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**Straits Settlements Factory Records**

**Series : S 14**

**Date : 10<sup>th</sup> May 1847**

**Folio : 75**

**Reel 83 (Microfilm Copy, University of Malaya Library)**

No. 426

From,

The Undersecretary to the Government of Bengal

To,

Lt. Col. W. J. Butterworth C.B

Governor of Prince of Wales Island, Singapore and Malacca

Fort William, the 10<sup>th</sup> May 1847

Sir,

In continuation of the orders of this government No. 510 dated the 24<sup>th</sup> February 1845 and with reference to your subsequent correspondence with Mr. Secretary Bushby on the subject of the proposed Light House in the Straits of Singapore, I am directed to forward for your information copy of the documents noted in the margin, (No. 284 April 1847 to dispatches of India) and to request that you will immediately take measures for the construction of a Light House upon Pedra Branca according to the plan and estimates submitted with your letter No. 150 dated the 28<sup>th</sup> November 1844.

The particular locality of the light house upon the island you will determine carefully in communication with such persons as you may consider competent to afford you advice on the subject.

You are requested to state what rates of duty it would in your opinion be necessary to impose on ships touching at Singapore and also upon all ships bound in the direction of the Straits of Malacca from the Indian Ports and from Hong Kong in order to reimburse the government of India for the expenses incurred in the construction and maintenance of the Light House.

I have the honor

Sir

Your most obedient

Signed:

Undersecretary of Bengal

No. 284

From

G.A. Bushby Esq.

Secretary to the Government of India

To

F.J.Halliday Esq.

Secretary to the Government of Bengal

Dated the 24<sup>th</sup> April 1847

Sir,

With reference to my letter of No. 121 dated 15<sup>th</sup> February 1845 relative to the erection of the Horsburgh Light House at the entrance of the Singapore Straits from the China Sea, I am directed by the President in Council to request that you will place before the Honourable the Deputy Governor of Bengal, the accompanying copies of three dispatches together with the correspondence as per margin (No. 6 of 1845 Oct. and of 6<sup>th</sup> May with enclosures...) on the subject.

His Honour will perceive that the Honorable Court have sanctioned the proposal and have expressed their concurrence with the local authorities and with the Government of India in approving the site of the Pedra Branca over Peak Rock on the outer Romanian Island. An application made by the Governor of the Straits Settlements for an Iron Light House from England has been declined by the Honourable Court who suggest that the original design of a Tower of Masonry should be carried into execution.

The Honourable Court consider it objectionable that the general resources of India should be charged with any expense for such an object, and they suggest the levy of



certain rates of duty on shipping as Light House dues, in order to reimburse the Govt. for monies that may be advanced by it for the construction of the Light House and to meet payment for the current expenses of the Building. The President in Council will be prepared to pass an Act for the levy of such duties on being favored with the sentiments of the Honourable the Deputy Governor on the question together with any report which he may deem it necessary to obtain from the authorities in the Straits relative to the rates of duty sanctioned by the Court.

I have the honour to

Council Chamber

/ Sg / G.A.Bushby

The 20<sup>th</sup> April 1847

Sect. to Govt. of India

Marine Department

No. 6 of 1845

Our Governor General of India in Council

Para. 1 We have had under consideration your letter No. 3 dated 15<sup>th</sup> February 1845 on the subject of a proposal to erect a Light House on the Peak Rock near the outer Romanian Islands in the Straits of Singapore.

2. It appears that the cost of the building which it is proposed should be called the Horsburgh Light House, is estimated at 7,000 dollars of which 5513 have been raised by Public subscription and you recommend that the deficiency should be supplied by the government of India which should likewise take upon itself the future current expenses of the Light House estimated at Rupees 2,856 annually.

3. We readily admit the propriety of affording all possible facilities to navigation in the Straits of Singapore and entrance to the China Seas, more specifically on account of the daily increasing importance of the trade with China, and we are also of opinion that the opportunity now offered of constructing at a very trifling expense to the public a Light House in a very desirable situation should not be neglected.

4. We are however opposed upon principle to the appropriation of any further sums however small from the general revenues of India to purposes which apply with equal advantage to all shipping frequenting the Straits of Malacca and China Seas and we think that the additional funds required for the construction and maintenance of a light house near Singapore should according to the practise of other parts of the world be raised at the expense of the shipping interest for whose special benefit it is designed.

5. Having therefore ascertained that no objection will now be made by Her Majesty's Government to the levy of moderate Light House dues at Singapore we authorise you to impose on vessels entering that Port and charge not exceeding one

Rupee for every hundred tons of burthen and a proportionate reduced charge on vessels of less than one hundred tons.

6. We also authorise the levy of similar duties in India on all vessels clearing over for China or other places to the eastward of Singapore but such ships on production of receipts for the payment of the light dues in India are not of course to be subjected to a repetition of the charges at Singapore during the same voyage. If necessary Her Majesty's Residents or Consuls at Ports to the eastward of Singapore might be empowered to demand from masters of vessels receipts for payment of the dues either in India or at Singapore.

7. The funds arising from these impositions is to be strictly appropriated to the reimbursement of any sums advanced by government for the construction of the light house and to the payment of the current expenses of the building and in case the proceeds of the Light House dues should prove at any time to be more than the amount needed for the purpose a corresponding reduction must be made in the rates of charge.

London,

We are & co.

[ ] 1845

/Sg/ signed by 13 Signatures

Marine Department

No. 1 of 1847

Our Governor General of India in Council

Para 1.

Your letter dated 3<sup>rd</sup> October 1846 in reply to our despatch of the 6<sup>th</sup> May proceeding, forwards copy of a report received from the Governor of Prince of Wales Island, Singapore and Malacca, which leaves no doubt as to the superiority of Pedra Branca over Peak Rock on the outer Romanian Islands as a site for the Light House proposed to be erected in the neighbourhood of Singapore to the memory of Mr. Horsburgh. We concur therefore in your approval of the choice of the former site.

2. We cannot however assent to the proposal that we should order an Iron Light House to be sent out from England.

3. The proposition originally submitted to us was that the Horsburgh Testimonial should be a Light House of masonry which we were informed could be erected at a cost of 7,000 dollars exclusive of the price of a lantern of this sum 5,513 dollars has been already raised by subscription, and to supply the deficiency and to provide funds for the current expenses of the Light House when finished, we authorized the levy of certain dues on shipping.

4. The cost of a suitable Iron Light House complete with lantern and lighting apparatus is stated at pounds 3,000 which added to the cost of erection and of preparing the foundation would form a sum more than double the estimated cost of a similar building of masonry. You have not informed us what source the difference of outlay is to be supplied, for the only addition which appears to have made to the subscriptions previously reported is a sum of about pounds 500 raised at Bombay and Madras. We stated in our despatch of the 6<sup>th</sup> May last, that we objected on principle to the appropriation to such a purpose of any sum however small, from the general revenues of

India, and we equally indisposed to increase the Light House dues of which we have authorised the imposition. We are therefore of opinion that the original design of a tower of masonry be carried into execution.

London,

We are & Co.

[     ] 1847

/ Sg./ Signed by 15 Signatures

True Copies

Sgd: G.A. Bushby

Secretary to the Government of India

**No. 426**

Sanctioning the construction of a Light House of Masonry on Pedra Branca



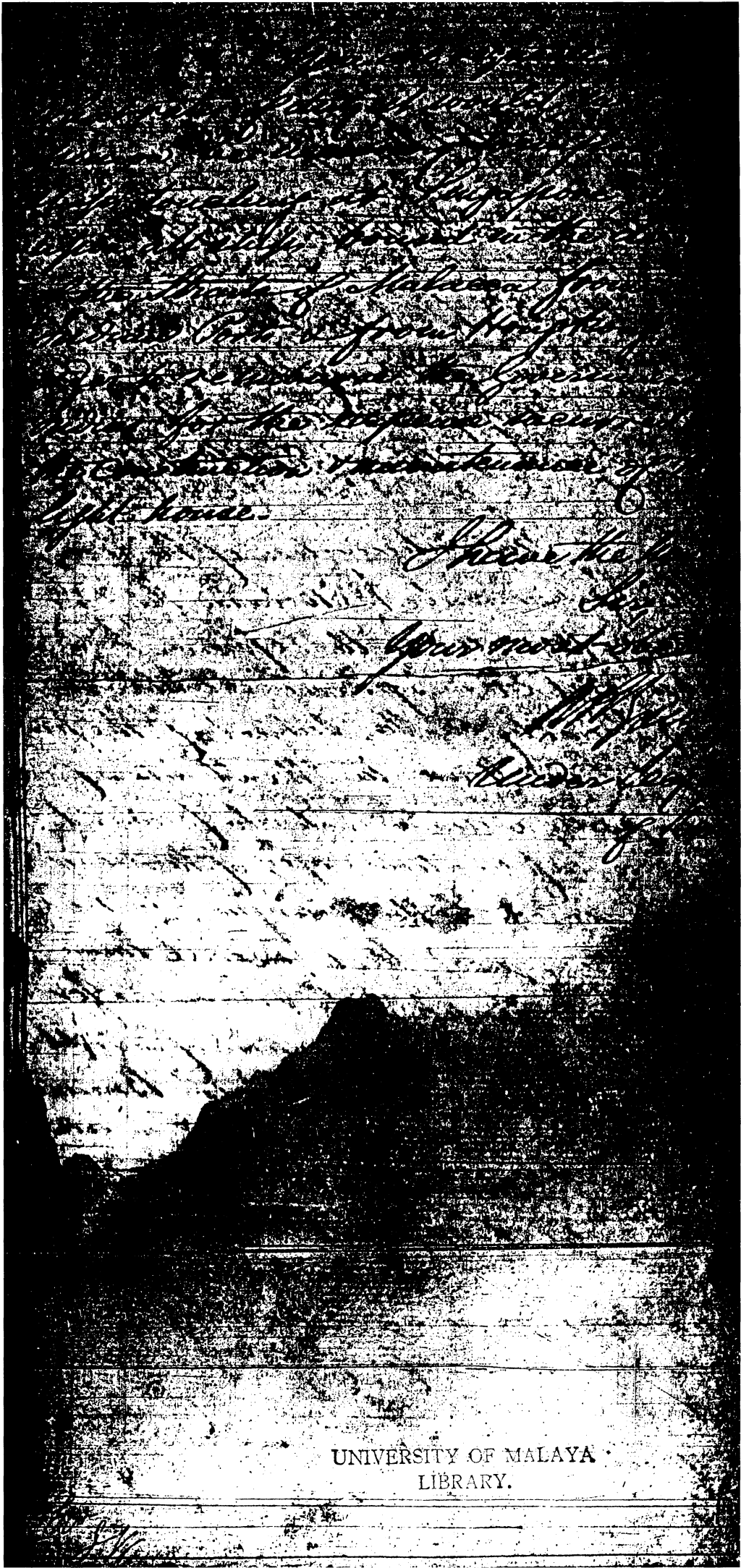
John 426  
The Under Secy to the Govt of Straits  
Lieut Col. W. J. Butterworth C.B.  
Governor of Prince of Wales Island  
Singapore and Malacca  
S. Fort William, Straits Settlements

In continuation of the orders  
of this Government N. 510 dated the 24<sup>th</sup>  
February 1845 and with reference to your  
subsequent correspondence with Mr  
Leek Bristley on the subject of the pro-  
posed Light House in the Straits of  
Singapore, I am directed to forward  
for your information copy of the docu-  
ments noted in the margin, & to re-  
quest that you will imme-  
diately take measures for  
the construction of a Light  
House upon the Coast of Penang  
(according to the Plan and  
Sketchs in the margin)  
The particular details  
of the light house upon the details you  
will determine. Carefully to communicate  
with such persons as you may consider  
competent to afford you advice on the  
subject.

Yours faithfully  
W. J. Butterworth  
Lieut Col. &c.  
Governor of the Straits Settlements

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[N<sup>o</sup> 204]

G. A. Buxby Esq.  
Secretary to the Govt. of India

to  
J. Halliday Esq.  
Secretary to the Govt. of Bengal  
dated the 24<sup>th</sup> April 1847

Sir

With reference to my letter N<sup>o</sup> 203 dated  
February 1845, relative to the erection of the  
Humbly Light House at the entrance of the  
Singapore Straits from the China Sea, sanctioned  
by the President in Council, to request that  
you will place before the Honble the Deputy  
Governor of Bengal, the accompanying copies of the  
minutes of the Committee, together with the  
correspondence as per margin on the  
subject.

The Honble will perceive that  
the Government have sanctioned the proposal  
and have communicated with the  
Government of Bengal for their approval of the  
proposal. The Honble will perceive that  
the application made by the Government of  
Singapore for a Light House at the  
entrance of the Singapore Straits from  
England, has been declined by the Honble  
Court who suggest that the original design

The Court should be carried  
 The Court consider it  
 that the general resources of Ceylon should be  
 with any expense for such an object, and they  
 suggest the levy of certain rates of duty on  
 shipping as Light House dues in order to  
 reimburse the Govt for Promises that may be  
 advanced by it for the construction of the Light  
 House and to meet payment for the current expenses  
 of the Building. The President in Council will  
 be prepared to pass an Act for the levy of  
 such duties on being favoured with the  
 determinations of the Board. The Deputy Governor  
 on the question together with any report which  
 he may deem it necessary to obtain from  
 the authorities in the Straits relative to the  
 rates of duty sanctioned by the Court.

Council Chamber,  
 21<sup>st</sup> April 1847.

I have the honor  
 To be  
 Secy to the Govt

Mr. ...

Dear ... of Ceylon  
 in Council.

We have had under consideration your  
 paper No. 3 dated 15<sup>th</sup> February 1846, on the subject  
 of a proposal to erect a Light House on the

... Port near the water ...  
... Straits of Singapore ...  
... It appears that the cost of the building  
... which it is proposed should be called the  
... Lighthouse, is estimated at 200,000  
... of which 50,000 have been raised by Public  
... subscription, and you recommend that the  
... deficiency should be supplied by the Government  
... of India, which should likewise take upon  
... itself the future current expenses of the Light  
... house estimated at Rupees 2,000 annually.

3. We readily admit the propriety of  
... affording all possible facilities to navigation  
... in the Straits of Singapore, and entrance to  
... the Channel, more especially on account of  
... the daily increasing importance of the trade  
... with China, and we are also of opinion that the  
... opportunity now offered of constructing at a  
... trifling expense to the public a light in  
... a very desirable situation, should not  
... be neglected.

... We are therefore opposed upon principle  
... to the proposal of further sum  
... to be drawn from the Government  
... for the purpose of the proposed  
... advantage to all shipping frequenting the  
... of Malacca and China Seas, and we think  
... the additional funds required for the construction  
... and maintenance of a light house near Singapore

... part of the world be...  
the shipping interest for which it is designed.

Having therefore ascertained that objection will now be made by Her Majesty's Government to the levy of moderate duty on House dues at Singapore we authorize to impose on vessels entering that port a charge not exceeding one Rupee for every hundred tons of burthen and a proportionate charge on vessels of less than a hundred tons.

We also authorize the levy of duties in India on all vessels clearing for China or other places to the Eastward of Singapore, but such ships on production of receipts for the payment of the duty due in India are not of course to be liable to a repetition of the charge at clearing the same voyage. Expressions in His Majesty's Proclamation in relation to the Eastward of Singapore might be construed to demand the duty of vessels leaving the port of the direct route in India.

The Funds arising from these duties are to be strictly appropriated to the reimbursement of any sums advanced by

...for the construction of the light  
...the payment of the amount of  
...the building and in case the proceeds of  
...light dues should prove sufficient  
...to be more than the amount needed for the  
...purposes a corresponding reduction must  
...be made in the rates of charge.

Yours etc.

1865

- [By] Henry Mellock
- .. J. W. Grogan
- .. W. H. Grogan
- .. J. L. Lushington
- .. E. Maunington
- .. W. Grogan
- .. J. Kelly Murrill
- .. W. Alexander
- .. M. J. Smith
- .. John C. Whitman
- .. John Shepherd
- .. J. W. Masterman
- .. Warden -

W. H. Grogan

Our Governor General of Jordan  
in Council.

Para 1. Your letter dated 3. October 1865  
in reply to our Despatch of the 6. May  
preceding, forwards copy of a Report received

from the Government of Prince of Wales and  
the Admiralty, which leaves no  
doubt of the superiority of Palmer's  
Rock on the outer Romanic. I have  
a site for the Light House proposed to  
be erected in the neighbourhood of Singapore in  
memory of Mr. Horsburgh. We cannot but  
be in your approval of the Choice of the firm  
etc. -

2. We cannot however assent to the  
proposal that we should order an Iron Light  
House to be sent out from England -

3. The proposition originally submitted  
to us was that the Horsburgh Testimonial  
should be a Light House of Masonry which  
we were informed could be erected at a cost  
of 7,000 Dollars exclusive of the price of  
lantern, of this sum 5,000 Dollars has  
already been raised by subscription, and  
the deficiency of 2,000 Dollars for  
current expenses of the Light House  
finished, and the laying of certain  
etc.

The cost of a suitable class of Light  
House complete with Lantern and lighting apparatus  
is stated at £ 3,000 which added to the cost of  
erection and of preparing the foundation would  
form a sum more than double the estimated  
cost of a similar building of Masonry. - You  
have

has not informed us from what source the difference  
 is to be supplied, for the only addition which  
 appears to have been made to the subscriptions  
 previously reported, is a sum of about £500  
 at Bombay and Madras. We stated in our despatch  
 of the 6<sup>th</sup> May last, that we objected on principle to  
 the appropriation to such a purpose of any  
 sum however small, from the general revenues of  
 India, and we are equally indisposed to interfere  
 with the Light House dues of which we have au-  
 thorized the imposition. We are therefore  
 of opinion that the original design of a tower of  
 masonry must be carried into execution.

We are &c

By H. S. G. Tucker

W. Mignam

John Cotton

C. Mills

W. L. Melville

E. Macnaghten

F. Warden

H. A. C. Snowden

John C. Whitman

S. Pelly Muspratt

H. Shank

Willcock

Robertson

W. M. G. G. G.

W. M. G. G. G.

W. M. G. G. G.

By J. C. G. G. G.  
 Secy to the Govt of India

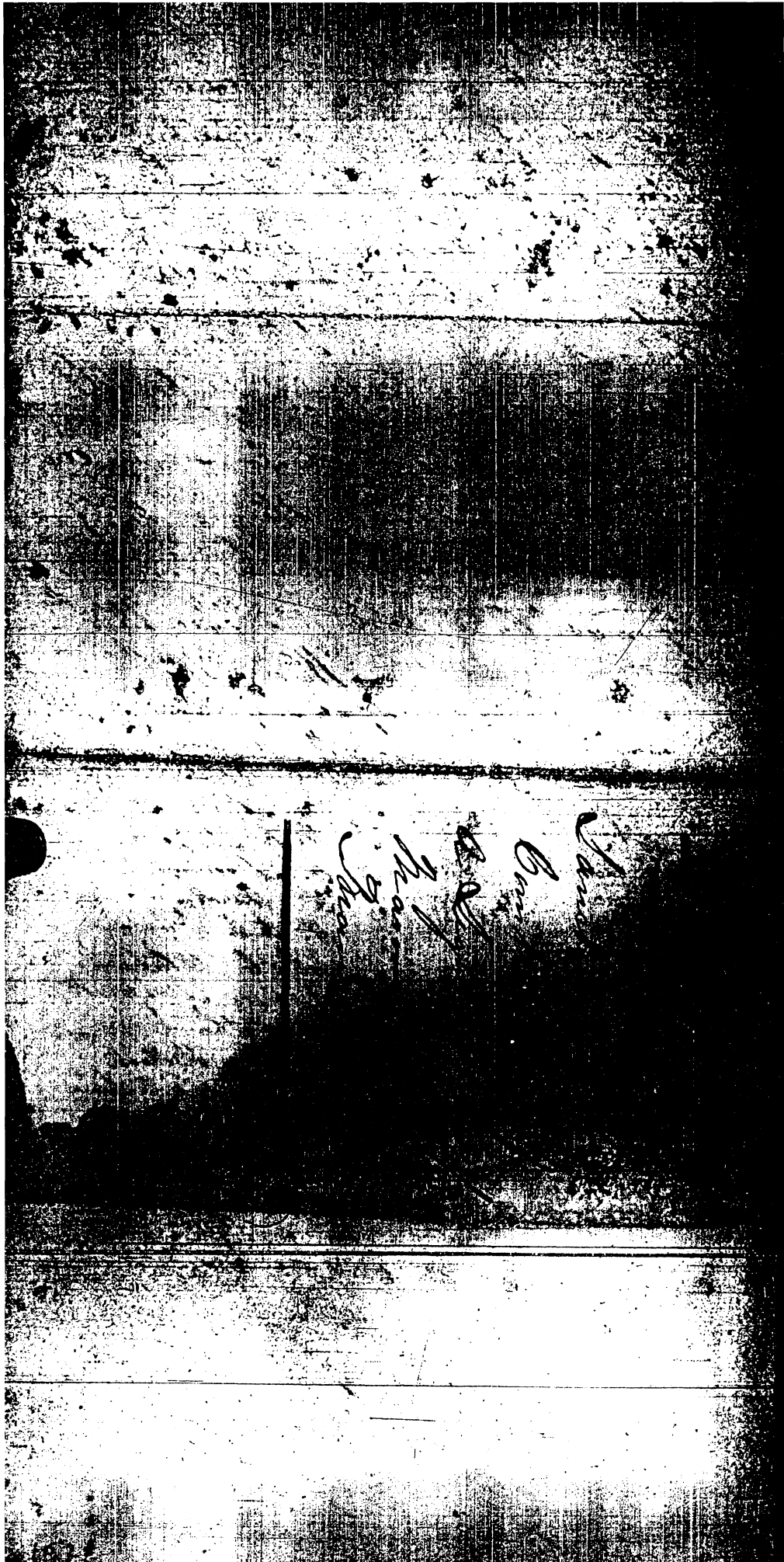
[True copies]

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W. M. G. G. G.

Under Secy to the Govt of Bengal





James  
Dennis  
A. D. J.  
H. J. J.  
J. J. J.

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## **ANNEX MCM 21**

**Treaty of Friendship and Commerce between Great Britain and Borneo (Brunei), 27 May 1847: in J. de V. Allen, A.J. Stockwell and L.R. Wright (eds.), *A Collection of Treaties and Other Documents Affecting the States of Malaysia 1761-1963* (Oceana Publications Inc., London, 1981), vol. II, pp. 401-405**

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A COLLECTION  
OF TREATIES  
AND OTHER DOCUMENTS  
AFFECTING THE STATES  
OF MALAYSIA  
1761-1963

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Volume II

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Edited by  
J. de V. Allen  
A. J. Stockwell  
L. R. Wright

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Foreword by  
C.D. Cowan

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I. Allen, J. de V. II. Stockwell, A. J.

III. Wright, L. R.

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BRITISH-BRUNEI TREATY of 27 May, 1847

Treaty of Friendship and Commerce between  
Her Majesty and the Sultan of Brunei<sup>4</sup>

Treaty of Friendship and Commerce between Her Majesty and the Sultan of Borneo. Signed, in the English and Malay Languages, May 27th, 1847

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland being desirous to encourage commerce between Her Majesty's subjects and the subjects of the independent Princes of the Eastern Seas, and to put an end to piracies which have hitherto obstructed that commerce; and His Highness Omar Ali Saifadeen, who sits upon the throne and rules the territories of Borneo, being animated by corresponding dispositions, and being desirous to co-operate in any measures which may be necessary for the attainment of the above-mentioned objects, Her said Britannic Majesty and the Sultan of Borneo have agreed to record their determination in these respects by a Convention containing the following Articles:--

Article i

Peace, friendship, and good understanding shall from henceforward and for ever subsist between Her Majesty the Queen of Great Britain and Ireland and His Highness Omar Ali Saifadeen, Sultan of Borneo, and between Their respective heirs and successors, and subjects.

Article ii

The subjects of Her Britannic Majesty shall have full liberty to enter into, reside in, trade with, and pass with their merchandize through all parts of the dominions of His Highness the Sultan of Borneo, and they shall enjoy therein all the privileges and advantages with respect to commerce, or otherwise, which are now or which may hereafter be granted to the subjects or citizens of the most favoured nation; and the subjects of His Highness the Sultan of Borneo shall in like manner be at liberty to enter into,

reside in, trade with, and pass with their merchandize through all parts of Her Britannic Majesty's dominions in Europe and Asia as freely as the subjects of the most favoured nation, and they shall enjoy in those dominions all the privileges and advantages with respect to commerce or otherwise, which are now or which may hereafter be granted therein to the subjects or citizens of the most favoured nation.

Article iii

British subjects shall be permitted to purchase, rent, or occupy, or in any other legal way to acquire, all kinds of property within the dominions of His Highness the Sultan of Borneo; and His Highness engages that such British subjects shall, as far as lies in his power within his dominions, enjoy full and complete protection and security for themselves and for any property which they may so acquire in future, or which they may have acquired already, before the date of the present Convention.

Article iv

No article whatever shall be prohibited from being imported into or exported from the territories of His Highness the Sultan of Borneo; but the trade between the dominions of Her Britannic Majesty and the dominions of His Highness shall be perfectly free, and shall be subject only to the customs duties which may hereafter be in force in regard to such trade.

Article v

No duty exceeding one dollar per registered ton shall be levied on British vessels entering the ports of His Highness the Sultan of Borneo, and this fixed duty of one dollar per ton to be levied on all British vessels shall be in lieu of all other charges or duties whatsoever. His Highness moreover engages that British trade and British goods shall be exempt from any internal duties, and also from whatever causes, be adopted in the dominions of the Sultan of Borneo.

Article vi

His Highness the Sultan of Borneo agrees that no duty whatever shall be levied on the exportation from His Highness's dominions of any article the growth, produce, or manufacture of those dominions.

Article vii

His Highness the Sultan of Borneo engages to permit the ships of war of Her Britannic Majesty, and those of the East India Company, freely to enter into the ports, rivers, and creeks situated within his dominions, and to allow such ships to provide themselves, at a fair and moderate price, with such supplies, stores, and provisions as they may from time to time stand in need of.

Article viii

If any vessel under the British flag should be wrecked on the coast of the dominions of His Highness the Sultan of Borneo, His Highness engages to give all the assistance in his power to recover for, and to deliver over to, the owners thereof, all the property which can be saved from such vessels. His Highness further engages to extend to the officers and crew, and to all other persons on board such wrecked vessel, full protection both as to their persons and as to their property.

Article ix

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland and the Sultan of Borneo hereby engage to use every means in their power for the suppression of piracy within the seas, straits, and rivers subject to their respective control or influence, and His Highness the Sultan of Borneo engages not to grant either asylum or protection to any persons or vessels engaged in piratical pursuits; and in no case will he permit ships, slaves or merchandize captured by pirates to be introduced into his dominions, or to be exposed therein for sale. And Her Britannic Majesty claims, and His Highness the Sultan of Borneo concedes to Her Majesty, the right of investing Her officers and other duly-constituted authorities with the power of entering at all times with Her vessels of war, or other vessels duly empowered, the ports, river, and creeks within the dominions of His Highness the Sultan of Borneo, in order to capture all vessels engaged in piracy or slave-dealing, and to seize and to reserve for the judgment of the proper authorities all persons offending against the two Contracting Powers in these respects.

Article x

It being desirable that British subjects should have



some port where they may careen and refit their vessels, and where they may deposit such stores and merchandize as shall be necessary for the carrying on of their trade with the dominions of Borneo, His Highness the Sultan hereby confirms the cession already spontaneously made by him in 1845 of the Island of Labuan, situated on the north-west coast of Borneo, together with the adjacent islets of Kuraman, Little Rusukan, Great Rusukan, Da-at, and Malankasan, and all the straits, islets, and seas situated half-way between the fore-mentioned islets and the mainland of Borneo. Likewise the distance of 10 geographical miles from the Island of Labuan to the westward and northward, and from the nearest point half-way between the islet of Malankasan and the mainland of Borneo in a line running north till it intersects a line extended from west to east from a point 10 miles to the northwards of the northern extremity of the Island of Labuan, to be possessed in perpetuity and in full sovereignty by Her Britannic Majesty and Her successors; and in order to avoid occasions of difference which might otherwise arise, His Highness the Sultan engages not to make any similar cession, either of an island or of any settlement on the mainland, in any part of his dominions, to any other nation, or to the subjects or citizens thereof, without the consent of Her Britannic Majesty.

Article xi

Her Britannic Majesty being greatly desirous of effecting the total abolition of the Trade in Slaves, His Highness the Sultan of Borneo, in compliance with Her Majesty's wish, engages to suppress all such traffic on the part of his subjects, and to prohibit all persons residing within his dominions, or subject to him, from countenancing or taking any share in such trade; and His Highness further consents that all subjects of His Highness who may be found to be engaged in the Slave Trade may, together with their vessels, be dealt with by the cruisers of Her Britannic Majesty as if such persons and their vessels had been engaged in a piratical undertaking.

Article xii

This Treaty shall be ratified, and the ratifications thereof shall be exchanged at Bruni within twelve months after this date.

This 27th day of May, 1847.

Signature and seal of  
Seal of

JAMES BROOKE  
SULTAN OF BRUNEI

ADDITIONAL ARTICLE

His Highness the Sultan of Borneo agrees that in all cases when a British subject shall be accused of any crime committed in any part of His Highness's dominions, the person so accused shall be exclusively tried and adjudged by the English Consul-General, or other officer duly appointed for that purpose by Her Britannic Majesty; and in all cases where disputes or differences shall arise between British subjects, or between British subjects and the subjects of His Highness, or between British subjects and the subjects of any other foreign Power within the dominions of the Sultan of Borneo, Her Britannic Majesty's Consul-General or other duly-appointed officer shall have power to hear and decide the same, without any interference, molestation, or hindrance on the part of any authority of Borneo, either before, during, or after the litigation.

This 27th day of May, 1847.

Signature and seal of JAMES BROOKE

Seal of SULTAN OF BRUNEI

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FOOTNOTES

1. . Sultan of Brunei to Queen of England, August 1845, FO 12/2.
2. FO 12/2.
3. Captain Mundy's treaty with the Sultan of Brunei, original English and Malay, FO 93/16/1.
4. Original in FO 93/16/2. Copies in FO 12/5 (FO to India Board, 8 Jan. 1847), Hertslet, *Treaties*, VIII, 86-90; and *British and Foreign State Papers*, XXXV (1846-47), 14-17. The "Additional Article" and Article VIII were later amended, in 1856 and 1878 respectively.
5. M & G (Maxwell and Gibson, *Treaties and Engagements*, London, 1924), pp. 147-48.
6. *Ibid.*, pp. 148-49.

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## **ANNEX MCM 22**

**Report on the Administration of the Straits  
Settlements During the Year 1857-58, p. 16**

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# REPORT

ON THE

## ADMINISTRATION OF THE STRAITS SETTLEMENTS,

During the Year 1857-58.

REVENUE

1. The Following Statement exhibits the amount of Revenue collected in the Straits Settlements during the year 1857, as compared with the former year:—

	1856-57.	1857-58.
Pinang ... .. Co.'s Rs.	304,809	319,522
Malacca ... .. „	179,938	172,599
Singapore ... .. „	678,560	770,796
<b>Total Co.'s Rs. ...</b>	<b>1,163,308</b>	<b>1,262,918</b>

2. The following exhibits the composition of the above Totals, and at the same time points out the main sources of the Revenue of the Straits:—

	1856-57.	1857-58.
Excise Farms ... .. Co.'s Rs.	806,384	920,273
Lands ... .. „	187,286	165,866
Judicial Fees and Fines* ... .. „	69,534	71,455
Miscellaneous ... .. „	100,104	105,324
<b>Total Co.'s Rs. ...</b>	<b>1,163,308</b>	<b>1,262,918</b>

3. It will be observed from the above Statement, that a considerable increase in the Excise Revenue occurred last year. This was chiefly consequent on an arrangement entered into with the Tumongong of Johore, whereby his country was made subject to the spirit of the Straits Excise Laws, and the Farms or Monopolies within the two Jurisdictions disposed of to him whole. In other respects there is not much variation in the total amount, but the existing variations will be noticed in the more detailed explanation of the items of Straits Revenue.

[Straits]

each Station, not of course including the Postage on European Mails, which is all carried to account of Her Majesty's Government, was during the past year as follows:—

Penang ... ..	Company's Rupees	3,086	12	4
Malacca ... ..	"	464	7	0
Singapore ... ..	"	64,933	1	0
Total ... ..		Company's Rupees	68,484	4 4

MARINE.

9. The only Sea-going Steamer attached to the Straits, the *Hooghly*, was sent up to Calcutta during the year to be repaired, and during her absence, the Hon'ble Company's Steam Frigate *Auckland* was placed at the disposal of the Local Government. Shortly after this arrangement was made, however, the *Auckland* was dispatched to China, on the urgent requisition of the Naval Commander-in-Chief, whose Steam Force was, at the time, insufficient for the duty required of it. The *Auckland* did good service at Hongkong, and returned to Singapore before the close of the year.

10. Gun Boats are attached to each Station, which are found useful in various respects, and though not calculated to overtake piratical vessels, yet their presence on the spot is a check upon piratical dispositions.

11. During the year, the Ports of Penang and Singapore have been placed under the provisions of Act XXII. of 1855. The limits of each Port have been defined and marked, and rules for the maintenance of order have been passed by the Government of India. These rules chiefly apply to the landing and shipment of gunpowder, of which a large quantity is annually brought to these Ports.

12. The number of Vessels visiting these Ports during the year was as follows:—

	Square-rigged.	Native.	Total.
Penang ... ..	432	1,902	2,334
Singapore ... ..	1,894	2,525	3,919

13. There are three Marine Navigation Lights under the Straits' Government, viz., the "Horsburgh," the "Raffles," and the "Floating Light." The first is on the rock called "Pedra Branca," 40 miles distant from the harbour of Singapore, and off the Southernmost promontory of the Malay Peninsula. It is a revolving Light, easily visible at 14 miles, and its position is a very admirable one. The building was erected by Mr. J. F. Thomson in 1851, at a cost of Rupees 53,020. The Raffles Light is on the Coney Island, about 14 miles North-west from Singapore. It is a fixed Light. The building was erected in 1855 by Captain Man, then Executive Officer and Superintendent of Convicts at Singapore, altogether by Convict labour. This Light is well situated to guide Vessels to and from Singapore during the night. The Floating Light is anchored

the 2½ fathom bank in the Straits of Malacca, and was first placed there in 1852. The position is good, but it is intended to re-place the Floating Light by a permanent Light House.

14. Besides the above, there are two other Lights, which are partly Harbour and partly Navigation Lights, one at Singapore and one at Malacca, both visible to a distance of 8 miles, and answering admirably as Harbour Lights to Vessels entering, or leaving, during the night.

15. These Lights, with the exception of the Singapore Harbour Light, are kept up by the Light Dues levied under Act XIII. of 1854. As these Light Dues are levied in all the chief Ports of India, no Return can be made here of the amount collected under the Act. The expenses connected with the several Lights amounted during the year to Company's Rupees 28,302.

16. The following Statement of the number of Ships registered as belonging to the Port of Singapore is given as evidence of the growing importance of that Port as a Commercial Emporium, the more especially when it is considered that its existence as a Port has not yet attained its fortieth year:—

No.	Tonnage.	Description.	Owners.
9	3,892	Ships ...	Chinese.
2	1,090	Ditto ...	Arab.
5	1,380	Barques ...	European.
33	10,585	Ditto ...	Chinese.
8	2,276	Ditto ...	Arab.
25	3,861	Brigs ...	Chinese.
4	476	Ditto ...	Kling.
8	1,512	Ditto ...	European.
1	158	Ditto ...	Arab.
29	2,650	Schooners ...	Chinese.
3	149	Ditto ...	Malay.
5	632	Ditto ...	European.
9	912	Ditto ...	Kling.
	29,579		





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## **ANNEX MCM 23**

**Proclamation by Raja Juma'at of Lukut regarding the  
Cession of Cape Rachado to Britain, 23 August 1860:  
in J. de V. Allen, A.J. Stockwell and L.R. Wright (eds.),  
*A Collection of Treaties and Other Documents  
Affecting the States of Malaysia, 1761-1963*  
(London, Oceana Publications Inc., 1981), vol. II, p 443**

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A COLLECTION  
OF TREATIES  
AND OTHER DOCUMENTS  
AFFECTING THE STATES  
OF MALAYSIA      021100  
1761-1963

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Volume II

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Edited by  
J. de V. Allen  
A. J. Stockwell  
L. R. Wright

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Foreword by  
C.D. Cowan

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SELANGOR DOCUMENT of 23 August, 1860

Proclamation by Raja Juma'at of Lukut regarding the Cession  
of Cape Rachado to Britain

On Wednesday, at 10 o'clock at noon, the 5th day of the month of Saphar, in the Mahomedan year 1277 (corresponding with the 23rd day of August, 1860).

Be it known to all men, that I Rajah Jumahat bin Rajah Japar, the Ruler of the Territory of Lookoot,<sup>2</sup> do of my own free will and pleasure, make over to the Government of the Queen of England, Cape Rachado (commonly called "Tanjong Tuan") situated within the Territory of Lookoot aforesaid.

That the English Government do covenant and agree to build and keep a Light house for the benefit of all nations in relation of their ships or boats upon the said Cape Rachado (commonly called Tanjong Tuan) and in the event of the English Government failing to abide by the said agreement, then and in such case, the cession upon my part to be null and void.

And in testimony of the above agreement, to which I bind myself, my Heirs and Successors in the Sovereignty of the Territory of Lookoot, I hereunto attach my Royal Seal at this my palace in Lookoot as aforesaid.

A true translation.

Signature R. MACPHERSON,  
Resident Councillor, Malacca.

For footnotes see p.444



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## **ANNEX MCM 24**

**Correspondence from the Government of Bengal to the Secretary of State for India, 9 January 1862, Colonial Office file CO 273/5 (annexing *inter alia*, the “Johore Pass”, fishing licence granted by the Temenggong, annexed to the letter from R. Macpherson, Resident Councillor at Singapore, to M. Protheroe, Officiating Secretary to the Governor of the Straits’ Settlements, 2 May 1861, and the exchange of letters between Governor Cavenagh and the Temenggong, 4 May 1861, 17 May 1861 and 18 May 1861)**

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No. /

TO THE RIGHT HON'BLE

SIR CHARLES WOOD, BART., M. P. AND G. C. B.,

*Her Majesty's Secretary of State for India.**Fort William, the 7<sup>th</sup> January, 1862.*

Foreign Dept.

Political

SIR,

We have the honor to transmit a copy of the correspondence\* with the Governor of the Straits Settlements, on the subject of injuries sustained by Chinese Residents at Singapore, from subjects of His

\* From Governor, Straits Settlements, dated 17th July, No. 113.  
 To " " " " 16th August, " 4580.  
 From " " " " 22nd July, " 125.  
 To " " " " 18th August, " 4578.  
 From " " " " 22nd July, " 127.  
 To " " " " 18th August, " 4599.  
 From " " " " 20th " " 147.  
 To Advocates General, dated 28th September, No. 5818.  
 From " " " " 18th October.  
 From Governor, Straits Settlements, dated 16th October, No. 183.  
 To " " " " 28th November, " 140.

Highness the Tumongong of Johore.

2. In one instance, a party of fishermen, within ten miles of the Island of Singapore, were required to pay black-mail. They resisted, whereupon one of the number was severely wounded, and their Boat was plundered. In another, a Boat was detained, and released only on the payment of a fine. In a third instance, the people of Pangering, a Village in Johore, seized within British waters three Boats belonging to Singapore fishermen. And in a fourth case, a daring piracy, attended with murder, was committed upon a Singapore Boat by the villagers of Padang in Johore.

3. These particular cases will be disposed of hereafter in communication with the Governor of the Straits Settlements. But it will be seen that two general questions have arisen out of them; 1st, the claim of the Tumongong of Johore to raise a revenue from Licenses within British waters, and 2nd, the interpretation of Article II. of the Treaty of 1824.

4. Colonel Cavenagh is of opinion that the Tumongong has been in the habit of realizing an illegal revenue by requiring British Subjects to take out permits to fish. In the Licenses, indeed, the Johore Territories only are specified, but it is known that the fishermen rarely proceed ten miles beyond the extremity of Singapore Island.

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5. We have informed Colonel Cavenagh that the prevention of persons from fishing within ten miles of the British shores is a direct interference with the rights of the British Government; that the previous supineness of British Officers to which is attributed this assumption of authority on the part of the Tumongong does not afford any valid reason for waiving those rights; but that on the contrary, it is all the more necessary to insist upon the just claims of Government, now that they are distinctly questioned and invaded, and their invasion made the cover for violence and oppression. Colonel Cavenagh has accordingly been directed to make the Tumongong understand that he will not be allowed to demand payment for Licenses from any persons who fish within British limits only.

6. In the correspondence forwarded with the Governor's letter 147, dated 26th August, the question of the proper construction of Article II. of the Treaty of 1824 is raised. The Article runs thus:—"Their Highnesses the Sultan Hussin Mahomed Shah and Datu Tumongong Abdul Rahman Sir Maharajah hereby cede, in full sovereignty and property to the Hon<sup>ble</sup> the East India Company, their heirs and successors, for ever the Island of Singapore situated in the Straits of Malacca, together with the adjacent Seas, Straits, and Islets, to the extent of ten geographical miles from the coast of the said Main Island of Singapore."

7. The Tumongong of Johore contends that the above Article operates only as a cession of the Island of Singapore and the adjacent Islands within ten miles with the Seas and Straits surrounding them, so far as by the law and custom of nations the property and sovereignty of such Islands gives jurisdiction and right to their possessor over the waters around.

8. The Opinion of the Advocate General on this question will be found in his letter of 18th October, which we have communicated to Colonel Cavenagh for information and guidance, as containing, in our opinion, the true interpretation of Article II. of the Treaty of 1824, with the Sultan of Johore.

We have the honor to be,

With the greatest respect,

SIR,

Your most obedient humble Servants,

*A. P. S. P.*  
*A. P. S. P.*  
*A. P. S. P.*  
*A. P. S. P.*  
*A. P. S. P.*  
*A. P. S. P.*

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<p>1. To the Secretary of State for India No. 1 of 9<sup>th</sup> January /62</p>	<p>Forwarding copies of the following papers</p>
<p>2.</p>	<p>XXX of Contents</p>
<p>3. From Govr. of Straits Settlements dt. 17<sup>th</sup> July 1861 No. 118 Proceeding August/61 No. 283/4</p>	<p>Forwarding copy of correspondence with the Tumongong of Johore regarding the illegal exaction of his followers and the attack made by them XXX nets XXX resident of Singapore.</p>
<p>4. To- Ditto- Dt. 16 August /61 No. 4580 XXX August/61 No. 165</p>	
<p>5. To XXX Dt. No. 125</p>	<p>Forwarding with XXX copies of letter regarding XXX XXX made by an Officer XX the Tumongong XXX XXX assumption XXX authority by His Highness XX Islands belonging to he British Government</p>
<p>6. To- Ditto Dt. 16 August /61 No. 4578 Proceeding August /61 164</p>	<p>In reply informing XX that keeps piracy orders XXX XX subject. His XXX in Council with receipt the copy of the XXX to the letter XXX to XXX the 13<sup>th</sup> July.</p>
<p>7. To- Ditto dt. 16 August /61 No. 4579 Proceeding /61 No. 172</p>	<p>Inform him in reply the XXX the Govr. General in Council XXX his report of the step taken by the Tumongong XXX upon the letter address to His</p>

<p>9. From Govr. Straits Settlements</p>	<p>Highness Transmits copy of his correspondence with the Tumongong regarding the attack Singapore XXX.</p>
<p>10. To Advocate General of 28<sup>th</sup> Sept /61 No. 5618 Proceeding Nov/61 106</p>	<p>XXX him the above despatch XXX papers and regarding his opinion as the true interpretation of article II of the Treaty of 1824 with the Sultan of Johore</p>
<p>11. From Govr. Straits Settlements of 16<sup>th</sup> Octr/61 No. 183 Proceeding Nov/61 107</p>	<p>The continuation of No. 147 XXX his proceeding in connection with the seizure of the Chinese Fishermen's nets by the people of the Tumongong of Johore.</p>
<p>12. From Advocate General of 18<sup>th</sup> October 1861 Proceeding Nov/61 No. 108</p>	<p>Submits his opinion as called for in No. 5618 dated 28<sup>th</sup> Ultimo.</p>
<p>13. To Govr. Straits Settlements of 29 Nov /61 No. 140 Proceeding Nov/61 109</p>	<p>Sends with the observation of the Gov. General in Council a copy of the above XXX for his XXX and guidance.</p>

Secretary of the Board of Directors  
of the Bank of India  
London  
June 1852

13. The Hon. Secy of  
Bank of India  
No 10, 9<sup>th</sup> Jan 52

Forwarding copies of the  
following papers.

1. Report of the Comdr

2. From the Hon. Secy of the  
14<sup>th</sup> July 1851  
Proceedings Aug 17 to 24

Forwarding copies of  
correspondence with the  
as follows regarding the  
treachery of his followers and  
attacks made by them on  
Governments and domestic  
residents of Singapore.

3. To the Secy  
10<sup>th</sup> Aug 51 No 2580  
Per Aug 10<sup>th</sup> No 15

In reply to the  
No 15 Aug 51 No 2580  
has allowed to be  
the Secy of the  
concerned by the  
and that it should be  
understand that he  
allowed to demand  
from persons  
British.

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To - Ditto  
16 Aug 1878  
Proceeding Aug 1878 - 104

Forwarding with enclosed copies of letters regarding the actions made by an officer of the Temongong and regarding the unaccountable assumption of authority by the Ruler of Selendis belonging to the British Government.

To - Ditto  
16 Aug 1878  
Proceeding Aug 1878 - 104

In reply informing him that before passing orders on subject. His Excellency informed with a view to the reply of the letter addressed to him the 13<sup>th</sup> July.

From - Ditto  
22<sup>nd</sup> July 1878  
Proceeding Aug 1878 - 104

Forwards papers relating to a daring piracy committed upon a Singapore boat by some of the villagers of Pahang in Malacca.

To - Ditto  
16 Aug 1878  
Proceeding Aug 1878 - 104

Refers here in reply to the Hon<sup>ble</sup> General's informant on account his report of the steps taken by the Temongong consequent upon the letter addressed to His Highness.

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109. From Hon<sup>ble</sup> Secy<sup>ry</sup> Settlements  
8<sup>th</sup> 20<sup>th</sup> Aug 1861. No. 147.  
Proceedings No. 107/61 - No. 106/61.

Submits copy of his correspondence with the Simangong regarding the attack upon the Simangone Head.

11. To Advocate General  
8<sup>th</sup> 28<sup>th</sup> Sept 1861. No. 105/61.  
Proceedings No. 107/61 - 106/61.

Sending him the above despatch with other papers and requesting his opinion as to the true interpretation of Article II of the Treaty of 1824 with the Sultan of Johore.

11. From Hon<sup>ble</sup> Secy<sup>ry</sup> Settlements  
8<sup>th</sup> 16<sup>th</sup> Oct 1861. No. 105/61.  
Proceedings No. 107/61 - 107/61.

is contained in No. 147 reports his proceedings in connection with the seizure of the Chinese Fishermen nets by the people of the Simangong of Johore.

12. From Advocate General  
8<sup>th</sup> 15<sup>th</sup> Oct 1861  
Proceedings No. 107/61 - 106/61.

Submits his opinion as called for in No. 105/61 dated 28<sup>th</sup> ultimo.

13. To Hon<sup>ble</sup> Secy<sup>ry</sup> Settlements  
8<sup>th</sup> 29<sup>th</sup> Nov 1861. No. 104/61.  
Proceedings No. 107/61 - 104/61.

Sends with the observation of the Hon<sup>ble</sup> Secy<sup>ry</sup> Settlements a copy of the above opinion for his information and guidance.

Alfred Russel

Under Secy<sup>ry</sup> to the Govt<sup>mt</sup> of India



*Handwritten text, mostly illegible due to heavy noise and grain. Visible words include "To the", "Friend", "of the", "Public".*

*Sp. 1. 9<sup>th</sup> January 1862*

*Michael G. Ordish*  
*9<sup>th</sup> January 1862*

*Sp. 2*



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Folio 391

Political Department India

Dt. 24<sup>th</sup> March (No. 21) 1861

1. I have considered in Council your letter dated 9<sup>th</sup> January (No. 1) 1862, relative to certain cases in which the Officers and subjects, of the Tumungong of Johore had inflicted, injuries on Residents of the Settlement of Singapore.
2. The most serious case, which indeed is of great atrocity, is report under reference, and I shall await further information respecting it, expressing merely the hope of Her Majesty's Government that the profession of amnesty made in son of the Tumungong are so far sincere that his fathers cooperation in preventing the recurrence of similar piratical attacks may be relied on.
3. The prompt measure taken by the local authorities, to obtain redress for each case of oppression or injustice brought – to their notice perhaps, offer perhaps the best security against the repetition of such acts within part of the subordinate officials of the Johore State.

4. The question raised in these papers relative to the interpretation of the Treaty of 1824, is one, and I approve you having decided that the British Authorities have exclusive jurisdiction in the waters where the piracy and other offences now under notice arrested to have been committed.

5. I would remark that the plea advanced by the Tumungong viz that the sovereignty & property held such sea could only extend for 3 miles from the coast, and that the cession by his predecessors, therefore, must be governed by that provision of international law, is of no avail as between him and the British Govt. His ancestor was at the time of the Treaty proprietor of both coasts, and was free, therefore, to transfer the rights he possess. He did transfer the whole of those right to the extend of ten geographical miles and that transfer governs the decision of this case.

I have

Sd. Charles Wood.

Political Despatches India

Of - 24<sup>th</sup> March (No 23) 1864

1. I have considered in Council your letter dated 9<sup>th</sup> January (No 1) 1862, relative to certain cases in which the officers and subject of the territory of those lands inflicted injuries in violation of the settlement principles.

2. The most serious case, which is of great gravity, is yet under reference, and I shall await further information respecting it, expressing merely the hope of the Madras Government that the proceedings of a nature made by the son of the territory are so far concerned, his father's cooperation in preventing the recurrence of similar partial attacks may be relied on.

3. The prompt measures taken by the local authorities, to obtain redress for each case of oppression or injustice, would be a great notice of perhaps, to the local authority against the repetition of such acts, with the part of the subordinate officials of the three States.

4. The questions raised in these papers - relative to the interpretation of the Treaty of 1824, is

me, and I approve you have decided that the British Authorities have exclusive jurisdiction in the waters where the piracy and other offences now under notice are stated to have been committed.

5. I would remark that the plea advanced by the complainant, viz that the sovereignty properly held over sea could not extend for 3 miles from the coast and that the capture of his predecessor, therefore, must be governed by that provision of international law, is of no avail as between him and the British Govt. His predecessor was at the time of the treaty proprietor of both coasts, and was free therefore to transfer the right he possessed. He did transfer the whole of that right to the extent of the geographical miles and that transfer, governs the decision of this case.

I am etc

(Ed) Charles Wood

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DEPARTMENT OF THE GOVERNOR, GOVERNOR OF PRINCE OF WALES' ISLAND, SINGAPORE AND MALACCA,  
 (Under Secretary to the Government of India, Foreign Department) (No. 118, dated the 17th  
 of May 1861.)

SIR,

- I HAVE the honor to enclose for submission to His Excellency the Governor General in Council, copies of the correspondence noted in the margin, on the subject of injuries sustained by Chinese residents at Singapore from subjects of His Highness the Tumongong.
1. Letter No. 118, dated 2nd May 1861, from the Resident Commissioner (with enclosures.)
  2. Letter No. 229, dated 4th May 1861, to His Highness the Tumongong.
  3. Petition from Chinese Fishermen.
  4. Letter No. 306, dated 16th May 1861, to His Highness the Tumongong.
  5. Letter from His Highness the Tumongong, dated 17th May 1861.
  6. Letter to His Highness the Tumongong, No. 275, dated the 18th May 1861.
  7. Letter from His Highness the Tumongong, dated 4th June 1861.
  8. Letter from His Highness the Tumongong, dated 12th July 1861.
  9. Letter to His Highness the Tumongong, No. 401, dated 16th July 1861.

the Governor General in Council, copies of the correspondence noted in the margin, on the subject of injuries sustained by Chinese residents at Singapore from subjects of His Highness the Tumongong.

2. The facts of the first case would appear to be as follows:—A party of fishermen, whilst employed in their ordinary vocation within ten miles of the Island at Singapore, and consequently within British waters, were called upon by some Malays to pay a sort of black-mail, and upon their resisting, one of their number was severely wounded and their boat plundered; it is quite possible that the Chinese may have offered some provocation by making use of abusive language, but even that would not have justified the attack that was made upon them, whilst there is every reason to believe that the Malays were the aggressors in the first instance.

3. In the second case, although no bodily injury was inflicted, a fishing boat was detained and only released on the payment of a fine.

4. From the statement made in the Petition which forms No. 3 of the annexures, it would appear that, in addition to being illegally compelled to submit to the exactions of the Tumongong's followers, our subjects are required to take out a pass and pay a fee to His Highness for permission to fish within the limits of our own jurisdiction; it is true that the Johore Territories are alone specified in the permit, but, as the fishermen rarely proceed beyond ten miles from Changie point, the extremity of Singapore Island, there can be little doubt that it is intended to apply to their ordinary fishing places; that in fact the Tumongong has for some time past, probably for years, been realizing a revenue from granting permission to British fishermen to fish in British waters. As however this assumption of authority may in some measure be attributed to supineness on the part of our own officials, I have not deemed it necessary to lay any great stress on this point in my communications with His Highness, but contented myself with requiring redress for the wrong sustained by our people, he has equally abstained from making any direct allusion to the subject.

5. The Tumongong, or rather his European advisers, urge the expediency of my declining to interfere in cases of complaint against subjects of Johore, until I have been satisfied that the complainants have been denied justice at His Highness' hands; but, in the first place, in the event of the cause of complaint having originated upon the Sea within ten miles of Singapore, the charge is cognizable by the British and not the Johore

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authorities; and, in the second, in the absence of any properly constituted Court or any known Code of Laws in the above State, I cannot but consider that I should be guilty of a serious dereliction of duty were I to restrict myself to simply referring British subjects to its ruler for redress without taking means to ensure their being accorded a fair hearing, and also providing for their personal safety, as I regret to say I can place but little confidence in the justice of the treatment which they would otherwise be liable to experience.

From R. MAORHARON, Esq., Resident Councillor at Singapore, to M. PROTHMER, Esq., Officiating Secretary to the Governor of the Straits Settlement, — (No. 113, dated Singapore, the 2nd May 1861.)

SIR,

IN my letter No. 99, of date 20th ultimo, to your address, I felt it my duty to bring to the notice of His Honor the Governor an act of illegal oppression by the Tumongong of Johore towards certain domiciled residents of Singapore; the duty now devolves upon me of reporting what in my opinion is an assumption of authority on the part of the same Chief, inasmuch as he requires that all fishermen from Singapore must obtain a pass from him to entitle them to pursue their vocation upon the coast of Johore.

2. One of the passes thus granted I herewith submit in original and with a translation.

3. This circumstance was brought to my notice this day in a communication from the Acting Commissioner of Police (copy attached), reporting an attack made by the Johore Malays at Tanjong Punjurin, upon some Chinese fishermen, who, under the security of the Tumongong's pass, were employed in their usual occupation in that neighbourhood, in which attack one man, an inhabitant of Singapore, was dangerously wounded; while it appears that subsequently the same Malays seized and detained a boat belonging to other fishermen. Tanjong Punjurin lies about six miles to the eastward of Changhie point.

4. His Honor will observe that the Tumongong's pass is not for the erection of a Kaylong or fishing stako, but simply for permission "to catch fish in the Johore Territory." The question naturally arises to what extent sea-ward does the Johore Government claim jurisdiction, and upon what authority is such claim grounded. By treaty the whole of the Islands within ten miles of Singapore are ceded to the English Government, and among those Islands as well as along the coast of Singapore the inhabitants of Johore, in common with all, whether residents or non-residents under our flag, have full liberty to fish. Even granting then that this assumption of jurisdiction on the part of the Tumongong is defensible, there should at least be a reciprocity of good Offices. As regards the other and more serious feature of the case now under report, namely, the attack made upon the Chinese fishermen by the Johore Malays and the unfortunate result, it is difficult with the present one-sided information before us to come to any satisfactory conclusion. Possibly the Chinese may have been the aggressors, but considering the despotic nature of the Government of Johore, and its power of coercing witnesses, it is extremely doubtful if the truth can ever be arrived at.

Note.—The Chinese state, that the Pangulu of the village, off which they were fishing, came off and demanded a fee, and when refused commenced seizing the fish, and when resisted the Malays wounded two of the fishermen.

5. As an instance of this difficulty I may mention one fact for His Honor's information. A short time ago\* I visited Tanjong Rue with the Acting Commissioner of Police, one of the small-gun boats had just arrived from the old Straits, and the Havildar

\* 2nd ultimo.

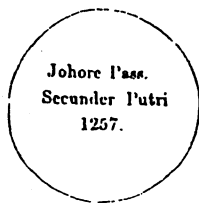
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standing in the boat and in the presence of the boat's crew, reported that up at Qualla Johore a Punghulu named Jewa had complained of the loss of his boat with oars and sails, and that the same had been stolen by nine convicts. As I had a short time previously intimated to His Highness the Tumongong the escape of these very convicts, and begged his assistance in capturing them, I felt disappointed that this Punghulu of the Tumongong should not have been warned of the fact, in which case he might have secured the runaways who had represented to him that they had come to Johore to cut rattans for our Government, I consequently wrote to the Tumongong expressing my disappointment.

6. The Havildar who made this report in the hearing of his crew, subsequently accompanied by two of them, repeated it at the Police Office, where it was taken down in writing.

7. A few days ago the Tumongong sent this Punghulu "Jewa" to me, who maintained that the statement of the Havildar was untrue, and that he had himself neither seen the convicts nor lost any boat. On confronting him with the boat's crew (the Havildar since making the foregoing report having been discharged and being no where to be found), they (the crew) resolutely denied that they had been up the Johore river at all, or that they had heard the Havildar make any report to that effect—and this they persisted in, though threatened with dismissal and indeed finally discharged. Now this denial upon the part of the crew of having heard the report made must be a direct falsehood, inasmuch as they were all nearer to the Havildar at the time he made it than I was; and as to the report itself I can have no doubt of its truthfulness, for there could have been no object in framing such a tale unless it was a fact, and the manner of the Havildar and the circumstantial detail even to the value of the Sampan said to have been stolen by the convicts, of the sail and of the oars, left no room for doubt.

8. What then could have induced the whole of the crew of the boat to deny all knowledge of the circumstance, even of having heard the report made, and to accept their discharge without one word of remonstrance, if they had not in some manner been tampered with. This circumstance leads me to anticipate that there may be much difficulty in ascertaining the merits of the case now reported so far as the origin of the dispute between the Singapore Chinese and Johore Malays is concerned, but I respectfully submit the other question to the consideration of His Honor the Governor, namely, whether His Highness the Tumongong exercises such jurisdiction over the Sea which divides Singapore from Johore as to entitle him to prohibit our fishermen from exercising their vocation without a pass under his Seal.



This permission is granted by His Highness the Tumongong, Sree Maharajah of Johore, unto Queck Tye Hoo, a Chinese fisherman, to catch fish in the Johore Territory with molestation or hindrance from any body; he is not permitted to put down his nets closer than fifty fathoms from

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any Kelong, otherwise he will be seized without hesitation. This pass will stand for six months.

BEKUNDE PUTAR,  
*The 13th Rajab 1277,  
 Corresponding to 24th  
 January or thereabout.*

(Sd.) MOHAMED SALEH BIN PRANG.

FRANZ D. S. ROBERTSON, Esq., Acting Commissioner of Police, Singapore, to the Resident Councillor,  
 Singapore.—(No. 61, dated the 2nd May 1861.)

SIR,

I HAVE the honor to lay before you an extract of the Rochore Police Report for the morning of the 29th ultimo and the 1st instant, by which you will see that the Chinese fishermen of Campong Glam have been attacked by the Malays of a place called Punjurin, in the Territory of Johore, and that one Chinaman is now in the Hospital in a dangerous state. It appears that passes are issued by Inche Wan Aboo Baker, granting permission to fish at that place, and I have the honor to enclose one of those passes for your inspection. The Malays who have made those attacks are known and can be pointed out, and the case is one deserving of immediate attention.

(True copy.)  
 (Sd.) R. MACPIERSON,  
 Resident Councillor.

*Abstract from the Rochore Report Book of the 29th April 1861.*

At half past 8 A. M. this morning a Chinaman named "Koey Twa Teo," who resides in Beach Road, No. 165, came to this Station and reported to me that a Chinaman named Koey Ah Chew, a fisherman, had been stabbed by a Malayman (one of the Punghulu's peons) at or near Punjurin, Johore, and that he was then lying in a house at Campong Kallang. I at once sent a Duffadar and Peons, and had the wounded man removed to my Station and found that he had been stabbed in his belly from which his entrails were protruding; he was unable to speak; I at once had him removed to the Police Hospital; the wounded man and six others left Singapore or Campong Kallang at 12 o'clock noon yesterday in a fishing boat as usual to go and fish at Punjurin, where they arrived about 7 P. M. After eating their rice they threw over the net and commenced to fish, it was then about 8 P. M.; they had hauled the net eight different times, and had caught a large quantity of fish, and were about to return to Singapore when a Malay boat containing four Malays pulled along side; they asked the fishermen if they had brought any tobacco for to give them, the fishermen answered that they had none; the Malays then said what business have you to come here to catch fish, and said this is my place and these fishes are mine and commenced taking them; the wounded man, "Koey Ah Chew," tried to prevent them, when one of the Malays stabbed him with a spear in the belly; another fisherman, named Koey Kyo Ho, also received a slight wound in his right hand from another Malay who attempted to stab him. The fishermen then became frightened and made no further resistance and allowed the Malays to take their fishes; after which they returned to Singapore, where they arrived at 7 A. M. this morning (the Malays boarded the fishing boat about 12 o'clock midnight; the fishermen are able to identify these four Malays if they meet with them again, as they have frequently been at that place to catch fish and to trade, and have in their possession a permit to do so from Inche Wan Aboo Baker); they were never molested at that place before.

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*Abstract from the Rochore Report Book on the 1st May 1861.*

LIM AH KEE a Chinese fisherman, came to this Station at 8 A. M. this morning and reported as follows:—I am a fisherman and reside at Campong Pokat. At 12 noon yesterday I left Rochore river in my fishing boat with six men and went to Punjurin to catch fish. I arrived there at 8 P. M.; my net had been thrown out about half an hour and was beginning to pull it when I saw ten Malays armed with Krisses and Spears walking on the beach—when abreast of my boat they waded out in the water to where I was, and said there was a fight here the other day and one man was stabbed,—how dare you come here to catch fish; they then seized my boat and net and took one of the fishermen away with them; the fisherman's name is Teoh Ah Tow. I obtained another boat and returned to Rochore with five men. This fisherman has never been there to fish before and has no permit.

(True Extracts,)

(Sd.) R. B. S. ROBERTSON,  
Acting Commissioner of Police.

From COLONEL ORFEUR CAVENAGH, Governor of Prince of Wales Island, Singapore and Malacca, to His Highness the Tumongong of Johore,—(No. 227, dated the 4th May 1861.)

## AFTER COMPLIMENTS,

I HAVE the honor to intimate to my friend that it has been brought to my notice that on two occasions, Chinese fishermen, residents of Singapore, have been attacked by certain of my friend's subjects whilst quickly pursuing their avocations in the neighbourhood of Punjurin, about six miles from Changhie; on the first occasion two fishermen were wounded, and one of them is now lying in Hospital in a dangerous state; on the second, although no personal injury appears to have been suffered, the boat in which the Chinese were as well as one of their companions named Tan Ah Tow, was seized and taken away, I deem it right to point out to my friend that the Sea in which the above offences were committed being within the limit prescribed by Article 11 of the Treaty of the 2nd August 1824, the fishermen were within British waters, and consequently none of my friend's subjects could in any way have been justified in interfering with them, or in seizing their property; hence it is incumbent on my friend to take measures for securing their immediate punishment, the release of the missing man, and the restitution of the stolen boat, and I beg that I may be favored with a full report of the result thereof for submission to His Excellency the Governor General of India.

The humble Memorial of forty-one Fishermen (in Chinese character), inhabitants of Singapore, to the HON'BLE R. MACPHERSON, Esq., Resident Councillor, Singapore.

## HUMBLY SHEWETH,

THAT your Memorialists are head fishermen, residents of Singapore for the last eleven years, and have under them nearly three hundred and fifty coolies who assist.

That your Memorialists have huts on the opposite shore near to Soongie Punjurin, where they are allowed to fish by permission of His Highness the Tumongong; that several of your Memorialists have written permits from His Highness the Tumongong, for which a fee of one dollar each was paid.

That the Tumongong has his Pungulu named Nong Besar placed at Soongie Punjurin, who levies taxes by taking as many fishes as he chooses.

That your Memorialists go a fishing out in the open Sea and call at this Soongie Punjurin on their way to Singapore.

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4	5	6
	2	

Reference:—

C.O. 273/5

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( 6 )

That about ten days ago seven of your Memorialists went a fishing in one Sampan near to the Pedro Branco Light House, and on their way back a Malay, well known to be the head of a village near to that over which Nong Besar is headman, came off with three others and forcibly attempted to take all the fishes in the boat from your Memorialists, when one of your Memorialists named Koey Ah Chew resisted; as expostulation seemed useless when he was stabbed with a Spear by one of the Malays known by the name of Moping, in the belly; by reason of which Koey Ah Chew still remains in Hospital.

That another of your Memorialists named Koey Kye Ho was also wounded in the hand by one of the Malays.

That more or less all your Memorialists have at various times suffered severe losses from the hands of His Highness the Tumongong's people and put to great bodily fear without any cause whatever; in many instances nets and other implements have been taken from your Memorialists and detained by the Malays until a sum of money is paid.

That your Memorialists are residents of Singapore, an English settlement, and humbly crave the protection of the Government from the lawless and piratical proceedings of the subjects of His Highness the Tumongong, residing in the southern part of the peninsula of Johore.

That your Memorialists and their Assistants fully occupy two Campongs in Singapore, giving work, employment, and subsistence to nearly a thousand souls, and their fishing ground has always been a little beyond Pulo Pikong and this side of Pedro Branco; your Memorialists finding the levies exacted from them by the Malays quite unbearable, humbly approach your Honor for protection, which they humbly submit is their right as naturalized British subjects.

Your Memorialists therefore humbly pray that your Honor will be pleased to take such necessary steps to put a stop to the lawless proceedings of His Highness the Tumongong's people, so that your humble Memorialists may for the future be allowed to proceed with their lawful calling peaceably without bodily fear and apprehension. And your Memorialists will ever pray.

From COLONEL ORFKUR CAVENAGH, Governor of Prince of Wales' Island, Singapore and Malacca, to His Highness the Tumongong of Johore,—(No. 269, dated the 15th May 1861.)

AFTER COMPLIMENTS,

WITH reference to our former communication No. 227, dated 4th instant, to our friend, on the matter of injuries sustained by British subjects from residents in our friend's Territory, we now enclose, for our friend's information, copy of a Petition from several Chinese fishermen complaining of the serious molestation to which they have been subjected whilst pursuing their ordinary avocation in the neighbourhood of the Pedro Branco Light House. We trust that our friend, in addition to punishing those offenders by whom the Petitioners were attacked and two of their party wounded, will adopt suitable measures for the prevention of such illegal acts in future.

From HIS HIGHNESS DAING IERAHIM, Suo Maharajah and Tumongong of Johore, to the HON'BLE COLONEL ORFKUR CAVENAGH, Governor of Prince of Wales' Island, Singapore and Malacca,—(dated the 17th May 1861.)

AFTER COMPLIMENTS,

WE had the honor to receive our friend's letter of the 4th current, intimating that it had been brought to our friend's notice that on two occasions Chinese fishermen, residents of Singapore, had been attacked by certain of our subjects in the neighbourhood of Punjurin, that on the first occasion two fishermen were wounded; and on the second, although no personal

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4	5	6	C.O. 273/5	
	2			

( 7 )

injury appeared to have been suffered, the boat and one of the men named Tan Ah Tow were seized and taken away.

We caused immediate enquiry to be made, and have now to inform our friend that, before receipt of our friend's letter, three men had been arrested by our Officer of the District as having taken part in the affray in which the Chinaman was wounded and other four were then still at large. Three more have since been taken, and we hope the other one charged (there having been seven in all) may soon be found. Whenever the matter has been investigated, we shall inform our friend of the result; but it will be difficult, if not impossible, to substantiate the case against them if the Chinese who were attacked do not come forward as witnesses.

With reference to the second complaint, we have also just received our Local Officer's report which is to the effect, that a number of Chinese fishermen in five boats called Pukats were engaged in fishing at the mouth of the "Sungei Ringat," when their supplies of rice running short, they applied to a Malay man residing there, and as he knew the headman of one of the Pukats he gave them six gantangs of rice, on the agreement that it was to be repaid (in kind) within a certain number of days. The Chinese were thus enabled to continue their fishing, and the time agreed on and more elapsed without the rice being returned. When the fishermen were about to leave for Singapore, the Malay man would not allow the one Pukat belonging to him, who had borrowed the rice, to depart until his claim was satisfied, and the Chinaman deputed one of his own people to remain by the boat until he should go to Singapore and redeem her. The man was not detained by the Malay, but was directed to remain by his master. Shortly thereafter the rice was returned or paid for by the owner of the boat, and the boat was released and taken away by him. Such is the statement made by the Malay. Doubtless the complaint of the Chinaman which was laid before our friend was different, but if the Chinaman finds himself aggrieved we will do our utmost to right him in our Court which is open to him.

We request our friend to consider whether it would not be the preferable course when such complaints as these are brought before him to desire the parties to lay them before ourselves or our Officers, instead of making our friend the medium through which they came to us, informing them at the same time that if justice is refused to them, then our friend will intervene on their behalf. This course would greatly aid us in the administration of justice in our Territories, both by leading to the prompt apprehension of offenders and by enabling us, through the examination of those who are the most material witnesses, to arrive at the truth and to decide correctly. It would also in all probability save our friend much of the trouble he takes in such matters.

With regard to the last part of our friend's letter regarding the effect of the 11th Article of the Treaty of 1824, according to our information (which we think is likely to be correct), both the occurrences under notice took place in the 'qualla' or estuary of Sungie Ringat and not at Punjurin. We do not know the distance between Sungie Ringat and the nearest point of Singapore Island, but think it must be more than ten miles, and the question under the Treaty will not therefore arise. But even if it be within ten miles, we hope our friend does not consider that the 11th Article of the Treaty deprives us of the waters within our Territories.

From COLONEL ORFÈRE CAYKAGH, Governor of Prince of Wales' Island, Singapore and Malacca, to His Highness the Tumongong of Johore.—(No. 275, dated the 18th May 1861.)

AFTER COMPLIMENTS,

We have received our friend's letter of the 17th instant, and are glad to find that measures have been adopted by our friend's Officers for

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4	5	6	C.O. 273/5	
	2			

( B )

bringing to justice the persons by whom the Chinese fishermen alluded to in our former communication were attacked and maltreated; if our friend will intimate to us the date on which their trial before his Court is to take place, in the event of the wounded man being sufficiently recovered, we will instruct the Resident Councillor at Singapore to make the requisite arrangements for enabling him, together with his comrades, to attend and substantiate their guilt.

2. We beg to point out to our friend that it is our duty to adopt such measures as we may deem most expedient for securing for British subjects suitable redress in all cases in which we may have reason to consider that they have suffered injustice; in the matter recently brought to notice moreover, in the event of the offence having been committed as represented to us; on the Sea within ten geographical miles of Singapore, it actually occurred within the British Territories, and as, under any circumstances, it constituted an act of piracy, we should have been perfectly justified under the law of nations, in despatching an armed force to seize the offenders, and in the event of their being apprehended, bringing them to trial before a British tribunal.

3. Our friend may rest assured that whilst we shall, on all occasions, strictly enforce the rights of the British Government, as proscribed by the Treaty of 1824, we shall equally cause any rights which he may enjoy under the same compact, to be duly respected.

From His HIGHNESS the TUMONGONG of Johore, &c., to the HON'BLE COLONEL ORFORD CAVENAGH, Governor of the Straits Settlement, &c.—(dated the 4th June 1861.)

## AFTER COMPLIMENTS,

IN compliance with the 1st paragraph of our friend's of the 18th ultimo, we now beg to inform our friend that the charges of stabbing, &c., therein referred to, may be enquired into in our Court at Tanjong Putri at any time within the next three or four days, if the complainants attend with their witnesses.

From His HIGHNESS DAIKO INDAHIM, Sree Maharajah and Tumongong of Johore, to the HON'BLE COLONEL ORFORD CAVENAGH, Governor of Prince of Wales' Island, Singapore and Malacca,—(dated the 12th July 1861.)

## AFTER COMPLIMENTS,

REFERRING to the letters of our friend dated the 4th, 15th, and 18th of May last, and ours of the 17th May and 4th June, we beg now to enclose for our friend's information translations of the minutes of evidence given in the enquiry which took place in our Court at Tanjong Putri before our son, Inche Wan Aboo Baker, into the charges referred to. We beg to thank our friend for sending the men to Tanjong Putri under the charge of an European Constable of Police who was present during the proceedings.

2. No decision has yet been given, as we would prefer to have the benefit of our friend's remarks and advice before determining the case rather than afterwards, when it might be difficult to take advantage of them.

3. Our friend will observe that the state of facts sworn to by the Chinese and that given by the Malays are very different, and in the expectation that our friend will think fit to favor us with the valuable suggestions and advice that may occur to him, we think it right to mention that Inche Wan Aboo Baker has formed a very decided opinion that the Malay version is the true one, and that the Chinese fishermen, instead of being complainants, should have appeared as the defendants. Our own opinion coincides with that of our son; and we think our friend is likely to be of the same mind, for, apart from the air of truthfulness which the statement of the Malays bears as compared with

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4	5	6	C.O. 273/5	
	2			

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the testimony of the Chinese, our friend will not fail to observe that, if these men swore to what was true on the occasion of the trial, they must have had the hardihood to put our friend in motion in this matter by a statement which is grossly false. (See the 5th paragraph of the Memorial presented by these men, a copy of which our friend sent to us with his letter of the 15th of May.)

4. Now that this case is fully before our friend for transmission to His Excellency the Governor General of India in Council, we beg leave again to urge upon our friend's consideration the expediency of our friend refusing to entertain complaints from persons stating that they have been wronged in Johore or by our subjects along its shores until after redress shall have been sought from us or in our Court. If it be refused, or if it shall appear that we have acted unjustly either to British subjects or to persons entitled to British protection, then let our friend call upon us for explanations. We submit, however, to our friend, and to His Excellency the Governor General of India in Council, that the course adopted in the present instance by our friend is not only injurious to us and to our position as the Sovereign of Johore, but is calculated to hinder the administration of justice by complicating it with preliminary appeals to our friend.

5. There are other evil consequences likely to follow from it to which also we would request consideration. That the high and influential position of our friend as the representative of the Queen of Britain is well known and felt by all the Native populations around, and not least in our own Territory of Johore, and when, as in the present case, the one party comes into Court after a preliminary appeal to our friend, and with the countenance and protection of our friend's Government so markedly evinced, witnesses and others may be influenced by it in a manner detrimental to the cause of truth and right. Again, and perhaps the worst effect of all, we submit that, considering the aggressive character of the Chinese, the course adopted by our friend tends strongly to embolden them in breaking through established regulations as to the distances at which Pukats must keep from Kaylongs (fishing stakes) in fishing, &c., in the masterful manner shown in this instance, and as a necessary consequence to render affrays of the kind more frequent and more serious.

6. Of course what we have said does not refer to cases of piracy, under which class of crime our friend, in his letters of the 18th May, seems to have thought this might be placed, but we are somewhat surprised and alarmed to learn that in such cases, according to our friend's reading of the laws of nations, he might send an armed force (into our Territory, we presume our friend to mean) to apprehend the offenders. We trust our friend will not act on this opinion without demanding the offenders from us, and they will not be withheld unless we can show reasons for it satisfactory to our friend and His Excellency the Governor General of India.

7. We hope to hear from our friend at his convenience with his remarks upon the evidence in this case, for our assistance and guidance, and in disposing of it; and should our friend view it as we ourselves do, we would request to know from our friend how he would propose to deal with these Chinese fishermen. When the result of the reference of this case to His Excellency the Governor General of India in Council is known to our friend, we trust our friend will put us in possession of it.

At Skandra Putri, on the 29th day of the month Zoolkaidah, Hejrah 1277.

DEPOSITION OF KWEE KIEHAN.

WHEREAS I, Kweh Kiehan, resident of Singapore in Kampong Glam, by trade a fisherman for thirteen years. I was fishing at Punjurin, but not in the

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4	5	6	C.O. 273/5	
	2			

village of that name. There were seven of us fishing; viz: I, Kwek Kehuat, Chak Chucha, Tan Asing, Kwek Achew, Kwek Lanchoo, Kwek Kilie.

I went to fish on the 18th day of the month Shawal; while engaged in fishing, and as my net was still in the water, about 11 o'clock at night, before the moon arose, there came two men in a Koleh rowing, and three men wading in the water up to their knees. At first I did not know who they were, but when they began to seize the net then I recognized them.

When they were near I heard a voice saying:—"How dare you to fish here without letting me know; if you wish to fish here you must bring something for me." The man that spoke was about six yards from me, but I did not recognize him. I answered, "I thought of buying something, but had forgotten it." I was then ordered away: the net was left there, but my fish was taken; they were No. 3 and No. 4 who took the fish out of my boat. At that time Achew said, "Do not take so much, a little will do." After they had taken the fish, because Koweh Achew had said so, they pierced him; I could not recognize the person who had pierced him, for I was then sitting at the stern of the boat; the man that was pierced was at the front of the boat in the water. When Achew was pierced we all jumped into the water: as soon as they (the Malays) got on shore, I got into the boat again and rowed off. At the time I jumped out of the boat, I was about 200 feet from the beach. After running about half an hour, I then returned to the boat. When I left the boat it was not floating. I found none of my things lost excepting all the fish had been taken away.

In the Court of Johore, at Skandra Putri, on the 29th day of the month of Zoolkaidah, Hejrah 1277.

THE DEPOSITION OF CHAN CHUCHA.

WHERRAS I, Chan Chucha, resident of Singapore in Kampong Glam, ten years a fisherman and have been (here) fishing eight years. On the 17th day of the month of Shawal, at 7 o'clock in the morning, I went out from the river Rochore to fish at Punjurin. About six o'clock in the evening, when I arrived there, I stopped to eat rice. After having eaten I commenced fishing: six times the net had been drawn up, the moon then was becoming brighter; about ten o'clock there came five Malays paddling a kolek near my boat and were taking my fish, when Achew said, "Do not take much, take a little will be enough." At that moment I was about eighty feet far from the boat. Achew was in the water near the boat. I saw those Malays, five of them came and took the fish (out of the boat), all of them were in the kolek; they scooped the fish with my scoop, and threw them into their kolek; but I do not know how much fish they took, I and the rest were in the water at the time; there was not one man in the boat. Achew was afterwards pierced, and I then ran away. I knew Achew had been pierced because I heard him cry out "I have been pierced;" as soon as I heard that I ran off. When he was pierced there were only two men near the boat at the time, viz. Kwek Kahuat, the man hold the rudder, and himself (Achew). I ran about the distance of 100 fathoms. About half an hour after I saw the Malays had reached the shore, I then went back to pull the boat and rowed off. I am acquainted with only one man belonging to No. 5. I knew him about a month ago. During that night whether he came or not I cannot say. I could not recognize one man that night. I lifted Achew up and placed him in the boat and then rowed off home. Opposite the place I fished there was not one fishing stake. The reason why I did not give notice to Nong Besar is because I was afraid, besides I am not acquainted with Nong Besar.

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4	5	6	C.O. 273 / 5	
	2			

( 11 )

In the Court at Skandra Putri, on the 20th day of the month Zoolkaidah, Hejrah 1277.

DEPOSITION OF KOWEK ACHEW.

WHEREAS I, Kowek Achew, reside in the river Kallang; I have lived eighteen years in Singapore, and have been a fisherman about ten years.

I went to fish in the Bay Ampat, on the 17th day of the month Shawal; I left Singapore at 7 o'clock in the morning. I reached the Bay Ampat about 6 o'clock in the evening. There were in all seven of us, viz. Kwek Kiehan, the headman, Chan Chucha, Kwek Kehuat, Kwek Kilic, Lua Mee, and Kwek Kong Choo. After having eaten food I began to fish; at 7 o'clock the moon was darkened (not seen). I had let down the net six times, afterwards came five Malays to take fish, two of them were paddling a kolek, and three came from the beach walking in the water, together making five men. As soon as they were by the side of the boat they took the fish out; three were in the water, and two in the kolek. I said "Do not take too much, a little will do;" because I said so, one of them pierced me; at that time I was in the water; I was pierced with a lance on my belly. The man that pierced me was also in the water by the same side of the boat where I was standing. Their companions were by the side of the boat. I did not recognize the man that pierced me because it was dark; but I suspect the man that pierced me was the man No. 5; I think he is the man. The distance of the man from me was one fathom. I fell on my back on the beach near by the side of the pukat; the water was up to the knee in depth. I was not conscious at the time, but that man I recognized; the other I do not recognize.

At Skandra Putri, on the 29th day of the month Zoolkaidah, Hejrah 1277.

DEPOSITION OF TAN ASING.

WHEREAS I, Tan Asing, have been a resident of Singapore, at the Kallang river for upwards of twenty-seven years, I became a fisherman eight years ago. Previous to that I lived in the jungle, and was a planter. I used to sail about also as far as Klantan. I went to fish at Pujurin Tua Sua Boy. On the 17th day of the month Shawal, on the 19th day of the Chinese month, I came out of Singapore at 7 o'clock in the morning. I stopped awhile to eat rice. There were altogether seven of us in one pukat. The headman was Kowek Hua the helmsman. Six men were rowing, viz. Kwek Kahuat, Chan Chucha, Kwek Achew, Kwek Kilic, and one man besides with whom I am not acquainted, as I have only been one month engaged in fishing with them. After having eaten I let down the net to fish. It was then about 7 o'clock. There were three men in the water, viz. Achew, Kahuat, and Kilic, and three besides with me in the boat. As soon as the net was let down into the water, we all, seven of us, went into the water. After drawing the net about six times, came some Malays who were twenty feet distant from us. In the kolek there were two men and four men wading in the water. As soon as they reached the pukat, they commenced taking the fish; at that time we were all in the water; those who drew the net were about ten fathoms from the pukat, all seven of us were drawing the net. The water was then up to our thigh. The Malays did not say a word. The helmsman said, "If you are going to take (fish) take a little, sufficient to eat." One of them replied, "I must take all the fish; you have come to fish here without letting me know." Then my companion, the helmsman said, "I have come so far from Singapore, do not take too much, a little will do." The man replied, "If you wish to fish here, you must buy something to give to me." I then requested them not to take too much; they took notwithstanding; at that moment four of my companions drew near the pukat. The man was still taking more of the fish, my companion would not allow him, and he

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4	5	6	C.O. 273/5	
	2			



( 12 )

began to pull. At that moment I was holding the rope of the net, and saw myself the man taking the fish; my companion then took the fish out of his hand; my companions who were pulling named Kowek Hua and Achew. I am not acquainted with those Malaya. As I was looking behind, I saw Achew fell down on his back; when I saw Achew we all then took him up and put him into the pukat. The net was still in the water, but none of our companions ran away. When I saw Achew had been pierced, immediately I drew in the net and rowed off. The Malaya had then returned to the shore. Further than this I do not know.

— In Court at Skandra Putri, on the 20th day of the month Zoolkaidah, Hejrah 1277.

## DEPOSITION OF KOWEK HUAT.

WHEREAS I, Kowek Huat, have been a resident in Singapore, at Kampong Kallang, for six or seven years. First, I opened a shop for three years and then became a fisherman four years.

On the 17th day of the month Shawal I went to fish at Bay Ampat. I came out of Singapore at 7 o'clock in the morning and reached at Bay Ampat in the evening at 6 o'clock.

There were seven of us, viz. Kowek Hua the headman, myself, Tan Asing, Kowek Afoy, Poot Hua Ho, and Kowek Achew. As soon as we reached the place I took some food. About 7 o'clock I began to fish, my net had been let down about six times. I was pulling the net with two others, making three; four men were near the pukat, in all there were seven men in the water pulling the net. The pukat boat was also near by. Afterwards I heard a man near the pukat cry out "Don't take so much fish, a few will do," but I do not know who it was that took the fish; the voice I heard was a Malay man's voice. I was pulling the net about 100 feet from the pukat where the noise proceeded. There were four men, but cannot certify each of them. Afterwards I came towards the pukat boat, and saw Achew was lying on his back. The Malaya had disappeared. In great haste I helped in putting Achew into the pukat boat. After drawing in the net I paddled off to Singapore. I did not run away when that man (Achew) was prostrated (on the ground). I called my companions to help in taking him up, for some of them had run a distance of thirty feet. I myself did not run away.

At Skandra Putri, on the 20th day of the month Zoolkaidah, Hejrah 1277.

## DEPOSITION OF CHUA SAH.

WHEREAS I, Chua Sah, have resided in Singapore at Kampong Glam about fourteen years; engaged in the fishing trade all that time. I know nothing of that affray, as I did not go along with them at that time.

At Skandra Putri, on the 20th day of the month Zoolkaidah, Hejrah 1277.

## DEPOSITION OF SI KLAT.

WHEREAS I, Si Klat, residing at the mouth of the river Rayat for fourteen years, employed in fishing with a small fishing stake, I know nothing of this affray, except that Si Diman came and complained to me that the Chinese had abused him five times, and was not retorted by Si Diman. The fishing stakes belonged to Si Diman, those who watched the stakes were Si Diman and Si Ninggal.

After the Chinaman had abused them, and as they went near, a Chinaman struck them with the handle of an oar and hit Si Diman on the right shoulder and wounded him; Si Diman then ran off, but Si Ninggal remained in the kolek. Afterwards he came to me and said, "the fishing stakes have been cut

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4	5	6	C.O. 273 / 5	
	2			

to pieces, the kolek towed away, and Si Ninggal in the water." The next day I reported to Nong, and said "my fishing stakes have been cut to pieces by the Chinese pukat, my kolek carried off, and Si Diman is wounded."

At Skandra Putri, on the 29th day of the month of Zoolkaidah, Hejerah, 1277.

DEPOSITION OF DIMAN.

WHEREAS I, Diman, residing at Rayat, for three years have been fishing with my own fishing stakes. It is true I was in an affray with the Chinese. Before this, I was watching with Si Ninggal at the fishing stakes. Then came a pukat boat with Chinese to fish near the fishing stakes. It is now about forty days ago, I am not acquainted with those Chinese; there were about seven of them. I told them "Don't you be fishing near the fishing stakes, if you want to fish, go a little further." I was at the time in the kolek, he answered, "You are not the King at Sea." I then said, "Friend, don't you be noisy," after that he abused me, "Your mother's pudendum muliebre." I abused him also (in the same words.) He then struck me with an oar and hit me on the right shoulder, I warded off the blow with my paddle; then came Si Ninggal and poked him with the paddle; immediately after that the Chinaman struck me again; as I could not stand it, I ran to the beach; a few moments after Si Ninggal ran also, but my kolek was left behind. Shortly after I went down again, and saw my kolek had been towed again by the Chinese, and my fishing stakes all cut to pieces.

At Skandra Putri, on the 29th day of the month of Zoolkaidah, Hejerah 1277.

DEPOSITION OF SI NINGGAL.

WHEREAS I, Si Ninggal, residing at the mouth of the river Rayat, removed from Punjurin about four months ago; am engaged in fishing with my own fishing stakes which are about fourteen feet in height. About 8 o'clock in the night I was watching my fishing stakes. This is now forty days ago. There came some Chinese to fish with their net near my fishing stakes, about the distance of two fathoms; I prevented them and said, "Get up, you are fishing too near my stakes; you want to get profit, I am also seeking profit, go a little further, would it not be better?" They then abused me, some of the Chinese were in the boat and some in the water. I was in the kolek. I then said "Don't you abuse me, I have a right to prevent you. I do not wish to give trouble; why do you abuse me"—they then abused me again, I abused them also. Six men took up their oars, and one man had a pole in his hand and struck Si Diman, wounding him on the right shoulder. It was dark at the time, therefore I could not know, I was also struck; I could not stand it any longer. Si Diman having ran off, I then poked the man with my paddle; I cannot tell at what part (of the body) he was struck. They beat me again, and I fell into the water; I then got up and ran off. I called some of my companions to help me. As they were coming the Chinese (in the meantime) rowed off and took along with them the kolek. The next morning I went down to see the fishing stakes and found them all cut to pieces. There were in all seven Chinese who fought against me.

At Skandra Putri, on the 29th day of the month of Zoolkaidah, Hejerah 1277.

DEPOSITION OF KASIM.

WHEREAS I, Kasim, living at the mouth of the river Rayat, for about four months fishing with my small fishing stakes. At the commencement

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4	5	6	C.O. 273 / 5	
	2			

( 14 )

of the affray, I was sleeping; I heard afterwards Diman and Si Ninggal calling out, "Help, help", I went down but saw no Chinese there. The next morning Diman and Si Ninggal went to the stakes and saw the whole had been cut to pieces. Thus much I know.

At Skandra Putri, on the 20th day of the month of Zoolkaidah, Hejerah 1277.

## DEPOSITION OF KITAB.

WHEREAS I, Kitab, living at the mouth of river Rayat, employed in fishing for three years with my own fishing stakes which are two fathoms in height. I was not in any way concerned in this affray, being then asleep. I did hear Si Diman and Si Ninggal crying out for help, I went down (to the beach) and saw the Chinese had rowed off, and taken with them the kolek. The next morning I observed the fishing stakes belonging to Si Ninggal had been cut to pieces.

At Skandra Putri, on the 20th day of the month of Zoolkaidah, Hejerah 1277.

## DEPOSITION OF AMBEK.

WHEREAS I, Ambek, living at Rayat, about four months engaged in fishing along with my brother Si Ninggal. Our fishing stakes were small, I was not in any way concerned in this affray, being then asleep, (I heard) Diman and Si Ninggal crying out "Help, help," Kasim waked me suddenly and said, "There is a sound of noise." I awoke and went down to the beach, as I reached the place Si Ninggal said, "The Chinese have carried off our kolek." The next morning I went down with my brother and saw the fishing stakes all cut to pieces. I know nothing further.

From COLONEL ORFEUR CAVENAGH Governor of Prince of Wales' Island, Singapore and Malacca, to His Highness the Tumongong of Johore.—(No. 401, dated Singapore, the 16th July 1861.)

## AFTER COMPLIMENTS,

WE have received our friend's letter of the 12th instant and carefully perused the depositions therewith transmitted.

Although the evidence adduced before our friend is opposed to the statement contained in the Petition of which a copy was forwarded with our letter dated 15th May, a Petition it must be remembered written in a foreign tongue and with the purport of which the Petitioners may not have been well acquainted, except as regards the number of their assailants, it is in strict accordance with the report made to the Police on the 29th April, upon which report our first communication was based and of which we enclose a copy for our friend's information; under these circumstances we are induced to believe that in this instance, although perhaps the Chinese may have given some provocation by the use of abusive language, in the main their story is correct more especially as it is clear, from the certificate annexed, that one of their member was severely wounded apparently by a blow from a Kris or other pointed instrument, whilst the Malay witnesses assert that the only blow struck on their part was that acknowledged to have been given by Si Ninggal with his paddle, which could hardly have inflicted a wound of the nature described by the Residency Assistant Surgeon. We have already pointed out to our friend that, as by the Treaty of the 2nd August 1824, all seas, straits, and islets to the extent of ten geographical miles from the coast of the main island of Singapore, have been ceded to the British Government, the fishing of the Sea for that distance and within low-water mark is perfectly open to all British subjects, and consequently any attack made upon them within these limits can only be considered as an act of piracy, and render the offenders liable to apprehension by a British force, and punishment by a British tribunal, of course should they seek refuge

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4	5	6	C.O. 273/5	
	2			

399

( 15 )

within any portion of our friend's territories under the XI. Article of the above Treaty we should consider it our duty to call upon our friend for the necessary assistance to ensure their capture; a call which we trust would be fully responded to.

KAY AN CHEW was admitted on 20th April at 10 A. M. and was discharged on 14th May. On admission he had a punctured wound penetrating into the abdomen, through which part of the covering of the intestines protruded, the wound was one inch and a half in breadth, and may have been inflicted by Kris or any pointed instrument about that size.

SINGAPORE, }  
The 16th July 1861. }

(Sd.) JAMES COWPAR.

(True Copies.)

(Sd.) M. PROTHEROE, *Lieutenant,*  
*Offg. Secy. to the Govr. of the Straits' Settlement.*

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1862

Fort William

Foreign Department

No. 1 dated 9 January 1961

Copy of a Despatch from Governor Straits Settlements

Of 17<sup>th</sup> July/61

No.118/922

No. 3

Submit with remark of a correspondence in the subject injuries  
XXX by Chinese XXX at Singapore form the subject of the  
Tumongong

From C. U. ARTHURSON, Esq., Under-Secretary to the Government of India, Foreign Department, to the Governor of the Straits Settlements.—(No. 4580, dated the 10th August 1861.)

HON'BLE SIR,

I HAVE the honor to acknowledge the receipt of your letter dated 17th ultimo, No. 118, forwarding copy of a correspondence with the Tumongong of Johore regarding the illegal exactions of his followers and the attacks made by them on Chinese fishermen who are domiciled residents of Singapore.

2. In reply I am directed by the Governor General in Council to inform you that the Tumongong ought not to have been allowed to try a case which occurred within British waters although committed by his own subjects. The result was necessarily unsatisfactory.

3. The Tumongong's subjects have clearly interfered with the rights of the British Government in preventing persons from fishing within ten miles of the British shores. The previous supineness of our Officials, to which you attribute this assumption of authority, does not afford any valid reason for waiving our rights especially in the matter of criminal jurisdiction, and where the injured parties were British Subjects who are not likely to get justice at the hands of the Tumongong. On the contrary, it is all the more necessary to insist upon our just claims now that they are distinctly questioned and invaded, and their invasion made the cover for violence and oppression.

4. It is necessary that the Tumongong should be made to understand that he will not be allowed to demand payment for licenses from any persons who fish within British limits only. It is for you to consider whether this ought not to be made publicly known.

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	2			

Fort William  
Foreign Department

No. 1 dated 9<sup>th</sup> January 1861

Copy of a letter to the Governor Straits Settlements  
of 16<sup>th</sup> August /61

No. 4580

No. 4

1861

For the  
Original

Rs 1 dated 9<sup>th</sup> January 1861.

Copy of a letter to the Govern  
of Straits Settlements.

11<sup>th</sup> August 1861.

N. 4580.

Rs 1



CORD OFFICE

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Reference:—

C.O. 273/5

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From COLONEL ORPHEUR CAVENAGE, Governor of Prince of Wales' Island, Singapore and Malacca,  
to the Secretary to the Government of India, Foreign Department,—(No. 123, dated the 22nd  
July 1861.)

SIR,

I HAVE the honor to enclose for submission to His Excellency the Governor General in Council, copies of the letters noted in the margin, on the subject of illegal exactions made by an Officer under His Highness the Tumungong upon British subjects, and also regarding the authority apparently unwarrantably assumed over Islands in the vicinity of Singapore belonging to the British Government.

Letter No. 189, dated 11th July 1861, (with enclosures) from the Resident Councillor, Singapore.  
Letter No. 232, dated the 13th July 1861, to the Resident Councillor, Singapore.  
Letter No. 297, dated the 13th July 1861, to His Highness the Tumungong.

2. As the statement of the fishermen whose nets, in default of the payment of the toll illegally demanded, were seized by the Punghuloo of Pungharen, is in a great measure substantiated by the report from the Officiating Commissioner of Police, there can, I believe, be little doubt as to its truth; and from the numerous complaints to the same purport that have recently been received there can, I imagine, be equally little doubt, that a system of extortion towards our subjects has been in force for some time past, it is indeed quite possible that this system would never have been brought to light, had it not been for the apprehension and punishment of the Malays at Pulo Tinghee, who murdered the whole of the crew of one boat and attacked and wounded the men of another—the fact of the offenders having been seized and brought to trial notwithstanding the alleged condonement of their crime by one of the Tumungong's Officers has doubtless inspired the Chinese with greater confidence in the Government, and it is therefore extremely likely that they decline any longer submitting to unauthorized exactions; hence the cause of the continual disputes.

3. As regards the illegal assumption of authority over the different Islands in the neighbourhood of Singapore, I find by reference to the records of my Office, that it is not the first occasion on which it has formed the subject of a correspondence with the Tumungong, the matter having been brought to the notice of my predecessor by Mr. Church, in a letter No. 102, dated the 15th September 1850, of which I beg to annex an extract.

4. Had His Highness in the first instance been compelled to reside within his own territories, with the aid of the advice which this Government would always have been ready to afford, he might ere this have effected great improvements, to the benefit both of himself and of his people; as it is, he has fallen into the hands of European agents, whose sole idea is to benefit themselves through his influence, hence there is not a road throughout the country, and the only signs of civilization that I am aware of are a house built for His Highness' accommodation, whenever he may visit Johore, and a Saw-mill recently established, doubtless to enable his advisers to realize a handsome profit from the sale of the timber procurable in the Forests on the main-land; of course they are not to be blamed for this, it is only

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4	5	6	C.O. 273/5	
	2			

( 2 )

natural that such should be the case, and I have merely alluded to the fact to show the necessity for preventing any undue assumption of power on His Highness' part, or any violation of the rights guaranteed to the British Government under the Treaty of the 2nd August 1824. It is quite possible that a simple but explicit expression of the opinion of the Supreme Government on this point would effectually bar any future attempt to usurp authority over British subjects or British possessions.

5. On the receipt of a reply to my communication to the Tumongong, a copy will be duly forwarded for the consideration of His Excellency in Council.

From R. MACPHERSON, Esq., Resident Councillor at Singapore, to M. PROTHMER, Esq., Officiating Secretary to the Governor of the Straits Settlement,—(No. 106, dated the 11th July 1861.)

SIR,

I HAVE the honor to forward for submission to His Honor the Governor depositions taken by me upon the complaints of certain fishermen, residents of Singapore, who have met with violence and ill-treatment from the head man and people of "Pungering" in the territory of Johore.

2. His Honor will remember that this is not the first occasion of a complaint of a similar nature being brought to his notice.

3. In the present instance there were three boats seized and their nets and other property detained, although I have taken and submit the depositions, in two instances only the detention of nets is a serious loss to the fishermen. These originally cost about \$ 100, and if laid aside unwashed for eight or ten days, they become rotten and useless.

4. Being desirous of ascertaining the precise position of the outrages complained of, the Chinese ideas of distance being badly defined and unsatisfactory, as well as to test the truth of their statements so far by ascertaining whether any fishing nets belonging to Singapore boats were in the custody of His Highness the Tumongong's head man at Pungering, I sent Mr. Robertson, the Acting Commissioner of Police in the gun-boat "Tonze," with instructions to take with him the complainants and get them to point out the exact locality where their boats were seized, and this done, to land and put himself in communication with the head man, and to ascertain from him whether the fishing nets were in his custody. This Mr. Robertson did, and his report, together with a sketch of the locality where the Chinese fishing boats were seized by the Malays, I now forward for His Honor's information.

5. It may not be out of place while I am upon this subject, to submit further for His Honor's consideration the fact, that in many, if not all the Islands, British possessions, in the neighbourhood of Singapore, the authority of the Tumongong only is recognised by the inhabitants, and that Chief exercises jurisdiction over them, appointing a head man in each, adjudicating in cases of crime or complaint, and authorising the levying of taxes from such Chinese as may settle upon the Islands. This circumstance I ascertained casually a few days ago when proceeding in the gun-boat "Tonzo," through the Sambilins, from the head man of the Island of Pulo Sarayah whose statement I hereto annex. A statement similar in every respect to the above was made a few days ago in the Land Office to the Surveyor General by a Malay resident on the main-land opposite to Pulo Damar, and it appears to me to be of sufficient interest to induce me to submit it with the other.

6. No proper survey has yet been made of these Islands, and indeed it is doubtful whether the Malays who reside upon them have ever been made aware that the jurisdiction of the Tumongong has long ceased, and they consequently still regard him as their Chief. Nor is it likely that he would be at any pains

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4	5	6	C.O. 273 / 5	
	2			

to remove this impression; indeed; I consider that the several misunderstandings that have occurred lately in matters relating to this Chief have arisen from the terms of the Treaty being either imperfectly understood, or acted up to so laxly for a length of time, as to almost admit of habit and custom taking the place of covenanted rights; complaints like these now submitted could not exist were the Tumongong to make known to his people in Johore that no interference would be permitted with Singapore fishermen engaged in their vocation below low-water mark, seeing that by Treaty all Islands, seas, creeks and inlets within ten miles of Singapore were made over to the British Government; of this fact the Malays are naturally ignorant, and therefore resent as a trespass the visits of our fishermen to their coast.

7. As regards the Islands, I purpose with His Honor's permission, devoting a few days to visit each one, and distributing notices among the people to the effect that, the jurisdiction of the Tumongong no longer exists, and that in all matters relating to the administration of Justice, protection and revenue, they are to look only to the British Government, and as soon as the Surveyor General has been enabled to complete a survey of the Islands, titles will be issued to the residents, and in place of being a source of strength to our neighbour, and it is to be feared not unfrequently the haunts of piratical boats, they will become useful and remunerative appendages to the State.

CHAN YEONG HENG states,—I live at Kampong Malacca, and have been in Singapore for eight years, earning my livelihood as a fisherman. On the 27th June last I went in my Sampau pukat, with six men to Penarang; I met "Nong Besar," who hailed my boat and seized myself and crew; we slept at Penarang for one night; our boat was pulled up on shore and Nong Besar wanted ten dollars because we had come to fish there. I was obliged to leave my nets with Nong Besar as security for the payment of the imposition. I was twice seized before, fourteen and seven months ago, and on each occasion I had to pay four dollars. I was not close to any fishing stakes, being about a mile off the land every time. I had a pass from the Tumongong for one year, for which I paid \$1, about ten or eleven months ago. This pass was taken from me by Nong Besar. Nong Besar had eleven men in his boat all armed with spears and fire arms.

Taken before me Singapore; }  
The 1st July 1861. }

Mark x of  
CHAN YEONG HENG.

(Sd.) R. MACPHERSON,  
Resident Councillor.

YAI AH HAI states,—I am a fisherman and live at Kampong Malacca, I was one of Chan Yeong Heng's crew when we were seized by Nong Besar off the point about a mile from Johore hill and two miles from Penarang. The island of Ballang Berdama lies midway between the point where we were taken and Penarang. Nong Besar said, "You Sampan pukat men wish to prosecute and go to law with me, (alluding to the late case of murder of a fisherman in that neighbourhood,) I will serve you out. I will take up every Chinaman I find here." We were taken to Penarang at 11 a. m. on the 27th June and our boat hauled up on shore; we slept there one night and left at 7 the following morning, leaving our fishing nets in pledge for the payment of \$10, the fine demanded by Nong Besar. We were when taken within hailing distance from the shore and had not put down our nets. Two boats belonging to relations of mine have since been seized in the same locality by Nong Besar. Nong Besar and men were armed with spears and muskets.

Taken this }  
2nd July 1861. }

Mark x of  
TAI AH HAI.

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4	5	6	C.O. 273/5	
	2			

( 4 )  
**PAW ONG** states.—I am a fisherman and was with Chan Yeong Hong off the point close to Johore hill, when we were seized by Nong Besar; we had not put down our nets and were from the shore as far as the riverside from the Court-house; our boat was taken to Penarang and ten dollars demanded for our release by Nong Besar, who used threatening language about the complaint made to the authorities by the friends of the murdered fisherman. He said he would take up every Chinaman he found within his reach; we were detained from 11 A. M. 27th June to seven the following morning, and were compelled to leave our fishing nets as security for our return and payment of the fine. Two similar complaints have since been laid at the Police. Nong Besar and men had arms, muskets and spears.

Taken this }  
 2nd July 1861. }

Mark X of  
 PAW ONG.

**SIM AH YEE** corroborates the foregoing statements.

Taken this }  
 2nd July 1861. }  
 Before me }

Mark X of  
 SIM AH YEE.

HAVING read the above depositions, I certify that the complainants in question generally laid the same complaint before me at the Police Office on their return from Penarang.

(Sd.) K. B. S. ROBERTSON,  
*Actg. Comr., Police.*

**CHOA AH POH** states.—I am a fisherman and live at Kampong Glam, I have resided in Singapore ten years; I have fished along the Coast of Johore hitherto and have never been molested until the 28th of last month, when I was seized by Nong Besar of Penarang about 1½ miles from the shore; I never had a pass from the Tumongong at any time; Nong Besar said he would seize all Singapore fishing Sampans; I had six men besides myself on board of my boat and it was loaded with fish and about returning to Singapore; when we were taken it was ten o'clock at night. A friend of mine at Penarang named Ching Lee stood security for the payment of the fine demanded by Nong Besar, which was ten dollars at first, but through my friend's intercession was reduced to four. If Ching Lee did not guarantee this payment for me, my nets would have been detained; my nets are quite new and worth 120 dollars, and if left at Penarang would have been destroyed from not being washed and exposed to dry. All my fish Nong Besar took and sold and divided it among ten people. He had eleven men in his boat armed with krises and spears.

Taken at Singapore, }  
 The 3rd July 1861. }

Mark X of  
 CHOA AH POH.

(Sd.) R. MACPHERSON,  
*Resident Councillor.*

**KOEN AN NUR** states.—I live at Rochore in Kampong Glam, am a fisherman, one of Choa Poh's boats' crew; joined his boat two weeks ago; have been a fisherman for sixteen months in Singapore; was in Ah Poh's boat when Nong Besar seized us at Penarang 10 P. M.; our boat was filled with fish which Nong Besar took from us; we were permitted to return the following day at 4 P. M., after giving security for the payment of four dollars. Our nets were taken by Nong Besar to his house but were delivered back to us after it was settled, we were to pay \$4. Ten dollars was at first

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4	5	6	C.O. 273/5	
	2			

1862  
 Particulars  
 Foreign  
 No. 1 dated 9 Jan 1862

Copy of a Report  
 from the Governor  
 of the Straits Settlements

17 Feb 1862

N. 118/922

No. 3

Submitted with reference to the  
 importance in the subject of  
 business conducted by Chinese in  
 the Straits from the authorities  
 of the Straits Settlements



( 5 )

demanded, Ching Lee got it reduced. Nong Besar's boat contained twelve men in all, armed with knives, we were taken on the other side of Penarang, more than one mile distant, and were about 1/4 mile from the shore.

Taken before me  
This 4th July 1861.

Mark X of  
KOEI AU NUP.

(Sd.) R. MACPHERSON,  
Resident Councillor.

From K. B. S. ROBERTSON, Esq., Acting Commissioner of Police, to the Hon'ble the Resident Councillor, Singapore.—(No. 50, dated the 7th July 1861.)

SIR,

I HAVE the honor to report that, in accordance with instructions from His Honor the Governor, I left this on Saturday morning in the Steam gun-boat "Tonzo" for Pengerang in Johore, where I arrived at about ten o'clock. I left the gun-boat at the point under the Johore hill, it not being considered practicable to take her close up to the village, distant about a mile, owing to numerous rocks in that vicinity.

Upon my arriving at the village, which consists of about twenty or thirty houses, I landed in front of the house of the Chief of the village named "Nong Besar," (alluded to by the Chinese fishermen in their complaint to Government) the house has a strong fence round it, and a lock-up or prison is attached to it; a number of armed Malays hung sulkily about the beach; I addressed myself to several of them, enquiring for Nong Besar, some said they did not know where he was, others laughed at me and would not answer at all, and as one of their number appeared more respectable than the others, I particularly addressed myself to him saying, That it was very extraordinary that none of them would assist me to find Nong Besar; his demeanour, however, was the same as the others, and my Havildar seeing this said to him, You should not speak so to a gentleman sent here by the Governor of Singapore, to which he replied in an under tone, walking away "Ketah appa pidooloe Kalu dia mouw chakkup Krass Ketah juga mouw chakkup Krass." Just at this moment Nong Besar arrived, so I went up to him, offered him my hand and said I was sent by His Honor the Governor to make enquiry into the late complaints of some Chinese fishermen who reported the loss of their nets and other injuries at Pengerang, and I requested an interview with him; he replied, if I wanted to speak with him to come into his house, he entered and I followed, and he asked me to sit down upon a mat in the front verandah (the inner or centre room of the house I am informed is furnished.) The Chinaman Choa Ah Pah who laid the information upon the 3rd instant was called in, he having accompanied me, and I then read from his deposition which I held in my hand the substance of his complaint to the Government here, and asked Nong Besar what he had to say, he replied, that it was perfectly true he had seized the nets in question; that he had been ordered to do so by the Tumongong, and if the Chinese cast their nets near the Kallangs of the Malays, he would continue to do so. I pointed out to him the improbability of the Chinese fishermen daring to cast their nets in the immediate vicinity of the Malay Kallangs but he persisted that they did; but this I think hardly credible, and indeed from what I saw at Pengerang there are but few Kallangs in existence, and those which do exist are placed in a different locality to where the complainants point as the place where his nets were seized. This spot is situated about a mile off the point under the Johore hill, where the depth of water is from half a fathom to a fathom deep, the breadth of the Straits between Pulo Takong and Johore hill, in a line with this spot is two miles and a quarter, and the water in shore from this (upon the Johore side) is four, five, and eight fathoms, too deep for

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4	5	6	C.O. 273/5	
	2			

this description of fishing, so that there is little doubt that the spot pointed out to me as the place where the nets were seized is fully a mile off the Johore shore.

The distance from Changhei tannah to Johore hill is (in a straight line) six miles; and from Changhei to Pengerung seven miles, while the distance from Pengerung to the point under the Johore hill is a mile and a half.

Those distances and soundings have been carefully taken from the Chart and may be considered correct. Nong Besar further stated that the nets of Choa Ah Poh were still in his possession, so I asked him to deliver them over to me for the purpose of the Chinaman washing and taking care of them; adding that, if the Tumongong after communicating with the Government here considered the nets forfeited, they would be returned. Nong Besar replied, that if I like to take the nets, I could go and take them, that they were at the point. This I declined, saying that, unless he handed them over to me in a proper manner, (asking him to accompany me in my boat to the spot) I could not take them. He replied, that he was very busy at present and could not find time to accompany me to where the nets were; but if I wanted them he would send a boy with me to show me where they were hid. This I declined, and seeing that no possible good could be effected by further conversation with Nong Besar, and that his manner and language were both evidently intended to insult me, I thought it best to withdraw, and coming out of his house I observed that a Chinese boat filled with nets had just arrived in the custody of some Malays, and I was informed by a Chinaman there that this boat was another capture made by Nong Besar about which he had been absent when I arrived, the owner of those nets I found from enquiry to be a Chinaman named Ong Low, a resident in Bukit Passoe in Singapore; he however, had escaped and was said to have run back to Singapore, where I have ordered search to be made for him. I drew the attention of Nong Besar to this boat and nets, but he laughed and said that they were not seized for fishing on the Tumongong's ground but for the house-rent of a Chinaman in the village. I must draw attention to the fact that house-rent in a locality such as Pengerung seldom if ever exceeds \$ 12 or \$ 15 a year, while property of this description is of \$ 100 to \$ 120 in value, and by seizing it, the owner is at once deprived of the means of gaining a livelihood.

I held conversation with two Chinese, whom I found there loitering about, and they informed me that for some months past all the Chinese coming about Pengerung have been badly treated and without any pretence deprived of their property by the Malays living there under Nong Besar, who they designate as "Orang Baniak Jahat." In the lock-up there were three Chinese prisoners, whom I was told had been for a long period in confinement for fighting.

While on the point of leaving, I again advised Nong Besar to accompany me and to hand over the nets of Choa Ah Poh for the purpose of their being looked after, adding in plain and unmistakable language, that I had been sent by the highest authority in Singapore to try and settle the late disputes, but the only answer that I received was that, if I choose to go and take the nets in question I could do so, but that he Nong Besar had not the inclination to go even a short distance to give them over to me.

During the short time that I was with Nong Besar, a considerable number of Malays collected with arms, for what purpose I do not pretend to say, but it is a well known fact that although the Malays of Johore and other Native States always carry arms, spears are never carried unless for the purpose of fighting, therefore I am under the impression, as are also all those who accompanied me, that very little indeed would have provoked or caused bloodshed, and unless I had treated Nong Besar in a different and indeed even in a marked manner to what he treated me, such would have taken place.

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4	5	6	C.O. 273 / 5	
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None of those who accompanied me were armed at all, and with the exception of my own sword, no weapon of any description was exhibited, so that no pretext on my part was given for the Malays arming themselves as they did.

Immediately on my return at 7 P. M. it was reported to me that a Chinaman named Tang Ah Onah, a boatman employed at Boat Quay with three others, left this during last week for Pengerung, where they arrived in the afternoon; they no sooner arrived near Pengerung than they were attacked by a boat with several armed Malays and robbed of four dollars in silver and a quantity of clothing; the boatman Tang Ah Onah offered resistance and was stabbed by one of the Malays, and now lies in the Police Hospital, the oars of the boat were taken away to prevent their return to Singapore, and it was not until the following day that they managed to effect their escape by procuring others. The wounded man says he thinks he could recognise some of the Malays who attacked him, and states that they are Pengerung men. The above fully corroborates the impression on my mind that the Malays of Pengerung are pirates, and that they have been lately pirating all the Chinese either passing or going to that place, and probably the cause of their treatment to me was, that they feared I intended to arrest some of their number for recent acts of piracy.

Singapore to Wit. } THE information of Lensang a Malay, made and exhibited before me, R Macpherson, Esquire, Resident Councillor for the Settlement of Singapore, who saith:—I am the Orang Tuah of Pulo Sarayah, where I have lived for upwards of ten years, previous to that I lived in Singapore, and was in the employ of Messrs. Boustead and Co. Pulo Sarayah belongs to the Tumongong, at least all of us Malays on the Island believe, so the Tumongong's second son generally visit the Island once every two months or so, to see that all is going on properly; he looks to me as head man for the order of that portion of the Island where I reside, and I am the same as a Pungoolo; although I hold no chop, I have frequently received instructions, that if any quarrels or disturbances come about on the Island to seize those parties creating the same and to carry them before the Tumongong; the Tumongong personally has given me instructions to this effect a long time ago, but latterly his son principally has spoken to me, he always tells me on his visits to the Island what I am to do; should a murder take place or any serious offence, I would of course seize the offender and carry him to Tulluh Blangah for trial. Our Island is very quiet and the inhabitants well behaved, so that I have never as yet had to arrest any one, but the above is merely what I would do should an occasion occur. There is only one Chinese squatter in my district, and from him I collect \$ 1 per month, this tax is for being allowed to live there. I keep this for myself, but I collect it with the sanction of the Tumongong; I collect no tax from the Malays, only the Chinese on all the other Islands the same custom is done. I am not aware that the British Government at Singapore has any authority over this Island, Pulo Sarayah; I have always thought that we were the Tumongong's subjects; when he requires men he orders us to follow; the last time he called me was to go with ten men to Tanjong Putrie on the occasion of his son's marriage, I was obliged then to assist by watching with my men and was away from my home for nearly a month and got no remuneration further than my food. I am prepared to go again if called, what can I refuse? When he is the Tumongong who calls me."

Stated and taken  
This 5th day of July 1861,  
Before me,  
(Sd.)

THE MARK X OF LENSANG.

R. MACPHERSON,  
Resident Councillor.

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( 8 )

## MEMORANDUM BY THE SURVEYOR GENERAL.

An intelligent old man accompanied by four or five Malays, residing in this Island, opposite to Pulo Damar, came to my office a few days ago to complain that a piece of land which had been granted by Government to a person called Wah Takay, had been sold by him to another person; this piece of land the complainant declares was the property of one Cho Ismail, who was transported to Bombay and there died, leaving his children unprovided for at Pulo Damar. On enquiring why this claim had not been made known before, he said that himself and his friends had been several times to the Tumongong, who assured them that he would not over-look the children's claim. I then explained to him that the Tumongong had no jurisdiction in the Island or in the Islands adjacent, a fact of which he appeared to be avaro; but he said, that nevertheless he considers the Tumongong as the Chief Malay authority, and that himself and all the Malays in the Island are in the habit of obeying his calls as well as those of his son or of any of those placed in authorities under them. We are often engaged by the Tumongong, Inche Aboo Baker, or Inche Long to man their boats, and are kept away from our home for days together, without any remuneration further than their food.

From LIEUTENANT M. PROTHOR, Officiating Secretary to the Governor of the Straits' Settlement, to the Resident Councillor, Singapore.—(No. 332, dated the 13th July 1861.)

SIR,

I HAVE the honor to acknowledge the receipt of your letter No. 166 of the 11th instant, (with enclosures) the information contained in which has formed the subject of a communication from His Honor the Governor to His Highness the Tumongong.

2. His Honor fully approves of the measure proposed in the 7th paragraph, and requests that at the time of distributing the notices amongst the inhabitants of the neighbouring Island, you will take the opportunity of causing the so styled Punghooloos of the penalty to which they may render themselves liable by exacting unauthorized tolls or taxes, and thus obtaining money under false pretences.

From COLONEL ORSKER CATYSAON, Governor of Prince of Wales' Islands, Singapore and Malacca, to His Highness the Tumongong of Johore.—(No. 397, dated Singapore, the 13th July 1861.)

AFTER COMPLIMENTS,

We have the honor to enclose for our friend's perusal, copies of certain depositions submitted to us by the Resident Councillor Singapore, in which charges are preferred against one of our friend's Officers of having illegally seized the property of British subjects. The Officiating Commissioner of Police having been directed to proceed in the Steamer to the neighbourhood of Pengerung, with the view of ascertaining whether the property alluded to had actually been taken possession of, and also the exact spot where the seizure was alleged to have been made,—from his report it appears that, our friend's Officers did not deny having taken the nets (the articles seized) and even informed Mr. Robertson that if he chose to remove them from the place where they had been deposited he was at liberty to do so, a permission of which that gentleman very properly declined to avail himself; it is also evident that the seizure was made below low water mark and within ten miles of Chungkie and consequently within British waters, over which our friend's Officers can exercise no jurisdiction, and therefore would not be justified in levying any tax upon British fishermen; under these circumstances we are compelled to request that our friend will not only cause the matter to be fully investigated, and redress made to the complainants for any injury they may have suffered; but will also adopt suitable measures

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for preventing any illegal exactions being attempted to be imposed upon British subjects in future, beyond the distance of ten miles from the Island of Singapore; in accordance with the rules of international law, our friend's authority extends along the coast of Johore to within three miles of low water mark, and he would of course be fully warranted in making such laws for the preservation of the fisheries as he might deem advisable, and any notification which he might wish to issue on the subject, we should be happy to make known to the residents of Singapore, so as to cause our friend's orders to be duly respected.

We take this opportunity of representing to our friend that, it has been brought to our notice by the Resident Councillor, that on many of the adjacent Islands there are persons styling themselves Panghooloos, who report that they are acting under own friend's authority, and who levy a tax upon the inhabitants; we are certain that our friend could never wittingly have sanctioned such undue exercise of power over British territories and British subjects, and have consequently deemed it sufficient to direct due intimation to be given to the inhabitants of all Islands within the prescribed limits, that they are within British jurisdiction, and that any person who may exact any tax or toll, without the cognizance of the British authorities, and in accordance with the law, will be apprehended and brought to trial for obtaining money under false pretences.

If our friend will inform us of the date on which he may wish the Chinese fishermen to be present at his Court, we will instruct the Resident Councillor to direct their attendance.

(True Copies,  
(Sd.) M. PROTHEROE, Lieutenant,  
Offg. Secy. to the Governor.

Extract from a letter from the Resident Councillor, Singapore, dated the 16th September 1866.—  
(No. 192, paragraphs 8, 9 and 10.)

8. "The Tumongong has recently applied for 500 acres of public land, situated at Passior Panjang, some squatters are located thereon; besides this, it may be a question, whether it is politic or desirable to increase the influence which His Highness unquestionably already possesses in the neighbourhood of New Harbour.

9. The Tumongong or rather his agents have more than once insinuated to me, that His Highness has a claim to Ayer Brannie and other places in, and near New Harbour, these pretensions I have invariably repudiated, as may be seen on reference to the records; the treaty and the lands specially granted for the use and occupation of the Sultan and Tumongong and their followers, may I conceive be considered a conclusive refutation to the claim advanced.

10. The Tumongong appears to have transferred to his son, Aboo Bakar, the management of affairs both at Singapore and Johore, some of the followers, (Malays) who reside at New Harbour are prone, I fear, to demand money from persons desirous to locate themselves on the Islands adjacent; indeed, the Tumongong is not altogether blameless in this respect, for it recently came to my knowledge that a sum of 500 dollars have been paid by Mr. Tivendale, who had my permission to put up for a limited period sheds at Ayer Brannie. The money was received by Mr. Simons; I requested that the 500 dollars might be refunded; the correspondence is filed in the Resident's Office. My successor will do well to make himself familiar with what transpires at New Harbour and its neighbourhood."

(True Extract,  
(Sd.) M. PROTHEROE, Lieutenant,  
Offg. Secy. to the Governor.

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No. 1 dated 9<sup>th</sup> January 1861

Copy of a letter and its Enclosure: From Governor of the Straits  
Settlements

22<sup>nd</sup> July 1861

No. /25/

No. 5

Forwards with remarks copies of XXX on the subject of illegal  
exaction made by an officer under His Highness the Tumongong  
upon British subjects and also regarding the authority officially  
and warrantably assume over Island in the vicinity of Singapore  
belonging to the British Government.

1862.

Fort William  
Foreign Dep  
Political

No. 1 dated 9<sup>th</sup> January 1862

Contains a letter and its inclosure from  
Governor of the District of Mysore

22<sup>nd</sup> July 1861.

No. 125

No. 5

Forward with remarks relative to  
on the subject of illegal exactions  
made by an officer under His Highness  
the Commissioner upon British subjects  
and also regarding the authority  
of the Government in the vicinity of  
Singapore belonging to the  
British Government.



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From C. U. ALDRICHSON, Esq., Under-Secretary to the Government of India, Foreign Department, to the Governor of the Straits Settlements,—(No. 4578, dated the 16th August. 1861.)

HON'BLE SIR,

In reply to your letter No. 125, dated 22nd July, regarding illegal exactions made by an Officer of the Tumongong of Johore, and regarding the unwarrantable assumption of authority by the Tumongong over Islands belonging to the British Government, I am directed to inform you that, before passing orders on the subject, His Excellency in Council will await the reply of His Highness to the letter which you addressed to him on the 13th July.

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1862.

L. William  
Foreign Dept

No. 1 dated 4<sup>th</sup> January 1862  
Copy of a letter to the Governor  
of Straits Settlements

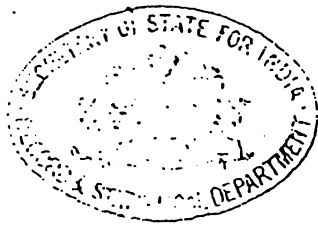
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Dec 4, 1862

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In reply to No. 125 of 22<sup>nd</sup> June last  
informing that before having done  
in the subject of the illegal export  
made by an officer of the Comptroller  
of Straits and the invariable duty  
assessing the Comptroller  
should be conveyed to the British  
with a view to the case being  
of 1862 last.

OUTL. MPTON



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From COLONEL ORFEUR CATENACH, Governor of Prince of Wales' Island, Singapore and Malacca, to the Secretary to the Government of India, Foreign Department,—(No. 127, dated the 23rd July 1861.)

SIR,

I HAVE the honor to forward herewith for the consideration of His Excellency the Governor General in Council, copies of the letters noted

- Letter No. 116, dated 12th July 1861, (with annexure) from the Resident Councillor, Malacca.
- Letter No. 236, dated 16th July 1861, to the Resident Councillor, Singapore.
- Letter No. 176, dated 17th July 1861, (with annexure) from the Resident Councillor, Singapore.
- Letter No. 413, dated 19th July 1861, to His Highness the Tumongong.
- Letter No. 124, dated 17th July 1861, (with annexure) from the Resident Councillor, Malacca.

in the margin, relative to a daring piracy committed upon a Singapore boat, by some of the inhabitants of Padang, a village in the territories of His Highness the Tumongong.

2. It would appear from the depositions of the wounded men that whilst quietly lying at anchor off the above village, they were suddenly attacked in mid-day by a party of Malays, three of their number at once murdered, and the remainder, after receiving severe injuries, compelled to jump into the sea to save their lives, their boat being taken possession of, and all their property plundered. It is evident that this gross outrage could not have been committed without the cognizance of the authorities residing in the village, who must be well aware of the names of all the parties concerned. I have already addressed the Tumongong on the subject, and trust that His Highness will not fail to adopt suitable measures for securing restitution of the stolen property, and the due punishment of the offenders; should however, either the means or the will be wanting to accede to my request, a contingency I certainly do not anticipate, I should of course consider it my duty to take due steps for seizing the criminals and bringing them to trial as pirates in our own Courts.

3. Were so flagrant a crime to be allowed to remain unpunished, the whole of our coasting-trade, between this and Malacca, would soon become destroyed; as however already stated, I can hardly believe that there will be any hesitation on the part of the Tumongong, and I consequently have every reason to hope that by the next mail I shall have the satisfaction of reporting that the redress I have claimed has been duly afforded.

From CAPTAIN J. BURN, Resident Councillor, Malacca, to the Officiating Secretary to the Hon'ble the Governor of the Straits Settlement, Singapore,—(No. 110, dated the 12th July 1861.)

SIR,

I HAVE the honor to forward for submission to His Honor the Governor, the statement of Tan Piow, taken at my request, on oath, before the Magistrate.

2. At first I purposed sending the gun-boat to Padang, with a letter to the Chief, demanding the restitution of the survivors of the Tongkang and of their property, and satisfaction for the outrage; but as the Resident Head of the place is a person of no rank, one "Nakluoda Oosoof" and the Tumongong of Johore the actual Ruler over that State, I have for several reasons, deemed it advisable to submit the matter direct for His Honor's consideration.

1st.—The Tumongong of Johore resides at Singapore.

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2nd.—It is doubtful how far my application, morely backed by the insignificant appearance of the Malacca gun-boat, would meet with success.

3rd.—This is the first outrage of the kind that has occurred at Padang for some time; but some years ago it was a not uncommon practice for Padang boats to attack and plunder small vessels passing their shore, and this practice may be again resorted to, unless forthwith checked with a high-hand; I am, therefore, in hopes that, if the Tumongong will not himself exact ample reparation, His Honor will be inclined to despatch the "Oharybbis" to Padang, to demand the restitution of the survivors of the Tongkang, of the property taken from it, and the punishment of the murderers. Such a proceeding will not only have great effect on the spot, but along the whole of this Coast the result will prove beneficial to the safety of maritime traders.

4th.—As the "Hooghly" is hourly expected here from Penang, there will not be much loss of time in my referring the matter for His Honor's consideration.

3. The complainant has agreed to proceed to Singapore in the Steamer "Hooghly," and I will request Captain Wright to make him over to you, as His Honor will probably wish him to accompany any expedition sent to Padang.

4. Padang is the name of the State and also of the village near which the outrage was committed; the houses are built along the sea-beach to the east of the Moar river. The anchorage is a long way from the shore, which is a mud flat, over wick boats can easily pass at high-water.

5. The statement regarding the treatment of the complainant at our Hospital has not escaped my notice, and I purpose calling upon the Residency Surgeon for an explanation of the same.

FRIDAY, 12TH JULY 1861.

INFORMATION OF TAN PIOW SWORN, states:—I am a gardener at Singapore, and occasionally I have sailed to Padang and bought muscles to sell at Singapore; we have a Congsee consisting of five others besides myself, Lee Tan Sio, Sin Piow, Tan Ap, Tan Wa, Lim Swat; we all sailed in our Tongkang for Padang to buy muscles on 21st June 1861, and arrived at Padang on 22nd ultimo, about 11 a. m.; we had salt and rice of each 1½ coyans and \$ 50, and copper \$ 12; 2 lelas and Chinese daggers two, 12 catties shot and 30 catties powder. We had a Port Clearance; "Tan Ho" lives at Padang; I went ashore and saw him; we sold nothing for three days. On 25th June 6 a. m., three Malay boats came from the river—(we anchored ¼ mile out at sea) with about ten men in all and armed with spears, daggers, krisses, &c.; they said they came to wait for low-water in order to catch muscles, and settle about bartering the goods we had; the Malays all came at once, jumped into our Tongkang, and I only know one named "Hoossain," he had a knife in his hand; I did not see him kill or stab any one; I formerly bought muscles from him at Padang; the other Malays I could recognize, but I don't know them; Tan Ap, Tan Wa and Lim Swat were the first to be stabbed and cut by the Malays; those three fell as dead, the other two and I ran; whilst in the boat I got a cut with a sword on left shoulder and jumped out of the boat; when in the water I got a stab wound on left hip with a spear. Lee Tan Sio got a wound on the nose, head and left arm; Sin Piow got a stab with a spear on the back when in the water; we then swam ashore and I went to Tan Hok's house, the other two to Lim Koy's shop; I lived in Tan Hok's shop for twelve days; the Malays wanted me to go with them to Singapore, I would not. The Pangooloo told "Tan Hok" not to let me go anywhere. On 9th instant Tan Hok and I left Padang for Malacca in a small boat, we arrived here on 10th instant; on the 11th

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	2			



I went to Police Office; I left Sin Piow and Leo Tan Sio at Padang, they were too sick to come here; there are a great many Macao-Chinese there; of my caste, (Hokian) three or four people only during my stay at Tan Hok's; I never came out of the house for the twelve days, so I never saw any of the Malays who wounded and murdered us; again, three days after the attack, Leo Tan Sio told me the Tongkang was still there; I did not see it when I left them with Tan Hok at 8. A. M.

I met Leo Tan Sio and Sim Piow during the twelve days they came to Tan Hok's house; Tan Hok was told by the elders of the place not to bring any of us to Malacca; but I was stealthily brought by Tan Hok; Hoossain lives at Padang where he has a family; the value of our property lost is \$400 or \$500, I could not be certain; our boat belongs to "See Aw" who lives in Singapore, we hired it for \$12 a month; I was afraid of being killed by the authorities at Padang so I kept quiet; I have been to the Hospital here, (yesterday about 2 P. M.); I got some medicine from a Chinaman in the Hospital and came away again; I was taken before some one who did not examine my wound on the leg; I don't know if he was a Doctor or not; last year in Singapore an "Ana Rajah," whose name I don't know, asked me for \$10, because I would not give it, he threatened to kill me; perhaps that "Ana Rajah" had ordered people to kill us as he sometimes goes to Padang; four boxes and our wearing apparel and bedding were left behind; I heard the corpses of our companions had been seen at sea; I saw our three friends dead before we left the Tongkang; we had only two knives. I pray assistance may be granted to relieve Leo Tan Sio and Sin Piow.

Before me,  
(Sd.) F. L. PLAYFAIR,  
Magistrate of Police.

(Sd.) TAN PIOW.

JOHN E. DESOUZA sworn, states:—I am Apothecary in charge of Pauper Hospital Malacca; yesterday between 2 and 3 P. M. a peon and a patient brought deponent to my house from the Hospital; I examined the wound on deponent's left shoulder, (about 4 or 5 days old) the wound was dressed by Assam putting some sticking plaster on it; I took it off, examined it, and replaced it again, finding it was quite enough; the man did not wish to remain in Hospital, and I considering there is no danger to arise from the wound, I did not insist on his remaining, so he went away; there is another wound on the left hip, which I did not examine, it was already dressed. Assam is in the habit of dressing small wounds, but he always brings the parties to me after.

Before me,  
(Sd.) F. L. PLAYFAIR,  
Magistrate of Police.

(Sd.) J. E. DESOUZA,  
Assistant Apothecary.

(True Copies,  
(Sd.) F. L. PLAYFAIR,  
Magistrate of Police.

From LIEUTENANT M. PROTHROPE, Officiating Secretary to the Governor of the Straits Settlement, to the Resident Councillor at Singapore.—(No. 885, dated the 16th July 1861.)

SIR,

I HAVE the honor by desire of His Honor the Governor, to forward for your perusal, a letter No. 116 of the 12th instant, from the Resident Councillor at Malacca, and to request that you will institute immediate enquiries as to the truth of the statement contained in the deposition therewith transmitted.

2. I shall feel obliged by your returning the enclosures at your earliest convenience.

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From B. MACPHERSON, Esq., Resident Councillor, at Singapore, to M. PROTHMAN, Esq., Office-  
sitting Secretary to the Governor of the Straits Settlement, (No. 175, dated the 17th July 1861.)

SIR,

I HAVE the honor to acknowledge the receipt of your communication No. 835, of date 15th instant, with two enclosures, which I herewith return.

2. The complainant "Tan Piow persists" in the statement he made before the Magistrate at Malacca, in no one particular deviating from it, and I beg to forward for submission to His Honor the Governor, the following documents which indirectly corroborate his tale.

1st.—"Extract from records of Export and Import Office" agrees as to date of departure from Singapore, destination and nature of cargo with statement of complainant.

2nd.—Statement of "Seah Han," owner of Tongkang hired by complainant, together with register of boat likewise corroborative.

3rd.—Note from Tan Kim Sing Esquire, relating to his knowledge of the complainant.

3.—Although the above are but slender collateral evidence, still I have not myself the slightest doubt of the verity of the complainant, and I believe that a foul act of piracy with murder has been committed at Padang, the most satisfactory evidence of which will be found upon the spot in the remaining survivor, the Tongkong, and the property that has been violently taken possession of.

*Extract from the Export Book.*

No.	Date.	Colors.	Vessel's Name.	Nacodah's Name.	Ton.	Cybs.	Where bound, Country.	Date of Arrival.	Description of Goods.	Quantity.	Value.	Total.
153	18th June 1861		Chinese Tong Kang, No. 276.	Tan Pim Piow	16	6	Padang M. Peninsula.	S. E.	Rice Salt Dollars	50 pbs. 60 -	45 48 50	153

(A True Extract.)

(Sd.) J. COOPER,  
Deputy Registrar of Imports and Exports.

STATEMENT OF SEAH HAN, inhabitant of Singapore, and resident at Tanjong Rue, before me, Captain Macpherson, Resident Councillor, this 16th day of July 1861.

My name is Seah Han; I have resided in Singapore for twenty years; I live at Tanjong Rue; I am, by profession a boat-builder; I remember "Tan Piow" engaging my boat No. 276 to go to Padang to catch shell-fish; I produce the register of my boat; this was more than twenty days ago; the terms were \$ 12 a month; \$ 4 were paid in advance; I am informed that my boat was attacked by pirates and is now at Padang; I have known "Tan Piow" for more than ten years, but he has not before the present instance hired any boat from me; he formerly was part-owner of a small Wankang, and used to trade between Singapore and Kalantan.

The Signature of  
SEAH HAN  
in Chinese Character.

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	2			

Register of Cargo Boats.

No.	Name of the Owner.	Place of Residence of the Owner.	Name of the Tidal or Headman.	Place of Residence of the Tidal or Headman.	No. of Crew.	Descriptive name of the Cargo Boat presented.	Length.	Breadth.	Girth.	Port in Coyant.	marked.
171	Ab Hin.	Cg. Malacca.	Tee Yap	Cg. Malacca.	4	Tongkang.	44	0 11	0 18	0	March 1861.

(Sd.) WILLIAM WILKINS,  
Off. Master, Singapore.

From T. KIMBENO, to CAPTAIN R. MACPHERSON,—(dated the 16th July 1861.)

MY DEAR CAPTAIN MACPHERSON,

I HAVE known bearer whose name is Tan Piow for three or four years; I used to buy beams and other timbers from him; he returned to China since, and when he came back about a year ago, he informed me that he was going to Padang for the purpose of trade; he used to load there a species of shell-fish call by the Malays "Koopang" for sale here.

From COLONEL ORFEUR CAVENAGH, Governor of Prince of Wales' Island, Singapore and Malacca, to His Highness the Tumongong of Johore.—(No. 413, dated the 16th July 1861.)

AFTER COMPLIMENTS,

WE regret to forward herewith copies of depositions taken by the Magistrate of Malacca with regard to a piracy committed upon British subjects in the neighbourhood of Padang.

As from the result of enquires we caused to be instituted at Singapore, we are satisfied that the statement contained in the deposition of the complainant Tan Piow is correct, and that a foul murder and piracy has been perpetrated by persons residing within our friend's territories, and it is presumed recognizing his authority; we deem it incumbent on us to call upon him to adopt immediate measures for affording redress to the injured parties, and inflicting due punishment upon the evil doers.

From CAPTAIN J. BURN, Resident Councillor, Malacca, to the Officiating Secretary to the Hon'ble the Governor of the Straits Settlement, Singapore.—(No. 124, dated Malacca, the 7th July 1861.)

SIR,

IN continuation of my letter No. 116 of 12th instant, I have now the honor to forward the depositions of the two remaining survivors of the Singapore Tongkang, together with the deposition of Tan Hok, who brought them here.

2. I beg to enclose a Malay note to the address of Hajee Osman Telork Blanga; it was delivered to Tan Hok by the Chief of Padang, styled by

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deponent "Orang Kaya," (I presume this his Title or Gularan) with directions to deliver it to Hajoo Osman, but Tan Hok declines undertaking that duty, now he is safe at Malacca.

TUESDAY, 16TH JULY 1861.

INFORMATION OF TAN HOK sworn, states:—I live at Padang; on 23th June morning, Tan Piow came to my shop and said his boat had been attacked by pirates, and he lived with me about 13 days. On 9th July, I brought him here, and arrived on 10th; I then returned and brought Siow Piow and Lee Sink on 14th instant, arriving here yesterday evening; I found them in shop of Lim Kay at Padang; Tan Piow had a wound on his left shoulder and left hip; Siow Piow and Lee Siak were wounded, the former on the back, the latter on the forehead, nose, left arm, and other places. On the 26th June, when I saw them first in Lim Kay's shop, Orang Kaya, an elder of Padang told me to take these wounded men to Singapore but not to Malacca; this was a few days after their misfortune; I brought them here as it was nearest; I never saw the Tongkang; these people came in, nor do I know where it is; the first day they arrived they all came to my house and informed me they wished to barter goods for muscels; I did not see them again till the accident; I don't know "Hoossain"; I have been at Padang for nearly one year; I don't know who committed this outrage; I did not like to speak to the Malays about this, I was afraid, so I made no enquiries nor made any complaint; Orang Kaya came to my house, he is the Headinan of Padang; I have brought my goods bodily to Malacca; I am afraid to remain there any longer; Lim Kay is still at Padang; the boat I came here in is my own, and the same I brought the other day with Tan Piow and some goods; on account of the latter I could not bring Siow Piow and Lim Siow the first trip.

Before me,  
(Sd.) F. L. PLAYFAIR, (Sd.) TAN HOK.  
Magistrate of Police.

Siow Piow sworn, states:—I am a boatman of Singapore, and am servant of five others, who form a Congsee. On 21st June I sailed from Singapore with Tan Ap, Tan Piow, Lim Swat, Lee Siow, another name I don't recollect, and arrived at Padang on 22nd June about mid-day; we had, 1½ coyans of salt and ½ coyan rice, \$50 and \$12 in copper, 1 lela (brass) and another (iron) 2 knives, (choto) 30 cattias powder and shot 12 catties, 4 boxes and clothing, bedding &c.; we anchored at sea; I did not go ashore, but four men did and returned to the boat same day; for two days nothing took place. On 25th June 6. A. M., 3 boats came with about ten men from the river along side of our boat and said, at low-water they would pick muscels, but suddenly they all jumped on board of our Tongkang armed. Tan Ap, Lim Swat and the one whose name I forget were killed on the spot by being stabbed; I don't know any of these pirates, but were I to see them, I would recognize them; on seeing this we three who remained all jumped into the water, and stabbed by the Malays, jumping into their small boats, I got my wound on the back with a spear; I swam ashore and lay all night in jungle with Lee Siow; next morning we went to Lim Kay's shop; I never went to Padang before, but heard there were Chinese shops there; I remained with Lim Kay from 26th June till 14th instant, and during that time visited Tan Hok's house twice and saw Tan Piow; Orang Kaya came to Lim Kay's house, he was pointed out to me; I did not see him in the boats; I never saw one Tongkang after our adventure; I did not go to see when coming here; I did not see it; Tan

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4	5	6	C.O. 273 / 5	
2				

( 7 )

Hok and four or five others brought me here with Lim Siow; we arrived yesterday here about 5 p. m.; Lim Kay was very kind to us.

Before me,  
(Sd.) F. L. PLAYFAIR,  
Magistrate of Police.

(Sd.) Siow Piow

LIM SIOO sworn, states:—I live at Singapore and am a boatman; I am one of six of a Congseo, and we hired a Tongkang from Han of Singapore, and loaded  $1\frac{1}{2}$  coyan of salt, and  $\frac{1}{2}$  coyan of rice, \$ 50, and copper \$ 12, two kells, one brass and one iron, two (photo) 4 boxes with clothing and bedding; we left Singapore 21st June and arrived at Padang for muscles on 22nd June about mid-day; we did nothing for two days; I did not go ashore, others did. On 26th June about 6. a. m., three small boats came from the river with about ten men aboard all armed; they said they would gather muscles at low-water and after with our goods, so drawing close along side of our Tongkang all jumped on board of our Tongkang and at once killed by stabbing and cutting Tan Ap, Lim Swat and another, I don't know his name; we three who remained jumped into the water, but I got a sword cut first on my forehead, and in the water I got stabbed with a spear on the hip (left) in several places and cut again; I swam ashore (not being followed) and entered the jungle with Siow Piow; slept there one night and went to Lim Kaya's house next morning, where we remained till 10th instant; I have had no medicine; Tan Hok brought me down here with Siow Piow, leaving at mid-night with two of his comrades and some goods, and arrived here yesterday evening 6 p. m.; I know nothing about the Tongkang; I could recognize some of these pirates; I never was at Padang before but Tan Piow has been. "Orang Kaya" has been pointed out to me in Lim Kaya's shop; I went twice to Tan Hok's house during my stay with "Lim Kay" and I saw Tan Piow there; the name of the Congseo are Tan Piow, Tan Ap, Lim Swat, Siow Piow and another, whose name I don't know; besides myself Siow Piow is a cooly, so only 5 of a Congseo.

Before me,  
(Sd.) F. L. PLAYFAIR,  
Magistrate of Police.

(Sd.) LIM SIOO

DR. WILLIAMSON sworn, states:—I am Residency Surgeon of Malacca and have just now examined Lim Siow, and found the following wounds:—one severe one over the right eye-brow about  $1\frac{1}{2}$  inches in length and extending down to the bone; on pressure, a quantity of thick pus escaped through the wound; this wound is partly healed up; another wound is to be seen on the left side of the frontal bone, about an inch in length and of no considerable depth; there is another across the nose "all but healed up," it extends from Ala to Ala and must have almost severed the parts; there are four superficial ones, and almost all healed up, viz. one over the left shoulder joint; two on the body of the left scapula, and the other over the tenth rib on the same side; there is also one to be seen a little above the left elbow joint on its posterior aspect; another about the lower third of the fore-arm on the same side, about an inch in length, but of no considerable depth, and two others over the left hip, no other wounds are to be seen on his body. The wound on the fore-head and that on the nose as well as all the others must have been inflicted by a sharp instrument such as a sword or kriss, but the two on the left hip appear to have been caused by the thrust of some instrument, such as a spear or kriss. I have also examined Siow Piow and only detect one wound on his body which is situated between the scapula and over the second or third dorsal vertebrae; it is a thrust wound

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4	5	6	C.O. 273/5	
	2			

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 and takes a slanting direction, and would have been caused by a spear or kris; the wounds on both men appear to have been inflicted some eighteen or twenty days ago; the only really dangerous wound is that received by Lim Sioo, on the back, which might have been a fatal one.

Before me,  
 (Sd.) F. L. PLAYFAIR,  
 Magistrate of Police.

(Sd.) W. WILLIAMSON.

(True Copies.)  
 (Sd.) F. L. PLAYFAIR,  
 Magistrate of Police.

(True Copies.)  
 (Sd.) M. PROTHEROE, Lieutenant,  
 Offg. Secy. to the Governor.

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1862

Fort William

Foreign Department

No. 1 dated 9<sup>th</sup> January / 61

Copy of dispatch from the Governor Straits Settlements of 22<sup>nd</sup>  
July / 61

No. 127

No. 7

1862

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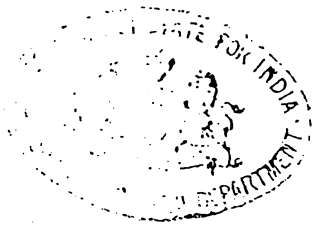
For Mr. [unclear]  
Secretary  
[unclear]

No. 1 dated 7<sup>th</sup> January

Copy of Despatch from  
Governor Straits Settlements

[unclear]

[unclear]



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2				



From C. U. ATTORISON, Esq., Under-Secretary to the Government of India, Foreign Department, to  
the Governor of the Straits' Settlements,—(No. 4579, dated 11th August 1861.)

HON'BLE SIR,

IN reply to your letter No. 127, dated 22nd July, I am directed to inform you that the Governor General in Council will await your report of the steps which the Tumongong may take in consequence of the letter which you addressed to him regarding the attack by the people of Padang upon the Singapore boat.

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1862

057

Fort William

Foreign Department

No. 1 dated 9<sup>th</sup> January

Copy of a letter to the Governor of Straits of Settlements

Of 16<sup>th</sup> August /61

No. 4579

No. 8

In reply to No. 127 of 22<sup>nd</sup> July last will await your report of the steps which the Tumongong take in consequence of the letter as XXX him regarding attack by the people of the XXX upon the Singapore boat.

1862.

For. Secy  
London

No 1 dated 11/1/62

Copy of a letter to the Secy  
at Paris de l'Emba.

Wm. Augustus

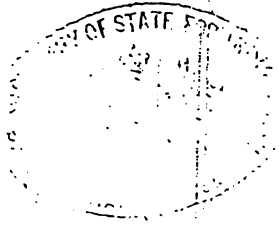
11/1/62

10. 8

In reply to the 127 & 22 July 1862  
will await your reply to the  
letter which the Secy has  
take in consequence of the  
letter addressed him regarding  
attack by the people of the  
upon the Legation

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413

From the Governor of Prince of Wales Island, Singapore and Malacca, to the Secretary to the Government of India, Foreign Department.—(No. 147, dated the 26th August 1861.)

SIR,

In continuation of my letter No. 125 of the 22nd ultimo, I have the honor to submit, for the consideration of His Excellency the Governor General in Council, copies of a communication dated the 8th instant, from His Highness the Tumengong, and of my reply thereto.

2. The question of our sovereignty over the seas within ten miles of the Island of Singapore, owes its principal importance to the necessity for our proving to the satisfaction of the Court that pirates taken within that limit are subject to its jurisdiction; the petty piracy prevalent in the neighbourhood being hardly ever committed at a distance from the coast and consequently not coming under the category of "piracy on the High Sea," of which alone the Admiralty Court could take cognizance. The crime has not been actually perpetrated within British waters, and its importance will be much increased in the event of English or Foreign vessels frequenting the old Strait for the purpose of loading with Timber from the Saw Mills at Tanjong Putri, as it certainly would not be advisable to allow their crews to remain uncontrolled, whilst possibly any attempt on the part of the Johore authorities to bring them under their orders, might, in the present state of the Law in that Country, lead to serious complications with other Powers—a result much to be deprecated.

From His HIGHNESS DAING ISRAHIM SEI MAHARAJAH Tumengong of Johore, to the Hon'ble COLONEL ORFORD CAVENAGH, Governor of Prince of Wales Island.—(dated the 8th August 1861.)

AFTER COMPLIMENTS.

WE had the pleasure to receive our friend's letter of the 13th ultimo, with its enclosure, the subject matter of which, and the questions mooted in it, render it necessary that we should trouble our friend with a much more lengthy communication, than is usual with us. This is the reason for the delay that has occurred in answering it.

2. The statements of the Chinese Fishermen taken before the Hon'ble Resident Councillor at Singapore, copies of which formed the enclosure in our friend's letter under acknowledgment, embrace two separate charges apparently against Nong Besar, one of our Officers. The first is made on 1st July by Chan Yeong Heng and his people; that on 27th June last, at Sengarang, himself, his crew, boat and nets, were seized by the said Nong Besar, and an attempt made by the latter to extort ten Dollars for his leave to fish there—the whole detained one night, and that on the following day the complainant was obliged to leave his nets as security for the payment of the imposition. This man also says that he had been twice seized before, and on each occasion had to pay four Dollars. And the second complaint is made on the 10th July by Choa Ah Pak and one of his Boat's crew; that on the 20th day of June they had been seized by the said Nong Besar, and a fine of ten Dollars demanded without any reason given, which was afterwards modified to four Dollars on the intercession of his friend Ching Leo: and that if Ching Leo had not become security for the payment, his nets, worth one hundred and twenty Dollars, would have been detained.

3. We have, as our friend desired, made strict enquiry into these complaints, and have now to inform our friend that our Officer admits having

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4	5	6
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C.O. 273/5

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taken and detained the nets of Chan Yeong Heng, who was taken in the act of transgressing the regulations after repeated warnings; but of the other he knows nothing. He has ever taken fish from any of these people, as is alleged. He denies also that he has ever taken fish from any of these people, as is alleged. We feel convinced these are mere repetitions, in a slightly altered form, of the case of Kway Ah Chen, about which we have recently had so much correspondence with our friend; and we have not deemed it necessary or fitting to take any formal proceedings against Nong Besar, whom we believe to be quite innocent of the extortions and oppressions imputed to him; because if we were to do so ourselves, we must lose his services in the meantime, and lessen the value of them ever after. The complainants, however, may do so in their own names in our Court; and we shall be careful that every facility be accorded to them, and a hearing as impartial as it is in our power to give; and should a case be made out against him his punishment shall be exemplary—for our own interest teaches us how fatal, not only to the good name, but to the stability of a Government is corruption in its servants.

4. Chan Yeong Heng and Choa Ah Pak have only to lay a formal complaint in our Court House at Tanjong Putri, against Nong Besar; when summonses will be issued against him, and a day or days thereafter fixed for the hearing of the cases.

5. Had this been all we should have answered our friend's letter some days ago when our enquiries were completed; but our friend's letter brings in another matter so pointedly that we feel compelled, however, unwillingly to enter upon the discussion of it, *viz.* the effect of the Article 2nd, of the Treaty of 2nd August 1824, which according to our friend's reading, constitutes all the seas along the southern shore of our Territory of Johore, within ten miles of the Island of Singapore, below low water mark, "British waters;" wherein we and our Officers can exercise no jurisdiction; and our friend intimates that the seizure in the case of the above complaints was made below low water mark, as appears evident to our friend from the Report made by Mr. Robertson, the Officiating Commissioner of Police, whom our friend sent in a steamer into our Territory to make enquiry on the subject.

6. That all the seizures made, as well as the affray in Kwey Ah Chew's case, have been *above* low water mark, as stated to us by our officers, and the others of whom we have enquired, will become apparent to our friend, we think from the following statement, many of the facts of which, if not within our friend's personal knowledge, he has the easy means of testing.

7. The Pukat fishing, of the Chinese Fishermen of Singapore, is carried on, and can only be carried on in shallow water, that is to say, where the Fishermen can evade and drag their nets without being immersed beyond the middle, and is confined almost entirely to the time when the tide is flowing. The net used is many fathoms long, but very narrow; say one fathom deep, and the haul is made in the following manner:—one or two men get out of the boat with one end of the net and stand in the water where it is of the depth above indicated, then the boat is rowed along parallel with the shore until the net is run out to its full length, when other one or two men get into the water from the boat with the other end. The net thus extended, hangs perpendicular in the water, the one side of it being fitted with floats which support it, and the men at either end walk towards the shore dragging the net with them, which at first assumes the form of a crescent, until, when the Fishers have come quite close to the water's edge, they bring the two ends of it together, and then have only to gather it in and secure the fishes that may have been enclosed. This operation is repeated as long as the tide suits, that is, while it is flowing. Our friend will thus easily understand that the whole operation is carried on

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4	5	6	C.O. 273 / 5	
	2			

( 3 )

in almost every haul between low and high water mark, and that in those cases where the net may at first be let down into the water below the water mark, it is always above it that the haul is completed.

8. It is necessary we should also describe the other mode of fishing which is carried on along our shores, viz. that by the "Kaylong" or stake net—this is a fixture consisting of a long straight line of small sticks or rattans stuck into the shore from a point a little below high water mark and running down to low water mark sometimes a little short of it and sometimes a little beyond it—generally the latter. The stakes are so close together that fishes cannot pass through between them, and at the lower end is a small chamber with maze, a kind of labyrinth at its entrance, the whole having the appearance of an arrow with large barbs at the lower end. There are other forms of the fishing stake, but this is the most common. The fishes being unable to pass through the line of stakes, run generally out towards the sea, endeavouring to find their way through or pass it; and so get involved in the little maze at the lower extremity from whence they pass into the Chamber mentioned, where they are captured by means of a net fitted there for the purpose. These stake nets belong chiefly to Malay men or Chinese, who reside in Johore, and generally on the coast in the immediate vicinity of their stakes.

9. There are particular parts of the coast which, from the nature of the bottom or other cause, the fishes haunt more than others, and bear the resident Malays or Chinese have fixed their stake nets. For the same reason the Pukat Fishermen, from Singapore, resort to the same places to ply their trade; and the natural, and almost necessary consequence is, that disputes and differences with occasional affrays occur between them. These for the most part arise from only one cause, which we trust our friend will forgive us; also pausing to explain the stake nets which run across very nearly the whole space between high and low water marks and form a barrier to the passage of fishes as already explained, have the effect of causing an accumulation of them in their immediate vicinity. It is said by some also that the fishes are attracted by the stakes themselves, probably by the small bait adhering to them; but whatever may be the cause the fact is known to the Pukatmen, as well as their neighbours, and as a matter of course there is a tendency on their part to drag their nets as close as possible to such stakes. The owners of the stakes regard this as a trespass upon them, (which no doubt it is) and endeavour to protect themselves for it, and sometimes perhaps to resent it.

10. A good many years ago when the number of Fishermen resorting to the coast of Johore from Singapore increased, the disputes and affrays that arose from the cause abovementioned became multiplied so much that we found it necessary to adopt measures to preserve order and to exercise some control over these men. In order to this we gave directions that it should be made known that no Fishermen with boats or Pukats would be allowed to fish there without a written Pass or Licence from us, or one of our authorized officers; and that those fishing under such passes should conform to certain rules; the principal one of which was, that they should not go nearer than fifty fathoms to any fishing stake. This was explained to the men when they obtained their Passes, and it was also written upon the Passes themselves so as to prevent all mistakes, and we were gratified to find that the result was most satisfactory; not that the evil was altogether done away with which we apprehend to be impossible, but it was greatly mitigated, and the system has worked well and done great good until the present time. We should mention also that these Passes were given for a period of six months, at first without payment, but afterwards a charge of

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4	5	6
	2	

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( 4 )

half a Dollar was made for each Pass, which we never heard complained of. We need scarcely say that this charge, was imposed not with any view to revenue, and our friend will easily conceive one or two good reasons for desiring to make these Passes gratuitous, but without rendering them a burden. These very Fishermen have often admitted that the system works well.

11. If our friend was not so intimately acquainted with these details before, the above statement will bring some further light to him on the case of Kwoy Ah Chew, as well as the two new complaints now made; it will also enable our friend, and others to whom these matters may be submitted better to understand and deal with that question of boundary and jurisdiction which our friend has more than once hinted at before, and which we confess we now enter upon with great reluctance and regret. The relations between the British Government at Singapore and Johore have hitherto gone on smoothly and satisfactorily, and the people of both countries have increased in prosperity, and we are therefore sorry to find a question agitated in which we are compelled by the importance of its solution to our own country, to persist in our dissent from the views held by our friend.

12. To address ourselves, in the first place, then to the question of our jurisdiction in the cases of these several complaints of Fishermen, we trust we have stated enough in the former part of this letter to show very reasonable grounds for our perfect conviction that every one of the affrays or seizures brought to our friend's notice took place, as is represented to us by our servants, between low and high water marks, where our friend does not dispute our jurisdiction: as well as for our belief that they in every case arose out of transgression by the Chinese Pukat Fishers of the rules laid down by us for preserving order along these shores. These rules would be of no effect without some sanction, and our officers are therefore authorized to impose small fines, and to detain the boats or nets of transgressors until payment is made, and these steps having been deemed necessary by Nong Besar, in the cases alluded to, the complainants have naturally enough made them to appear in the light of extortion and oppression rather than in their true character of punishment for their own wilful infractions of our regulations.

13. We may here take the opportunity to advert in passing to the mission of Mr. Robertson, the Acting Commissioner of Police, into our Territory in a Steam Gun Boat, with one or more of the Singapore Police Force in their Uniform, and without the slightest intimation to us or any of our officers. We do not desire to make it the subject of formal complaint, but only to request our friend to consider whether it was not calculated to produce a painful impression upon us both as an individual and as the Sovereign of Johore. Our friend has not furnished us with any part of Mr. Robertson's own report of his proceedings, but at the time we received one from our officer Nong Besar, whose place was visited, and we now enclose a copy of the original and translation, for the information of our friend's Government.

14. We now come to the general question of the claim asserted by our friend in this as in former letters, that within ten miles of the Island of Singapore, and below low water mark, we can exercise no jurisdiction, all beyond that being "British waters" and this by virtue of the Treaty Article 2nd.—The Article is to the effect that "their Highness' the then Sultan and Tumongong thereby cede in full sovereignty and property to the Hon'ble the East India Company, their heirs and successors for ever the Island of Singapore, situated in the Straits of Malacca, together with the adjacent Seas, Straits, and Islets to the extent of ten geographical miles from the coast of the said main island of Singapore;" but we submit to our friend and

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4	5	6	C.O. 273 / 5	
	2			

( 5 )

to the British Government, that it never was or could have been intended by these general words to deprive the independent Territory of Johore of nearly fifty miles of its own Seaboard, as contended for by our friend; and they have never been so construed by any of our friend's predecessors, so far as we are aware, though it is now nearly forty years since the Treaty was made, and our father who made the Treaty; and we, after him have, during the whole of that time, been exercising the jurisdiction which is now questioned with the full knowledge and concurrence of the British Government.

15. We submit that the true meaning of the clause is to operate as a cession of the Island of Singapore, and the adjacent Islands within ten miles, with the Seas and Straits surrounding them, as far as by the law and custom of nations, the property and sovereignty of such Islands gives jurisdiction and right to their possessors over the waters around. We understand this law and custom to be that when a narrow sea lies between two independent States, the jurisdiction and rights of each extend to the centre or middle line of such narrow sea, and such, according to our understanding is the case with the Strait between our Territory of Johore and the Island of Singapore.

16. We also think that the literal reading of the Treaty which our friend adopts, cannot be accepted, because, we believe that the seas could not be ceded by our predecessors, the parties to this Treaty. The sea is the common property of all nations, and our predecessors could not cede what was not their own. A literal reading cannot therefore be adopted, and the question is, what was the true intention of the parties in this Article. None could know this so well as the parties to the Treaty themselves, and they have, as we submit, given the most unmistakable evidence of their construction of it by their practice ever since the Treaty was made.

17. There are many circumstances to show both that this is the true meaning of the Treaty, and that our friend's Government have always hitherto so understood it, and if needful, we may hereafter enter more largely upon them; but we think the following two will suffice.—(1.) The Maps of Surveys made by the British Government Surveyors, (where they do give any boundary line at sea) lay it down, as contended for by us along the centre of the old Strait, that is, midway between Johore and Singapore. Take the Map made by Mr. J. T. Thomson, Government Surveyor, for example, which is in use in all our friend's Government Offices.—(2) An arrangement has been in operation for years past, and exists to the present moment, the only basis of which is this mutual right and interest in the old Strait contended for by us and the obligations which such rights and interests involve, the agreement for the maintenance of Gun Boats for the suppression of petty piracy there, at the equal expense of the two Governments. If the whole Strait had been considered British, and subject to British jurisdiction only, it would have been the duty of our friend's Government to have adopted the proper protective measures at its own charges.

18. The result to Johore of the adoption of our friend's construction of this clause of the Treaty would be so disastrous that we are bound to remonstrate against it. Its effect would be to deprive Johore of every one of the harbours and anchorages along its southern shore, which is the most important, and has always been so; and we most anxiously hope that when this is considered, and when it also kept in view, that the claim (if conceded by us) could bring to the British Government of Singapore only increased responsibility and expediture, without any return so far as we can perceive—we trust our friend and the British Government will not think it expedient to insist further the views put forward.

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19. It is unnecessary to enter at full length into the numberless anomalies that would arise from our friend's construction of the Treaty; especially if the development of the resources of Johore shall continue to advance at its present ratio, because, they will, many of them, present themselves to the mind which tries to imagine an independent country with Vessels lying in its harbour, receiving or discharging cargoes, but subject to the jurisdiction of a neighbouring State. Any landing Jetty (and there are some now) going beyond low water mark would be partly in British and partly in our own jurisdiction. Our subjects could not even erect such, we presume, without permission from the British Government. The case occurs at the present time at Tanjong Putri, where the British Barque *Mona* is about to load wood from the Jetty erected by the Steam Saw Mill Company. This Jetty runs below low water mark so far that the Ship will lie alongside to load. We are informed the *Mona* is to be followed by an American Vessel, and that French Vessels are likely to load there frequently for Bourbon and Mauritius; these Ships will be within British jurisdiction according to our friend's interpretation of the Treaty, and if there be breaches of the peace either in the Ship or on the end of the Wharf, we would have no jurisdiction in the matter, but must refer complainants to Singapore for redress. Besides this, our friend is aware that our country is not intersected with roads, and (the several River banks being the parts chiefly inhabited and cultivated) the passage from one River to another can only be made by descending to the mouth in the old Strait and then passing along to the River wished to be visited. If our friend's reading of this Treaty were right, the Opium, Spirits, &c. of our Farmer could not be carried from his central Depot at Tanjong Putri to the several Rivers where it is consumed, without passing for a long distance through British jurisdiction, and so committing a breach of the Excise Laws of our friend's Settlements.

20. We are certain that an alienation so hurtful to the interests of Johore was never intended as part of the stipulation of the Treaty, and we trust that on perusing this letter our friend may be induced to re-consider this subject and to modify his views regarding it.

The deposition of Nong Besar, in the presence of Rajah Ahmad, on the 23th day of the month of Dolhadjee, Sunday, Hejerat 1277.

WHEREAS I, Nong Besar, after a solemn oath, made my complaint this day in the Court of Johore, at Skandra Putri. I was ordered by Tengku Tumongong to reside in Pengerang to watch the good and the bad. On the 27th day of the month, on Saturday, at 11 o'clock in the forenoon, there came a Steamer and a Gun Boat. The Steamer anchored at Tanjong Pengelih, and the Gun Boat came to my place at Pengerang, bringing two Europeans, Mr. Robertson and a Constable; there were also with them a Chinese, the Opium Farmer of Singapore, Soon Hong, making three persons, besides a Peon and a Jemadar who accompanied Mr. Robertson. On their arrival, they all landed at Pengerang. Afterwards Mr. Robertson asked me, "is your name Nong Besar?" I replied, "yes Sir." He then said, "come and let me talk with you alone, so that no other may hear." He took me aside by a fence, and drove away persons who came near and abused them. He asked, "what orders did the Tumongong give you to remain here—you tell me the truth? If you do not speak the truth you will be wrong and will come into great difficulty, for the Tumongong does many things here that are improper." Then he said, "why did you seize the Chinese of Singapore who came here to fish with Pukats?" I answered, "I arrested them because they fish about four or five fathoms near the fishing stakes—I prevented them two or three times, but they would not mind me, therefore I seized them, because their Boat is very large; how can the poor people get their livelihood?" He said, "let us talk with

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4	5	6	<b>C.O.</b> 273 / 5	
	2			

( 7 )

each other in another place, here we cannot—can I go up into your house?" I replied, "you can." As he was stepping into the house, he said—"Piadah, make haste, go and order my Steamer be brought here and bring my child up;" he further said—"never mind now," and then spoke (to me);—"I wish to examine you alone, and take down your signature—you must speak truly so as to clear yourself; I wish to make a satisfactory complaint against the Tumongong." He then asked me, "what orders has the Tumongong given you to live here?" I replied, "he ordered me to watch and see that no one does wrong, and to seize such persons and not to allow any disturbance in the District of Johore." He said, "what right has the Tumongong to lay taxes on those who fish here?" I answered, as regards laying taxes, they are never levied here, but it is true that the Tumongong gives out Pass." He said, "the Tumongong is acting very improperly here; why were these two Pukats drawn upon shore?" I replied, "these Pukats do not belong to Singapore, the owners live at Pengerang; as they have not paid house-rent for three months, therefore I arrested their Pukats." He said, "it is most improper in you to do so." Then he said, "how far from the fishing stakes does the Tumongong allow men to fish with Pukats here?" I replied, "fifty fathoms, the Tumongong ordered so, because the Pukats are very large." Then he called for the Chinaman whose Pukat had been arrested, and said to him—"is not this your own fault, and not the fault of persons in this place?"

When that gentleman was in my house, he ordered his Peons to watch at the door and to prevent any person from coming near my house. He tried as it were to force me to confess as he liked; also, he came into my village as one who wants to arrest me, and had his Peons watching before my house. He afterwards said, "now I wish to ask for that Pukat, will you give it or not?" I replied, "Sir, if you wish it, you can take it." He said, "I wish that you yourself should deliver the Pukat to me." I replied, "how can I deliver it to you Sir, for you have not brought the Tengku Tumongong's instruction." He said, "you do not then believe me, I have come now by the order of the Governor to examine you closely?" I replied, "I do believe you Sir, therefore I have requested you to take (the Pukat) yourself." He said, "you do not behave yourself properly towards me, you are very proud, and have not proper respect for me;—don't you know that I am a great man, who am the substitute of Mr. Dunman?" I replied, "How do you wish me Sir to show you more honor? you ask me to speak, I speak; you ask me to bring you into my house, I bring you into my house." He said, "you do not show me sufficient consideration, I wish you to go yourself and fetch that Pukat." I replied, "I cannot deliver that Pukat, if you wish Sir, you can take it yourself, besides, I have a slight headache." He then said, "you think your own work more important than the Governor's." I replied, "I am not well, but I will order my man to go along with you Sir." He then said, "where is that man, call him quickly." I then called for the man, and when the man came, he (Mr. Robertson) said, "I don't want that man, I want you to go yourself, and if you will not go, I will make you suffer for it—you have no sense at all." I replied, "true, I have no sense, and also I am a cooly; as you are a great gentleman, you can say what you like to me." He asked, "where is that man, bring him quickly." I then then sent for the man and requested him to go in a kolek (a small boat). When the man was about to go, Mr. Robertson said, "the Tumongong and his sons are very intimate with me; why don't you show some marks of respect for me; you are very proud indeed." I replied, "how can I honor you more Sir, you have not given me any notice of your coming. If you had sent me notice, I would have received you Sir with a salute of guns. He then went to Point Pengelih, and returned on board his Vessel and set sail." My man returned and said to me, "the gentleman asked me to accompany him on board; I would

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4	5	6	C.O. 273 / 5	
	2			

( 8 )

not; he tried to persuade me, I told him, Nong has given me no order to go on board, therefore I would not go; Nong only requested me to show you the Pukat that is at Point Poingkalan-lanjut." He then said, "you are very clever in talking." He (Mr. Robertson) then sailed off without taking the Pukat, and I was bid to return back.

From the HON'BLE COLONEL OFFICER CATENAGH, Governor, Prince of Wales Island, Singapore, and Malacca, to His Highness the Tumoungong of Johore,—(No. 401, dated the 24th August 1861.)

#### AFTER COMPLIMENTS.

We have delayed answering our friend's letter of the 8th instant, as before doing so we wished to make ourselves acquainted with the features of the locality which has recently proved the scene of so many disputes between British subjects and those of our friend.

2. We have ascertained, by personal inspection, that between Johore Hill and the village of Pangarun, there are but two Kaylongs connected with the shore; near the village itself there are two more, and the others existing in that neighbourhood are most of them far out at sea, whilst even the four above alluded to may not be perfectly dry at low water, and the coast in their immediate vicinity, the jungle coming down to the water's edge, is not such as would induce fishermen using Pukats to approach them for the purpose of plying their vocation, more especially as from the shore of the British Island of Sukong Besar, a shallow shoal extends almost across the Straits, though separated from the Johore coast by deep water, upon which, from the description given by our friend of their mode of fishing, it is clear that they would obtain every necessary facility for carrying on their operations.

3. The fishermen, whose nets were seized, distinctly assert that they were fishing on the above shoal at the time they were molested by our friend's Officer, and, for the reasons specified in the previous paragraph, it seems most probable that their statement on this point is correct, and that our friend has been misinformed with regard to their having been taken in the neighbourhood of the Kaylongs, or within our friend's jurisdiction; under these circumstances, we are still of opinion that the matter of their complaint should be fully investigated, and if our friend will furnish us with due notice, we will instruct the Resident Councillor to take measures to ensure, if practicable, their attendance at our friend's Court, on such date as he may be prepared to institute the necessary enquiry.

4. As regards Mr. Robertson's visit to Pangarun, we have already informed our friend that he was deputed merely to ascertain from our friend's Officer, whether the nets had really been seized as reported, and also, if possible, to discover whether the fishermen had really transgressed any law that our friend had a right to impose, as, if so, their complaint would have been dismissed; the persons who accompanied him were unarmed, whilst the Steamer anchored off Johore Hill upwards of a mile from the village and within British waters, his proceedings therefore could not possibly be construed into an attempt to coerce our friend's Officer, or to bring our friend's authority into contempt; his Mission was simply one to obtain information on a matter likely to form the subject of a communication to our friend's address, and which information could only be obtained by local enquiry.

5. With respect to our friend's interpretation of the meaning of Article II of the Treaty, the question having been referred for the consideration of the Supreme Government, it is out of our power to enter into any further discussion on the subject; we would merely remark that, in transmitting the Treaty

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to Calcutta, the then Resident, Mr. Crawford, remarked that "our limits embraced the old Straits of Singapore," and this, not owing to the cession of Singapore, but to the fact of their having been extended to all Seas, Straits, and Inlets within ten geographical miles of its coasts. Had our friend's reading been the correct one, the introduction of the words "Seas" and "Straits" would appear to have been a work of supererogation, as the cession of the Islands would have naturally carried with it the right of exercising jurisdiction over the sea within the prescribed distance from their coasts.

6. Under Article XI. of the Treaty, our friend is bound to adopt measures for the suppression of robbery and piracy within the Seas, Straits, and Rivers bordering upon, or within his Territories, the interests of our friend's subjects being equally concerned with those of the residents of Singapore; indeed with respect to the old Straits, the Chinese Settlers in Johore would probably suffer more than the latter, were arrangements not made for affording them protection.

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1862

Fort William

Foreign Department

Political

No. 1 dated 9<sup>th</sup> January

Copy of a letter from the Governor Straits Settlements

Of 26<sup>th</sup> August 1861

No 147/ 1085

No. 9

In continuation of letter No. 125 of XXX submit a copy of the correspondence with the Tumongong of Johore the late attacked by the people of him upon a Singapore boat.

1862

For William  
Loring de  
Pollock

No. 1 dated 9<sup>th</sup> January

Copy of a letter from the  
Governor Straits Settlement

of 26 Aug. 1864.

No. 147/1083  
Sub

No. 9

In continuation of letter No. 12564  
submits a copy of his correspondence  
with the incoming of Johore  
the late attack by the people of  
when a Singapore boat.

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From COLONEL H. M. DURAND, C. B., Officiating Secretary to the Government of India, Foreign Department, to the Advocate General,—(No. 6018, dated the 28th September 1861.)

SIR,

I AM directed to forward to you the accompanying Despatch from the Governor of the Straits Settlements, No. 147, dated 26th ultimo, together with the papers noted on the margin, and to state that the Governor General in Council will be glad to have your opinion as to the true interpretation of Article II of the Treaty of 1824, with the Sultan of Johore. A copy of the Treaty will be found among the papers sent.

To be returned.  
 3 Office Notes.  
 A.—Foreign Proceedings, August 1861, Nos. 166 to 169  
 See Consultation 5th March 1824 " 7 to 13  
 " 4th " 1825 " 9 to 13  
 Political " 16th April " " 93 and 94A

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From COLONEL THE HON'BLE ORFÈRE CLÉVENARD, Governor of Pinang, Malacca Island, Singapore, and Malacca, to the Secretary to the Government of India, Foreign Department,—(No. 183, dated the 10th October 1861.)

SIR,

In continuation of my letter No. 147, dated the 20th August, I have the honor to report, for the information of His Excellency the Governor General in Council, that, having reason to believe that the Tumongong and his sons, if left uncontrolled by the advice of others, would be willing in every respect to meet the wishes of the British Government, I determined, without giving any previous intimation of my intention, to accompany the Resident Councillor on the occasion of his proceeding in the Steamer *Touze* with Inchi Wan Abou Bakar to Pangerang, to ascertain the locality in which the Chinose Fishermen's nets were seized. I then took the opportunity of pointing out to His Highness the serious results likely to accrue in the event of his father's incurring the displeasure of the Supreme Government, and at the same time stated that there was every desire to support his authority and to advance the interests of his country, though it must be clearly understood that the rights of our subjects would not for a moment be allowed to be infringed; he in reply assured me that both he and his father had been much grieved at what had occurred, that the latter was hardly responsible for the tenor of his letters, with the purport of which, from his ignorance of English, he was often not well acquainted, and that in future, if on the occasion of any disagreement, I would only send for him, he, Abou Bakar, would be always ready to wait either upon myself or the Resident Councillor, and to endeavour, as far as practicable, to attend to any instructions he might receive.

2. On our reaching Pangerang, although the spot pointed out by the Fisherman was at some little distance from the place originally specified, and certainly nearer to the Johore shore, he at once acknowledged that his people were not justified in interfering, as there could have been no Kaylongs (fishing stakes) in the immediate vicinity, and issued an order for the nets to be taken into Singapore and made over to the proprietors without delay—an order that was duly obeyed.

3. Although I was informed by the Tumongong's legal adviser that an appeal would be made against my opinion with regard to the jurisdiction of the British Government extending over the Sea, or at least that portion of it within three miles of any land, to the limit of ten miles from the Island of Singapore, as yet I have received no communication on the subject, hence I am inclined to believe that the professions made by Abou Bakar were sincere, and that there is no intention on the part of his father to moot the question; however, it is of course out of my power at present to express a decided opinion on this point, and I shall await the result of the measures that have been taken towards apprehending the persons concerned in the attack upon the Chinese Boat at Padang, and securing the restoration of the plundered property, or placing implicit confidence in the assurances offered.

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Fort William

Foreign Department

Political

No. 1 dated 9<sup>th</sup> January 1861

Copy of a letter from the Governor Straits Settlements

Of 16<sup>th</sup> October 1861

No. 183/1333

No. 11

In continuation of his letter XXX of 28<sup>th</sup> August reports his XXX  
in connection with the seizure of Chinese Fishermen's nets by the  
XXX of the Tumongong of Johore.

1862

Subscribed  
 Printed  
 by  
 J. B. White

No. 1 dated 19<sup>th</sup> June 1862

Copy of a letter from  
 Governor of the Straits

1862 October 1862

No. 11

In continuation of the letter  
 No. 10 of the 20<sup>th</sup> Sept. 1862  
 in connection with the alleged  
 Chinese Fishermen's rights  
 of the Sumatras or Malacca

CORD OFFICE			
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RECEIVED  
 18 FEB 1862  
 THE SOUTHAMPTON

From W. B. BROWN, Esq., Advocate General, to COLONEL H. M. DURAND, Officer in Charge,  
Government of India, Foreign Department, (dated the 18th October 1861.)

Sir,  
In reply to your letter No. 5618, dated the 15th October, I have the honor to enclose my Opinion on the question referred to you. I return the original enclosures.

#### OPINION.

By the 2nd Article of the Treaty of 1824, the Sultan and Ruler of Johore ceded, so far as it was in the power of the Sovereign of Johore, the Sovereignty in the Seas and Straits adjacent to the Island of Singapore to the extent of ten geographical miles from the coast of the main Island as well as all Islets to the same extent within these Seas and Straits. Although for some purposes this cession was fully effectual as between the State of Johore and the East India Company, I do not think that it, by reason of the limited right which the Sovereign of Johore had with the whole extent of Sea which the Treaty professed to transfer, have been effectual for all purposes.

Different considerations may apply to different portions of the Straits that divide the main Island of Singapore from the Mainland of Johore. These Territories are situated, according to the distances from the coast of the Island and of the Mainland.

*First.*—As to the extent of three geographical miles, or one league, from the coasts of the Island of Singapore itself, and as to the same extent from the coast of any of the Islets ceded to the East India Company, the limits of ten geographical miles from the Islet of Singapore, there is no doubt, I think, that the Seas are to be considered strictly British in the largest sense of that expression, and that every incident belonging to the Straits adjacent to, and recognised as being within the dominion of, a British Territory will attach to these waters, whatever be the width of the Straits between the Island and Mainland.

Thus I think it quite clear that if any points of the Straits between the chief Island of Singapore and the Mainland of Johore, or any of the ceded Islets and that Mainland, be not more than three miles in width, the whole of the Straits up to low water mark on the Johore side will be British for all purposes, both as against the subjects of the State of Johore and as against the Ships and subjects of every country. The principle of the dominion of each State, or opposite sides of a narrow Strait, not more than a league in width, extends *ad medium filum aque* is one capable of being established by proof of a special compact between the States adopting it, and the Treaty of 1824 is I think conclusive as to the existence of such a compact, and as to the British character of the Strait to such extent.

*Secondly.*—As to those parts of the Straits which, although more than three miles distant from the ceded Island or Islets, are within three miles of the coast of Johore.

I think that as between the States of Great Britain and of Johore, the subjects of these States, such parts of the Seas must be deemed to be British to Great Britain, so as to give jurisdiction to our Courts in all ordinary rights which belong to British waters. The State of Johore has a clear right of Sovereignty over the waters, as it had over the lands which they naturally belonged to. If it chose to cede its Sovereignty over the Straits, while it reserved that over the waste, I do not think that any

CORD OFFICE

4	5	6
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C.O. 273/5

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such cession can be raised by its subjects, as by the subjects of the State to which the cession of these waters, together with the coasts on the opposite side of them was made. I therefore think that British subjects committing offences not amounting to piracy within these waters up to low water mark, would not be liable to the Johore, but to the English Courts: that in the like manner subjects of the State of Johore would be liable to the British, and not to the Johore Court for such offences, and that the rights of our fishermen to fish without license or permission of any kind from the Johore Authorities extend to these waters, up to the low water mark.

It is now doubtful whether such waters are to be considered British, as between Great Britain or the State of Johore on the one part and the subjects of any Foreign State, on the other. It might be contended, for instance, that a French subject, while within these waters was entitled to recognise the jurisdiction of the Johore Courts, and to repudiate that of the English Courts, or to obtain permission to fish in, or to use those waters, other than pay passage with the permission of the Johore, without that of the British Government. The argument for such a claim would be that although the State of Johore might bind itself by a compact with Great Britain, it could not bind Foreign Powers; and that as to them the general rules of international law as to the dependence of the sea to the extent of a league upon the State to whom the adjacent coasts belong would apply. But I do not think that this

A passage from Ryabershook, *De Dominio Maris*, cited by Mr. Wharton (International Law, page 217, Edition of 1857) rather supports this view—*nequi ulla pars Oceani ditium alienigenis principis tenetur, nisi in continentis sit imperio.*

view can be supported. The rule last referred to (like that previously mentioned as to the *medium flum aquae* in a narrow Strait) must thus yield to a clear compact between

Powers competent to make it, laying down a different rule as to the particular Sea in question. As the State of Johore had power to alienate the coast itself, and had also power, according to my view, without alienating the coast, to cede its right over all waters within three miles of that coast, I apprehend that the cession of that extent of Sea along the Johore coasts by a clear Treaty would be sufficient to entitle Great Britain to treat these waters as her own, as fully and against the same Powers, as the State of Johore, but for the cession could have done.

The question as to Foreign Powers and their subjects, however, is a very doubtful and delicate one: and as against them, the claim of the British Government in respect of these waters, should be asserted, I think, with great caution.

*Thirdly.*—As to those parts of the Straits which are more than three miles distant from either coast, or from any of the Islets, though within ten miles of the coast of Singapore.

I have not been able to satisfy myself that the State of Johore had any power to confer on Great Britain any Sovereignty or jurisdiction over this portion of the Straits. According to the reasoning on which the claim of England to dominion over the narrow Seas, such a compact between the States whose Territories were divided by the Straits in question, though upwards of six miles in width, would be valid in regard to the above Straits so as to vest the Sovereignty in them as against all the world in Great Britain—but I do not think that at the present day the claims to appropriate portion of the Sea thus situated, can be supported, unless on the ground of immemorial or long and undisputed use. The circumstance that one of the canyons of modern international law in regard to the extent of the Sovereignty of a State is, that it extends "to the Straits bounded on both sides of the Territory of the State, so narrow as to be commanded by cannon shot from both shores, and communicating from one Sea to another," coupled with the rule "that the Sovereignty extends along all the coast of a State as far as a cannon shot will extend,"

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seem to show that where portions of one State are divided by the Sea, as the Island of Singapore is from Johore, the Sovereignty of that State does not extend to those portions of the Strait which are more than a cannon shot from either of its coasts, and consequently that, where the Strait is more than six miles wide, the middle part is not with the jurisdiction of the State. And if the middle part did not belong to Johore before the cession of Singapore, the cession could not forego the dominion over it.

—With respect to the particular question raised by the Tumongong in the present correspondence, it follows, from the principle above stated, that the Tumongong's contention as to his own jurisdiction beyond low water mark is wholly untenable according to the Treaty, whenever the low water mark is within ten miles of the Island of Singapore, and that our fishermen have the right to fish without any Pass from the Johore Authorities within three miles of the low water mark. They have no right, however, to encroach at all beyond that mark. The question therefore resolves itself into one of fact, viz., as to whether our fisheries were fishing beyond, or within low water mark at the time of their being molested.

As to the Tumongong's apprehensions respecting the effect of the Treaty, if construed literally, in depriving him of jurisdiction for acts committed in his Ports, or upon a Jetty carried out into the Sea beyond low water mark, I conceive that there is no foundation for them. I do not think that under the Treaty the British jurisdiction would attach to any Port, properly so called, or the Johore coast, or to any Jetty forming, though artificially part of the shore. These are in their nature, appurtenances of the land, and fall strictly within the dominions of State possessing the land. If by reason of the Sovereignty ceded to us in the Seas, we see reason to object to the use made of any portion of these Seas by the Tumongong, as for instance, by his running out a Jetty of extraordinary length much further beyond low water mark than the exigencies of the case require, we should, I think, remonstrate at the time of the first appropriation, or within a reasonable time after we discover it. But having allowed it to be made without objection, we cannot, I think, while it continues in use, object to the exercise in respect of it, of the Territorial jurisdiction which naturally attaches to it as an appurtenance of the coast. Therefore, I do not think that in the case of a Foreign Ship lying in such a Port, or loading or unloading at such a Jetty, or in the case of offences committed there by Foreigners or subjects of Johore, we could claim jurisdiction, or contest the right of the Court of Johore to exercise jurisdiction.

As to jurisdiction in cases of piracy, to which Colonel Cavenagh refers, I think, for the reason above stated, that where offences are committed, whether by British subjects, subjects of Johore, or Foreigners, generally, within ten miles of the coasts of Singapore, or of any of the Islets, or within three miles of the coast of Johore (excluding the water above low water mark, and Ports, Jetties, &c. on the coast), such offence will be cognizable by the British Courts as having been committed within British waters. When offences are committed more than three miles from the coast either of Singapore, or the Island of Johore; or when, though within three miles of the coast of Johore, they are more than ten miles from that of Singapore, they will only be cognizable generally by the British Courts where they have been committed by British subjects, or on board a British Ship. When, however, they amount to acts of piracy, and the sense in which the term is used in the Law of Nations, or of the English Municipal Law, they will be cognizable by an English Court of Admiralty, if committed more than three miles from any coast, whatever may be the national character of the offenders, or of the Ship.

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From COLONEL H. M. DURAND, C. B., Officiating Secretary to the Government of India, Foreign Department, to the Governor of the Straits Settlements,—(No. 140, dated the 20th November 1861.)

HON'BLE SIR,

I am directed to acknowledge the receipt of your letter and its enclosures, No. 147, dated 26th August; and in reply to forward, for your information and guidance, a copy of the Advocate General's Opinion on the true interpretation of Article II of the Treaty of 1824, with the Sultan of Johore.

2. His Excellency in Council is of opinion that it is clear that our claim to Sovereignty, over the waters within ten miles of Singapore, must be limited to a distance of three miles from any coast, either of Mainland or Island, within a circle of ten miles, of which Singapore is the centre; the distance in all cases to be calculated from the nearest headland, or from the nearest point in a straight line from headland to headland.

3. The assurances given by the son of the Tumongong, as reported in your letter No. 183, dated 16th ultimo, are satisfactory, and it will be well that no delay should take place in letting the Tumongong know what are the views of the British Government in respect to the rights secured to it by the Treaty of 1824, and that it does not claim jurisdiction in any Port of Johore, properly so called, or any Jetty thrown out from the shore, though it may extend beyond the limit of low water mark.

4. As regards the treatment of the fishermen in the case reported in your letter No. 125, dated 22nd July, the decision on the facts will be awaited by the Governor General in Council.

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*Order, inserted in Chron. Resident of Singapore by subject*  
*1802/1803*

No. 87

TO THE RIGHT HON'BLE

SIR CHARLES WOOD, BART., M. P. AND G. C. B.,

Her Majesty's Secretary of State for India

FORN OFFICE  
Political

Fort William, the 14<sup>th</sup> July 1802.

SIR,

With reference to paragraph 2 of your letter No. 23 dated 24<sup>th</sup> March 1802, we have the honor to forward a copy of a further correspondence regarding the outrage committed near Padang in the Johore Territory, on some Chinese, residents of Singapore.

2. His Highness the Tumongong of Johore, it will be seen, has paid 400 dollars into the Singapore Treasury to compensate the sufferers for their losses.

We have the honor to be,

With the greatest respect,

SIR,

Your most obedient humble Servants,

Exp.—C. E. OSBORN.

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Reference :-

C.O. 273/5

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YA

Extract Actual Despatch to India

Dt. 31<sup>st</sup> Oct (No. 85) 1862

4. I observe with much regret that the perpetrators of this daring XXX have not yet been captured. I approve the orders to Col Cavenagh in your secretary letter, dated 29<sup>th</sup> October (No. 89) of 1861, acquiring with certain modification in the suggestions as to the measures of coercion to be employed in the court of the Tumungung XXX to exert himself to the utmost to make proper reparation for the outrages and he should be required, under similar penalty XXX XXX endeavor to effect the captive of the offenders.

5. Your further proceedings in a matter of such important should at XXX communication and I have to call your attention to the XXX thought it XXX XXX XXX XXXX letter No. 89 XXX

\*note in the margin

Letter of 1<sup>st</sup> July (no. 87) 1862.



Reporting with reference to former correspondence, that the Tumongong of Johore in the Straits Settlements has paid \$400 as compensation for the loss of a boat in piratical mishaps committed by people from Padang in his Territory on Chinese resident of Singapore.

Abstract: Political Despatches to India -

Of 31st Octr (No 85) 1862 -

Letter of 14 July (No 84) 1863.

Reporting, with reference to former correspondence, that the temporary of those in the boats - settlements he paid \$400, as compensation for the loss of a boat in a piratical attack committed by people from Pedang in the territory of Chinese residents of Singapore.

C.H. & A.

4 I observe with much regret that the purpose of this, during which he had not yet been captured. I approve the order issued to A to search in your second visit letter - dated, 27th Octr (No 85) 1862.

of 1861, agreeing with certain modifications, in his suggestions as to the measures of coercion to be employed in the event of the temporary failing to exert himself to the utmost to make proper reparations for the outrage, and he should be required, under similar penalty, to use his best endeavours to effect the capture of the offenders.

5 Your further proceedings in a matter of such importance should at once be communicated, and I have to call your attention to the previous boregal - the correspondence terminating with your Secretary's letter No 89 otherwise than as you considered.

CORD OFFICE		
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Reference :-  
**C.O. 273 / 5**

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*Abstract of the Contents of a Despatch to Her Majesty's Secretary of State for India, No. 87, dated 1st July 1862.*

No. 1.—To Her Majesty's Secretary of State for India, No. 87, dated 1st July 1862. Forwarding copies of the following papers:—

No. 2. Abstract of Contents.

No. 3.—From the Governor of the Straits Settlements.

19th November 1861, No. 206.

Political Proceedings (A.) December 1861, No. 148.

States that His Highness Abu Bakur has reported that the Vessel *Tong Kong*, belonging to the Chinese who were murdered at Padang, has been duly recovered; but that, as it is said to be perfectly unserviceable, he intends to levy from the District authority, a fine equivalent to its full value added to that of the rest of the missing property.

No. 4.—To the Governor of the Straits Settlements.

28th December 1861, No. 217.

Political Proceedings (A.) December 1861, No. 149.

Acknowledges receipt of the above, and approves of the proceedings reported therein.

No. 5.—From the Governor of the Straits Settlements.

5th February 1862, No. 16.

Political Proceedings (A.) March 1862, No. 131.

Reports that the sum of 400 dollars has been paid into the Singapore Treasury by the Johore Tumongong, as compensation for the losses sustained by the Chinese who were attacked and plundered near Padang.

*Offg. Under-Secy. to the Govt. of India.*

CORD OFFICE

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Reference:—

**C.O. 273/5**

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141

From COLONEL ORFORD CAVENAGH, Governor of Prince of Wales Island, Singapore and Malacca,  
to the Secretary to the Government of India, Foreign Department, (No. 206, dated  
the 19th November 1861.)

SIR,

With reference to my Despatch No. 183, dated the 16th ultimo. I have the honor to report, for the information of His Excellency the Governor General in Council, that His Highness Aboo Bakur, who has for some time past been absent from Singapore, has just waited on me to mention that the *Tongkong* belonging to the Chinese, murdered at Padang, has been duly recovered, but is reported to be in a perfectly unserviceable state; as therefore he considers the Authorities of the District to blame for not having taken measures to secure, at least, the preservation of the boat, which they were aware belonged to British Subjects, he purposes levying upon them a fine, equivalent to its full value, as well as to that of the rest of the missing property, the amount of which will be made over to this Government for payment to the sufferers.

2. His Highness has, up to the present, been unable to discover the offenders; but he will leave this in a few days for Padang, where he will renew his enquiries, reporting the result.

EXP - C. E. GOSWAMI			Reference :-	COPYRIGHT PHOTOGRAPH—NOT TO BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION OF THE PUBLIC RECORD OFFICE, LONDON
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From COLONEL H. M. DURAND, C. B., Officiating Secretary to the Government of India, Foreign Department, to the Governor of the Straits Settlements,—(No. 217, dated the 28th December 1861.)

HON'BLE SIR,

I AM directed to acknowledge the receipt of your letter No. 208, dated 19th ultimo; and in reply to inform you that the proceedings reported therein are approved by the Governor General in Council.

EDW.—O. E. GROSER.

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Reference —  
**C.O. 273 / 5**

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From COLONEL OZBORN CAVERNALLI, Governor of Prince of Wales Island, Singapore and Malacca, to the Secretary to the Government of India, Foreign Department,— (No. 16, dated the 6th February 1862.)

SIR,

In continuation of my letter No. 200A. of the 19th November 1861, I have the honor to report, for the information of His Excellency the Governor General in Council, that the sum of 400 dollars has been duly paid by His Highness the Tumongong into the Singapore Treasury, in compensation for the losses sustained by the Chinamen who were attacked and plundered in the vicinity of Padang.

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## **ANNEX MCM 25**

**Paper to be laid before the Legislative Council by  
Command of His Excellency the Governor, 6 July 1883,  
“Report of the Light-House Commission”**

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STRAITS SETTLEMENTS.

Paper to be laid before the Legislative Council by Command of His Excellency the Governor.

[No. 107.]

SINGAPORE, 6th July, 1883.

SIR,—I beg to forward the enclosed Report of the Light-house Commission, over which I have had the honour to preside in accordance with His Excellency's instructions of the 19th March. The Report could not be furnished at an earlier date, owing to the want of a sufficient number of members in the Colony to form a quorum.

2. Five of the eight members of the Commission now sign the Report; of the rest, one (the Hon'ble W. H. BRAD) has been away from the Colony since the commencement of our work; and two of its members—Mr. GIBSON, P. & O. Agent, and Lieutenant ROUGHTON, R.N., of H.M.S. *Champion*—left before our enquiries were concluded. All of these absent members have, however, left behind them expressions of opinion which will be found appended to the Report, and which, it will be seen, are not, as a whole, opposed to its recommendations.

3. Much assistance has been rendered by the Deputy Master Attendant (Mr. BRADBURY) on the occasion of our visiting the Light-ship, &c.; and by Mr. EVANS, of the Civil Service, in the clerical work of this enquiry. Mr. EVANS' services in this respect, I am desired to bring before the notice of His Excellency.

KETUA  
JABATAN PENGAJARAN  
UNIVERSITI MALAYA  
KUALA LUMPUR

A. M. SKINNER,  
President, Light-house Commission

REPORT OF THE LIGHT-HOUSE COMMISSION.

1. The Light-house Commission, appointed by His Excellency the Governor under Letters Patent of the 19th March, having completed its enquiries into the questions submitted to them respecting the establishment of a light-house at Pulau Pisang and the removal of the light-vessel now stationed at the Formosa Bank to the Sultan Shoal, has the honour to report as follows:

2. Five sittings were held for the purpose of taking evidence from Agents of Steamers, Ship Captains of experience in these waters, and from the Government Officers at the head of the Public Works and Marine Departments.

3. The Master Attendant produced before the Commission the Shipping Office records, in which Masters of vessels had, from December, 1882, to April, 1883, been invited to sign their names under one or other of the following headings:—

I. "In favour of a First-class order Flash Light on Pulau Pisang and anchoring the Light-ship *Formosa* off the Sultan Shoal."

( Appended to this were 62 signatures. )

II. "In favour of the Light-ship *Formosa* remaining where she is, and a light fixed on Sultan Shoal."

( Appended to this were 2 signatures. )

The opinions thus collected were exclusively those of Masters of steam-vessels under the British flag. The small local coasters and the large ocean-going steamers were equally well represented; but only two commanders of mail steamers had signed, and we find that the opinions of the Captains of mail steamers differ materially from others on this subject.

4. The impartiality with which these opinions had been collected left nothing to desire; but it appeared to us that, to obtain the full advantages of such an enquiry, something more

was necessary than the answer "Yes" or "No" to a direct proposition. We accordingly drew up six comprehensive questions bearing upon the points under enquiry, and circulated them amongst all the Steamship Agencies in Singapore (10 in number) including the French and Dutch mail steamers, the Agents being requested to distribute the Question Papers among their most experienced Masters of vessels.

5. The bearing of the 31 answers received is shown in the following analysis:—

I. In answer to Question No. 1—"What do you consider the chief dangers to be avoided between Pulau Udan and Sultan Shoal?"

25	name	Long Bank as a danger.
21		Formosa Bank ..
17		Tanjong Bolus ..
8		Pulau Corob ..
7		Pulau Pisang ..
1		The Armons ..
1	replies	"No danger whatever."

Out of the 31 replies, 13 only name Formosa Bank or Long Bank without at the same time naming either Pulau Pisang or one of the dangers in its vicinity.

II. In answer to Question No. 2—"To guard against such dangers, on what site or sites would you propose placing a light-house, or a light-veasel, or both, between the light fixed on Pulau Udan and the proposed light on Sultan Shoal?"

- 11 propose a light-house on Pulau Pisang alone.
- 9 propose a light-house on Pulau Pisang combined with
  - (a) A light on Sultan Shoal (proposed by 4).
  - (b) A light off Tanjong Bolus .. 2).
  - (c) A light on Formosa Bank .. 2).
  - (d) A light behind Formosa Bank on shore ( .. 1).

- 2 propose a light on Seginting Point.
- 1 proposes the light-ship on Formosa Bank, as at present.
- 6 propose the light-ship on Formosa Bank combined with
  - (a) A light on Pulau Corob, (proposed by 2).
  - (b) A light on Pulau Pisang, ( .. 2).
  - (c) A light on Tanjong Bolus, ( .. 2).
  - (d) A light on the Brothers, ( .. 2).

- 2 propose light on Long Bank.
- 2 propose a light on Pulau Corob.
- 1 propose a light on Tanjong Bolus.
- 1 propose light with coloured sectors on Sultan Shoal.

100 are satisfied with the lighting of this part of the Straits as at present, and 10 are satisfied with any single light in the vicinity of Formosa Bank.

III. In answer to Question No. 3—"Have you ever failed to make out the light on Formosa Bank owing to thick weather?" only 8 reply that they have ever so.

IV. In answer to Question No. 4—"Would you prefer a light on Pulau Pisang to a light on Formosa Bank?"

- 20 prefer a light on Pulau Pisang
- 11 prefer a light on Formosa Bank
- 12 prefer having a light on both
- 2 give no opinion

Those 11 who prefer a light on Formosa Bank, and the two who give no opinion, combined above referred to, who in answer to Question No. 1, make mention of no dangers in the vicinity of Formosa Bank.

V. In answer to Question No. 5—"Would you approve of a light being placed on Pulau Pisang instead of Formosa Bank, supposing that the range of the Raffles Light be increased so as to connect with a powerful light on Pulau Pisang?"

- 10 would approve of such a light on Pulau Pisang.
- 10 would prefer the light on Formosa Bank.
- 11 give no opinion.

The answers agree substantially with those above. There appears, therefore, to be little difference of opinion among commanders in connecting the lights.

VI. In answer to Question No. 6—"Is there any site which you consider preferable to both Formosa Bank and Pulau Pisang for a light in that part of the Straits?"

Answers to this question will be found in Appendix I to this Report.

21 reply in the negative.

3 propose a light off Tanjung Bolus.

2 propose a light on Seginting Point.

1 propose a light on Pulau Cocob.

1 propose a light on Long Bank.

1 propose a light on The Brothers.

1 propose a light on Sultan Shoal.

1 propose lights on Formosa Bank and The Brothers, or on Pulau Pisang and Sultan Shoal.

3 give no opinion.

This is the point on which there is least difference of opinion, for there are only two mentioned which can in any way be set against Formosa Bank and Pulau Pisang, viz. Long Bank as a rival to the former (1 vote), and Tanjung Bolus as a rival to the latter (2 votes, or 1 including that for Pulau Cocob).

6. Several of the most experienced commanders among those to whom our Questions were sent, were good enough to offer their views at greater length. In this way, letters were received from Captain ВОРХОВИЧ (M. M.), ЛОУИКА (M. M.), EDWARDS (P. & O.), SCALE, ANDERSON and JACKSON (O. S. S.). Three of them, all Captains of Mail Steamers, have written supporting the Formosa Bank site, while the three others, all of the Ocean Steamship line, support Pulau Pisang. We select one of the letters on each side to represent the opinions thus brought before us in greater detail. (*Vide Appendix B.*)

7. The state of the light-vessel herself was the next point as to which we made enquiry, and as there seemed to be no means of forming an opinion on this matter except by a personal visit, three of the Commissioners proceeded in the Johor Government Steamer *Pauli*, kindly lent by the Johor Government for the purpose, to inspect the *Formosa* with the professional assistance of Mr. BAYLER, Lloyd's Surveyor, whose report is appended. An examination of the light-ship's log for 1882 showed that, on thirteen occasions, the light could not be exhibited at all, and that on four occasions damage was done to the gear owing to her heavy rolling. The opportunity was also taken to visit Tanjung Seginting and Tanjung Tohor ("Tor") which have been suggested as suitable sites, if it prove necessary to substitute a light-house on some neighbouring point for the present light-vessel on Formosa Bank.

8. We have also had before us the whole of the voluminous correspondence, and the Reports made to Government from time to time, during the last ten years. We have found an unexpected agreement among the skilled witnesses; whose impartial opinions point unanimously to the existence of danger at two distinct points, and to the consequent necessity of placing two lights not one, e. g. Admiral BENDROB, the Trinity House, the Board of Trade, Mr. DAVIN ANDERSON, Engineer-in-Chief of the Chinese Customs, and the replies of the ship-masters to questions Nos. 1 and 2. It is true there is much diversity of local opinion over the supposed conflicting claims to a light of, on the one hand, Formosa Bank as the *best* *place*, and, on the other, Pulau Pisang as the *best* *site*. ~~Local questions and single propositions have led to partisanship, and have drawn forth replies which seem, at first sight, irreconcilable; but this rather proves the witnesses correct who speak for both lights, and who have judged the question impartially and free from local prejudices.~~

A careful Memorandum has been prepared, and is appended, (*Appendix C*) giving fully the purport of the principal letters and the most important opinions submitted to Government during these discussions. The statement of the case by Captain (now Sir GEORGE) VINES, dated 19th December, 1874, is given at a good length, as it is found to express almost exactly the views at which we have, independently arrived in the course of our own enquiries and inspections.

9. Our opinions may be briefly stated as follows:—

#### *I.—Pulau Pisang.*

A light is required on Pulau Pisang to complete the proper lighting of the Straits: and the light-house proposed in 1874, and commenced in 1875, should now be taken up again and finished.

The light should be shown on the highest point, which we have ascertained to be 300 feet above the sea; and its radius at that height will easily suffice to cover Long Bank (24 miles N.W.) and the shoals off Tanjung Bolus (19 miles S.E.).

The outer islet (Pulau Kamudi) is too low to be made use of; it might be marked by a red ray shown over it. The former recommendation was that the tower should be eighty feet high, but that was calculated for the outer islet, and if placed on the main island, half this height, or less, will suffice. The 1874 estimate of \$33,000 may then prove adequate, even with the increased cost of labour. Iron, which is cheaper now than it was in 1874, might perhaps be used instead of stone. The "Third-order Light, fixed, varied with short eclipses," cost £1,100, then recommended, will probably still suffice. If funds admit, we should, however, recommend a "First-order, Revolving Light" as recently ordered for Muka Head (cost £3,800).

In making this recommendation in favour of a light on Pulau Pisang, we are, in effect, merely repeating the opinion of the Trinity House in 1870, who described Pulau Pisang as the next link in the main chain, and if fixed and capable of being marked to the E. of S.E., it would also give a lead through the narrow channel between Pulau Cocob and The Brothers.

In our opinion, this Pulau Pisang Light will be of more general service to our navigation, as a whole, than either the light at Sultan Shoal, as what it was intended in 1877 to give precedence, or than any light placed between Pulau Undan and Singapore.

## II. Formosa Bank.

The next question is as to the "Formosa" light-vessel.

It has been clearly shown to us:—

- (a). That the Pulau Pisang Light-vessel effectually guards Formosa Bank;
- (b). That as a danger, the Bank would not be the object of many;
- (c). That all the experts are unanimous in thinking that some light will always be required in its neighbourhood;
- (d). That the Captains of the vessels, both French and English, almost without exception desire to have the light there;
- (e). That the small Malacca and Sumatra craft and sailing ships coming from the West are greatly inconvenienced by this light.

We have, therefore, no hesitation in recommending that even after the Pulau Pisang light is exhibited, a second light should be established for the Formosa Bank.

If the present light-vessel could be left there, the matter would be simple enough. But the difficulties arising from the faulty modelling or construction of the vessel have compelled us to go further into the question, especially after the evidence of Lloyd's Murrayor (Appendix D), and that afforded by the ship's log (para. 7). It is impossible to consider that a light-ship which, on 12 of the worst nights in the year, is unable to show her light, is of any real service; and it seems improbable that her want of depth can now be remedied. Certain repairs must clearly be taken in hand at once, but, for the future, some new method must, we think, be adopted for lighting the bank. After full enquiry and personal examination of the place, we recommend that a light-house be erected without delay on Tanjong Tor (distant 6 miles North) with a light showing red over and inside Formosa Bank, and white seaward. A fixed light of the third order will suffice, and the radius should be not less than 12 miles. The ground at Tanjong Tor is flat, 10 to 15 feet above the sea, and a tower of some 35 feet will be required. The cost of this would probably be somewhat more than that of the Pulau Undan Light (\$15,200). We recommend Tanjong Tor in preference to Tanjong Seginting, as the latter point, though higher and somewhat nearer the bank, is too far inshore to be safe.

## III. Sultan Shoal.

The third question concerns the Sultan Shoal. Until the Tanjong Tor as well as the Pulau Pisang light be finished, we do not think the Formosa Light-ship should be removed. When she is no longer required at the bank, it is possible that, in a comparatively sheltered station like Sultan Shoal, she will serve most of the purposes required. But we are of opinion that a light there is less essential in the general interests of safe navigation than at the other two points we have dealt with; and further consideration might be deferred until the condition of the light-vessel has been again reported on, at the completion of the Tanjong Tor light. The course then to be recommended will probably depend also upon the resources of the Light-house Fund. The light-vessel can only show a light of 10 miles radius and cannot, therefore, guard the dangers off Tanjong Bolus so effectually as a screw-pile light of a radius from 13 to 15 miles, connecting with Pulau Pisang Light and which could exhibit red guiding sectors both towards New Harbour and Tanjong Bolus as shown in the chart attached, which was forwarded by Lieutenant ROBERTSON, R.N., of H.M.S. *Champion*, a member of our Commission, who, prior to the departure of the *Champion*, gave much assistance in the consideration of this matter. Should the fund admit, it is such a light as this that we recommend for Sultan Shoal, in preference to the Formosa light-ship.

The balance in the Light-house Fund will stand at the end of this year, and after the new lights in Penang waters are completed, at about \$52,000; and it has been shown that very nearly the whole of this sum will be required for the proposed light-houses at Pulau Pisang and Tanjong Tor.

The light dues have been recently reduced, and for the next few years will not, even allowing for some expansion, exceed \$45,000 to \$50,000 annually; which may be enough, but will certainly not be more than enough to meet current expenses of Establishments and Repairs, including those of all the new lights.

Financial considerations will, therefore, probably limit the present outlay to two light-houses, and we recommend that the one proposed for Pulau Pisang should be built first, and that the one proposed for Tanjong Tor (to replace the light-ship) should be built, either at the same time or next in order.

Further, our enquiries have convinced us that both of these lights are necessary, and that both are of more consequence to general navigation than any light on Sultan Shoal.

A. M. SKINNER.  
JAMES GRAHAM.  
W. G. GULLAND.  
JOHN BLAIR.  
GEO. MANSFIELD.

*Letter from the Honble.*

As I shall not be able to be present at the Commission, the question of establishing a light-house on the Formosa Bank, now stationed at Formosa Bank, is the subject of my opinion in this letter. My opinion is, therefore, fully in favour of the light-house on the Formosa Bank, and I think I give chapter and verse. The real dangers to be guarded against are the Formosa Bank, in ordinary dirty weather, are not protected by the light on the Pulau Pisang. I maintain, therefore, that a light-house on the Formosa Bank is necessary to avoid the hidden dangers and that one on Pulau Pisang is not. The removal of the Formosa light-ship to that position, by the way, without the light, \$12,750, is too expensive for the advantages which can be made, she is likely to roll as much in one place as the other.

I am told that upwards of two hundred Captains have given opinions in favour of Pulau Pisang. I know not upon what questions these opinions were grounded, but this I do know, that every master of a steamer I have spoken to on the subject—and there are not a few—has always stated that, on dark, or foggy, or rainy nights, the light on the Formosa would prove a most useful guide, whilst one on Pulau Pisang would be useless; and it stands to reason.

Excuse my plying you at this length, but the subject is one in which I have long taken a deep interest as one of great importance to the safe navigation of the Straits of Malacca.

W. H. READ.

*Memorandum by Mr. H. W. Geiger.*

On my way to Penang I have had an opportunity of going thoroughly into the question of the Straits Lights with Captain Rowlands of the Mail Steamer *Decon*, and, after a survey of the various points passed, and a careful consideration of the subject in all its bearings, I have arrived at the conclusion that any scheme which has not for its object the guidance of vessels past the only real dangers (viz., Formosa and Long Banks) which exist between Pulau Undan and Pulau Coxob, should not be recommended by the Commission.

Captains STRAD and JOHNSON, two senior Commanders of the P. & O. Company, and Captain EDWARDS agree with me in considering that no other point is superior to the Formosa Bank for a light, but, looking to the very unsatisfactory state of the present light-vessel as described by His Excellency the Governor, I am of opinion that if a light-house was erected on Tanjong Seginting (situated behind the Formosa Bank), it would be equally as useful, as it would guide vessels safely past both Formosa and Long Banks.)

Captain EDWARDS concurs with me, and suggests that the light should be a white revolving light (half minute) visible for 20 miles. Should, however, the nature of the ground at Tanjong Seginting not permit of a light-house being placed there, Tanjong Tor appears to be the only other site that would answer the purpose equally well, and the only objection that I have heard urged against it is on account of its proximity to the Pulau Undan Light, but it appears to me that this objection is of little weight when compared with the great advantage of having the real dangers of the navigation of that portion of the straits clearly indicated, and I am of opinion that such an alteration would be sanctioned by the Trinity House, as it would give all the advantages of the present light on Formosa Bank.

With regard to the position of the other light proposed, it seems immaterial where it is placed, provided it covers Tanjong Bolus and the Sultan Shoal, and it would, in my opinion, be difficult to improve on the plan submitted at the last meeting of the Commissioners for lighting that portion of the approach to Singapore.

I am unable to offer any suggestion with regard to the disposal of the present light-vessel, as the light is not powerful enough to render it available for the Sultan Shoal. It might, perhaps, be availed of to place off Tanjong Bolus, until it required extensive repairs, while the light-house on Sultan Shoal is being constructed.

H. W. GEIGER.

Penang 5th May, 1888.

*Memorandum by Lieutenant Roughton, R.N.*

Sultan Shoal light should be a quick-flashing light visible 15 miles, with a red sector showing over the shoal off Tanjong Bolus, and another red sector, or a lower light, to lead through the Salat Sinki.

JOHN C. ROUGHTON,

Lieutenant, R.N.,  
H. M. S. *Champion*.

19th April, 1888.

APPENDIX A.

It is proposed to erect Light-houses on the Long Bank — at Sultan Shoal. The best method of lighting the Straits from Pulau Undan to Sultan Shoal, and therefore to be considered. The Commissioners will feel obliged if those who are good enough to reply to the following enquiries will write their Answer immediately below the Questions.

A. M. SKINNER,  
President.

Questions.

1. What do you consider the principal dangers between Pulau Undan and Sultan Shoal?
2. To guard against the dangers, on what points would you propose placing a Light-house, or a Light-veget, or both, between the Light fixed on Pulau Undan and the proposed Light on Sultan Shoal?
3. Have you ever failed to make out the Light on Formosa Bank owing to thick weather?
4. Would you prefer a Light on Pulau Pisang to a Light on Formosa Bank?
5. Would you approve of a Light being placed on Pulau Pisang instead of Formosa Bank, supposing that the range of the Raffles Light be increased so as to connect with a powerful Light on Pulau Pisang?
6. Is there any site which you consider preferable to both Formosa Bank and Pulau Pisang for a Light in that part of the Straits under consideration?

Answers.

1. BONNEFOIS (Messageries)	Formosa Bank Long Bank.	One on Seginting Point.	No experience.	No.	No.	Yes, Seginting Point.
2. HASSALL, (P. & O. Co.)	Formosa Bank Long Bank.	One on Formosa Bank and one on Pulau Cakob.	No.	No.	No.	A good Light on Long Bank would be very serviceable.
3. JOHNSON, (P. & O. Co.)	Formosa Bank Long Bank. Tanjong Bolux.	One on Formosa Bank and one on Tanjong Bolux; or a strong light with red sectors on Sultan Shoal.	Yes.	No.	No.	No.

Answers.—Continued.

No.	Name	Bank	Observations	No.	Yes.	No.	Yes.
4.	(P. & O. Co.)	Formosa Bank. Long Bank.	One on Pulau Pisang, or one on Formosa Bank.	No.	No.	No.	No.
5.	MARSHALL, (S.S. <i>Stirling Castle</i> )	Formosa Bank. Long Bank. S. W. Pulau Pisang. Pulau Cocob. Tanjong Bolus.	One on Pulau Pisang showing 30 miles at least.	No; not enough time to judge.	Yes.	Yes.	No.
6.	McQUEEN, (H.M.S. <i>Furkond</i> )	Formosa Bank. Long Bank. Tanjong Bolus.	One on Formosa Bank and one 25 miles on the Brothers; or one on Pulau Pisang and one 16-m. redsectored on Sultan Shoel.	No experience.	Yes.	Yes.	(Vide Answer to Question No. 2.)
7.	NISH, (O.S.S. Co.)	Formosa Bank. Long Bank.	One on Pulau Pisang.	No.	Yes.	Yes.	Yes.
8.	JACKSON, (S.S. <i>Diomed</i> )	Long Bank. Tanjong Bolus.	One on Pulau Pisang.	No.	Yes.	Yes.	Yes.
9.	ELLI, (Master Attendant)	Long Banks. S.W. Pulau Pisang. Pulau Cocob. Tanjong Bolus.	One on Pulau Pisang visible 35 miles.	No experience.	Yes.	Yes.	Yes.
10.	FLACK, (S.S. <i>Japan</i> )	Formosa Bank.	One on Pulau Pisang.	No.	Yes.	Yes.	Yes.

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 KUALA LUMPUR  
 JABATAN PENGARAH



ANNEX I.—Continued

11. WIRE (S.S. <i>Chang Hock</i> <i>Kuan</i> )	Long Bank Formosa Bank Tanjong Bolus.	One on Pulau Pisang	Yes	Yes	Yes	No.
12. HARMER (S.S. <i>Lorne</i> )	Formosa Bank Pulau Cocob. Tanjong Bolus.	One on Pulau Pisang with 1st sectors showing when too close inshore.	Yes, once	Yes.	Yes.	No.
13. COURTENAY, (S.S. <i>Penang</i> )	Formosa Bank Long Bank. Pulau Cocob. Tanjong Bolus.	One on Pulau Pisang showing 35 miles.		Yes.	Yes.	No.
14. RITCHIE, (S.S. <i>Tamerley</i> )	Formosa Bank. Long Bank. Pulau Pisang. Pulau Cocob. Tanjong Bolus.	One on Pulau Pisang and one on Tanjong Bolus.	Yes.	Yes.	Yes.	Yes, Tanjong Bolus.
15. HUNTER, (S.S. <i>Lorne</i> )	Formosa Bank. Long Bank. S.W. Pulau Pisang. Pulau Cocob. Tanjong Bolus.	One on Pulau Pisang and one on Sultan Shoal.	No.	Yes.	Yes.	No.
16. TAY, (S.S. <i>Gangwede</i> )	Long Bank. Tanjong Bolus.	One on Pulau Pisang showing 30 miles.	No.	Yes.	Yes.	No.
17. WOODS, (Lamal S.S. <i>Japan</i> )	Coast line from Pu- lau Pisang to Tan- jong Bolus.	One on Pulau Pisang.	Yes, in very thick weather.	Yes.		No.

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 JABATAN PENGAJIAN ASIA TENGGAH,  
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Answers.—Continued.

18. AUGUSTIN, (S.S. <i>Bentam</i> )	Formosa Bank Tanjong Bolus.	One on Pulau Pisang.	Yes.	Yes.	Yes.
19. LANCASTER, (S.S. <i>Pacaró</i> )	Tanjong Bolus.	One screw-pile house at end of Shoal wa- ter off Tanjong Bo- lus.	No.	.....	.....
20. WARING, (S.S. <i>Gordon Castle</i> )	Tanjong Bolus. S.W. and N.W. Pulau Pisang. Long Bank. Formosa Bank.	One powerful occult- ing light on Pulau Pisang. Light ves- sel off Tanjong Bo- lus and gas buoy on Ajax rock.	No.	No.	No.
21. SHAW, (S.S. <i>Jeddah</i> )	Tanjong Bolus. Pulau Cocob. The Carimons.	One on Pulau Pisang, or one on Pulau Co- cob.	Yes.	Yes.	.....
22. LEQUIÈRE, (M.M.S. <i>Sindh</i> )	Formosa Bank. Long Bank.	Formosa Bank and Pulau Pisang.	No.	No.	.....
23. EDWARDS, (P. & O. S. <i>Deccan</i> )	.....	Seginting Point.	.....	No.	.....
24. BILLINGER, (O.S.S. <i>Hector</i> )	Formosa Bank. Long Bank.	Formosa Bank and Pulau Cocob.	No.	No.	No.

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KUALA LUMPUR  
JABATAN TAPAK BANGSA  
ASIA TENGGAH

Answers - continued

25. ANDERSON, (O.S.S. <i>Abdulla</i> )		Pulau Pisang and Sultan Shoal on Ajax Rock				
26. SCALF, (O.S.S. <i>Laertes</i> )	Formosa Bank Long Bank			Yes.		
27. KIRKPATRICK, (O.S.S. <i>Stentor</i> )	Long Bank Pulau Cocob	Light-house on Pulau Pisang and Ship on Sultan Shoal.	No	Yes	Yes	No
28. MARTIN, (S.S. <i>Mercator</i> )	Formosa Bank Long Bank Pulau Pisang. Tanjong Bolux.	Pulau Pisang or Pulau Cocob	No	Yes.	Yes.	No
29. ROBERTS, (Master Mariner)	There is no danger.	Pulau Undan is very fine and clear.	No.	Yes, with small red light on Sultan Shoal.		
30. H. BARON, (M.M.S. <i>Djemnah</i> )	Formosa Bank. Long Bank	Light-house on Pulau Pisang and the light-abip as at present on Formosa Bank.	Yes, owing to weather and currents.	No.		Not included in this list.
31. WARD, (O.S.S. <i>Sarpedon</i> )	Long Bank.	Long Bank.	No.	No.	Yes.	

MALAYSIAN MARITIME AUTHORITY  
 KUALA LUMPUR  
 MALAYSIA

A 22. N I C P. A. — Continued.

	Long Bank.	Long Bank.	No.	Yes.
82. JONES, (O.S.S. <i>Tetemachue</i> )	Long Bank.	Light-abip as at present.	No.	No.
83. KING, (O.S.S. <i>Ajer</i> ):	Long Bank. <i>Pormosa Bank.</i>	A 20 mile light on shore behind <i>Pormosa Bank</i> and the same on <i>Pulau Pisang.</i>	No.	Both should be added.
84. FREEMAN, (O.S.S. <i>Bellerophon</i> )	Long Bank.			

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PERAK  
SELANGOR  
TERRANGARU



APPENDIX B.

Letter from Captain Lormier, of the Messageries Maritimes.

October 27th 1883

Monsieur l'Agent,

Vous avez eu l'obligeance de me demander mon opinion sur l'utilité de l'établissement d'un phare sur le Banc Formose dans le détroit de Malacca, et sur le plan ou point d'établissement qui y aurait à le remplacer par un phare placé sur Poulo-Pisang. C'est à cette question que j'ai l'honneur de répondre.

Le Banc Formose, s'étendant à 11 milles au large de la côte, et n'ayant à ce point qu'une profondeur de 270<sup>m</sup> à marée basse, est évidemment un danger pour nos paquebots. Avant l'établissement du feu flottant, par les nuits sombres et pluvieuses, nous n'avions que la sonde pour nous indiquer l'approche du banc; mais, pour passer, il faut s'arrêter et perdre du temps. Actuellement, le bateau-feu, nous fait toujours sûrement la position du banc, nous permet de passer sans hésitation ni arrêt; il est donc incontestablement utile.

Un phare placé sur Poulo-Pisang, qui est à 22 milles du Banc Formose, ne rendrait pas les mêmes services. Quelle que soit sa puissance, il serait invisible aux environs du banc par une nuit pluvieuse. D'ailleurs les îles Pisang peuvent être approchées de très près sans risque; elles sont assez élevées pour être toujours visibles, et par elles-mêmes ne constituent pas un danger. Un phare donc sur Poulo-Pisang ne pourrait donc en aucune façon suppléer le bateau-feu du Banc Formose.

Si les difficultés de maintenir un feu flottant sur ce banc sont de nature à en faire abandonner l'établissement, il me semble qu'il ne pourrait être suppléé que par un phare d'une portée de 18 milles établi sur la pointe Tor.

Veuillez agréer, Monsieur l'Agent, l'assurance de ma considération la plus distinguée.

Le Capitaine du Jang-loc

LORMIER,

Lieutenant de Vaisseau en retraite

Monsieur l'Agent des Messageries Maritimes  
à Singapour

Memorandum by Captain Jackson, of the Ocean Steam Ship Co.

Formosa Bank Light.

With regard to the subject, I myself have always held to the opinion, that Pulau Pisang offers by far the best site for a leading light at this end of the Malacca Strait.

The existing light on the Formosa bank is, no doubt, a convenience, but not absolutely necessary for the safe navigation of the straits, whereas, the want of some guiding light to enable a vessel to take up a good position and departure off Tanjung Bolus, has long been felt by ship-masters leaving the New Harbour, at or after sundown.

A mark that would, I think, answer all purposes very well would be a good, fixed light on Pulau Pisang, visible certainly not less than 25 miles (the further, the better, of course), showing white over the fairway, and red over an arc of the compass contained between the bearings S. E. 1/8. and N.W. by W. 1/4 W. magnetic. (N.B.—from the Light-house.)

The idea of placing the light-ship at the Sultan Shoal is good, but I venture to suggest that it would be a still better plan to moor her a little south of the Ajax Patch. Steamers leaving New Harbour at dusk, could then steer straight at the light, and by so doing would easily discover whether the tide was setting them to the north or south side of the channel. After passing the light-ship, they could then steer, say W. by S. (magnetic) having now the light right astern, with the same advantages as before, until the white light of Pulau Pisang was opened out, when the usual course through the strait could at once be set.

Some people might object to a light on Pulau Pisang as being too high, but as fogs are unknown in this part of the world, I think this is no real impediment to the scheme.

A dusk light might be better perhaps in some ways, but as there are no other big light near Pulau Pisang, with which to confound it, I think the fixed light would answer the purpose just as well, and be less expensive to keep up.

M. H. T. JACKSON,

S. S. Diomed.

Singapore, 15th April, 1883

It was also recommended by the Commission that the light should be placed N. 30° W. to S. 45° E. so as not to show over Formosa Bank, and that the matter should be referred to the Legislature for the purpose of building the light, and that the Commission was referred to the Secretary of State for the opinion of the Admiralty. The Admiralty, in the opinion of their professional officers, reported, in May 1875, that they were in favour of the suggestions as to the nature of the light to be placed.

Captain NARES, R. N., reported, in December, 1874, to the Admiralty, as follows:—

"To the S.E. of these lights (The Pile light, the Malacca light, and the Raffles light), which guard the Straits continuously except for the one gap of 15 miles between the limits of the Pile light and the Raffles light, there is a distance of 30 miles, after which we meet the Raffles light, which is extremely well placed. In this unlighted distance, there are several dangers; the most noticeable of which are the Formosa Bank, the shoals on the south side of the passage between it and Pulau Pisang, those stretching to the S. E. from Pulau Pisang, and the shallow water off Tanjung Belau.

"I will consider the case of a steamer passing through this distance, in which, by the shape of the banks, the tide evidently sets straight through.

"Starting from the limit of the Raffles light at the southern end, a course can readily be shaped to pass between Little Carimon and the Brothers on the south, and Pulau Cocob on the north side of the straits, the water being deep on both shores. So at present, with a gradually widening channel, I should not have much anxiety before meeting with the Malacca light, as Pulau Pisang is sure to be seen in any reasonable weather, and is a good mark for fixing by.

"Coming to the S. E., after leaving the northern parts of the straits, the case is very different, for, at a distance of 40 miles from the Malacca light's limit, the channel narrows considerably, without any guiding marks except, on clear nights when the hills on the north shore can be seen. With a first class light, 100 feet high, giving a range of 24 miles, on the outer island of the Pisang group, any commander would run on with the greatest confidence. For sailing vessels, with variable winds, a light on the same place would be a great boon, and enable them to work through the Straits instead of anchoring, as many are obliged to do now. For this reason, the light should show over all the navigable water, and should not be cut off in the direction of the Formosa Bank—first it would not reach to that distance; and secondly, if it did, the absence of the light would lead ships into danger instead of guarding them from it.

"Supposing this light, which is in the best position for guarding all the dangers except the Formosa Bank, established, there still remains 30 miles of the strait, and that shoal, unguarded. However, except on misty nights, Bukit Moar and Mount Formosa are sufficiently prominent to enable ships to ascertain their position on that side of the passage, and steamers would have nothing to fear, but an extra light on Tanjung Tor limited to 20 miles' radius would be extremely useful for sailing vessels, and would complete the lighting of this end of the Straits in a very efficient manner.

"I might here remark, that if lights were established—one on Water Island, and one at the southern end of the Straits—another would soon be called for near the Formosa Bank."

#### 1875.—Sultan Shoal.

In May, 1875, Captain ELLIS, Master Attendant, recommended that a Pilot Station should be placed on Sultan Shoal, and the Singapore Chamber of Commerce unanimously approved. It was afterwards found that it would be necessary to make this station a screw-pile structure; and Captain ELLIS then proposed that, in the interests of navigation, it should be surmounted with a fixed light of the 4th order (red) to show 12 miles."

Mr. WELLS offered to build this for £ 3,500 (say £ 3,000) including the light.

#### 1876.—Pulau Pisang.

In June, 1876, the works on Pulau Pisang, upon which £ 23,900 had already been spent, were ordered to be stopped, owing to the want of funds in the Colony after the Perak war.

1877.—*Pulau Pisang, Formosa Bank.*

In October, 1877, the Secretary of State transmitted to the Governor an opinion Admiral BRIDGES had submitted to the Board of Trade in March, 1875. Admiral BRIDGES had pointed out that "the utmost power of a first order light of Pulau Pisang would scarcely suffice to cover Formosa Bank under the most favourable circumstances." He went on to say that "there were objections to be raised against the proposal of the Committee of 1874 to cut off the light over Formosa Bank: to the light as proposed on Pulau Pisang he had no objection to offer." In continuation, Admiral BRIDGES went on to say, referring to Captain NARES' opinion as given above on page 12 of this Appendix: "I agree with Captain NARES that a light on Tanjong Tor would be very useful and would prove the most effective guard against Formosa Bank, and properly complete the lighting of this part of the Malacca Straits, the Malacca and Pulau Pisang lights being too distant always to insure immunity from this danger, especially to sailing vessels that may be unable to steer a direct channel course. If, however, much expense is to be incurred in carrying out the alteration of the Malacca light, it might be questionable whether a light at Tor would not better serve the wants of navigation as affording a more complete distribution of light, and guarding so much more effectually the danger of Formosa Bank. The light on Tanjong Tor is not urgent for steamers, but would be an advantage for sailing vessels; there is no necessity for it to be an expensive light."

1878.—*Formosa Bank, Pulau Pisang.*

On the 7th May, 1878, a debate took place in the Legislative Council which led to the appointment, in June of the same year, of a Commission of four members under Major MCNAUL. In August, 1878, they reported. The Chairman and two of the Commissioners (Hon'ble W. H. LEED and Captain STEWARD of the P. & O. *Khedive*) signed a Report recommending a light-vessel for Formosa Bank, on the grounds that that Bank is the chief danger between Malacca and the Raffles light; that its shore marks are frequently obscured; that lights on Pulau Undan and Pulau Pisang could not cover it; and that a light on Tanjong Tor would be badly placed to cover it, owing to this point being inshore and frequently hazy.

The fourth member of the Commission (Hon'ble J. McARTHUR) did not concur, but preferred a light-house on Pulau Pisang.

The Chairman also appended a memorandum explaining his change of opinion, since as Chairman of the former Committee in 1874 he recommended Pulau Pisang.

1879.—*Formosa Bank.*

On January 28th, 1879, a long debate took place in the Legislative Council, and a motion having been made by Mr. REAN "that Government take the necessary steps to give effect to the Commission's recommendation of a light-vessel on Formosa Bank," an amendment was carried by 5 votes to 3 that the question be referred to the Trinity House.

This was done, and on the 21st May, 1879, the Trinity House replied that the first point to which attention should be given is the marking of Formosa Bank by a light-vessel, being so far distant from the mainland that marks actually therefrom, and too soft to admit of any structure being built upon it.

This having been done, they recommended the Government to resume building the Pulau Pisang light-house as "the next link in the main chain, and to give a lead through the narrow channel between Pulau Cicoob and The Brothers." Mr. DIGHT MURRAY, the professional officer of the Board of Trade, appended a memorandum in which he says: "I think it very desirable that there should also be a light on Pulau Pisang."

The light-ship was procured from Hongkong in 1881, at a cost of \$40,539, instead of \$38,000 estimated; but nothing has since been done at Pulau Pisang.

Between the correspondence with the Trinity House in May, 1879, and the recent papers bearing date December, 1882, there is no official correspondence except certain reports of Mr. DAVEN RYLANDS, the officer responsible for the lights of the Chinese Customs. His professional opinion is that lights on Pulau Undan and Pulau Pisang are too distant to enable vessels to clear Formosa Bank; that the only other way of marking the bank, and the method he advocates, is to place a light on Tanjong Tohor (Tor), shewing "red" from outside Formosa Bank to Tanjong Segiting, and "white" seawards, and in addition a Courtenay Automatic Signal buoy on the seaward side of the Formosa Bank in 8 or 9 fathoms of water.

## APPENDIX D.

*Survey Report on the "Formosa" Light-ship.*

I, the undersigned, Surveyor, do hereby certify, that I have proceeded to the Formosa Bank and after a careful examination on board the above-named vessel, which is now lying at anchor, the said Bank without cutting into the vessel, she appears to be well built and



very...  
 having...  
 cost, the...  
 of it, and...  
 I consider...  
 present...  
 mast and...  
 A...  
 diameter...  
 and guide...  
 made about...  
 support it;...  
 the new mast.

The winch for hoisting the...  
 left aloft. I recommend the...  
 The iron ballast has been...  
 vessel from labouring...  
 The "Furness" is 125 feet long, 25 feet beam...  
 vessel, with her present beam, should have been 5 feet...  
 designer to have given a greater rise of floor, and...  
 the heavy rolling, by giving her a deeper hold of the water.

To try and prevent the heavy labouring, I would recommend...  
 deep to be fastened from the outside with dovetail plates...  
 keel with 1 1/2 metal bolt, and then metal-sheathed over all. I do not consider...  
 chocks of any use whatever.

The time occupied to do the necessary repairs will be 14 days in the dry dock, and 7 days...  
 stepping the iron mast and fixing the lantern. The "Furness" will be 25 days in all off the...  
 station, 2 days bringing her here and 3 days towing her back to the bank. The cost of the...  
 iron mast will be \$4,000, and it will take one month to make it, which will be better to begin...  
 and make it here before the vessel leaves the bank.

The above repairs will cost in all about \$8,000, and after being carried out in the dry...  
 dock, I consider the vessel good for the space of 4 years from date. If the recommendations...  
 prevent the rolling, she may require caulking from the metal-sheathing upwards in about...  
 18 months more, which can be done at the anchorage.

— JOHN BAXTER,  
 Marine Surveyor.

Singapore, 11th June, 1883.

APPENDIX E.  
 Present State of Lights and Light-houses Fund.

STRAITS SETTLEMENTS.  
 LIGHT-HOUSES.

Original Cost.		Approximate cost of Establishment and Upkeep (not including Repairs) as estimated by the Marine Department.
\$23,925	THE HORSBURGH LIGHT-HOUSE—is built on the Pedra Branca, about 80 miles to the East of Singapore, to mark the eastern end of the Channel out of the Singapore Straits. The light is a revolving light of the third order, visible to a distance of 15 miles. It is elevated 95 feet above the level of the sea. Lat. 1° 20' N., Long. 104° 24' 30" E.	\$1,380
3,201	RAFFLES LIGHT-HOUSE—is placed on Coney Island, about 18 miles to the South-west of Singapore, to mark the Outer and South Channel round St. John's Island in Singapore Roads. The light is a fixed bright white light of the third order, visible to a distance of 12 miles. It is elevated 103 feet above the level of the sea. Lat 1° 9' N., Long. 103° 44' 30" E.	1,073

It is a *flash* light (1st order) of the *third* order, visible for a distance of 25 miles. It is elevated 440 feet above the level of the sea. Lat. 1° 20' N., Long. 101° 15' E.

The light is a *flash* light (1st order) of the *third* order, visible for a distance of 25 miles. It is elevated 440 feet above the level of the sea. Lat. 1° 20' N., Long. 101° 15' E.

It is elevated 440 feet above the level of the sea. Lat. 1° 20' N., Long. 101° 15' E.

- 120 It is a *flash* light (1st order) of the *third* order, visible for a distance of 25 miles. It is elevated 440 feet above the level of the sea. Lat. 1° 17' N., Long. 100° 35' E.
- 55,700 **TAN HONG LIGHT-HOUSE**—is situated on the North Bank, Straits of Malacca, in 15 fathoms of water, and is situated about half a mile South by East of where the light-vessel was moored. The tower is painted in belts of red and white colour. The light is a *revolving* light of the *third* order with intervals of one minute, and visible all round from the deck of a vessel 15 miles. It is elevated 55 feet above the level of the sea. Lat. 2° 52' 30" N., Long. 100° 58' 40" E. 1,334
- 15,423 **PULAU UMBAN LIGHT-HOUSE**—is situated on the summit of that island, which is 100 feet high. The light is an *intermittent flash* light of the *third* order, showing intervals of ten and twenty seconds, and is visible, in clear weather, to a distance of 20 miles. It is elevated 155 feet above the level of the sea. Lat. 2° 8' N., Long. 102° 20' 30" E. 1,012
- 49,530 **FORMOSA LIGHT-VESSEL**—is moored on the western side of the Formosa Bank in 11 fathoms of water. The light is a *flashing* light of the *first* order, showing a flash every half minute, and is visible, in clear weather, to a distance of 10 miles. It is elevated 38 feet above the level of the sea. Lat. 1° 45' 30" N., Long. 102° 40' E. 3,329

*Light-house Fund.*

Balance to credit, 1st January, 1882, .....	\$72,218.19
Light Dues* Revenue for 1882, .....	58,720.07
	\$130,938.26

\* This Revenue for 1883 and future years reduced by nearly one-third.

*Expenditure, 1882.*

Establishments, .....	\$11,067.00
Light-houses, .....	10,394.11
Transport, .....	42.25
Works and Buildings:	
Horsburgh, .....	\$ 1,470.00
Muka Head, .....	24,420.23
Pulau Undan, .....	846.82
	20,737.05
	\$55,144.41
Balance 1st January, 1883, .....	\$75,793.85

*Special Building Expenses, 1883, out of capital (all other Public Works Department Expenditure in this year's Budget being defrayed out of the annual Receipts).*

Muka Head (final Vote), .....	} Penang. {	\$10,750
Pulau Rimau and Ft. Cornwallis, .....		13,100
		\$23,850.00
Approximate Balance, 1st January, 1884, .....		\$51,843.85

*Further Memorandum*

*Lieutenant Roughton, R.N., to the Admiralty*

SIR.—I beg to thank you for sending me the Report of the Commission on the subject of lights in the Straits, which I have read with much interest.

Unfortunately I was obliged to leave Singapore some time ago, and on my return found it concluded, and the Report of the Commission a matter of the Commission I consider it my duty to deliver to you by return of the mail.

I quite agree with the recommendation of the Commission that a light should be established on Pulau Pisang, and think it should be of the most powerful character obtainable, so that being visible from the Long Bank.

As to the proposed light on Tanjong Tor, to cover the Formosa Bank, I consider that such a light would be useful to sailing ships beating to windward, but to commerce it would be a matter of small importance, as the light on Pulau Ubin and the proposed light on Pulau Pisang would afford sufficient information to enable them to avoid the bank, although neither of these lights actually cover it.

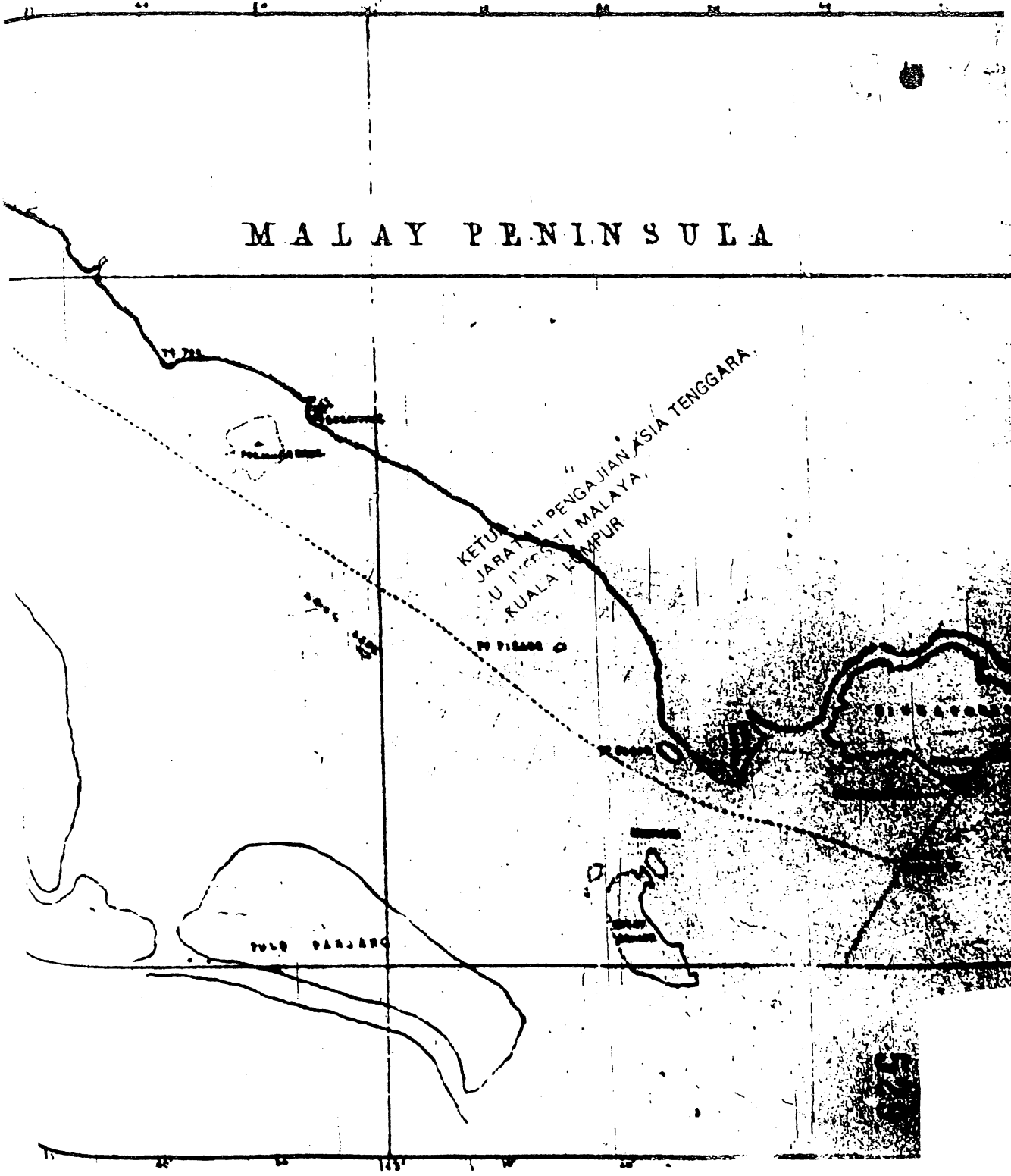
I cannot agree with the Report of the Commission as to the comparative unimportance of providing lights to enable ships to round the shoals off Tanjong Bolus at night in safety. In my opinion, and in that of the many officers both of the Royal and Mercantile Navies, with whom I have discussed this question, this is the most difficult and embarrassing part of the Straits to navigate at night, especially to ships lying to waiting for daylight. The land at Tanjong Bolus is low and flat, the shoals extend two miles off it, and the tides in the vicinity run strong and utterly irregularly as to direction. A fifteen-mile light on the Sultan Shoal with coloured sectors would (in conjunction with the proposed light on Pulau Pisang as shown on the chart accompanying the Report) remove all difficulty and danger.

I have, &c.,

JOHN C. ROUGHTON.

*Lieutenant, R.N.*

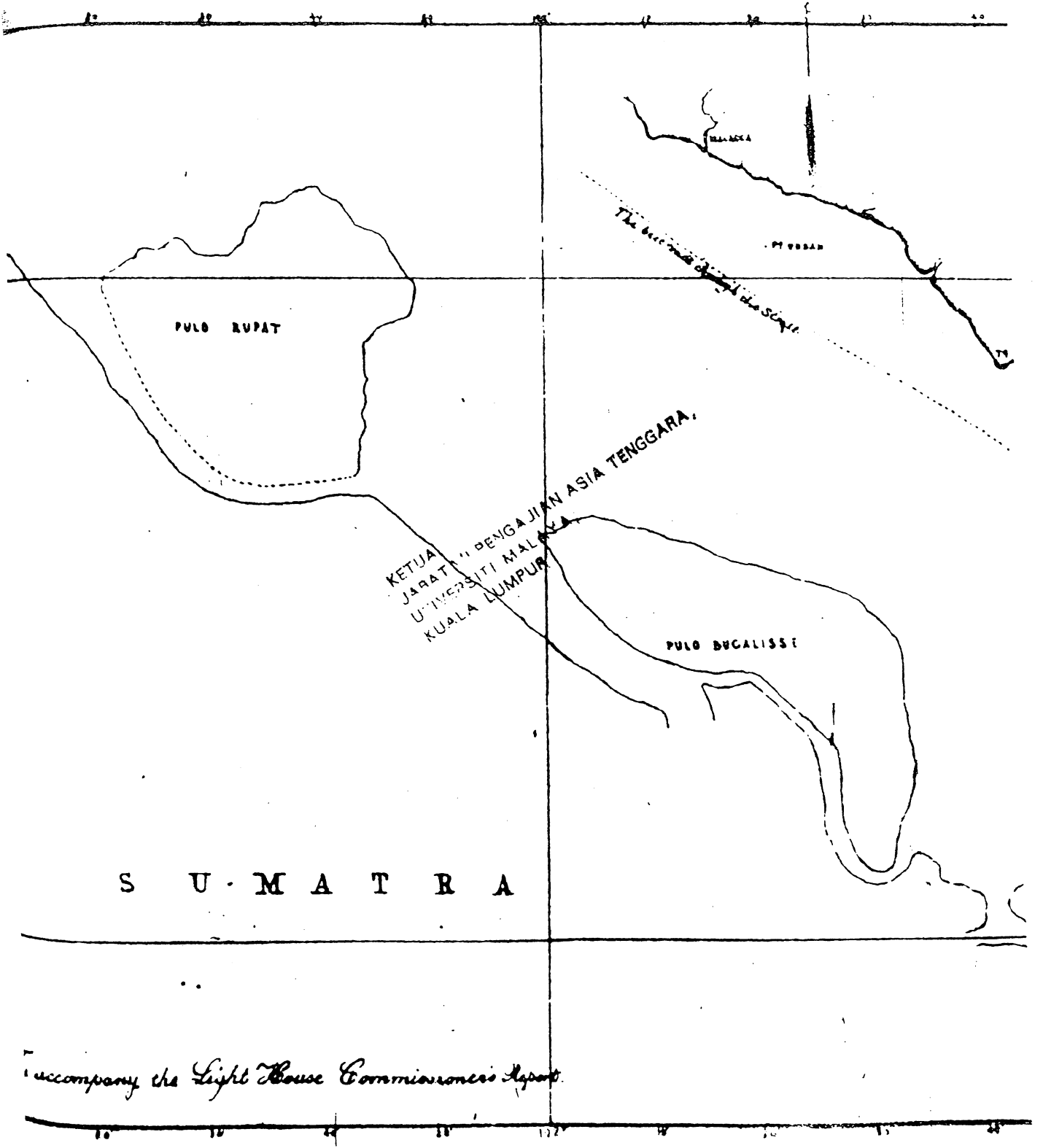
(Already printed.)



MALAY PENINSULA

KETUA JABATAN PENGAJIAN ASIA TENGGARA  
JABATAN MALAYA  
KUALA LUMPUR

TOLONG KAJANG



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 UNIVERSITI MALAYA,  
 KUALA LUMPUR

S U M A T R A

*Accompany the Light House Commissioners Report.*

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## **ANNEX MCM 26**

**Act of Parliament, to provide for the transfer to the Dominion of Canada of the Lighthouse at Cape Race, Newfoundland, and its appurtenances, and for other purposes connected therewith (“British Cape Race Act”) 49 Vict., c.13 (1886)**

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### CHAPTER 13.

An Act to provide for the transfer to the Dominion of A.D. 1886.  
 Canada of the Lighthouse at Cape Race, Newfoundland,  
 and its appurtenances, and for other purposes connected  
 therewith. [10th May 1886.]

**W**HEREAS with the consent of the Legislative Authority of the Colony of Newfoundland, a lighthouse was erected in the year one thousand eight hundred and fifty-six at Cape Race, in that colony, and a fog signal and dwellings, buildings, ponds, apparatus, and other appurtenances have been constructed there, and certain rights of water and other rights and the land described in the schedule to this Act containing about three hundred acres have been used and enjoyed in connection with such lighthouse, and the cost incurred in respect of such lighthouse and the other matters aforesaid was paid out of the Consolidated Fund of the United Kingdom :

And whereas in pursuance of an Order in Council made under the Merchant Shipping Act Amendment Act, 1855, dues have been levied in respect of the said lighthouse, and such dues have been applied under the direction of the Board of Trade in maintaining the lighthouse and its appurtenances, and in repaying to the Consolidated Fund the cost incurred in respect thereof :

And whereas the whole of the said cost has been so repaid and there remains a balance arising from the said dues, and it is estimated that such balance will on the thirtieth day of June one thousand eight hundred and eighty-six, amount to twenty thousand pounds or thereabouts :

And whereas in pursuance of an Order in Council made under the recited Act on the twelfth day of December one thousand eight hundred and eighty-five, the dues leviable in respect of the said lighthouse will, on and after the first day of July one thousand eight hundred and eighty-six, cease to be levied :



A.D. 1886. — And whereas the Government of the Colony of Newfoundland have declined to undertake the maintenance of the said lighthouse :

And whereas the Government of the Dominion of Canada are willing to accept a transfer of the said lighthouse and its appurtenances, and to maintain the same for all time at the expense of the revenues of Canada, without any dues being in future charged in respect thereof :

And whereas it is expedient to authorise such transfer :

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :

Short title.

1. This Act may be cited as the Cape Race Lighthouse Act, 1886.

Provision  
for transfer  
of Cape Race  
lighthouse.

2. When the Parliament of Canada have passed an Act providing to the satisfaction of the Board of Trade for the maintenance of Cape Race lighthouse and the appurtenances thereof for all future time at the expense of the revenues of Canada, and without any charge of dues in respect thereof, the Board of Trade may in such manner as they think expedient transfer Cape Race lighthouse and its appurtenances to the Dominion of Canada, as from the date named in the transfer (hereafter referred to as the date of the transfer).

(2.) Such transfer shall be effectual to vest as from the date of the transfer in Her Majesty, her heirs, and successors, for the public service of the Government of Canada, in relation to lighthouses and signals, the said lighthouse and the land described in the schedule to this Act, and all dwellings, buildings, ponds, signals, and apparatus connected therewith, and all other land and all rights of water and other rights heretofore used and enjoyed therewith and all the other appurtenances thereof, for all the estate and interest therein, either of the Board of Trade or of Her Majesty, or any body corporate, person or persons in trust for Her Majesty, or for the Board of Trade, or for any public service.

(3.) Upon such transfer Her Majesty's Paymaster-General shall pay to or for the use of the Government of Canada, in such manner as the Board of Trade may direct, such portion of the moneys held by him on account of dues levied in respect of the said lighthouse as the Board of Trade may certify to be the net balance after payment of all expenses of maintaining the said lighthouse and the appurtenances thereof up to the date of the transfer, and of such gratuities to the existing lighthouse and fog-signal staff as the Board of Trade may direct, in the event of the services of such staff

not being required by the Government of Canada after the date of the transfer. A.D. 1886.

(4.) From and after the date of the transfer all liability of the Board of Trade to maintain the said lighthouse or signals or other appurtenances thereof shall cease.

3. Any Bill passed by the Houses of the Parliament of Canada which in any way impairs the obligation of the Government of Canada to maintain the said lighthouse and appurtenances, or impairs the validity of the charge on the revenues of Canada for that maintenance, shall be reserved for the signification of the Queen's pleasure. Amendment  
of Canadian  
Act respect-  
ing Cape  
Race light-  
house.

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## SCHEDULE.

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### DESCRIPTION OF LAND USED AND ENJOYED IN CONNECTION WITH CAPE RACE LIGHTHOUSE.

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The land is bounded by a line beginning from a point on the sea coast at the landing cove, and running from thence in a westerly direction to the water-course which supplies the ponds from whence the water supply for the lighthouse is taken, thence running from the water-course along its westerly margin and along the westerly margin of the ponds and the westerly margin of the connecting water-courses of the ponds down to the sea at a place known as Crane Cove, and thence by the sea coast to the point of departure.



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## **ANNEX MCM 27**

**Act of the Government of Canada, respecting the  
transfer of the Lighthouse at Cape Race,  
Newfoundland, and its appurtenances, to the Dominion  
of Canada ("Canadian Cape Race Act")  
49 Vict. c.20 (1886)**

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49 VICTORIA.



CHAP. 20.

An Act respecting the transfer of the Lighthouse at Cape Race, Newfoundland, and its appurtenances, to the Dominion of Canada.

[Assented to 2nd June, 1886.]

**WHEREAS** it appears from a despatch from Her Majesty's Secretary of State for the Colonies, bearing date fifth January, one thousand eight hundred and eighty-six, and other public documents laid before Parliament by order of His Excellency the Governor General, during the present session:—

Preamble  
Recital of facts

That the lighthouse at Cape Race, in the island of Newfoundland, was erected in the year one thousand eight hundred and fifty-six on a lot of ground containing about three hundred acres, appropriated therefor by the Government of the said Colony, and that the cost thereof, with its appurtenances, was paid out of the Consolidated Fund of the United Kingdom;

That in pursuance of an Order of Her Majesty in Council, made under the "Merchant Shipping Act Amendment Act 1855," dues have been levied in respect of the said lighthouse, and applied, under the direction of the Board of Trade, in maintaining it and its appurtenances, and in repaying to the said Consolidated Fund the cost incurred in respect thereof;

That the whole of the said cost has been so repaid, and that there remains a balance arising from the said dues, which it is estimated will, on the thirtieth day of June, one thousand eight hundred and eighty-six, amount to twenty thousand pounds or thereabouts;

That in pursuance of an Order of Her Majesty in Council, made under the said recited Act, on the twentieth day of Pe-

cent, one thousand eight hundred and eighty-five, the dues leviable in respect of the said lighthouse will, on and after the first day of July, one thousand eight hundred and eighty-six, cease to be levied ;

Consent of  
the Imperial  
Government.

That the Government of the United Kingdom, on the recommendation of the Board of Trade, is willing that the said lighthouse and its appurtenances be transferred to Canada, on condition that the same be maintained for all time at the expense of the Dominion, without any dues being thereafter charged in respect thereof, and that in consideration thereof, the sum to be certified by the Board of Trade as the net balance aforesaid, of the moneys arising from such dues before the first day of July, one thousand eight hundred and eighty-six, after the payment of all expenses of maintaining the lighthouse and appurtenances up to the date of the transfer, and of such gratuities to the existing lighthouse and fog-signal staff as the Board of Trade may direct,—if the services of such staff be not required by the Government of Canada after the date of the transfer,—shall be paid to or for the use of the Government of Canada, by Her Majesty's Paymaster General, in such manner as the Board of Trade may direct ;

And that a Bill to authorize the transfer and terms aforesaid, and the draft of which accompanies the despatch hereinbefore mentioned, will be laid before the Parliament of the United Kingdom by the Government thereof ;

Necessity  
of the light-  
house.

And whereas, inasmuch as the said lighthouse is indispensable to the safety of Canadian vessels and others navigating the North Atlantic, to and from Canada, and by the proposed transfer the Dominion will be relieved from the payment of lighthouse dues, amounting yearly to about one thousand two hundred dollars, on vessels trading between Canadian ports and ports in Europe not in the United Kingdom, which the Dominion Government has paid rather than burden the trade by collecting them, it is expedient to authorize the acceptance of the proposed transfer and the conditions aforesaid :

Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

Government  
may accept  
the transfer  
mentioned ;  
and light-  
house to be  
thereafter  
maintained  
by Canada.

1. The Government of Canada may accept the transfer and terms aforesaid, and from the first day of July, one thousand eight hundred and eighty-six, or so soon thereafter as the transfer shall have been made, and the said lighthouse, with the tract of land attached thereto, and all other land and all rights of water or other rights heretofore used and enjoyed therewith, and all the other appurtenances

thereof, for all the estate and interest therein, either of the Board of Trade or of Her Majesty, or of any body corporate, person or persons in trust for Her Majesty, or for the Board of Trade, or for any public service, shall have been assigned to and vested in Her Majesty for the public service of the Dominion of Canada, the said lighthouse and its appurtenances shall be maintained for all time at the expense of the revenues of the Dominion, without any dues being thereafter charged in respect thereof. And without tolls.

2. The money to be paid by Her Majesty's Paymaster General to and for the use of the Government of Canada, under the conditions of the said transfer, shall form part of the Consolidated Revenue Fund of Canada. Money payable to Canada, to form part of Consolidated Revenue Fund.





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## **ANNEX MCM 28**

**An Act in aid of the Imperial Act providing for the transfer to the Dominion of Canada of the Lighthouse at Cape Race and its appurtenances, and for other purposes connected therewith (“Newfoundland Cape Race Act”) 49<sup>th</sup> Victoria, Cap. 4 (1886)**

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## CAP. IV.

*An Act in aid of the Imperial Act providing for the transfer to the Dominion of Canada of the Lighthouse at Cape Race and its appurtenances, and for other purposes connected therewith.*

[PASSED 19TH MAY, 1886.]

## SECTION

1.—Power to Governor in Council to convey Light House at Cape Race.

## SECTION

2.—After first of July next no dues to be collected for maintenance of Light.

Preamble.

WHEREAS, with the consent of the Legislature of this Colony, a Light House was erected at Cape Race in the year One Thousand Eight Hundred and Fifty-six, and a Fog Signal and dwellings, buildings, ponds, apparatus and other appurtenances have been constructed there, and certain rights of water and other rights, and certain lands have been enjoyed and held in connection with said Light House, and the cost incurred in respect of said Light House and other matters was paid by Her Majesty's Government.

And whereas, in pursuance of an Order in Council, made by Her Majesty under the Merchant Shipping Act, 1855, dues have been levied in respect of said Light House, which dues have been applied, under the direction of the Board of Trade, in maintaining the Light House and its appurtenances, and in repaying the cost incurred in respect thereof;

And whereas, Her Majesty's Government have, by Order in Council, made under the said recited Act, directed that the dues leviable in respect of the said Light House shall on and after the First day July next, cease to be levied;

And whereas, it has been agreed between Her Majesty's Government and the Government of the Dominion

49th Victoria, Cap. 4.

of Canada, that the said Light House and its appurtenances, and the maintenance thereof shall be transferred to the said Dominion of Canada ;

And whereas, it has been requested that the Legislature of this Colony, should enact the necessary measures for giving effect to the said arrangement.

Be it therefore enacted by the Governor, the Legislative Council and Assembly, in Legislative Session convened, as follows :—

I.—Whenever it shall be made known to the Governor of this Colony that arrangements have been concluded between Her Majesty's Government and the Government of the Dominion of Canada for the transfer to the said Dominion of the said Light House, the Governor in Council shall have power to convey to the said Dominion of Canada, or to any officer or other person appointed by the Government of the Dominion, for the purposes of the said Light House, the lands, rights, privileges and appurtenances pertaining to the said Light House, or so much thereof as may be deemed necessary for effective operation and management of the same.

Power to Governor in Council to convey Light House at Cape Race.

II.—On and after the first day of July next the dues heretofore collected in respect of said Cape Race Light House, under the Act passed in the Fortieth year of the Reign of Her present Majesty, entitled "An Act to make further provision for the maintenance of Cape Race Light and Fog Whistle," shall cease to be collected,

After First of July next no dues to be collected for maintenance of Light.

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## **ANNEX MCM 29**

**Letter from William Maxwell, Governor of the Straits Settlements, to the Colonial Office, 19 September 1893**

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STRAITS SETTLEMENTS

No. 310



17492

Recd 15 OCT 83

GOVERNMENT HOUSE, SINGAPORE.

19<sup>th</sup> September, 1893.

*Copy all for d. F.*

My Lord,

I have the honour to acknowledge the receipt of Mr Meade's despatch No. 205 of the 5th of August, enclosing a letter from the Board of Trade on the subject of the lights in the Straits of Malacca.

*Boat 13206*

2. It will not have escaped Your Lordship's attention that the reference to the alleged insufficiency

Sir H. Rumbold, 5th July 1893,  
forwarded with Despatch No. 174  
of 20th July 1893.

*11946*

of lights in the letter of Her Majesty's Minister at the Hague applies exclusively to the Dutch side of the

Straits. The coast of the Peninsula and the ports of this Colony are admirably lighted and I have only just asked for Your Lordship's permission to improve the

Despatch No. 208 of 12th September 1893.

*1140*

existing facilities by constructing a new lighthouse on Sultan Shoal near Singapore.

3.

The Most Honourable

The Marquess of Ripon, K.G.

&c. &c. &c.

Colonial Office.



450

3. I have the honour to report, for the information of the Board of Trade, that the receipts under the head of light-dues in the Straits Settlements amount annually to about \$ 90,000 and that the annual expenditure is about \$ 55,000. The lights maintained for this sum are those mentioned in the enclosed list, but I must point out that the coasting trade also benefits by the lights maintained by the Governments of the Native States at the mouths of the Larut, Perak, Bernam, Selangor, Klang and Langat rivers and at Port Dickson.

4. The light on Pulau Bras (north of Sumatra) belongs to and is maintained by the Dutch.

I have the honour to be,

My Lord,

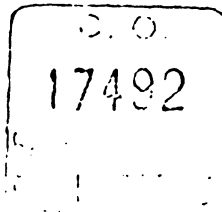
Your Lordship's most obedient,  
humble servant,

William Maxwell.

# L I G H T S

maintained by the Straits Settlements Government.

---



Muka Head	Penang.
Fort Cornwallis	Penang.
Pulau Rimau	Penang.
One Fathom Bank	Straits of Malacca.
Cape Rachado	Settlement of Malacca.
Harbour Light.	Malacca.
Pulau Undan	Straits of Malacca.
Pulau Pisang	Straits of Malacca.
Raffles Light	Coney Island (near Singapore).
"Ajax" Light-ship	Selat Sinki (entrance to New Harbour, Singapore).
Singapore Harbour Light	Singapore.
Horsburgh Light	Pedra Branca (entrance to China Sea).

DESPATCH

Straits

448

No. 17492

C.O. 17492  
Recd ✓  
P. 16 OCT 93

Governor. No.  
well 30

Date.  
1893

19 Sep.

Last previous Paper.  
Ref J  
13206

(Subject.)

Lights in Malacca Straits

Explains that the British side of the Straits is well lighted, the insufficiency as on the Dutch side.

(Minutes.)

W. Fairfield

? Copy to B<sup>d</sup> of Trade for info with ref. to 13206 & to our letter on 17140 d. 7.

[The figures given in par. 3 explain the large credit balance to credit of Lighthouse Fund, referred to in last par. of 17140, as to which I will minute when B<sup>d</sup> of Trade answers our letter on 17140]

p. W. J. 17/10

Copy Trade by 19 Oct. det. 17140 to 326: a, 8 Dec 20/91

W. H. L. 1111-1001-1000-00

Next subsequent Paper

Trade

18439

B<sup>d</sup> J  
18738

atms E  
17

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## **ANNEX MCM 30**

**Statement by the Attorney-General on the Light-Tolls  
Act Amendment Bill 1910, *Proceedings of the  
Legislative Council of the Straits Settlements for the  
year 1910*, Government Printing Office, Singapore  
(1911), p. B 108**

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# PROCEEDINGS

OF THE

# LEGISLATIVE COUNCIL

OF THE

## STRAITS SETTLEMENTS

FOR THE YEAR

# 1910

WITH APPENDIX.



Singapore :

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## WEIGHTS AND MEASURES ORDINANCE AMENDMENT BILL.

On the motion of the ATTORNEY-GENERAL, seconded by Mr. SAUNDERS, this bill was read a third time and passed.

## CHINESE IMMIGRANTS ORDINANCE AMENDMENT BILL.

On the motion of Mr. SAUNDERS, seconded by Dr. ELLIS, this bill was read a second time, and notice of the Committee stage was given for the next meeting of the Council.

## DELETERIOUS DRUGS BILL.

The ATTORNEY-GENERAL moved that the Order of the Day for the consideration of this bill in Committee be discharged. He stated that he understood that some exception was taken to some of the provisions of the bill by the Chemists in Penang, who had asked that the bill might stand over in order that the hon'ble and learned member (Mr. FORT) might at the next meeting of the Council be able to represent their views. The hon'ble member was at present in Penang, and he therefore moved that this Order of the Day be discharged.

This was agreed to.

## LIGHT-TOLLS ACT AMENDMENT BILL.

The ATTORNEY-GENERAL:—Sir, I beg to move the first reading of this bill to amend, in respect of one section, Indian Act XIII of 1854, which provides for the collection of light-tolls in respect of lighthouses and lights in the neighbourhood of the Colony, referred to in the Act of 1854 as the Straits Lights. When, some two or three weeks ago, introducing the bill relating to Freights and Steamships, I mentioned that the only amendment which I thought I might have occasion to move in Committee would be an amendment in respect of light-tolls in order to provide for giving some relief in respect of light-tolls to the steamers of owners whose mode of business was such as commended itself to the Governor in Council; but, on further consideration of the terms and scope of that bill dealing with Freights and Steamships, it appeared that a provision relating to tolls and lights would not be quite germane to the subject of that bill and that the better course would be to amend this Act of 1854 which regulates light-tolls.

The alteration which the bill proposes to make in the Act of 1854 is by way of an addition to section 18, providing for the exemption of certain ships and of classes of ships and of ships under particular conditions and circumstances from any payment on account of light-tolls, and empowering also the cancellation or variation of any such exemption. Paragraphs (c) and (d) of the proposed new clause only reproduce the existing law; paragraphs (a) and (b) are the additions which are new. I beg, Sir, to move the first reading of this bill.

The COLONIAL ENGINEER seconded the motion and the bill was read a first time.

The ATTORNEY-GENERAL gave notice of the second reading for the next meeting of the Council.

## ADJOURNMENT.

On the motion of the ACTING COLONIAL SECRETARY, the Council adjourned until Friday, 23rd September, 1910.

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## **ANNEX MCM 31**

**Statement on second reading of the Light-Tolls Act  
Amendment Bill, 1910 by Mr Darbishire, *Proceedings  
of the Legislative Council of the Straits Settlements  
for the year 1910*, Government Printing Office,  
Singapore (1911), p. B 114**

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PROCEEDINGS

OF THE

# LEGISLATIVE COUNCIL

OF THE

STRAITS SETTLEMENTS

FOR THE YEAR

## 1910

WITH APPENDIX.



Singapore :

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1911.

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## LIGHT TOLLS ACT AMENDMENT BILL

The ATTORNEY-GENERAL moved the second reading of this bill.

Mr. SAUNDERS seconded the motion.

Mr. DARBISHIRE:—Sir, I rise to move the rejection of this bill, because it discriminates between vessels passing up and down the Straits of Malacca which use our lights. I should have no objection to the bill if it was aimed at exempting all vessels from payment of these tolls, because I believe that the sooner that course is adopted the better. Vessels which call at Sabang Bay for the purpose of coaling, and which do not subsequently touch at any of the ports of this Colony, escape paying for Straits lights. These tolls amount to about \$50 to \$60 upon an ordinary ocean-going steamer, equal to about three pence per ton on five hundred tons of bunkers. It does not seem very much, but the coaling business is cut so fine nowadays that this difference might very easily, and I believe does, influence a certain amount of business away from Singapore to Sabang. I should therefore welcome the abolition of this tax altogether, because it is practically a bonus to vessels calling at rival Dutch ports. I know that when I refer to the rivalry of Dutch ports I am accused of trying to hold up bogeys to frighten little boys, but I think that even the Government will admit that Sabang Bay is something more than a bogey. This bill will no doubt enable Singapore to compete on more even terms with Sabang for the coaling of those vessels whose mode of business commends itself to the Governor, but if I am any judge of human nature it will cost us the coaling of vessels whose owners are not quite so subservient. I presume from what the hon'ble ATTORNEY-GENERAL said, that the intention is to penalise vessels belonging to Conference owners. Now, not every vessel which calls here for bunkers loads or discharges cargo, and it seems to me that the natural effect of this inquisitorial treatment will be to drive away these vessels to rival coaling stations. I refer, of course, to Conference vessels which load up in Manchuria, Manila and other places, or which pass through to load in Burmah.

If this bill is brought in with the idea of forcing owners to adjust their methods of business, it seems to me that it shows a considerable lack of the sense of proportion. What is a £5 note to a vessel whose voyage costs several thousands of pounds? The Colonial Secretary, in his report for 1907, tried to show that the Conference owners were taking out of this Colony in extra profits roughly £130,000. This estimate was prepared by Mr. STUART, and must be taken with the usual caution. He was comparing two totally different things, namely, net freight and freights carrying all sorts of options and facilities, and the conclusions arrived at are about as unreliable as others to which I have previously drawn attention. However, if Government abides by the figures of its statistical expert, can it reasonably believe that a bribe of £5 or £6 per vessel will have any influence whatever upon Conference owners in inducing them to surrender these huge profits. Such a bribe would be as effective as a lever as a tooth-pick to upheave the Pyramids.

Granted that the Government in introducing the Freight and Shipping Bill is honestly convinced that it is acting in the best and highest interests of this Colony, and I ask you, does not this small bill seem to be somewhat unworthy of association with such lofty ideals? I beg to move its rejection.

Mr. FORT:—Sir, I must say that I am in agreement with the concluding words of the honourable member who has just spoken. I am one of those who, if I had been here, would have been pleased to support the previous bill which has already been read a second time in this Council, but for my part I cannot help thinking that this bill, if its real intention is that which I judge it to be, is somewhat unworthy of our Government here. The Act which this bill proposes to amend is an Act which was brought in and passed many years ago for the maintenance and construction of lighthouses in this part of the world. Now, there is a good deal to be said on both sides of the question as to whether lighthouses should be maintained at the expense of the Government or whether they should be maintained by a levy on the ships which have the use of those lights. On the whole, I am inclined to think that it is better that the Government should bear the expense of supporting the lighthouses, and for this reason, that it is inevitable that a large number of ships which have the advantage of using the lighthouses cannot be made to pay. Well, Sir, if that be so, we have a definite principle that lighthouses should be supported by Government. If that be so, I do not myself personally desire to see any exemptions of this nature. I do not desire to see that any ship-owners are made to pay when other ship-owners are not, unless it be absolutely necessary in the interests of the Colony and it be proved to be necessary. We have before us now a bill of considerable stringency, which is dealing with the matter in a very serious, strong manner, and I do think that before we go on

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## **ANNEX MCM 32**

**Statement by the Attorney-General on the reading of  
the Light-Houses Bill, 1912, *Proceedings of the  
Legislative Council of the Straits Settlements for the  
year 1912*, Government Printing Office, Singapore  
(1913), pp. B 192-193**

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1

PROCEEDINGS  
OF THE  
**LEGISLATIVE COUNCIL**

OF THE  
**STRAITS SETTLEMENTS**

FOR THE YEAR

**1912**

WITH APPENDIX.



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1913.

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Straits Settlements.

MINUTES

OF THE

MEETINGS

OF THE

LEGISLATIVE COUNCIL.

1912.

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The GOVERNOR:—Do you wish to make a personal explanation?

Mr. HUTTENBACH:—I want to point out that the Attorney-General has misrepresented me on three points.

Mr. HUTTENBACH:—Yes, the hon'ble and learned Attorney-General stated that I had not read the objects and reasons and the bill of 1911 I have read both. Secondly, I did not ask for preferential treatment for Penang, as regards this bill. Thirdly, I did not state that the only objection to the bill of 1911 was the abolition of the elective system, but that it was among the objections.

The GOVERNOR:—I am glad to find, generally, that all the members agree to the amendment in the bill which the Government have made with regard to the constitution of the Municipal Council.

With regard to the loans question, the Government will look into that point, and I confess that I am in sympathy with the unofficial members when they state that they consider that the amount which the Municipalities are at present allowed to borrow should not be increased and that anything further which they wish to borrow for further works should be subject to special ordinances. I agree with the Treasurer's remarks with regard to the basis of borrowing powers.

The Attorney-General informed the Council on the first reading of the bill that the provisions with regard to 'rikishas is not a Government question. The Government members will be permitted to vote as they please on that point. I wish to give the Council some statistics with regard to 'rikishas in Japan. I asked the Colonial Secretary to write to the Consul for Japan and ask him for statistics with regard to 'rikishas in Japan. The Consul has informed the Government that the numbers of double 'rikishas are diminishing yearly. Last year's official statistics showed that there were 3,100 double 'rikishas against 146,243 single ones in the whole of Japan. I think these figures speak for themselves. I think this is as rich a country as Japan and the poor here are just as able as the poor there to afford to do away with double 'rikishas.

The motion before the Council is that a Bill intitled "An Ordinance to amend and consolidate the Law with regard to Municipalities" be read a second time. Do you wish to divide the Council, Mr. HUTTENBACH?

Mr. HUTTENBACH:—No, Sir.

The motion was agreed to, and the ATTORNEY-GENERAL gave notice that, at the next meeting of Council, he would move that Council resolve itself into Committee of the whole House to consider the bill clause by clause.

#### MAINTENANCE OF LIGHTHOUSES.

The ATTORNEY-GENERAL:—Sir, the desirability of abolishing the Light Dues which are levied upon vessels entering and leaving the ports of this Colony and are imposed under the Indian Act of 1854 was I think first raised on the second reading of the Light Tolls Act Amendment Ordinance of 1910, and I refer to that Ordinance because I think the principle was there pointed out by the hon'ble Mr. FORT upon which the Council can properly be asked to approve of this bill, the purpose of which is to abolish these dues.

I shall read what Mr. FORT put forward in that regard: "The Act which this bill proposes to amend is an Act which was brought in and passed many years ago for the maintenance and construction of lighthouses in this part of the world. Now, there is a good deal to be said on both sides of the question as to whether lighthouses should be maintained at the expense of the Government or whether they should be maintained by a levy on the ships which have the use of those lights. On the whole I am inclined to think that it is better that the Government should bear the expense of supporting the lighthouses, and for this reason, that it is inevitable that a large number of ships which have the advantage of using the lighthouses cannot be made to pay."

Of course, the hon'ble and learned member was referring to those ships which pass in the night to some other port. They have had the advantage of the lights but they do not come to the port and they escape, so we are really taxing vessels which are making use of our ports.

Of course, the adoption of the policy necessarily depended upon the financial position of the Colony. With regard to that His Excellency in his annual address to the Council expressed the view that if the financial position of the Colony made it possible to abolish these Dues he would be very glad to see them taken off the revenue side of the Budget. Fortunately, Sir, and I think the members of this Council as well as



the public will deem it a matter for great satisfaction the Government is now enabled to bring forward this bill to do away with these Light Dues, and it does so with the approval, as I know, of the hon'ble members on the other side of the table, for on the Supply Bill, when it was in Committee, the hon'ble member who is nominated by the Chamber of Commerce rose and said he considered that the financial position as disclosed by the Estimates, in his opinion and in the opinion of the other members, who were with him, justified the Government in abolishing these Dues.

I therefore move, Sir, that a Bill intituled "An Ordinance to repeal in part Indian Act No. XIII of 1854 and make new provision for the maintenance of the Light-houses of the Straits of Malacca" be read a first time.

Dr. ELLIS:—Sir, I beg to second.

The bill was read a first time and the ACTING COLONIAL SECRETARY laid on the table a Certificate of Urgency and moved that the Standing Orders be suspended to enable Council to pass the bill in all its stages at that meeting.

Mr. HUTTENBACH:—It says the Standing Orders are to be suspended in cases where there are no amendments or only amendments of an unimportant nature shall be proposed. I have an amendment to be proposed. I do not know whether it would be considered important.

The GOVERNOR:—It says "or in cases of emergency."

The suspension of the Standing Orders were agreed to.

The ATTORNEY-GENERAL moved, and the ACTING COLONIAL SECRETARY seconded, that the bill be read a second time.

Mr. BOYD:—Sir, I merely wish to repeat the welcome which on another occasion, on behalf of the unofficials, I gave to Your Excellency's suggestion to bring in this bill. Any steps taken to remove restrictions on the trade of the Colony will, I am sure, always receive support on this side of the table. The revenue we are sacrificing is after all not of very much account, and with the assistance of the Federated Malay States becomes almost a negligible quantity, and in the state of the finances I think Your Excellency is quite justified in abolishing these Dues. The bill, so far as I have learned, is regarded by the mercantile community as a step in the right-direction.

Mr. HUTTENBACH:—Sir, I beg to support, and agree that thanks are due to Government. At the same time, I should like to say that this bill was handed to me only at 12 o'clock to-day and I have not been able to look at the Acts which are to be repealed and unless there is an emergency it is perhaps advisable that the Committee stage should be postponed, because one never knows what a careful study might reveal. What strikes me in the bill is whether the Penang lights are included in this bill. I should like if the bill is to be read in all its stages that the word Penang should be added in clauses 3, 4 and 5 so as to make it quite clear and put it beyond all doubt. As to whether there are any other matters I am sorry I cannot say; I have not had time to go into the bill. It shows the disadvantage many members are placed in.

I am afraid this will not be sufficient to carry out the object of the bill, to prevent steamers passing to other ports without calling here. That requires the quickest despatch possible, and that I am sorry to say we have not got. I speak from personal knowledge. A steamer arrived this morning at 7 A.M. in the Quarantine Anchorage and was only boarded by the Medical Officer at 11 o'clock. A matter like that will more than counteract any small saving in the way of Light Dues. I should like to call the attention of Government to this and that there are other improvements required to bring about best possible despatch.

The second reading was agreed to and Council resolved itself into Committee of the whole House.

In clause 1, the ATTORNEY-GENERAL asked leave to add the words "first of January, 1913." Agreed to.

Clause 2.—The words "section 6" in the sixth line were amended to "section 5."

Clause 3.—Mr. HUTTENBACH moved that after the word "Singapore" in the fifth line the words "or Penang" be added.

The GOVERNOR:—Penang is in the Straits of Malacca.

Mr. HUTTENBACH:—It might be said that it is not a Straits of Malacca light but a Penang light. Steamers might think they have to pay for Penang lights.

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## **ANNEX MCM 33**

**Straits Settlements Blue Book for the Year 1912,  
Government Printing Office, Singapore (1913),  
pp.  
V2-V3**

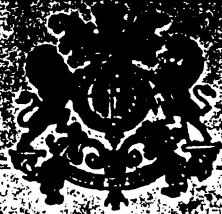
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# BLUE BOOK

FOR THE YEAR

1912.



Singapore.

Printed at the GOVERNMENT PRINTING OFFICE, SINGAPORE.

by J. E. TYLER, Government Printer.

1913.



# LIGHT-HOUSES.

## STRAITS SETTLEMENTS.

The Lights in the Settlements are thirteen in number, (not including Lighted Buoys), viz.:-

The *Horsburgh Lighthouse* is built on the Pedra Branca, about 36 miles to the East of Singapore, to mark the dangers at the Eastern entrance of the Singapore Straits. The light is a revolving one of the first order, showing a flash every 10 seconds, and is visible from a distance of about 16 miles in clear weather. It is elevated 100 feet above high water. Latitude  $1^{\circ} 20'$  North, Longitude  $104^{\circ} 24' 30''$  East.

The tower, is painted with alternate black and white bands at equal distances apart.

*Fort Canning Light* is a dioptric occulting light of the first order, with one eclipse every 20 seconds, visible 17 seconds, eclipse 3 seconds, showing red from North  $13^{\circ}$  West to North  $25^{\circ}$  West over the dangers near Peak Island; white from North  $25^{\circ}$  West through West to South  $84^{\circ}$  West; red from South  $84^{\circ}$  West to South  $74^{\circ}$  West and obscured elsewhere; elevation 202 feet above high water visible from a distance of 18 miles, exhibited from a Steel Lighthouse painted white.

*Raffles Lighthouse* is placed on Coney Island, about 13 miles to the South-West of Singapore, to mark the Singapore Main Straits. It is a group-flashing white light of the second order showing groups of 3 flashes in quick succession every 10 seconds visible from a distance of 16 miles. It is elevated 106 feet above high water. Latitude  $1^{\circ} 10'$  North, Longitude  $103^{\circ} 44' 30''$  East.

*Pulau Pisang Lighthouse* is situated on the highest part of that Island in Latitude  $1^{\circ} 27' 30''$  North, and Longitude  $103^{\circ} 15'$  East. It is a first order revolving light, flashing every 5 seconds, showing all round the horizon. The light is elevated 510 feet above high water, and should be visible from a distance of 30 miles.

The structure is a circular tower 40 feet in height, of a red brick colour. The balcony and lantern are white, the quarters and out-buildings a grey colour.

The *Sultan Shoal Lighthouse* is built on the Sultan Shoal, in Latitude  $1^{\circ} 14' 30''$  North, and Longitude  $103^{\circ} 39' 25''$  East. It is a revolving catoptric light, 60 feet above high water showing a bright flash every 30 seconds, visible all round from a distance of 13 miles.

The structure consists of a tower surrounded by the keeper's dwelling-house, two stories in height, and reaching to within 18 feet of the lantern.

*Pulau Undan Lighthouse* is situated on the summit of that Island, which is 100 feet high. The light is an intermittent flash light of the third order, showing intervals of 10 and 20 seconds, and is visible in clear weather from a distance of 20 miles. It is elevated 155 feet above high water. Latitude  $2^{\circ} 3'$  North, Longitude  $102^{\circ} 20' 30''$  East.

*Cape Rachado Lighthouse* is placed on a high bluff of land, 27 miles North-East of Malacca. The light is a group-flashing white light of the second order, with a group of three flashes every 10 seconds and visible from all directions seaward. Latitude  $2^{\circ} 25'$  North, Longitude  $101^{\circ} 51'$  East. It is elevated 338 feet above high water.

The *One-Fathom Bank Lighthouse* is on the One-Fathom Bank, Straits of Malacca, in approx. 18 feet of water. It is of re-inforced concrete (natural grey) octagonal in form on vertical piles. Light supported on raking columns. The dome of lantern is painted red. The light is a group-flashing light of the second order, showing groups of four flashes in quick succession every 15 seconds, visible from a distance of 15 miles. It is elevated 92½ feet above high water. Latitude approx.  $2^{\circ} 53'$  North, Longitude approx.  $101^{\circ}$  East.

*Malacca Light* is a harbour light. It is a fixed light of the fourth order, visible from a distance of 13 miles. It is elevated 180 feet above high water. Latitude  $2^{\circ} 11' 20''$  North, Longitude  $102^{\circ} 15' 30''$  East.

*Pulau Rimau Light* is an occulting light of the third order, with one eclipse every 20 seconds, visible 17½ seconds, eclipse 2½ seconds showing white in the channel to the Southward from North  $52^{\circ}$  East to North  $22^{\circ}$  East and red elsewhere, except where obscured by land. It is elevated 129 feet above high water, and is visible 13 miles. The Lighthouse is on the Southern point of Pulau Rimau and is painted white. Latitude  $5^{\circ} 13' 55''$  North, Longitude  $100^{\circ} 16' 30''$  East.

*Penang Harbour Light* is shown from an iron signal mast erected on Fort Point, George Town, Penang. It is a revolving white light, and revolves once in every 30 seconds. It is a dioptric light of the fourth order, elevated 107 feet above high water, and visible from a distance of 15 miles. Latitude  $5^{\circ} 24' 45''$  North, Longitude  $100^{\circ} 20' 10''$  East.

The *Muka Head Light*, situated at the Northern end of Penang Island, is a first order revolving light flashing every 20 seconds. It is elevated 795 feet above high water, and is visible in clear weather from a distance of about 30 miles. It is placed on a summit of a hill, which is 750 feet high. Latitude  $5^{\circ} 27' 40''$  North, Longitude  $100^{\circ} 10' 30''$  East. It is connected by telephone with George Town and the Hill Station.

*Tanjong Hantu Light* on the cliff on the extreme point, is an occulting white light every 10 seconds. Light 7 seconds, eclipse 3 seconds. It is elevated 180 feet above high water, and is visible at a distance of 10 miles. Situated in Latitude (approx.)  $4^{\circ} 19' N.$ , Longitude  $100^{\circ} 33'$  East in Northern approach to the Dindings Channel.

TABLE SHOWING THE COST AND MAINTENANCE OF THE STRAITS LIGHTS.

Station.	When Built.	Cost.	Salaries per annum.	Oil and Stores, etc.	Rations.	Total Cost of Maintenance. (Annual.)
		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
1. Horsburgh Light, Singapore	1850	48,377 00	1,850 80		820 08	27,041 47
2. Fort Canning Light, Do.	1803	64,418 00	1,850 80		603 54	
3. Raffles Light, Do.	1856	47,201 36	1,850 80		774 08	
4. Pulau Pisang Light, Do.	1886	44,434 00	1,850 80		915 73	
5. Sultan Shoal Light, Do.	1890	34,450 00	1,850 80	5,305 54	693 54	
6. Pulau Undan Light, Malacca	1880	15,423 00	2,018 26		929 71	
7. Cape Rachado Light, Do.	1863	69,442 36	2,018 26		877 70	
8. One-Fathom Bank Light, Do.	1907	246,963 31	2,018 26		1,031 84	
9. Harbour Light, Do.	1861	772 00	768 00	162 37	...	930 37
10. Pulau Rimau Light, Penang	1884	11,148 08	1,350 00	450 80	1,123 26	2,024 06
11. Harbour Light, Do.	1834	10,224 00	861 74	201 00	...	1,063 34
12. Muka Head Light, Do.	1863	37,929 00	1,620 00	482 80	1,239 64	3,342 44
13. Tanjong Hantu Light, Do.	1901	6,991 37	1,057 23	205 22	725 63	1,988 10
		637,771 48	20,965 77	7,398 33	9,825 68	38,189 78

\* The original cost was \$23,625. The cost of new alterations and light was \$24,752. † The original cost was \$3,291. The cost of improvement was \$43,910.36. ‡ Original cost was \$10,454. The cost of alterations and new light was \$52,988.36. § The original cost was \$4,715. The cost of alterations was \$6,431.

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## **ANNEX MCM 34**

**“Imperial Light Dues Ordinance”, Straits Settlements  
Ordinance No. XVII of 1915, *Ordinances Enacted by  
the Governor of the Straits Settlements with the  
Advice and Consent of the Legislative Council, 1915,*  
Government Printing Office, Singapore (1916),  
pp. 89-92**

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# ORDINANCES

ENACTED BY THE

## GOVERNOR

OF THE

## STRAITS SETTLEMENTS

WITH THE ADVICE AND CONSENT

OF THE

## LEGISLATIVE COUNCIL

THEREOF

DURING THE YEAR

**1915,**

WITH AN

**INDEX**

AND

1. TABLE OF THE TITLES OF THE ORDINANCES PASSED DURING THE YEAR 1915.
2. TABLE OF THE SHORT TITLES OF THE ORDINANCES IN ALPHABETICAL ORDER.
3. TABLE SHOWING THE EFFECT OF THE YEAR'S LEGISLATION ON FORMER ORDINANCES.



SINGAPORE

Printed at the GOVERNMENT PRINTING OFFICE, SINGAPORE.

by J. E. TYLER, Government Printer.

1916.

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## STRAITS SETTLEMENTS

## ORDINANCE NO. XVII OF 1915.

I assent,

ARTHUR YOUNG,  
*Governor and Commander-in-Chief.*

4th September, 1915.

AN Ordinance to authorize the collection of dues for Lighthouses established by Act of the Imperial Parliament.

[10th September, 1915.]

It is hereby enacted by the Governor of the Straits Settlements with the advice and consent of the Legislative Council thereof as follows:—

1. This Ordinance may be cited as "The Imperial Light Dues Ordinance 1915." Short title.

2. The Act and Ordinances specified in the Schedule are hereby repealed. Repeal.

3.—(1) All dues for the lights on the Great Basses and Little Basses Rocks near the coast of Ceylon shall be collected in this Colony. Light dues for Basses Lights.

(2) Such dues shall be paid by the owner or master of every ship which passes the said lights or derives benefit therefrom, and shall be at such rate as shall from time to time be fixed by His Majesty by Order in Council.

4.—(1) All dues for the light on the island of Minicoy shall be collected in this Colony. Light dues for Minicoy Light.

(2) Such dues shall be paid by the owner or master of every ship which passes the said light or derives benefit therefrom, and shall be at such rate as shall from time to time be fixed by His Majesty by Order in Council.

5. The Governor may appoint any person whom he may think fit to be a collector of the dues payable under this Ordinance at any port, harbour or place within the Colony. Appointment of Collector of dues.

Manner of collection of dues.

**6.—(1)** The person appointed by the Governor under section 5 shall collect the said dues by himself, or by any officer in his establishment whom he shall appoint.

(2) The officer to whom any such dues have been paid shall grant to the person paying the same a proper voucher in writing under his hand, containing the name of his office, and of the port or place at which such payment has been made, the name, tonnage and other proper description of the ship, and the voyage in respect of which such dues have been paid.

Port clearance not to be granted till dues paid.

**7.** The officer whose duty it shall be to grant a port clearance for any ship clearing out of or leaving any port, harbour or place within the Colony, shall not grant a port clearance to any ship until the owner or agent of such ship or the master or other person in command thereof shall pay all dues payable in respect of such ship under this Ordinance, or produce a proper voucher for, or give satisfactory proof of, the payment of such dues at the same or some other port or place.

Levy of dues by distress.

**8.—(1)** If any master or owner or other person having the charge of any ship, in respect whereof dues are payable under this Ordinance, shall refuse or neglect to pay the amount thereof to the person authorized to collect the same, such person may distrain any goods or merchandise, to whomsoever the same may belong, on board such ship and any tackle, apparel or furniture belonging to such ship, and may remove the same to some convenient place, leaving on board such ship notice in writing of such distress, and of the cause thereof, and of the place to which the property seized has been removed.

(2) If such dues, together with the costs of such distress and removal, shall not be paid within three days after the seizure, the person authorized to collect such dues may sell the property, and, out of the proceeds of such sale, shall pay the amount of the dues payable in respect of such ship under this Ordinance, together with the reasonable costs of such seizure, detention and sale, rendering on demand, to the master or owner or other person in command of such ship, the surplus if any.

Recovery of dues by suit.

**9.—(1)** The person authorized to collect the said dues at any port, harbour or place within the Colony may, in his own name sue for and recover the amount of any dues payable under this Ordinance by action against the owner or master or other person being, at the time of such dues becoming due, in command of the ship in respect whereof such dues are payable or against such consignees or agents of such ship as have paid, or made themselves liable to pay, any other charge on account of such ship in any port, harbour or place within the Colony.

(2) Any consignee or agent, not being the owner or master of such ship, who is hereby made liable for the payment of the dues payable under this Ordinance in respect of such ship, may, out of any moneys received by him on account of such ship or belonging to the owner thereof, retain the amount of all such dues paid by

him together with any reasonable expenses he may have incurred by reason of the payment of such dues or his liability to pay such dues.

10.—(1) In order to ascertain the burden of any ship in respect of which dues are payable under this Ordinance, the person authorized to collect such dues may, if the ship be a British registered ship, require the owner, master or other person in command of such ship, or any person having possession of the same, to produce the register of such ship for the inspection of such person. Burden of ship how ascertained.

(2) In case of refusal or neglect by such owner, master or other person to produce such register, or if such ship shall not be a ship registered as aforesaid, in case of refusal or neglect by such owner or master to satisfy the person authorized to collect such dues as to what is the true burden of the ship, such person may

(a) cause the ship to be measured at the expense of the master thereof, and such expense shall be recoverable in the same manner as dues payable under this Ordinance; or

(b) deliver to the master, owner or other person in command of the ship or having possession thereof, or leave for him on board the ship, a notice in writing specifying what, in his judgment, is the burden of the ship.

(3) The burden specified in any notice delivered or left under paragraph (b) of subsection (2) shall be deemed to be the burden of the ship, and be treated as such for all the purposes of this Ordinance until the owner, master or other person in command of the ship shall give sufficient proof of the true burden thereof.

11. The dues collected under this Ordinance shall, after deducting the cost of collection, be disposed of in such manner as His Majesty's Principal Secretary of State for the Colonies may, from time to time, direct. Dues how disposed of.

## SCHEDULE.

Number of Ordinance.	Short Title of Ordinance.	Extent of Repeal.
Indian Act XIII of 1854	.....	The whole.
Ordinance VIII of 1882	The Light Dues (Imperial) Ordinance 1882 ... ..	Do.
Ordinance XXVI of 1910	The Light Tolls Act Amendment Ordinance 1910 ... ..	Do.
Ordinance XVII of 1912	The Light Houses Ordinance 1912	Do.



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## **ANNEX MCM 35**

**Annual Report for the Marine Department, Straits Settlements, for the Year 1931, Government Printing Office, Singapore (1933), pp. 87, 92**

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# ANNUAL DEPARTMENTAL REPORTS

OF THE

## STRAITS SETTLEMENTS

FOR THE YEAR

### 1931

(As laid before the Legislative Council)



PUBLISHED BY AUTHORITY

Singapore:

Printed at the GOVERNMENT PRINTING OFFICE, SINGAPORE  
by V. C. G. GATRELL, Acting Government Printer

1933

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ANNUAL REPORT OF THE MARINE DEPARTMENT, STRAITS  
SETTLEMENTS FOR THE YEAR 1931

STRAITS SETTLEMENTS

REVENUE

1. The total revenue collected by the Department in the Colony during the year amounted to \$51,625.74.
2. The different headings in regard to revenue are shown in Appendix No. 1.

SHIPPING

3. Wide proof of the existing heavy depression in world trade is clearly indicated (*see* Appendix No. 3) in the Straits Settlements shipping figures for the year 1931—the tonnage showing a heavy decline for the first time since 1918.

The tonnage of all vessels, *i.e.*, merchant vessels, native craft, men-o'-war, etc., entered and cleared at the six ports of the Colony during the year 1931 was 46,186,747 tons, being a decrease of 3,175,488 tons as compared with the year 1930 (*vide* Appendix No. 2).

4. Of this decrease Singapore is responsible for 2,645,500 tons; Penang for 587,430 tons; Labuan, Dindings and Christmas Island together for 182,725 tons; while Malacca shows an increase of 240,167 tons.

5. Comparing the tonnage of merchant-vessels only (*i.e.*, all vessels above 75 tons nett register) the decrease is 3,238,445 tons (*vide* Appendix No. 2).

SINGAPORE

REVENUE

6. The total revenue collected during the year was \$38,996.97 as against \$49,512.80 in 1930—a decrease of \$10,515.83 (Appendix No. 1).

MERCANTILE MARINE (SHIPPING) OFFICE

7. The numbers of European and native seamen shipped and discharged were 1,187 and 17,847 and 1,131 and 17,875 respectively, as against 1,666 and 20,248 and 1,606 and 20,344 respectively in the year 1930.

8. The numbers of European and native seamen who died and deserted were 5 and 12, and 2 and 8 respectively, as against 3 and 22, and 4 and 23 respectively in 1930.

9. The number of European Officers who obtained Certificates of Competency under Section 22 of Ordinance No. 125 (Merchant Shipping) as Masters and Mates for foreign-going ships was *nil* and 3 respectively, and the number of native seamen who obtained Certificates of Competency as Masters and Gunners for local steam-vessels was 3 and 4 respectively, and 12 Helmsmen were granted certificates. The large reduction in the number of candidates examined is due to the severe depression in shipping.

10. 19,034 Seamen were shipped and 19,006 discharged at the Shipping Office and on board ships during the year 1931 compared with 21,914 shipped and 21,950 discharged during 1930.

57. A group flashing white light was established during the year on a beacon built in 19 feet of water at L. W. O. S. tides on the western end of the Outer Shoal in Singapore Roads. It has proved a valuable addition to the lighting of the Port and its approaches. It is an unwatched A G A type light fitted with a sun-valve.

58. A new A G A light also fitted with a sun-valve, showing a white flash every five seconds has been established on a beacon at Tanjong Berlayer. This light marks the northern side of the western entrance to Keppel Harbour. It has been well reported on by shipmasters.

59. A new light-buoy exhibiting an A G A type light, showing a green flash every five seconds, was established during the year at the north-eastern extremity of the Eastern Explosives Anchorage, Outer Roads.

60. The Singapore group of lighthouses, comprising Horsburgh light, Raffles light, Sultan Shoal light and Pulo Pisang light have been efficiently maintained throughout the year.

61. The health of the lighthouse crews was satisfactory during the year; as a result of steps taken to combat the mosquitoes, Pulo Pisang has been free from Malaria for some months.

62. The establishment of an unwatched A G A type light on Pulo Tenggol off the East coast of Trengganu to benefit ships on the Singapore—Bangkok run, is being considered.

63. An additional buoy-shed for the accommodation of spare light-buoys was erected by the P. W. D. at Pulo Brani during the year.

64. The lighthouse tender M. L. *Mary Rose* underwent stability tests during 1931. As a result of these tests it has been found possible to improve her general behaviour in a sea-way and a slight increase in speed has been obtained by alterations to the propeller.

The tender has carried out her duties most satisfactorily at the end of each month, steaming as far northward as One Fathom Bank lighthouse.

65. In spite of the increasing demands of the Postal Department the launches belonging to the Marine Department have met all calls upon their services.

The holds of the Government steam launches *Mata Mata* and *Spartan* have been altered at very moderate expense to enable mails to be handled more rapidly. The alterations have been well reported on by the Post Office Authorities at Singapore.

66. On two occasions during the year 1931 considerable hauls of unlicensed chandu were made by lighthouse keepers and their crews. The smart look-out kept and the action taken by the lighthouse personnel concerned was suitably rewarded by the Government Monopolies Department.

67. The Master Attendant carried out his annual inspection of the lighthouses in the Straits Settlements, and on the East Coast of Johore. Both inspections were carried out in the Government S. Y. *Sea Belle II*.

The yacht carried out 7 cruises during the year, mostly with His Excellency the Governor and High Commissioner onboard or in connection with lighthouse duties. The yacht actually steamed 4,500 nautical miles and consumed 209 tons of oil fuel during the year under review.

68. Commander C. C. DIX, C.M.G., D.S.O., R. N. (retired), formerly Harbour Master, Kingston, Jamaica, was appointed Deputy Master Attendant, Singapore, by the Secretary of State, on September 4th, 1931, and assumed duty on October 4th, 1931. (Office vacant).

69. Mr. J. E. MCDONNELL, Master Mariner, was appointed 3rd European Boarding Officer, Singapore, on January 12th, 1931. (New appointment).

70. Mr. B. G. SAHAI was appointed Usher Marine Court, Singapore, on June 4th, 1931. (Office vacant).

71. Mr. J. SANDOSHAM was appointed Junior Boarding Officer, Singapore, on April 22nd, 1931. (Office vacant).

72. Lieut.-Commander J. H. OWEN, D.S.C., R. N. R. (Acting Deputy Master Attendant) proceeded on long leave on 1st May, 1931.



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## **ANNEX MCM 36**

**Straits Settlements Blue Book for the Year 1938,  
Government Printing Office, Singapore (1940),  
pp. 978-985**

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STRAITS SETTLEMENTS

**BLUE BOOK**

FOR THE YEAR

**1938**

*Compiled under the Orders of Government by the Department of Statistics*

*Published by Authority*

SINGAPORE :

PRINTED AT THE GOVERNMENT PRINTING OFFICE, SINGAPORE.  
BY W. T. CHERRY, GOVERNMENT PRINTER



STRAITS SETTLEMENTS

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PORTS AND HARBOURS

1938

## LIGHTHOUSES, LIGHT BEACONS,

No. (1)	Name Year established or last altered (2)	Position Latitude N. Longitude E. (3)	Number and colour of Lights.—Candle power in 1,000. Fog Signals (4)	Character and period of Lights (5)
1	Muka Head 1883, 1914, 1935	Summit, the north-west point of Penang 5° 28' 100° 11'	I. W. 309	Fl. 20.0 sec.
2	North Channel (U) 1933, 1935	North Channel 5° 53' 100° 14'	I. W. 1/20	Gp. Fl. (2) 10.0 sec.
3	Pulo Tikus (U) 1922	Pulo Tikus 5° 29' 100° 18'	I. W. 3/10	Fl. 3.0 sec.
4	"C" 1937 ... Northern Prohibited Anchorage	5° 26 3/4' 100° 22 1/2'	I. W. 1/20	Fl. 3.0 sec.
5	"B" 1937 ... Northern Prohibited Anchorage	5° 25 3/4' 100° 22 1/4'	I. W. & R. 1/20	Fl. 5.0 sec.
6	"A" 1937 ... Man of War & Explosive Anchorage	5° 25 1/4' 100° 22 1/2'	I. R. 1/20	Fl. 3.0 sec.
7	"Zemchug" (U) 1914	5° 26' 100° 21'	I. G. 1/20	Fl. 5.0 sec.
8	Fort Point 1882, 1914, 1925	North-east bastion, of Fort Cornwallis George Town 5° 25' 100° 21'	I. W. R. sector. 18	Gp. Occ. (2) 30.0 sec.
9	Swettenham Pier	5° 25' 100° 21'	I. G. 1/20 I. R. 1/20	F. F.
10	Landing Places Victoria Pier Church St. Pier Railway Pier Mitchell Pier	George Town Butterworth	2. G. 1/20 2. G. 1/20	F. F.
11	No. 3 Beacon (U) 1921, 1929	North end of middle bank 5° 24' 100° 21'	I. R. 2/10	Fl. 3.0 sec.
12	No. 2 Buoy 1937	5° 23 1/4' 100° 21 1/4'	I. W. 1/20	Fl. 1.0 sec.
13	Prai Groyne (U) 1932	120 feet westward of Rubble Groyne Head 5° 23' 100° 22'	I. R. 1/10	Fl. 5.0 sec.

## LIGHT BUOYS AND LIGHT SHIPS

Height in feet above high water (6)	Miles seen in clear weather (7)	Description of building or vessel, with approximate height in feet (8)	Remarks (9)
795	35	Gray granite tower 45.	Flash 1.5 sec.
15	7	Red Hull; steel lattice tower in centre "North Channel" in white letters on tower	Flash 0.5 sec. Eclipse 1 sec. Flash 0.5 sec. Eclipse 8 sec. Liable to drag out of position during the height of the South-west Monsoon.
50	12	White stone column 22.	Flash 1.0 sec. Visible from 098° through South to 319°.
22	6	Steel girder painted white. White Top Mark.	Marking Northern Boundary of Northern Pro- hibited Anchorage. Flash 1/2 sec.
27	6/4	Steel girder painted white. White Top Mark.	Marking Southern Boundary of Northern Prohibited Anchorage. Flash 1 sec.
23	3	Steel girder painted white. White Top Mark.	Marking Southern Boundary of Man of War and Explosive Anchorage.
...	...	Spherical buoy painted green, WRECK in white letters	Marking wreck of Russian Cruiser Zemchug.
87	15	White iron framework tower 70.	Light 21.0 sec. Eclipse 3.0 sec. Light 3.0 sec. Eclipse 3.0 sec. Red from 139° to 152° white thence to 043° obscured thence to 103° faint white thence to 139°.
20	3	White iron pillars. Green on North and red on South end of pier.	Electric lights.
20	4		
20	3	Outer ends of all piers and jetties.	Electric lights.
20	3		
25	9	Steel framework on triangle concrete base. Black and white bands. Black topmark.	Flash 0.5 sec.
...	...	Conical Buoy painted white 2 painted in black.	Marking north end of Great Kra Flats Flash 1/2 sec.
12	12	Steel framework on triangle concrete. Base painted black.	Flash 0.5 sec.

## LIGHTHOUSES, LIGHT BEACONS

No.	Name Year established or last altered	Position Latitude N. Longitude E.	Number and colour of Lights. Candle power in 1,000. Fog Signals	Character and period of Lights
(1)	(2)	(3)	(4)	(5)
14	Prai Wharf (U) 1924 ...	West end of Prai Wharf 5° 23' 100° 22'	2. W.	F.
15	Prai Bar (U) 1932 ...	5° 23' 100° 22'	1. W.	Fl. 10.0 sec.
16	Standard Oil Dolphin Light South of Prai River Entrance ...	5° 23' 100° 22½'	1. G.	Fixed all round Light
17	Standard Oil Dolphin Light Jelutong ...	5° 24' 100° 19½'	1. G.	Fixed all round Light
18	Municipal Sewage outfall Pier (U) 1934 ...	Jelutong 5° 23' 100° 00'	1. G.	Fl. 3.0 sec.
19	Southern Prohibited An- chorage 1937 ...	5° 22' 100° 19'	1. W.	1/10 F.
20	Southern Prohibited An- chorage 1937 ...	5° 22' 100° 19'	1. W.	1/10 F.
21	No. 3 Buoy (U) 1927 ...	West side of south channel 5° 22' 100° 21'	1. W.	1/20 Fl. 6.0 sec.
22	No. 4 Beacon (U) 1921, 1923 ...	East side of south channel 5° 21' 100° 21'	1. G.	2/10 Fl. 5.0 sec.
23	No. 5 Beacon (U) 1921, 1923 ...	West side of south channel 5° 21' 100° 21'	1. R.	2/10 Fl. 3.0 sec.
24	South Channel Leading Light "C" (U) 1934	Front 5° 20' 100° 21'	1. W.	1/10 Fl. 4.0 sec.
25	South Channel Leading Light "D" (U) 1934	Rear	1. W.	1/10 Fl. 1.0 sec.
26	No. 6 Beacon (U) 1921, 1931 ...	East side of south channel near turning point 5° 20' 100° 21'	1. G.	1/20 Fl. 5.0 sec.
27	South Channel Leading Light "A" (U) ...	Front 5° 19' 100° 21'	1. W.	1/10 Fl. 1.0 sec.
28	South Channel Leading Light "B" (U) 1930	Rear	1. W.	1/10 Fl. 1.0 sec.
29	Pulo Rimau 1885, 1906, 1932 ...	Off southern extreme of Penang 5° 15' 100° 17'	1. R. & W. sectors 9	Occ 20.0 sec.
30	No. 9 Buoy (U) 1932 ...	East of Pulo Rimau 5° 17' 100° 14'	1. W.	1/20 Fl. 4.0 sec.

## LIGHT BUOYS AND LIGHT SHIPS

Height in feet above high water (6)	Miles seen in clear weather (7)	Description of building or vessel, with approximate height in feet (8)	Remarks (9)
15	6	Black iron pillars Can buoy painted red.	Electric lights. Marking north edge of channel at entrance to Prai River.
18	2	Wooden Dolphin painted black.	Marking Standard Oil Company's pipeline at Prai.
16	2	Wooden Dolphin painted black.	Marking Standard Oil Company's pipeline at Jelutong.
18	3	White iron pillar on head of pier.	Flash 0.5 sec.
32	6	Steel girder painted white White and Red Top Mark.	Marking Northern Boundary of Southern Prohibited Anchorage.
32	6	Steel girder painted white. White and Red Top Mark. Can Buoy painted red.	Marking Southern Boundary of Southern Prohibited Anchorage. Marking western edge of south channel at the northern end.
27	8	Steel framework on square concrete base. Black and white bands. Black topmark.	Flash 0.5 sec.
27	9	Steel framework on square concrete base painted red. Red topmark.	Flash 0.5 sec.
18	7	Black post, black and white triangular topmark.	Flash 1.8 sec. } Leading lights for southern portion of dredged channel 44° visible from 036° to 065°.
21	7	Black post, black and white disc topmark.	Flash 0.3 sec. }
25	5	Steel framework on triangle concrete base. White topmark.	Flash 0.5 sec.
19	7	Black post, black triangle topmark.	Flash 1.0 sec. } Leading lights for northern portion of dredged channel 185° visible from 090° through south to 270°.
25	7	Black post, black disc topmark.	Flash 0.3 sec. }
129	17	White iron tower 57.	Eclipse 2.5 sec. Red from 208° to 215° white thence to 219° red thence to 022° white thence to 052° red thence to 095° obscured elsewhere.
		Spherical Buoy painted white 9 painted in black.	Marking edge of 5 fathoms line off Pulo Rimau.

## LIGHTHOUSES, LIGHT BEACONS,

No. (1)	Name Year established or last altered (2)	Position Latitude N. Longitude E. (3)	Number and colour of Lights. Candle power in 1,000. Fog Signals (4)	Character and period of Lights (5)
31	Kra Light Vessel (U) 1930, 1935	Off Kra Bank 5° 06' 100° 12'	I. W. 3/10	Fl. 6.0 sec.
32	One-Fathom-Bank 1908	About half a mile eastward of shoalest part, in 3 fathoms 2° 53' 101° 00'	I. W.	Gp. Fl. (4) 15.0 sec.
33	Cape Rachado 1863, 1910	2° 24' 101° 51'	I. W. 210	Gp. Fl. (3) 10.0 sec.
34	Malacca 1849	St. Paul's Hill 2° 12' 102° 15'	I. W. 3	F.
35	Pier 1889	Head	I. R.W. sector	F.
36	North breakwater	Head	I. R.	F.
37	South breakwater	Head	I. G.	F.
38	Pulo Panjang (U)	West end of reef 2° 10' 102° 15'	I. R.	Fl. 5.0 sec.
39	Pulo Undan 1880, 1914	Summit 2° 03' 102° 20'	I. W. 70	Gp. Fl. (2) 30.0 sec.
40	Pulo Pisang 1886, 1914	Summit 1° 28' 103° 15'	I. W. 154½	Fl. 5.0 sec.
41	Sultan Shoal (Trumbu Karimun) (B) 1896, 1931	1° 14' 103° 39'	I. W. 70	Gp. Fl. (2) 15.0 sec.
42	Selat Sinki (U):(B)	1926 On reef, about 1¼ miles northeast of Pulo Saluk 1° 14' 103° 43'	I. G. Under 1/10	Fl. 10.0 sec.
43		1926 South-east extreme of Cyrene Reef 1° 15' 103° 46'	I. R. Under 1/10	Fl. 10.0 sec.
44	Tree island or Pulo Nipa (U) (N) 1912, 1927	Northern end of reef 1° 09' 103° 40'	I. W. 2/10	Fl. 15.0 sec.
45	Round island or Takong Kechil (U) (N) 1911, 1924	1° 06' 103° 43'	I. W. 2/10	Fl. 8.0 sec.
46	Raffles (B) 1855, 1906	Coney islet 1° 10' 103° 45'	I. W. 99	Gp. Fl. (3) 10.0 sec.

## LIGHT BUOYS AND LIGHT SHIPS

Height in feet above high water (6)	Miles seen in clear weather (7)	Description of building or vessel, with approximate height in feet (8)	Remarks (9)
15	10	Red Hull, steel lattice tower in centre KRA in white letters on tower.	Flash 0.85 sec. Liable to drag out of position during the height of the South-west Monsoon.
92	15	Grey octagonal concrete tower piles; red lantern.	Flash 0.3 sec.; eclipse 2.0 sec.; flash 0.3 sec.; eclipse 2.0 sec.; flash 0.3 sec.; eclipse 7.8 sec.
388	26	White circular tower 78.	Flash 0.2 sec.; eclipse 1.4 sec.; flash 0.2 sec.; eclipse 1.4 sec.; Flash 0.2 sec.; eclipse 6.4 sec.
140	12	White square tower 40.	Visible seaward between 316°, through north to 136°. Red seaward and white inshore.
30	7	Iron lattice column 28.	
12	4	Concrete column 14.	
12	4	Concrete column 14.	
18	6	White beacon.	
175	18	Square building red octagonal tower 100.	Flash 2.5 sec.; eclipse 5.0 sec.; flash 2.5 sec.; eclipse 20.0 sec.
493	30	Red circular tower 53.	Flash 0.7 sec. Visible over Pulo Kukul.
60	13	Tower on two storey dwelling	Flash 0.7 sec.; eclipse 1.8 sec.; flash 0.7 sec.; eclipse 11.8 sec.
26	7	Red pile beacon.	Flash 2.0 sec.
27	7	White framework structure.	Flash 2.0 sec.
31	10	White iron framework structure 26.	Flash 5.0 sec.
31	10	White iron framework structure 26.	Flash 2.0 sec. Obscured from 154° to 178°.
105	16	White tower 61.	Flash 0.2 sec.; eclipse 1.4 sec.; flash 0.2 sec.; eclipse 1.4 sec.; flash 0.2 sec.; eclipse 6.4 sec.; Visible in all directions when not obscured by the land.

## LIGHTHOUSES, LIGHT BEACONS,

No.	Name Year established or last altered	Position Latitude N. Longitude E.	Number and colour of Lights. Candle power in 1,000. Fog Signals	Character and period of Lights
(1)	(2)	(3)	(4)	(5)
47	Kubu Batu Belayar (U) 1931 ... ..	1° 16'	1. W.	Fl. 5.0 sec.
48	Pulo Sakijang Pelepah (U) (B) 1923 ... ..	103° 48'	1. W.	Fl. 10.0 sec.
		Summit 1° 13'		
		103° 51'		
49	Tanjong Pagar (B) (U) 1891, 1930 ... ..	South-eastward of east wharf 1° 16'	1. R.	Fl. 1.0 sec.
		103° 51'		
50	Outer Shoal (B) (U) 1929	Western edge 1° 15'	1. W.	Gp. Fl. (2) 5.0 sec.
		103° 52'		
51	Detached Mole (U)	1925 North-east end	1. R.	Fl. 5.0 sec.
		1925 South-west end	1. G.	Fl. 5.0 sec.
52	Fort Canning 1855, 1914	1° 18'	1. W.R. sectors. 20	Occ. 20.0 sec.
		103° 51'		
53	Singapore River ... ..	...	1. G.	F.
54	Master Attendant's Pier	...	1. R.	F.
55	Clifford Pier ... ..	...	2. R.	F.
56	Pulo Renget Besar (U) 1933 ... ..	1° 14'	1. G.	Occ.
		103° 51'	1. R.	Occ.
		(approx.) (U)		
57	Katong Light-buoy (U)	1° 17'	1. G.	Gp. Fl. 5.0 sec.
		102° 54'		
58	Maeander Shoal Light- buoy (U) ... ..	Keppel Harbour 1° 16'	1. G.	Fl. 3.0 sec.
		103° 49'		
59	Ajax Shoal Light-buoy	1° 14'	1. W.	Fl. 5.0 sec.
		103° 40'		
60	Horsburgh (B) 1851, 1915 ... ..	Summit of Pedra Blanca 1° 24'	1. W.	Fl. 10.0 sec.
		104° 24'		
61	Pulo Kuraman 1913 ... ..	Summit 5° 13'	1. W.	Fl. 5.0 sec.
		115° 08'		
62	Pulo Pappan 1897, 1911	Near west point 5° 15'	1. W.R. sectors 5	Occ. 10.0 sec.
		115° 16'		
63	Enoe (U) 1920, 1927 ... ..	North-eastward of Pulo Enoe 5° 15'	1. R.	Occ. 3.5 sec.
		115° 15'		
64	Government Pier 1912 ... ..	Head 5° 17'	1. R.	F.
		115° 14'		
65	Barat Bank Buoy ... ..	5° 09'	1. W.	Fl. 5.0 sec.
		115° 06'		



## LIGHT BUOYS AND LIGHT SHIPS

Height in feet above high water (6)	Miles seen in clear weather (7)	Description of building or vessel, with approximate height in feet (8)	Remarks (9)
30	10	White concrete pile beacon.	Flash 0.5 sec.
195	12	Steel framework tower 21.	Flash 1.0 sec.
33	...	Red steel structure.	Flash 0.03 sec.
39	10	White concrete beacon, red bands.	Flash 0.3 sec.; eclipse 1.0 sec.; flash 0.3 sec.; eclipse 3.4 sec. A white flashing light every 4.0 sec. is shown from No. 8 beacon.
33	10	White tower 24.	Flash 0.5 sec.
33	10	White tower 24.	Flash 0.5 sec.
202	18	White steel tower.	Eclipse 3.0 sec. Red from 255° to 264°; white thence to 336°, red thence to 349°; obscured elsewhere.
...	...	...	A green fixed light is shown at the entrance to river, a red fixed light on the Master Attendant's Pier, and 2 red fixed lights on Clifford Pier.
...	...	...	
...	...	...	
12	5	On white stone beacons north side Fairburn Channel.	
12	5	"	
8	5	Red conical buoy.	Flash 0.3 sec.; eclipse 1.0 sec.; flash 0.3 sec.; eclipse 3.4 sec.
8	5	Red conical buoy.	Flash ev. 3.0 sec.
...	5	Red conical buoy.	Flash ev. 5.0 sec.
101	16	Black circular tower, white bands 112.	Flash 1.5 sec.
215	21	White tower, red dome 50.	Flash 0.5 sec. Obscured by Labuan on some bearings.
79	14	White framework tower.	Eclipse 3.0 sec. Red from 058°, through east to 195°; white thence to 205°, red thence to 289°; white thence to 058°.
23	2	Black wooden framework structure.	Eclipse 0.5 sec. Irregular.
...	...	...	
...	...	...	On buoy with lattice work top painted white Flash 0.8 sec. eclipse 4.2 sec.

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## **ANNEX MCM 37**

**Annual Report of the Marine Department, Singapore,  
for the Year 1948, Government Printing Office,  
Singapore (1949), p. 10**

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COLONY OF SINGAPORE

ANNUAL REPORT OF THE  
MARINE DEPARTMENT FOR  
THE YEAR 1948

BY

COMMANDER L. P. LANE, O.B.R., R.N.,  
*Master Attendant,  
Singapore.*

PRINTED AT THE GOVERNMENT PRINTING OFFICE, SINGAPORE,  
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1949

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49. Between 1st June and 31st December 1948, 273 messages were received and 370 messages sent by Mount Faber Signal Station while Tanjong Batu Berlayer received 43 messages and sent 65.

50. The staff at the two signal stations were recruited from ex S.S. R.N.V.R. signal ratings with a leading signalmán in charge of each station and during the period, general health and standard of efficiency has been very satisfactory.

51. Messages were passed to and from warships of all nationalities gratis.

#### EXPLOSIVES

52. Fifty-one vessels were inspected and magazine certificates issued for approved magazines to carry explosives under Rule 71, section 2A of the Rules made under the Arms and Explosives Ordinance.

53. Eleven vessels carrying explosives were issued with a Form "C" to allow them to proceed alongside the Singapore Harbour Board's wharves.

#### COMPASS ADJUSTING

54. During the year 94 vessels had their compasses adjusted by certificated officers of the department.

#### WIRELESS D/F CALIBRATING

55. During the year 31 vessels had their D/F apparatus calibrated, making use of the Lighthouse Tender "Mary Rose" which has been specially equipped for the purpose. The average time taken in this operation for each vessel was 3½ hours and the longest was 6 hours.

#### LIGHTHOUSES

56. Regular quarterly inspections were made to the Singapore Group Lighthouses which comprises Horsburgh, Raffles, Sultan Shoal, Pulo Pisang and Fort Canning and a regular monthly relief maintained in all weathers.

57. During the year a considerable amount of repairs were effected by the P.W.D., Marine Branch, and many structural improvements made to the crews accommodation. Better furniture was provided and a wireless set for each lighthouse to relieve the monotony.

58. In April a representative from Chance Bros. made a tour of inspection and was very favourably impressed with the condition of the mechanism of the lighthouses in consideration of their age. He recommended, however, that three of them should be electrified as soon as the financial resources of the Colony permit.

59. At one period there was a prevalence of malaria at Pulo Pisang Lighthouse. This was visited by the Health Officer, Rural who made suitable recommendations to ensure the health of the crew.

60. His Excellency the Governor paid a visit to Raffles Lighthouse and the Honourable, the Colonial Secretary, to both Raffles and Horsburgh.

61. No light failures were reported by passing vessels during the year.

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## **ANNEX MCM 38**

**Government Regulation Replacing Law No. 4 of the  
Year 1960 on Indonesian Waters, 18 February 1960**

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INDONESIA

ACT NO. 4

The President of the Republic of Indonesia

Considering:

1. that the geographical configuration of Indonesia as an archipelagic State which consists of thousands of islands has its own characteristics and peculiarities,
2. that since time immemorial the Indonesian archipelago has constituted one entity,
3. that in the interest of the territorial integrity of the Indonesian State all the islands and the waters lying between those islands should be regarded as a single unit,
4. that the delimitation of the territorial waters as provided for in article 1, paragraph 1 of the Territorial Sea and Maritime Circles Ordinance of 1939 (Government Gazette 1939 No. 442) is not in accordance with the above considerations, as it divided the territory of Indonesia into separate parts having their own territorial sea,
5. that it is therefore deemed necessary to enact an Act concerning the Indonesian waters in accordance with the above considerations,

Having regard to:

Article 5 paragraph I of the Constitution of the Republic of Indonesia

Having heard:

The deliberations of the Cabinet of Ministers of 20 January 1960,

Decides to enact:



Act Concerning Indonesian Waters:

Article 1

- (1) The Indonesian waters consist of the territorial sea and the internal waters of Indonesia.
- (2) The Indonesian territorial sea is a maritime belt of a width of 12 nautical miles, the outer limit of which is measured perpendicular to the baselines or points on the baselines which consist of straight lines connecting the outermost points on the low water mark of the outermost islands or part of such islands comprising Indonesian territory with the provision that in case straits of a width of not more than 24 nautical miles and Indonesia is not the only coastal state the outer limit of the Indonesian territorial sea shall be drawn at the middle of the strait.
- (3) The Indonesian internal waters are all waters lying within the baselines mentioned in paragraph (2).
- (4) One nautical mile is one sixtieth of a meridian.

Article 2

On the map annexed to this Act is indicated the position of the points and baselines mentioned in article 1 paragraph (2).

Article 3

- (1) Innocent passage through the internal waters of Indonesia is open to foreign vessels.
- (2) The innocent passage is mentioned in paragraph 1 shall be regulated by Government Ordinance.

Article 4

- (1) This Act comes into force on the date of its promulgation.
- (2) Article 1 paragraph 1 sub-paragraph 1 to 4 of the Territorial Sea and Maritime Circles' Ordinance of 1939 is no longer valid as from the date mentioned in paragraph 1.

In order that the Act be known to everybody whomsoever it is instructed that this Act be promulgated by publication in the Government Gazette.

Done at Djakarta on 18 February, 1960

Promulgated at Djakarta on 18 February, 1960

President of the Republic of Indonesia

Minister of Justice

sd. (SOEKARNO)

sd (SAHARDJO)

Published in Government Gazette No. 22, 18 February 1960.

LOCATION OF POINTS OF BASELINES OF THE INDONESIAN WATERS

Note

U = Utara = North  
 S = Selatan = South  
 T = Timur = East  
 B = Barat = West

REFERENCE NUMBER	CO-ORDINATES OF POINTS			LONGITUDE	LOCATION	
	LATITUDE					
1.	01°	- 13.8	U	104°	- 35.6 T	Tg. Berakit.
1A.	01	- 02.9	U	104	- 40.7 T	Sentut.
2.	00	- 56.0	U	104	- 55.8 T	Merapas.
3.	00	- 24.4	U	104	- 33.7 T	Kuju.
4.	00	- 18.0	S	105	- 01.0 T	Meranti
5.	00	- 45.7	S	104	- 56.2 T	Saja.
6.	01	- 08.5	S	105	- 16.9 T	P. Pekatjang.
7.	00	- 54.5	S	105	- 45.4 T	Toty.
8.	01	- 36.0	S	106	- 03.0 T	Punggul.
9.	02	- 16.4	S	106	- 26.7 T	-
10.	02	- 24.1	S	107	- 04.8 T	Gaspar.
11.	02	- 31.8	S	107	- 37.0 T	Langkuas.
12.	02	- 31.4	S	107	- 49.1 T	Tg. Siantu.
13.	02	- 38.5	S	108	- 12.2 T	Busung Serlang.
14.	01	- 42.0	S	108	- 41.1 T	Serutu.
15.	01	- 16.9	S	108	- 52.4 T	Leman.
16.	00	- 07.2	U	108	- 36.1 T	Datu.
17.	00	- 14.7	U	108	- 01.5 T	Pengiki.
18.	00	- 05.9	U	107	- 14.0 T	Pendjantan.
19.	00	- 33.1	U	106	- 58.2 T	Anak Awur.
20.	00	- 55.2	U	106	- 44.5 T	Tokong Kemudi.
21.	01	- 32.2	U	106	- 26.6 T	Kaju Ara.
22.	02	- 18.1	U	105	- 35.5 T	Malang Biru.
23.	02	- 44.6	U	105	- 23.0 T	Damar.
24.	03	- 05.5	U	105	- 35.0 T	Mangkai.
25.	03	- 19.8	U	105	- 57.0 T	Nanas.
26.	03	- 26.5	U	106	- 16.0 T	Balajar.
27.	03	- 18.0	U	107	- 33.9 T	Noord Hooiberg.
28.	03	- 55.0	U	107	- 54.0 T	Salor.
29.	04	- 31.1	U	107	- 43.9 T	Semioen.
30.	04	- 48.0	U	108	- 01.9 T	Sekatoeng.
31.	04	- 01.1	U	108	- 25.9 T	Senua.
32.	03	- 03.3	U	108	- 52.2 T	Subi.
33.	02	- 38.5	U	109	- 10.5 T	Kepala.
34.	02	- 04.1	U	109	- 06.9 T	Merunding.
35.	02	- 05.2	U	109	- 38.3 T	Tg. Datu.
36.	04	- 10.0	U	117	- 53.7 T	Tg. Saima.
36A.	04	- 07.6	U	117	- 55.3 T	-
36B.	04	- 03.7	U	117	- 55.5 T	-
37.	03	- 28.5	U	117	- 52.5 T	Tg. Arang.
38.	02	- 22.2	U	118	- 12.2 T	Pandjang.
39.	02	- 19.0	U	118	- 33.8 T	Tg. Bui Tuwattan.
40.	01	- 46.4	U	119	- 01.7 T	Sambit.

LOCATION OF POINTS OF BASELINES OF THE INDONESIAN WATERS (Cont'd)

REFERENCE NUMBER	CO-ORDINATES OF POINTS			LONGITUDE	LOCATION	
	LATITUDE					
41.	01°	- 01.3	U	118°	- 59.5 T	Tg. Mangkalihat.
42.	00	- 35.5	U	119	- 47.9 T	Tuguan.
43.	01	- 00.5	U	120	- 12.8 T	Lingian.
44.	01	- 20.5	U	120	- 47.6 T	Straat Kapar.
44A.	01	- 22.6	U	120	- 53.5 T	Dalangan.
45.	01	- 19.2	U	121	- 28.1 T	H. Kandi.
46.	01	- 02.2	U	122	- 27.0 T	Tg. Sumalata.
47.	00	- 58.0	U	123	- 15.0 T	Tg. Dulang.
48.	01	- 09.6	U	124	- 20.1 T	Tg. Lainpangi.
49.	01	- 45.2	U	124	- 43.9 T	Yanterawu.
50.	02	- 21.5	U	125	- 17.6 T	Pasige.
51.	02	- 44.5	U	125	- 9.5 T	Makalehi.
52.	03	- 42.9	U	125	- 23.9 T	Tg. Talawid.
53.	04	- 14.0	U	125	- 19.1 T	Kawalusu.
54.	04	- 40.4	U	125	- 25.6 T	Kawio.
55.	04	- 44.5	U	125	- 28.5 T	Marore.
56.	05	- 34.8	U	126	- 36.5 T	Miangas.
57.	04	- 45.0	U	127	- 09.0 T	Marampit.
58.	04	- 37.4	U	127	- 09.2 T	Kakarutan.
59.	03	- 45.4	U	126	- 51.2 T	Darnau.
60.	02	- 38.5	U	128	- 33.5 T	Tg. Sopi.
61.	02	- 30.2	U	128	- 40.4 T	Tg. Gorango.
62.	01	- 32.7	U	128	- 43.9 T	Gam Tjaka.
63.	00	- 43.5	U	129	- 08.1 T	Jiew.
64.	00	- 20.8	U	129	- 52.4 T	Ai.
65.	00	- 32.0	U	130	- 44.0 T	Budd.
66.	01	- 04.7	U	131	- 15.6 T	Fani.
67.	00	- 36.0	U	131	- 11.9 T	Aju eiln.
68.	00	- 11.0	S	131	- 18.8 T	H. Lamarche.
69.	00	- 43.5	S	131	- 32.5 T	Dore Hoem Bi.
70.	00	- 20.2	S	132	- 10.5 T	Mios Soe.
71.	00	- 21.8	S	132	- 43.0 T	Valsche Kaap.
72.	00	- 56.8	U	134	- 17.2 T	Mapia Eil.
73.	00	- 11.6	S	134	- 59.1 T	Ajawi.
74.	00	- 23.5	S	135	- 16.1 T	Bepondi.
75.	00	- 41.4	S	135	- 23.5 T	Tg. Imbieri.
76.	00	- 42.1	S	135	- 48.5 T	Tg. Praisbari.
77.	01	- 04.9	S	136	- 23.3 T	Tg. Warari.
78.	01	- 27.8	S	137	- 55.0 T	Hoek d. Uriville.
79.	01	- 35.5	S	138	- 43.0 T	Limi.
80.	02	- 18.5	S	140	- 07.0 T	Tg. Kamdara.
80A.	02	- 26.2	S	140	- 36.9 T	-
81.	02	- 36.2	S	141	- 00.0 T	Oinake.
82.	09	- 12.7	S	141	- 01.7 T	-
83.	09	- 00.4	S	140	- 49.9 T	Wanme.
84.	08	- 09.9	S	139	- 52.8 T	Biak R.
85.	08	- 12.8	S	139	- 20.0 T	Weleb.
86.	08	- 22.9	S	138	- 54.6 T	Kaap Kaol.
87.	08	- 25.1	S	138	- 47.7 T	Mom Boem.
88.	08	- 27.0	S	137	- 35.1 T	Kaap Valsch.
89.	06	- 55.1	S	138	- 32.5 T	De Jong's punt.
90.	06	- 22.0	S	138	- 24.5 T	Cook R.

LOCATION OF POINTS OF BASELINES OF THE INDONESIAN WATERS (Cont'd)

REFERENCE NUMBER	CO-ORDINATES OF POINTS				LOCATION		
	LATITUDE		LONGITUDE				
91.	05°	- 43.1	S	138°	- 05.0	T	-
92.	05	- 22.5	S	137	- 43.0	T	Laag E.
93.	04	- 55.0	S	136	- 49.8	T	Kp. Steenboom.
94.	04	- 38.8	S	136	- 07.0	T	Amarapaja.
95.	04	- 27.7	S	135	- 12.8	T	Tg. Namaripi.
96.	05	- 19.3	S	134	- 35.0	T	Warilade.
97.	05	- 22.4	S	134	- 44.1	T	Djedah Eil.
98.	06	- 04.5	S	134	- 52.0	T	Kawaera eil.
99.	06	- 19.7	S	134	- 52.2	T	Penambulai.
100.	06	- 52.5	S	134	- 43.4	T	Kultu bai.
101A.	07	- 01.8	S	134	- 40.1	T	Karang.
101.	07	- 07.0	S	134	- 28.9	T	Enu.
102.	06	- 57.2	S	134	- 10.6	T	Tg. Ngabordamiu.
103.	06	- 00.5	S	132	- 50.2	T	Tg. Weduar.
104.	07	- 15.0	S	131	- 59.0	T	Larat.
105.	08	- 03.8	S	131	- 17.5	T	Asutubun.
106.	08	- 08.0	S	131	- 10.5	T	Adaut.
107.	08	- 21.6	S	130	- 48.5	T	Bat Arkdusu.
108.	08	- 13.7	S	129	- 50.1	T	Masela.
109.	08	- 22.0	S	128	- 31.0	T	Meaty Miarang.
110.	08	- 14.9	S	127	- 38.0	T	Luhulele.
111.	08	- 06.4	S	127	- 09.5	T	Jen Tu.
112.	07	- 58.7	S	126	- 28.2	T	Eden.
113.	08	- 01.1	S	125	- 48.6	T	Pibia.
114.	08	- 59.0	S	124	- 24.0	T	-
115.	09	- 08.0	S	124	- 00.0	T	-
116.	09	- 28.0	S	125	- 05.1	T	Mota Massin.
117.	09	- 38.3	S	124	- 58.7	T	Tg. We Toh.
118.	10	- 09.1	S	125	- 00.0	T	-
119.	10	- 16.5	S	124	- 01.0	T	-
120.	10	- 49.6	S	123	- 13.4	T	Puleh.
121.	11	- 00.9	S	122	- 52.5	T	Dana.
122.	10	- 37.5	S	121	- 50.8	T	Tg. Merabu.
123.	10	- 50.0	S	121	- 17.0	T	Dana.
124.	10	- 19.0	S	120	- 27.2	T	Tg. Ngudju.
125.	10	- 20.6	S	120	- 06.8	T	Atangudu.
126.	09	- 48.0	S	119	- 23.6	T	Tg. Rua.
127.	09	- 45.5	S	119	- 11.6	T	Tg. Mambo.
128.	09	- 40.5	S	119	- 02.0	T	-
129.	08	- 53.6	S	118	- 29.9	T	Toro Doro.
130.	09	- 06.8	S	117	- 02.0	T	Tg. Talonan.
131.	08	- 54.9	S	116	- 00.0	T	Tg. Pangga.
132.	08	- 50.0	S	115	- 50.3	T	Tg. Bt. Gendang.
133.	08	- 49.4	S	115	- 35.9	T	Nusa.
134.	08	- 51.0	S	115	- 08.1	T	Tafelhock.
135.	08	- 46.4	S	114	- 30.9	T	Tg. Bantenas.
136.	08	- 44.5	S	114	- 20.8	T	Tg. Purwa.
137.	08	- 39.0	S	114	- 01.5	T	Mustaka.
138.	08	- 30.0	S	113	- 18.5	T	Barung.
139.	08	- 24.0	S	111	- 42.2	T	Skel.
140.	08	- 12.1	S	110	- 42.2	T	-
141.	08	- 08.5	S	110	- 33.0	T	-

LOCATION OF POINTS OF BASELINES OF THE INDONESIAN WATERS (Cont'd)

REFERENCE NUMBER	CO-ORDINATES OF POINTS					LOCATION	
	LATITUDE			LONGITUDE			
142.	07°	- 47.0	S	109°	- 25.2	T	Bt. Tugur.
143.	07	- 47.5	S	109	- 02.1	T	Kambangan.
144.	07	- 49.0	S	108	- 26.1	T	-
145.	07	- 44.9	S	107	- 50.0	T	Tg. Gedeh.
146.	07	- 23.2	S	106	- 24.5	T	Genteng.
147.	07	- 01.2	S	105	- 31.6	T	Deli.
148.	06	- 50.5	S	105	- 14.5	T	Tg. Goha Kolah.
149.	06	- 37.8	S	105	- 06.0	T	Ganaila.
150.	05	- 57.0	S	104	- 35.8	T	Balimbing.
151.	05	- 39.1	S	104	- 18.1	T	-
152.	05	- 14.5	S	103	- 54.5	T	Og. Walor.
153.	04	- 49.0	S	103	- 20.1	T	Tg. Bandar.
154.	05	- 33.1	S	102	- 19.0	T	-
155.	05	- 22.1	S	102	- 05.3	T	Tg. Kooma.
156.	04	- 02.0	S	101	- 02.1	T	Mega.
157.	03	- 21.3	S	100	- 27.8	T	-
158.	03	- 18.0	S	100	- 19.9	T	Baru - Baru.
159.	02	- 50.0	S	99	- 59.6	T	Tg. Ratai.
160.	02	- 18.0	S	99	- 36.2	T	Tg. Simailupa.
161.	01	- 41.0	S	98	- 52.8	T	Siberut.
162.	01	- 12.4	S	98	- 35.0	T	Siberut.
163.	00	- 31.8	S	98	- 17.0	T	Tg. Hatik.
164.	00	- 05.5	S	97	- 51.0	T	Semuk.
165.	00	- 35.2	U	97	- 40.2	T	Laguadi.
166.	00	- 49.8	U	97	- 20.0	T	Bawa.
167.	01	- 12.0	U	97	- 04.7	T	Wunga.
168.	01	- 24.1	U	97	- 03.1	T	Tg. Tojolawa.
169.	02	- 04.1	U	96	- 37.5	T	Babi.
170.	02	- 38.0	U	95	- 47.0	T	-
171.	02	- 58.9	U	95	- 23.0	T	Kokos Eil.
172.	04	- 07.5	U	96	- 06.7	T	Meulaboh.
173.	04	- 36.9	U	95	- 34.0	T	Tjalang Bi.
174.	04	- 52.0	U	95	- 22.0	T	Roja.
175.	05	- 17.0	U	95	- 11.9	T	Rusa.
176.	05	- 48.0	U	94	- 57.5	T	Noord West E.
177.	06	- 05.0	U	95	- 07.0	T	Rondo.
178.	05	- 54.0	U	95	- 20.0	T	Ie Meule.
179.	05	- 30.4	U	95	- 53.0	T	Og. Pidie.
180.	05	- 16.5	U	96	- 49.5	T	Og. Peusangan.
181.	05	- 17.0	U	97	- 29.0	T	-
182.	04	- 53.0	U	97	- 55.0	T	Og. Peureula.
183.	03	- 55.3	U	98	- 40.2	T	Og. Temiang.
184.	03	- 47.4	U	99	- 29.6	T	Berhala.
185.	02	- 52.0	U	100	- 33.8	T	Noordrots.
186.	02	- 9.4	U	101	- 39.5	T	Tg. Medang.
187.	01	- 06.0	U	102	- 59.0	T	Tg. Kedabu.
188.	01	- 11.6	U	103	- 21.0	T	Iju.
189.	01	- 10.0	U	103	- 23.4	T	Karimun.
190.	01	- 09.2	U	103	- 39.3	T	Nipa.
191.	01	- 7.9	U	103	- 42.0	T	-
192.	01	- 10.9	U	103	- 52.9	T	Berhanti.
193.	01	- 12.5	U	104	- 04.3	T	Nongsa.
194.	01	- 12.3	U	104	- 23.5	T	Tg. Sading.
195.	01	- 13.8	U	104	- 35.6	T	Tg. Berakit.

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## **ANNEX MCM 39**

**Letter dated 24 February 1967 from J. Groves, Director of Marine, Malaysia, to the Secretary to the Ministry of Transport, Kuala Lumpur**

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Secretary to the  
Ministry of Transport,  
P.O. Box 515,  
Kuala Lumpur.

Hydrographic Surveyors  
Your KP/6/22/56 refers

I refer to my recent conversation with Enche Bashah bin Nordin on the question of the seemingly impossible task of recruiting either trained hydrographic surveyors or men who could be sent abroad for training.

2. Even if a further advertisement was able to attract suitable candidates for training, it would be two to three years before they were qualified. This <sup>will</sup> ~~is~~ that the new dredger 'Tanjong Gemuruh' costing some \$2,000,000 will have to work "blind" and its usefulness will be very seriously curtailed.

3. As you are aware the Royal Malaysian Navy have established a hydrographic survey unit in charge of a surveyor seconded for the Royal Navy. The vessel to be first used for this purpose is to be refitted soon and will be in use within a few months. At the same time, the additional staff required to carry out surveys is now either being trained or have already been trained.

4. According to previous agreements on the division of responsibility of surveying, the Royal Malaysian Navy was to be responsible for all Malaysian waters other than within the limits of ports. The ports were to be the responsibility of the Marine Department. While the number of gazetted ports is very large, the number which are actually used for commercial purposes (other than fishing) is very small. The following list of ports are those which would be surveyed if staff was available. Against each port is an estimate of the average yearly time required for this work. This estimate is more of a guess in the absence of experienced staff:-

Kuala Kedah Bar	2 - 3
Tanjong Dawai	2 - 3
Penang	3 - 4
Lumut	3 - 4
Kuala Perak	3 - 4
Port Swettenham	3 - 4
Port Dickson	2 - 3
Malacca	1 - 2
Muar	1 - 2
Batu Pahat	1 - 2
Johore	3 - 4

24 to 35 days.



The bars only at Trengganu, Kemaman and Kuantan are surveyed annually by the Harbour Master, East Coast. As this work must be done as soon as possible after the ending of the north east monsoon, this work will probably always be done by the Harbour Master. The total time taken is only three to four days and is within the capabilities of the Harbour Master. In addition to the above, there may well be the necessity from time to time for surveys to be carried out at other ports and places for specific purposes, e.g. in connection with the possible new port on the east coast or Johore. This work would, presumably, be done by contractors.

5. Full scale surveys at most of the ports listed above would be necessary at very infrequent intervals. For example, Malacca and Muar were last surveyed in 1932 and Batu Pahat in 1927.

6. Following the conversation mentioned in para 1, I called upon the Chief of Naval Staff, Royal Malaysian Navy and also met Lt./Cdr. Martin, the Hydrographic Officer. A general discussion was held with the latter with a view to seeing whether it was possible for all survey work in West Malaysia to be done by the Royal Malaysian Navy. The arguments mentioned above were put forward and the result was that it was considered the subject should be further investigated and that a formal approach should be made through the Ministries concerned.

7. Lt./Cdr. Martin was asked by me what additional survey equipment would be required by this Department in order to "set up business". A rough mental calculation on his part showed that approximately \$60 - 80,000 of survey instruments would be required. In addition, a survey launch would be required. A new launch would cost around \$40,000 although an existing launch could be modified for this purpose for a much lower sum. A launch thus modified, would however, be a "compromise" vessel and not ideal for the work.

8. A much more important consideration is the men required to be employed in a survey team. While the "hydrographic surveyor" is, of course, the key man, he must of necessity, be supported by a team some of whom must be specialists in their task, such as cartographers, recorders, launch crews etc. This team would, I imagine, have to be composed of at least 12 to 15 men. The cost of such a team would be considerable and does not justify by the actual value of work which has to be done.

9. It is therefore, suggested that the hydrographic requirements of the country be reviewed with a view to the establishment of only one hydrographic organisation. As the Royal Malaysian Navy is now several years ahead of the Marine Department in this venture, it is suggested that they should, if possible, assume full responsibility. Even if this would mean an increase in their establishment etc., the cost must be much less than that of operating a separate organisation as duplication would be avoided.

10. It is agreed that the various items of survey equipment at present in the possession of the Marine Department and which is not in general use, should be handed over to the Royal Malaysian Navy on a "no cost basis" if approved.

W  
DESPATCHED 24 FEB 1967

(Sgd.) J. GROVES

(J. GROVES)  
DIRECTOR OF MARINE,  
WEST MALAYSIA.

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## **ANNEX MCM 40**

**Letter from the Secretary of the Youth Movement of the  
United Malays National Organisation to the Permanent  
Secretary of the Ministry of Foreign Affairs, Malaysia,  
28 May 1968 (original and English translation)**

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**Letter from Secretary of the Youth Movement of the United Malays National Organisation (UMNO) to Permanent Secretary of Ministry of Foreign Affairs, Malaysia dated 28 May 1968**

TRANSLATION

H.E. Tan Sri Ghazali Shafie  
Permanent Secretary of the Ministry of Foreign Affairs  
Wisma Putra  
Kuala Lumpur.

Sir,

PULAU PISANG

This office has received a motion regarding the above matter from the West Johor Bahru Division of the UMNO Youth Movement. The motion is as follows:

“That the meeting of the Committee of the West Johor Bahru UMNO Youth Movement that met on 25 May 1968, has taken a decision to urge the UMNO Youth Movement of Malaysia to urge the Government of Malaysia to bring down the Singapore flag from Malaysian soil at Pulau Pisang.”

Before we can reply to the motion, we would be pleased if you could provide an explanation concerning the position of “Pulau Pisang”, whether it is part of the territory of the Republic of Singapore or Malaysia.

Your assistance in providing clarification on this matter is deeply appreciated.

I N D E P E N D E N T

signed

(Haji Hamzah Alang)  
Secretary  
UMNO Youth Movement Malaysia



فرتوبهن كبشمان ملايو برساتو مليسيا  
PERTUBOHAN KEBANGSAAN MELAYU BERSATU  
MALAYSIA  
(UNITED MALAYS NATIONAL ORGANISATION)

SEGALA SURAT2 HENDAK-LAH  
DI-ALAMATKAN KEPADA:

SETIAUSAHA AGONG UMNO.  
TALIPON: K.L. 87141/2/3.  
ALAMAT KAWAT: SUAGONG KUALA LUMPUR.



PEJABAT SETIAUSAHA AGONG UMNO-  
PETI SURAT 644,  
KUALA LUMPUR.

Bil UMNO/SUA (PEMUDA) 2/66/13

(Bersatu-Bersetia-Berkhidmat)

Bertarikh 28hb. Mei 1968.

Y.M. Tan Sri Ghazali Shafie,  
Setia Usaha Tetap Kementerian Luar Negeri,  
Wisma Putera,  
Kuala Lumpur.

Tuan,

PULAU PISANG


Pejabat ini telah menerima satu usul berhubung dengan perkara yang tersebut di-atas dari Pergerakan Pemuda UMNO Bahagian Johor Bharu Barat. Usul itu adalah berbunyi sabagai berikut:-

"Bahawa Meshuarat Jawatankuasa Pergerakan Pemuda UMNO Bahagian Johor Bharu Barat yang bermeshuarat pada 25hb. Mei 1968, mengambil satu ketetapan iaitu mendesak Pergerakan Pemuda UMNO Malaysia supaya mendesak Kerajaan Malaysia menurunkan bendera Singapura dari bumi Malaysia di-Pulau Pisang."

Sabelum kami dapat menjawab berhubung dengan usul itu, sukachita kira-nya pehak tuan dapat memikirkan se-suatu penerangan mengenai kedudukan "Pulau Pisang" tersebut, sama ada ia-nya termasuk di-dalam wilayah Republik Singapura atau Malaysia.

Kerjasama tuan memberikan penjelasan dalam hal ini sangat2 kami junjong tinggi dan di-ucapkan terima kaseh.

M E R D E K A

  
(Haji Hamzah Alang)  
PG: SETIAUSAHA  
PERGERAKAN PEMUDA UMNO MALAYSIA.

HHH/mb  
Jawab *mb*



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## **ANNEX MCM 41**

**Report of the 3rd Joint Hydrographic Survey in  
Malacca–Singapore Straits, August 1974, p. 13**

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**REPORT**  
**OF**  
**THE 3RD JOINT HYDROGRAPHIC SURVEY**  
**IN**  
**MALACCA-SINGAPORE STRAITS**



## OUTLINE OF OPERATIONS

### - 1. AREA III

#### 2 - 1 - 1. Summary of Operations

With participants from Indonesia, Japan and Singapore embarked, the Royal Malaysian Naval Survey Ship KD PERANTAU carried out reconnaissance of the survey area from 25th March to 4th April 1974. During this period, a tide pole was set up at the pier leading to Horsburgh Lighthouse and datum on the pole was established by levelling from an Admiralty bench mark located at the end of the pier. Hi-Fix slave I station and Audister Responder I station were set up at Tanjung Penyusop and Horsburgh Lighthouse respectively. Hi-Fix slave II and Audister Responder II stations were set up at Tanjung Balau. The ship returned to base on 29th March to replenish. Whilst in harbour, plotting sheets covering the area were made. On 1st April, the ship sailed for the survey area to replenish the camps and to continue the reconnaissance. From 2nd April to 4th April, triangulation was progressed to co-ordinate the Hi-Fix slave stations and Responder Stations. On completion, the ship returned to base to repair boats damaged during landing operations in rough weather.

On 9th April, the ship returned to the survey area. The performance of the Audister was checked by making observations of baseline crossings and the Hi-Fix chain was calibrated using the Audister. An offshore tide pole was set up on the North Patch at Rumenia Shoal on 14th. From 15th to 17th, bottom sampling was carried out as the weather was considered unsuitable for sounding operation. On 18th, the offshore tide pole was found to be leaning over by more than 5 degrees from the vertical position. During efforts made to set the pole to the upright position, the pole fell over completely. The tide pole was re-erected the next day with assistance from the Royal Malaysian naval Diving Tender KD DUYONG who also undertook the task of reading the tide and looking after the pole whilst KD PERANTAU was in harbour to replenish. Datum on the offshore tide pole was transferred from the gauge at Horsburgh Lighthouse by Comparison of Low Water Heights method.

Sounding operations commenced on 23rd April until 6th May. During this period, the ship returned to base from 27th to 30th for replenishment, rest and recreation. The camps were recovered on 7th and 8th, and from 9th to 11th the ship was in the base during which preliminary data processing was carried out. The participants from Indonesia, Japan and Singapore disembarked on 12th May.

The general locality of the survey area is shown in Fig. 1

#### 2 - 1 - 2. Abstract of Daily Progress of Survey Operations

24th Mar. '74	Participants embarked.
25th Mar.	Arrived at Horsburgh Lighthouse.



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## **ANNEX MCM 42**

**Report of the 4th Joint Hydrographic Survey in  
Malacca–Singapore Straits, April 1975, p. 18**

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**REPORT  
OF  
THE 4TH JOINT HYDROGRAPHIC SURVEY  
IN  
MALACCA-SINGAPORE STRAITS**





using the Audister.

A tide pole was established at Horsburgh Light and levelled to the existing Admiralty bench mark there. Another tide pole was established offshore at Rumenia Shoal and datum on the offshore tide pole was transferred from the Horsburgh Light gauge. The offshore tide pole fell over several times due to unfavourable weather and collision by fishing boats. Many useful surveying days were lost in re-erecting the offshore tide pole. The Royal Malaysian Naval Diving Tender KD DUYONG assisted in the setting up and the reading of the offshore tide pole.

Sounding commenced on 30th July and continued until 4th September when sheet III, sheet II and half of sheet I was completed. Bottom sampling was also completed in sheets I and II. On 5th September Hi-Fix Slave II, Audister Responder II and the offshore tide pole were recovered, and on 11th September, Audister Responder II was re-established at Tanjung Tondang, Indonesia to improve the angle of cut in the western half of sheet I.

Sounding was resumed on 12th September and was carried through until 3rd October when all sounding and shoal investigation was completed. Due to unexpected breakdown of the sampling winch, bottom sampling was not completed in sheet I area when the ship returned to base on 3rd October. Participants from Indonesia, Japan and Singapore disembarked on 6th October and on 7th October the ship sailed for the survey area after having repaired the winch. Bottom sampling was completed on 9th October and after recovering all the camps the ship returned to base on 10th October and thus completed the survey of Area IV-E.

#### 2 - 2 - 2. Diary of Survey Operations

##### July 1974

7th	Participant from Japan embarked.
8th	Participant from Singapore embarked. Sailed for survey area.
9th	Established Hi-Fix Slave I at Telok Basrah near Tanjung Penyusop.
10th	Established Hi-Fix Slave II at Tanjung Balau.
11th } 12th }	Established tide pole at Horsburgh Light and at Rumenia Shoal.
13th	Replenished camps. Returned to base.
14th } 16th }	At base. Replenished ship, rest and recreation.
17th	Sailed for survey area. Replenished camps. Established Audister responder I at Pulau Mungging Light.
18th } 19th }	Established Audister Responder II at Tanjung Balau. Re-erected tide pole at Rumenia Shoal. (fallen over)
20th } 23rd }	Levelled tide pole at Horsburgh Light. Calibration of Audister.
24th	Calibration of Hi-Fix chain. Returned to base.



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## **ANNEX MCM 43**

**Reports of Proceedings of *KD Sri Perak* (for September 1977) and *KD Lembing* (January-February 1979)**

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# **TRANSLATION**

RESTRICTED

KD SRI PERAK  
At Tambatan Pangkalan Malaysia

3<sup>rd</sup> October 1977

PK/GRK/52(2)

Naval Area Commander 1  
Area Commander 1 HQ  
Singapore 27.

Sir

## **REPORT OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER 1977**

Ref:

- A. PPMB 3204
- B. OAI 2305 1a(5)

1. It is my pleasure to report to you the movement of KD SRI PERAK which was under my command for the month of September.
2. All times mentioned in this report are under the time zone GH unless otherwise stated.

### **SHIP MOVEMENT**

3. Extended Training (Modified Work-Up) . Extended training was held from 2 to 9 (Your Letter PWL(1)/GRK/122/41 dated 29 August refers). All training was fully supported by officer and ship crew.
4. Kapal Draja DUYONG Consort . Ship sailed at 100808 as consort ship for Kapal Diraja DUYONG (Captain (Navy) MOHD FAROUK BIN OTHMAN) . Ship sailed back to Tambatan Pangkalan Malaysia at 101125 after inspection of Kapal Diraja DUYONG was completed.

5. Special Duty to Kelang Port . Ship was tasked for a Night Vision Trial at Kelang Port on 12 (Area Commander 1 Signals 050731Z referred) . Ship sailed at 112200 and returned to Tambatan Pangkalan Malaysia on 131500 after the trial was completed.
6. East Coast Border Patrol . Ship sailed at 191400 to KELANTAN/NARATHIWAT border for patrol. (Area Commander 1 Signals 130605Z refers) . Duration of patrol took ten days including rest and recreation at Kuantan on 23 and 28.
7. Patrolling Horsburgh Light House to Pu. Yu. area . After completion of border patrol, ship was tasked to patrol Pu. Yu. To Horsburgh Light House area to observe Singapore fishing boats entering Malaysian waters. ( Conversation between Duty Staff Officer/Commanding Officer on 29<sup>th</sup> and conversation between Operation Staff Officer/Commanding Officer on 30<sup>th</sup> refers) . Ship had inspected a few fishing boats in the area and found that they were local fishermen from Johor and also a few trawling boats from the West Coast.
8. Details of Ship Movement . Further details of ship movement are in Annex 'A' .

## **ADMINISTRATION**

9. Commanding Officer on Leave . Captain (Navy) ABDULLAH BIN HJ. ARSHAD was on leave for four days from 14 to clear his outstanding leave.

## **DEFECTS**

10. Radar TM 707 . Equipment was faulty on 20. ( My signals 201100Z refers). Repairs were made by radar experts from Decca Survey Ltd. When ship was on rest and recreation at Kuantan on 23 . ( My signals 240105Z refers) .
11. Lub. Oil Priming Pump . The rubber seal for piping extension of the equipment burst during the border patrol on 22. The new rubber seal was purchased using the maintenance fund and was replaced during the rest and recreation period at Kuantan on 23.

## **SPORTS**

12. Swim Training . Swim training was conducted at Pahang river when ship was on rest and recreation at Kuantan on 23 and at sea when ship anchored during the border patrol on 27 for ship crew who haven pass the swimming test and also for other ship company.

**MORALE AND HEALTH**

13. Overall the morale and health of ship company are good.

I your obedient servant

signed

ABDULLAH HJ ARSHAD  
Captain (Navy)  
Commanding Officer

Annex:

A. Ship Movement





3 Oktober 1977

PK/GRK/52(2)

Panglima Wilayah Laut Satu  
Markas Wilayah Laut Satu  
Singapura 27.

Tuan

LAPURAN GERAKAN BULAN SEPTEMBER 1977

Rujuk:

- A. P MB 3204
- B. OAI 2305 1a(5)

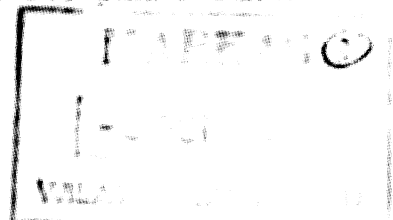
1. Adalah saya dengan hormatnya melaporkan pergerakan Kapal Diraja SRI PERAK yang dibawah perintah saya sepanjang bulan September.
2. Semua waktu yang disebutkan didalam laporan ini adalah didalam lengkungan GH kecuali dinyatakan.

PERGERAKAN KAPAL

3. Latihan Lanjutan ( Modified Work-Up ). Latihan lanjutan telah diadakan mulai 2hb sehingga 9hb. (Surat Tuan PWL(1)/GRK/122/41 bertarikh 29 Ogos 77 berkaitan). Segala latihan telah disokong penuh oleh pegawai serta serela anggota-anggota kapal.
4. Konsort Kapal Diraja DUYONG. Kapal belayar pada 100808 sebagai konsort Kapal Diraja DUYONG ( Kepten(Laut) MOHD FAROUK BIN OTAMAN). Kapal balik ke Tambatan Pengkalan Malaysia pada 101125 setelah pemeriksaan Kapal Diraja DUYONG selesai.
5. Tugas Khas Ke Pelabuhan Kelang. Kapal ditugaskan untuk menjalani 'Night Vision Trial' di Pelabuhan Kelang pada 12hb. ( Kawat Pangwilla Satu 050731Z berkaitan). Kapal belayar pada 112200 dan pulang di Tambatan Pengkalan Malaysia pada 131500 setelah ujian tersebut selesai.
6. Rondaan Sempadan Pantai Tigur. Kapal belayar pada 191400 ke Sempadan KELANTAN/MARATHIWAT untuk menjalani rondaan sempadan. ( Kawat Pangwilla Satu 130605Z berkaitan). Kapal telah menjalani rondaan selama sepuluh hari serta beristirahat di Kuantan pada 23hb dan 28hb.
7. Rondaan Kawasan Rumah Api Horsburgh Hingga Pu. Yu. Setelah selesai menjalankan tugas rondaan di sempadan kapal ditugaskan meronda di kawasan Pu. Yu hingga Rumah Api Horsburgh untuk mengawasi bot nelayan Singapura memasuki Perairan Malaysia. ( Percakapan Pegawai Turus Bertugas/Pegawai Memerintah pada 29hb dan percakapan Pegawai Turus Gerakan/Pegawai Memerintah pada 30hb berkaitan). Kapal telah memeriksa beberapa buah bot nelayan yang berada di kawasan tersebut dan mendapati mereka adalah nelayan tempatan negeri Johor dan juga beberapa buah bot pukat tunda daripada Singapura.



PERHAD/RESTRICTED  
PERHAD—RESTRICTED



8. Butir-Butir Lanjutan Pergerakan-Kapal. Ketetapan lanjutan Pergerakan kapal adalah sebagai di kembaran 'A'.

#### PENTADBIRAN

9. Pegawai Memerintah Bercuti. Kapten(Laut) ABDULLAH BIN HJ. ARSHAD telah pun bercuti selama empat hari mulai 14hb untuk membebankan cuti terbenkakai.

#### KEROSAKAN

10. Radar TM 707. Alat tersebut telah mengalami kerosakan pada 20hb. (Kawat saya 201100Z berkaitan). Pembaikan telah dijalankan oleh juru pakar radar daripada Decca Survey Ltd. semasa kapal beristirehat di Kuantan pada 23hb. (Kawat saya 240105Z berkaitan).

11. Lub Oil Priming Pump. Getah pembalot paip yang menyambung alat tersebut telah pecah semasa kapal menjalani rundaan di sempadan pada 22hb. Getah pembalot tersebut telah diantikan baru yang telah dibeli dengan wang penyenggaraan kapal semasa kapal beristirehat di Kuantan pada 23hb.

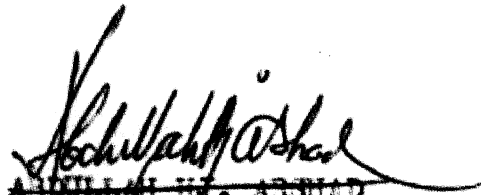
#### SUKAN

12. Latihan Renang. Latihan renang telah diadakan di Sungai Pahang masa kapal beristirehat di Kuantan pada 23hb dan dilaut semasa kapal bersaah dikawasan rundaan sempadan pada 27hb untuk laskar yang masih belum lulus ujian renang serta semua anggota-anggota kapal.

#### KESIHATAN DAN SEMANGAT

13. Pada keseluruhannya kesihatan dan semangat anak-anak kapal adalah memuaskan.

Saya yang menurut perintah.

  
ABDULLAH BIN ARSHAD  
Kapten (Laut)  
Pegawai Memerintah

Kembaran:

A. Pergerakan Kapal

TERHAD/RESTRICTED

REPERMITS/RESTRICTED

11  
alat  
ser

KEMBARAN A  
KEPADA PK/GRK/52(2)  
BERTARIKH OKT 1977

PERGERAKAN KAPAL

Serial No	Haribulan	Catitan
(a)	(b)	(c)
1	1hb - 10hb	Tambatan Pengkalan Malaysia
2	11hb - 13hb	Tugas Khas ke Pelabuhan Kelang
3	14hb - 18hb	Tambatan Pengkalan Malaysia
4	18hb - 30hb	Rondaan Sempadan Kelantan/ Narathiwat

TERHAD/RESTRICTED

TERHAD- RESTRICTED



## TRANSLATION

KD LEMBING  
At Sea

2 February 1979

LE/44 – (35)

Naval Area Commander 1  
Area Commander 1 HQ  
Woodlands  
SINGAPORE 27

Sir

### REPORT OF PROCEEDINGS FOR THE MONTH OF JANUARY 1979

Ref:

A. RMNLR 20

1. It is my pleasure to report to you on the movement of KD LEMBING which was under my command for the month of March.
2. All times mentioned in this report are under the time zone GOLF HOTEL unless mentioned otherwise.

### SHIP MOVEMENT

3. At Tambatan Pangkalan Malaysia. Ship had been in Tambatan Pangkalan Malaysia from 1 to 3 January and 17 to 24 January. Within this period all defects were rectified except for one main battery which we had not received. Officers attended all classes according to the Advanced Training Program schedule. The Weekly Training Program schedule was attended by crew involved. Ship remained at port on 29 January (My Signal 250750Z) for refueling and received main battery. On 31 January (My Signal 301445Z) ship stayed alongside to repair defective transceiver.
4. Malacca Straits Patrol. Ship was on patrol with KD RENTAKA (Captain (Navy) KAMAL DARUS) from 3 to 17 January. Overall weather during the patrol

RESTRICTED

was good. Area of patrol covered the area from Pulau Undan to Pulau Pisang and Pulau Undan until One Fathom Bank. Fishing activities sighted as usual. Independent training such as Action Station, Gun Control Order, Blind and Visual Anchorage were carried out. Ship alongside Port Dickson Shell Jetty for refueling on 9 January (My Signal 090145Z). 11 January ship exchanged identity with hydrographic ship from Republic of Indonesia (My Signal 110405Z). The ship was carrying out hydrographic work at Singapore Straits. On 15 January ship had stopped one Taiwanese trawling boat (My Signal 151055Z). There was nothing suspicious following investigation and boat was released.

5. Operasi Cabut Selatan Patrol. Ship acted as Tactical Commanding Officer together with KD KELEWANG (Captain (Navy) ADNAN SAARI), KD KERAMBIT (Captain (Navy) ALI HUSSEIN) and KD PERLIS (Captain (Navy) AZIZ MOHD DOM) had sailed TPM at 241100 for patrolling *Rondaan Operasi Cabut Selatan*. Independent training such as Blind Pilotage and Anti Aircraft tracking was carried out. Combined training between ship such as RADAR Calibration, OOW Manoeuvre and Heavy Line Transfer was cancelled due to rough weather. Patrol area covered the area from Horsburgh Lighthouse to Tanjung Gelang to. At 310900 together with KD SRI PERLIS, ship arrived at Pulau Babi Kecil to tow Vietnamese refugee boat. KD SRI PERLIS then was tasked to escort the Vietnamese refugee boat out of Malaysian waters.

4. Further Details of Ship Movement. Further details of ship movement are in Annex A.

### **DEFECTS**

5. Defective starboard generator was rectified on 2 January. (My Signal 030745Z). Defects in deep freeze (My Signal 050710Z) was also rectified (My Signal 080200Z). Defects to Port Main Engine (My Signal 070010Z) had been rectified (My Signal 090150Z). Defects were found in five main batteries (My Signal 220210Z). Four main batteries were replaced and ship is still waiting to receive another main battery. During patrol of *Operasi Cabut Selatan*, 618T transceiver (My Signal 290330Z) and GSB 900 transceiver (My Signal 301445Z) were found defective. Ship sailed back TPM at 312200 and both transceivers were repaired by base staff.

### **TRANSFER OF SHIP OFFICERS**

6. On 15 January ship Navigator; Midshipman MOHD ZAMAN IBRAHIM N/401403 was drafted out onboard KD BAUNG (Mej (Navy) BAHAR JABAR) for further training. On 17 January Midshipman AHMAD BIN ABDULLAH N/401387 reported onboard for training and took over the responsibilities of Midshipman MOHD ZAMAN IBRAHIM as Navigator.

### **SPORTS**

RESTRICTED

7. No official sport activities were carried out as crew were busy carrying out work that was on hold while at sea. Physical exercise was conducted in the mornings when ship was at sea.

**MORALE AND HEALTH**

8. Overall, the morale and health of Ship Company are good.

I your obedient servant

signed  
ISHAK BIN AHMAD  
Captain (Navy)  
Commanding Officer

Annex:

A. Ship Movement

Copy to:

Naval Area Commander 1

Senior Officer  
Senior Squadron Fourth Patrol Vessel  
KD BELADAU

RESTRICTED





REMBING  
Bilik Laut  
House  
2 Februari 1979  
LE/44 - (35)

Panglima Wilayah Laut Satu  
Markas Wilayah Laut Satu  
Woodlands  
SINGAPURA 27

Tuan

LAPURAN GERAKAN - JANUARI 1979

Rujuk:

A. RMNLR 20

1. Adalah saya dengan hormatnya melapurkan pergarakan Kapal Diraja ~~REMBING~~ yang dibawah perintah saya sepanjang bulan Januari 1979.
2. Semua waktu yang disebutkan didalam lapuran ini adalah didalam lingkungan GOLF HOTEL kecuali dinyatakan.

PERGERAKAN KAPAL

3. Di Tambatan Pengkalan Malaysia. Kapal berada di Tambatan Pengkalan Malaysia dari 1 hingga 3 Januari dan 17 hingga 24 Januari. Dalam jangkamasa kapal di pengkalan semua kerosakan telah dibaiki kecuali satu bateri utama yang masih belum diterima. Pegawai-pegawai juga telah menghadiri kelas-kelas mengikut jadual Rancangan Latihan Lanjutan. Latihan-latihan mengikut Rancangan Latihan Mingguan juga telah diikuti oleh anak-anak kapal yang terlibat. Kapal juga berada dipengkalan pada 29 Januari (Kawat saya 250750Z) untuk mengambil minyak dan bateri utama. Pada 31 Januari (Kawat saya 301445Z) kapal juga telah berada di pengkalan untuk membaiki kerosakan transceiver.
4. Rondaan Selat Melaka. Kapal membuat rondaan ini bersama Kapal Diraja RENTAKA (Kapten (Laut) KAMAL DARUS) dari 3 hingga 17 Januari. Cuaca semasa rondaan pada keseluruhannya adalah baik. Kawasan rondaan meliputi kawasan dari Pulau Undan sehingga Pulau Pisang dan Pulau Undan sehingga kawasan One Fathom Bank. Kegiatan nelayan nampaknya berjalan seperti biasa. Latihan-latihan bersendirian seperti 'Action Station', Gun Control Orders dan Visual and blind anchorage telah dijalankan. Kapal telah berhimpit di Jeti Shell Port Dickson untuk mengisi minyak pada 9 Januari (Kawat saya 090145Z). Pada 11 Januari kapal telah 'exchange identity' dengan kapal hidrografi Republik Indonesia (Kawat saya 110405Z). Kapal tersebut menjalani kerja-kerja hidrografi diselat Singapura. Pada 15 Januari kapal telah menahan bot pukot Taiwan (Kawat saya 151055Z). Setelah disiasat, tiada perkara disyaki dan bot tersebut dibebaskan.
5. Rondaan Operasi Cabut Selatan. Kapal sebagai Pegawai Pemerintah Taktik bersama Kapal Diraja KELEWANG (Kapten (Laut) ADNAN SAARI) Kapal Diraja KERAMBIT (Kapten (Laut) ALI HUSSEIN) dan Kapal Diraja SRI PERLIS (P/Kapten (Laut) AZIZ MOHD DOM) telah belayar TPM pada 241100 untuk menjalani Rondaan Operasi Cabut Selatan. Latihan-latihan bersendirian seperti Blind pilotage dan Anti aircraft tracking telah dijalankan.

TERHAD

Latihan-latihan bersama seperti Radar calibration, OOM manoeuvres dan Pemindahan tali balingan terpaksa dibatalkan kerana keadaan cuaca yang buruk dan laut bergelora. Kawasan rondaan meliputi kawasan dari Horsburgh Lighthouse sehingga kawasan Tanjung Gelang. Pada 310900 kapal bersama Kapal Diraja SRI PERLIS telah tiba di Pulau Babi kecil untuk membawa keluar bot pendatang haram Vietnam. Kapal Diraja SRI PERLIS seterusnya ditugaskan untuk mengiringi bot pendatang haram Vietnam keluar dari perairan Malaysia.

4. Butir-butir Lanjutan Pergerakan Kapal. Keterangan lanjut pergerakan kapal seperti dikembaran 'A'.

#### KEROSAKAN

5. Kerosakan keatas janakuasa sebelah kanan pada 2 Januari telah dibaiki (Kawat saya 030745Z). Kerosakan terhadap 'deep freeze' (Kawat saya 050710Z) juga telah dibaiki (Kawat saya 080200Z). Kerosakan keatas jentera utama sebelah kiri (Kawat saya 070010Z) juga telah dibaiki (Kawat saya 090150Z). Kerosakan telah berlaku keatas lima bateri utama (Kawat saya 220210Z). Empat bateri utama telah menerima gantian dan kapal masih belum menerima satu lagi bateri utama. Semasa rondaan Operasi Cabut Selatan kerosakan telah berlaku keatas transceiver 618T (Kawat saya 290330Z) dan transceiver GSB 900 (Kawat saya 301445Z). Kapal telah balik TPM pada 312200 dan kedua-dua transceiver tersebut telah dibaiki oleh setaf pengkalan.

#### PERTUKARAN PEGAWAI-PEGAWAI KAPAL

6. Pada 15 Januari Pegawai Panduarah kapal, Pegawai Kedet Kanan MOHD ZAMAN IBRAHIM N/401403 telah bertukar ke Kapal Diraja BAUNG (Mej (Laut) BAHAR JABAR) untuk menjalani latihan seterusnya di kapal. Pada 17 Januari Pegawai Kedet Kanan AHMAD BIN ABDULLAH N/401387 telah melapurkan diri ke kapal untuk menjalani latihan seterusnya dan mengambil alih tugas dari Pegawai Kedet Kanan MOHD ZAMAN IBRAHIM sebagai Pegawai Panduarah.

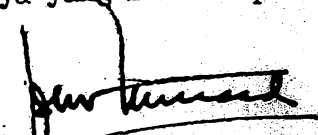
#### SUKAN

7. Tiada kegiatan sukan secara rasmi diadakan kerana anak-anak kapal sibuk menyiapkan kerja-kerja yang tergendala semasa dilaut. Latihan jasmani telah diadakan diwaktu pagi semasa kapal dilaut.

#### KESIHATAN DAN SEMANGAT

8. Kesihatan dan semangat anak-anak kapal sepanjang bulan ini adalah memuaskan.

Saya yang menurut perintah

  
ISHAY BIN AHMAD  
Kapten (Laut)  
Pegawai Memerintah

Kembaran:

A. Pergerakan Kapal

Salinan kepada:

Panglima Wilayah Laut Sabah

Pegawai Kanan  
Sekudron Kapal Ronda Kembar  
KD BELADAU

## TRANSLATION

KD LEMBING

At Sea

2 Mar 1979

LE/44 – (36)

Naval Area Commander 1

Area Commander 1 HQ

Woodlands

SINGAPORE 27

Sir

### REPORT OF PROCEEDINGS FOR THE MONTH OF FEBUARY 1979

Ref:

A. RMNLR 20

1. It is my pleasure to report to you on the movement of KD LEMBING which was under my command for the month of March.
2. All times mentioned in this report are under the time zone GOLF HOTEL unless stated otherwise.

### SHIP MOVEMENT

3. Operasi Cabut Selatan Patrol. Patrols were carried out from 24 January to 27 February with KD PERLIS (Captain (Navy) AZIZ MOHD DOM). Patrol area was from Tanjong Gelang to Horsburgh Light House. On 1 February, ship investigated a grounded merchant ship SPHINX-U at Tanjong Ayam (My Signal 010530Z). There was no oil spill from the merchant ship. On the same day ship sailed to Singapore Strait to ensure that Vietnamese refugee boat escorted by RSS TIGER did not return to Malaysian waters (My Signal 010930Z).
4. At Tambatan Pangkalan Malaysia. Ship stayed at port from 7 to 14 February and from 15 to 26 February. Within this period all minor faults were

RESTRICTED

repaired. Officers and Ships Company involved attended classes and training separately according to Weekly Training Program schedule.

5. Latima 1/79. Nine Patrol Vessels under Senior Officer Fourth Squadron (Captain (Navy) LEE SCON TIAN) as Tactical Commanding Officer, carried out exercises from 14 to 15 February at Malacca Straits. Participating ships were KD RENTAKA (Captain (Navy) KAMAL DARUS), KD KELEWANG (Captain (Navy) ADNAN ALI), KD KERAMBIT (Captain (Navy) ALI HUSSEIN), KD TOMBAK (Captain (Navy) YUNOS ALI), KD SRI KELANTAN (Captain (Navy) HASHIM KICHANG), KD SRI PERLIS (Captain (Navy) AZIZ MOHD DOM) DAN KD SRI PERAK (Captain (Navy) LEE KWAN LOCK). Training included Action Station, Boarding, Landing, Manoeuvring, Anchoring in Formation, Heaving Line Transfer and RADAR Calibration.

6. Malacca Straits Patrol. Ship patrolled with KD SRI PERLIS (Captain (Navy) AZIZ MOHD DOM) from 26 February to 12 March. Overall weather was good. Patrol area was from Pulau Pisang to Pulau Undan and from Pulau Undan to One Fathom Bank. Fishing activities sighted as usual. Independent training such as Action Station, Fire Fighting, Command and Control Order and rowing training for Ship Company from all departments were carried out.

7. Details of Ship Movement. Further details on ship movement are in Annex A.

### **DEFECTS**

8. Defect to battery rectifier was rectified (My Signal 120400Z). RADAR TM 616 and Injectors of STBD Main Engine were repaired (My Signal 190120Z). Faulty Transceiver GSB 900 was repaired (My Signal 260137Z). During Malacca Straits patrol, deep freeze was found defective (My Signal 280130Z). Ship requested base staff assistance upon arrival at Tambatan Johor on 2 March.

### **SPORTS**

9. Ship organised friendly soccer match with Merlin Samudra Pulau Tioman Team on 4 February. Result was draw, 3 goals. Ship also had a soccer match with KD RENTAKA (Captain (Navy) KAMAL DARUS). Ship won 4 to 3.

### **MORALE AND HEALTH.**

10. Overall the morale and health of ship company are good.

RESTRICTED

I your obedient servant

signed

ISHAK BIN AHMAD  
Captain (Navy)  
Commanding Officer

Copy to:

Naval Area Commander 1

Senior Officer  
Senior Squadron Fourth Patrol Vessel  
KD BELADAU

RESTRICTED



2 Mac 1979

LE/44 - (36)

Panglima Wilayah Laut Satu  
Markas Wilayah Laut Satu  
Woodlands  
SINGAPURA 27

Tuan

LAPURAN GERAKAN FEBRUARI 1979

Rujuk:

A. RMNLR 20

1. Adalah saya dengan hormatnya melapurkan pergerakan Kapal Diraja LEMBING yang dibawah perintah saya sepanjang bulan Februari 1979.
2. Semua waktu yang disebutkan didalam lapuran ini adalah didalam lingkungan GOLF HOTEL kecuali dinyatakan.

PERGERAKAN KAPAL

3. Rondaan Operasi Cabut Selatan. Kapal bersama Kapal Diraja SRI PERLIS (Kapten (Laut) AZIZ MOHD DOM) telah menjalankan rondaan ini dari 24 Januari hingga 26 Februari. Kawasan rondaan meliputi kawasan dari Tanjong Gelang sehingga ke Horsburgh Light House. Pada 1 Februari kapal telah menyiasat sebuah kapal dagang SPHINX-U yang terkandas di Tanjong Ayam (Kawat saya 010530Z). Kapal tersebut didapati tiada memupahkan minyak. Pada hari yang sama kapal berada di Selat Singapura untuk menentukan bot pendatang yang telah keluar oleh RSS TIGER tidak berpatah balik ke perairan Malaysia (Kawat saya 010930Z).
4. Di Tambatan Pengkalan Malaysia. Kapal telah berada dipengkalan dari 7 hingga 14 Februari dan dari 15 hingga 26 Februari. Dalam jangka masa itu semua kerosakan kecil telah diperbaiki. Pegawai-pegawai dan anak-anak kapal yang terlibat juga telah menghadiri kelas-kelas dan latihan yang berasingan mengikut jadual Rancangan Latihan Mingguan.
5. Latima 1/79. Sebanyak sembilan buah kapal ronda dibawah arahan Pegawai Kanan Skuadron Keempat (Kapten (Laut) LEE SOON TIAN) sebagai Pegawai Pemerintah Taktik, telah membuat latihan tersebut dari 14 hingga 15 Februari di Selat Melaka. Kapal-kapal yang mengambil bahagian ialah Kapal Diraja RENTAKA (Kapten (Laut) KAMAL DARUS), Kapal Diraja KELEWANG (Kapten (Laut) ADNAN ALI), Kapal Diraja KERAMBIT (Kapten (Laut) ALI HUSSEIN), Kapal Diraja TOMBAK (Kapten (Laut) YUNOS ALI), Kapal Diraja SRI KELANTAN (Kapten (Laut) HASHIM KICHANG), Kapal Diraja SRI PERLIS (Kapten (Laut) AZIZ MOHD DOM) dan Kapal Diraja SRI PERAK (Kapten (Laut) LEE KWAN LOCK). Latihan-latihan termasuk stesyen bertindak, stesyen rempuh dan geledah, stesyen mendarat, manuver, latihan bersauh dalam fokasi, tali balingan dan kaliberasi radar telah dijalankan.
6. Rondaan Selat Melaka. Kapal membuat rondaan ini bersama-sama Kapal Diraja SRI PERLIS (Kapten (Laut) AZIZ MOHD DOM) dari 26 Februari hingga 12 Mac. Cuaca semasa rondaan pada keseluruhannya adalah baik. Kawasan



rondaan meliputi kawasan dari Pulau Pisang sehingga Pulau Undan dan dari Pulau Undan sehingga kawasan One Fathom Bank. Kegiatan nelayan nampaknya berjalan seperti biasa. Latihan-latihan persendirian seperti stesyen bertindak, mencegah kerosakan kapal, Command and control Orders dan latihan berdayong bagi anak-anak kapal dari semua bahagian juga dijalankan.

7. Butir-butir Lanjutan Pergerakan Kapal. Keterangan lanjut pergerakan kapal seperti di Kembaran A.

KEROSAKAN

8. Kerosakan yang berlaku pada battery rectifier telah dibaiki (Kawat saya 120400Z). Kerosakan terhadap Radar TM 616 dan injectors jentera utama sebelah kanan juga telah dibaiki (Kawat saya 190120Z). Kerosakan yang berlaku keatas transceiver GSB 900 juga telah dibaiki (Kawat saya 260157Z). Semasa menjalani Rondaan Selat Melaka, kerosakan telah berlaku pada deep freeze (Kawat saya 280130Z). Kapal telah memohon bantuan setaf pengkalan setiba di Tambatan Johor pada 2 Mac.

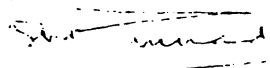
SUKAN

9. Kapal telah mengadakan perlawanan bola sepak secara persahabatan dengan pasukan Merlin Samudra Pulau Tioman pada 4 Februari. Keputusan seri tiga gol sama. Kapal juga telah mengadakan perlawanan bola sepak dengan pasukan Kapal Diraja RENTAKA (Kapten (Laut) KAMAL DARUS). Keputusan pasukan kapal menang dengan empat gol berbalas tiga.

KESIHATAN DAN SEMANGAT

10. Kesihatan dan semangat anak-anak kapal disepanjang bulan ini pada keseluruhannya adalah memuaskan.

Saya yang menurut perintah

  
ISHAK BIN AHMAD  
Kapten (Laut)  
Pegawai Memerintah

Kembaran:

A. Pergerakan Kapal

Salinan kepada:

Panglima Wilayah Laut Satu

Pegawai Kanan  
Sekwadron Kapal Ronda Keempat  
KD BELADAU

1980 1979

KEMBARAN A  
KEPADA LE/44 - (36)  
BERTARIKH 2 MAC 1979

PERGERAKAN KAPAL

Serial	Haribulan dan Masa	Catitan
(a)	(b)	(c)
1.	010001GH - 071030GH	Rondaan Operasi Cabut Selatan
2.	071030GH - 140830GH	Di TPM
3.	140830GH - 151515GH	LATIMA 1/79
4.	151515GH - 261000GH	Di TPM
5.	261000GH - 282359GH	Rondaan Selat Melaka



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## **ANNEX MCM 44**

**Note from the Ministry of Foreign Affairs of Malaysia to  
the Singapore High Commission, EC 1/78,  
13 January 1978**

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EC 1/78

The Ministry of Foreign Affairs presents its compliments to the Singapore High Commission and has the honour to inform that the Government of Malaysia proposes to begin talks with the Government of Singapore, at official level, with the view to carrying out joint hydrographic survey along the Straits of Johore for the purpose of demarcating the international boundary between Singapore and Malaysia.

It will be appreciated if the High Commission could convey the above proposal to the Government of Singapore for its consideration.

The Ministry of Foreign Affairs avails itself of this opportunity to renew to the Singapore High Commission the assurances of its highest consideration.

Wisma Putra,  
Kuala Lumpur.

13.1.1978



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## **ANNEX MCM 45**

**Notes on Discussion Between Mr. M. Kishore,  
Counsellor, Singapore High Commission and PAS  
(Principal Assistant Secretary) Southeast Asia on 13th  
April, 1978 at Wisma Putra, 14 April 1978**

---





RAMLII

Notes on Discussion Between Mr. M. Kishore,  
Counsellor, Singapore High Commission and  
FAS Southeast Asia on 13th April, 1978 at  
Sigua Putra

-----

Mr. Kishore called on me at his request to deliver a Note (no.SHC 78/78) conveying Singapore Government concurrence to the Malaysian proposal for Joint Hydrographic Survey of the Straits of Johore.

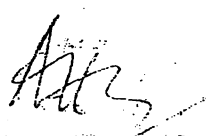
2. In the course of the discussion he also conveyed verbally the proposal by Singapore authorities that the Technical Group on Shipping and Navigation in the Straits of Johore be given the task of looking into the implementation of the proposal. I expressed the view that the Technical Group may not be adequate to look into the hydrographic survey as its membership would appear to be limited to people concerned with navigation and its safety aspects in the Straits of Johore. I informed him that the Malaysian Government is proposing the establishment of the Joint Committee consisting of representatives of all the relevant departments in Malaysia and Singapore to look into the subject. The membership of the Malaysian side in the proposed Joint Committee was also verbally given to Mr. Kishore. This is to be followed up with a letter.

3. I also raised with Kishore the question of Singapore flag being flown on the Hofsburch Lighthouse and the refusal of Singapore authorities to allow a Malaysian

RAHSIA

- 2 -

Survey team to land on Pulau Batu Puteh on which the Lighthouse is situated. I expressed concern at the Singapore action as the island belongs to Malaysia. Kishore responded by saying that Singapore regards the island as theirs and they have incontrovertible proof supported by legal documents to back their claim to the island. He said that having come to know about the proposal by the Malaysian navy to undertake a survey around the Horsburgh Lighthouse, Singapore immediately undertook a thorough study and research on the ownership of the island of Batu Puteh which is of vital importance to Singapore. The study was completed about 3 or 4 months ago and from the study it was established beyond any doubt that the island belongs to Singapore by treaty agreement. Singapore has in its possession the original copy of the agreement.

  
( ABDUL HALIM ALI )

SISMA PUTRA

14th April, 1978.

---

## **ANNEX MCM 46**

**Documents relating to further inspections of tide  
gauges in October-November 1978 and March 1979**

---



INCOMING TELEGRAM

Classification: Enclair.

Priority:

---

From: Wismaputra	Date sent: 20 Sept.
Addressed to: Malawakil Spore	Date received:
Repeated to : Malawakil Jakarta.	Time received:
Telegram No: 303	Method:- Telegraph/Telex

---

TEXT

Addressed Singapore 303 for Mohd, Noh and Jakarta 532 for Roze.

Re : Joint Tidal Studies - Regular Inspection.

This is to inform that the second regular inspection and adjustment of tide station will be carried out between early October and November 78. The tentative schedule proposed by the Japanese side is as follows:

No. of day	Date	Inspection team	Survey ship
1.	10 Oct. 78	Japanese members arrive Spore	MV Pedoman leaves Port Klang.
2.	11 Oct 78	Indonesian and Malaysian arrive in Singapore	MV Pedoman arrives In Singapore
3.	12 Oct 78	Meeting by Govt Nations members in Spore.	
4.	13 Oct 78	Replenishment at Spore	
5.	14 Oct 78	Inspection (17) Horsburgh Vkt Ho Station	MV Pedoman
6.	15 Oct. 78	Inspection at Ayam Station	MV Pedoman
7.	16 Oct. 78	Inspection at (15) Angler Station	MV Pedoman
8.	17 Oct.78	Inspection at (6) Batu Ampar Station	MV Pedoman
9.	18 Oct.78	Inspection at (14)Reffles (13) Sultan Shoal Lt.Ho Station	
10.	19 Oct.78	) Rest and Replenishment at Singapore.	
11.	20 Oct 78		

---

DISTRIBUTION: Original for Action File No: SR (050) Decoded by:

Second copy for Float/Log 151/1/1 - 1

(2)

12.	21 Oct. 78	Inspection at (5) Kepala Jernih Station	MV Pedoman
13.	22 Oct. 78	Inspection at (R) Iyu Kechil Station	MV Pedoman
14.	23 Oct. 78	Inspection at (3) Tg. Parit Station	MV Pedoman
15.	24 Oct. 78	Inspection at (2) Tg. Medang Station	MV Pedoman
16.	25 Oct. 78	Inspection at (1) Tg. Senerui Station	MV Pedoman
17.	26 Oct. 78	Inspection at (7) one fathom Bank Station	MV Pedoman
18.	27 Oct. 78		
19.	28 Oct. 78	Rest and Replenishment at Port Kelang	
20.	29 Oct. 78	Inspection at (8) Tg. Kabong Station	MV Pedoman
2.1	30 Oct. 78	Inspection at (9) Port Dickson (10) Malacca Station	MVP Pedoman
22.	31 Oct. 78	Inspection at GKPQL Tg. Segenting Station	MV Pedoman
23.	1 Nov. 78	Inspection at (12) Pu. Pisang Station	MV Pedoman
24.	2 Nov. 78	Arrangement of Tidal Records	
25.	3 Nov. 78	Meeting by 4 Nations' Members at Singapore.	
26.	4 Nov. 78	Indonesian and Malaysia members leaves Singapore	MV Pedoman leaves Singapore.
27.	5 Nov. 78	Japanese members leave Singapore	MV Pedoman arrives Port Kelang.

Kindly request host government for clearance for MV Pedoman to enter Indonesia and Singapore territorial waters for above purpose.

Ourtel 226 (Jakarta and 168 (Singapore dated 8 Mei 78 has reference to above subject.

Please inform soonest when clearance obtain.

Wisma.

S.C 429/78

The Office of the High Commissioner for Malaysia in Singapore presents its compliments to the Ministry of Foreign Affairs and with reference to the Joint Field Studies in the Straits of Malacca has the honour to inform that the second regular inspection and adjustment of time station will be carried out between early October and November 1978. The tentative schedule proposed by the Japanese side for the above purpose is as follows:-

No. of day	Date	Inspection task	Survey ship
1.	10 Oct. 78	Japanese vessels arrive Singapore	HV Pedoman leaves port Klang.
2.	11 Oct. 78	Indonesian vessels arrive in Singapore	HV Pedoman arrives in Singapore.
3.	12 Oct. 78	Meeting by Govt. stations members in Singapore	
4.	13 Oct. 78	Replenishment at Singapore	
5.	14 Oct. 78	Inspection (17) Monasirah Mt. No. station	HV Pedoman
6.	15 Oct. 78	Inspection at Ayas station	HV Pedoman
7.	16 Oct. 78	Inspection at (15) Angler station	HV Pedoman
8.	17 Oct. 78	Inspection at (6) Batu - four station	HV Pedoman
9.	18 Oct. 78	Inspection at (14) Raffles (13) Pulau Abul Lt.No station	
10.	19 Oct. 78 )	Rest and Replenishment at Singapore.	
11.	20 Oct. 78 )		
12.	21 Oct. 78	Inspection at (5) Kapals Jernih station	HV Pedoman
13.	22 Oct. 78	Inspection at (1) Iyu Kechil station	HV Pedoman



- |     |              |   |                                 |
|-----|--------------|---|---------------------------------|
| 14. | 23 Oct. 78   | Inspection at (1) Tg. Perit Station                 | NV Pedoman                      |
| 15. | 24 Oct. 78   | Inspection at (2) Tg. Kedondong Station             | NV Pedoman                      |
| 16. | 25 Oct. 78   | Inspection at (3) Tg. Senerui Station               | NV Pedoman                      |
| 17. | 26 Oct. 78   | Inspection at (4) one station bank station          | NV Pedoman                      |
| 18. | 27 Oct. 78 ) | Rest and Replenishment at Port Kelang               |                                 |
| 19. | 28 Oct. 78 ) |   |                                 |
| 20. | 29 Oct. 78   | Inspection at (8) Tg. Kabong Station                | NV Pedoman                      |
| 21. | 30 Oct. 78   | Inspection at (9) Port Dickson (10) Malacca Station | NV Pedoman                      |
| 22. | 31 Oct. 78   | Inspection at (11) Tg. Begunting Station            | NV Pedoman                      |
| 23. | 1 Nov. 78    | Inspection at (12) Pulau Pinang Station             | NV Pedoman                      |
| 24. | 2 Nov. 78    | Arrangement of Tidal Records                        |                                 |
| 25. | 3 Nov. 78    | Meeting by 4 Nations' Members at Singapore.         |                                 |
| 26. | 4 Nov. 78    | Indonesian and Malaysia members leave Singapore.    | NV Pedoman leaves Singapore.    |
| 27. | 5 Nov. 78    | Japanese members leave Singapore                    | NV Pedoman arrives Port Kelang. |

The High Commission has further to inform that the Malaysian Government vessel "NV Pedoman" has been designated to carry out the above survey. The High Commission <sup>would</sup> need therefore be most grateful if clearance could be given to the vessel to enter Singapore territorial waters for above purposes.

The Office of the High Commissioner for Malaysia avails itself of this opportunity to renew to the Ministry of Foreign Affairs the assurances of its highest consideration.

Singapore,  
21st. September, 1978.



28 February, 1979

By Hand/Most Immediate

Dear

Clearance for MV Pedoman on Joint tidal Studies  
- regular inspection - 1st March to 27th March

---


Re our telephone conversation this morning, re the above,  
I append below the details of MV Pedoman:

Official No.	324190
Call Sign	9MVX
Gross tonnage	725.36 tons
Overall length	54.11 metres
Led by	Capt. Raja Mallek Saripulazan Designation: Master
Crew	26
Nationality	Malaysian

For your information 4 nations are taking part in this  
project i.e. ~~Thailand~~, Indonesia, Japan and Malaysia.  
*Singapore.*

The programme for the exercise is as attached.

Appreciate very much if you could arrange for the necessary  
clearance for the above M.V. Pedoman.

  
( Wan Ishak bin Wan Ismail)

Mr. Lau Hor Leong  
Security Liaison Officer  
Ministry of Foreign Affairs  
Singapore.

4 III (A dm.)

Pls. open new file on this. (OPEN FILE).

IB 28/2/79.

Joint Tidal Studies - Regular Inspection  
1st March - 27th March 1979

---

1st March 1979

Japan members arrive in Singapore.  
M.V. Pedoman left Port Kelang

2nd March 1979

Indonesian and Malaysian arriving in Singapore  
M.V. Pedoman

3rd March 1979

Meeting by the four nations in Singapore.

4th March 1979

Replenishment at Singapore

5th March 1979

Inspection at (6) Batu Ampar Station using ship M.V. Pedoman

6th March 1979

Inspection at (5) Kepala Jerneh Station

7th March 1979

Inspection at (4) Iyu Kecil Station

8th March 1979

Inspection at (3) Tanjong Parit Station

9th March 1979

Inspection at (2) Tanjong Medang Station

10th March 1979

Inspection at (1) Tanjong Senabui Station

11th, 12th March 1979

Rest and replenishment at Port Kelang

13th March 1979

Inspection at (7) One Fathom Bank Station

14th March 1979

Inspection at (8) Tanjong Kabong Station

15th March 1979

Inspection at Port Dickson Station

16th March 1979

Inspection at (10) Malacca Station

17th March 1979

Inspection at (11) Tanjong Segatang Station.

18th March 1979

Inspection at (12) Pulau Pisang Station

19th March 1979

Rest and Replenishment at Singapore

20th March 1979

Inspection at (14), Raffles, (13) Sultan Shoal Light House Station

21st March 1979

Inspection at (15) Angler Bank Station

22nd March 1979

Inspection at (17) Horsburgh Light House Station

23rd March 1979

Inspection at (16) Tangong Awam Station

24th March 1979

Arrangement of Tidal Records

25th March 1979

Meeting by four nations in Singapore

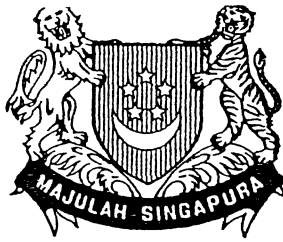
26th March 1979

Indonesia and Malaysia leave Singapore - M.V. Pedoman left Singapore

27th March 1979

Japan left Singapore





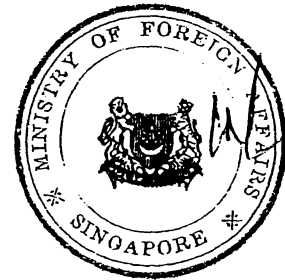
L0.128/79

The Ministry of Foreign Affairs presents its compliments to the Office of the High Commissioner for Malaysia and has the honour to refer to the latter's letter dated 28 February 1979.

The Ministry is pleased to accede to the High Commission's request for the Malaysian vessel MV PEDOMAN to arrive Singapore on 2 March 1979 to take part in a Joint Tidal Studies Regular Inspection, participated by Malaysia, Singapore, Indonesia and Japan.

The Ministry of Foreign Affairs avails itself of this opportunity to renew to the Office of the High Commissioner for Malaysia the assurances of its highest consideration.

SINGAPORE  
3 MARCH 1979



Office of the High Commissioner for Malaysia  
Singapore

7/3

Handwritten signature or initials.



---

## **ANNEX MCM 47**

**Letter from Director General of the Economic  
Planning Unit, Malaysia, to Secretary General of the  
Ministry of Foreign Affairs, Malaysia, 26 February  
1980, with attached Telex from the Sarawak  
Electricity Supply Corporation to the Economic  
Planning Unit, Malaysia**

---





Letter from Director General of Economic Planning Unit, Malaysia to Secretary General of Ministry of Foreign Affairs, Malaysia dated 26 February 1980.

TRANSLATION

26 February 1980

BY HAND

Secretary General,  
Ministry of Foreign Affairs,  
Wisma Putra  
Kuala Lumpur  
(Attention : Mr. Ahmad Mokhtar Selat)

Sir,

**Re : Master Plan Study of Hydro- Electric Potentials of Sarawak  
and Feasibility Study of Palagus Rapids Hydro-Electric With  
HVDC Transmission To Peninsular Malaysia**

"Hydrographic Survey"

I am instructed to refer to your letter: SR (325) 10-4 Vol:5, dated 11/2/80 and wish to inform you that a Telex Message from the Sarawak Electricity Supply Corporation (SESCO) states as follows:-

THE OBJECTIVE OF THE SURVEY IS TO DETERMINE THE SHORTEST AND MOST SUITABLE ROUTE FOR LAYING THE HVDC CABLES BETWEEN WESTERN TIP OF SARAWAK AND SOUTH-EAST POINT OF JOHORE. THE PROPOSED ROUTE IS A DIRECT LINK BETWEEN THE TWO POINTS AND A SKETCH OF THE ROUTE WOULD BE FOLLOWED BY MAIL. THE ROUTE WOULD BE SURVEYED BY A SUITABLY EQUIPED SURVEY VESSEL AND SEABED SURFACE WITHIN A WIDTH OF 250 METRES ON BOTH SIDES OF THE ROUTE WOULD BE INVOLVED. IT IS ENVISAGED THAT ONLY INDONESIAN WATER WOULD BE INVOLVED.

Thank you.

**"SERVING THE NATION"**

Your obedient servant,

signed  
(Bashah bin Nordin)  
for Director General  
Economic Planning Unit



Telefon: 83144/9

Kawat: ECONOMICS

Telex: EPUPM MA30098

Bilangan Surat Kita: (86)dlm.UPE 225/16/3

Bilangan Surat Tuan: Vol:V



UNIT PERANCANG EKONOMI  
JABATAN PERDANA MENTERI  
KUALA LUMPUR 11-01  
MALAYSIA

26hb Februari 1980

17

DENGAN TANGAN

✓ Ketua Setiausaha,  
Kementerian Luar Negeri,  
Wisma Putra,  
Kuala Lumpur. (c.p. Enah Ahmad Mohhtar Selat)

Tuan,

Per: Master Plan Study of Hydro-Electric Potentials  
of Sarawak and Feasibility Study of Pelagus  
Rapids Hydro-Electric With HVDC Transmission  
To Peninsular Malaysia.

"Hydrographic Survey"

6

Saya adalah diarah merujuk kepada surat tuan bil: SR(325)10-4 Vol:5, bertarikh 11/2/80 dan memaklumkan bahawa Berita Telex dari pihak Perbadanan Pembekalan Letrik Sarawak (SESCO) mengatakan seperti berikut:-

THE OBJECTIVE OF THE SURVEY IS TO DETERMINE THE SHORTEST AND MOST SUITABLE ROUTE FOR LAYING THE HVDC CABLES BETWEEN WESTERN TIP OF SARAWAK AND SOUTH-EAST POINT OF JOHORE. THE PROPOSED ROUTE IS A DIRECT LINK BETWEEN THE TWO POINTS AND A SKETCH OF THE ROUTE WOULD BE FOLLOWED BY MAIL. THE ROUTE WOULD BE SURVEYED BY A SUITABLY EQUIPED SURVEY VESSEL AND SEABED SURFACE WITHIN A WIDTH OF 250 METRES ON BOTH SIDES OF THE ROUTE WOULD BE INVOLVED. IT IS ENVISAGED THAT ONLY INDONESIAN WATER WOULD BE INVOLVED.

sekian, terima kasih.

"BERKHIDMAT UNTUK NEGARA"

Saya yang menurut perintah,

(Bashah bin Nordin)  
b.p. Ketua Pengarah,  
Unit Perancang Ekonomi.



---

## **ANNEX MCM 48**

**Letter from the Director General of the Economic  
Planning Unit, Malaysia, to Secretary General of the  
Ministry of Foreign Affairs, Malaysia, 4 March 1980**

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## TRANSLATION

(91)dIm.UPE 225/16/3  
Vol: V

4 March 1980

### **URGENT/ BY HAND**

#### **Reminder II**

Secretary General  
Ministry of Foreign Affairs  
Wisma Putra  
Kuala Lumpur  
(Attention: Mr. Ahmad Mokhtar Selat)

Sir,

Subject A:1:3:           “Possibilities to transmit power and energy from Sarawak to regions other than Peninsular Malaysia are to be investigated  
(eg: Indonesian Part of Sarawak)

I am instructed to refer to the letter from this Unit of the same series no.(64) dated 29 January 1980, and no.(81) dated 15 February 1980, and would like to inform you that this Unit would like your assistance and advice urgently.

2.     Subject A:1:3 as mentioned above is a part of the overall study on Pelagus Rapids HEP and HVDC Transmission whereby the appointed Consultant has been requested to determine the “demand for power” and “power market survey at Singapore, Brunei and Kalimantan”. In order to fulfill this request, the Consultant needs to discuss and interview the relevant foreign government agencies and electricity bodies.

3.     Therefore the Economic Planning Unit would appreciate it if your side could get in touch with the foreign governments such as Indonesia, Brunei, and Singapore on an urgent basis to ensure that they would have no objections to our Consultant meeting with their agencies for the purpose of obtaining information on the possibility of them utilizing electricity from this project.

4.     The telephone conversation between Mr. K. Kananatu from the Economic Planning Unit and Mr. Karahe Singh from the Ministry of Foreign Affairs on 26 February 1980 refers.



5. Enclosed herewith is the copy of the telex from the Sarawak Electricity Supply Corporation (who is responsible for the electricity study, for your information. They urgently need the clearance because "the programme is falling behind time".

Thank you

**"SERVING THE NATION"**

Your obedient servant,

Sgd.  
(K. Kananatu)  
for Director General

Telefon: 83144/9

Kur. ECONOMICS

Telex: EPUPM MA30098

Bilangan Surat Kita: (91)dlm.UPE 225/16/3

Bilangan Surat Tuan: Vol:V



UNIT PERANCANG EKONOMI  
JABATAN PERDANA MENTERI  
KUALA LUMPUR 11-01  
MALAYSIA

4hb March 1980.

SEGERA/DENGAN TANGAN

Surat Peringatan II

Ketua Setiausaha,  
Kementerian Luar Negeri,  
Wisma Putra,  
Kuala Lumpur.

(U/P: Encik Ahmad Mokhtar Selat)

Tuan,

Perkara A:1:3: "Possibilities to transmit power and energy from Sarawak to regions other than Peninsular Malaysia are to be investigated (eg: Indonesian Part of Sarawak)"

Saya adalah diarah merujuk kepada surat dari Unit ini dalam siri yang sama bil(64) bertarikh 29hb Januari 1980, dan bil.(81) bertarikh 15hb Februari 1980, dan memaklumkan bahawa Unit ini berkehendakkan kerjasama dan nasihat dari pihak tuan dengan segera.

2. Perkara A:1:3 seperti tersebut di atas adalah satu bahan dalam kajian seluruh Pelagus Rapids HEP dan HVDC Transmission di mana, Juruperunding kajian diminta menentukan "demand for power" dan "power market survey at Singapore, Brunei and Kalimantan". Untuk memenuhi perkara tersebut itu, Juruperunding perlu berunding dan membuat pertemuan (interview) dengan agensi-agensinya kerajaan asing dan badan-badan letrik yang berkenaan.

3. Oleh itu Unit Perancang Ekonomi berbesar hati sekiranya pihak tuan dapat berhubung dengan kerajaan-kerajaan Negara asing itu seperti Indonesia, Brunei dan Singapura dengan agar segera untuk menentukan yang mereka tidak ada halangan kepada Juruperunding kami membuat perjumpaan dengan agensi-agensinya mereka yang berkenaan bagi maksud mendapat maklumat kemungkinan mereka menggunakan tenaga letrik dari projek ini.

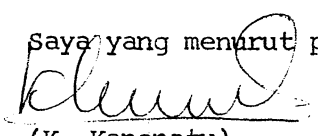
4. Percakapan talipon di antara Encik K. Kananatu dari Unit Perancang Ekonomi dengan Encik Karabe Singh, dari Kementerian Luar Negeri pada 26hb Februari 1980 adalah juga dirujuk.

5. Bersama-sama ini disertakan salinan telex dari Perbandanan Pembekalan Letrik, Sarawak (yang bertanggungjawab atas Kajian Letrik yang berkenaan) untuk makluman tuan. Mereka berkehendakkan "clearance" dengan amat segera kerana "the programme is falling behind time".

Sekian, terima kasih.

"BERKHIDMAT UNTUK NEGARA"

Saya yang menurut perintah,

  
(K. Kananatu)

h. n. Ketua Perancang

87

⊕  
EPUPM MA30098⊕  
EPUPM MA30098  
SESCO MA70100

*En. Kenis*

29/2/80 TLX REF: 80/742/RW/SHP

ATTN ENCİK BASHAH NORDIN

MASTER PLAN AND PELAGUS HYDRO STUDIES  
=====

REF TO STEERING COMMITTEE MEETING ON 14.1.79, PLEASE ADVISE  
IF CLEARANCE FOR CONDUCTING POWER MARKET SURVEY AT SINGAPORE,  
BRUNEI AND KALIMANTAN HAS BEEN OBTAINED. OTHERWISE GRATEFUL  
IF YOU COULD EXPEDITE AS THE PROGRAM IS FALLING BEHIND TIME.

REGARDS  
SESCO  
KUCHING

⊕  
EPUPM MA30098  
SESCO MA70100  
++NNNN

---

## **ANNEX MCM 49**

**Report of the Twelfth Tripartite Technical Experts  
Group Meeting on Safety of Navigation in the Straits of  
Malacca and Singapore (“TTEG”) 5-6 May 1983**

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CONFIDENTIAL

**R E P O R T**  
**OF THE**  
**TWELFTH TRIPARTITE TECHNICAL EXPERTS**  
**GROUP MEETING ON SAFETY OF**  
**NAVIGATION IN THE STRAITS OF MALACCA**  
**AND SINGAPORE**

**KUALA LUMPUR**

**5th - 6th MAY 1983**

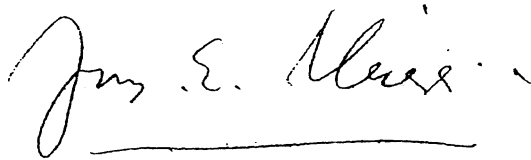


LETTER OF TRANSMITTAL

THE TWELFTH TRIPARTITE TECHNICAL EXPERTS GROUP MEETING  
ON SAFETY OF NAVIGATION IN THE STRAITS OF MALACCA AND  
SINGAPORE, 5 - 6 MAY 1983, KUALA LUMPUR.

The Twelfth Meeting of the Tripartite Technical  
Experts Group on the Safety of Navigation in the Straits of  
Malacca and Singapore hereby submits its Report as attached.

Dated this 6th day of May, 1983.



.....  
J E HABIBIE  
Leader of the Indonesian Delegation



.....  
M. THILAGADURAI  
Leader of the Malaysian Delegation



.....  
CAPT. CHITHARANJAN KUTTAN  
Leader of the Singapore Delegation





THE TWELFTH TRIPARTITE TECHNICAL EXPERTS  
GROUP MEETING ON SAFETY OF NAVIGATION  
IN THE STRAITS OF MALACCA AND SINGAPORE  
5 - 6 MAY 1983

TABLE OF CONTENTS

1. Report of the Twelfth Tripartite Technical Experts Group Meeting on Safety of Navigation in the Straits of Malacca and Singapore, 5 - 6 May 1983, Kuala Lumpur.
  
2. Annexes -
  - A. List of Delegates .
  - B. Opening Address by H.E. Dato' Abu Hassan bin Hj. Omar, Deputy Minister of Transport, Malaysia
  - C. Agenda
  - D. Singapore Notice to Mariners. Edition No. 6/82
  - E. Malaysian Information Paper - Improvement of Priority II Navigational Aids - Tanjong Tohor Beacon
  - F. Current Status of Implementation of Priority II Navigational Aids.



REPORT OF THE TWELFTH TRIPARTITE TECHNICAL  
EXPERTS GROUP MEETING ON SAFETY OF NAVIGATION  
IN THE STRAITS OF MALACCA AND SINGAPORE  
5 - 6 MAY 1983, KUALA LUMPUR

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INTRODUCTION

1. Pursuant to the decision of the Eleventh Tripartite Technical Experts Group (TTEG) Meeting held on 3rd. August 1982 in Jakarta, the TTEG held its twelfth meeting in Kuala Lumpur on 5 - 6 May 1983.

2. The Meeting was attended by the delegations of Indonesia, Malaysia and Singapore. The list of delegates appears as Annex A.

OPENING CEREMONY

3. H.E. Dato' Abu Hassan bin Haji Omar, the Deputy Minister of Transport, Malaysia declared open the Meeting. The text of his speech appears as Annex B.

ELECTION OF CHAIRMAN

4. Mr. M. Thilagadurai, leader of the Malaysian delegation, was unanimously elected Chairman of the Meeting.

ADOPTION OF AGENDA

5. The Meeting adopted the Agenda which appears as Annex C.

BUSINESS ARRANGEMENT

6. The Meeting agreed to discuss all agenda items in Plenary.

IMPLEMENTATION OF TRAFFIC SEPARATION SCHEME

7. The Meeting reviewed the operation of the Traffic Separation Scheme (TSS). The Indonesian delegation reported that there were no serious infringements of the Scheme. It was estimated that there were about 3 VLCCs moving through the Straits daily. On the whole the TSS appeared to be operating fairly well.

8. The Malaysian delegation reported that through visual observation from the One Fathom Bank Lighthouse, an average of about 250 vessels of all sizes sail daily through the Straits. However the visual observation does not enable verification as to whether the ships are adhering to the TSS or not. In order to publicise the TSS, Malaysia had also included the TSS as part of the examination syllabus.

9. The Singapore delegation reported that generally the TSS was operating smoothly. There was only one incident where a coastal vessel was found to have set its course in the wrong lane. Appropriate action was taken on the Master of the vessel.

10. The Meeting agreed that the TSS was operating satisfactorily without any serious infringement.

#### REPORT ON SUNKEN WRECKS

11. Pursuant to the decision of the 10th. TTEG Meeting held in Singapore, the Malaysian delegation informed the Meeting that further details on the wreck at Latitude  $01^{\circ}43.36'N$ , Longitude  $102^{\circ}44.25'E$  were requested from the British Hydrographic Department, Taunton. The reply received indicated that the source of the position of the wreck on the Admiralty Charts was taken from the Indonesia Chart 12, edition October 1975. The Indonesian delegation agreed to investigate this matter and to inform the other Coastal States accordingly.

12. The Singapore delegation informed the Meeting that two wrecks in the vicinity of the Hoisburgh Lighthouse had been verified. Mariners had been notified of the position of the wrecks through a Notice to Mariners which appears as Annex D.

13. The Indonesian delegation also informed the Meeting that their programme to verify the position of several wrecks in Indonesian waters has had to be temporarily suspended due to budgetary constraints. They agreed to inform the other Coastal States once the programme was revived.

PRIORITY I NAVIGATIONAL AIDS - TAKONG LIGHT BEACON

14. The Meeting, after due consideration of the proposal made by the Malacca Straits Council (MSC) at the Consultative Meeting held in Jakarta on 4th August 1982, agreed to the installation of a resilient light beacon in the new position subject to:-

- a) the concurrence of IMO;
- b) a resilient light beacon also being installed in the original IMO approved position; and
- c) registering its concern on the presence of the shoal as a potential danger to navigation.

15. The Singapore delegation expressed its reservation on the effectiveness of paragraph 14(C) above to invite any kind of commitment on the part of MSC.

16. The Meeting further agreed that the 3 Coastal States observe the impact on navigation in the area of the new navigational aids and make appropriate recommendations in the light of the results of such observation. In compliance with the previously agreed tripartite position of the Coastal States, Singapore expressed the view that the cost of such observation shall not be borne by the Coastal States.

17. The Meeting was also of the opinion that the ultimate long term solution to the problem was the cropping of the shoal and agreed that this matter be kept under constant review for implementation.

18. The Meeting advised the Indonesian delegation to communicate in writing accordingly to MSC with the exception of the reservation made in paragraph 15. The other Coastal States shall be kept informed.

IMPROVEMENT TO PRIORITY II NAVIGATIONAL AIDS

19. The Meeting reviewed the implementation of the Priority II Navigational Aids identified for the TSS. The Malaysian delegation submitted an information paper on the Tanjong Tohor Lighthouse which appears as Annex E. The Meeting noted that the Priority II Navigational Aids have not been fully implemented due to budgetary constraints. The current status of implementation of all Priority II Aids appears as Annex F.

20. The Meeting also agreed that the Coastal States shall extend copies of their Notices to Mariners to one another.

OTHER MATTERS

RESURVEY OF THE ONE FATHOM BANK

21. The Malaysian delegation informed the Meeting that there is a need to resurvey the critical areas around the One Fathom Bank due to shifting sand waves and the possible presence of small sunken vessels. The Meeting agreed to request the MSC to consider the possibility of undertaking a survey of the area after obtaining approval from the Senior Officials of the Coastal States. The proposal shall be submitted to the MSC through diplomatic channels.

ADOPTION OF REPORT BY THE SENIOR OFFICIALS

22. The Meeting recommended that this Report be adopted by the Senior Officials through diplomatic channels by 15th. June 1983 in order to facilitate follow-up action to be taken by the Indonesian delegation.

DATE AND VENUE OF NEXT MEETING

23. The Meeting agreed that the next meeting shall be convened in Singapore on a suitable date subject to the approval of the Government of Singapore.

ACKNOWLEDGEMENT

25. The delegations of Indonesia and Singapore expressed their sincere appreciation to the Government of Malaysia for the hospitality and excellent arrangements made for the Meeting.

26. The Meeting was held in the traditional spirit of goodwill and mutual understanding.

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.....  
**ANNEX A**  
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**LIST OF DELEGATES**  
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TWELFTH TRIPARTITE TECHNICAL EXPERT GROUP  
MEETING ON SAFETY OF NAVIGATION IN THE  
STRAITS OF MALACCA AND SINGAPORE  
5TH - 6TH MAY 1983, KUALA LUMPUR

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LIST OF DELEGATES

INDONESIA

1. Mr. J.E. Habibie, - Leader  
Secretary,  
Directorate General of Sea Communication,  
Department of Transport,  
Communications and Tourism.
2. Capt. Soegiarto,  
Director of Navigation,  
Directorate General of Sea Communication,  
Department of Transport,  
Communications and Tourism.
3. Capt. S.H. Sampelan,  
Head, Sub Directorate of Aids  
to Navigation,  
Directorate General of Sea Communication,  
Department of Transport, Communications  
and Tourism.
4. Rd Soehartono,  
Maritime/Communications Attache,  
Indonesian Embassy.

MALAYSIA

1. Mr. M. Thilagadurai, - Leader  
Director,  
Maritime Division,  
Ministry of Transport.
2. Capt. Othman bin Darus,  
Director of Marine,  
Marine Department,  
Peninsular Malaysia.
3. Mr. A. Maheswaran,  
Environmental Control Officer,  
Ministry of Science, Technology and Environments.
4. Mrs. Huzaimah Mohd. Yusoff,  
Principal Assistant Secretary,  
Ministry of Transport.

5. Lt. Cdr. Mustakim Md. Nor,  
Staff Officer (2) (Hydrography) (T),  
Royal Malaysian Navy,  
Ministry of Defence.
6. Lt. Cdr. Yaacob Ismail,  
Staff Officer (2) (Hydrography) (P),  
Royal Malaysian Navy,  
Ministry of Defence.
7. Ms. Na'imah Abd. Khalid,  
Federal Council,  
International Law Division,  
Attorney-General's Chambers.
8. Mr. Rosli Ismail,  
Assistant Secretary,  
Ministry of Foreign Affairs.
9. Mr. Rusli bin Saad,  
Marine Officer (Nautical),  
Marine Department.
10. Mr. Azimbazri bin Abd. Shukur,  
Acting Manager,  
Light Dues Board.

SINGAPORE

1. Capt. Chitharanjan Kuttan  
Deputy Port Master,  
Port of Singapore Authority. - Leader
2. Capt. Wilson Chua  
Hydrographer  
Hydrographic Department,  
Port of Singapore Authority.
3. Capt. Lim Ho Teck,  
Senior Port Marine Officer,  
Port of Singapore Authority.
4. Mr. Lim Teck Ee,  
Deputy Director (Sea Transport),  
Ministry of Communication.

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ANNEX B  
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OPENING ADDRESS BY HON'BLE DATO'  
ABU HASSAN BIN HAJI OMAR, DEPUTY  
MINISTER OF TRANSPORT, MALAYSIA  
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Speech By YB Dato' Abu Hassan bin Haji Omar, Deputy  
Minister of Transport At The Opening Of The 12th  
Meeting of The Tripartite Technical Experts Group  
On The Safety of Navigation in The Straits of Malacca  
and Singapore on the 5th. May, 1983 at 9.00 am,  
Federal Hotel, Kuala Lumpur

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Distinguished Leaders and Members of Delegations,

Ladies and Gentlemen,

It gives me great pleasure to extend to you, on behalf of the Government and people of Malaysia, a very cordial welcome to Kuala Lumpur for this 12th Meeting of the Tripartite Technical Experts Group on the Safety of Navigation in the Straits of Malacca and Singapore. This is the first time that I have the signal privilege of addressing a meeting of the Technical Experts. However, as I look around this room, I recognise a number of familiar faces from meetings of the Asean Committee on Transport and Communications and the Asean Sub-Committee on Shipping and Ports held previously in Malaysia.

Ladies and Gentlemen,

I understand that the Traffic Separation Scheme for the Straits of Malacca and Singapore, which came into force on 1st May 1981, is the result of the dedicated and painstaking efforts made by the Technical Experts of the three coastal States of Indonesia, Malaysia and Singapore. It was your deeply-felt concern for the urgent need to improve safety of navigation in the Straits, which is among the busiest waters of its kind in the world, which sustained your efforts over the many years that you have worked together. The chilling knowledge of the catastrophic damages which resulted from marine accidents—such as the Amoco Cadiz disaster in the waters off Brittany in 1978 and that involving the Torray Canyon off the coast of England in 1967 — were grim reminders of the sort of situation which we could face in the event of a collision or grounding of a super-tanker in the Straits. Such an accident would have a critical effect upon the many thousands of our people who depend on the Straits for their living.



I understand that the Traffic Separation Scheme introduced in the Straits, as a result of your efforts, contains a number of unique features incorporating rules and regulations. It also stipulates a minimum under-keel-clearance as well as a maximum speed limit which must be observed by Very Large Crude Carriers and Deep Draught Vessels during their passage along demarcated lanes through the Straits. The fact that a number of these features have been incorporated in the Traffic Separation Schemes introduced later in other parts of the world is obviously a matter for justifiable pride and satisfaction.

The Traffic Separation Scheme, by itself, is of course not an automatic guarantee against maritime accidents in areas of difficult navigation. It can only help minimise the chances of such an accident. The mariners who navigate through the Straits must themselves exercise every care and vigilance. When one considers the huge investments which the super-tankers represent, it is very clear that it is in the best interests of the captains of these vessels to scrupulously comply with the provisions of the routing system.

The absence of any serious maritime casualty in the areas of the Traffic Separation Scheme, during the first two years of the operation, encourages me to believe that the shipping community fully appreciates the immense value of the Scheme and the need to comply strictly with its provisions. In addition, the mariners who regularly transit the Straits should respect the vital need to preserve and protect the fragile marine environment of our waters. They should, therefore, refrain from such irresponsible and undesirable practices as cleaning out their tanks, prior to taking on fresh loads of oil, while sailing through our waters.

Ladies and Gentlemen,

It is an established fact that the major proportion of oil which pollutes the world's oceans does not come from collisions and groundings of super-tankers, spectacular though they can sometimes be; but from routine tanker operations. A study on Pollution in 1973 by the United

States National Academy revealed that only 3.2% of the 6.1 million tons of petrol hydrocarbons, which entered the seas in 1971, were caused by tanker accidents. The International Maritime Organisation estimates that if the practice of pumping out oily ballast into the sea were allowed to continue unabated, as much as 8 to 10 million tons of oil would be entering the sea each year from this source alone.

These figures give an alarming indication of the size of the problem. They clearly emphasise the need for all countries to co-operate fully in measures to control the problem as pollution clearly recognises no man-made boundaries nor national jurisdiction. Otherwise, Mankind as a whole would be the loser. All forms of marine life which are vitally important to us would be severely threatened and with time may even become extinct.

It is therefore of vital importance then that we should do all we can to keep our seas safe. We should ensure that the various measures which have been introduced to improve safety of navigation in our waters should be strictly observed. In the case of navigational aids, for instance, they should always be in good and proper working order. We in Malaysia place the highest priority on safety of navigation. The Light Dues Board has been charged with the responsibility of making sure that all the navigational aids in our waters are always functioning properly. Where necessary, these aids would be increased and up-graded to increase their range to cope with the growth of shipping and changes in shipping patterns.

We are also examining the various international conventions relating to safety of navigation with a view to acceding to them as a measure to bring about improved safety standards. During the recent session of Parliament, for instance, we have approved the Merchant Shipping (Amendment) Act, 1983 which prescribes new manning requirements for foreign-going, home-trade and local-trade ships. These standards which are higher than the existing requirements are consistent with those of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978. Heavier penalties have

also been provided for offences where the existing penalties are manifestly inadequate. This amendment is the first stage in our programme to accede to the International Convention on Standards of Training, Certification and Watchkeeping, which, I understand, needs only one more country to ratify it to come into force.

We are also working on the Safety of Life at Sea Convention 1974 and hope to accede to it before long. The various conventions relating to Pollution are also under study with a view to their adoption. These are all long-term measures designed to help keep our seas safe.

In this regard, I was pleased to note that you have not taken the other short-sighted view that your task has ended with the coming into force of the Traffic Separation Scheme, but on the contrary, you have agreed to maintain this forum for regular exchanges of experiences in order to initiate such further measures as may become necessary. This is obviously a wise decision. It is a heavy burden which rests on your shoulders. However, you should take heart in the knowledge that countless mariners who sail through our narrow and difficult Straits in the years to come will fully appreciate the fruits of your labours.

With these words, I now have much pleasure in declaring open this 12th Meeting of Technical Experts Group on the Safety of Navigation in the Straits of Malacca and Singapore and in wishing your deliberations every success.

Thank you.

Ministry of Transport,  
Malaysia.  
KUALA LUMPUR.

21st May, 1983.

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**ANNEX C**  
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**AGENDA**  
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Twelfth Tripartite Technical Experts  
Group Meeting On Safety of Navigation  
in the Straits of Malacca and Singapore,  
5th - 6th May 1983, KUALA LUMPUR.

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AGENDA

1. Election of Chairman
2. Adoption of Agenda
3. Business Arrangement
4. Implementation of Traffic Separation Scheme
5. Report on Sunken Wrecks
6. Priority I Navigational Aids - Takong Light Beacon
7. Improvement to Priority II Navigational Aids
8. Other Matters
9. Consideration and Adoption of the Draft Report



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ANNEX D

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SINGAPORE NOTICE TO MARINERS

Edition No. 6/82

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Singapore Notice to Mariners

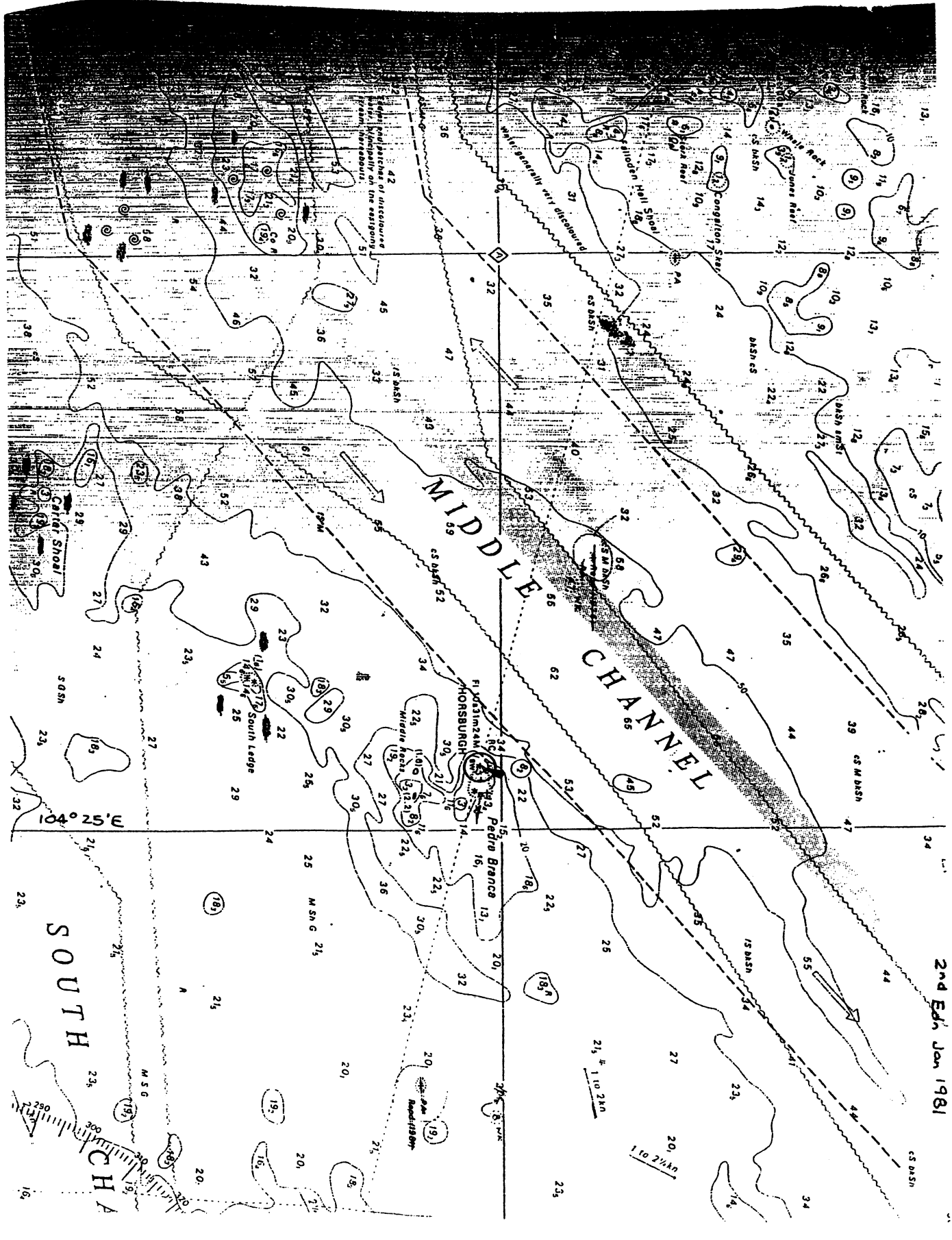
SECTION II

Edition No. 6/82

503	2Ed 1/1/81 LAST NM 9/82	PSAHD	•(NM 59/82)
Delete	Wreck "Repd (1976) PA"		1°20'46"N 104°22'37"E
	Dangerous wreck "Repd (1981) PA"		1°19'18"N 104°27'12"E
	Depth 20 <sub>1</sub> metres		1°19'58"N 104°27'14"E
Insert	Least depth over the wreck 47 metres surrounded by a danger line with the abbreviation 'Wk'		1°20'34"N 104°22'50"E
	Least depth over the wreck 8 metres surrounded by a danger line with the abbreviation 'Wk'		1°19'58"N 104°27'19"E



2nd Edn Jan 1981



104° 25' E



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ANNEX E

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MALAYSIAN INFORMATION PAPER

IMPROVEMENT OF PRIORITY II  
NAVIGATIONAL AIDS - TANJONG  
TUDOR BEACON

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Improvement of Priority II Navigational  
Aids - Tanjong Tohor Beacon

Part II of Annex VI of IMO Resolution A.375(X) recommended that the present visibility range of the Tanjong Tohor Light be increased to 10 miles. After consultation with Malaysia, The Malacca Straits Council Japan (MSC) initially agreed to improve the range to 20 miles. However it was finalised that the Tanjong Tohor Lightbeacon will be on a 16 metres elevation giving an 18 miles visibility range due to the financial constrains of MSC.

Pursuant to the "Memorandum of Procedure For the Site Survey And Installation of Tanjong Tohor Light Beacon In The Straits of Malacca" signed on 12th. November 1982 in Kuala Lumpur, a joint team comprising representatives from the Malacca Straits Council, the Marine Department Malaysia and the Light Dues Board, Malaysia conducted a preliminary site survey at Tanjong Tohor in late November 1982.

The joint team deduced that the gradient of the sea-bed off Tanjong Tohor is very gradual. Since the site of the existing light beacon is away from the headland which reduces its prominence, the team therefore recommended that the new beacon be sited south-west (225<sup>0</sup> true) from Tanjong Tohor (headland) at a distance of about 500 metres from the coast line. This will give a depth of water of at least 3 metres. As an alternative, a site 225<sup>0</sup> True 1000 metres from the existing beacon may be considered. Samples of the sea-bed were taken and it was identified as soft grey silt. The lead of the hand lead line actually sunk into the silt while soundings were being taken.



The MSC representatives suggested that, subject to the budgetary allowance, an elevation (focal plane) of 16 metres would be sufficient taking into account that the new light beacon will be sited about 1500 metres from the coast line. It was further suggested that efficient radar reflectors be installed so that the beacon will be radar conspicuous.

In late February 1983 detailed soil investigations were carried out under the supervision of representatives of the MSC and the Marine Department.

Geotechnical engineering information on the site was obtained to assist in the design of type of foundations and construction of the proposed Lightbeacon. The investigation included sinking one deep borehole, collecting soil samples and carrying out in-situ standard penetration tests by means of a boring machine mounted on a floated pontoon. The borehole location is shown in the attached drawing. The Methodology was as follows:

(a) Boring: One MSI-200 shell and auger rig was used to carry out boring. Only one borehole was sunk to perform soil investigation. The bore was advanced by 6" casing to prevent caving-in of the unconsolidated overburden materials. The borehold was terminated at 39.91 metres below sea level.

(b) Sampling: During boring, disturbed soil samples were collected at 1.5m intervals or change of soil strata, where appropriate undisturbed soil samples were taken in cohesive materials with 101mmX457mm thin wall sampling tubes. Hand vane was taken on cutting shoe of the undisturbed sample.

(c) Standard Penetration Tests: On both cohesive and non-cohesive materials, standard penetration tests were carried out at 1.5m intervals or change of soil strata. The number of blows to drive a standard penetration spoon with a 140 lbs. hammer having a free fall of 762 mm from 152 mm to 457 mm into the bottom of the borehole known as SPT. If the blow count exceeds 50 blows per foot, the blow count is reported against the number of inches penetrated.

(d) Laboratory Testing: Representative soil samples were selected and delivered for laboratory tests. The test programme include moisture content, atterberg tests, sieving analysis, triaxial tests and pH and  $SO_3$  determination.

The data obtained were forwarded to MSC for their further action. The construction of the lightbeacon is expected to be completed by the end of MSC'S Fiscal Year (March 1984).



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ANNEX F

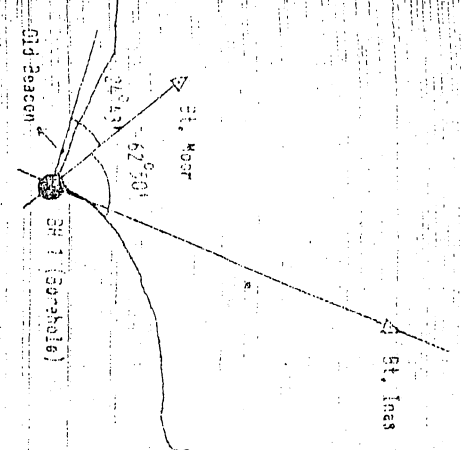
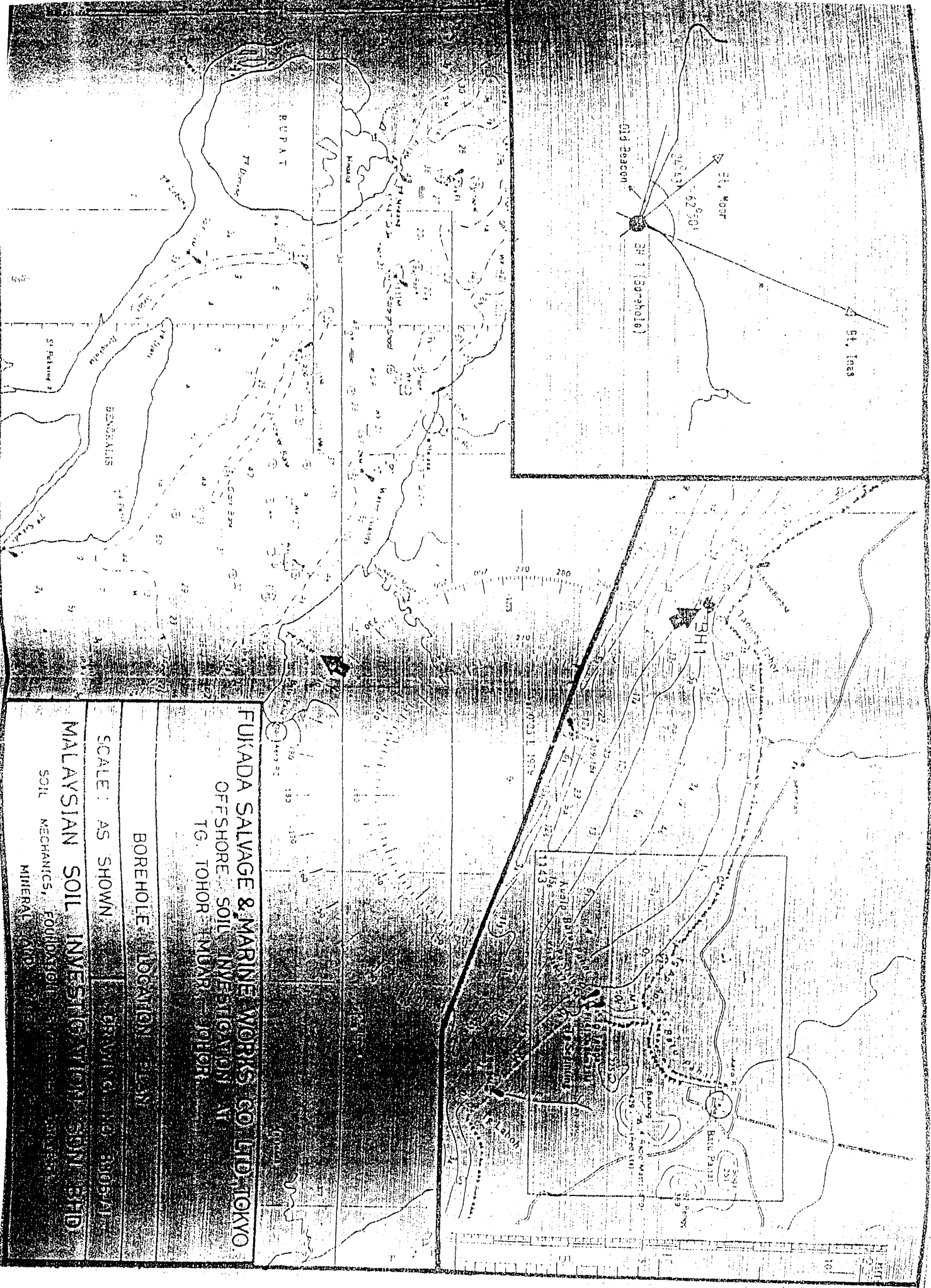
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CURRENT STATUS OF IMPLEMENTATION  
OF PRIORITY AID NAVIGATIONAL AIDS

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**FUKADA SALVAGE & MARINE WORKS CO. LTD. TOKYO**  
 OFFSHORE SOIL INVESTIGATION IV  
 TG. TOHOR, EMBAR, JOROR.  
 BOREHOLE LOCATION PLAN  
 SCALE: AS SHOWN  
 MALAYSIAN SOIL INVESTIGATION SOCIETY  
 SOIL MECHANICS, FOUNDATION  
 MINERAL



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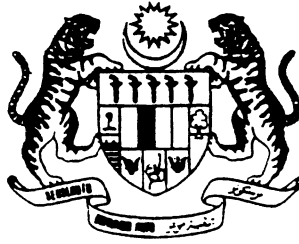
## **ANNEX MCM 50**

**Diplomatic Note from the Ministry of Foreign Affairs  
of Malaysia to the High Commission of the Republic  
of Singapore, No. EC 60/89 of 14 July 1989**

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CONFIDENTIAL

EC 60/89

The Ministry of Foreign Affairs presents its compliments to the High Commission of the Republic of Singapore, and with reference to the latter's notes SHC 99/89, SHC 103/89 and SHC 109/89 dated 16 June 1989, 22 June 1989 and 1 July 1989 respectively, has the honour to state the following:-

1. The Government of Malaysia reiterates that Pulau Batu Putih or Pedra Branca has, from time immemorial been part of the territory of the State of Johore which is a component part of Malaysia, and consequently waters surrounding Pulau Batu Putih form part of Malaysian territorial waters. Accordingly Pulau Batu Putih or Pedra Branca and the waters surrounding it have been included as part of Malaysian territory and Malaysian territorial waters in Malaysia's New Map published on 21 December 1979 and the 1984 Reprint of the Malaysian Map on Territorial Waters and Continental Shelf.
2. The presence and navigation of Malaysian police boats, and the acts of any person on board thereon in the waters surrounding Pulau Batu Putih or Pedra Branca on the dates mentioned in the High Commission's Notes under reference, were each a valid exercise of the power of a sovereign State,

CONFIDENTIAL

- 2 -

Malaysia, in and over its territory and territorial waters, and Malaysia has not thereby committed any act of intrusion into the Republic of Singapore.

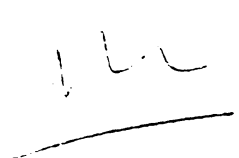
3. The Government of Malaysia expresses its deep regret and serious concern over the act of the Port of Singapore Authority in erecting a radar station on Pulau Batu Putih or Pedra Branca as part of its vessel Traffic Information System (V.T.I.S.) without prior information to and consent of the Government of Malaysia. This and the acts of the authorities of the Republic of Singapore in prohibiting Malaysian fishing vessels from fishing in that area are each a violation of Malaysia's sovereignty over Pulau Batu Putih or Pedra Branca and its territorial waters.

The Ministry wishes to invite the attention of the High Commission to the Malaysian High Commission's Note No: EC/80 dated 14th April 1980 to the Singapore Ministry of Foreign Affairs in which Malaysia's sovereignty over Pulau Batu Putih has been clearly spelled out. A copy is attached for ease of reference.

The Ministry of Foreign Affairs avails itself of this opportunity to renew to the High Commission of the Republic of Singapore the assurances of its highest consideration.

Ministry of Foreign Affairs,  
Wisma Putra,  
Kuala Lumpur.

July 14, 1989



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## **ANNEX MCM 51**

**Diplomatic Note from the Ministry of Foreign Affairs of  
Malaysia to the High Commission of the Republic of  
Singapore EC 46/91 of 11 November 1991**

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The Ministry of Foreign Affairs, Malaysia presents its compliments to the High Commission of the Republic of Singapore and has the honour to refer to a report published in the October issue of the Singapore's Port View Bulletin which indicated the intention of the Port of Singapore Authority (PSA) to construct a helipad on Pulau Batu Puteh. This planned construction was confirmed by H.E. Dr. Yeo Ning Hong, Singapore's Minister of Defence at a press conference held in Kuala Lumpur on 11 October, 1991.

The Government of Malaysia reiterates that Pulau Batu Puteh has always been a component part of Malaysia. In this connection, the Government of Malaysia expresses serious concern over the proposed construction of a helipad by the Port of Singapore Authority on Pulau Batu Puteh, or any such developmental activity on the Island as it clearly violates Malaysia's sovereignty over Pulau Batu Puteh. The Government of Malaysia therefore requests the Government of Singapore to abandon the proposed construction of a helipad.

The Ministry of Foreign Affairs avails itself of this opportunity to renew to the High Commission of the Republic of Singapore the assurances of its highest consideration.



WISMA PUTRA  
KUALA LUMPUR

11 November 1991

File: SR(050)151-3 Vol.IV

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## **ANNEX MCM 52**

**Joint proposal to the International Maritime Organisation's Sub-Committee on Safety of Navigation in April 1997 on the establishment of a "Mandatory Ship Reporting System in the Straits of Malacca and Singapore known as STRAITREP", Doc. NAV 43/3/5, 17 April 1997**

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SUB-COMMITTEE ON SAFETY OF  
NAVIGATION

43rd session  
Agenda item 3

**ROUTEING OF SHIPS, SHIP REPORTING AND RELATED MATTERS**

**Mandatory ship reporting system in the Straits of Malacca and Singapore**

**Submitted by Indonesia, Malaysia and Singapore**

**SUMMARY**

*Executive Summary:* This document contains the mandatory ship reporting system proposed by Indonesia, Malaysia and Singapore, hereinafter referred to as STRAITREP, in accordance with regulation V/8-1 of the 1974 SOLAS Convention.

*Action to be Taken:* Paragraph 15

*Related documents:* MSC 64/22/Add.1

**Introduction**

1 In accordance with regulation V/8-1 of the 1974 SOLAS Convention, the governments of Indonesia, Malaysia and Singapore are proposing to establish a Mandatory Ship Reporting System in the Straits of Malacca and Singapore known as STRAITREP. The objectives of the STRAITREP are to enhance the safety of navigation and the protection of the marine environment, to facilitate the movements of vessels and to support SAR and oil pollution response operations.

**Categories of ships required to participate in the system**

2 Ships of the following categories are required to participate in the ship reporting system:

- .1 vessels of 300 GT and above;
- .2 vessels of 50 metres or more in length;
- .3 vessels engaged in towing or pushing with a combined GT of 300 and above, or with a combined length of 50 metres or more;
- .4 vessels of any tonnage carrying hazardous cargo, as defined in paragraph 1.4 of resolution MSC.43(64);
- .5 all passenger vessels that are fitted with VHF, regardless of length or GT; and

I:\NAV\43\3-5.

- .6 any category of vessels less than 50 metres in length or less than 300 GT which are fitted with VHF and in an emergency, uses the appropriate traffic lane or separation zone, in order to avoid immediate danger.

**Geographical coverage of the system and the number and edition of the reference chart used for the delineation of the system**

3 The operational area of STRAITREP covers the Straits of Malacca and Singapore between longitudes 100° 40'E and 104° 23'E as shown in the chartlets attached as appendix 1 and appendix 2. The area includes the routing system in the Straits of Malacca and Singapore. The area is divided into eight sectors, each has an assigned VHF channel as shown in Appendix 3.

4 The reference charts which include the operational area of STRAITREP are the Malaysian Chart Series MAL 515, 521 and 523 of the Hydrographer, Royal Malaysian Navy or the equivalent charts published by the competent hydrographic authority.

**Format, content of report, times and geographical positions for submitting reports, authority to whom reports should be sent**

5 The ship report short title STRAITREP, shall be made to the VTS authorities as follows:

.1 **Format**

The ship report shall be drafted in accordance with the format shown in appendix 4. The information requested from ships is derived from the Standard Reporting Format given in paragraph 2 of the IMO resolution A.648(16).

.2 **Content**

The report required from a ship contains only information which is essential to meet the objectives of the STRAITREP:

(i) Information considered essential;

- A - Name of ship, call sign, IMO identification number (if available);
- C or D - Position;
- P - Hazardous cargo, class if applicable; and
- Q or R - Breakdown, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation in accordance with the provisions of the SOLAS and MARPOL Conventions.

- (ii) Information considered necessary when requested by VTS authority;

E and F - Course and speed of ship.

*Note:*

On receipt of a position message, operators of the VTS will establish the relation between the ship's position and the information supplied by the facilities available to them. The information on heading and speed will facilitate the VTS operator's task of identifying a ship within a group.

### 3 Geographical position for submitting reports

- (i) Ships entering the operational area shall report when crossing the limits mentioned in paragraph 3 or when crossing a line joining Tg. Piai (01°15'.50N 103°30'.75E) and Pulau Karimun Kecil (01°09'.20N 103°24'.35E) or when leaving port or anchorages in the area or before joining the traffic lane of the TSS.
- (ii) Ships entering the operational area shall also report when approaching from the south via Selat Riau, abeam of Karang Galang Lt. (01°09'.58N 104°11'.47E) or via Selat Durian, report when Pulau Jangkat Beacon (00°57'.89N 103°42'.72E) is abeam and when approaching from the East Johor Strait, abeam of Johor Shoal Buoy (01°18'.88N, 104°04'.99E).
- (iii) A ship approaching from any direction other than those specified above shall on reaching sector 7 or sector 8 as appropriate report by giving the vessel's position in term of bearing and distance from one of the following reference points:

aa)	Pu Iyu Kechil Lt	(01°11'.48N 103°21'.23E)
ab)	Sultan Shoal Lt	(01°14'.38N 103°38'.98E)
ac)	Raffles Lt	(01°09'.60N 103°44'.55E)
ad)	Sakijang Lt Bn	(01°13'.30N 103°51'.37E)
ae)	Bedok Lt	(01°18'.54N 103°56'.06E)
af)	Tg. Stapa Lt	(01°20'.57N 104°08'.24E)
ag)	Horsburgh Lt	(01°19'.81N 104°24'.44E)

### 4 Authority

The VTS authorities for the STRAITREP are as follows:

- (i) Sector 1 to Sector 5 - Klang VTS;
- (ii) Sector 6 - Johor VTS; and
- (iii) Sector 7 and 8 - Singapore VTS;

**Information to be provided to ship and procedures to be followed**

6 STRAITREP also provides information to ships about specific and critical situation which could cause conflicting traffic movements and other information concerning safety of navigation.

7 Depending on the sector which a ship is in, every ship shall also maintain a VHF radio telephone listening watch on the appropriate VHF Channel. Information of general interest to ships will be broadcast on VHF channel 16 and any other channel as may be specified by the appropriate VTS authority. This broadcast will be preceded by an announcement on the appropriate VHF channel assigned to the sector.

**Radiocommunication required for the system, frequencies on which reports should be transmitted and information to be reported**

8 The radiocommunication required for the STRAITREP is as follows:

- .1 STRAITREP will be based on VHF voice radiocommunication and will be interactive. The call to the appropriate VTS authority shall be made on the VHF channel assigned to the particular sector in which the ship is located as indicated in appendix 3, and the report shall be transmitted on that channel or any other available channel as assigned by the appropriate VTS authorities.
- .2 The language used for communication shall be English, using the IMO *Standard Marine Communications Phrases* where necessary.

**Rules and regulations in force in the area of the system**

9 The International Regulations for Preventing Collisions at Sea, 1972 are applicable throughout the operational area of STRAITREP.

10 The Rules For Vessels Navigating Through The Straits of Malacca and Singapore as approved by IMO are applicable throughout the area.

**SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM**

11 The facilities of the STRAITREP are as follows:

- .1 **Klang VTS**
  - Telephone, facsimile and telex communication
  - 6 sets of VHF radio communication equipment
  - 6 real-time display consoles for 'X' and 'S' bands radar signals from remote radar stations.
- .2 **Johor VTS**
  - Telephone, facsimile and telex communication
  - 4 sets of VHF radio communication equipment
  - 4 real-time display consoles for 'X' and 'S' bands radar signals from remote radar stations.

**3 Singapore VTS**

- Telephone, facsimile and telex communication
- 11 sets of VHF radio communication equipment
- 4 real-time display consoles for "X" band radar signals from remote radar stations.
- 4 sets of VHF radio directions finder in marine bands.

**4 Remote Stations:**

**(i) Pulau Angsa**

- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

**(ii) Bukit Jugra**

- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

**(iii) Cape Rachado**

- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

**(iv) Pulau Undan**

- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

**(v) Bukit Segenting**

- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

**(vi) Tanjung Piai**

- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

**(vii) Bukit Pengerang**

- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

- (viii) Sultan Shoal Lighthouse
  - VHF transmitters and receivers
  - 1 "X" band radar facility
- (ix) Raffles Lighthouse
  - 1 "X" band radar facility
- (x) St. John's Island
  - 1 "X" band radar facility
- (xi) Bedok Lighthouse
  - 2 sets of VHF/DF radio direction finder
- (xii) Bedok
  - 1 "X" band radar facility
- (xiii) Horsburgh Lighthouse
  - VHF transmitters and receivers
  - 1 "X" band radar facility
- (xiv) Jurong Control
  - 2 sets of VHF/DF radio direction finder.

**Alternative communication if the communication facilities of the shore-based authority fail**

12 STRAITREP is designed to avoid, as far as possible, any irretrievable breakdown of equipment which would hinder the functioning of the services normally provided by the respective VTS authorities.

13 The most important items of equipment and power sources are duplicated and the facilities are provided with emergency generating sets as well as with Uninterruptable Power Supply (UPS) units. A maintenance team is available 24 hours a day to attend to any breakdown.

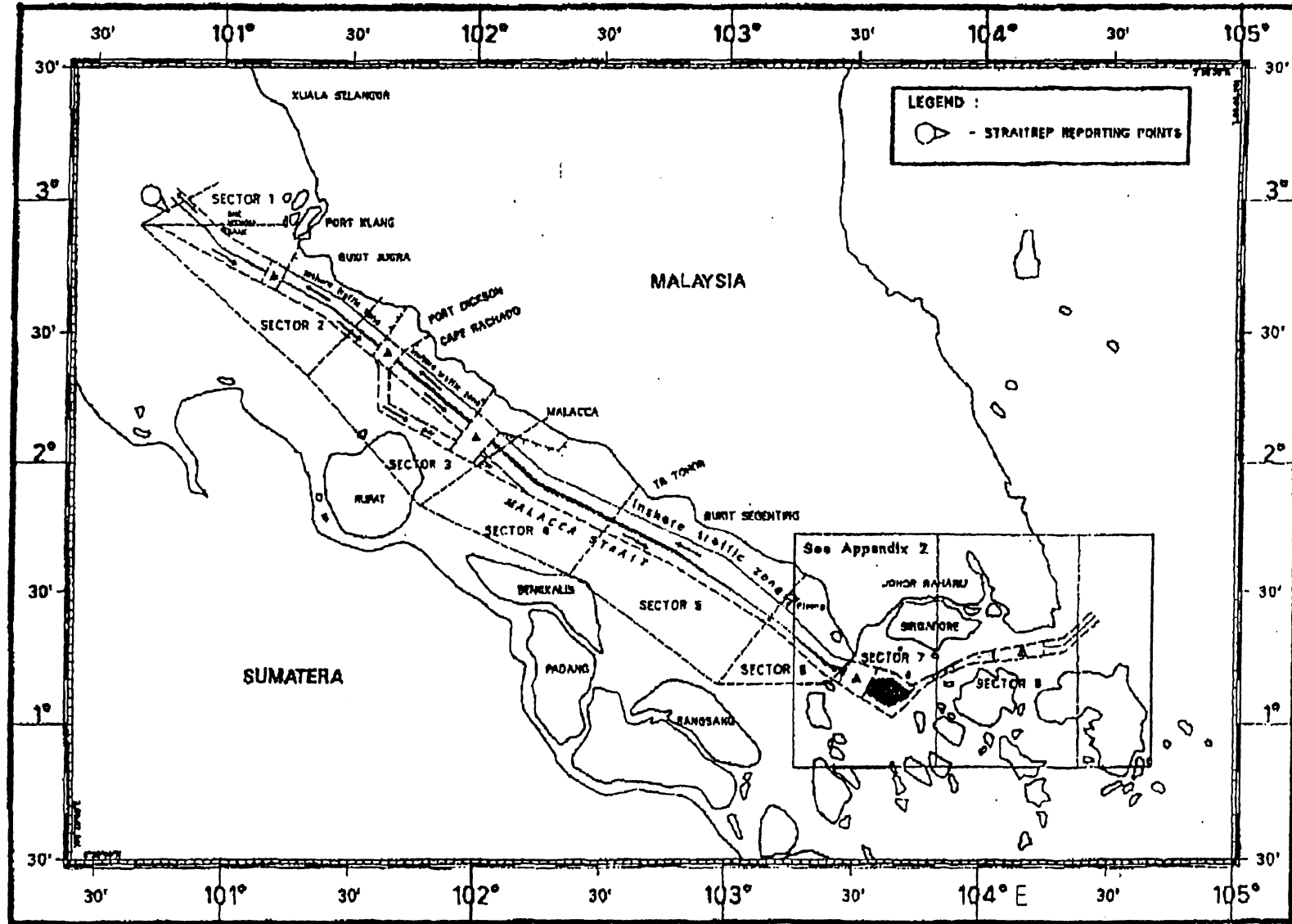
14 STRAITREP is also designed in such a manner that if one station fail, the adjacent station can provide the necessary coverage.

**Action requested of the Sub-Committee**

15 The Sub-Committee is invited to consider the proposed Mandatory Ship Reporting System in the Straits of Malacca and Singapore and decide as appropriate.

# STRAITREP OPERATIONAL AREA ( SECTORS 1 TO 6 )

Appendix 1

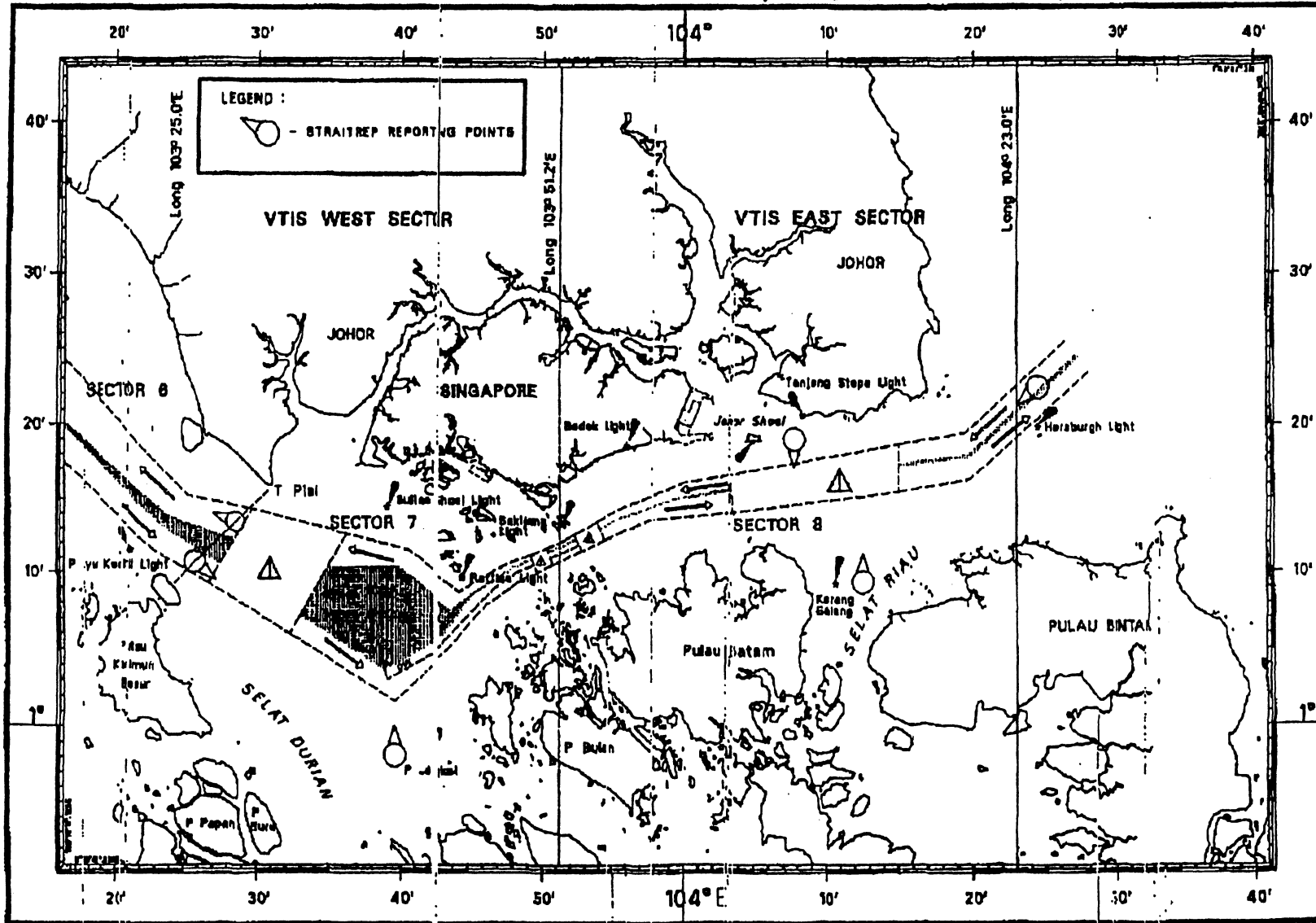


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# STRAITREP OPERATIONAL AREA ( SECTORS 7 & 8 )

Appendix 2



Prepared by Hydrographic Dept., MPA 8 April 87 CA 34M87 Scale 1:250,000

Code : AD020368

## APPENDIX 3

**ASSIGNED VHF CHANNELS FOR SECTORS IN THE MANDATORY REPORTING  
SYSTEM IN THE STRAITS OF MALACCA AND SINGAPORE  
(STRAITREP)**

<b>SECTOR</b>	<b>VHF CHANNELS</b>	<b>VTS AUTHORITIES</b>
Sector 1	VHF channel 66	KLANG VTS
Sector 2	VHF channel 88	KLANG VTS
Sector 3	VHF channel 84	KLANG VTS
Sector 4	VHF Channel 61	KLANG VTS
Sector 5	VHF Channel 88	KLANG VTS
Sector 6	VHF Channel 88	JOHOR VTS
Sector 7	VHF Channel 73	SINGAPORE VTS
Sector 8	VHF Channel 10	SINGAPORE VTS

## APPENDIX 4

**DRAFTING OF RADIO REPORTS TO THE MANDATORY SHIP REPORTING SYSTEM IN  
THE STRAITS OF MALACCA AND SINGAPORE  
(STRAITREP)**

Designator	Function	Information required
A	Ship	Name and call sign
C	Position	A 4-digit group giving latitudes in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitudes in degrees and minutes suffixed with E (east) or W (west); or
D	Position	True bearing (first 3 digits) and distance given in nautical miles from an clearly identifiable point (state landmark)
E	True course	A 3-digit group
F	Speed in knots and tenths of knots	A 3-digit group
P	Hazardous cargo on board	Indicate "Yes" or "No" to whether vessel is carrying hazardous cargo. If "Yes" the class if applicable.
Q	Defects/damage/deficiencies/other limitations	Brief detail of defects, deficiencies or other limitations
R	Description of pollution or dangerous goods lost overboard	Brief detail of type of pollution (oil, chemicals, etc.) or dangerous goods lost overboard; position expressed as in (C) or (D)

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## **ANNEX MCM 53**

**Extracts from *IALA, Aids to Navigation Guide*  
(*Navguide*) (4th edn, December 2001)**

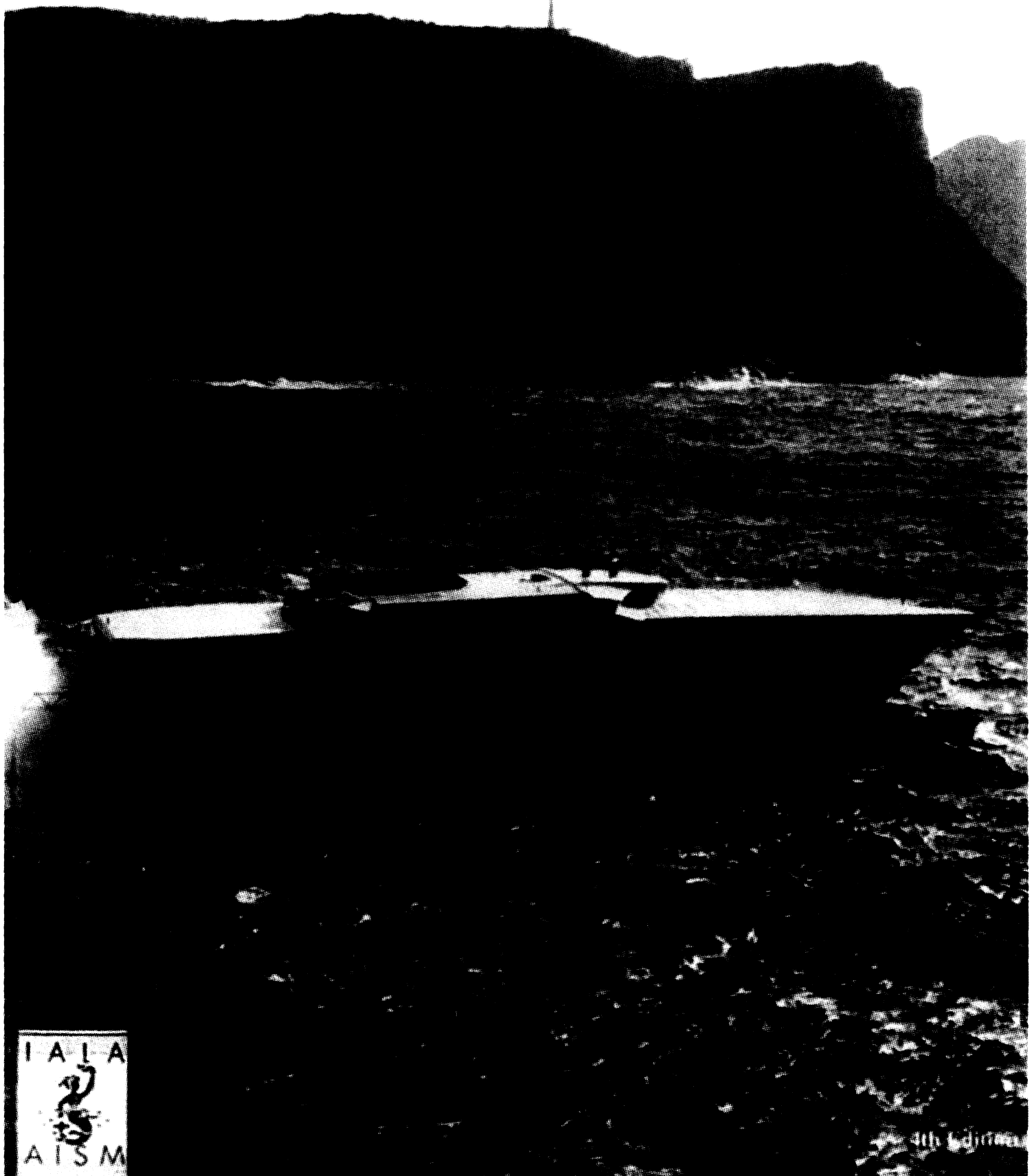
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# IALA

## AIDS TO NAVIGATION GUIDE

### (Navguide)



## Forward

The IALA *NAVGUIDE* will be of interest and assistance to all organisations and individuals who either provide Aids to Navigation or are associated with their use. This fourth edition of the Guide has elevated the document to a new level and is a testimony to the continuous improvement initiatives undertaken by the IALA Operations Committee.

The IALA Operations Committee that includes representatives from many organisations with responsibilities in provision of Aids to Navigation has prepared the *NAVGUIDE* with input from the other IALA Committees.

Whilst it may in be invidious to identify particular individuals, it must be said that this publication could not have been completed without the driving force of the representative from Australia, Mr. Allan Crossing.

This work is a tribute to people already very busy in their own organisations worldwide who are happy to share their expertise with other members of the international maritime community.

Finally, any comments or suggestions from the users of the guide will be very welcome for the benefit of future editions.

*Torsten KRUUSE*  
*Secretary General*  
*December 2001*

### 1.1 INTRODUCTION

Shipping has evolved into an international industry and many nations have recognised that that it is both effective and appropriate to regulate and manage shipping on an international basis.

The International Association of Marine Aids to Navigation and Lighthouse Authorities<sup>1</sup> (IALA) was formed in 1957 as a non-government, non-profit making, technical association that provides a framework for aids to navigation authorities, manufacturers and consultants from all parts of the world to work with a common effort to:

- harmonise standards for aids to navigation systems worldwide;
- facilitate the safe and efficient movement of shipping, and;
- enhance the protection of the maritime environment.

The functions of IALA include, among other things:

- developing international cooperation by promoting close working relationships and assistance between members;
  - collecting and circulating information on communicating recent developments and matters of common interest;
- liaison with relevant inter-governmental, international and other organisations. For example, the International Maritime Organisation (IMO), the International Hydrographic Organisation (IHO), the Commission on Illumination CIE, and the International Telecommunications Union (ITU);
- liaison with organisations representing the aids to navigation users;
- address emerging navigational technologies, hydrographic matters and vessel traffic management;
- provide specialist advice or assistance on aids to navigation issues (including technical, organisational or training matters);
- establishing Committees or Working Groups to:
  - formulate and publish appropriate IALA recommendations and guidelines;
  - contribute to the development of international standards and regulations;
  - study specific issues;

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<sup>1</sup> Formerly called the International Association of Lighthouse Authorities.



- encouraging IALA members to develop policies that address the social and environmental issues associated with establishing and operating aids to navigation. This includes issues such as:
  - preservation of historic lighthouses, and;
  - use of aids to navigation as a base for the collection of data or other governmental or commercial services;
- organise Conferences and Seminars relevant to aids to navigation activities.

## 1.2 MEMBERSHIP

IALA has four types of members. These are outlined below:

- **National Membership:-** applicable to the national authority of any country that is legally responsible for the provision, maintenance or operation of marine aids to navigation;
- **Associate Membership:-** applicable to any other service, organisation or scientific agency concerned with aids to navigation or related matters;
- **Industrial Membership:-** applicable to manufacturers and distributors of marine aids to navigation equipment for sale, or organisations providing aids to marine navigation services or technical advice under contract;
- **Honorary Membership:-** may be conferred for life by the IALA Council to any individual who is considered to have made an important contribution to the work of IALA.

IALA NATIONAL MEMBERS



Fig 1.1 The shaded countries are IALA National Members

**Table 2.2** Accuracy requirements for "Other waters".

Minimum distance from danger (nm)	Accuracy required (nm)	Accuracy of position fixing system					
		(nm)	0	0.1	0.25	0.5	1
		(metres)	0	185	462	926	1852
		<b>Maximum allowable time since last fix (minutes)</b>					
10	0.4	12	12	9	-	-	
20	0.8	28	28	27	22	-	
30	1.2	48	48	47	44	27	
50	2.0	100	100	99	97	87	
100	4.0	300	300	300	298	291	

**Example:** To meet the navigational requirement of ships which are not expected to navigate less than 20nm from danger, 0.8nm would be the accuracy required and could be achieved by a system which gives an accuracy of:

0.5 nm	with fixes not separated by more than	22 min;
0.25 nm	"	28 min
0.1 nm	"	28 min

### 2.1.2.2 Future Trends on Accuracy Requirements

The advent of more sophisticated radio and satellite-based, wider area positioning systems, unconventional vessels and high speed craft, has resulted in the 1983 IMO resolution losing some relevance, although it remains sound in principle. As an insight into future accuracy requirements for safety of navigation, Table 2.3 presents the standards proposed by the Maritime Safety Committee of IMO in the revision of resolution A.860(20).

**Table 2.3** Future (Draft) Maritime User Requirements for System Planning and Development

Application	Accuracy Absolute (metres, at 95% probability)	Accuracy Course (deg)	Accuracy Speed (kn)	Position Fix Interval (secs)
<b>Navigation 1:</b>				
<i>Ocean</i>	10-100	0.5	0.1	10
<i>Coastal</i>	10	0.5	0.1	2
<i>Restricted Waters</i>	1-3	0.5	0.1	1-2
<i>Docking</i>	0.1-1	0.1-0.5	0.1-0.1	1
<b>Safety:</b>				
<i>GMDSS</i>	100	1	0.1	10
<i>Local</i>	10	1	0.1	1



## 3.5 LIGHTHOUSES AND BEACONS

### 3.5.1 DESCRIPTION

The IALA Dictionary (2-6-070) defines a beacon as “a fixed artificial navigation mark” that can be recognised by its shape, colour, pattern, topmark or light character, or a combination of these. While this functional definition includes lighthouses and other fixed aids to navigation, the terms *lighthouse* and *beacon* are used more specifically to indicate importance and size.

#### 3.5.1.1 Lighthouses

A lighthouse is generally considered to be:

- a conspicuous structure (visual mark) on land, close to the shoreline or in the water;
  - that acts as a daymark, and;
  - provides a platform for a marine signalling light with a range of up to 25 nautical miles.
  - other aids to navigation or audible signals on or near the lighthouse;
- It can be a manned or automated facility.
  - the former is becoming less common;
  - an automated lighthouse will often be remotely monitored and in some cases remotely controlled.

#### 3.5.1.2 Beacon

A beacon is usually considered to be a small fixed visual mark on land or in the water. Visual characteristics are often defined by daymarks, topmarks, and by numbers. A marine signalling light, if fitted, would generally have a range of less than 10 nautical miles.

In navigable channels a pile beacon may be used as an alternative to a buoy.<sup>41</sup>

#### 3.5.1.3 Purpose of Lighthouses and Beacons

A lighthouse or beacon may perform one or more of the following navigational functions:

- mark a landfall position;
- mark an obstruction or a danger;
- indicate the lateral limits of a channel or navigable waterway;
- indicate a turning point or a junction in a waterway;

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<sup>41</sup> In these situations the beacon will generally show a colour scheme and topmarks in accordance with the IALA Maritime Buoyage System.

- mark the entrance of a Traffic Separation Scheme (TSS);
- form part of a leading (range) line;
- mark an area;
- provide a reference for mariners to take a bearing or line of position (LOP).

However it is not uncommon for lighthouses, in particular, to be used for other purposes that can include:

- coastwatch or coastguard functions;
- VTS functions;
- base for audible (fog) signals;
- collection of meteorological and oceanographic data;
- radio and telecommunication facilities;
- tourist facilities.

### 3.5.2 PERFORMANCE CRITERIA FOR LIGHTHOUSES AND BEACONS

The **availability** of a light is the principal measure of performance determined by IALA. For lighthouses and beacons IALA recommends the following availability targets:

Type of Aid	Availability Target	
	Lighthouses and beacons considered to be of <u>primary</u> navigational significance	Category 1
Lighthouses and beacons considered to be of navigational significance	Category 2	at least 99%
Lighthouses and beacons considered to have less navigational significance than either Categories 1 or 2	Category 3	at least 97%
Daymarks and Topmarks (where fitted)		at least 97%

**Note:**

- The importance of a visual aid to navigation may well change over time. There may be occasions where shipping requirements change to such an extent that the light of a prominent lighthouse structure can sensibly be down-graded to Category 2 or 3.

### 9.1.2.1 Regulation 13 - Establishment and operation of aids to navigation

The Regulation states:

1. Each Contracting Government undertakes to provide, as it deems practical and necessary either individually or in co-operation with other Contracting Governments, such aids to navigation as the volume of traffic justifies and the degree of risk requires.
2. In order to obtain the greatest possible uniformity in aids to navigation, Contracting Governments undertake to take into account the international recommendations and guidelines (Reference is made to IALA) when establishing such aids.
3. Contracting Governments undertake to arrange for information relating to aids to navigation to be made available to all concerned. Changes in the transmissions of position-fixing systems which could adversely affect the performance of receivers fitted in ships shall be avoided as far as possible and only be effected after timely and adequate notice has been promulgated.

### 9.1.2.2 Comments

To satisfy the obligations of Regulation 13, the contracting government has to make assessments on:

- whether or not to provide particular types of aids to navigation;
- the type, number and location of aids to navigation;
- what information services are necessary to adequately inform the mariner.

## 9.2 REVIEWS AND PLANNING

### 9.2.1 REVIEWS

In many countries, the network of aids to navigation has been built up over a considerable time, in some cases, centuries. It should be recognised that the nature of shipping is continually changing and this means that the aids to navigation infrastructure<sup>82</sup> should be reviewed periodically. The rate of change varies from place to place, but it would be reasonable to adopt a review process using one of the **change management tools** described in Chapter 8 that provides:

- a **Strategic Plan** (Navigation Plan) with a suggested 10 year outlook, and;
- an **Operational Plan** with a suggested rolling 5 year work program.

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<sup>82</sup> Some aids to navigation are in reality monuments to historical accidents and are of little value to modern shipping.



- a Workshop to gather information on the range of alternative uses of lighthouses.

Future work for the Panel will be directed at preparing two IALA Guidelines that will address:

- the technical aspects of operating and maintaining historic lighthouses, and;
- the Policy, Planning and Practical aspects of preserving historic lighthouses.

### 10.1.6.2 Lens Size and Terminology

Table 10.2 provides information on terminology for historical glass lens systems and the typical amount of mercury held in mercury bath pedestals (for rotating lens systems).

**Table 10.2** Terminology for historical glass lens systems and associated quantities of mercury used in rotating lens systems.

Description	Focal distance	Typical quantity of mercury for mercury-bath pedestals	
		kilograms	litres
	mm		
Hyper-radial	1330		
Meso-radial	1125		
First Order	920	175	12.9
Second Order	700	126	9.3
Third Order	500	105	7.7
Small Third Order	375	96	7.0
Fourth Order	250		
Fifth Order	187.5		
Sixth Order	150		

### 10.1.7 THIRD PARTY ACCESS TO AIDS TO NAVIGATION SITES

In 1998, IALA conducted a survey to investigate the extent to which Authorities were permitting aids to navigation sites to be used for collecting “non-aids to navigation” data. This study was associated with investigations of the Advisory Panel on the Preservation of Historic Lighthouses into alternative uses of lighthouses and other aids to navigation.

The responses<sup>86</sup> came from a wide range of IALA members and shared several common themes:

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<sup>86</sup> Twenty six responses were received.



- the predominant applications were for the collection of meteorological data (i.e. weather, wind speed and direction), tidal/ current data and for telecommunication installations;
- data collected for or by other governmental agencies generally did not attract a fees, but fees were often charged for data obtained for commercial purposes;
- data acquisition equipment had to have its own separate power supply unless that aids to navigation site had mains power available.

IALA acknowledges that Authorities face an increased demand to share aids to navigation sites with “third parties”. While it is important to ensure that the integrity and security of aids to navigation are maintained, the presence of a third party may be beneficial:

- in reducing the risk of vandalism;
- as a source of revenue or sharing of operational costs (eg power, road maintenance etc);
- as a means of monitoring the operation of the aid.

If an Authority receives a request for a third party installation, it should first establish whether such involvement is permitted in the Authority’s legislation. If there are no impediments the Authority may consider negotiating an agreement with potential third party to clearly establish the responsibilities and liabilities of each party. The agreement may also address:

- conditions to apply to the third party installation and operation to ensure that the equipment does not compromise the integrity and security of the aids to navigation and other property owned by the Authority;
- access to electrical power. At sites with mains power, it may advisable for the Authority to require separate metering of the third-party supply so that electricity costs can be recovered;
- if no mains power is available, it is reasonable to require that the third-party provide its own power supply;
- where practical, the installation of the third-party equipment should take into consideration and preserve the heritage value of the aid to navigation.

Authorities should reserve the right to cancel any third party agreement if continued use jeopardizes the performance or functionality of the aid to navigation.

- using training courses are accredited with a recognised institution. This has several benefits:
  - a trainee may be more highly motivated if he/she can see accredited courses leading on to a formal qualification (ie. career path prospects);
  - accredited courses are “portable” and are of benefit to those changing jobs;
  - recognised courses could be referenced in position descriptions to broadening the range of applicants for job vacancies.

## 10.3 INFORMATION TO THE MARINER

### 10.3.1 NAVIGATIONAL WARNINGS

SOLAS Chapter V Regulation 4 requires for contracting governments to provide navigational information to mariners. The Regulation 4 states:

Each Contracting Government shall take all steps necessary to ensure that, when intelligence of any dangers is received from whatever reliable source, it shall be promptly brought to the knowledge of those concerned and communicated to other interested Governments.

This information falls into three basic categories:

- information about **planned changes**, such as:
  - dredging, surveying, pipe and cable laying;
  - changes to an existing aid or the establishment of new aids to navigation;
  - changes to traffic arrangements;
  - commercial maritime activities;
  - short term events (naval exercises, yacht races, etc.).
- information about navigational **un-planned events**, such as:
  - the failure to aids to navigation;
  - marine incidents (groundings, collisions, wrecks etc.) ;
  - search and rescue activities.
- **new information** arising from survey work or previously undiscovered hazards.

#### 10.3.1.1 World-Wide Navigational Warning Service

The promulgation of information on navigational safety is coordinated by means of the World-Wide Navigational Warning Service that was established jointly by the IMO and the IHO in 1977.



# CHAPTER 11 PERFORMANCE INDICATORS

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## 11.1 PERFORMANCE INDICATORS

### 11.1.1 PURPOSE

Performance indicators are management tools that can be used to measure, analyse and monitor the performance of a network of aids to navigation and/or specific systems and equipment. The information obtained can be used to:

- show accountability to government and stake holders;
- demonstrate the efficiency and effectiveness of the service being provided;
- compare the performance of:
  - similar systems or equipment in different locations;
  - contract and internally provided services<sup>91</sup> ;
- amend:
  - system designs;
  - procurement decisions;
  - equipment choices;
  - maintenance procedures and practices;
- increase or reduce maintenance effort;
- extend maintenance intervals.

### 11.1.2 DEFINITION AND COMMENTS ON TERMS

#### 11.1.2.1 Reliability

This is the probability that an aid to navigation<sup>92</sup>, when it is available, performs a specified function without failure under given conditions for a specified time.

#### 11.1.2.2 Availability

This is the probability that an aid to navigation or system is performing its specified function at any randomly chosen time.

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<sup>91</sup> Only where the opportunity arises and where both are engaged in substantially similar work.

<sup>92</sup> Or any nominated system or component.

- IALA generally uses the term as a historical measure of the percentage of time that an aid to navigation was performing its specified function. For example:
  - a Category 2 light has a target availability of 99% when its performance is measured over the preceding three years;
  - a two year measuring interval has been agreed for radionavigation systems, such as DGPS;
- the non-availability can be caused by scheduled and/or unscheduled interruptions.

### **11.1.2.3 Continuity**

This is the probability that an aid to navigation or system will perform its specified function without interruption during a specified time.

- for example, if a DGPS station is functioning correctly when a vessel is about to make its approach into a port, the continuity term states the probability that the DGPS service will not be interrupted in the time it takes the vessel to reach its berth;
- for GNSS systems, IALA has proposed that the time interval for continuity calculations be based on a three-hour time frame.

### **11.1.2.4 Redundancy**

This is the existence of more than one means, identical or otherwise for accomplishing a task or mission.

### **11.1.2.5 Integrity**

This is the ability to provide users with warnings within a specified time when the system should not be used for navigation.<sup>93</sup>

### **11.1.2.6 Failure**

This is the unintentional termination of the ability of a system or part of a system to perform its required function.

### **11.1.2.7 Mean Time Between Failures (MTBF)**

This is the average time between successive failures of a system or part of a system. It is a measure of reliability.

- for components, such as lamps, it is usual to determine the MTBF (or life) statistically by testing a representative sample of components to destruction;

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<sup>93</sup> IMO Resolution A.860(20) Appendix 1.

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## **ANNEX MCM 54**

**Extracts from *IALA, Vessel Traffic Services Manual*,  
2002**

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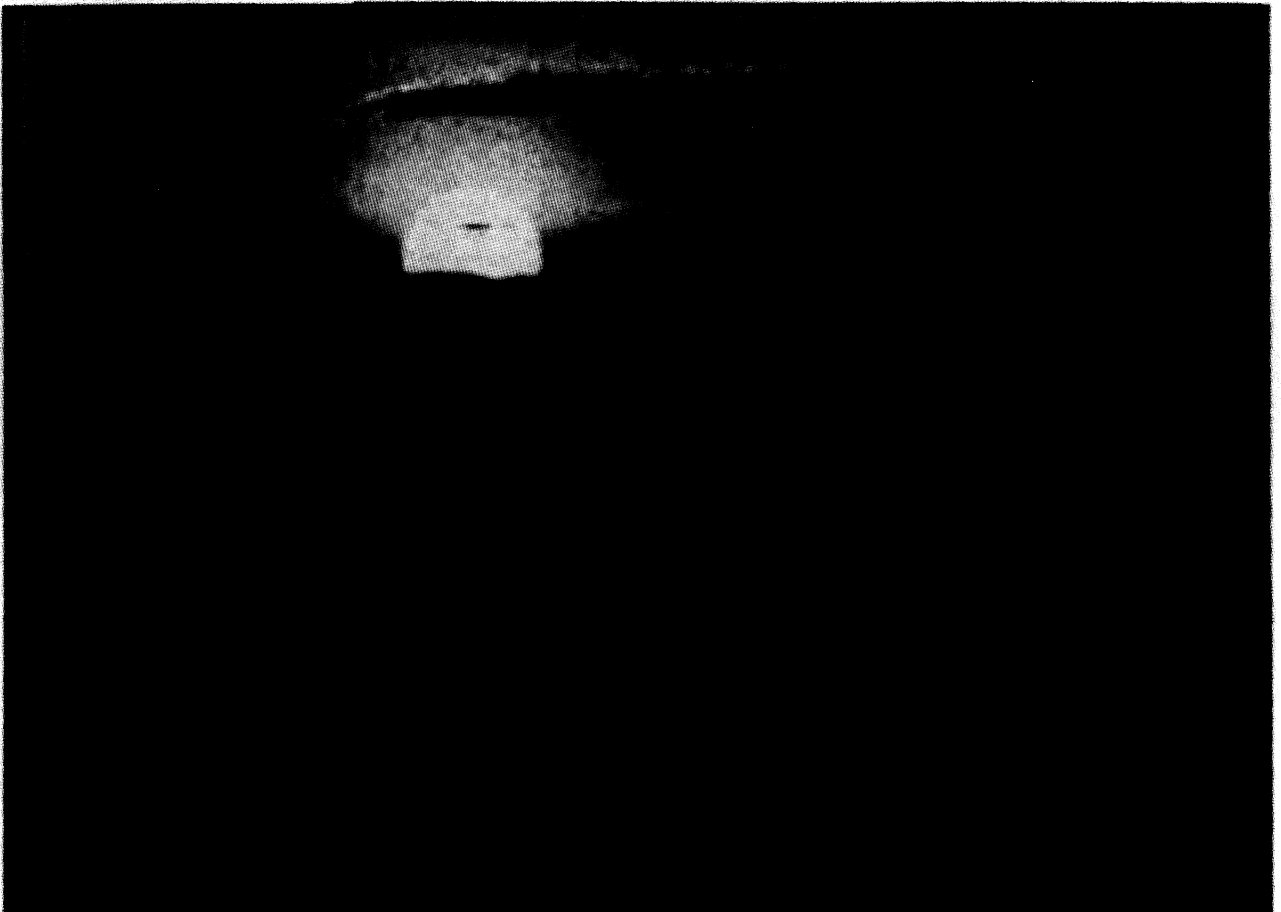


I A L A



A I S M

**IALA  
VESSEL TRAFFIC  
SERVICES MANUAL  
(VTS MANUAL, 2002)**







As a result of the improvements in efficiency, safety and the reduction of potential environmental pollution experienced by authorities using a VTS, together with the rapid developments in computer technology, the number of Vessel Traffic Services has increased considerably and there are now about 500 of these services operational.

As Vessel Traffic Services have grown in number throughout the world, the operating concepts have led to two categories of VTS, coastal services and port or river services. A coastal VTS is a service provided to assist the safe and expeditious passage of shipping through coastal waters, particularly where there is a high density of maritime traffic or an area of environmental sensitivity or through waters which may be difficult to navigate because of geographical constraints or offshore exploration. A port or river VTS is a service provided to assist the efficiency and safe navigation of shipping when entering or leaving ports and harbours or when sailing along rivers or through waters which similarly restrict the manoeuvring of ships.

IMO Assembly Resolution A.857(20) provides guidance on the establishment and operation of vessel traffic services. This Manual is intended to provide more detailed information to Authorities and is based on the principles contained in that Resolution.

## **1.2 DEFINITIONS AND GLOSSARY OF TERMS USED IN THE MANUAL**

For the purpose of this Manual, the following definitions have been used:

### **Vessel Traffic Service (VTS)**

A VTS is a service implemented by a Competent Authority, designed to improve the safety of vessel traffic and to protect the environment. The service should have the capability to interact with the traffic and respond to traffic situations developing in the VTS area.

### **Competent Authority**

A Competent Authority is the authority made responsible, in whole or in part, by the Government for the safety, including environmental safety, and the protection of the environment in the area

### **VTS Authority**

A VTS Authority is the authority with the responsibility for the management, operation and co-ordination of the VTS, the interaction with participating vessels, and efficiency of vessel traffic and the protection of the environment.

### **VTS Area**

A VTS Area is the delineated, formally declared service area of the VTS. A VTS area may be subdivided in sub-areas or sectors.

### **VTS Centre**

A VTS Centre is the centre from which the VTS is operated. Each sub-area of the VTS may have its own sub-centre.

### **VTS Operator**

A VTS Operator is an appropriately qualified person performing one or more tasks contributing to the services of the VTS.

### **VTS Operator Position**

A VTS Operator Position is the place in a VTS Centre from which a VTS Operator carries out his/her duties.

authority subject to the right of innocent passage. Beyond territorial waters, a state's authority with regard to VTS is substantially reduced.

In straits used for international navigation, a VTS Authority cannot restrict or impede the innocent passage of vessels. In these instances a state should endeavour to enter into agreements with neighbouring states or other maritime nations to agree on standards of conduct for vessels operating in these waters. These standards may include provisions for voluntary participation in a VTS.

#### 2.4.3 Relationship between VTS and Vessels

Safe movement of marine traffic in a VTS area requires the VTS to have an understanding of the responsibility of the masters of vessels and vice-versa.

A VTS, with its specialised knowledge of the waterway has responsibility for managing the traffic in the area. While the master of a vessel, with his knowledge of its behaviour and his professional skills, has responsibility for the safety of the vessel. Taking into consideration these different, but related, responsibilities, any instructions from a VTS to a vessel should be "result orientated" only, leaving the details of execution to the master, officer of the watch or pilot on board the vessel.

Generally masters of vessels rely with confidence on the expertise and professionalism of VTS personnel and carry out instructions which are given. However, it should be recognised that there may be occasions when an instruction by a VTS is disregarded because the master considers that its execution might jeopardise the vessel.

#### 2.4.4 Liability

Having recruited, trained and certified qualified personnel to operate a VTS, the VTS Authority must assume further responsibility to ensure that the actions of these persons are performed with a high degree of competence. If these responsibilities are met fully the question of assignment of liability reverts to a case by case determination of the circumstances surrounding each incident.

The question of assignment of liability in regard to vessel movement is one of constant controversy. It is complicated by the legal relationships between masters, pilots, ship owners, and VTS. Although there are many cases setting precedence on this issue, it continues to be an area in maritime and civil law that seems to be developing on a case by case basis.

In the event of a VTS operator issuing instructions to a vessel and an accident occurring, many maritime laws of liability may then apply relating to whether or not VTS participation was mandatory or voluntary, keeping in mind that a ship's master has the authority to override the instructions of a VTS where, in his view, the instructions given could result in an accident.

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## **ANNEX MCM 55**

**MENAS, *Summary of Monthly Notices to Mariners,*  
Edition 03/04, 1 April 2004**

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# **MENAS**

## **SUMMARY OF MONTHLY NOTICES TO MARINERS**

EDITION: 03/04 – Issued on 1 April 2004

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### **CONTENTS**

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**SECTION I      Summary of Current MENAS Notices to  
Mariners 01/04, 02/04, 03/04, 04/04 & 05/04**

**SECTION II      New MENAS Notices to Mariners - 05/04**

**SECTION III     Cancelled MENAS Notices to Mariners - Nil**

**SECTION IV     Oil Rig Positions**

**SECTION V      New Publications**

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**Mariners are requested to inform Middle East Navigation Aids Service, P.O. Box 66, Manama, Bahrain, immediately on the discovery of new dangers, or suspected dangers to navigation and changes or defects in aids to navigation noticed in Sub-Navarea IX - Arabian Gulf and its Approaches.**

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**MARITIME SAFETY EMERGENCY No. ++ 973 727912**  
**MARITIME SAFETY EMERGENCY No. ++ 973 9604453**

NAVAREA IX Sub Area Co-ordinator  
1st April 2004



# MENAS

## SUMMARY OF MONTHLY NOTICES TO MARINERS

EDITION: 03/04 – Issued on 1 April 2004

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### NOTICE TO MARINERS NO: 01/04

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#### GENERAL DESCRIPTION OF NAVIGATIONAL INFORMATION PROMULGATED BY MENAS

There are two main methods of distributing the information that is passed to MENAS:

- 1) MENAS Notices to Mariners
- 2) NAVTEX

#### **1) MENAS Notices to Mariners**

MENAS Notices to Mariners promulgate all navigational information of a permanent or semi-permanent nature received from Governmental Nautical Authorities, Ports and Harbour Authorities, Oil Companies and others engaged in off-shore operations, Ships' Masters and other sources. Each Notice is sequentially numbered and:

- a. specifies the original source of the information and refers to the *British Admiralty Chart(s)* affected by the Notice.
- b. remains in force until specifically cancelled by a later Notice in the same series or is:
  - i. superseded by an *Admiralty Notices to Mariners*, or
  - ii. no longer valid
  - iii. considered to have been sufficiently promulgated

MENAS also promulgate a *Monthly Summary of Notices to Mariners* that contains the following information:

Section I	: Summary of Current Notices to Mariners
Section II	: New Notices since last issue
Section III	: Cancelled Notices since last issue
Section IV	: Mobile Oil Rig Positions
Section V	: New Publications

MENAS Notices to Mariners are distributed against a standard list. MENAS expects local Shipping Agents to re-distribute as necessary.