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Alle Proklamasies, Goewerments- en Algemene Kennisgewings, wat vir die eerste maal gepubliseer word, is in die linker-bohoek met 'n * gemerk.

GOVERNMENT NOTICE.

The following Government Notice is published for general information:—

DEPARTMENT OF FINANCE.

* No. 2112.] [15 October 1954.
MARINE SECTION.

The following draft regulations proposed to be made under the provisions of section *three hundred fifty-six* (1) of the Merchant Shipping Act, 1951 (Act No. 57 of 1951), are hereby published for general information. Any person who wishes to make any comments or suggestions may submit them to the Commissioner of Customs and Excise, Marine Section, P.O. Box 376, Pretoria, on or before the 30th November, 1954.

These regulations cover—

- (a) the scope and conduct of examinations to be passed by a person desiring the grant under the Merchant Shipping Act, 1951 (Act No. 57 of 1951), of a certificate of competency as—
 - (i) skipper of a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons;
 - (ii) mate of a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons;
 - (iii) boatswain of a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons;
 - (iv) skipper of a coasting ship or a fishing, sealing or shore-based whaling boat of less than one hundred gross register tons;
 - (v) mate of a coasting ship or a fishing, sealing or shore-based whaling boat of less than one hundred gross register tons;
 - (vi) marine engineman, of a power-driven fishing, sealing or shore-based whaling boat; or
 - (vii) assistant marine engineman of a power-driven fishing, sealing or shore-based whaling boat.
- (b) the age and qualifications of the candidates, including the service at sea and other service which they must have performed and the training which they must have undergone;
- (c) the fees to be paid by the candidates for examination; and
- (d) the forms and other documents relating to such examinations and certificates and the particulars to be contained therein.

GOEWERMENSKENNISGEWING.

Onderstaande Goewermentskennisgewing word vir algemene inligting gepubliseer:—

DEPARTEMENT VAN FINANSIES.

* No. 2112.] [15 Oktober 1954.
MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van artikel *driehonderd ses-en-vyftig* (1) van die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), uitgevaardig te word, word hierby vir algemene inligting gepubliseer. Persone wat begeer om kommentaar te lewer of aanbevelings te maak kan hulle aan die Kommissaris van Doeane en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor 30 November 1954, deurstuur.

Hierdie regulasies dek—

- (a) die veld en afneem van eksamens waarin 'n persoon moet slaag wat die toekenning kragtens die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951), van 'n bekwaamheidsertifikaat verlang, as—
 - (i) skipper van 'n vissersboot, robbe- of walvisvaarder met landbasis van honderd of meer bruto registerton;
 - (ii) stuurman van 'n vissersboot, robbe- of walvisvaarder met landbasis van honderd of meer bruto registerton;
 - (iii) bootsman van 'n vissersboot, robbe- of walvisvaarder met landbasis van honderd of meer bruto registerton;
 - (iv) skipper van 'n kusvaarder of 'n vissersboot, robbe- of walvisvaarder met landbasis van minder as honderd bruto registerton;
 - (v) stuurman van 'n kusvaarder of 'n vissersboot, robbe- of walvisvaarder met landbasis van minder as honderd bruto registerton;
 - (vi) see-masjini van 'n vissersboot, robbe-, of walvisvaarder met landbasis wat meganiese voortbeweeg word; of
 - (vii) assistent-see-masjini van 'n vissersboot, robbe- of walvisvaarder met landbasis wat meganiese voortbeweeg word;
- (b) die ouderdom en kwalifikasies van die kandidate, asook hul diens ter see en ander diens wat hulle moet verrig het en die opleiding wat hulle moet ondergaan het;
- (c) die eksamengelde wat deur kandidate betaal moet word; en
- (d) die vorms en ander dokumente met betrekking tot sodanige eksamens en sertifikate en die besonderhede wat daarin vervat moet word.

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CHAPTER I.

GENERAL.

Interpretation.

1. In these regulations, unless the context indicates otherwise—

“certificate of competency (motor)” or “certificate of service (motor)” means a certificate entitling the holder to act as marine engine-man or assistant marine engine-man, as the case may be, in a ship fitted with internal combustion engines for propelling the ship;

“certificate of competency (steam)” or “certificate of service (steam)” means a certificate entitling the holder to act as marine engine-man or assistant marine engine-man, as the case may be, in a ship fitted with steam engines for propelling the ship;

“examiner” means the person appointed as such in terms of section *seventy-seven* (4) of the Merchant Shipping Act, 1951,

and any reference to phrases or words which occur in the Merchant Shipping Act, 1951, unless the context indicates otherwise, shall be construed as having the meaning assigned to them in that Act.

NOTE.—(1) Section *two* of the Act contains the following definitions:—

“apprentice-officer” means an indentured apprentice to the sea service;

“coasting ship” means a ship of not more than one thousand gross register tons employed in plying between ports in the same country, but does not include any fishing, sealing or whaling boat;

“Director” means the Director of Merchant Shipping appointed under section *five* of the Act;

“fishing boat” means any ship of not more than one thousand gross register tons engaged in sea fishing for profit, but does not include any sealing boat or whaling boat;

“medical practitioner” means—

(a) at a place in the Union, a person registered as such under the Medical, Dental and Pharmacy Act, 1928 (Act No. 13 of 1928); or

(b) at a place outside the Union, a person who is entitled to practise as such under the law in force in that place;

“Minister” means the Minister of Finance;

*“proper officer” means the officer designated by the Minister to be the proper officer at the place and in respect of the matter to which reference is made in the provision of the Act in which the expression occurs;

“sealing boat” means any ship of not more than one thousand gross register tons exclusively employed in seal-catching;

* For the purposes of these regulations the Minister has designated the following officers as “proper officers”:—

At Cape Town, Durban: The Principal Officer of the Marine Survey Office;

at Port Elizabeth and East London: The Shipping Master;

at Mossel Bay, Port Nolloth, Lüderitz and Walvis Bay: The Collector of Customs.

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HOOFSTUK I.

ALGEMEEN.

Woordbetekenis.

1. In hierdie regulasies, tensy uit die samehang anders blyk, beteken—

„bekwaamheidsertifikaat (motor)” of „dienssertifikaat (motor)”, ’n sertifikaat wat die houer die reg gee om as see-masjinis of assistent-see-masjinis al na die geval, in ’n skip toegerus met binnebrandmasjiene vir aandrywing, op te tree;

„bekwaamheidsertifikaat (stoom)” of „dienssertifikaat (stoom)”, ’n sertifikaat wat die houer die reg gee om as see-masjinis of assistent-see-masjinis, al na die geval, in ’n skip toegerus met stoommasjiene vir aandrywing, op te tree;

„eksaminator”, ’n persoon wat kragtens artikel *sewewentig* (4) van die Handelskeepvaartwet, 1951, as sodanig aangestel is,

en enige verwysing na uitdrukkings of woorde wat in die Handelskeepvaartwet, 1951, voorkom, tensy uit die samehang anders blyk, moet uitgelê word volgens die betekenis by die Wet daaraan gegee.

LET WEL.

(1) In artikel *twee* van die Wet verskyn onderstaande woordbepalings:—

„Leerling-offisier” ’n vakleerling in die seediens wat deur ’n leerkontrak verbind is;

„kusvaarder” ’n skip van hoogstens eenduisend bruto-registerton wat gebruik word op reise tussen hawens in dieselfde land, maar dit omvat nie ’n vissersboot of ’n robbe- of walvisvaarder nie;

„Direkteur” die Direkteur van Handelskeepvaart wat kragtens artikel *vyf* aangestel is;

„vissersboot” ’n skip van hoogstens eenduisend bruto-registerton wat vir gewin ter see visvang; maar dit omvat geen robbevaarder of walvisvaarder nie;

„geneesheer”—

(a) by ’n plek in die Unie, iemand wat as sodanig ingevolge die Wet op Geneeshere, Tandartse en Aptekers, 1928 (Wet No. 13 van 1928), geregistreer is; of

(b) by ’n plek buite die Unie, iemand wat ingevolge die Wet wat op daardie plek van krag is, geregtig is om as sodanig te praktiseer;

„Minister” die Minister van Finansies;

*„bevoegde beampte” die beampte wat deur die Minister aangewys is as die bevoegde beampte by die plek en ten opsigte van die saak waarna verwys word in die bepaling in hierdie Wet waarin die uitdrukking voorkom;

„robbevaarder” ’n skip van hoogstens eenduisend bruto-registerton wat uitsluitend vir robbevangs gebruik word;

* Vir die doel van hierdie regulasies het die Minister die volgende beamptes as „bevoegde beamptes” aangewys:—

Te Kaapstad, Durban: Die Hoofoffisier van die Marine-opnemingskantoor;

te Port Elizabeth en Oos-Londen: Die Koopvaardymeester;

te Mosselbaai, Port Nolloth, Lüderitz en Walvisbaai: Die Ontvanger van Doeane.

“shore-based whaling boat” means a whaling boat which delivers the whole of its catch to be processed in a factory established ashore in the Union;

“whaling boat” means any ship engaged exclusively in whale-catching, or on which any processing takes place of the bodies or any portion of the bodies of the whales caught by other whaling boats.

(2) Attention is invited to the following provisions of the Merchant Shipping Act, 1951:—

(a) Section *seventy-three*, which lays down that certain certificated officers are to be employed on certain ships, and which is printed below;

(b) section *seventy-four*, which states when ships' officers are deemed to be duly certificated;

(c) sections *seventy-seven* and *seventy-eight*, which make provision for the holding of examinations for the granting of certificates of competency.

Section *seventy-three* of the Act reads as follows:—

“(1) Subject to the provisions of this section, the owner and the master of every—

(a) South African ship going to sea from any port whatsoever; or

(b) ship (other than a South African ship) embarking passengers at, and going to sea from, any port in the Union,

shall, if the ship is of 25 or more gross register tons, and is of the class shown in column 2 of any item in the Table hereunder and of the tonnage or horsepower shown in column 3 of that item, ensure that there are employed on board that ship in their appropriate capacities the number of officers or other persons, duly certificated or deemed to be certificated under this Act, as shown in columns 4 and 5 of that item:—

„walvisvaarder met landbasis” ’n walvisvaarder wat sy gehele vangs vir verwerking in ’n fabriek wat aan wal in die Unie opgerig is, aflewer;

„walvisvaarder” ’n skip wat uitsluitend vir walvisvangs gebruik word, of waarop enige verwerking van die liggame of enige deel van die liggame van die walvisse wat deur ander walvisvaarders gevang word, plaasvind.

(2) Die aandag word gevestig op onderstaande bepalings van die Handelskeepvaartwet, 1951:—

(a) Artikel *drie-en-sewentig* bepaal dat sekere gediplomeerde offisiere aan boord van sekere skepe werkzaam moet wees, en wat hieronder afgedruk word;

(b) artikel *vier-en-sewentig* bepaal wanneer skeeps-offisiere as behoorlik gediplomeerd beskou word;

(c) artikel *sewe-en-sewentig* en *agt-en-sewentig* maak voorsiening vir die hou van eksamens vir die toekenning van bekaamheidsertifikate.

Artikel *drie-en-sewentig* van die Wet lees as volg:—

„(1) Behoudens die bepalings van hierdie artikel, moet die eienaar en die gesagvoerder van elke—

(a) Suid-Afrikaanse skip wat van enige hawe waar ook al, uitvaar; of

(b) skip (wat nie ’n Suid-Afrikaanse skip is nie) wat passasiers by ’n Unie-hawe aanboord neem en van ’n Unie-hawe uitvaar, indien die skip van 25 of meer bruto-registerton is, en tot die kategorie behoort wat in kolom 2 van ’n item in die tabel hieronder aangedui word, en van die tonnemaat of perdekrag is wat in kolom 3 van daardie item aangedui word, sorg dat aan boord van daardie skip in hul toepaslike werkkringe die aantal offisiere of ander persone, behoorlik kragtens hierdie Wet gediplomeerd of geag gediplomeerd te wees soos in kolom 4 en 5 van daardie item aangedui word, werkzaam is:—

Column 1. Item No.	Column 2. Class of Ship.	Column 3. Gross Register Tonnage or Nominal Horse-power.	Column 4. Numbers of Officers or Other Persons to be Employed.	Column 5. Certificates to be held by Persons shown in Column 4, and paragraphs of sub-section (1) of section <i>seventy-five</i> by which Grant of Certificates is Authorized.
1	Foreign-going ship.....	More than 1,000 tons.....	1 1 2	Master. Paragraph (a). Chief navigating officer. Paragraph (b). Second navigating officer. Paragraph (c).
2	Foreign-going ship.....	Not more than 1,000 tons..	1 1 1	Master. Paragraph (a). Chief navigating officer. Paragraph (b). Second navigating officer. Paragraph (c).
3	Coasting ship.....	100 or more tons.....	1 2	Master. Paragraph (d). Navigating officer. Paragraph (e)
4	Fishing, sealing or shore-based whaling boat	100 or more tons.....	1 1 1	Skipper. Paragraph (f). Mate. Paragraph (g). Boatswain. Paragraph (h).
5	Coasting ship or fishing, sealing or shore-based whaling boat	Less than 100 tons.....	1 1	Skipper. Paragraph (i). Mate. Paragraph (j).
6	Foreign-going ship, other than a whaling boat	100 or more horse-power	1 1	Chief engineer officer. Paragraph (k). Second engineer officer. Paragraph (l).
7	Coasting ship.....	150 or more horse-power	1	Chief engineer officer. Paragraph (k).
8	Whaling boat, other than a shore-based whaling boat	100 or more horse-power	1	Chief engineer officer. Paragraph (k).
9	Coasting ship.....	Less than 150 horse-power	1	Second engineer officer. Paragraph (l).
10	Foreign-going ship, other than a whaling boat	Less than 100 horse-power	1	Second engineer officer. Paragraph (l).
11	Whaling boat, other than a shore-based whaling boat	Less than 100 horse-power	1	Second engineer officer. Paragraph (l).
12	Power-driven fishing, sealing or shore-based whaling boat	100 or more tons.....	1 1	Marine engineman. Paragraph (m). Assistant marine engineman. Paragraph (n).
13	Power-driven fishing, sealing or shore-based whaling boat	Less than 100 tons.....	1	Assistant marine engineman. Paragraph (n).

Kolom 1. Item No.	Kolom 2. Kategorie van skip.	Kolom 3. Bruto-register tonnemaat of nominale perdekrag.	Kolom 4. Aantalle offisiere of ander persone wat in diens moet wees.	Kolom 5. Sertifikate waarvan die persone wat in Kolom 4, aangedui word, in besit moet wees, en paragrawe van sub-artikel (1) van artikel vyf-en-sewentig waarby toekenning van sertifikate goedgekeur word.
1	Skip op vreemde vaart.....	Meer as 1,000 ton.....	1 1 2	Gesagvoerder. Paragraaf (a). Hoof-navigasie-offisier. Paragraaf (b). Tweede navigasie-offisier. Paragraaf (c).
2	Skip op vreemde vaart.....	Nie meer as 1,000 ton nie	1 1 1	Gesagvoerder. Paragraaf (a). Hoof-navigasie-offisier. Paragraaf (b). Tweede navigasie-offisier. Paragraaf (c).
3	Kusvaarder.....	100 of meer ton.....	1 2	Gesagvoerder. Paragraaf (d). Navigasie-offisier. Paragraaf (e).
4	Visserboot of robbevaarder of walvisvaarder met landbasis	100 of meer ton.....	1 1 1	Skipper. Paragraaf (f). Stuurman. Paragraaf (g). Bootsman. Paragraaf (h).
5	Kusvaarder, visserboot of rob- robevaarder of walvisvaarder met landbasis	Minder as 100 ton.....	1 1	Skipper. Paragraaf (i). Stuurman. Paragraaf (j).
6	Skip op vreemde vaart (behalwe 'n walvisvaarder)	100 of meer perdekrag...	1 1	Hoof-ingenieursoffisier. Paragraaf (k). Tweede ingenieursoffisier. Paragraaf (l).
7	Kusvaarder.....	150 of meer perdekrag....	1	Hoof-ingenieursoffisier. Paragraaf (k).
8	Walvisvaarder (behalwe 'n wal- visvaarder met landbasis)	100 of meer perdekrag....	1	Hoof-ingenieursoffisier. Paragraaf (k).
9	Kusvaarder.....	Minder as 150 perdekrag..	1	Tweede ingenieursoffisier. Paragraaf (l).
10	Skip op vreemde vaart (behalwe 'n walvisvaarder)	Minder as 100 perdekrag..	1	Tweede ingenieursoffisier. Paragraaf (l).
11	Walvisvaarder (behalwe 'n wal- visvaarder met landbasis)	Minder as 100 perdekrag..	1	Tweede ingenieursoffisier. Paragraaf (l).
12	Visserboot of robbevaarder of walvisvaarder met landbasis wat meganies voortbeweeg word	100 of meer ton.....	1 1	See-masjinis. Paragraaf (m). Assistent-see-masjinis. Paragraaf (n).
13	Visserboot of robbevaarder of walvisvaarder met landbasis wat meganies voortbeweeg word	Minder as 100 ton.....	1	Assistent-see-masjinis. Paragraaf (n).

(2) The Minister may by notice in the *Gazette* require that more or more highly certificated officers or other persons than are prescribed by sub-section (1) shall be employed on board any class of ships of any tonnage or horse-power specified in that notice; and after the publication of any such notice the owner of any ship to which it applies shall ensure that there are employed on board that ship the number of officers or other persons prescribed by that notice, duly certificated or deemed to be certificated under this Act.

(3) Whenever the Minister is satisfied from a report by a surveyor that it would be unreasonable to require the owner of a ship built before the coming into operation of this section to provide the accommodation on board that ship necessary to accommodate the numbers of officers or other persons required to be employed in terms of sub-section (1), or in terms of a notice issued under sub-section (2), he may vary the requirements of sub-section (1) or of that notice in respect of that ship as he deems fit.

(4) The owner of every Commonwealth ship (other than a ship embarking passengers at a port in the Union) going to sea from any port in the Union shall ensure that there are employed on board that ship in their appropriate capacities a master and so many ships' officers holding certificates of such grades as, by the relative laws in force in that part of the Commonwealth in which the ship is registered, she is required to carry when going to sea from a port in that part of the Commonwealth.

(5) No person who has been engaged for the purpose of sub-section (1) or (2) as master or ship's officer shall go to sea as such unless he is duly certificated, or deemed to be so certificated, in terms of this Act.

(2) Die Minister kan by kennisgewing in die *Staatskoerant* vereis dat meer of hoër gediplomeerde offisiere of ander persone as wat deur subartikel (1) voorgeskryf word, aan boord van 'n kategorie van skepe van 'n tonnemaat of perdekrag wat in daardie kennisgewing gemeld word, in diens moet wees; en na publikasie van so 'n kennisgewing sorg die eienaar van 'n skip waarvoor dit geld, dat aan boord van daardie skip die aantal offisiere of ander persone wat by daardie kennisgewing voorgeskryf word, behoorlik kragtens hierdie Wet gediplomeerd of geag gediplomeerd te wees, in diens is.

(3) Wanneer die Minister uit 'n verslag deur 'n opnemer daarvan oortuig is dat dit onredelik sou wees om van die eienaar van 'n skip wat voor die inwerkingtreding van hierdie artikel gebou was, te verlang dat hy aan boord van daardie skip die akkommodasie sou moet verskaf wat nodig sou wees om die aantal offisiere of ander persone wat ingevolge subartikel (1) of ingevolge 'n kragtens subartikel (2) uitgereikte kennisgewing in diens moet wees, te akkommodeer, kan hy ten opsigte van daardie skip die vereistes van subartikel (1) of van daardie kennisgewing na goëddunke wysig.

(4) Die eienaar van elke Statebond-skip (behalwe 'n skip wat passasiers by 'n Unie-hawe aan boord neem) wat uit 'n Unie-hawe uitvaar, sorg dat aanboord van die skip in hul toepaslike werkkringe werksaam is 'n gesagvoerder en soveel skeepsoffisiere wat die houters is van sertifikate van sulke grade as wat, volgens die betrokke wette wat in daardie deel van die Statebond waarin die skip geregi-streer is, van krag is, die skip verplig is om aan boord te hê wanneer dit uit 'n hawe in daardie deel van die Statebond uitvaar.

(5) Niemand wat ter voldoening aan subartikel (1) of (2) as gesagvoerder of skeepsoffisier in diens geneem is, vaar uit ter see nie tensy hy kragtens hierdie Wet behoorlik gediplomeerd is of geag word aldus gediplomeerd te wees.

(6) No person shall for the purpose of sub-section (1) or (2) employ a master or ship's officer as such without first ascertaining that he is duly certificated, or deemed to be so certificated, in terms of this Act.

(7) In this section "nominal horse-power" in relation to any ship means the horse-power of the engines of the ship, calculated according to the regulations, which may provide for different methods of calculation in respect of different types of engines.

(8) This section shall not apply in respect of any vessel belonging to the Railway Administration and used by that Administration in connection with the working of its harbours, if that vessel goes to sea in an emergency."

[NOTE.—Attention is invited to the fact that it is proposed to seek authority to amend section 73 of the Act as follows:—

- (1) In the heading to column 3, delete the word "nominal";
- (2) in item 12, column 3, for the words "100 or more tons" substitute the following—
"More than 300 horsepower";
- (3) in item 13, column 3, for the words "Less than 100 tons" substitute the following—
"300 or less horsepower";
- (4) delete sub-section (7).]

Director to Determine Eligibility.

2. (1) If any doubt arises as to the eligibility of any candidate to be admitted to any examination, the matter shall, notwithstanding the provisions of these regulations, be referred to the Director, whose decision shall be final.

(2) Whenever the question arises whether any certificate is not lower than any other certificate, that question shall be determined by the Director.

Proof of Nationality.

3. No candidate shall be examined for a certificate of competency unless he produces proof to the satisfaction of the examiner that he is a South African citizen or a citizen of a country (other than the Union) which is a member of the Commonwealth.

(NOTE.—Proof of citizenship will, in ordinary circumstances, involve the production of a birth certificate, a certificate of registration or of naturalisation, or some other acceptable documentary evidence of nationality.)

Places of Examination.

4. Examinations, including colour and form vision tests, shall be held at places and on days to be determined by the Minister.

(NOTE.—The Minister has decided that the examinations shall be held at Cape Town and Durban. The days on which examinations will be held may be ascertained on enquiry from the proper officer. Special arrangements may be made from time to time for examinations to be held at places other than Cape Town and Durban.)

Form of Application.

5. A candidate for examination for a certificate of competency shall complete the following forms set forth in Annexure A:—

- (a) In the case of an application for a certificate of competency as skipper, mate or boatswain.... M. 1.
- (b) In the case of an application for a certificate of competency as marine engineer or assistant marine engineer M. 2.

Other documents to be Submitted.

6. (1) The forms required by regulation 5, properly completed and accompanied by the candidate's—

- (a) birth certificate;
- (b) record book or other documentary proof of sea service;
- (c) first aid certificate, in the case of a skipper, mate or boatswain; and
- (d) testimonials (see regulation 9),

shall be handed in at the office of, or posted so as to reach the examiner at the port at which the candidate wishes to be examined at least fourteen days before the

(6) By toepassing van subartikel (1) of (2) neem niemand 'n gesagvoerder of skeepsoffisier as sodanig in diens nie sonder vooraf vas te stel dat hy kragtens hierdie Wet behoorlik gediplomeerd is, of geag word aldus gediplomeerd te wees.

(7) In hierdie artikel beteken „nominale perdekrag" ten opsigte van 'n skip die perdekrag van die masjiene van die skip bereken volgens die regulasies, wat ten aansien van verskillende soorte masjiene verskillende metodes van berekening kan voorskryf.

(8) Hierdie artikel is nie ten aansien van enige vaartuig wat aan die Spoorwegadministrasie behoort en wat deur daardie Administrasie in verband met sy hawebedryf gebruik word, as daardie vaartuig in geval van nood ter see uitvaar, van toepassing nie."

[LET WEL.—Die aandag word gevestig op die feit dat die voorneme bestaan om magtiging te verkry om artikel 73 van die Wet as volg te wysig:—

- (1) In die opskrif van kolom 3, skrap die woord „nominale”.
- (2) In item 12, kolom 3, vervang die woorde „100 of meer ton" deur die volgende:—
„Meer as 300 perdekrag.”
- (3) In item 13, kolom 3, vervang die woorde „Minder as 100 ton" deur die volgende:—
„300 perdekrag of minder.”
- (4) Skrap subartikel (7).]

Direkteur moet benoembaarheid vasstel.

2. (1) As daar twyfel ontstaan omtrent die benoembaarheid van 'n kandidaat tot 'n eksamen, word die saak, ongeag die bepalings van hierdie regulasies, na die Direkteur verwys, wie se beslissing dienaangaande finaal is.

(2) As die vraag ontstaan of een of ander sertifikaat nie laer as 'n ander sertifikaat is nie, word dit deur die Direkteur beslis.

Bewys van nasionaliteit.

3. Geen kandidaat vir 'n bekwaamheidsertifikaat word geëksamineer nie tensy hy bewys lewer dat hy 'n Suid-Afrikaanse burger of 'n burger is van 'n land (behalwe die Unie) wat lid is van die Statebond.

(LET WEL.—Onder gewone omstandighede gaan bewys van nasionaliteit gepaard met die voorlegging van 'n geboortesertifikaat, 'n registrasie- of naturalisasiesertifikaat, of een of ander aanneemlike dokumentêre bewys van nasionaliteit.)

Plekke waar eksamens gehou word.

4. Eksamens, insluitende gesigstoetse vir kleur en vorm, word op plekke en tye gehou soos deur die Minister bepaal word.

(LET WEL.—Die Minister het besluit dat eksamens te Kaapstad en Durban gehou moet word. Die tye waarop eksamens gehou sal word, kan op aansoek van die bevoegde beamppte verkry word. Spesiale reëlings kan van tyd tot tyd getref word vir eksamens wat op ander plekke as Kaapstad en Durban gehou moet word.)

Aansoekvorm.

5. 'n Eksamenkandidaat vir 'n bekwaamheidsertifikaat moet onderstaande vorms, soos in Aanhangel A uiteengesit, voltooi:—

- (a) In die geval van 'n aansoek om 'n bekwaamheidsertifikaat as skipper, stuurman of bootman: M. 1.
- (b) In die geval van 'n aansoek om 'n bekwaamheidsertifikaat as see-masjinis of assistent-see-masjinis: M. 2.

Ander dokumente wat voorgelê moet word.

6. (1) Die vereiste vorms ingevolge regulasie 5, behoorlik voltooi, tesame met die kandidaat se—

- (a) geboortesertifikaat;
- (b) aantekeningboek of ander dokumentêre bewys van seediens;
- (c) eerstehulpserfikaat, in die geval van 'n skipper, stuurman of bootman; en
- (d) getuigskrifte (sien regulasie 9);

moet by die kantoor van die eksaminator ingedien word, of gepos word, sodat dit hom by die hawe waar die kandidaat geëksamineer wil word, minstens veertien dae

date on which he wishes to be examined, or handed in at the office of, or posted so as to reach, the proper officer at any other port at least twenty-one days before the date of the examination; provided that the examiner may allow the candidate to sit even if the said documents were handed in or posted later than is required by this regulation.

(2) If a candidate is in possession of a valid certificate of competency or service, he shall, before being admitted to the examination which he wishes to sit, hand in such certificate to the examiner.

[NOTE.—(1) Section two of the Act contains the following certificate mentioned under (1) (a), other satisfactory proof of age may be accepted.]

Consideration of Doubtful Cases.

7. A candidate who has any doubt whether he is eligible to be examined for a certificate of competency may forward the documents enumerated in regulations 5 and 6, duly completed, to the examiner or proper officer, who may refer them to the Director for consideration.

Enquiries.

8. All other enquiries regarding examinations shall be made and dealt with in the same way as detailed in regulation 7. Candidates shall clearly state the point on which information is sought and all relevant certificates and testimonials shall accompany the enquiry. Enquiries from abroad may be addressed to the Director of Merchant Shipping, Pretoria.

Testimonials required.

9. (1) Candidates for certificates of competency shall produce testimonials satisfactory to the examiner as to character, including sobriety, experience, ability and general good conduct on board ship, and such testimonials shall, subject to the provisions of regulation 15, cover the last twelve months of sea service immediately preceding the date of application.

(2) Testimonials shall be signed by the owner of the vessel on which the service was performed or in the case of a fishing, sealing or shore-based whaling boat, by the manager or secretary of the Company by which the boat was employed or the catch was purchased, and in every instance shall declare that the facts stated are in accordance with reports made by the master, chief engineer, skipper or engineman in charge, as the case may be, or else that they are within the writer's personal knowledge.

(NOTE.—If a candidate is somewhat hard of hearing or suffers from any other physical defect of such a nature that it might interfere with the proper performance of his duties, it should be stated in his testimonials whether the defect did in fact interfere in any way with the proper performance of his duties.)

Deafness and other physical and mental disabilities.

10. (1) If during the progress of an examination the examiner finds that a candidate is deaf, or has an impediment in his speech, or suffers from some other physical or mental infirmity, and is satisfied that the degree of deafness or the impediment or other infirmity is such as to render the candidate incompetent to discharge the ordinary duties of the station on a ship which the certificate for which the candidate is being examined would entitle him to hold, he shall not allow the candidate to complete the examination.

(2) The examiner shall report to the Director all cases in which action of this nature is taken.

(3) A candidate against whom action has been taken in terms of paragraph (1) may appeal to the Director for a review of the circumstances of his case.

(4) The director may, in deciding whether such a candidate may be allowed to sit again for an examination, take into consideration any medical certificate subsequently produced stating that the candidate's hearing, speech or physical or mental condition has improved or is normal.

(NOTE.—Attention is invited to the provisions of section eighty-seven of the Act which empowers the proper officer to require the holder of a certificate of competency or

voor die datum waarop hy geëksamineer wil word, bereik; of by die kantoor van die bevoegde beampte by enige ander hawe ingedien word of gepos word, sodat dit hom minstens veertien dae voor die hou van die eksamen bereik; met dien verstande dat die eksaminator die kandidaat kan toelaat om die eksamen af te lê selfs indien die genoemde dokumente later ingedien of gepos word as wat by daardie regulasie voorgeskryf of verlang word.

(2) As 'n kandidaat in besit is van 'n geldige bekwaamheids- of dienssertifikaat, moet hy, alvorens hy tot die aflê van die eksamen toegelaat word, sodanige sertifikaat by die eksaminator indien.

[LET WEL.—As die kandidaat nie die sertifikaat genoem in (1) (a) hierbo kan voorlê nie, kan ander bevredigende bewys van ouderdom aanvaar word.]

Oorweging van twyfelagtige gevalle.

7. 'n Kandidaat by wie daar twyfel bestaan of hy tot die aflê van 'n eksamen vir 'n bekwaamheidsertifikaat in aanmerking kan kom, kan die dokumente soos in regulasies 5 en 6 uiteengesit en behoorlik voltooi, aan die eksaminator of bevoegde beampte stuur, wat dit dan aan die Direkteur vir oorweging kan deurstuur.

Inligting.

8. Alle ander inligting aangaande eksamens moet op dieselfde wyse soos in regulasie 7 uiteengesit, gedoen word, en word op dieselfde wyse behandel. Kandidate moet die punt waarvoor inligting verlang word, duidelik uiteensit en alle relevante sertifikate en getuigskrifte moet die aansoek om inligting vergesel. Buitelandse aansoeke om inligting kan aan die Direkteur van Handelskeepvaart, Pretoria, geadresseer word.

Vereiste getuigskrifte.

9. (1) Kandidate vir bekwaamheids sertifikate moet tot bevrediging van die eksaminator getuigskrifte voorlê aangaande inbors, asook soberheid, ondervinding, bekwaamheid en algemene goeie gedrag aan boord skip, en behoudens die bepalings van regulasie 15, moet sodanige sertifikate die laaste twaalf maande van seediens, onmiddellik voor die datum van aansoek dek.

(2) Getuigskrifte moet onderteken wees deur die eienaar van die vaartuig waarop die diens verrig is, of in die geval van 'n vissersboot, robbe- of walvisvaarder met landbasis, deur die bestuurder of sekretaris van die maatskappy deur wie die boot in diens geneem of die vangs gekoop is, en daar moet in elke geval verklaar word dat die daarin gemelde feite in ooreenstemming is met die verslae van die gesagvoerder, hoofingenieur, skipper of verantwoordelike masjinis, al na die geval, of anders dat dit volgens die persoonlike wete van die skrywer is.

(LET WEL.—As die kandidaat ietwat hardhorig is of aan 'n ander liggaamsgebrek ly, wat van so 'n aard is dat dit hom in die behoorlike uitvoering van sy pligte sou kan belemmer, moet daar in sy getuigskrifte vermeld word of die gebrek hom werklik enigins in die behoorlike uitvoering van sy pligte belemmer het.)

Dooftheid of ander liggaams- of geestesgebreke.

10. (1) As die eksaminator gedurende die loop van 'n eksamen vind dat 'n kandidaat doof is, of 'n spraakgebrek het, of aan een of ander liggaams- of geestesgebrek ly, en oortuig is dat die mate van doofheid of gebrek of swakte sodanig is dat dit die kandidaat onbekwaam sou maak om die gewone pligte van die rang waartoe die sertifikaat waarvoor hy geëksamineer word hom die reg sou verleen om te hou, in 'n skip te verrig, moet hy nie toelaat dat die kandidaat die eksamen voltooi nie.

(2) Die eksaminator moet aan die Direkteur van alle gevalle waar sodanig opgetree is verslag doen.

(3) 'n Kandidaat teen wie ingevolge paragraaf (1) opgetree is, kan na die Direkteur appelleer om die omstandighede van sy geval in hersiening te neem.

(4) Die Direkteur kan by beoordeling of so 'n kandidaat weer tot die aflê van 'n eksamen toegelaat mag word, enige doktersertifikaat wat daarna voorgelê word en waarin verklaar word dat die gehoor, spraak of liggaams- of geestestoestand van die kandidaat verbeter het of normaal is, in oorweging neem.

(LET WEL.—Die aandag word gevestig op die bepalings van artikel sewe-en-tagtig van die Wet wat die bevoegde beampte magtig om, as dit te eniger tyd vir hom voorkom

service to submit himself to a medical examination, if at any time it appears that owing to ill health or mental or physical defect he is unfit to perform the duties required of him. If after consideration of the medical report the Minister is satisfied that the person concerned is incapable of performing satisfactorily the duties appertaining to his certificate of competency or service he may direct that the holder shall not be engaged or go to sea in the capacity referred to in the certificate or in any other capacity specified by the Minister.)

Service found to be insufficient.

11. (1) If after a candidate has passed the examination it is discovered that his service is insufficient to entitle him to receive a certificate of the grade for which he has passed, the certificate shall not, subject to the provision of this regulation, be granted to him.

(2) If the Director is not satisfied that the error in the calculation of the candidate's service occurred through the fault of or through wilful misrepresentation by the candidate, the certificate shall be withheld pending the production of satisfactory proof that the necessary service has been completed in full, upon which the certificate shall, subject to the provisions of these regulations, be issued to him.

(3) If the Director is satisfied that the error was deliberately made, the certificate shall be withheld until the candidate has completed the necessary qualifying service in full and has performed such further period of service as may be decided by the Director, has again paid the appropriate fee and has again passed the examination.

(4) Any additional service performed by a candidate in terms of paragraph (3) shall not count as qualifying service for any other certificate.

(NOTE.—Attention is invited to sub-section (2) of section seventy-eight of the Act, which provides that the Minister may, at any time before the delivery of a certificate, require a re-examination of the applicant by the examiners who made the examination or by other examiners, and order a further enquiry into his testimonials or character or both, and if not satisfied with the result may order that the certificate be not granted to him.)

Copies of lost certificates.

12. An applicant for a certified copy of a lost certificate, whether of competency or service, shall complete the form M. 3 set forth in Annexure A, giving the necessary particulars, and shall hand it to the proper officer, paying at the same time a fee of 5s. A declaration as to the circumstances in which the certificate was lost shall be made by the applicant before the proper officer, who shall transmit the form of application to the Director. No fee is chargeable if the applicant shows that the certificate was lost through shipwreck or fire on board ship.

First-aid Certificates.

13. (1) No candidate shall be examined for a certificate of competency as skipper, mate or boatswain until he produces a certificate issued by a medical practitioner, body or association approved by the Director, to the effect that he has passed an examination in first-aid to the injured.

(2) The certificate shall have been obtained by the candidate when sixteen years of age or more, and the examination for it shall have been passed not more than three years before the date of the examination for the certificate of competency.

(NOTE.—The following medical practitioners, bodies and associations have been approved by the Director:—

The St. John Ambulance Association.
The South African Red Cross Society.
Die Suid-Afrikaanse Noodhulp Liga.
All medical practitioners at ports or places other than Cape Town, Port Elizabeth, East London and Durban.

dat die houer van 'n bekwaamheid- of dienssertifikaat weens slegte gesondheid of geestes- of liggaamsgebrek ongeskik is om die pligte wat vir hom geverg word, te verrig, te beveel dat hy hom aan ondersoek deur 'n geneesheer moet onderwerp. As die Minister na ooreweging van die verslag oor die mediese ondersoek oortuig is dat die betrokke persoon onbekwaam is om die pligte waarop sy bekwaamheid- of dienssertifikaat betrekking het op bevredigende wyse te verrig, kan hy opdrag gee dat die houer nie in die hoedanigheid waarna in die sertifikaat verwys word of in enige ander deur die Minister bepaalde hoedanigheid, in diens geneem word of ter see uitvaar nie.)

Onvoldoende diens.

11. (1) As daar bevind word dat 'n kandidaat nadat hy in die eksamen geslaag het, onvoldoende diens het vir die toekenning aan hom van 'n sertifikaat van die graad waarin hy geslaag het, word die sertifikaat waarop hy geregtig is, behoudens die bepaling van hierdie regulasie, nie aan hom toegeken nie.

(2) As die Direkteur nie oortuig is nie dat die fout in die berekening van die kandidaat se dienstyd weens die skuld of opsetlike wanvoorstelling van die kandidaat ontstaan het, word die sertifikaat agterweê gehou hangende die voorlegging van bevredigende bewys dat die vereiste diens volledig voltooi is, waarop die sertifikaat, behoudens die bepaling van hierdie regulasies, aan hom uitgereik word.

(3) As die Direkteur oortuig is dat die fout opsetlik gedoen is, word die sertifikaat agterweê gehou totdat die kandidaat die vereiste kwalifiserende diens volledig voltooi het en sodanige verdere dienstyd voltooi het as wat die Direkteur mag bepaal, en die toepaslike gelde weer betaal het en opnuut in die eksamen geslaag het.

(4) Addisionele diens wat deur 'n kandidaat ingevolge paragraaf (3) verrig word, kom nie as kwalifiserende diens vir enige ander sertifikaat in aanmerking nie.

(LET WEL.—Die aandag word gevestig op subartikel (2) van artikel ag-en-sewentig van die Wet, wat bepaal dat die Minister te eniger tyd voor die aflewering van 'n sertifikaat kan gelas dat die applikant opnuut geëksamineer word deur die eksaminatore wat die eksamen afgeneem het of deur enige ander eksaminatore, en dat nadere ondersoek na sy getuigskrifte of inbors of albei ingestel word, en as hy nie met die uitslag tevrede is nie, kan gelas dat geen sertifikaat aan hom uitgereik word nie.)

Afskrifte van verlore sertifikate.

12. 'n Applikant vir 'n verlore sertifikaat, ditsy van bekwaamheid of diens, moet vorm M. 3 soos in Aanhangsel A uiteengesit, voltooi, met vermelding van alle besonderhede en dit aan die bevoegde beambte oorhandig en terselfdertyd 5s. betaal. 'n Verklaring aangaande die omstandighede waaronder die sertifikaat verlore geraak het moet voor die bevoegde beambte gedoen word, wat die aansoekvorm aan die Direkteur moet deurstuur. As die applikant kan aantoon dat die sertifikaat weens skipbreuk of brand aan boord verlore geraak het, is geen gelde betaalbaar nie.

Eerstehulpserifikate.

13. (1) Geen kandidaat mag vir 'n bekwaamheidsertifikaat as skipper, stuurman of bootsman geëksamineer word nie alvorens hy 'n sertifikaat uitgereik deur 'n geneesheer, liggaam of verenigings deur die Direkteur goedgekeur, voorlê dat hy in 'n eksamen vir eerstehulp aan beseerdes geslaag het.

(2) Die kandidaat moet die sertifikaat verkry het toe hy sestig jaar of ouer was en in die eksamen daarvoor geslaag het hoogstens drie jaar voor die datum van die eksamen vir die bekwaamheidsertifikaat.

(LET WEL.—Ondervermelde geneeshere, liggame en verenigings is deur die Direkteur goedgekeur:—

Die St. John Ambulansvereniging.
Die Suid-Afrikaanse Rooikruisvereniging.
Die Suid-Afrikaanse Noodhulp Liga.
Alle geneeshere by hawens of plekke uitgesonderd Kaapstad, Port Elizabeth, Oos-Londen en Durban.

If a candidate does not possess such a certificate of proficiency in first-aid he should apply some time before he wishes to sit for examination for a certificate of competency to the local secretary of the approved body or association or an approved medical practitioner, who will inform him of the available facilities for the instruction and examination of candidates in first-aid. A list of the addresses of the local secretaries of the approved bodies or associations may be obtained from the proper officer.)

Colour and Form Vision Tests.

14. (1) A candidate for a certificate of competency as skipper, mate or boatswain, shall pass the prescribed colour and form vision tests set out in Annexure B to these regulations before a certificate is issued to him; provided that if for any reason it is necessary for the candidate to proceed with the examination in navigation and seamanship before undergoing the tests, such examination shall be cancelled if he fails to pass either part of the said tests; provided, further, that a candidate who holds a certificate of competency as skipper, mate or boatswain shall not again be required to be examined in the Lantern Test.

(2) A certificate of a pass in the prescribed colour and form vision tests shall be valid for three months only.

(3) Any person who wishes to undergo the tests shall make application on the form M.4 set forth in Annexure A to the proper officer and shall pay a fee of two shillings and sixpence. This fee is payable on each occasion on which a candidate is examined.

(NOTE.—The colour and form vision tests are open to all persons, and those serving or intending to serve in fishing, sealing or shore-based whaling boats or coasting ships are advised to take the earliest opportunity of establishing the fact that their vision is such as to enable them to pass the colour and form vision tests prescribed for candidates for certificates as skipper, mate or boatswain.)

Misconduct by Candidates.

15. (1) In the case of a candidate who has neglected to join his vessel after having signed the agreement with the crew or, if there is no agreement with the crew, a written undertaking to serve on a vessel, or who has deserted his vessel after having joined, or who has been convicted of an offence of a serious nature, the testimonials required in terms of regulation 9 shall cover the period of two years subsequent to such misconduct; provided that upon the application of the candidate the Director, after having investigated the matter, may in his discretion reduce the period. In this regulation "offence of a serious nature" means an offence for which the candidate has been sentenced to imprisonment without the option of a fine or an offence which in the opinion of the examiner is of a serious nature.

(2) If at any time it is reported to the Director that a candidate has offered any sum of money or other thing whatsoever to any examiner or any other person employed under the Act for the purpose of influencing him in any manner in relation to an examination, the Director shall enquire into the matter, and if he is satisfied that the candidate has made such an offer for the said purpose, he may refuse to permit the candidate to be examined or, if the examination has already commenced, may direct the examiner not to proceed with the examination, or, if the examination has already been completed, may cancel the result thereof, and may order the forfeiture of any fee paid by the candidate, and may refuse to allow him to present himself at any future examination in the Union for a period not exceeding twelve months from the date of the making of such offer.

As die kandidaat nie in besit van so 'n eerstehulp-bekwaamheidsertifikaat is nie, moet hy, voordat hy die eksamen vir 'n bekwaamheidsertifikaat wil aflê, betyds by die plaaslike sekretaris van die goedgekeurde liggaam of vereniging of by 'n goedgekeurde geneesheer aansoek doen om die instruksies en eksaminering van kandidate in eerstehulp, wat dan inligting aan hom sal verstrek aangaande die beskikbare fasiliteite. 'n Lys van die adresse van plaaslike sekretarisse van goedgekeurde liggame of verenigings is by die bevoegde beampte verkrygbaar.)

Gesigstoetse vir kleur en vorm.

14. (1) 'n Kandidaat vir 'n bekwaamheidsertifikaat as skipper, stuurman of bootsman moet, alvorens 'n sertifikaat aan hom uitgereik word in die voorgeskrewe gesigstoetse vir kleur en vorm, soos in Aanhangsel B van hierdie regulasies uiteengesit, slaag; met dien verstande dat as dit om enige rede vir die kandidaat nodig is om met die eksamen in navigasie en seemanskap voort te gaan alvorens hy die toetse ondergaan, sodanige eksamen gekanselleer word as hy in enigen van die genoemde toetse druipt; verder met dien verstande dat 'n kandidaat wat die houer is van 'n bekwaamheidsertifikaat as skipper, stuurman of bootsman nie opnuut eksamen in die lantern-toets hoef af te lê nie.

(2) 'n Sertifikaat dat 'n kandidaat in die gesigstoets vir kleur en vorm geslaag het, is slegs vir drie maande geldig.

(3) Iemand wat vir kleur en vorm getoets wil word, moet op vorm M. 4, soos in Aanhangsel A uiteengesit, by die bevoegde beampte aansoek doen en twee sjelings en ses pennies daarvoor betaal. Hierdie gelde is telkens by die eksaminering van 'n kandidaat betaalbaar.

(LET WEL.—Almal kan aan die gesigstoetse vir kleur en vorm deelneem en diegenes wat in vissersbote, robbe- of walvisvaarders met landbasis of kusvaarders diens doen of voornemens is diens te doen, word aangeraai om sodra moontlik die feit vas te stel dat hulle gesigsvermoë sodanig is dat dit hulle in staat stel om in die gesigstoetse vir kleur en vorm, wat voorgeskryf word vir kandidate vir sertifikaat as skipper, stuurman of bootsman, te slaag.)

Wangedrag van kandidate.

15. (1) In die geval van 'n kandidaat wat, na ondertekening van die ooreenkoms met die bemanning, of as daar geen ooreenkoms met die bemanning is nie, 'n skriftelike onderneming om in 'n vaartuig te dien, versuim het om by sy vaartuig aan te sluit of van sy vaartuig gedros het nadat hy aangesluit het of aan 'n ernstige misdryf skuldig bevind is, dek die getuigskrifte wat ingevolge regulasie 9 vereis word die tydperk van twee jaar volgende op sodanige wangedrag; met dien verstande dat op aansoek van die kandidaat die Direkteur, nadat hy die saak ondersoek het, die tydperk na goeddunke kan verminder. In hierdie regulasie beteken „ernstige misdryf” 'n misdryf waarvoor die kandidaat tot gevangenisstraf sonder die keuse van 'n boete veroordeel is, of 'n misdryf wat na die mening van die eksaminator 'n ernstige misdryf is.

(2) As dit te eniger tyd aan die Direkteur gerapporteer word dat 'n kandidaat aan 'n eksaminator of enige ander persoon wat ingevolge hierdie wet in diens is, geld of iets anders aangebied het met die doel om hom enigerwyse in verband met die eksaminering te beïnvloed, doen die Direkteur ondersoek en as hy oortuig is dat die kandidaat met dié doel so 'n aanbod gemaak het, kan hy weier dat die kandidaat geëksamineer word, of as daar reeds met die eksamen 'n aanvang gemaak is, kan hy die eksaminator gelas om die eksaminering te staak, of as dit reeds voltooi is, kan hy die uitslag daarvan kanselleer en gelas dat die gelde wat deur die kandidaat betaal is verbeurd verklaar word, en weier dat hy weer in die Unie gedurende 'n tydperk van hoogstens twaalf maande, gereken vanaf die datum van sodanige aanbod, tot die aflê van 'n eksamen toegelaat mag word.

CHAPTER II.

GRADES OF CERTIFICATES, AGE LIMITS AND SHORE-BASED WHALING BOAT OF LESS THAN ONE HUNDRED GROSS REGISTER TONS.

MATE OF A COASTING SHIP OR A FISHING, SEALING OR SHORE-BASED WHALING BOAT OF LESS THAN ONE HUNDRED GROSS REGISTER TONS.

Qualifications.

16. The candidate shall not be less than nineteen years of age and shall have the equivalent of at least three years' sea service on deck of which at least one year shall have been spent in a coasting ship, or in a fishing, sealing or shore-based whaling boat of not less than ten tons gross.

Examination in Navigation.

17. The candidate shall be examined as to his ability—
- (a) to read and write one of the official languages;
 - (b) to understand the use of and keep a deck-log;
 - (c) to understand and use a chart or plan and to find a course to steer between two points;
 - (d) to understand the meaning of variation and deviation; and
 - (e) to fix a ship's position by bearings.

Oral Examination in Seamanship.

18. The candidate shall be required to understand and give satisfactory answers on the following:—

- (a) The duties of a mate in connection with the preparation of his ship for leaving and entering port, and on taking a watch at sea;
- (b) how to tend a vessel at anchor; mooring and unmooring;
- (c) the collision regulations;
- (d) local seamarks, lights, etc.;
- (e) the markings and use of the lead line;
- (f) the use of a compass;
- (g) the management and equipment of lifeboats; and
- (h) any other practical matters relating to the duties of a mate on which the examiner may think it necessary to ask any questions.

Examinations in Signals.

19. The candidate shall be required—

- (a) to have a knowledge of the morse and semaphore alphabets and to be able to signal slowly by both methods;
- (b) to know what signals are used or displayed either together or separately when a vessel or aircraft is in distress and requires assistance; and
- (c) to recognise the flags of the International Code and to know the meaning of the following single flag urgent and important signals: A, D, F, K, L, M, O, P, R, U, V, W.

SKIPPER OF A COASTING SHIP OR A FISHING, SEALING OR SHORE-BASED WHALING BOAT OF LESS THAN ONE HUNDRED GROSS REGISTER TONS.

Qualifications.

20. The candidate shall not be less than twenty years of age and shall have the equivalent of at least four years' sea service on deck.

This period of sea service shall include either—

- (a) at least one year as boatswain of a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons; or
- (b) at least one year as mate of a coasting ship or fishing, sealing or shore-based whaling boat of not less than twenty-five gross register tons,

whilst holding a valid certificate entitling him to act as such.

Examination in Navigation.

21. In addition to the requirements prescribed by regulation 17, the candidate shall be examined as to—

- (a) his ability to take bearings by compass; and
- (b) his knowledge of the meaning of the marks, signs and abbreviations on a chart and his ability to fix the position of the ship thereon.

HOOFSTUK II.

GRADE VAN SERTIFIKATE, OUDERDOMSGRENS EN VEREISTE KWALIFIKASIES, EN EKSA-MENS WAT AFGELÉ MOET WORD.

STUURMAN VAN 'N KUSVAARDER OF 'N VISSERSBOOT, ROBBE-OF WALVISVAARDER MET LANDBASIS MET MINDER AS HONDERD BRUTO REGISTERTON.

Kwalifikasies.

16. Die kandidaat moet minstens neëntien jaar oud wees en diens gedoen het wat gelyk is aan minstens drie jaar seediens op dek, waarvan minstens een jaar in 'n kusvaarder, of in 'n vissersboot of robbe- of walvisvaarder met landbasis van minstens tien bruto ton verrig is.

Eksamen in navigasie.

17. Die kandidaat moet geëksamineer word aangaande sy bekwaamheid om—

- (a) een van die amptelike tale te lees en te skryf;
- (b) 'n dekjoernaal te gebruik en by te hou;
- (c) 'n kaart of plan te gebruik en 'n koers te vind om tussen twee punte te stuur;
- (d) die betekenis van variasie en deviasie te verstaan; en
- (e) die posisie van 'n skip volgens peilings vas te stel.

Mondelinge eksamen in seemanskap.

18. Van die kandidaat word verlang om die volgende te verstaan en daarop bevredigende antwoorde te gee:—

- (a) Die pligte van 'n stuurman in verband met die gereedmaak van sy skip om 'n hawe te verlaat en binne te vaar, en ter see wag te hou;
- (b) hoe om oor 'n vaartuig voor anker toesig te hou; vasmeer en losmeer;
- (c) die regulasies in verband met botsings;
- (d) plaaslike seemerke, ligte, ens.;
- (e) die merke en gebruik van die loodlyn;
- (f) die gebruik van 'n kompas;
- (g) die hantering en uitrusting van reddingsbote; en
- (h) ander sake van praktiese belang in verband met die pligte van 'n stuurman waaroor die eksaminator dit nodig mag ag om vrae te stel.

Eksamen in seine.

19. Van die kandidaat word verlang om—

- (a) die morse- en semafooralfabet te ken en stadig in albei metodes te sein;
- (b) te weet watter seine gebruik of vertoon word, ditsy tesame of afsonderlik, wanneer 'n vaartuig of vliegtuig in nood is en hulp verlang; en
- (c) die vlage van die internasionale kode uit te ken en die betekenis van die volgende enkelvlag spoed- en belangrike seine:—

A, D, F, K, L, M, O, P, R, U, V, W.

SKIPPER VAN 'N KUSVAARDER OF 'N VISSERSBOOT, ROBBE-OF WALVISVAARDER MET LANDBASIS VAN MINDER AS HONDERD BRUTO REGISTERTON.

Kwalifikasies.

20. Die kandidaat moet minstens twintig jaar oud wees en diens gedoen het wat minstens gelyk is aan vier jaar seediens op dek.

Hierdie seediens moet—

- (a) minstens een jaar as bootsman van 'n vissersboot, robbe- of walvisvaarder met landbasis van minstens honderd of meer bruto registerton insluit; of
- (b) minstens een jaar as stuurman van 'n kusvaarder of vissersboot, robbe- of walvisvaarder met landbasis van minstens vyf-en-twintig bruto registerton; terwyl hy die houer is van 'n geldige sertifikaat wat hom die reg gee om as sodanig op te tree.

Eksamen in navigasie.

21. Benewens die vereistes soos in regulasie 17 v geskryf, moet die kandidaat ook geëksamineer word aangaande—

- (a) sy bekwaamheid om kompaspeilings te doen; en
- (b) sy kennis van die betekenis van die aanduidings, tekens en afkortings op 'n kaart en sy bekwaamheid om die posisie van die skip daarop vas te stel.

Oral Examination in Seamanship.

22. In addition to the requirements prescribed by regulation 18, the candidate shall show a knowledge of the following:—

- (a) The liabilities and penalties incurred for the misuse of distress signals;
- (b) storm signals;
- (c) the rigging and masting of fishing vessels;
- (d) getting under way;
- (e) anchoring and manoeuvring;
- (f) how to keep a ship's head to sea in heavy weather when disabled;
- (g) the action to be taken in the event of damage; and
- (h) any other practical matters relating to the duties of a skipper on which the examiner may think it necessary to ask any questions.

Examination in Signals.

23. The candidate shall have a more advanced knowledge of signals than is required of a mate in terms of regulation 19.

BOATSWAIN OF A FISHING, SEALING OR SHORE-BASED WHALING BOAT OF ONE HUNDRED OR MORE GROSS REGISTER TONS.

Qualifications.

24. The candidate shall be not less than nineteen years of age and shall have the equivalent of at least three years' sea service on deck of which at least one year shall have been spent in a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons.

Examination in Navigation.

25. The candidate shall be examined as to his ability—
- (a) to read and write one of the official languages;
 - (b) to understand the use of and keep a deck-log book;
 - (c) to understand and use a chart or plan and to be able to find a course to steer between two points;
 - (d) to understand the meaning of variation and deviation; and
 - (e) to fix a ship's position by bearings.

Oral Examination in Seamanship.

26. The candidate shall be required to understand and give satisfactory answers on the following:—

- (a) The markings and use of hand lead and deep-sea lead;
- (b) echo soundings;
- (c) the compass, using both point and degree graduations;
- (d) the management and equipment of lifeboats;
- (e) the standard equipment including the rigging of a fishing vessel;
- (f) anchors and cables; the windlass, and the method of raising anchor in the event of the windlass being out of action;
- (g) the care of ropes, wires, blocks, tackles, derricks and gangways and their safe use aboard ship;
- (h) the action necessary on a person falling overboard;
- (i) local seamarks, lights;
- (j) the duties of a boatswain in connection with the preparation of his ship for leaving and entering port, and on taking a watch at sea;
- (k) the collision regulations; and
- (l) any other practical matters appertaining to the duties of a boatswain on which the examiner may see fit to ask any questions.

Examination in Signals.

27. The candidate shall be required to know what signals are used or displayed either together or separately when a vessel or aircraft is in distress and requires assistance, and to have an elementary knowledge of morse, semaphore and international code.

MATE OF A FISHING, SEALING OR SHORE-BASED WHALING BOAT OF ONE HUNDRED OR MORE GROSS REGISTER TONS.

Qualifications.

28. The candidate shall be not less than twenty years of age and shall have the equivalent of at least four years' sea service on deck.

Mondelinge eksamen in seemanskap.

22. Benewens die vereistes soos in regulasie 18 voorgeskryf, moet die kandidaat ook kennis hê van—

- (a) die aanspreeklikheid en strawwe vir die misbruik van noodseine;
- (b) stormseine;
- (c) die optakel en bemasting van vissersvaartuie;
- (d) begin vaar;
- (e) ankergooi en maneuvreer;
- (f) hoe om in onstuimige weer boeigrigting te hou as die skip ontredder is;
- (g) watter stappe gedoen moet word in geval van beskadiging; en
- (h) ander sake van praktiese belang aangaande die pligte van 'n skipper waarvoor die eksaminator dit nodig mag ag om vrae te stel.

Eksamen in seine.

23. Die kandidaat moet 'n meer gevorderde kennis van seine hê as wat van 'n stuurman by regulasie 19 verlang word.

BOOTS MAN VAN 'N VISSERSBOOT, ROBBE- OF WALVISVAARDER MET LANDBASIS VAN HONDERD OF MEER BRUTO REGISTERTON.

Kwalifikasies.

24. Die kandidaat moet minstens negentien jaar oud wees en diens gedoen het wat minstens gelyk is aan drie jaar seediens op dek, waarvan minstens een jaar in 'n vissersboot, robbe- of walvisvaarder met landbasis van honderd of meer bruto registerton verrig is.

Eksamen in navigasie.

25. Die kandidaat moet geëksamineer word aangaande sy bekwaamheid om—

- (a) een van die amptelike tale te lees en te skryf;
- (b) 'n dekjoernaal te gebruik en by te hou;
- (c) 'n kaart of plan te gebruik en 'n koers te vind om tussen twee punte te stuur;
- (d) die betekenis van variasie en deviasie te verstaan; en
- (e) die posisie van 'n skip volgens peilings vas te stel.

Eksamen in seemanskap.

26. Van die kandidaat word verlang om die volgende te verstaan en daarop bevredigende antwoorde te gee:—

- (a) Die merke en gebruik van 'n handlood en dieplood;
- (b) eggoloding;
- (c) die kompas, met gebruik van punt sowel as graadverdelings;
- (d) die hantering en uitrusting van reddingsbote;
- (e) die standaarduitrusting van 'n vissersvaartuig asook die optakeling daarvan;
- (f) ankers en kables; die wenas, en die metode om 'n anker te lig ingeval die wenas onklaar raak;
- (g) die versorging van toue, drade, blokke, takels, laai-bome en loopbrûe en die veilige gebruik daarvan aan boord skip;
- (h) die stappe wat gedoen moet word as iemand oorboord val;
- (i) plaaslike seemerke, ligte;
- (j) die pligte van 'n bootsman in verband met die gereedmaak van sy skip om 'n hawe te verlaat of binne te vaar en waghou ter see;
- (k) die regulasies in verband met botsings; en
- (l) ander sake van praktiese belang in verband met die pligte van 'n bootsman waarvoor die eksaminator dit nodig mag ag om vrae te stel.

Eksamen in seine.

27. Van die kandidaat word verlang om te weet watter seine gebruik of vertoon word, ditsy tesame of afsonderlik, wanneer 'n vaartuig of vliegtuig in nood is en hulp verlang, en 'n elementêre kennis te hê van die morse-, semafoor- en internasionale kode.

STUURMAN VAN 'N VISSERSBOOT, ROBBE- OF WALVISVAARDER MET LANDBASIS VAN HONDERD OF MEER BRUTO REGISTERTON.

Kwalifikasies.

28. Die kandidaat moet minstens twintig jaar oud wees en diens gedoen het wat minstens gelyk is aan vier jaar seediens op dek.

This period of sea service shall include either—

- (a) at least one year as boatswain of a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons;
- (b) at least one year as skipper of a coasting ship or fishing, sealing or shore-based whaling boat of not less than twenty-five gross register tons;

whilst holding a valid certificate entitling him to act as such.

Examination in Navigation.

29. In addition to the requirements prescribed by regulation 25, the candidate shall be examined as to his ability—

- (a) to take a bearing by compass; use a chart or plan, and know the meaning of all the marks, signs and abbreviations thereon; find the compass course (or courses) and distance (or distances) between two points on the chart; find a ship's position by cross bearings of two objects, and the set and drift experienced; find the ship's position from two bearings of the same object, the course and distance run between taking the given bearings making due allowance for a given tide or current, and the distance of the ship from any given position at the time of taking the second bearing; to find on a chart or plan the course to steer by compass in order to counteract the effect of a given tide or current and find the distance the ship will make good towards a given point in a given time; and
- (b) to find the latitude by the meridian altitude of the sun; also the deviation of his compass by Amplitude and by time or Altitude Azimuth of the sun.

Oral Examination in Seamanship.

30. In addition to the requirements prescribed by regulation 26, the candidate shall show a knowledge of the following:—

- (a) The measurement and strengths of ropes and wires;
- (b) the use and construction of a floating anchor, (giving a sketch);
- (c) taking in and setting fore and aft sail;
- (d) the management of a vessel in heavy weather;
- (e) signals of distress and signals to be made by ships wanting a pilot, and the liabilities and the penalties incurred for the misuse of such signals;
- (f) the use and management of line-throwing appliances, including a knowledge of the drill for rescue by breeches buoy;
- (g) the identification of buoys; and the marking of wrecks;
- (h) local seamarks, lights, etc.;
- (i) the sextant, barometer, direction finder and azimuth mirror; and
- (j) any other practical matters of a like nature appertaining to the duties of a mate on which the examiner may think it necessary to ask any questions.

Examination in Signals.

31. The candidate shall have a more advanced knowledge of signals than is required of a boatswain in terms of regulation 27.

SKIPPER OF A FISHING, SEALING OR SHORE-BASED WHALING BOAT OF ONE HUNDRED OR MORE GROSS REGISTER TONS.

Qualifications.

32. The candidate shall be not less than twenty-one years of age, and shall have the equivalent of at least five years' sea service on deck, of which at least one year shall have been spent as mate, or at least two years as boatswain, of a fishing sealing or shore-based whaling boat of one hundred or more gross register tons whilst holding a valid certificate entitling him to act as mate of a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons

Examination in Navigation.

33. In addition to the requirements prescribed by regulations 25 and 29, the candidate shall be examined as to his ability—

- (a) to find the latitude by the meridian altitude of a star;

Hierdie seediens moet—

- (a) minstens een jaar as bootsman van 'n vissersboot, robbe- of walvisvaarder met landbasis van honderd of meer bruto registerton insluit; of
 - (b) minstens een jaar as skipper van 'n kusvaarder of vissersboot, robbe- of walvisvaarder met landbasis van minstens vyf-en-twintig bruto registerton;
- terwyl hy die houer is van 'n geldige sertifikaat wat hom die reg gee om as sodanig op te tree.

Eksamen in navigasie.

29. Benewens die vereistes soos in regulasie 25 voorgeskryf, moet die kandidaat ook geëksamineer word aangaande sy bekwaamheid om—

- (a) kompaspeilings te doen; 'n kaart of plan te gebruik, en die betekenis van die aanduidings, tekens en afkortings daarop te verklaar; die kompaskeers (of koerse) en afstand (of afstande) tussen twee punte op die kaart te vind; deur kruispeilings van twee voorwerpe die posisie van die skip en die dryfvaart en rigting vas te stel; van twee peilings van dieselfde voorwerp die posisie van die skip vas te stel, die koers en afstand wat tydens die gegewe peilings gevaar is, met inagneming van 'n gegewe gety of stroom, en die afstand van die skip van enige gegewe posisie op die tydstop toe die tweede peiling gedoen is; op 'n kaart of plan die kompaskeersrigting vas te stel ten einde die uitwerking van 'n gegewe gety of stroom te neutraliseer en die afstand wat die skip na 'n gegewe punt in 'n gegewe tyd sal inhaal; en
- (b) die breedtegraad deur die meridiaanhoogte van die son vas te stel; asook die deviasie van sy kompas deur amplitude en deur tyd of altasimut van die son.

Mondelinge eksamen in seemanskap.

30. Benewens die vereistes soos in regulasie 26 voorgeskryf, moet die kandidaat ook kennis hê van—

- (a) die afmetings en sterkte van toue en drade;
- (b) die gebruik en konstruksie van 'n dryfanker (met 'n sketsplan);
- (c) minder en bysit van voor- en agterseile;
- (d) die hantering van 'n vaartuig in onstuimige weer;
- (e) noodseine en seine wat deur skepe wat 'n loods wil hê gemaak moet word, en die aanspreeklikheid en strawwe vir die misbruik van sodanige seine;
- (f) die gebruik en hantering van lynwerptoeestelle, asook 'n kennis van die drill vir redding deur broekboeie;
- (g) die identifikasie van boeie; die merk van wrakke;
- (h) plaaslike seemerke, ligte, ens.;
- (i) die sekskant, barometer, rigtingvinder en asimutspieël; en
- (j) enige ander belangrike sake of van 'n soortgelyke aard aangaande die pligte van 'n stuurman waarvoor die eksaminator dit nodig mag ag om vrae te stel.

Eksamen in seine.

31. Die kandidaat moet 'n meer gevorderde kennis van seine hê as wat ingevolge regulasie 27 van 'n bootsman verlang word.

SKIPPER VAN 'N VISSERSBOOT, ROBBE- OF WALVISVAARDER MET LANDBASIS VAN HONDERD OF MEER BRUTO REGISTERTON.

Kwalifikasies.

32. Die kandidaat moet minstens een-en-twintig jaar oud wees en diens gedoen het wat gelyk is aan minstens vyf jaar seediens aan dek, waarvan minstens een jaar as stuurman moet wees, of minstens twee jaar as bootsman van 'n vissersboot, robbe- of walvisvaarder met landbasis van honderd of meer bruto registerton, terwyl hy die houer is van 'n geldige sertifikaat wat hom die reg gee om as stuurman van 'n vissersboot, robbe- of walvisvaarder met landbasis van honderd of meer bruto registerton op te tree.

Eksamen in navigasie.

33. Benewens die vereistes soos in regulasies 25 en 29 voorgeskryf, moet die kandidaat ook geëksamineer word aangaande sy bekwaamheid om—

- (a) die breedtegraad deur die meridiaanhoogte van 'n ster vas te stel;

- (b) to find the true bearing of the sun or a star by Alt-Azimuth or Amplitude Tables or any other method the candidate may select; to find the error of the compass, and thence the deviation for the ship's head; and
- (c) by means of the Traverse Table to obtain the dead reckoning position of the ship at any time, given the compass courses and errors, and the run recorded by log or calculated by estimated speed and time.

Examination in Meteorology.

34. The candidate shall be examined as to his—

- (a) ability to read an aneroid barometer and apply the correction;
- (b) ability to distinguish the three main types of clouds;
- (c) ability to determine the direction and force of wind;
- (d) ability to take the temperature of the air and sea;
- (e) ability to determine the direction and size of swell;
- (f) ability to describe present and past weather;
- (g) ability to determine the visibility in miles;
- (h) ability to form a plain language weather report suitable for transmission and to be able to code this message into the first five groups of the International Code;
- (i) knowledge as to where meteorological forecasts are obtainable;
- (j) ability to draw conclusions from a simple weather forecast;
- (k) ability to form an opinion on expected weather from the barometer tendency; and
- (l) knowledge of the International Storm Warning Signals.

Oral Examination in Seamanship.

35. In addition to the requirements prescribe by regulations 26 and 30, the candidate shall show a knowledge of the following:—

- (a) Ship handling, berthing and unberthing;
- (b) anchoring; mooring and unmooring;
- (c) how to keep a ship's head to sea in heavy weather when disabled;
- (d) the action to be taken in the event of damage;
- (e) the rigging and use of a jury rudder;
- (f) how to get a cast of the deep-sea lead in heavy weather;
- (g) instruments, such as barometer, compass, sextant, azimuth mirror, pelorus, direction finder, echometer and patent log;
- (h) fire fighting appliances and their use;
- (i) the requirements of the Merchant Shipping Act, 1951 as to death of, or injury to a member of the crew, discipline on board, agreements and apprentices' indentures; accounts and the payment of wages, and certificates of discharge; and
- (j) any other practical matters relating to the duties of a skipper of a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons on which the Examiner may think it necessary to ask any questions.

Examination in Signals.

36. The candidate shall have a more advanced knowledge of signals than is required of a mate in terms of regulations 27 and 31.

ASSISTANT MARINE ENGINEMAN.

Qualifications.

37. (1) The candidate shall be not less than nineteen years of age and shall—

- (a) if a certificate of competency (steam or motor) is required, produce proof of at least eighteen months' satisfactory experience on steam or motor engines or both steam and motor engines, which period shall include—
- (i) if a certificate of competency (steam) is required, at least six months' sea service on the boilers and engines or steam propelling machinery; or

- (b) die juiste peiling van die son of 'n ster deur altasimut of asimuttabelle vas te stel of op enige ander wyse wat die kandidaat verkies; die kompasfout vas te stel en daaruit die deviasie van die boeigrigting; en
- (c) deur middel van die koppelkoerstafel te eniger tyd die gisbestek van die skip te kry, gegee die kompas-koerse en -foute, en die vaart volgens logaanteekening of soos volgens geskatte snelheid en tyd bereken.

Eksamen in meteorologie.

34. Die kandidaat moet geëksamineer word aangaande sy bekwaamheid om—

- (a) 'n aneroidbarometer te lees en die aanbring van korreksies;
- (b) die drie hoofwolktipes te onderskei;
- (c) die koers en windsterkte te bepaal;
- (d) die lug- en seetemperatuur te neem;
- (e) die koers en seedeining te bepaal;
- (f) huidige en afgelope weertoestande te beskryf;
- (g) die sigsafstande in myle te bepaal;
- (h) in duidelike bewoording 'n weerberig op te stel wat vir uitsending geskik is en die weerberig in die eerste vyf groepe van die internasionale kode te kodeer;
- (i) te weet waar weervoorspellings verkrygbaar is;
- (j) van 'n eenvoudige weervoorspelling gevolgtrekkings te maak;
- (k) van die barometriesse neiging tot 'n mening te geraak oor te verwagte weertoestande; en
- (l) die internasionale stormwaarskuwingseine te verstaan.

Eksamen in seemanskap.

35. Benewens die vereistes soos in regulasies 26 en 30 voorgeskryf, moet die kandidaat ook kennis hê van—

- (a) skeepshantering, vaslê en losgooi;
- (b) ankergooi; vasmeer en losmeer;
- (c) hoe om in onstuimige weer boeigrigting te hou as die skip ontredde is;
- (d) watter stappe gedoen moet word in geval van beskadiging;
- (e) optakeling en die gebruik van 'n noodroei;
- (f) hoe om die dieplood in onstuimige weer uit te gooi;
- (g) instrumente, soos die barometer, kompas, sekstant, asimutspieël, pelorus, rigtingvinder, eggometer en patentlog;
- (h) brandblustoestelle en hul gebruik;
- (i) die vereistes van die Handelskeepvaartwet, 1951, aangaande die dood of besering van 'n lid van die bemanning; dissipline aan boord; ooreenkomste en leerlingkontrakte; rekeninge en uitbetaling van lone en ontslagsertifikate; en
- (j) ander sake van praktiese belang aangaande die pligte van 'n skipper van 'n vissersboot, robbe- of walvisvaarder met landbasis van honderd of meer bruto registerton waaroor die eksaminator dit nodig mag ag om vrae te stel.

Eksamen in seine.

36. Die kandidaat moet 'n meer gevorderde kennis van seine hê as wat ingevolge regulasies 27 en 31 van 'n stuurman verlang word.

ASSISTENT-SEE-MASJINIS.

Kwalifikasies.

37. (1) Die kandidaat moet minstens neëntien jaar oud wees en moet—

- (a) as 'n bekwaamheidsertifikaat (stoom of motor) verlang word bewys lewer van minstens agtien maande bevredigende ondervinding van stoom- of binnebrandmasjiene of beide stoom- en binnebrandmasjiene, wat 'n tyd moet omvat—
- (i) as 'n bekwaamheidsertifikaat (stoom) verlang word, van minstens ses maande seediens met stoomketels en masjiene met stoomaandryfmasjinerie; of

- (ii) if a certificate of competency (motor) is required, at least six months' sea service on motor propelling machinery;
- (b) if a combined certificate of competency (steam and motor) is required, produce proof of at least twenty-four months' satisfactory experience on steam and motor engines, which period shall include at least six months' sea service on the boilers and engines of steam propelling machinery and at least six months' sea service on motor propelling machinery.

(2) The periods of sea service mentioned in this regulation shall have been spent on the propelling machinery of fishing, sealing or shore-based whaling boats or other vessels regarded by the examiner as suitable.

[NOTE.—

(a) Attention is invited to regulation 38, which must be read with sub-paragraphs (a) (ii) and (b) of paragraph (1) of this regulation.

(b) Attention is also invited to regulation 60, which deals with the endorsement of a certificate as assistant marine engineman.]

Motor Machinery on which Qualifying Sea Service must be Performed.

38. If the qualifying sea service on motor propelling machinery required in terms of paragraph (1) (a) (ii) or 1 (b) of regulation 37 or paragraph (1) (a) of regulation 60 by a candidate before he can be examined for—

- (i) a certificate of competency (motor) as assistant marine engineman; or
- (ii) a combined certificate of competency entitling him to act as assistant marine engineman on motor propelling machinery; or
- (iii) such an endorsement of a certificate of competency or service (steam) as assistant marine engineman as will entitle him to act as assistant marine engineman on motor propelling machinery;

respectively, has been performed on propelling machinery of more than 150 brake horse-power per engine, the certificate or endorsement that may be granted to him shall entitle him to act as assistant marine engineman on propelling machinery whatever the brake horse-power may be, unless the candidate has applied for a certificate or endorsement entitling him to act on propelling machinery of not more than 150 brake horse-power per engine, in which case the certificate or endorsement shall state that he is entitled to act as assistant marine engineman on motor propelling machinery of not more than 150 brake horse-power per engine [see paragraph (2) of regulation 39]. If the qualifying sea service has been performed on motor propelling machinery of not more than 150 brake horse-power per engine, the certificate or endorsement that may be granted to him shall state that he is entitled to act as assistant marine engineman on motor propelling machinery of not more than 150 brake horse-power per engine.

Oral Examination in Engineering Knowledge.

39. (1) The candidate shall know how to keep a log book, and in addition he shall be required to show—

- (i) if he requires a certificate of competency (steam)—
 - (a) that he knows the names and functions of the main parts of the propelling and auxiliary machinery;
 - (b) that he understands the mechanism of the starting and reversing arrangements and how to maintain operation;
 - (c) that he knows how to raise steam, and how to use all the boiler mountings;
 - (d) that he knows how to read and test the boiler water gauge glass, and that he is aware of the importance of maintaining a proper water level;
 - (e) that he understands how to test the density of the boiler water, and knows the maximum safe density, and what to do should the density rise too high;
 - (f) that he understands the functions of the safety valves and how to use them in an emergency;

- (ii) as 'n bekwaamheidsertifikaat (motor) verlang word, van minstens ses maande seediens met binnebrandaandryfmasjinerie;

- (b) as 'n gekombineerde bekwaamheidsertifikaat (stoom en motor) verlang word, bewys lewer van minstens vier-en-twintig maande bevredigende ondervinding met stoom- en binnebrandmasjiene, wat 'n tydperk moet omvat van minstens ses maande seediens met stoomketels en masjiene of stoomaandryfmasjinerie en minstens ses maande seediens met binnebrandaandryfmasjinerie.

(2) Die seediens tydperke in hierdie regulasie vermeld moet verrig wees op die aandryfmasjinerie van vissersbote, robbe- of walvisvaarders met landbasis of ander vaartuie wat deur die eksaminator as geskik geag word.

[LET WEL:—

(a) Die aandag word gevestig op regulasie 38, wat in verband met subparagrafe (a) (ii) en (b) van paragraaf (i) van hierdie regulasie gelees moet word.

(b) Die aandag word ook gevestig op regulasie 60 aangaande die endossering van 'n sertifikaat as assistent-see-masjinis.]

Motormasjinerie waarop kwalifiserende seediens verrig moet word.

38. As die kwalifiserende seediens met binnebrandaandryfmasjinerie soos verlang ingevolge paragrafe (1) (a) (ii) of (1) (b) van regulasie 37 of paragraaf (1) (a) van regulasie 60 deur 'n kandidaat, voordat hy onderskeidelik geëksamineer kan word vir—

- (i) 'n bekwaamheidsertifikaat (motor) as assistent-see-masjinis; of
- (ii) 'n gekombineerde bekwaamheidsertifikaat wat hom die reg gee om as assistent-see-masjinis met binnebrandaandryfmasjinerie op te tree; of
- (iii) so 'n endossement van bekwaamheid- of dienssertifikaat (stoom) as assistent-see-masjinis wat hom die reg gee om as assistent-see-masjinis met binnebrandaandryfmasjinerie op te tree;

met aandryfmasjinerie van meer as 150 remperdekrag per masjien verrig is, gee die sertifikaat of endossement wat aan hom verleen mag word, hom die reg om as assistent-see-masjinis met aandryfmasjinerie op te tree, wat ook al die remperdekrag mag wees, tensy die kandidaat aansoek gedoen het om 'n sertifikaat of endossement wat hom die reg gee om met aandryfmasjinerie van hoogstens 150 remperdekrag per masjien op te tree, in watter geval in die sertifikaat of endossement verklaar word dat hy die reg het om as assistent-see-masjinis met binnebrandaandryfmasjinerie van hoogstens 150 remperdekrag per masjien op te tree [sien paragraaf (2) van regulasie 39]. As die kwalifiserende seediens met binnebrandaandryfmasjinerie van hoogstens 150 remperdekrag per masjien verrig is, word daar in die sertifikaat of endossement wat aan hom verleen mag word, verklaar dat hy die reg het om as assistent-see-masjinis met binnebrandaandryfmasjinerie van hoogstens 150 remperdekrag per masjien op te tree.

Mondelinge eksamen in ingenieurswetenskap.

39. (1) Die kandidaat moet in staat wees om 'n skeepsjoernaal te hou en daarbenewens moet hy bewys lewer—

- (i) as hy 'n bekwaamheidsertifikaat (stoom) verlang dat hy—
 - (a) die name en funksies van die hoofdele van die aandryf- en hulpmasjinerie ken;
 - (b) die meganisme van die aansit- en omstelinrigtings verstaan en weet hoe om dit in bedryf te hou;
 - (c) weet hoe om stoom te ontwikkel en die stoomketelmontasies te hanteer;
 - (d) weet hoe om die stoomketelpeilglas te lees en te beproef, en die belangrikheid om die waterstand op peil te hou begryp;
 - (e) weet hoe om die digtheid van die stoomketelwater te beproef en wat die maksimum veiligheidsdigtheid moet wees, en wat gedoen moet word as die digtheid te hoog styg;
 - (f) die funksies van die veiligheidskleppe verstaan en hoe om hulle in 'n noodgeval te hanteer;

- (g) that he knows how to deal with any minor defects in the propelling and auxiliary machinery;
- (h) that he is aware of the necessity of keeping bilges empty and clear of coal, ashes and rubbish, and understands the use of the bilge injection valve;
- (i) that he understands the precautions to be taken against fire and how to deal with fire should it break out; and
- (j) that he knows how to take over the watch and his duties during the watch; or
- (ii) if he requires a certificate of competency (motor)—
 - (a) that he knows the names and functions of the main parts of the propelling and auxiliary machinery;
 - (b) that he understands the mechanism of the starting and reversing arrangements and how to maintain operation;
 - (c) that he knows how to deal with any minor defects in the propelling and auxiliary machinery;
 - (d) that he understands the precautions to be taken against fire or explosion from oil or gas and how to deal with fire should it break out;
 - (e) that he is aware of the necessity of keeping the bilges empty and clear of oil and rubbish; and
 - (f) that he knows how to take over the watch and his duties during the watch; or
- (iii) if he requires a combined certificate of competency (steam and motor), that he has the knowledge referred to in both sub-paragraphs (i) and (ii) of this paragraph.

(2) In conducting the examination for a certificate of competency or an endorsement entitling the holder to act as an assistant marine engineman on motor propelling machinery the examiner shall require a higher standard from a candidate whose qualifying sea service has been performed on propelling machinery of more than 150 brake horse-power per engine than he requires from a candidate whose qualifying sea-service has been performed on propelling machinery of not more than 150 brake horse-power per engine, unless the candidate has applied for a certificate or endorsement entitling him to act on propelling machinery of not more than 150 brake horse-power per engine.

MARINE ENGINEMAN.

Qualifications.

40. (1) The candidate shall be not less than 21 years of age, shall be the holder of a valid certificate of competency or service as assistant marine engineman and shall—

- (i) if a certificate of competency (steam) is required, produce proof of at least one year's sea service on steam-driven propelling machinery whilst in possession of a valid certificate of competency or service entitling him to act as assistant marine engineman on steam-driven propelling machinery; or
- (ii) if a certificate of competency (motor) is required, produce proof of at least one year's sea service on motor propelling machinery of more than 150 brake horse-power per engine whilst in possession of a valid certificate of competency or service entitling him to act as assistant marine engineman on motor propelling machinery of more than 150 brake horse-power per engine; or
- (iii) if a combined certificate of competency (steam and motor) is required, produce proof of at least nine months' sea service on steam-driven propelling machinery and at least six months' sea service on motor propelling machinery of more than 150 brake horse-power per engine whilst in possession of a valid certificate of competency or service

- (g) weet hoe om klein gebreke in die aandryf- en hulpmasjinerie te herstel;
- (h) begryp dat dit noodsaaklik is om die vullings skoon en leeg te hou en dat daar geen steenkool, as en vullis mag inkom nie, en die gebruik van die vullingsinjekteur verstaan;
- (i) weet hoe om voorsorgmaatreëls teen brand te tref en ingeval brand uitbreek dit te bestry; en
- (j) weet hoe om die wag af te los en sy pligte gedurende die wag begryp; of
- (ii) as hy 'n bekwaamheidsertifikaat (motor) verlang, dat hy—
 - (a) die name en funksies van die hoofdele van die aandryf- en hulpmasjinerie ken;
 - (b) die meganisme van die aansit- en omstelinrigtings verstaan en weet hoe om dit in bedryf te hou;
 - (c) weet hoe om klein gebreke in die aandryf- en hulpmasjinerie te herstel;
 - (d) weet hoe om voorsorgmaatreëls te tref en ingeval brand uitbreek dit te bestry;
 - (e) begryp dat dit noodsaaklik is om die vullings leeg en skoon te hou en dat daar geen steenkool, as of vullis mag inkom nie; en
 - (f) weet hoe om die wag af te los en sy pligte gedurende die wag begryp; of
- (iii) as hy 'n gekombineerde bekwaamheidsertifikaat (stoom en motor) verlang, dat hy die kennis het waarna in beide subparagrafe (i) en (ii) van hierdie paragraaf verwys word.

(2) By die hou van die eksamen vir 'n bekwaamheidsertifikaat of 'n endossement wat die houer die reg gee om as 'n assistent-see-masjinis met binnebrandaandryfmasjinerie op te tree, moet die eksaminator aan die kandidaat wie se kwalifiserende seediens met aandryfmasjinerie van meer as 150 remperdekrag per masjien verrig is, 'n hoër standaard stel as wat hy aan 'n kandidaat stel wie se kwalifiserende seediens met aandryfmasjinerie van hoogstens 150 remperdekrag per masjien verrig is, tensy die kandidaat aansoek gedoen het om 'n sertifikaat of endossement wat hom die reg gee om met aandryfmasjinerie van hoogstens 150 remperdekrag per masjien op te tree.

SEE-MASJINIS.

Kwalifikasies.

40. (1) Die kandidaat moet minstens 21 jaar oud wees en die houer wees van 'n geldige bekwaamheidsertifikaat of dienssertifikaat as assistent-see-masjinis, en moet—

- (i) as 'n bekwaamheidsertifikaat (stoom) verlang word, bewys lewer van minstens een jaar seediens met stoomaandryfmasjinerie terwyl hy in besit was van 'n geldige bekwaamheidsertifikaat of dienssertifikaat wat hom die reg gee om as assistent-see-masjinis met stoomaandryfmasjinerie op te tree; of
- (ii) as 'n bekwaamheidsertifikaat (motor) verlang word, bewys lewer van minstens een jaar seediens met binnebrandaandryfmasjinerie van meer as 150 remperdekrag per masjien, op te tree; of
- (iii) as 'n gekombineerde bekwaamheidsertifikaat (stoom en motor) verlang word, bewys lewer van minstens nege maande seediens met stoomaandryfmasjinerie en minstens ses maande seediens met binnebrandaandryfmasjinerie van meer as 150 remperdekrag per masjien, terwyl hy in besit was van 'n geldige bekwaamheidsertifikaat of dienssertifikaat

entitling him to act as assistant marine engineman on steam-driven propelling machinery or on motor propelling machinery of more than 150 brake horse-power per engine, as the case may be.

(2) The periods of sea service mentioned in this regulation shall have been spent in charge of a watch on the propelling machinery of fishing, sealing or shore-based whaling boats or other vessels regarded by the examiner as suitable.

(NOTE.—Attention is invited to regulation 60, which deals with the endorsement of a certificate as marine engineman.)

Oral Examination in Engineering Knowledge.

41. A candidate for a certificate of competency (steam or motor, as the case may be) shall be required to have a fuller knowledge of the matters set forth in sub-paragraphs (i) and (ii), respectively, of paragraph (1) of regulation 39, and a candidate for a combined certificate of competency (steam and motor) shall be required to have a fuller knowledge of the matters set forth in both the said sub-paragraphs, than is required of an assistant marine engineman in terms of that regulation. In addition, the candidate shall have an elementary knowledge of electricity and of the electrical distribution systems, including fuses, on board fishing, sealing or shore-based whaling boats, and—

(i) if he requires a certificate of competency (steam), he shall—

- (a) be able to give a satisfactory description of the principles and working of the steam propelling machinery and its auxiliaries, together with the essential piping and pumping systems and connections; and
- (b) be able to measure the amount of fuel in the bunkers on board; or

(ii) if he requires a certificate of competency (motor), he shall—

- (a) be able to give a satisfactory description of the principles and working of the internal combustion engine and its auxiliaries;
- (b) be familiar with the various methods of supplying fuel to the cylinders of engines of different types and with the cooling systems for cylinders, jackets, pistons, etc., and with the construction and working of air compressors;
- (c) be familiar with the various valves and fittings and methods of reversing on the various types of engines, and with the essential piping and pumping systems and connections; and
- (d) be able to ascertain the amount of fuel on board; or

(iii) if he requires a combined certificate of competency (steam and motor) that he has the knowledge referred to in both paragraphs (i) and (ii) of this regulation.

CHAPTER III.

HOW SEA SERVICE CALCULATED.

General.

42. (1) In all cases the onus of producing acceptable proof of sea service shall rest upon the candidate claiming such service.

(2) All service rendered in terms of an agreement with the crew shall, subject to the provisions of paragraph (4), be reckoned as sea service. If no agreement with the crew has been entered into, only service from the commencement of a voyage to its termination shall be reckoned as sea service.

(3) Where a candidate serves on a vessel which operates on daily excursions or for short periods only, sea service shall, subject to the provisions of paragraph (4), be reckoned from the time when he is engaged as a regular member of the crew of that vessel to the time when he ceases to be so engaged.

wat hom die reg gee om as assistent-see-masjinis met stoomaandryfmasjinerie of met binnebrand-aandryfmasjinerie van meer as 150 remperdekrag per masjien, al na die geval, op te tree.

(2) Die tydperke van seediens in hierdie regulasie vermeld moet bestee wees aan toesig oor die aandryfmasjinerie van vissersbote, robbe- of walvisvaarders met landbasis of ander vaartuie wat deur die eksaminator as geskik geag word.

(LET WEL.—Die aandag word gevestig op regulasie 60, wat gaan oor die endossement van 'n sertifikaat as see-masjinis.)

Mondelinge eksamen in ingenieurswetenskap.

41. 'n Kandidaat vir 'n bekwaamheidsertifikaat (stoom of motor, al na die geval) moet 'n volledige kennis hê van die sake soos onderskeidelik in subparagrafe (i) en (ii) van paragraaf (1) van regulasie 39 uiteengesit, en 'n kandidaat vir 'n gekombineerde bekwaamheidsertifikaat (stoom en motor) moet 'n volledige kennis hê van die sake soos in beide dié subparagrafe uiteengesit, as wat van 'n assistent-see-masjinis ingevolge daardie regulasie verlang word. Daarbenewens moet die kandidaat 'n elementêre kennis hê van elektrisiteit en die elektriese verdeelstelsels, insluitende smeltdrade aan boord vissersbote, robbe- of walvisvaarders met landbasis, en—

(i) as hy 'n bekwaamheidsertifikaat (stoom) verlang, moet hy—

- (a) 'n bevredigende beskrywing kan gee van die beginsels en werking van die stoomaandryfmasjinerie en sy hulpmasjiene, asook van die noodsaaklike pypleiding- en pompstelsels en verbindings; en
- (b) 'n opmeting kan doen van die brandstofvoorraad in die bunkers aan boord; of

(ii) as hy 'n bekwaamheidsertifikaat (motor) verlang, moet hy—

- (a) 'n bevredigende beskrywing kan gee van die beginsels en werking van die binnebrandmasjiene van die hulpmasjiene;
- (b) bekend wees met die verskillende metodes van brandstoftoevoer na die silinders van die masjiene van verskillende tipes en met die koelstelsels van silinders, mantels, suiers, ens., en met die konstruksie en werking van lugkompressors;
- (c) bekend wees met die verskillende kleppe en hulpstukke en metodes van omstelling op die verskillende tipes van masjiene, en met die noodsaaklike pypleiding- en pompstelsels en verbindings; en
- (d) die brandstofvoorraad aan boord kan vasstel; of

(iii) as hy 'n gekombineerde bekwaamheidsertifikaat (stoom en motor) verlang, dat hy die kennis het waarna in beide paragrafe (i) en (ii) van hierdie regulasie verwys word.

HOOFSTUK III.

HOE SEEDIENS BEREKEN WORD.

Algemeen.

42. (1) In alle gevalle rus die bewyslas van bevredigende seediens op die kandidaat wat daarop aanspraak maak.

(2) Alle diens wat ingevolge 'n ooreenkoms met die bemanning gelewer is, behoudens die bepalings van paragraaf (4), word as seediens beskou. As daar geen ooreenkoms met die bemanning aangegaan is nie, word diens slegs vanaf die aanvang van 'n reis tot by die beëindiging daarvan as seediens beskou.

(3) Waar 'n kandidaat diens verrig op 'n vaartuig wat daagliks ekskursies doen of slegs vir kort tydperke in bedryf is, word seediens, behoudens die bepalings van paragraaf (4), bereken vanaf die datum van sy indiensneming as 'n gereelde lid van die bemanning van daardie vaartuig tot op die datum van sy diensbeëindiging.

(4) When part or the whole of the qualifying service has been performed in vessels which for considerable periods have not been at sea, a candidate shall produce a certificate from the owner of the vessel or, in the case of a fishing, sealing or shore-based whaling boat, from the manager or secretary of the company by which the boat was employed or the catch was purchased, stating the proportion of time actually spent at sea. If this time amounts to not less than two-thirds of the sea service required to qualify for the examination, the service may be accepted in full, but where the actual service at sea falls below this proportion, the candidate will be required to make up the deficiency by performing additional sea service.

Promotion during voyage.

43. If during the course of the voyage a candidate has been properly promoted on the occurrence of a vacancy, from the rank in which he first shipped, and such promotion with the ground on which it has been made has been properly entered in the official log-book, he shall receive credit for his service in the higher grade for the period subsequent to his promotion.

Mixed Service.

44. (1) Where a candidate has performed his sea service in more than one capacity, proportionate allowances shall be made for each kind of service; provided that in other respects such service complies with the regulations.

(2) Where a candidate has been engaged for service as engineman or as assistant to the engineman in a vessel of not less than ten tons gross but time spent at sea is predominantly on deck as a fisherman, the whole term may be accepted as qualifying for a certificate of competency as mate of a coasting-ship or a fishing, sealing or shore-based whaling boat of less than one hundred gross register tons.

Evidence as to Service in Ships other than South African Ships.

45. (1) Where a candidate claims sea service in vessels not registered in the Union and such service cannot be verified by the Director, the service shall be confirmed by an official authority of the country to which the ship in which the candidate served belonged.

(2) If the sufficiency of the proofs given appears to be at all doubtful, all papers shall be referred to the Director for decision.

Apprentice Officers (Deck).

46. The whole of the time claimed under indenture of apprenticeship shall be accepted as sea service to qualify for certificates of competency; provided—

- (a) that the indentures have not been cancelled through some fault of the candidate and they are endorsed by the owner or master to whom he was bound to the effect that he has performed his service faithfully during the time he remained an apprentice; and
- (b) that the candidate has served at sea not less than two thirds of the time claimed.

Training Establishments.

47. Time served after the attainment of the age of fourteen years at a training establishment, whether on shore or not, which has been approved by the Director, shall count towards the period of qualifying sea service required for a certificate of competency; provided that—

- (a) the candidate produces a satisfactory certificate from the principal or other person in charge of the establishment to the effect that the candidate has completed the course of training provided by the establishment and testifying to his good conduct and proficiency up to the time of his leaving the establishment;
- (b) the Director shall determine in respect of each establishment approved by him what proportion of time spent at the establishment shall count as sea service; and
- (c) no length of service at a training establishment shall be equivalent to more than one year's sea service.

(4) As 'n gedeelte of die hele kwalifiserende diens verrig is op vaartuie wat aansienlike tydperke nie ter see was nie, moet die kandidaat 'n sertifikaat voorlê van die eienaar van die vissersboot, robbe- of walvisvaarder met landbasis of van die bestuurder of sekretaris van die maatskappy deur wie die boot in diens geneem is of die vangs gekoop het, waarin die werklike tydsduur ter see vermeld word. As dit minstens twee-derdes van die diens is wat vir die kwalifiserende eksamen verlang word, kan dié diens as voltyds aanvaar word, maar as die werklike diens ter see minder as dié tydsduur is, moet die kandidaat addisionele seediens verrig om die tekort aan te vul.

Promosie gedurende seereis.

43. As 'n kandidaat in die loop van 'n seereis weens die ontstaan van 'n vakature van die rang waarin hy aan boord gegaan het behoorlik gepromoveer is, en sodanige promosie met die redes waarom dit gedoen is behoorlik in die amptelike skeepsjournaal aangeteken is, ontvang hy na sy promosie krediet in die hoër graad vir dié dienstdydperk.

Gemengde diens.

44. (1) Ingeval 'n kandidaat sy seediens in meer as een hoedanigheid verrig het, moet elke soort diens eweredig bereken word, mits sodanige diens in ander opsigte aan die regulasies voldoen.

(2) Ingeval 'n kandidaat in diens geneem is as masjinis of as assistent tot die masjinis op 'n vaartuig van minstens tien bruto ton, maar die dienstdydperk ter see hoofsaaklik as 'n visserman aan dek was, kan die hele termyn aanvaar word as kwalifiserende diens vir 'n bekwaamheid-sertifikaat as stuurman van 'n kusvaarder of 'n vissersboot, robbe- of walvisvaarder met landbasis van minder as honderd bruto registerton.

Bewys aangaande diens op skepe uitgesonderd Suid-Afrikaanse skepe.

45. (1) Ingeval 'n kandidaat aanspraak maak op diens op vaartuie wat nie in die Unie geregistreer is nie, en sodanige diens nie deur die Direkteur geverifieer kan word nie, moet die diens deur 'n amptelike gesag van die land waarvan die skip behoort waarop die kandidaat diens gedoen het, bevestig word.

(2) As die bewyse onvoldoende of enigszins twyfelagtig skyn te wees, moet alle dokumente na die Direkteur vir sy beslissing verwys word.

Leerling-offisiere (dek).

46. Die hele tyd waarop ingevolge 'n leerkontrak aanspraak gemaak word, word as kwalifiserende diens vir bekwaamheid-sertifikate aanvaar, mits—

- (a) die leerkontrak nie weens een of ander fout van die kandidaat gekanselleer is nie en hulle deur die eienaar of diensheer aan wie hy verbind is, geëndosseer is ten effekte dat hy sy diens gedurende die tyd wat hy leerling was, getrou verrig het; en
- (b) die kandidaat minstens twee-derdes van die tyd waarop hy aanspraak maak ter see diens gedoen het.

Opleidingsinrigtings.

47. Diens wat by 'n opleidingsinrigting na die bereiking van die ouderdom van veertien jaar verrig is, ditsy op land of nie, en deur die Direkteur goedgekeur is, word in aanmerking geneem by die berekening van die tydperk wat vir kwalifiserende seediens vir 'n bekwaamheid-sertifikaat nodig is, met dien verstande dat—

- (a) die kandidaat 'n bevredigende sertifikaat van sy prinsipaal of ander verantwoordelike persoon van die inrigting voorlê ten effekte dat hy die opleidingskursus aan die inrigting voltooi het en waarin getuig word van sy goeie gedrag en bekwaamheid tot op die datum waarop hy die inrigting verlaat het;
- (b) die Direkteur ten opsigte van elke inrigting wat deur hom goedgekeur is, moet vasstel watter gedeelte van die tyd wat by 'n inrigting bestee is, as seediens moet tel; en
- (c) geen dienstdyd by 'n opleidingsinrigting gelyk mag wees aan meer as een jaar seediens nie.

[NOTE.—(1) The following table shows the training establishments approved by the Director and the proportion of the time spent thereat which is to count as sea service:—

Training Establishment.	Proportion of Time Counted as Sea Service.
<i>In the Union.</i>	
South African Nautical College "General Botha", Gordons Bay.	Half time up to twelve months.

(2) The Director will, on application, consider the recognition of other training establishments, provided he is satisfied that the training provided justifies time spent there being allowed to count towards qualifying sea service and will give special consideration to the recognition of training establishments recognised by the Ministry of Transport and Civil Aviation of the United Kingdom.]

Recognition of Deck Service other than that Performed in Fishing, Sealing or Shore-based Whaling Boats.

48. (1) Service performed at sea on deck in trading vessels other than fishing, sealing or shore-based whaling boats may be accepted in full towards the qualifying time required for certificates of competency as skipper, mate or boatswain.

(2) Service performed on deck in vessels operating in partially smooth waters e.g. on tugs, dredgers, hoppers, shall be accepted as equivalent to two-thirds of the qualifying time required for certificates of competency as skipper, mate or boatswain.

CHAPTER IV.

CERTIFICATES OF SERVICE.

How Application should be made.

49. An applicant for a certificate of service in terms of section eighty of the Act shall complete form M. 5 set forth in Annexure A, giving the necessary particulars, and shall hand or post it to the proper officer. The proper officer shall forward the application to the Director.

CHAPTER V.

EXAMINATION FEES.

When to pay Fees.

50. A candidate for examination for a certificate of competency shall pay the examination fee prior to the date of the examination and no candidate shall be allowed to sit for the examination unless he produces to the examiner the receipt for the fees paid.

Where to pay Fees.

51. The fee for examination shall be paid to the nearest proper officer, who shall issue a receipt stating—

- the name of the candidate;
- the amount paid; and
- the grade of the examination.

Table of Fees.

52. The fees payable shall be as follows:—

(1) <i>Nautical.</i>	£	s.	d.
Boatswain	0	10	0
Mate	0	15	0
Skipper	1	0	0

The above fees include the fee for the examination in signalling, if taken at the same time as the rest of the examination.

If a candidate is re-examined only in the written or in the oral part of the examination, one half of the above fees shall be charged, which shall cover also an examination in signalling, if taken at the same time.

If a candidate is re-examined in the signalling part of the examination separately, a special fee of 5s. shall be charged for each attempt.

[LET WEL.

(1) Onderstaande is 'n tabel van die opleidingsinrigtings wat deur die Direkteur goedgekeur is, en watter gedeelte van die tyd wat daar bestee is, as seediens mag tel:—

Opleidingsinrigting.	Gedeelte van tyd wat as seediens getel word.
<i>In die Unie.</i>	
Suid-Afrikaanse Seevaartkollege „Generaal Botha”, Gordonsbaai	Halfte van die tyd tot twaalf maande.

(2) Die Direkteur sal by aansoek die erkenning van ander opleidingsinrigtings oorweeg, mits hy oortuig is dat die opleiding waarvoor daar voorsiening gemaak word dit regverdig dat die tyd wat daar bestee is vir kwalifiserende seediens in aanmerking geneem kan word, en hy sal besondere oorweging skenk aan die erkenning van opleidingsinrigtings wat deur die Ministerie van Vervoer en Burgerlike Lugvaart van die Verenigde Koninkryk erken word.]

Erkenning van dekdiens, uitgesonderd dié wat in vissersbote, robbe- of walvisvaarders met landbasis verrig is.

48. (1) Diens wat op dek ter see in handelsvaartuie, uitgesonderd vissersbote, robbe- of walvisvaarders met landbasis verrig is, kan vir die kwalifiserende tydperk wat vereis word vir bekwaamheidsertifikate as skipper, stuurman of bootsman, voltyds aanvaar word.

(2) Diens wat op dek in vaartuie wat in gedeeltelik kalm waters vaar, bv., sleepbote, baggerskepe, modderskuite, verrig is, word aanvaar as gelykstaande met twee-derdes van die kwalifiserende tyd vir bekwaamheidsertifikate as skipper, stuurman of bootsman.

HOOFSTUK IV.

DIENSSERTIFIKATE.

Hoe aansoek gedoen moet word.

49. 'n Applikant vir 'n dienssertifikaat ingevolge artikel tagtig van die Wet, moet vorm M. 5, soos in Aanhangsel A uiteengesit, voltooi, met vermelding van die nodige besonderhede, en dit aan die bevoegde beamppte oorhandig of aan hom pos. Die bevoegde beamppte stuur dan die aansoek aan die Direkteur.

HOOFSTUK V.

EKSAMENGELDE.

Wanneer betaalbaar.

50. 'n Kandidaat wat 'n eksamen vir 'n bekwaamheidsertifikaat wil aflê, moet die eksamengelde voor die datum van die eksamen betaal, en geen kandidaat word tot die eksamen toegelaat nie tensy hy aan die eksaminator 'n kwitansie vir die eksamengelde vertoon.

Waar betaalbaar.

51. Die eksamengelde moet aan die naaste bevoegde beamppte betaal word, wat 'n kwitansie moet uitreik met vermelding van—

- die naam van die kandidaat;
- die bedrag wat betaal is; en
- die graad van die eksamen.

Tabel van eksamengelde.

52. Ondervermelde gelde moet betaal word—

(1) <i>Seevaart.</i>	£	s.	d.
Bootsman	0	10	0
Stuurman	0	15	0
Skipper	1	0	0

Bostaande gelde is met insluiting van die eksamengelde vir seinwerk as dit terselfdertyd met die res van die eksamen afgelê word.

As 'n kandidaat slegs in die skriftelike of mondelinge deel van die eksamen opnuut geëksamineer word, moet een helfte van bovermelde gelde betaal word, wat ook 'n eksamen in seinwerk dek, as dit terselfdertyd afgelê word.

As 'n kandidaat slegs opnuut in die seinwerk-gedeelte geëksamineer word, moet 'n spesiale bedrag van 5s. vir elke poging betaal word.

(2) <i>Engineering.</i>	£	s.	d.
(a) Assistant marine engineman—			
(i) the combined examination (steam and motor)	1	0	0
(ii) steam or motor	0	10	0
(b) Marine engineman—			
(i) the combined examination (steam and motor)	1	0	0
(ii) steam or motor	0	10	0
(c) Endorsement of added qualification—			
Assistant marine engineman or marine engineman	0	10	0

Refund of Fees.

53. (1) If through circumstances beyond the control of a candidate he is unable to undergo the examination for which fees have been paid he may apply in writing to the proper officer for a refund of such fees. If the proper officer considers that the application is based upon reasonable grounds, he shall transmit it to the Director, who may authorise the refund.

(2) If a candidate is, in terms of regulation 10, not allowed to complete an examination, he may apply in writing to the proper officer for a refund of the fees paid by him, and such fees shall be refunded to him.

(3) If a candidate who has paid the fees prescribed by regulation 52 for an examination for a certificate of competency fails to pass the colour and form vision tests, he may apply in writing to the proper officer for a refund of the fees so paid, and such fees shall be refunded to him.

(4) Subject to the provisions of this regulation, if a candidate fails to pass any part of the examination other than the colour and form vision tests, no part of the fee shall be refunded to him.

CHAPTER VI.

SUCCESS OR FAILURE IN EXAMINATION.

Standard of Knowledge Required and Marking of Papers.

54. (1) A candidate shall not be passed by the examiner unless the examiner is satisfied from the candidate's answers that he has the theoretical and practical knowledge necessary to enable him to perform the duties of the position in a vessel which the certificate for which he is being examined would entitle him to occupy.

(2) When a candidate hands in his papers for marking, the examiner may, if in his opinion, only a few minor errors have been made, return the incorrectly worked problems to the candidate for correction.

Candidates may be Required to Perform Further Sea Service.

55. (1) A candidate for a certificate as skipper, mate or boatswain who fails in the oral part of the examination in a subject ignorance of which might affect the safety of the ship or any person, or a candidate for a certificate as marine engineman or assistant marine engineman who fails in a subject ignorance of which might affect the safety of the ship or machinery or any person, may be required by the examiner to perform further sea service before being accepted for re-examination; provided that such period of service shall not exceed six months without the prior approval of the Director.

(2) A candidate who has been required to perform further sea service in terms of paragraph (1) shall not be re-examined until he has produced proof of the additional period of service.

Failure in any Part of the Examination.

56. (1) A candidate for a certificate of competency as skipper, mate or boatswain shall proceed to the oral part of the examination whether or not he has passed in the written part.

(2) *Ingenieurswese.*

(a) Assistent-see-masjinijs—	£	s.	d.
(i) die gekombineerde eksamen (stoom en motor)	1	0	0
(ii) stoom of motor	0	10	0
(b) See-masjinijs—			
(i) die gekombineerde eksamen (stoom en motor)	1	0	0
(ii) stoom of motor	0	10	0
(c) Endossement van aanvullende kwalifikasie—			
Assistent-see-masjinijs of see- masjinijs	0	10	0

Terugbetaling van gelde.

53. (1) As 'n kandidaat deur omstandighede buite sy beheer nie in staat is om 'n eksamen waarvoor hy gelde betaal het, af te lê nie, kan hy skriftelik by die bevoegde beampte aansoek doen om terugbetaling van die gelde. As die bevoegde beampte van mening is dat die aansoek op redelike gronde berus, moet hy dit aan die Direkteur deurstuur, wat die terugbetaling kan magtig.

(2) As 'n kandidaat, ingevolge regulasie 10 nie toegelaat word om die eksamen te voltooi nie, kan hy skriftelik by die bevoegde beampte aansoek doen om terugbetaling van die gelde wat hy betaal het, en die gelde word dan aan hom terugbetaal.

(3) As 'n kandidaat wat die gelde soos by regulasie 52 voorgeskryf vir 'n eksamen vir 'n bekwaamheidsertifikaat betaal het, nie in die gesigstoetse vir kleur en vorm slaag nie, kan hy skriftelik by die bevoegde beampte aansoek doen om terugbetaling van die gelde wat hy betaal het, en die gelde word dan aan hom terugbetaal.

(4) As 'n kandidaat nie in enige gedeelte van die eksamen, uitgesonderd die gesigstoetse vir kleur en vorm, slaag nie, word, behoudens die bepalings van hierdie regulasie, geen deel van die gelde aan hom terugbetaal nie.

HOOFSTUK VI.

SLAAG EN DRUIP IN EKSAMENS.

Vereiste standaard en punttoekenning.

54. (1) Die eksaminator mag geen kandidaat in 'n eksamen laat slaag nie tensy hy uit die antwoorde van die kandidaat oortuig is dat hy die nodige teoretiese en praktiese kennis besit om hom in staat te stel om die pligte verbonde aan die rang in 'n vaartuig te verrig wat die sertifikaat waarvoor hy geëksamineer word hom die reg sou gee om te beklee.

(2) Wanneer 'n kandidaat die antwoordboeke aan die eksaminator vir punttoekenning oorhandig, kan hy, as hy van mening is dat daar slegs 'n paar klein foutjies in voorkom, die opgawe wat onjuis beantwoord is aan die kandidaat vir verbetering teruggee.

Verdere seediens kan van kandidate verlang word.

55. (1) 'n Kandidaat vir 'n sertifikaat as skipper, stuurman of bootsman wat in die mondelinge deel van 'n eksamen in 'n onderwerp druipe, onkunde waarvan die veiligheid van die skip of enige persoon in gevaar kan bring, of 'n kandidaat vir 'n sertifikaat as see-masjinijs, of assistent-see-masjinijs wat in 'n onderwerp druipe, onkunde waarvan die skip of masjinerie of enige persoon in gevaar kan bring, moet as die eksaminator dit verlang, verdere seediens verrig voordat hy opnuut geëksamineer mag word; met dien verstande dat die tydperk van diens, sonder voorafgaande goedkeuring van die Direkteur, ses maande nie mag oorskry nie.

(2) 'n Kandidaat van wie verlang word om, ingevolge paragraaf (1), verdere seediens te verrig, word nie opnuut geëksamineer voordat hy bewys van die addisionele tydperk van diens gelewer het nie.

Druip in enige deel van die eksamen.

56. (1) 'n Kandidaat vir 'n bekwaamheidsertifikaat as skipper, stuurman of bootsman moet aangaan met die mondelinge deel van die eksamen, ongeag of hy in die skriftelike deel geslaag het of nie.

(2) If a candidate does not proceed to the oral examination at the time appointed by the examiner, he shall be regarded as having failed in that part and also in the written part, unless he produces a medical certificate or other satisfactory evidence of his inability to attend the oral examination.

(3) A candidate who passes in one or two parts but fails to pass in all three parts of the examination shall receive from the examiner a form M. 7 set forth in Annexure A duly completed, giving information of his success in the part or parts passed. A pass in the one or two parts of the examination shall be valid for a period of six months from the date of the examination.

Re-Examination after Failure.

57. (1) A candidate who has failed in any part of the examination shall not be re-examined before the expiration of the week next after that in which he failed, unless in the opinion of the examiner special circumstances exist.

(2) A candidate for a certificate of competency as skipper, mate or boatswain who, having passed in one or two parts of the examination, fails to satisfy the examiner in the remaining part or parts of the examination within six months of the time at which the first part of the examination was passed, shall be required to take the whole examination again.

(3) Where such a candidate fails in three consecutive attempts in the written or oral parts of the examination, or in both such parts, an interval of two months shall elapse from the date of the last failure before the candidate may be re-examined.

CHAPTER VII.

ISSUE AND ENDORSEMENT OF CERTIFICATES.

Authority for Delivery of Certificate of Competency.

58. A candidate for a certificate of competency provided for by these regulations who has passed all parts of the examination prescribed shall receive from the Examiner a form M. 6 set forth in Annexure A, duly completed, authorising the person to whom it is addressed to deliver the certificate to him. A candidate who is partially successful or unsuccessful in the examination shall receive from the examiner a form M. 7 set forth in Annexure A, duly completed, which must be retained and produced to the examiner when he next presents himself for examination.

Issue of Certificate of Competency as Boatswain, Mate, Skipper, Assistant Marine Engineman or Marine Engineman.

59. If a candidate for a certificate of competency provided for by these regulations has gained the experience and performed the sea service required thereby and has passed the prescribed examination, the certificate shall, subject to the provisions of these regulations, be issued to him; provided that if, in terms of these regulations, it is necessary for the candidate to hold any certificate of competency or service in order that he may be qualified to sit for the examination, he surrenders the last-mentioned certificate to the examiner.

(NOTE.—Attention is invited to the note appended to regulation 11.)

Endorsement of Certificate as Assistant Marine Engineman or Marine Engineman.

60. (1) If a candidate who is the holder of a certificate entitling him to act as assistant marine engineman or as marine engineman on steam-driven propelling machinery requires his certificate to be endorsed to entitle him to act

(2) As 'n kandidaat nie op die deur die eksaminator vasgestelde tyd met die mondelinge eksamen aangaan nie, word dit beskou dat hy in daardie deel gedruip het asook in die skriftelike deel, tensy hy 'n doktersertifikaat voorlê of ander bevredigende bewys lewer van sy onbekwaamheid om die mondelinge eksamen by te woon.

(3) 'n Kandidaat wat in een of twee dele slaag maar nie in al drie dele van die eksamen nie, ontvang van die eksaminator 'n vorm M. 7 soos in Aanhangsel A uiteengesit, behoorlik voltooi, waarin melding gemaak word van die deel of dele waarin hy geslaag het. Die aflê in een of twee dele van die eksamen met goeie gevolg, is geldig vir 'n tydperk van ses maande gereken vanaf die datum van die eksamen.

Opnuut eksaminering van druipeeling.

57. (1) 'n Kandidaat wat in enige deel van die eksamen gedruip het, mag nie opnuut geëksamineer word nie voor verloop van die week volgende op die week waarin hy gedruip het, tensy daar na mening van die eksaminator besondere omstandighede bestaan.

(2) 'n Kandidaat vir 'n bekwaamheidsertifikaat as skipper, stuurman of bootsman wat in een of twee dele van die eksamen geslaag het, maar faal om binne ses maande nadat hy in die eerste deel van die eksamen geslaag het, die eksaminator in die orige deel of dele van die eksamen te bevredig, moet die hele eksamen weer oordoen.

(3) Ingeval 'n kandidaat in drie agtereenvolgende pogings in die skriftelike of mondelinge dele van die eksamen, of in albei van die dele druipe, moet daar 'n tussenpose van twee maande verloop, gereken vanaf die pas voorafgaande keer wat hy gedruip het, voordat hy opnuut geëksamineer mag word.

HOOFSTUK VII.

UITREIKING EN ENDOSSERING VAN SERTIFIKATE.

Magtiging vir lewering van bekwaamheidsertifikaat.

58. 'n Kandidaat vir 'n bekwaamheidsertifikaat soos by hierdie regulasies voorgeskryf wat in al die dele van die voorgeskrewe eksamen geslaag het, ontvang van die eksaminator 'n vorm M. 6 soos in Aanhangsel A uiteengesit, behoorlik voltooi, waarby die persoon aan wie dit geadresseer is gemagtig word om die sertifikaat aan die kandidaat te lewer. 'n Kandidaat wat gedeeltelik in die eksamen geslaag of gedruip het, ontvang van die eksaminator 'n vorm M. 7, soos in Aanhangsel A uiteengesit, behoorlik voltooi, wat die kandidaat moet behou en wanneer hy weer eksamen kom aflê aan die eksaminator moet vertoon.

Uitreiking van bekwaamheidsertifikaat as bootsman, stuurman, skipper, assistent-see-masjinis of see-masjinis.

59. As 'n kandidaat vir 'n bekwaamheidsertifikaat soos by hierdie regulasies voorgeskryf, die vereiste ondervinding opgedoen en die seediens verrig het, en in die voorgeskrewe eksamen slaag, word die sertifikaat, behoudens die bepalinge van hierdie regulasies, aan hom uitgereik; met dien verstande dat, ingeval die kandidaat, ingevolge hierdie regulasies, in besit moet wees van 'n bekwaamheid- of dienssertifikaat ten einde hom vir die aflê van die eksamen te kwalifiseer, hy laasgenoemde sertifikaat aan die eksaminator moet afgee.

(LET WEL.—Die aandag word gevestig op die voetnoot van regulasie 11.)

Endosseering van sertifikaat as assistent-see-masjinis of see-masjinis.

60. (1) As 'n kandidaat wat die houer is van 'n sertifikaat wat hom die reg gee om as assistent-see-masjinis of as see-masjinis met stoomaandryfmasjinerie op te tree, verlang dat sy sertifikaat geëndosseer moet word om hom die reg te gee om in dieselfde of laer hoedanigheid met

in the same or a lower capacity on motor propelling machinery, he shall perform the following sea service on motor propelling machinery:—

- (a) If such an endorsement as will entitle him to act as assistant marine engineman is required, at least six months' sea service as prescribed by sub-paragraph (b) of paragraph (1) and paragraph (2) of regulation 37;
- (b) if such an endorsement as will entitle him to act as marine engineman is required, at least six months' sea service as prescribed by sub-paragraph (iii) of paragraph (1) and paragraph (2) of regulation 40;

and shall pass the relative examination the scope of which is prescribed by regulation 39 or 41, as the case may be.

(2) If a candidate who is the holder of a certificate entitling him to act as assistant marine engineman or as marine engineman on motor propelling machinery requires his certificate to be endorsed to entitle him to act in the same or a lower capacity on steam-driven propelling machinery, he shall perform the following sea service on steam-driven propelling machinery:—

- (a) If such an endorsement as will entitle him to act as assistant marine engineman is required, at least six months' sea service as prescribed by sub-paragraph (b) of paragraph (1) and paragraph (2) of regulation 37;
- (b) in such an endorsement as will entitle him to act as marine engineman is required, at least nine months' sea service as prescribed by sub-paragraph (iii) of paragraph (1) and paragraph (2) of regulation 40;

and shall pass the relative examination the scope of which is prescribed by regulation 39 or 41, as the case may be.

(3) If a candidate for an endorsement produces proof that he has performed the sea service prescribed by paragraph (1) or (2) and has passed the examination referred to therein, his certificate shall be endorsed.

(4) Notwithstanding the fact that the holder of a certificate entitling him to act as assistant marine engineman on steam-driven and on motor propelling machinery has, in terms of regulation 59, become entitled to the issue of a certificate of competency (steam or motor) as marine engineman, the last-mentioned certificate shall not be issued to him unless he surrenders the certificate held by him, and upon such surrender the certificate as marine engineman shall, subject to the provisions of these regulations, be issued to him and be endorsed to the effect that he is also entitled to act as assistant marine engineman on motor or steam-driven propelling machinery, as the case may be.

[NOTE.—Attention is invited to the note appended to regulation 11.

Attention is also invited to regulation 38, which must be read with sub-paragraph (a) of paragraph (1) of this regulation.]

CHAPTER VIII

CONDUCT OF EXAMINATIONS.

Candidates to be Punctual.

61. Candidates shall appear at the examination room punctually at the time appointed.

No Strangers Admitted.

62. No persons other than those whose duties require them to be present shall be allowed in the room during examination. No instructors shall be allowed on the premises while examinations are in progress.

Loose Papers and Books.

63. Before the examination begins the tables or desks shall be cleared of all scraps of paper and books other than those permitted in the examination room in terms of these regulations.

binnebrandaandryfmasjinerie op te tree, moet hy met binnebrandaandryfmasjinerie onderstaande seediens verrig:—

- (a) Ingeval 'n endossement verlang word wat hom die reg gee om as assistent-see-masjinis op te tree, minstens ses maande seediens soos by subparagraaf (b) van paragraaf (1) en paragraaf (2) van regulasie 37 voorgeskryf;
- (b) ingeval 'n endossement verlang word wat hom die reg gee om as see-masjinis op te tree, minstens ses maande seediens soos by subparagraaf (iii) van paragraaf (1) en paragraaf (2) van regulasie 40 voorgeskryf,

en in die relatiewe eksamen moet slaag, die veld waarvan, al na die geval, by regulasie 39 of 41 voorgeskryf is.

(2) As 'n kandidaat wat die houer is van 'n sertifikaat wat hom die reg gee om as assistent-see-masjinis of as see-masjinis met binnebrandaandryfmasjinerie op te tree, verlang dat sy sertifikaat geëndosseer moet word om hom die reg te gee om in dieselfde of laer hoedanigheid met stoomaandryfmasjinerie op te tree, moet hy met stoomaandryfmasjinerie onderstaande seediens verrig:—

- (a) Ingeval 'n endossement verlang word wat hom die reg gee om as assistent-see-masjinis op te tree, minstens ses maande seediens soos by subparagraaf (b) van paragraaf (1) en paragraaf (2) van regulasie 37 voorgeskryf;
- (b) ingeval 'n endossement verlang word wat hom die reg gee om as see-masjinis op te tree, minstens nege maande seediens soos by subparagraaf (iii) van paragraaf (1) en paragraaf (2) van regulasie 40 voorgeskryf,

en in die relatiewe eksamen moet slaag, die veld waarvan, al na die geval, by regulasie 39 of 41 voorgeskryf is.

(3) Die sertifikaat van 'n kandidaat word geëndosseer as hy bewys lewer dat hy die seediens soos by paragraaf (1) of (2) voorgeskryf verrig het, en in die eksamen waarna hierbo verwys word, geslaag het.

(4) Nieteenstaande die feit dat die houer van 'n sertifikaat wat hom die reg gee om as assistent-see-masjinis met stoomaandryf- en binnebrandaandryfmasjinerie op te tree, ingevolge regulasie 59 reg verkry het op die uitreiking aan hom van 'n bekwaamheidsertifikaat (stoom of motor) as see-masjinis, word laasgenoemde sertifikaat nie aan hom uitgereik nie tensy hy die sertifikaat wat deur hom gehou word afgee, en na sodanige afgifte word die sertifikaat as see-masjinis, behoudens die bepalings van hierdie regulasies, aan hom uitgereik en geëndosseer ten effekte dat hy ook die reg het om as assistent-see-masjinis met binnebrandaandryf- of stoomaandryfmasjinerie, al na die geval, op te tree.

[LET WEL.—Die aandag word gevestig op die voetnoot van regulasie 11.

Die aandag word ook gevestig op regulasie 38, wat gelees moet word in verband met subparagraaf (a) van paragraaf (1) van hierdie regulasie.]

HOOFSTUK VIII.

HOU VAN EKSAMENS.

Kandidate moet stip op tyd wees.

61. Kandidate moet stip op die vasgestelde tyd in die eksamenkamer aanwesig wees.

Geen vreemdelinge word toegelaat nie.

62. Niemand word in die kamer tydens die afneem van 'n eksamen toegelaat nie behalwe diene wat pligmatig teenwoordig mag wees. Geen instruksie word tydens die hou van 'n eksamen op die perseel toegelaat nie.

Los velle papier en boeke.

63. Voor die aanvang van die eksamen moet alle stukkies papier en boeke, uitgesonderd dié wat ingevolge hierdie regulasies in die eksamenkamer veroorloof is, van die tafels of lessenaars verwyder word.

Use of Books and Tables at the Examinations.

64. The following tables and books may be supplied by the examiner at the examination rooms:—

Nautical Tables (Including Logarithm Tables).

Norie (full edition), Burtons.

Alt-Azimuth Tables—Davis.

Admiralty Tide Tables—(1952).

Abridged Nautical Almanac.

Candidates who wish to use tables other than the above may bring such tables into the examination room, on condition that they submit them to the examiner for scrutiny and approval before the examination begins. These tables shall not contain any manuscript notes. When tables other than those supplied by the examiner are used in answering a question, the name of the tables and a note of what is actually obtained from them shall be stated on the candidate's answer papers.

Use of Instruments.

65. All instruments necessary for use in the examinations will be supplied by the examiner, but candidates may be allowed to use their own drawing instruments and slide rules provided that the examiner's approval is obtained before the examination begins. If a slide rule is used, a note to this effect shall be entered on the candidate's answer papers.

Unauthorised Books and Papers Strictly Forbidden.

66. Subject to the provisions of regulation 64, candidates shall not have with them any books, notes, memoranda or papers other than those supplied for use at the examination, and if any candidate has brought any books, notes, memoranda or papers with him, he shall hand them to the examiner before commencing the examination.

Damage to Books, Instruments, Etc.

67. If a candidate defaces or otherwise damages any book, document or instrument supplied to him by the examiner he shall replace the damage book, document or instrument or otherwise make good the damage.

Leaving Room.

68. A candidate shall not, without the permission of the examiner, leave his seat or room, and if he leaves the room he shall hand to the examiner the paper on which he is engaged, and upon his return to the room shall not, without the permission of the examiner, go on with any paper or problem on which he was engaged.

Silence.

69. Silence shall be kept in the examination room while a written examination is in progress.

All Work to be Shown.

70. (1) A candidate shall work or write only on one side of the paper and shall write his answers in a clear and legible hand, and shall sign his name at the foot of each page.

(2) A candidate shall not work out his problems on waste paper, nor write on the blotting paper supplied for his use in the examination.

(3) All work other than sketching and drawing shall be done in ink.

(4) A contravention of the provisions of this regulation may involve loss of marks.

Penalty for Copying, etc.

71. Any candidate who refers to any unauthorised book or paper, or copies from another or affords any assistance or gives any information to another, or communicates in any way with another during the time of examination, or copies any part of the problems for the purpose of taking them out of the examination rooms, shall be regarded as having failed the examination, and shall not be accepted for re-examination for a period of

Gebruik van boeke en tafels by die eksamens.

64. Die eksaminator mag die volgende tafels en boeke in die eksamenkamers verskaf:—

Seevaarttafels (insluitende logaritmetafels); Norie (volledige uitgawe), Burtons;

altasimuttafels—Davis;

admiraliteitsgetyafels—(1952);

„Abridged Nautical Almanac”.

Kandidate wat tafels, uitgesonderd bostaande wil gebruik, kan dit in die eksamenkamer inbring, mits hulle dit voor die aanvang van die eksamen aan die eksaminator vir ondersoek en goedkeuring voorlê. Hierdie tafels mag geen handskrifte bevat nie. Ingeval tafels, uitgesonderd dié wat deur die eksaminator verskaf is, by die beantwoording van vrae gebruik word, moet die kandidaat die naam van die tafels en wat werklik daaruit verkry is, in sy antwoordboek vermeld en aanteken.

Gebruik van instrumente.

65. Alle nodige instrumente vir gebruik by die eksamens sal deur die eksaminator verskaf word, maar kandidate word toegelaat om hulle eie tekengereedskap en rekenliniale te gebruik, mits goedkeuring van die eksaminator voor die aanvang van die eksamen verkry word. As 'n rekenliniaal gebruik word, moet die kandidaat dit in sy antwoordboek vermeld en aanteken.

Ongemagtigde boeke en geskrifte is streng verbode.

66. Behoudens die bepalings van regulasie 64, mag kandidate geen boeke, aantekeninge, memoranda of geskrifte uitgesonderd dié wat vir gebruik by die eksamen verskaf is, by hulle hê nie, en ingeval 'n kandidaat boeke, aantekeninge, memoranda of geskrifte in sy besit het, moet hy dit voor die aanvang van die eksamen aan die eksaminator oorhandig.

Skade aan boeke, instrumente, ens.

67. As 'n kandidaat 'n boek, dokument of instrument wat deur die eksaminator aan hom verskaf is, skend of andersins beskadig, moet hy die beskadigde boek, dokument of instrument vervang of andersins die skade herstel.

Uitgaan uit kamer.

68. Geen kandidaat mag sonder toestemming van die eksaminator sy sitplek of die kamer verlaat nie, en as hy die kamer verlaat moet hy die antwoordboek en vraestel waarmee hy besig is aan die eksaminator oorhandig en as hy na die kamer terugkom mag hy nie sonder toestemming van die eksaminator met die vraestel of opgaaf waarmee hy besig was, aangaan nie.

Stilte.

69. Terwyl 'n skriftelike eksamen afgeneem word moet daar stilte in die eksamenkamer bewaar word.

Werk moet vertoon word.

70. (1) 'n Kandidaat mag slegs op een kant van die antwoordboek werk of skryf en moet sy antwoorde duidelik en leesbaar skryf en sy naam onderaan elke bladsy teken.

(2) 'n Kandidaat mag nie sy opgawes op skeurpapier uitwerk nie, of op kladpapier wat vir sy gebruik by die eksamen verskaf is, skryf nie.

(3) Alle werk, uitgesonderd skets- en tekenwerk, moet met ink gedoen word.

(4) 'n Oortreding van die bepalings van hierdie regulasie kan die verlies van punte tot gevolg hê.

Straf vir afskryf, ens.

71. 'n Kandidaat wat 'n ongemagtigde boek of geskrif raadpleeg, of van 'n ander kandidaat afskryf of aan iemand anders hulp verleen of inligting verstrek, of tydens die eksamen enigerwyse met iemand in verbinding tree, of enige deel van die opgawes afskryf met die doel om dit uit die eksamenkamer te verwyder, word beskou dat hy in die eksamen gedruip het, en mag vir 'n tydperk van ses maande nie weer tot die aflê van 'n eksamen toegelaat word nie. 'n Kandidaat wat hom aan 'n tweede

six months. A candidate guilty of a second offence shall not be allowed to be examined until twelve months have elapsed after such second offence. Each offence shall be reported to the Director by the examiner.

Candidates may use Own Method.

72. Candidates may work out the various problems according to any method which they have been accustomed to use, provided that such method is correct in principle. Suitable recognition will be given for clear statements, reasoning and calculation in solving the problems.

Degree of Precision Required.

73. (1) When making calculations for obtaining a ship's position candidates are expected to work to 0.2 of a minute of arc and to the nearest second of time.

(2) The method of calculation used in obtaining a position line must be capable of giving an answer within 0.5 of a mile.

(3) In calculation of compass errors, bearings and courses, the answer shall be worked to within 0.25 of a degree, but in chart work 0.5 of a degree is sufficient.

(4) In calculating the correction to apply to soundings, it shall be sufficient if the candidate's answer is within half a foot of a precise result.

Sextant.

74. Examination in the sextant shall be conducted orally and practically for certificates of competency for skipper or mate of a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons. Candidates shall be required to measure both vertical and horizontal angles, and shall be examined practically as to their knowledge of the adjustments and the use of the various screws; they shall be required to read correctly on and off the arc and to find the index error both by the horizon and by the sun.

Rule of the Road.

75. (1) In examination on the collision regulations the candidate shall satisfy the examiner that he grasps the full significance, content and practical application of those regulations.

(2) Mere ability on the part of the candidate to repeat the regulations word for word shall not be sufficient to ensure his passing the examination.

Examination in Signalling.

76. (1) A candidate for a certificate of competency as boatswain, mate or skipper may be examined in signalling when he takes the written and oral parts of the examination.

(2) A candidate who defers the signalling part of the examination or who fails in signalling, but passes in the written or oral part of the examination, or both, may, at any time within six months of the date on which he passed the first part of the examination, whether it be the written or the oral part, be re-examined in signalling only. If he then passes, the certificate of competency may be granted to him, provided both the written and oral parts of the examination have been passed in the stated time (see regulation 57).

(3) Subject to the provisions of paragraph (2) of this regulation, a candidate may take the signalling examination at any port where examinations of masters, navigating officers, skippers, mates or boatswains are held.

Penalty for Breach of Regulations.

77. If a candidate contravenes any of these regulations other than a regulation for the contravention of which another penalty is by these regulations prescribed, or is insolent to an examiner, or conducts himself in a disorderly or improper manner in or about the examination room, the examiner may treat him as having failed the examination, and if he is so treated he shall not be accepted for re-examination for a period of three months.

oortreding skuldig maak mag nie voor na verloop van twaalf maande na sodanige tweede oortreding, eksamen aflê nie. Die eksaminator moet van elke oortreding aan die Direkteur verslag doen.

Kandidate kan eie metode volg.

72. Kandidate mag die verskillende opgawes volgens hul eie gebruiklike metode uitwerk, mits sodanige metode in beginsel korrek is. Duidelike uiteensettings, beredenering en berekening in die oplossing van opgawes sal paslike erkenning ontvang.

Verlangde graad van juistheid.

73. (1) By die berekening vir die vasstelling van die posisie van die skip word van kandidate verwag om dit tot 0.2 boogminuut en tot die naaste sekonde van tyd te bepaal.

(2) Die metode van berekening wat gebruik word by die vasstelling van 'n standlyn moet die antwoord tot binne 0.5 van 'n myl kan aandui.

(3) By die berekening van kompasfoute, peilings en koerse, moet die antwoord dit tot binne 0.25 van 'n graad aandui, maar in kaartwerk is 0.5 van 'n graad voldoende.

(4) By die berekening van dieptepeilingkorreksies, is dit voldoende as die antwoord van die kandidaat binne 'n half voet van 'n juiste uitslag is.

Sekstant.

74. Vir bekwaamheidsertifikate as skipper of stuurman van 'n vissersboot, robbe- of walvisvaarder met landbasis van honderd of meer bruto registerton moet eksamens in die sekstant mondelings en prakties afgeneem word. Kandidate moet in staat wees om vertikale asook horisontale hoeke te meet en word prakties geëksamineer aangaande hul kennis van die instel en gebruik van die verskillende skroewe; hulle moet juiste aflesings op en van die boog kan maak en die indeksfout deur die kim asook deur die son kan vasstel.

Padverkeersreël.

75. (1) By die aflê van 'n eksamen aangaande die regulasies in verband met botsings, moet die kandidaat die eksaminator oortuig dat hy die betekenis, inhoud en praktiese toepassing van daardie regulasies ten volle begryp.

(2) Bekwaamheid om die regulasies slegs woordeliks te herhaal, word nie as voldoende geag om die kandidaat in 'n eksamen te laat slaag nie.

Eksamen in seine.

76. (1) 'n Kandidaat vir 'n bekwaamheidsertifikaat as bootsman, stuurman of skipper kan in seine geëksamineer word wanneer hy die skriftelike en mondelinge dele van die eksamen aflê.

(2) 'n Kandidaat wat die seinegedeelte van die eksamen uitstel of daarin dui, maar in die skriftelike of mondelinge gedeelte of albei, slaag, kan te eniger tyd binne ses maande, gereken vanaf die datum waarop hy in die eerste deel van die eksamen geslaag het, ditsy die skriftelike of mondelinge deel, opnuut in seine geëksamineer word. As hy dan slaag, kan die bekwaamheidsertifikaat aan hom toegeken word, mits hy beide in die skriftelike en mondelinge dele van die eksamen binne die bepaalde tyd geslaag het (sien regulasie 57).

(3) Behoudens die bepalinge van paragraaf (2) van hierdie regulasie, kan 'n kandidaat die eksamen in seine by enige hawe aflê waar eksamens vir gesagsvoerders, navigasie-offisiere, skippers, stuurmanne of bootsmanne afgeneem word.

Straf vir oortreding van regulasies.

77. Ingeval 'n kandidaat enigeen van hierdie regulasies oortree, uitgesonderd 'n regulasie vir die oortreding waarvan 'n ander straf by hierdie regulasie bepaal word, of brutaal teenoor die eksaminator is, of homself wanordelik of onbehoorlik in of by 'n eksamenkamer gedra, kan die eksaminator hom afwys asof hy in die eksamen gedruip het, en as hy so afgewys word, mag hy vir 'n tydperk van drie maande nie toegelaat word om opnuut eksamen te doen nie.

ANNEXURE A.

LIST OF FORMS APPEARING IN THESE REGULATIONS.

Regulation 5. Application to be examined for a Certificate of Competency as—

(a) Skipper, Mate or Boatswain ... M. 1.

(b) Marine Engineman or Assistant Marine Engineman ... M. 2.

Regulation 12. Application for a certified copy of a Certificate of Competency or Qualification or a Certificate of Service ... M. 3.

Regulation 14. Application to be examined in the Colour and Form Vision Tests ... M. 4.

Regulation 49. Application for a Certificate of Service ... M. 5.

Regulation 58.

(a) Authority for delivery of a Candidate of Competency or Qualification ... M. 6.

(b) Results of Examination ... M. 7.

ANNEXURE B.

COLOUR AND FORM VISION TESTS.

(See regulation 14.)

DETAILS AS TO THE CONDUCT OF COLOUR AND FORM VISION TESTS.

(NOTE.—The purpose of these tests is to ensure that the candidate's eyesight is sufficiently good to enable him to pick up and identify correctly the lights of distant ships at sea. Experience has shown that for this purpose he must be able to reach certain minimum standards both of form and colour vision. The tests employed are two, a letter and a lantern test, details of which are given below. The letter test is a test of form vision only, and the lantern test is a test of form and colour vision combined.)

GENERAL.

(1) The tests shall be conducted under the strict personal supervision of the examiner, who shall keep a record of all mistakes made by the candidate both in the Letter Test and in the Lantern Test.

(2) *Spectacles not Allowed.*—During the examinations in the sight tests candidates shall not be allowed to use spectacles, contact lenses, or glasses of any kind, or any other artificial aid to vision. Candidates shall have the option of using either eye separately or both eyes together.

LETTER TEST.

(3) The first test which the candidate shall be required to undergo is the letter test conducted on Snellen's principle by means of sheets of letters. Each sheet contains 7 lines the 5th, 6th and 7th lines corresponding to standards 5/10, 5/7.5 and 5/5 respectively.

(4) *Standard of Vision Required.*—Every candidate shall be required to read correctly five of the six letters in the sixth line and four of the seven letters in the seventh line, at a distance of sixteen feet from the eye.

(5) *Method of Testing.*—Artificial illumination shall be used in preference to daylight owing to the impossibility of securing uniformity where the latter is used. Where suitable dark rooms are available the test sheets shall be hung on a wall at a height of five or six feet from the floor, with two electric bulbs each of 40 watts placed horizontally and suitably screened so that the light falls directly on two lines of letters on the sheet.

The test room shall be moderately illuminated and care taken that there are no glaring lights or bright objects in the candidate's field of vision. Extreme contrast between the illuminated test card and the background shall be avoided.

If a suitable dark room is not available the test sheets shall be hung on a wall at the required height in a good light, but not in direct sunlight.

AANHANGSEL A.

LYS VAN VORMS WAT IN HIERDIE REGULASIES VOORKOM.

Regulasie 5. Aansoek om ondersoek te word vir 'n Bekwaamheidsertifikaat as—

(a) Skipper, Stuurman of Bootsman ... M. 1.

(b) See-masjinis of Assistent-see-masjinis ... M. 2.

Regulasie 12. Aansoek om 'n gesertifiseerde afskrif van 'n Bekwaamheidsertifikaat of Bevoegdheidsertifikaat of 'n Dienssertifikaat ... M. 3.

Regulasie 14. Aansoek om in die Gesigstoetse vir Kleur en Vorm ondersoek te word ... M. 4.

Regulasie 49. Aansoek om 'n Dienssertifikaat ... M. 5.

Regulasie 58.

(a) Magtiging vir aflewering van 'n Bekwaamheidsertifikaat of Bevoegdheidsertifikaat ... M. 6.

(b) Uitslag van Eksamen ... M. 7.

AANHANGSEL B.

GESIGSTOETS VIR KLEUR EN VORM.

(Sien regulasie 14.)

BESONDERHEDE AANGAANDE DIE HOU VAN GESIGSTOETSE VIR KLEUR EN VORM.

(LET WEL.—Die doel van hierdie toetse is om te verseker dat die gesigsvermoë van die kandidaat skerp genoeg is om hom in staat te stel om in die verte die ligte van skepe ter see duidelik te sien en te identifiseer. Die ontdekking het geleer dat hy vir hierdie doel in die gesigstoetse, beide vir vorm en kleur, in staat moet wees om sekere minimum standaarde te behaal. Daar word twee toetse gestel, 'n letter- en lanterntoets, besonderhede waarvan hieronder uiteengesit word. Die lettertoets is slegs 'n gesigstoets vir vorm, en die lanterntoets is 'n gekombineerde gesigstoets vir vorm en kleur.)

ALGEMEEN.

(1) Die toets word onder strenge toesig van die eksaminator gehou, wat 'n aantekening moet hou van al die foute wat deur die kandidaat in die letter- asook in die lanterntoets gemaak word.

(2) *Gebruik van 'n bril word nie toegelaat nie.*—Gedurende die eksamens in die gesigstoetse word kandidate nie toegelaat om enige soort bril, kontaklens of verkyker, of enige ander kykmiddels te gebruik nie. Kandidate het die keuse om die een of ander oog afsonderlik of albei oë gesamentlik te gebruik.

LETTERTOETS.

(3) Die eerste toets wat kandidate moet aflê is die lettertoets, wat op die Snellenbeginsel deur middel van letterblaie gehou word. Elke blad bevat 7 reëls, die 5de, 6de en 7de reël waarvan onderskeidelik met standaarde 5/10, 5/7.5 en 5/5 ooreenstem.

(4) *Verlangde gesigstandaard.*—'n Kandidaat moet in staat wees om vyf van die ses letters in die sesde reël en vier van die sewe letters in die sewende reël, op 'n afstand van sestien voet van die oog af, korrek af te lees.

(5) *Toetsmetode.*—Weens die onmoontlikheid om by gebruik van daglig uniformiteit te verkry, moet by voorkeur kunsmatige verligting gebruik word. Waar geskikte donkerkamers beskikbaar is, moet die toetsblaie vyf of ses voet hoog van die vloer af teen 'n muur gehang word, met twee elektriese gloeilampe elk van 40 watt, horisontaal aangebring, met geskikte skerms, sodat die lig regstreeks op twee letterreëls van die blad val.

Die toetskamer moet matig verlig word en daar moet sorg gedra word dat daar geen skerp ligte of blink voorwerpe in die gesigsveld van die kandidaat is nie. Uiterste kontraste tussen die verligte toetskaart en die agtergrond moet vermy word.

Ingeval 'n geskikte donkerkamer nie beskikbaar is nie, moet die toetsblaie op die vereiste hoogte teen 'n muur in 'n goeie lig gehang word, maar nie regstreeks in die sonlig nie.

When the candidate has taken up the correct position one of the sheets shall be exposed, and he shall be asked to read the letters on the sheet from left to right, beginning at the top and going downwards.

If at the conclusion of the test the candidate is found to reach the required standard, he shall be considered as having passed and may then proceed to the lantern test unless he holds a certificate of competency as mate or boatswain, in which case the lantern test need not be taken.

(6) *Failure.*—(a) If a candidate fails to reach the standard required on the first sheet, he shall be tested with at least four sheets and the following alternatives explained to him:—

(i) he may break off the examination and present himself for re-examination in not less than three months in which case a certificate of failure shall be issued to him; or

(ii) he may proceed to the lantern test. In this case a record of all mistakes made in the letter test and all mistakes, if any, made in the lantern test, shall be recorded on the prescribed form and forwarded to the Director, who shall decide whether the candidate has passed or failed in form vision.

(b) Whenever a candidate fails to pass the letter test he shall be advised to consult an ophthalmic surgeon with a view to ascertaining the nature of the defect in his form vision, and whether it is curable.

LANTERN TEST.

(7) *Apparatus.*—A special lantern and a mirror are provided for this test. The test shall be conducted in a room so darkened as to exclude all light. The lantern shall be placed directly in front of the mirror, so that the front part of the lantern is exactly ten feet from the mirror, and in such a position that the lights reflected in the mirror show clearly when viewed by the candidate on the left of the lantern.

(8) *Darkness Adaptation.*—If the candidate makes a mistake at the beginning of the lantern test he shall be kept in a completely or partially darkened room for at least a quarter of an hour and shall then begin the test again.

(9) *Method of Testing.*—The lantern supplied for the examination is so constructed as to allow one large or two small lights to be visible, and is fitted with twelve glasses of three colours—red, white and green. At the beginning of the examination the candidate shall be shown a series of lights through the large aperture, and he shall be required to name the colours as they appear. In showing the white light it shall be emphasised that this light is not a pure white. If a candidate makes a mistake in calling this light "red" a proper red light shall be shown immediately after and his attention directed to the difference between the two.

After a series of lights through the large aperture has been shown, two complete circuits and one broken circuit with the two small apertures shall be made, the candidates naming the colours of each set of two lights from left to right.

(10) *Passing or Failure.*—(a) If a candidate does not make any mistake in the lantern test after passing the letter test he shall be deemed to have passed the whole examination and the examiner shall issue a certificate to that effect.

(b) If, with either the large aperture or the two smaller apertures of the lantern, a candidate mistakes red for green or green for red, he shall be considered to have failed in the lantern test.

(c) If a candidate makes any other mistake with the lantern, i.e. if he calls white "red" or red "white" or confuses green and white, his case shall be referred to the Director.

(d) A candidate shall be notified by the examiner of his success or failure or else that his case has been referred to the Director, and in that event he shall be told that the decision as to whether he has passed or failed, or must undergo a further examination, will be communicated to

As die kandidaat die juiste plek ingeneem het, moet een van die kaarte ontbloot word, en moet hy gevra word om die letters van links na regs, met aanvang van bo na onder, af te lees.

As na afloop van die toets bevind word dat die kandidaat die vereiste standaard behaal het, word dit beskou dat hy geslaag het en kan hy met die lanterntoets aangaan, tensy hy die houer is van 'n bekwaamheidsertifikaat as stuurman of bootsman, in watter geval die lanterntoets verval.

(6) *Druiping.*—(a) Ingeval 'n kandidaat faal om die vereiste standaard op die eerste blad te behaal, moet hy met minstens vier blaaië getoets word en die volgende alternatiewe aan hom verduidelik word—

(i) hy kan die eksamen onderbreek en binne minstens drie maande weer eksamen kom aflê, in watter geval 'n sertifikaat dat hy gedruip het aan hom uitgereik word; of

(ii) hy kan met die lanterntoets aangaan. In hierdie geval moet 'n aantekening op die voorgeskrewe vorm gemaak word van al die foute in die lettertoets en al die foute, indien enige, in die lanterntoets. Dit word dan aan die Direkteur deurgestuur om te besluit of die kandidaat in die gesigstoets vir vorm geslaag of gedruip het.

(b) As 'n kandidaat in die lettertoets druipt, moet hy aangeraai word om 'n oogdokter te gaan raadpleeg ten einde te laat vasstel wat die gebrek in sy gesigsvermoë is om vorms te onderskei, en of dit geneesbaar is.

LANTERNTOETS.

(7) *Toestel.*—Vir hierdie toets word 'n spesiale lantern en spieël verskaf. Die toets moet in 'n kamer gehou word wat so verdonker is dat daar geen lig indring nie. Die lantern moet reg voor die spieël geplaas word sodat die voorkant van die lantern presies tien voet van die spieël af is, en in so 'n stand dat die ligte wat in die spieël weerkaats duidelik is as die kandidaat links van die lantern daarna kyk.

(8) *Aanpassing van donkerheid.*—As die kandidaat by die aanvang van die lanterntoets 'n fout maak, moet hy minstens 'n kwartier in 'n geheel of half verdonkerde kamer gehou word en daarna weer met die toets aangaan.

(9) *Metode van toetsing.*—Die lantern wat vir die eksamen verskaf word is so saamgestel dat een groot en twee klein ligte sigbaar is, en is voorsien van twaalf skywe met drie kleure—rooi, wit en groen. By die aanvang van die eksamen word daar 'n reeks ligte deur 'n groot opening aan die kandidaat getoon, en as die kleure verskyn moet hy die name daarvan noem. As die wit lig getoon word, moet dit beklemtoon word dat dit nie 'n suiwer wit lig is nie. As 'n kandidaat 'n fout maak en dit 'n „rooi” lig noem, moet daar dadelik 'n regte rooi lig getoon word en sy aandag moet dan op die onderskeid tussen die twee ligte gevestig word.

Nadat 'n reeks ligte deur die groot opening getoon is, moet daar twee volledige kringlope en een onderbroke kringloop met die klein openinge gedoen word, en die kleure van elke stel van twee ligte moet van links na regs deur die kandidaat genoem word.

(10) *Slaag of druipt.*—(a) Ingeval 'n kandidaat, nadat hy in die lettertoets geslaag het, in die lanterntoets geen fout maak nie, word dit beskou dat hy in die hele eksamen geslaag het, en 'n sertifikaat te dien effekte word dan deur die eksaminator uitgereik.

(b) As 'n kandidaat, ditsy met die groot opening of die twee klein openinge van die lantern, rooi vir groen en groen vir rooi aansien, word dit beskou dat hy in die lanterntoets gedruip het.

(c) As 'n kandidaat enige ander fout met die lantern maak, dit is, as hy wit „rooi” noem of rooi „wit”, of groen en wit verwar, word sy geval na die Direkteur verwys.

(d) Die eksaminator moet die kandidaat verwittig of hy geslaag of gedruip het of anders dat sy geval na die Direkteur verwys is, en in daardie geval sal hy van die beslissing of hy geslaag of gedruip het verwittig word, en as hy 'n verdere eksamen moet aflê sal hy te geleger tyd

him in due course. Pending the receipt of the Director's instructions, a candidate for a certificate of competency shall only be allowed to proceed with such examination on the express understanding that the latter examination will be cancelled in the event of failure at the colour and form vision tests.

(11) *Cases Referred to Director.*—Whenever a case has been referred to the Director, he shall decide whether the candidate has passed or has failed or must undergo a further test. If the Director decides that the candidate must undergo a further test, the candidate shall be informed of the date, time and place of the further examination. No additional fee shall be charged for such examination. Every such examination shall be conducted by an examiner other than the examiner who conducted the first test. The examiner shall decide that the candidate has passed or that he has failed the test.

(12) *Appeals.*—Whenever—

- (a) the candidate has failed to pass the first lantern test; or
- (b) the Director has decided in a case referred to him that the candidate has failed to pass the first lantern test; or
- (c) the candidate whose case has been referred to the Director has failed to pass the further lantern test decided upon by the Director,

the candidate may appeal in writing to the Director, and thereupon he shall, upon payment of a fee of two guineas which shall be refunded to him if he passes, be allowed to undergo a further special test.

The further special test shall whenever possible be conducted by an examiner other than an examiner who conducted one of the earlier tests, who shall be advised by an ophthalmic surgeon appointed by the Director. The candidate may request the presence at the expense of the candidate of a relative or friend or of an additional ophthalmic surgeon to be named by him, for the purpose of witnessing the examination.

ANNEXURE C.

SPECIMEN EXAMINATION PAPERS.

SKIPPER OF A FISHING, SEALING OR SHORE-BASED WHALING BOAT OF ONE HUNDRED OR MORE GROSS REGISTER TONS.

CHART WORK.

Chart: Table Bay to Cape Agulhas.

Time allowed: Three hours.

Marks: 200 (including chart orals.)

Variation 23° West to be used throughout.

Deviation Card No. III.

Question 1.—Set the course by compass from a position with Point Danger Lt.Ho., bearing 346° (T) and Quoin Point bearing 099° (T) to pass 7 miles off Cape Point Lt.Ho., when abeam on the approaching course, then find the course to steer by compass to reach a position with Robben Island Lt.Ho., bearing 039° (T) and Duiker Point bearing 090° (T). Give the distance on each course.

Question 2.—Find the course to steer by compass in order to make good the first course, making due allowance for a current setting as stated on the chart, also find the effective speed and the time taken to reach the second position. Ship steaming at 7 knots.

Question 3.—With the ship's head on the second compass course Slang Kop Lt.Ho., bore N.41° E., by compass and after continuing on the same course for 30 minutes, it bore S. 71° E., by the same compass. Find the ship's position and her distance from Slang Kop Lt.Ho., at the time of taking the second bearing, making due allowance for a current setting 010° (T) 2 knots. Ship steaming at 10 knots.

daarvan in kennis gestel word. Hangende die ontvangs van die Direkteur se opdragte, word 'n kandidaat toegelaat om met die eksamen vir 'n bekwaamheidsertifikaat aan te gaan, maar slegs op die uitdruklike voorwaarde dat laasgenoemde eksamen gekanselleer sal word ingeval hy in die gesigstoets vir kleur en vorm druipt.

(11) *Gevalle wat na die Direkteur verwys word.*—Elke keer as 'n geval na die Direkteur verwys word, besluit hy of die kandidaat geslaag of gedruip het, of 'n verdere toets moet aflê. As die Direkteur besluit dat die kandidaat 'n verdere toets moet aflê, word die kandidaat van die datum, tyd en plek van die verdere eksamen in kennis gestel. Geen addisionele gelde word vir sodanige eksamen gevorder nie. Elke sodanige eksamen moet deur 'n eksaminator, uitgesonderd die eksaminator wat die eerste toets afgeneem het, gehou word. Die eksaminator besluit of die kandidaat in die toets geslaag of gedruip het.

(12) *Appelle.*—Elke keer as—

- (a) die kandidaat in die eerste lantern-toets gedruip het; of
- (b) die Direkteur in 'n geval wat na hom verwys is, besluit het dat die kandidaat in die eerste lantern-toets gedruip het; of
- (c) die kandidaat wie se geval na die Direkteur verwys is, in die verdere lantern-toets, volgens die beslissing van die Direkteur, gedruip het,

kan die kandidaat skriftelik na die Direkteur appelleer, en daarna word hy, by betaling van twee ghienies, wat aan hom terugbetaal word as hy slaag, toegelaat om 'n verdere spesiale toets af te lê.

'n Verdere spesiale toets moet, waar doenlik, gehou word deur 'n eksaminator, uitgesonderd 'n eksaminator wat een van die vorige toetse afgeneem het, wat dan deur 'n oogdokter deur die Direkteur benoem, geadviseer moet word. Die kandidaat kan, vir eie rekening, versoek dat 'n bloedverwant of vriend of 'n addisionele oogdokter, deur hom benoem, as getuies by die afneem van die eksamen teenwoordig moet wees.

AANHANGSEL C.

VOORBEELD VAN EKSAMENVRAESTELLE.

SKIPPER VAN 'N VISSERSBOOT, ROBBEVAARDER OF WALVISVAARDER MET LANDBASIS VAN HONDERD OF MEER BRUTO REGISTERTON.

KAARTWERK.

Kaart: Tafelbaai tot Kaap Agulhas.

Tyd toegelaat: Drie uur.

Punte 200 (met inbegrip van mondelinge kaarteksamens).

Variasie 23° Wes moet deurgaans gebruik word.

Deviasiekaart No. III.

Vraag 1.—Stel die koers volgens die kompas van 'n posisie waar die Dangerpuntvuurtoring 346° (Waar) en Quoinpunt 099° (Waar) lê om 7 myl op die dwars naderingslyn op die hoogte van die Kaappuntvuurtoring verby te gaan; bepaal dan die koers waarvolgens met die kompas gestuur moet word om 'n posisie te bereik waar die Robbeneilandvuurtoring 039° (Waar) en Duikerpunt 090° (Waar) lê. Gee die afstande op elke koers aan.

Vraag 2.—Bepaal die koers waarvolgens met die kompas gestuur moet word ten einde eersgenoemde koers te behou, met inagneming van 'n stroomdrif soos op die kaart vermeld; bereken ook die effektiewe snelheid en die tyd om die tweede posisie te bereik. Skip stoom teen 7 knope.

Vraag 3.—Met die boegrigting van die skip op die tweede kompaskoers, lê die Slangkopvuurtoring volgens die kompas N. 41° O. en nadat daar 30 minute op dieselfde koers voortgegaan is, lê dit volgens dieselfde kompas S. 71° O. Bepaal die skip se posisie en sy afstand van die Slangkopvuurtoring wanneer die tweede peiling gedoen word, met inagneming van 'n stroomdrif van 010° (Waar), 2 knope. Skip stoom teen 10 knope.

Question 4.—From a known position at noon of Latitude $34^{\circ} 32' S.$, Longitude $17^{\circ} 40' E.$, set a course to pass 5 miles off Cape Point Lt.Ho., when abeam on the approaching course. After 5 hours steaming Cape Point Lt.Ho., bore $S.65^{\circ} E.$, by compass and at the same time the Echo sounder recorded 100 fathoms. Find the ship's position and the set and drift experienced since the course was set, the ship having steamed at 7 knots throughout.

Question 5.—In thick fog somewhere South of Cape Agulhas the Echo sounder recorded 40 fathoms and decreasing, ship steering $S.58^{\circ} E.$, by compass. After steaming 30 minutes at 7 knots Cape Agulhas W/T D.F. station bore 66° on the Port bow, at the same time the Echo sounder recorded 19 fathoms. Find the ship's position and the distance of the ship from Cape Agulhas Lt.Ho.

SKIPPER OF A FISHING, SEALING OR SHORE-BASED WHALING BOAT OF ONE HUNDRED OR MORE GROSS REGISTER TONS.

NAVIGATION.

*Time allowed: Three hours.
Marks: 200.*

Question 1.—September 1st, 1952, in Longitude $00^{\circ} 30' E.$, the Meridian Altitude of the Sun's Lower Limb was observed to be $88^{\circ} 22.5'$ North of observer. Index error $1' 10''$ on the arc. Height of eye 16 feet. Required the Latitude.

Question 2.—July 23rd, 1952, Latitude $32^{\circ} 00' S.$, Longitude $7^{\circ} 5\frac{1}{2}' E.$, the sun was observed to set bearing $N.37^{\circ} W.$, by compass. The chronometer which was correct for G.M.T., showed 16 h 45m 00s. Required the True Amplitude and error of the compass and if the variation was $20^{\circ} W.$, find the deviation for the ship's head.

Question 3.—September 28th, 1952, at morning twilight, the observed Meridian Altitude of Star Sirius (18) was $72^{\circ} 13'$ North of observer. Index error $2'$ off the arc. Height of eye 14 feet. Required the Latitude.

Question 4.—March 10th, 1952, in Latitude $34^{\circ} 00' S.$, Longitude $18^{\circ} 10' E.$, when the chronometer showed 00h 35m 42s, which was correct for G.M.T., Star Canopus (17) bore $S.55^{\circ} W.$, by compass. Find the True Azimuth and the error of the compass, also if the variation was $23^{\circ} W.$, find the deviation for the ship's head.

Question 5.—At noon the ship's position was Latitude $33^{\circ} 38' S.$, Longitude $27^{\circ} 43' E.$, Log set to zero. The vessel then steamed $S. 72^{\circ} W.$, (Dev. $5^{\circ} E.$, Var $23^{\circ} W.$) until midnight when the Log read 96. The course was then altered to $N. 63^{\circ} W.$, (Dev. $1^{\circ} E.$, Var. $22^{\circ} W.$). Find the Dead Reckoning position at the following noon when the Log read 195. No current.

SKIPPER OF A FISHING, SEALING OR SHORE-BASED WHALING BOAT OF ONE HUNDRED OR MORE GROSS REGISTER TONS.

METEOROLOGY.

*Time allowed: Two hours.
Marks: 100.*

Candidates must answer Question 3 and any three questions from the remainder.

Question 1.—Describe briefly the names of Low Cloud and how are they distinguished.

Question 2.—How is the direction of Wind determined?

Question 3.—With the use of tables, code the following report:—

Tuesday, 3rd September, at 0600 G.M.T., in Latitude $34^{\circ} 53' S.$, Longitude $19^{\circ} 05' E.$ Weather Cloudy. Sky $\frac{3}{4}$ covered. Wind N.W., force 3. Barometer 30.59 inches. Temperature 66° . Visibility 5 miles. Past weather Showers.

Vraag 4.—Van 'n bekende middagbestek van breedtegraad $34^{\circ} 32' S.$, lengtegraad $17^{\circ} 40' O.$, stel 'n koers om 5 myl op die dwars naderingslyn op die hoogte van die Kaappuntvuurtoring verby te gaan. Na daar 5 uur lank gestoom is, lê die Kaappuntvuurtoring $S. 65^{\circ} O.$ volgens die kompas en terselfdertyd teken die eggolood 100 vaders aan. Bepaal die skip se posisie en die stroomdrif en dryfvaart wat plaasgevind het nadat die koers gestel is; die skip het deurgaans teen 7 knope gestoom.

Vraag 5.—In dik mis êrens suid op die hoogte van Kaap Agulhas teken die eggolood 40 vaders aan. Die diepte neem af en die skip stuur $S. 58^{\circ} O.$, volgens die kompas. Nadat hy 30 minute lank teen 7 knope gestoom het, lê die radiotelegrafiese rigtingsoekerstasie op Kaappunt 66° voor die bakboordboeg; terselfdertyd teken die eggolood 19 vaders aan. Bepaal die skip se posisie en die afstand van die Kaap Agulhas-vuurtoring.

SKIPPER VAN 'N VISSERSBOOT, ROBBEVAARDER OF WALVISVAARDER MET LANDBASIS VAN HONDERD OF MEER BRUTO REGISTER-TON.

NAVIGASIE.

*Tyd toegelaat: Drie uur.
Punte: 200.*

Vraag 1.—Op 1 September 1952 op lengtegraad $00^{\circ} 30' O.$ word die meridiaanshoogte van die son se laagste rand op $88^{\circ} 22.5'$ noord van die waarnemer vasgestel. Indeksfout $1' 10''$ op die boog. Hoogte van oog 16 voet. Bepaal die breedtegraad.

Vraag 2.—Op 23 Julie 1952, breedtegraad $32^{\circ} 00' S.$, lengtegraad $7^{\circ} 5\frac{1}{2}' O.$ word vasgestel dat die son volgens die kompas op 'n punt $N. 37^{\circ} W.$ ondergaan. Die chronometer wat korrek volgens middelbare Greenwich-tyd ingestel is, teken 16u. 45m. 00s. aan. Bereken die ware amplitude en die kompasfout. Gestel die variasie is $20^{\circ} W.$, bepaal die deviasie vir die skip se boegrigting.

Vraag 3.—Op 28 September 1952 by oggendskemering word die meridiaanshoogte van die ster Sirius (18) op $72^{\circ} 13'$ noord van die waarnemer vasgestel. Indeksfout $2'$ buite die boog. Hoogte van oog 14 voet. Bereken die breedtegraad.

Vraag 4.—Op 10 Maart 1952 op breedtegraad $34^{\circ} 00' S.$, lengtegraad $18^{\circ} 10' O.$, waar die chronometer 00u. 35m. 42s. aanteken en korrek op middelbare Greenwich-tyd ingestel is, lê die ster Canopus (17) $S. 55^{\circ} W.$ volgens die kompas. Bepaal die ware asimut en die kompasfout. Gestel die variasie is $23^{\circ} W.$, bepaal dan ook die deviasie vir die skip se boegrigting.

Vraag 5.—Die middagbestek van die skip is: breedtegraad $33^{\circ} 38' S.$, lengtegraad $27^{\circ} 43' O.$, terwyl die log op nul gestel is. Die vaartuig stoom dan $S. 72^{\circ} W.$ (Dev. $5^{\circ} O.$, Var. $23^{\circ} W.$) tot middernag wanneer die log 96 aanteken. Die koers word dan verander na $N. 63^{\circ} W.$ (Dev. $1^{\circ} O.$, Var. $22^{\circ} W.$). Bereken die gisbestekposisie op die middag van die volgende dag wanneer die log 195 aanteken. Geen stroom.

SKIPPER VAN 'N VISSERSBOOT, ROBBEVAARDER OF WALVISVAARDER MET LANDBASIS VAN HONDERD OF MEER BRUTO REGISTER-TON.

WEERKUNDE.

*Tyd toegelaat: Twee uur.
Punte: 100.*

Kandidate moet Vraag 3 en enige drie vrae van die oorblywende vrae beantwoord.

Vraag 1.—Beskryf kortliks die name van die lae wolke en hoe daar tussen hulle onderskei word.

Vraag 2.—Hoe word die rigting van die wind vasgestel?

Vraag 3.—Stel die volgende verslag met behulp van tabelle in kode op:—

Dinsdag, 3 September om 0600 middelbare Greenwich-tyd op breedtegraad $34^{\circ} 53' S.$, lengtegraad $19^{\circ} 05' O.$ Weer bewolk. Lug $\frac{3}{4}$ bedek. Wind N.W. krag 3. Barometer 30.59 duim. Temperatuur 66° . Sig-afstand 5 myl. Afgeloe weerstoestande: buie.

Question 4.—From where are local forecasts obtained.

Question 5.—If in the vicinity of Cape Agulhas, what would you deduce from the following conditions:—

Wind strong N.W., and backing. Barometer falling and sky becoming overcast.

Question 6.—What International storm signal would indicate that a S.W.ly gale was expected?

MATE OF A FISHING, SEALING OR SHORE-BASED WHALING BOAT OF ONE HUNDRED OR MORE GROSS REGISTER TONS.

CHARTWORK.

Chart: Cape of Good Hope and False Bay.

Time allowed: Three hours.

Marks: 200 (including chart orals).

Variation 23° West to be used throughout.

Deviation Card No. IV.

Question 1.—Set the course by compass from a position with Robben Island Lt. Ho., bearing 000° (T) and the Flag Staff (FS) on Signal Hill in transit with Devils Pk., to pass 6 miles off Slang Kop Lt. Ho., when abeam on the approaching course. From this position set the course by compass to reach a position with Cape Point bearing 090° (T) when the echo sounder recorded 100 fathoms. Also give the distance on each course.

Question 2.—With the ship steaming on the first compass course Duiker Pt., bore 4 points on the Port bow, after continuing on the same course for 30 minutes it bore abeam. Find the ship's position and the distance from Duiker Pt., at the time of taking a second bearing, making due allowance for a current setting 080° (T) at the rate of 1 knot the ship steaming at 6 knots.

Question 3.—With the ship's head on the second compass course Slang Kop Lt. Ho., bore N. 79° E., by compass, and Olifants Bosch Pt., bore S. 21° E., by the same compass. Find the ship's position and the set and drift experienced since the course was set, the ship having steamed 1 hour at 6 knots.

Question 4.—From a position in the Latitude 33° 56' S., Longitude 18° 10' E., find the course to steer by compass to reach a position with Green Pt. Lt. Ho., bearing 150° (T) distance 2 miles, making due allowance for a current setting 000° (T) 1 knot. Ship steaming at 8 knots.

MATE OF A FISHING, SEALING OR SHORE-BASED WHALING BOAT OF ONE HUNDRED OR MORE GROSS REGISTER TONS.

NAVIGATION.

Time allowed: Three hours.

Marks: 200.

Question 1.—June 22nd, 1952, on the Greenwich Meridian the observed Meridian Altitude of the Sun's Lower Limb was 46° 18.5' bearing North of observer. Index error 2' off the arc. Height of eye 19 feet. Required the Latitude.

Question 2.—November 5th, 1952, at 17h. 08m. apparent time at ship in Latitude 40° N., Longitude 60° W., the sun was observed to set bearing S. 88° W. Find the True Amplitude and the error of the compass, and if the variation was 10° W., find the deviation for the direction of the ship's head.

Vraag 4.—Waarvandaan word plaaslike voorspellings verkry?

Vraag 5.—As u in die omgewing van Kaap Agulhas is, wat sou u van die volgende toestande aflei?

Wind sterk N.W. en krimp. Barometer val en lug trek toe.

Vraag 6.—Watter internasionale stormsein sou aandui dat 'n stormwind uit die Suidweste verwag word?

STUURMAN VAN 'N VISSERSBOOT, ROBBEVAARDER OF WALVISVAARDER MET LANDBASIS VAN HONDERD OF MEER BRUTO REGISTER-TON.

KAARTWERK.

Kaart: Kaap die Goeie Hoop en Valsbaai.

Tyd toegelaat: Drie uur.

Punte 200 (met inbegrip van mondelinge kaarteksamens).

Variasie 23° Wes moet deurgaans gebruik word.

Deviasiekaart No. IV.

Vraag 1.—Stel die koers volgens die kompas van 'n posisie waar die Robbeneilandvuurtoring 000° (Waar) lê en die vlagpaal (Vp) op Seinheuvel in oorgang is met Duiwelspiek, om 6 myl op die dwars naderingslyn op die hoogte van die Slangkopvuurtoring verby te gaan. Van hierdie posisie, stel 'n koers volgens die kompas om 'n posisie te bereik waar Kaappunt 090° (Waar) lê en die eggolood 100 vadems aanteken. Gee ook die afstande op elke koers aan.

Vraag 2.—Terwyl die skip langs eersgenoemde kompas-koers stoom, lê Duikerpunt 4 punte voor die bakboord-boeg; nadat daar vir 30 minute op dieselfde koers voortgegaan is, lê dit dwars opsy. Bepaal die skip se posisie en sy afstand van Duikerpunt wanneer die tweede peiling gedoen word, met inagneming van 'n stroomdrif van 080° (Waar) teen 'n snelheid van 1 knoop terwyl die skip teen 6 knope stoom.

Vraag 3.—Met die boeigrigting van die skip op die tweede kompaskoers lê die Slangkopvuurtoring N. 79° O. volgens die kompas en Olifantsboschpunt S. 21° O. volgens dieselfde kompas. Bepaal die skip se posisie en die stroomdrif en dryfvaart wat plaasgevind het sedert die koers gestel is; die skip het 'n uurlank teen 'n snelheid van 6 knope gestoom.

Vraag 4.—Van 'n posisie op breedtegraad 33° 56' S., lengtegraad 18° 10' O., bepaal die koers waarvolgens met die kompas gestuur moet word om 'n posisie te bereik waar die Groenpuntvuurtoring 150° (Waar) op 'n afstand van 2 myl lê, met inagneming van 'n stroomdrif van 000° (Waar) teen 1 knoop. Skip stoom teen 8 knope.

STUURMAN VAN 'N VISSERSBOOT, ROBBEVAARDER OF WALVISVAARDER MET LANDBASIS VAN HONDERD OF MEER BRUTO REGISTER-TON.

NAVIGASIE.

Tyd toegelaat: Drie uur.

Punte: 200.

Vraag 1.—Op 22 Junie 1952 op die Greenwichmeridiaan word die meridiaanshoogte van die son se onderste rand op 46° 18.5' noord van die waarnemer vasgestel. Indeksfout 2' buite die boog. Hoogte van oog 19 voet. Bereken die breedtegraad.

Vraag 2.—Op 5 November 1952 om 17u. 08m. ware tyd op 'n skip op breedtegraad 40° N., lengtegraad 60° W. lê die punt waar die son ondergaan S. 88° W. Bereken die ware amplitude en die kompasfout; gestel die variasie is 10° W., bereken die deviasie vir die skip se boeigrigting.

Question 3.—April 10th, 1952, in Latitude 35° S., Longitude $18^{\circ} 20'$ E., the sun bore N. 88° E., by compass. A chronometer which was correct for G.M.T. showed 06h. 56m. 00s. Required the True Azimuth from the Azimuth Tables, also the error of the compass, and if the variation was 23° W., find the deviation for the direction of the ship's head.

BOATSWAIN OF A FISHING, SEALING OR SHORE-BASED WHALING BOAT OF ONE HUNDRED OR MORE GROSS REGISTER TONS.

CHARTWORK.

Chart: Cape of Good Hope and False Bay.

Time allowed: Two hours.

Marks: 100 (including orals).

Variation 23° West to be used throughout.

Deviation Card No. XII.

Question 1.—Find the course to steer by compass from a position 1 mile North of Whittle Rk., buoy (RY) to reach the entrance to Gordon's Bay Harbour.

Question 2.—With the ship's head on this compass course, Hangklipberg bore South by compass, at the same time Gordon's Bay Harbour Pier Lt., bore E. by S., by the same compass. Find the ship's position and the distance from Gordon's Bay Harbour entrance.

SKIPPER OF A COASTING SHIP, FISHING, SEALING OR SHORE-BASED WHALING BOAT OF LESS THAN ONE HUNDRED GROSS REGISTER TONS.

CHARTWORK.

Chart: Cape of Good Hope and False Bay.

Time allowed: Two hours.

Marks: 150 (including chart orals).

Variation 23° West to be used throughout.

Deviation Card No. XIII.

Question 1.—Find the compass course to steer from a position with Cape Point Lt. Ho., bearing 043° (T) and Slang Kop open of Olifants Bosch Pt., (T) to a position with Hout Bay Pier bearing 270° (T) $\frac{1}{4}$ mile, passing 3 miles off Slang Kop Lt. Ho., when abeam on the approaching course. Give the distance on each course.

Question 2.—With the ship's head on the first compass course Slang Kop Lt. Ho., bore N. 20° E., by compass and the same time Blaauwberg Pt., bore S. 59° E., by the same compass. Find the ship's position and the distance from Albertross Rocks.

Question 3.—This question deals with a selection of 5 chart abbreviations.

MATE OF A COASTING SHIP, FISHING, SEALING OR SHORE-BASED WHALING BOAT OF LESS THAN ONE HUNDRED GROSS REGISTER TONS.

EXAMINATION IN CHART.

Chart: Cape of Good Hope and False Bay.

Time allowed: Two hours.

Marks: 100 (including orals).

Variation 23° West to be used throughout.

Deviation Card No. XII.

Question 1.—Find the course to steer by compass from a position 1 mile North of Whittle Rk., buoy (RY) to reach the entrance to Gordon's Bay Harbour.

Question 2.—With the ship's head on this compass course, Hangklipberg bore South by compass, at the same time Gordon's Bay Harbour Pier Lt., bore E. by S., by the same compass. Find the ship's position and the distance from Gordon's Bay Harbour entrance.

Vraag 3.—Op 10 April 1952 op breedtegraad 35° S., lengtegraad $18^{\circ} 20'$ O. lê die son volgens die kompas N. 88° O. 'n Chronometer wat op middelbare Greenwich tyd ingestel is, teken 06u. 56m. 00s. aan. Bereken die ware asimut met behulp van die asimuttabelle asook die kompasfout. Gestel die variasie is 23° W., bereken die deviasie vir die skip se boegrigting.

BOOTSMAAN VAN 'N VISSERSBOOT, ROBBEVAARDER OF WALVISVAARDER MET LANDBASIS VAN HONDERD OF MEER BRUTO REGISTRERTON.

KAARTWERK.

Kaart: Kaap die Goeie Hoop en Valsbaai.

Tyd toegelaat: Twee uur.

Punte: 100 (met inbegrip van mondelinge eksamens).

Variasie 23° Wes moet deurgaans gebruik word.

Deviasiekaart No. XII.

Vraag 1.—Bepaal die koers waarvolgens met die kompas gestuur moet word van 'n posisie 1 myl noord van die boei op Whittlerots (RY) tot by die ingang tot die Gordonsbaaihaw.

Vraag 2.—Met die skip se boegrigting op hierdie kompas-koers, lê Hangklipberg suid volgens die kompas; terselfdertyd lê die vuurtoring op die Gordonsbaaihaw se pier oos ten suide volgens dieselfde kompas. Bepaal die skip se posisie en die afstand van die ingang tot die Gordonsbaaihaw.

SKIPPER VAN 'N KUSVAARDER, VISSERSBOOT, ROBBEVAARDER OF WALVISVAARDER MET LANDBASIS VAN MINDER AS HONDERD BRUTO REGISTRERTON.

KAARTWERK.

Kaart: Kaap die Goeie Hoop en Valsbaai.

Tyd toegelaat: Twee uur.

Punte: 150 (met inbegrip van mondelinge kaarteksamens).

Variasie 23° Wes moet deurgaans gebruik word.

Deviasiekaart No. XIII.

Vraag 1.—Bepaal die kompaskoers waarvolgens gestuur moet word van 'n posisie waar die Kaappuntvuurtoring 043° (Waar) lê en sodat Slangkop sigbaar is uit Olifantsboschpunt, 340° (Waar) tot by 'n posisie waar die Houtbaaipier 270° (Waar) op 'n afstand van $\frac{1}{4}$ myl lê en 3 myl op die dwars naderingslyn op die hoogte van die Slangkopvuurtoring verby. Bereken die afstand op elke koers.

Vraag 2.—Met die skip se boegrigting op eersgenoemde koers lê die Slangkopvuurtoring N. 20° O. volgens die kompas en terselfdertyd lê Blaauwbergpunt S. 59° O. volgens dieselfde kompas. Bepaal die skip se posisie en die afstand van die Albertross-rotse.

Vraag 3.—Hierdie vraag bestaan uit 'n seleksie van 5 kaartafkortings.

STUURMAN VAN 'N KUSVAARDER, VISSERSBOOT, ROBBEVAARDER OF WALVISVAARDER MET LANDBASIS VAN MINDER AS HONDERD BRUTO REGISTRERTON.

KAARTEKSAMEN.

Kaart: Kaap die Goeie Hoop en Valsbaai.

Tyd toegelaat: Twee uur.

Punte: 100 (met inbegrip van mondelinge eksamens).

Variasie 23° Wes moet deurgaans gebruik word.

Deviasiekaart No. XII.

Vraag 1.—Bepaal die koers waarvolgens met 'n kompas gestuur moet word van 'n posisie 1 myl noord van die boei op Whittlerots (RY) tot by die ingang tot die Gordonsbaaihaw.

Vraag 2.—Met die skip se boegrigting op hierdie kompas-koers lê Hangklipberg suid volgens die kompas; terselfdertyd lê die vuurtoring op die Gordonsbaaihaw se pier oos ten suide volgens dieselfde kompas. Bepaal die skip se posisie en die afstand van die ingang tot die Gordonsbaaihaw.

UNIE VAN SUID-AFRIKA.—UNION OF SOUTH AFRICA.

M. I.

DEPARTEMENT VAN DOEANE EN AKSYNS.—DEPARTMENT OF CUSTOMS AND EXCISE.

MARINE-AFDELING.—MARINE SECTION.

AANSOEK OM ONDERSOEK TE WORD VIR 'N BEKWAAMHEIDCERTIFIKAAT AS _____
†(Meld hier graad van sertifikaat verlang.)

APPLICATION TO BE EXAMINED FOR A CERTIFICATE OF COMPETENCY AS _____
†(State here grade of certificate required.)

Volgnommer/Rotation No. _____

A.—Naam, ens., van kandidaat.
Name, etc., of Candidate.

Hawe _____
Port of

(1) Voornam (voluit). Christian Names (in full).	(2) Familienaam. Surname.	(3) Permanente adres, noem stad, straat, huisno. en naam van persoon by wie woonagtig. Permanent Address, stating Town, Street, House No. and Name of Person with whom Residing.

Datum van geboorte.—Date of Birth.			Geboorteplek.—Place of Birth.	(8) Nasionaliteit.—Nationality.
(4) Dag. Day.	(5) Maand. Month.	(6) Jaar. Year.	(7) Stad en land. Town and Country.	(Indien 'n burger as gevolg van registrasie of naturalisasie, meld nommer van sertifikaat.) (If a Citizen by Registration or Naturalisation, state Number of Certificate.)

B.—Besonderhede van alle vorige sertifikate of in die Unie van Suid-Afrika of elders uitgereik.

Particulars of all previous certificates (if any) whether issued in the Union of South Africa or elsewhere.

(9) No. No.	(10) Bekwaamheid of diens. Competency or Service.	(11) Graad: Skip op vreemde vaart, kusvaarder, vissers- bote, ander. Grade: Foreign- going, Coasting, Fishing, Other.	(12) Waar uitgereik. Where Issued.	(13) Datum waarop geslaag. Date of Passing.	(14) Indien te eniger tyd geskors of geskrap, vermeld deur watter hof of gesag. If at any Time Suspended or Cancelled, State by what Court or Authority.	(15) Datum. Date.	(16) Oorsaak. Cause.

C.—Sertifikaat wat nou verlang word.

Certificate now required.

(17) Graad: Skip op vreemde vaart, kusvaarder, vissersbote, ander. Grade: Foreign-going, Coasting, Fishing, Other.	(18) Hawe waar kandidaat ondersoek wil word. Port at which Candidate wishes to be Examined.	(19) Kantoor waarna dit gestuur moet word. Office to which it is to be sent.

D.—Indien die kandidaat by 'n vorige geleentheid vir die sertifikaat wat nou verlang word of in die gesigstoetse vir kleur en vorm ondersoek was, moet hy hier besonderhede van die jongste geleentheid gee wanneer hy ondersoek was en meld wanneer, waar en met watter uitslag. Indien hy nie vir 'n sertifikaat of in die gesigstoetse vir kleur en vorm ondersoek was nie moet hy dit by wyse van 'n aantekening in hierdie afdeling meld. 'n Kandidaat wat nie in besit van 'n bekwaamheidsertifikaat is nie en wat te eniger tyd in die gesigstoetse vir kleur en vorm gedruip het, moet hier meld wanneer en waar.

If the candidate has previously been examined for the certificate now required, or in the colour and form vision tests, he must here give particulars of the last occasion on which he was examined, stating when, where, and with which result. If he has not been examined for a certificate or in the colour and form vision tests, he must state so in writing across this division. A candidate not possessing a certificate of competency who has at any time failed in the colour and form vision tests, must here state when and where.

Onderwerp waarin hy ondersoek is en uitslag.—Subject in which Examined and Result.			
(20) Dag. Day.	(21) Maand. Month.	(22) Jaar. Year.	(23) Hawe. Port.
(24) Gesigstoetse vir kleur en vorm. Colour and Form Vision Tests.	(25) Skriftelik. Written.	(26) Mondelings. Oral.	(27) Seine. Signals.

E.—Sertifikaat van eksaminator.
Certificate of examiner.

Datum en plek van eksamen. Date and Place of Examination.		(30)	(31)	(32)	(33)	(34)	(35)	(36)
(28) Datum. Date.	(29) Plek. Place.	Lettertoets. Letter Test.	Lanterntoets. Lantern Test.	Skriftelik. Written.	Mondelings. Oral.	Seine. Signals.	Indien in mondelings gedruip meld watter verder seediens (indien enige) gedoen moet word. If failed in Oral state how much further Sea Service (if any) must be Performed.	Opmerkings (bv. sertifikaat wat verkry sal word, wanneer toelaatbaar vir vol- gende eksamen, ens.). Remarks (e.g. certi- ficate for which Passed, Eligibility for next Examination, etc.).
		*	*	*	*	*		

* Voeg in „Geslaag”, „Gedruip” of „Nie ondersoek nie” na gelang van die geval. In die kleurgestig, indien die kandidaat al 'n bekwaamheidsertifikaat besit, meld „Nie ondersoek nie”.

* Insert „Passed”, „Failed”, or „Not examined”, in each column. In colour vision, if candidate already holds a certificate of competency, state „Not Examined”.

F.—Persoonlike beskrywing van kandidaat.
Personal description of candidate.

Lengte. Height.		Kleur van— Colour of—		(41)	(42)
(37) Voet. Feet.	(38) Duim. Inches.	(39) Oë. Eyes.	(40) Hare. Hair.	Ras. (Meld of Blanke, Kleurling, Naturel of Indiër. Indien ander, spesifiseer.) Race. (State whether European, Coloured, Native or Indian. If other, specify.)	Persoonlike merke of eienaardighede (indien enige). Personal Marks or Peculiarities (if any).

Hierby sertifiseer ek dat die besonderhede vervat in Afdelings E en F korrek is, en dat die kandidaat bevredigende getuigskrifte en bewys van diens voorgelê het.

I hereby certify that the particulars contained in Division E and F are correct, and that the candidate has produced satisfactory testimonials and proof of service.

By die hawe van _____ die _____ dag van _____ 19____
At the port of _____ this _____ day of _____

Eksaminator/Examiner.

† Hierdie vorm word gebruik indien die sertifikaat wat verlang word een van die volgende grade is:—
This form is for use when the certificate required is one of the following grades:—

Gesagvoerder, Hoof- of Tweede Navigasie-offisier van 'n skip op vreemde vaart.
Master, Chief or Second Navigating Officer of a foreign-going ship.

Gesagvoerder of Navigasie-offisier van 'n kusvaarder van eenhonderd of meer bruto-registerton.
Master or Navigating Officer of a coasting ship of one hundred or more gross register tons.

Skipper, Stuurman of Bootsman van 'n vissersboot, robbevaarder of walvisvaarder met landbasis van eenhonderd of meer bruto-registerton.
Skipper, Mate or Boatswain of a fishing, sealing or shorebased whaling boat of one hundred or more gross register tons.

Skipper of Stuurman van 'n kusvaarder, vissersboot, robbevaarder of walvisvaarder met landbasis van minder as eenhonderd bruto-registerton.
Skipper or Mate of a coasting ship, or a fishing, sealing or shore-based whaling boat of less than one hundred gross register tons.

Die Direkteur van Handelskeepvaart, Pretoria.
The Director of Merchant Shipping, Pretoria.

G.—Volledige lys van getuigskrifte en verklaring van diens vanaf eerste maal dat hy na see gegaan het, of vanaf datum van teenswoordige sertifikaat.

Complete list of testimonials and statement of service from first going to sea, or from date of present certificate.

Die getuigskrifte, wat hieraan geheg moet word, moet in volgorde deur die kandidaat genommer en die ooreenstemmende nommers moet deur hom in Kolom (43) hieronder ingeskryf word.

The testimonials, which must be attached hereto, are to be numbered consecutively by the candidate and the corresponding numbers entered by him in Column (43) below.

(43) Getal getuigskrifte (indien enige). <i>No. of Testimonials (if any).</i>	Besonderhede van skip.— <i>Particulars of Ship.</i>			
	(44) Naam van skip. <i>Name of Ship.</i>	(45) Stoom, motor, ander. <i>Steam, Motor, Other.</i>	(46) Tonnemaat. <i>Tonnage.</i>	(47) Registrasiehawer en amptelike nommer van skip. <i>Port of Registry and Official No. of Ship.</i>

Besonderhede van applikant se diens.—*Particulars of Applicant's Service.*

(48) Hoedanig- heid. <i>Capacity.</i>	(49) Datum van aanvang. <i>Date of Commence- ment.</i>	(50) Datum van beëindiging. <i>Date of Termination.</i>	Tydperk van diens.— <i>Length of Service.</i>			(54) Handel waarin werksaam. <i>Trade in which Employed.</i>	(55) Opmerkings. <i>Remarks.</i>	(56) Voorletters van nasiener. <i>Initials of Verifier.</i>
			(51) Jare. <i>Years.</i>	(52) Maande. <i>Months.</i>	(53) Dae. <i>Days.</i>			
Totale seediens..... <i>Total service at sea</i>								
Dienstyd waarvoor amptelike bewys voorgelê word..... <i>Time served for which official proof is produced</i>								
Diensttermyn waarvoor geen bewys voor- gelê word nie..... <i>Time served for which no proof is produced</i>								

H.—Verklaring wat deur die kandidaat afgelê moet word.
Declaration to be made by candidate.

L.W.—Die aandag van die kandidaat moet op die feit gevestig word dat enige wanvoorstellings strafbaar is ingevolge artikel 315 van Wet No. 57 van 1951.

N.B.—*The candidate's attention should here be drawn to the fact that any false representation is punishable under Section 315 of Act No. 57 of 1951.*

Ek verklaar hiermee dat die besonderhede wat in Afdelings A, B, C, D en G van hierdie vorm aangegee word na my beste wete en oortuiging juis en waar is: en ek verklaar volgens my gewete en oortuiging dat dit waar is.

I do hereby declare that the particulars contained in Divisions A, B, C, D and G of this form, are correct and true to the best of my knowledge and belief: and I make this declaration conscientiously believing it to be true.

Gedateer te _____ op die _____ dag van _____ 19____
Dated at _____ this _____ day of _____

Handtekening van kandidaat.
Signature of Candidate.

Verklaar voor my te _____
Declared before me at _____

en die bedrag van _____ Bewys No. _____
and the fee of _____ Receipt No. _____

ontvang op die _____ dag van _____ 19____
received this _____ day of _____

Handtekening van bevoegde beampte of Kommissaris van Ede.
Signature of Proper Officer or Commissioner of Oaths.

Volgnommer/Rotation No. _____

UNIE VAN SUID-AFRIKA.—UNION OF SOUTH AFRICA.

DEPARTEMENT VAN DOEANE EN AKSYNS.—DEPARTMENT OF CUSTOMS AND EXCISE.

MARINE-AFDELING.—MARINE SECTION.

AANSOEK OM ONDERSOEK TE WORD VIR 'N BEKWAAMHEIDSERTIFIKAAT AS _____
* (Meld hier graad van sertifikaat, ens. verlang.)APPLICATION TO BE EXAMINED FOR A CERTIFICATE OF COMPETENCY AS _____
* (State here grade of certificate, etc. required.)A.—Naam van applikant, ens.
Name of applicant, etc.Hawe
Port of _____

Voorname voluit (drukletters). Christian Names in full (block letters).	Familienaam (drukletters). Surname (block letters).	Permanente adres, meld stad, straat, huisno. en naam van persoon by wie woonagtig (indien enige). Permanent Address, stating Town, Street, House, number and Name of Person (if any) with Whom Residing.

Datum van geboorte.—Date of Birth.			Geboorteplek.—Place of Birth.	Nasionaliteit.—Nationality.
Dag. Day.	Maand. Month.	Jaar. Year.	Stad en land. Town and Country.	Indien 'n burger as gevolg van registrasie of naturalisasie, meld nommer van sertifikaat. If a Citizen by Registration or Naturalization, State Number of Certificate.

B.—Besonderhede van alle vorige sertifikate, of in die Unie van Suid-Afrika of elders uitgereik. Indien geen, meld aldus dwarsoor hierdie afdeling.

Particulars of all previous certificates whether issued in the Union of South Africa or elsewhere, If none, state so across this division.

No. No.	Stoom, motor, gekombineerde stoom en motor, endossement. Steam, Motor, Combined Steam and Motor, Endorsement.	Klas. Class.	Plek en datum van:— Place and Date of:—		Indien te eniger tyd opgeskort of ingetrek, vermeld deur watter hof of gesag. If at any time Suspended or Cancelled, State by what Court or Authority.	Datum. Date.	Rede. Cause.
			Eksamen. Examination.	Uitreiking. Issue.			

C.—Sertifikaat tans verlang.

Certificate now required.

Stoom, motor, gekombineerde stoom en motor, endossement, Deel A of Deel B. Steam, Motor, Combined Steam and Motor, Endorsement, Part A only, Part B only.	Klas. Class.	Hawe waar applikant eksamen wil afleë en datum. Port at which Applicant desires to be Examined, and Date.	Kantoor waarna die sertifikaat gestuur moet word. (Nie vir Deel A alleenlik nie.) Office to which Certificate is to be Sent. (Not for Part A only.)

D.—Besonderhede van alle vorige uitslae van eksamens vir die sertifikaat wat tans verlang word of verklaring dat geen eksamen voorheen afgeleë is nie.

afgele is nie.

Particulars of all previous results of examinations for the certificate now required or statement that no previous examination has been attempted:

Indien aanspraak op vrystelling van Deel A gemaak word, meld kwalifikasies vir vrystelling

Where any exemption from Part A is claimed, state nature of the exempting qualification.

[illegible]

* Hierdie vorm word gebruik indien die sertifikaat wat verlang word een van die volgende is of waar die sertifikaat geëndosseer moet word:—

* This form is for use when the certificate required is one of the following or where a certificate requires an endorsement:—

Hoof-ingenieuroffisier.—*Chief Engineer Officer.*

Tweede-ingenieurofficier.—*Second Engineer Officer.*

* See-masjinis.—*Marine Engineman.*

Assistant-see-masjiniis.—Assistant Marine Engineman.

E.—Staat van diens op land en see, en lys van getuigskrifte.

Statement of service on shore and at sea, and list of testimonials.

(1) Skeeps- of werktuigkundige-ingenieurswese [sien paragraaf 15 (1) van die Regulasies dekkende Ingenieursoffisiere],
Marine or Mechanical Engineering [see paragraph 15 (1) of the engineer Officers Regulations].

Aantal getuigskrifte. <i>No. of</i> <i>Testimonials.</i>	Naam en adres van firma en werkswinkels. <i>Name and Address of</i> <i>Firm and Works.</i>	Aard van besigheid waarvoor die werks- winkels bestaan. <i>Nature of the Business</i> <i>for which the Works</i> <i>Exist.</i>	Aard van werk deur applikant gedoen (sien „Werkswinkeldiens” in Regulasies). <i>Nature of Work Done</i> <i>by Applicant (see</i> <i>“Workshop Service”</i> <i>in Regulations).</i>	Datums.— <i>Dates.</i>		Tydperk.— <i>Period.</i>		
				Van. <i>From.</i>	Tot. <i>To.</i>	Jare. <i>Years.</i>	Maande. <i>Months.</i>	Dae. <i>Days.</i>
				Netto kwalifiserende diens <i>Net qualifying service</i>				

(2) Ingenieurswerkwinkels [sien paragraaf 15 (2) van die Regulasies dekkende Ingenieueroffisiere].
Engineering Works [see paragraph 15 (2) of the Engineer Officers Regulations].

Aantal getuigskrifte. <i>No. of Testimonials.</i>	Naam en adres van firma en werkswinkels. <i>Name and Address of Firm and Works.</i>	Aard van besigheid waarvoor die werks- winkels bestaan. <i>Nature of the Business for which the Works Exist.</i>	Aard van die werk deur applikant gedoen. <i>Nature of the Work Done by Applicant.</i>	Datums.— <i>Dates.</i>		Tydperk.— <i>Period.</i>		
				Van. <i>From.</i>	Tot. <i>To.</i>	Jare. <i>Years.</i>	Maande. <i>Months.</i>	Dae. <i>Days.</i>
				Netto kwalifiserende diens <i>Net qualifying service</i>				

(3) Tegniese opleiding (sien paragraaf 16 van die Regulasies dekkende Ingenieursoffisiere).
Technical Education (see paragraph 16 of the Engineer Officers Regulations).

[illegible]

(4) Seediens.
Sea service.

Besonderhede van seediens moet waar moontlik uit die Verslagboek en Ontslagsertifikate van Seeman geneem word.
Particulars of sea service, should when possible, be taken from the Seamen's Record Book and Certificates of Discharge.

Aantal getuig- skrifte. <i>No. of Testi- monials.</i>	Naam van skip en of stoom (s.s.) of motor (m.s.). <i>Name of Ship and whether Steam (s.s.) or Motor (m.v.).</i>	Offisiële No. <i>Official No.</i>	S.P.K. (stoom) of R.P.K. (motor- skepe). <i>N.H.P. (Steam) or B.H.P. (Motor Vessels).</i>	Handel. <i>Trade.</i>	Rang en aantal offisiere op waghoudiens. <i>Rank and Number of Officers on Watch.</i>	Aard van diens. (Sien aantekening onder.*) <i>Nature of Service. (See Footnote.*)</i>	Datums. <i>Dates.</i>		Tydperk. <i>Period.</i>		
							Van. <i>From.</i>	Tot. <i>To.</i>	Jare. <i>Years.</i>	Maande. <i>Months.</i>	Dae. <i>Days.</i>
							</				

* Meld of diens voltooi is:—

* State whether service performed—

- (i) op monteurswerk of bedags of op wag op dek of in masjienkamer of ketelruim;
on fitters' work, either by day or on watches on deck or in engine or boiler room;
- (ii) op gereelde wag op hulpmasjiene of koelvat;
on regular watch on auxiliaries or refrigerator;
- (iii) op gereelde wag op hoofmasjiene;
on regular watch on main engines;
- (iv) op gereelde wag op hoofketels;
on regular watch on main boilers;
- (v) op gereelde wag op hoofmasjiene en ketels tegelyk.
on regular watch on both main engines and boilers simultaneously.

Die gebruik van die paslike Romeinse syfers sal voldoende wees.—*The use of the appropriate Roman numerals will be sufficient.*

Verwysing na korrespondensie (indien enige)

Reference to correspondence (if any) _____

F.—Sertifikaat van boevoegde beampte.

Certificate of proper officer.

Die Verklaring G was voor my geteken en die bedrag van
The Declaration G was signed in my presence and the fee of-

(Kwitansie No.

.....(Receipt No.,.....

ontvang die _____ dag van
received this _____ day of _____ 19 _____

Datumstempel.
Date Stamp.

Handtekening van boevoegde beamppte.
Signature of Proper Officer.

G.—Verklaring deur kandidaat gedoen.
Declaration by candidate.

(Moet voor die bevoegde beamppte of eksaminator geteken word.)
(To be signed in the presence of the proper officer or examiner.)

L.W.—Die aadag van die kandidaat word gevestig op die feit dat enige wanvoorstelling kragtens artikel 315 van Wet No. 57 van 1951 strafbaar is.

N.B.—The attention of the candidate is drawn to the fact that any false representation is punishable under section 315 of Act No. 57 of 1951.

Ek verklaar hierby dat die besonderhede bevat in Afdelings A, B, C, D en E van hierdie vorm na my beste wete en oortuiging juis en waar is; en dat die dokumente genoem in Afdeling E en wat hierdie vorm vergesel eg en waar is en uitgereik en geteken is deur die persone wie se name daarop voorkom. Verder verklaar ek dat die diensstaat wat in Afdeling E uiteengesit is, 'n volkome juiste en korrekte verslag van al my diens bevat.

I hereby declare that the particulars contained in Divisions A, B, C, D and E of this form are correct and true to the best of my knowledge and belief; and that the papers enumerated in Division E and accompanying this form are true and genuine documents given and signed by the persons whose names appear on them. I further declare that the statement of service set out in Division E contains a true and correct account of the whole of my service without exception.

En ek doen hierdie verklaring plegtiglik in die oortuiging dat dit waar is.
And I make this declaration conscientiously, believing the same to be true.

Gedateer te _____ die _____ dag van _____
 Dated at _____ this _____ day of _____ 19____

Teenswoordige adres
 Present address _____

Handtekening van kandidaat.
 Signature of candidate. _____

Handtekening van getuie.
 Signature of witness. _____

H.—Sertifikaat van Eksaminator.
Certificate of Examiner.

L.W.—Die Eksaminator moet Afdelings H en J voltooi en die aansoekvorm so gou doenlik na die Direkteur van Handelskeepvaart, Pretoria stuur.

N.B.—*The Examiner should complete Divisions H and J and forward the application as soon as possible to the Director of Merchant Shipping, Pretoria.*

Deel A.—Part A.		Deel B.—Part B.		Datum van eksamen. Date of Examination.	Plek van eksamen. Place of Examination.
Meld indien vrygestel, voorheen geslaag, geslaag of gedruip. State if Exempt, Previously Passed, Passed, or Failed.		Geslaag, gedruip of nie bereken nie. Passed, Failed or Not Assessed.			
Afdeling I Section I...		Afdeling I Section I..			
Afdeling II Section II...				Tydboete (indien enige). Time Penalty (if any).	Besonderhede van sertifikaat wat uitgereik moet word. Particulars of Certificate to be Issued.
Afdeling III Section III..		Afdeling II Section II..			

J.—Persoonlike beskrywing van kandidaat.
Personal description of candidate.

Lengte.—Height.		Kleur van.—Colour of.		Ras.—Race.	Persoonlike merke of eienaardighede (indien enige). Personal Marks or Peculiarities (if any).
Voet. Feet.	Duim. Inches.	Oë. Eyes.	Hare. Hair.	Meld indien Blanke, Kleurling, Naturel, Indiër of ander. State whether European, Coloured, Native, Indian or Other.	

Hierby sertifiseer ek dat die besonderhede in Afdelings H en J juis is en dat werkswinkel- en seediens deur verwysing na ontslag-sertifikaat en getuigskrifte bevestig is.

I hereby certify that the particulars in Divisions H and J are correct and that Workshop and Sea Service have been verified by reference to discharges and testimonials.

Datum _____
 Date _____

Eksaminator.—Examiner. _____

M. 3.

UNIE VAN SUID-AFRIKA.—UNION OF SOUTH AFRICA.

DEPARTEMENT VAN DOEANE EN AKSYNS.—DEPARTMENT OF CUSTOMS AND EXCISE.

MARINE-AFDELING.—MARINE SECTION.

AANSOEK OM 'N GESERTIFISEERDE AFSKRIF VAN 'N BEKWAAMHEID- OF BEVOEGDHEIDSSERTIFIKAAT OF DIENS-SERTIFIKAAT.

APPLICATION FOR CERTIFIED COPY OF A CERTIFICATE OF COMPETENCY OR QUALIFICATION OR A CERTIFICATE OF SERVICE.

No. van verlore sertifikaat.
 No. of lost certificate.

Graad van verlore sertifikaat.
 Grade of lost certificate.

Hawe van/Port of _____

AFDELING D.—VERKLARING WAT GEMAAK MOET WORD DEUR DIE APPLIKANT VOOR DIE BEVOEGDE BEAMPTTE.
DIVISION D.—DECLARATION TO BE MADE BY APPLICANT BEFORE THE PROPER OFFICER.

Ek, _____ van _____
I, _____ of _____

VERKLAAR HIERMEE—
DO HEREBY DECLARE—

(1) dat my sertifikaat 'n sertifikaat was van * _____
that my certificate was a certificate of *

as _____
as _____

en dat dit genommer was _____
and that it was numbered _____

(2) dat genoemde sertifikaat onder die volgende omstandighede verlore of vernietig is :—†
that the said certificate was lost or destroyed under the following circumstances :—†

(3) dat die verklarings wat hierin en in Afdelings A en B op die keer sy hiervan gemaak is na my beste wete en oortuiging korrek
that the statements made herein and in Divisions A and B on the reverse side hereof are correct and true to the best of my knowledge

en waar is.
and belief.

Handtekening van applikant.
Signature of Applicant.

VERKLAAR VOOR MY TE
DECLARED BEFORE ME AT

en die hernuwingsgelde van _____ Bewys No. _____
and the renewal fee of _____ Receipt No. _____

ontvang die _____ dag van _____ 19 _____
received this _____ day of _____

Handtekening van bevoegde beampte.
Signature of Proper Officer.

* Voeg in die woord Bekwaamheid, Bevoegdheid, of Diens en Graad.

* Insert the word Competency, Qualification or Service and Grade.

† Meld hier die plek, datum en oorsaak van die verlies van die sertifikaat.

† Here state the place, date and cause of the loss of the certificate.

Die Direkteur van Handelskeepvaart,
The Director of Merchant Shipping,
Pretoria.

M. 4.

UNIE VAN SUID-AFRIKA.—UNION OF SOUTH AFRICA.

DEPARTEMENT VAN DOEANE EN AKSYNS.—DEPARTMENT OF CUSTOMS AND EXCISE.

MARINE-AFDELING.—MARINE SECTION.

Volgnommer.
Rotation No.

Hawe _____
Port _____

AANSOEK OM IN DIE GESIGSTOETSE VIR KLEUR EN VORM ONDERSOEK TE WORD.
APPLICATION TO BE EXAMINED IN THE COLOUR AND FORM VISION TESTS.

Name en beskrywing van kandidaat.—*Name and Description of Candidate.*

Familiennaam (in drukletters). <i>Surname (in Block Letters).</i>	Voorname (in drukletters). <i>Christian Names (in Block Letters).</i>	Datum van geboorte. <i>Date of Birth.</i>	Geboorte-plek. <i>Birth-place.</i>	Gradering. <i>Rating.</i>	Lengte. <i>Height.</i>		Kleur van. <i>Colour of.</i>		Persoonlike merke of eienaardighede. <i>Personal Marks or Peculiarities.</i>	Ras. <i>Race.</i>
					Voet. <i>Feet.</i>	Duim. <i>Inches.</i>	Oë. <i>Eyes.</i>	Hare. <i>Hair.</i>		

Indien kandidaat seediens gedoen het, meld— <i>If Candidate has Served at Sea, state—</i>				Indien kandidaat nie seediens gedoen het nie, meld— <i>If Candidate has not Served at Sea, state—</i>	
Aantal jare en hoedanigheid waarin gedien. <i>Number of Years and Capacity in which Served.</i>		Graad en bekwaamheidsertifikate en datums waarop toegeken. <i>Grades of Certificates of Competency and Dates on which Granted.</i>		Indien op die punt staan om ter see te vaar. <i>If about to go to Sea.</i>	In watter hoedanigheid. <i>In what Capacity.</i>
Jare <i>Years.</i>	Hoedanigheid. <i>Capacity.</i>	Graad. <i>Grade.</i>	Datum. <i>Date.</i>		

UITSLAG VAN ENIGE VORIGE GESIGSTOETSE VIR KLEUR EN VORM.
RESULT OF ANY PREVIOUS COLOUR AND FORM VISION TESTS.

OPMERKING.—Indien die kandidaat voorheen in die gesigstoetse vir kleur en vorm ondersoek is, moet hy hier meld wanneer en waar die laaste ondersoek gehou is en teenoor elke onderwerp invul „Geslaag”, „Gedruip”, „Nie ondersoek nie”, na gelang van die geval. Indien die kandidaat 'n bekwaamheidsertifikaat hou, moet hy nie in die lanterntoets ondersoek word nie, en moet die inskrywing „Nie ondersoek nie” teenoor die onderwerp aangebring word.

NOTE.—If candidate has been previously examined in the colour and form vision tests he must state here when and where the last examination took place, and insert “Passed”, “Failed”, “Not examined”, as the case may be, against each subject. If the candidate holds a certificate of competency he should not be examined in the lantern test, and the entry “Not examined” should be made against the subject.

Dag. <i>Day.</i>	Maand. <i>Month.</i>	Jaar. <i>Year.</i>	Hawe. <i>Port.</i>	Lettertoets. <i>Letter Test.</i>	Lanterntoets. <i>Lantern Test.</i>	Meld of uitslag ten opsigte is van— <i>State whether result is in respect of—</i> (a) Eerste maal gedruip. <i>First failure.</i> (b) Gedruip deur Direkteur. <i>Failed by Director.</i> (c) Gedruip in verdere toets. <i>Failure in further test.</i>

VERKLARING WAT DEUR KANDIDAAT GEMAAK MOET WORD.
DECLARATION TO BE MADE BY CANDIDATE.

Ek, die ondergetekende,
I, the undersigned,
verklaar hierby dat die besonderhede hierbo bevat na my beste wete en oortuiging juis en waar is; en ek verklaar volgens my gewete en
hereby declare that the particulars contained above are correct and true to the best of my knowledge and belief; and I make this declaration con-
oortuiging dat dit waar is.
scientifically believing it to be true.

Gedateer te _____ op die _____ dag van _____ 19____
Dated at _____ this _____ day of _____

Handtekening van kandidaat.
Signature of Candidate.

Adres
Address

Voor my verklaar te _____ op die _____ dag van _____ 19____
Declared before me at _____ this _____ day of _____

Handtekening van bevoegde beampte.
Signature of Proper Officer.

SLEGS VIR AMPTELIKE GEBRUIK—GELDE.
FOR OFFICIAL USE ONLY—FEES.

Bedrag ontvang. Amount Received.	Kwitansie No. Receipt No.	Datum. Date.

UITSLAG VAN EKSAMEN.—RESULT OF EXAMINATION.

OPMERKING.—Voeg in „Geslaag”, „Gedruip”, of „Nie ondersoek nie”, al na gelang van die geval. In die lanterntoets, indien die kandidaat 'n bekwaamheidsertifikaat hou, moet die inskrywing „Nie ondersoek nie” aangebring word.

NOTE.—Insert “Passed”, “Failed” or “Not examined” as the case may be. In the lantern test, if the candidate holds a certificate of competency, the entry should be “Not examined”.

Ek, die ondergetekende,
I, the undersigned,
sertifiseer hierby dat die bogenoemde kandidaat deur my ondersoek is op die _____ dag van _____ 19____
hereby certify that the above-named candidate was examined by me on the _____ day of _____
in die letter- en lanterntoetse met die onderstaande uitslag:—
in the letter and lantern tests with the following result:—

Lettertoets. Letter Test.	Lanterntoets. Lantern Test.

Opmerkings (indien enige)
Remarks (if any)

Datum _____
Date _____
Hawe _____
Port _____

Handtekening van eksaminator.
Signature of Examiner.

LETTER TOETS.—*LETTER TEST.*

(2) Dit word van eksaminatore vereis om die aantal foute (indien enige) wat begaan is in die onderstaande Tabel in te vul, afgesien daarvan of die kandidaat in die lettertoets slaag of druip.

(2) Examiners are required to fill in the following Table showing the number of mistakes (if any) made, irrespective of whether the candidate passes or fails in the letter test.

Hoe was die lig toe die kandidaat getoets was? <i>What was the Condition of the Light when the Candidate was Examined?</i>	Meld of die kandidaat beide oë tesame gebruik het of sy beter oog alleenlik. <i>State whether the Candidate Used Both Eyes together or only his Better Eye.</i>	Kaarte gebruik. <i>Sheets Used.</i>	Aantal foute in elke reël van kaart. <i>Number of Mistakes in Each Line of Sheet.</i>						
			1ste reël. <i>1st Line.</i>	2de reël. <i>2nd Line.</i>	3de reël. <i>3rd Line.</i>	4de reël. <i>4th Line.</i>	5de reël. <i>5th Line.</i>	6de reël. <i>6th Line.</i>	7de reël. <i>7th Line.</i>
		Eerste <i>First</i>							
		Tweede <i>Second</i>							
		Derde <i>Third</i>							
		Vierde <i>Fourth</i>							

NOTE.—Without special authority holders of certificates of competency may not be examined in the Lantern test.

Groot openings. Large Apertures.		Klein openings. Small Apertures.					
Aantal op skywe getoon. No. Shown on Discs.	Genoem deur kandidaat. Named by Candidate.	Aantal op skywe getoon. No. or Nos. Shown on Discs.	Genoem deur kandidaat. Named by Candidate.	Aantal op skywe getoon. No. or Nos. Shown on Discs.	Genoem deur kandidaat. Named by Candidate.	Aantal op skywe getoon. No. or Nos. Shown on Discs.	Genoem deur kandidaat. Named by Candidate.
Totale aantal ligte getoon: Total No. of lights shown:		Totale aantal ligte getoon: Total No. of lights shown:					

UNIE VAN SUID-AFRIKA.—UNION OF SOUTH AFRICA.

DEPARTEMENT VAN DOEANE EN AKSYNS.—DEPARTMENT OF CUSTOMS AND EXCISE.

MARINE-AFDELING.—MARINE SECTION.

AANSOEK OM 'N DIENSSERTIFIKAAT KRAGTENS DIE BEPALINGS VAN ARTIKEL TAGTIG VAN DIE HANDELSKEEP-
VAARTWET, 1951 (WET No. 57 VAN 1951).

APPLICATION FOR A CERTIFICATE OF SERVICE UNDER THE PROVISIONS OF SECTION EIGHTY OF THE MERCHANT
SHIPPING ACT, 1951 (ACT No. 57 OF 1951).

Lees onderstaande opmerkings sorgvuldig:—

Read the following notes carefully:—

- (1) Artikel 80 van die Handelskeepvaartwet 1951, is op bladsy 4 van hierdie vorm gedruk. Die artikel verskaf volledige inligting aangaande watter dienssertifikate toegeken kan word en aangaande die persone wat daarvoor aansoek kan doen.
- (2) (a) Persone wat in artikel 80 (1) (a) genoem word kan te eniger tyd aansoek om 'n dienssertifikaat kragtens hierdie Wet doen. Hulle word egter aangeraai, om so gou doenlik aansoek te doen omdat hulle nie in sekere skepe in diens geneem kan word nie tensy hulle in besit is van 'n geldige dienssertifikaat wat kragtens Wet No. 57 van 1951 toegeken is. Hulle moet ook enige sertifikate wat deur hulle gehou word afgee.
- (b) Persone wat in artikel 80 (1) (b) genoem word kan dienssertifikate kragtens hierdie Wet toegeken word met dien verstande dat hulle voor 31 Desember 1956 aansoek doen en met dien verstande dat hulle die sertifikate wat deur hulle gehou word afgee.
- (c) Persone wat in artikel 80 (1) (c) genoem word kan te eniger tyd binne drie (3) jaar d.i. tot 31 Desember 1958, aansoek om 'n dienssertifikaat kragtens die Wet doen. Omdat hierdie dienssertifikate slegs geldig is tot 31 Desember 1958, tensy die geldigheidsduur deur endossement verleng is, word dit aanbeveel dat die betrokke persone voor die vervaldatum vroegtydig aansoek doen ten einde dit moontlik te maak om die praktiese eksamen waarna in artikel 80 (6) verwys word, af te neem. (Sien ook die spesiale OPMERKING AAN KANDIDATE wat in Afdeling D van hierdie vorm voorkom.)
- (3) Bewys van die vereiste seediens moet voorgelê en aan hierdie aansoek geheg word. Die bewys kan 'n ontslagsertifikaat, of 'n brief van 'n eienaar of ander verantwoordelike persoon wees.
- (4) Applikante vir dienssertifikate as gesagvoerder, navigasie-offisier, skipper, stuurman of bootsman moet kleur- en vorm-visietoetse, wat 'n oog toets is, slaag. Hierdie is nie op persone waarna in paragrawe (a) en (b) van Opmerking (2) hierbo verwys word, van toepassing nie.
- (5) Applikante vir dienssertifikate word vereis om op hierdie vorm 'n beëdigde verklaring te doen. Indien 'n valse verklaring gedoen is sal die applikant skuldig aan 'n misdryf wees en onderhewig aan 'n boete van £500.
- (1) Section 80 of the Merchant Shipping Act, 1951, is printed on page 4 of this form. The section provides full information as to what certificates of service may be granted and as to the persons who may apply for them.
- (2) (a) Persons who are mentioned under section 80 (1) (a) may apply at any time for a certificate of service under this Act. However, they are advised to apply as soon as possible since they may not be employed in certain ships unless they are in possession of a valid certificate of service granted under Act No. 57 of 1951. They must also surrender any certificates held by them.
- (b) Persons who are mentioned under section 80 (1) (b) may be granted certificates of service under this Act provided they make application before 31st December, 1956, and provided they surrender the certificates held by them.
- (c) Persons who are mentioned under section 80 (1) (c) may apply at any time within three (3) years i.e. up to 31st December, 1958, for a certificate of service under the Act. Because these certificates of service will cease to be valid on 31st December, 1958, unless the period of validity is extended by endorsement, it is recommended that persons concerned should apply well in advance of the expiry date in order that it may be possible to hold the practical examination referred to in section 80 (6). (See also the special NOTE TO CANDIDATES appearing in Division D of this form.)
- (3) Evidence of the sea service required should be produced and attached to this application. The evidence may be a discharge certificate, or a letter from an owner or other responsible person.
- (4) Applicants for certificates of service as master, navigating officer, skipper, mate or boatswain must pass colour and form vision tests which is a test of eyesight. This does not apply to the persons referred to in paragraphs (a) and (b) of Note (2) above.
- (5) Applicants for certificates of service are required to make a sworn declaration on this application form. If a false statement is made the applicant will be guilty of an offence and liable to a fine of £500.

A.—BESONDERHEDE VAN APPLIKANT.—PARTICULARS OF APPLICANT.

Familienaam (in drukletters). Surname (in Block Letters).	Voorname (in drukletters). Christian Names (in Block Letters).	Datum van geboorte. Date of Birth.	Plek van geboorte. Place of Birth.	Nasionaliteit. Nationality.	Adres. Address.

Ek verlang 'n dienssertifikaat as
I desire a certificate of service as

en indien toegeken, moet dit aan die bevoegde beamppte te
and if granted, it should be forwarded to the proper officer at

gestuur word vir uitreiking aan my.
for issue to me.

B.—BESONDERHEDE VAN SEEDIENS.—PARTICULARS OF SEA SERVICE.

Besonderhede van vaartuig. <i>Particulars of Vessel.</i>						Besonderhede van applikant se seediens. <i>Particulars of Applicant's Sea Service.</i>						Opmerkings. <i>Remarks.</i>
Naam van vaartuig. <i>Name of Vessel.</i>	Stoom, motor, ander. <i>Steam, Motor, Other.</i>	Bruto tonnemaat. <i>Gross Tons.</i>	Perdekrag van masjiene. <i>Horse Power of Engines.</i>	Registrasiehoue en amptelike No.: of registrasie No. van vaartuig. <i>Port of Registry and Official No.; or Registration No. of Vessel.</i>	Handel waarin gedryf word (meld of viskushandel, ander). <i>Trade in which engaged (state whether Fishing, Coasting, other).</i>	Hoedag-nigheid. <i>Capacity.</i>	Vanaf. <i>From.</i>	Tot. <i>To.</i>	Dienstermyn. <i>Length of Service.</i>			
									Jare. <i>Years.</i>	Maande. <i>Months.</i>	Dae. <i>Days.</i>	
Totale seediens..... <i>Total Sea Service</i>												
Dienstyd waarvoor bewys nou voorgelê is..... <i>Time served for which evidence is now produced</i>												
Dienstyd waarvoor geen bewys voorgelê is nie..... <i>Time served for which no evidence is produced</i>												

C.—VERKLARING WAT DEUR APPLIKANT GEDOEN MOET WORD.—DECLARATION TO BE MADE BY APPLICANT.

Ek, die ondergetekende..... verklaar hierby:—
I, the undersigned hereby declare:—

- (1) dat die besonderhede wat in Afdelings A en B van hierdie vorm bevat is, na my beste wete en oortuiging juis en waar is; en
that the particulars contained in Divisions A and B of this form are correct and true to the best of my knowledge and belief; and
- (2) dat ek *(nie) 'n bekwaamheids- of dienssertifikaat het *(nie) *(wat ek nou afgee).
*that I have *(not) a certificate of competency or service *(which I now surrender).*

Handtekening van applikant.
Signature of Applicant.

(Indien die applikant nie kan skrywe nie, moet hy sy merk in die spatie hierbo, maak.)
(If applicant is unable to write, he should make his mark in the space above.)

Voor my verklaar te..... op die..... dag van..... 19.....
Declared before me at this day of

Handtekening van bevoegde beampste of Kommissaris van Ede.
Signature of Proper Officer or Commissioner of Oaths.

* Skrap indien nie van toepassing nie.—Delete if not applicable.

D.—SERTIFIKAAT VAN EKSAMINATOR.—CERTIFICATE OF EXAMINER.

Datum en plek van kleur- en vormvisie-toetse. <i>Date and Place of Colour and Form Vision Tests.</i>		Uitslag. <i>Result.</i>	Persoonlike beskrywing van kandidaat. <i>Personal Description of Candidate.</i>						Persoonlike merke of eienaardighede (indien enige). <i>Personal Marks or Peculiarities (if any).</i>
Datum. <i>Date.</i>	Plek. <i>Place.</i>		Lengte. <i>Height.</i>	Kleur van— <i>Colour of—</i>	Ras (meld of Blanke, Kleurling, Naturel, Indiër of ander). <i>Race (state whether European, Coloured, Native, Indian or Other).</i>	Voet. <i>Feet.</i>	Duim. <i>Inches.</i>	Oë. <i>Eyes.</i>	

Hierby sertifiseer ek dat die besonderhede bevat in Afdeling D na my beste wete en oortuiging juis is, en myninsiens mag 'n dienssertifikaat as..... toegeken word.
I hereby certify that the particulars contained in Division D are to the best of my knowledge and belief correct, and in my opinion a certificate of service as should be issued.

Gedateer te..... op die..... dag van..... 19.....
Dated at this day of

Datumstempel.
Date Stamp.

Handtekening van eksaminator.
Signature of Examiner.

OPMERKING AAN KANDIDAAT.—NOTE TO CANDIDATE.

'n Dienssertifikaat toegeken kragtens artikel 80 (2) (c) van hierdie Wet bly van krag tot 31 Desember 1958. Om die geldigheidsduur te behou, moet die houer van sodanige sertifikaat voor bogenoemde datum aansoek doen om 'n endossement op sy sertifikaat aan te bring. Hierdie endossement word aangebring nadat die houer in 'n praktiese (mondelinge) eksamen geslaag het.
A certificate of service granted under Section 80 (2) (c) of this Act remains in force until 31st December, 1958. To preserve its validity, the holder of such a certificate should apply before the above date for an endorsement to be made on his certificate. This endorsement is made after the holder passes a practical (oral) examination.

Aan Die Direkteur van Handelskeepvaart,
To The Director of Merchant Shipping,
 Pretoria.

E. SLEGS VIR AMPTELIKE GEBRUIK.—FOR OFFICIAL USE ONLY.

Graad en nommer van sertifikaat uitgereik. <i>Grade and No. of Certificate Issued.</i>	Datum en plek van uitreiking. <i>Date and Place of Issue.</i>	Vorige sertifikate afgegee. <i>Previous Certificates Surrendered.</i>

TOEKENNING VAN DIENSSERTIFIKATE.—GRANTING OF CERTIFICATES OF SERVICE.

Artikel tagtig van die Handelskeepvaartwet, 1951, lees:—

Section eighty of the Merchant Shipping Act, 1951, reads:—

(1) Enige persoon wat—

- (a) onmiddellik voor die herroeping van die Koopvaardij (Certifikaten van Bekwaamheid) Wet, 1925 (Wet No. 45 van 1925), deur hierdie Wet, kragtens die voorbehoudsbepaling van sub-artikel (3) van artikel een van daardie Wet geregtig was om as gesagvoerder, stuurman of ingenieur op te tree; of
- (b) die houer is van 'n ongekanselleerde dienssertifikaat verleen kragtens artikel vyftien van genoemde Koopvaardij (Certifikaten van Bekwaamheid) Wet, 1925; of
- (c) te eniger tyd voor die inwerkingtreding van hierdie artikel ononderbroke vir minstens een jaar, of binne drie jaar voor gemelde inwerkingtreding vir twee of meer tydperke van altesame minstens een jaar—
 - (i) as bootsman of as assistent tot die masjinis of masjienewerker van 'n vissersboot van eenhonderd of meer bruto-registerton wat in die Unie geregistreer is, opgetree het; of
 - (ii) as skeepskaptein, skipper, stuurman, maat, bootsman, masjinis of masjienewerker of as assistent tot die masjinis of masjienewerker van 'n kusvaarder of 'n vissersboot of robbe- of walvisvaarder van minder as eenhonderd bruto-registerton wat in die Unie geregistreer is, opgetree het,

kan om 'n dienssertifikaat by die Direkteur aansoek doen.

(2) Die Direkteur kan aan die applikant—

- (a) as die aansoek kragtens paragraaf (a) van sub-artikel (1) gedoen word, 'n paslike dienssertifikaat toestaan wat hom magtig om as gesagvoerder, navigasie-offisier of ingenieuroffisier, al na die geval, van 'n skip van hoogstens eenduisend bruto-registerton (in die geval van 'n gesagvoerder of navigasie-offisier) of van hoogstens eenduisend aangegeve perdekrag (in die geval van 'n ingenieuroffisier) op te tree; of
- (b) as die aansoek kragtens paragraaf (b) van sub-artikel (1) gedoen word, 'n paslike dienssertifikaat toestaan wat hom magtig om as skipper, stuurman of see-masjinis, al na die geval, van 'n vissersboot op te tree; of
- (c) as die aansoek—
 - (i) kragtens paragraaf (c) (i) van sub-artikel (1) gedoen word, 'n paslike dienssertifikaat toestaan wat hom magtig om as bootsman of as assistent-see-masjinis, al na die geval, van 'n vissersboot op te tree; of
 - (ii) kragtens paragraaf (c) (ii) van sub-artikel (1) gedoen word, 'n paslike dienssertifikaat toestaan wat hom magtig om op te tree as skipper, maat, ingenieuroffisier of assistent-see-masjinis, al na die geval, van 'n kusvaarder of 'n vissersboot of robbe- of walvisvaarder, al na die geval, van minder as eenhonderd bruto-registerton, en die hoedanigheid waarin hy aldus gemagtig word om op te tree mag nie hoër wees nie as die laagste hoedanigheid waarin hy opgetree het gedurende die tydperk of tydperke ten aansien waarvan sy eis gegrond is.

(3) Voordat 'n dienssertifikaat toegeken word, word daar aan die Direkteur afgegee—

- (a) as die aansoek gedoen word kragtens paragraaf (a) van sub-artikel (1) en uit hoofde van die besit van 'n sertifikaat bedoel in die in daardie paragraaf vermelde voorbehoudsbepaling, daardie sertifikaat; of
- (b) as die aansoek gedoen word kragtens paragraaf (b) van sub-artikel (1), die sertifikaat op die besit waarvan die aansoek gegrond is.

(4) In geval van 'n aansoek kragtens paragraaf (c) van sub-artikel (1) kan die toekenning van 'n dienssertifikaat agterweë gehou word totdat die applikant in die voorgeskrewe gesigstoetse vir kleur en vorm geslaag het.

(5) Sub-artikels (1) en (2) is van toepassing op die in paragraaf (b) van sub-artikel (1) bedoelde dienssertifikate gedurende die tydperk van een jaar na die inwerkingtreding van hierdie artikel en niks langer nie.

(6) 'n Dienssertifikaat wat kragtens paragraaf (c) van sub-artikel (2) toegeken is, bly vir die tydperk van drie jaar na die inwerkingtreding van hierdie artikel en niks langer nie: Met dien verstande dat indien die persoon aan wie die sertifikaat toegeken is, voor verstryking van daardie tydperk in 'n praktiese eksamen wat deur die Direkteur voorgeskryf is, en wat bedoel is om die bekwaamheid van die houer van die sertifikaat om in die hoedanigheid vermeld in die sertifikaat op te tree te toets, bevredigend slaag, die Direkteur 'n aantekening van die feit dat hy in sodanige eksamen aldus geslaag het op die sertifikaat laat maak, en, behoudens die bepalinge van artikels sewe-en-tagtig, agt-en-tagtig en nege-en-tagtig, bly die sertifikaat na verstryking van vermelde tydperk van krag.

(7) 'n Dienssertifikaat wat kragtens hierdie artikel toegeken is, word vir die doeleindes van hierdie Wet en in die mate in sodanige dienssertifikaat aangedui, as 'n bekwaamheidsertifikaat beskou.

(1) Any person who—

- (a) immediately before the repeal by this Act of the Merchant Shipping (Certificates of Competency) Act, 1925 (Act No. 45 of 1925), was entitled, in terms of the proviso to sub-section (3) of section one of that Act, to act as master, mate or engineer; or
- (b) is the holder of an uncanceled certificate of service granted under section fifteen of the said Merchant Shipping (Certificates of Competency) Act, 1925; or
- (c) at any time before the coming into operation of this section has for a continuous period of not less than one year, or within three years before the said coming into operation has for two or more periods amounting in the aggregate to not less than one year—
 - (i) acted as boatswain or as assistant to the engineer or driver of a fishing boat of one hundred or more gross register tons registered in the Union; or
 - (ii) acted as master, skipper, mate, second hand, engineer or driver or as assistant to the engineer or driver of a coasting ship or a fishing, sealing or whaling boat of less than one hundred gross register tons registered in the Union,

may apply to the Director for a certificate of service.

(2) The Director may grant to the applicant—

- (a) if the application is made under paragraph (a) of sub-section (1), an appropriate certificate of service authorising him to act as master, navigating officer or engineer-officer, as the case may be, of a ship of not more than one thousand gross register tons (in the case of a master or navigating officer) or of not more than one thousand indicated horse-power (in the case of an engineer-officer); or
- (b) if the application is made under paragraph (b) of sub-section (1), an appropriate certificate of service authorising him to act as skipper, mate or marine engineman, as the case may be, of a fishing boat; or
- (c) if the application is made—
 - (i) under paragraph (c) (i) of sub-section (1), an appropriate certificate of service authorising him to act as boatswain or assistant marine engineman, as the case may be, of a fishing boat; or
 - (ii) under paragraph (c) (ii) of sub-section (1), an appropriate certificate of service authorising him to act as skipper, mate, engineer-officer or assistant marine engineman, as the case may be, of a coasting ship or a fishing, sealing or whaling boat, as the case may be, of less than one hundred gross register tons, and the capacity in which he is so authorised to act shall not be higher than the lowest capacity in which he acted during the period or periods in respect of which his claim is based.

(3) Before a certificate of service is granted there shall be surrendered to the Director—

- (a) if the application is made under paragraph (a) of sub-section (1), and by virtue of the possession of such a certificate as is referred to in the proviso mentioned in that paragraph, that certificate; or
- (b) if the application is made under paragraph (b) of sub-section (1), the certificate upon the possession of which the application is based.

(4) In the case of an application under paragraph (c) of sub-section (1), the grant of a certificate of service may be withheld until the applicant has passed the colour and form vision tests prescribed.

(5) Sub-sections (1) and (2) shall apply in respect of certificates of service referred to in paragraph (b) of sub-section (1) during the period of one year after the coming into operation of this section and no longer.

(6) A certificate of service granted in terms of paragraph (c) of sub-section (2) shall remain in force for a period of three years after the coming into operation of this section and no longer: Provided that if before the expiration of that period the person to whom the certificate is issued passes satisfactorily a practical examination prescribed by the Director and designed to test the ability of the holder of the certificate to act in the capacity mentioned in the certificate, the Director shall cause the fact that he has so passed such examination to be recorded upon the certificate, and subject to the provisions of sections eighty-seven, eighty-eight and eighty-nine, the certificate shall remain in force after the expiration of the said period.

(7) A certificate of service granted in terms of this section shall, for the purpose of this Act, and to the extent indicated in such certificate of service, be deemed to be a certificate of competency.

M 6 _____

No. _____
No. _____Naam van : ppikant _____
Name of applicant _____Volgnommer _____
Rotation number _____Graad waarin geslaag _____
Grade for which passed _____

Magtiging aan bogemelde kandi-
Authority given to the above
daat verleen om sy *Bekwaamheid-
Candidate to obtain his *Certificate
sertifikaat / Bevoegdheidsertifikaat
of Competency/Qualification from
van die Bevoegde Beampte by die
the Proper Officer at the Port of

Hawe _____
te ontvang. _____Datum _____
Date _____Eksaminator _____
Examiner _____* Skrap die woord wat nie van
toepassing is nie.* Delete the word which does not
apply.

UNIE VAN SUID-AFRIKA.—UNION OF SOUTH AFRICA.

DEPARTEMENT VAN DOEANE EN AKSYNS.—DEPARTMENT OF CUSTOMS AND EXCISE.

MARINE-AFDELING.—MARINE SECTION.

MAGTIGING VIR AFLÊWERING VAN 'N BEKWAAMHEIDCERTIFIKAAT OF
BEVOEGDHEIDCERTIFIKAAT.
AUTHORITY FOR DELIVERY OF A CERTIFICATE OF COMPETENCY OR
QUALIFICATION.(L.W.—Hierdie magtiging is onderworpe aan die goedkeuring van die Direkteur van Handel-
skeepvaart, Pretoria.)(N.B.—This authority is subject to the approval of the Director of Merchant Shipping,
Pretoria.)Naam van applikant _____
Name of Applicant _____Graad waarin geslaag _____
Grade for which passed _____Lengte _____
Height _____Voet _____
Feet _____Duim _____
Inches _____Kleur van oë _____
Colour of Eyes _____Hare _____
Hair _____Ras (Blanke, Kleurling, Naturel, Indiër: ander, spesifiseer) _____
Race (European, Coloured, Native, Indian: other, specify) _____Handtekening van applikant.
Signature of applicant.

Geliewe aan bogemelde persoon af te lewer die *Bekwaamheidsertifikaat/Bevoegdheidsertifikaat
nadat hy die besonderhede wat daarin vereis word voltooi het en getuigskrifte of ander dokumente
wat namens hom aan u deur die Direkteur van Handelskeepvaart, Pretoria, deurgestuur is.

Please deliver to the above-named person the Certificate of *Competency/Qualification when he
has completed the particulars required therein and testimonials or other documents forwarded to you
on his behalf by the Director of Merchant Shipping, Pretoria.

Hawe _____
Port _____Datum _____ 19____
Date _____Aan _____
To _____Handtekening van eksaminator.
Signature of examiner

* Skrap die woord wat nie van toepassing is nie.—Delete the word which does not apply.

M 7 _____

Hawe _____
Port _____Naam van kandidaat _____
Name of candidate _____Aanvangsdatum van laaste eksamen _____
Commencing date of last examination _____Verwysing na korrespondensie (in-
Reference to correspondence (if any)
dien enige) _____Volgnommer _____
Rotation No. _____Skriftelik _____
Written _____Mondelings _____
Orals _____Seine _____
Signals _____Toelaatbare datum van eksamen _____
Date eligible for re-examination _____

opnuut _____

Voorletters van eksaminator _____
Initials of Examiner _____Datum van uitreiking _____
Date of Issue _____

UNIE VAN SUID-AFRIKA.—UNION OF SOUTH AFRICA.

DEPARTEMENT VAN DOEANE EN AKSYNS.—DEPARTMENT OF CUSTOMS AND EXCISE:

MARINE-AFDELING.—MARINE SECTION.

EKSAMEN VAN GESAGVOERDERS, NAVIGASIE-OFFISIERS, SKIPPERS, STUURMANNE,
BOOTS MANNE, SEE-MASJINISTE EN ASSISTENT-SEE-MASJINISTE.
EXAMINATION OF MASTERS, NAVIGATING OFFICERS, SKIPPERS, MATES, BOATSWAINS,
MARINE ENGINE MEN AND ASSISTANT MARINE ENGINE MEN.

UITSLAG VAN EKSAMEN.—RESULTS OF EXAMINATION.

Naam van kandidaat _____
Name of Candidate _____Volgnommer _____
Rotation No. _____Verwysing na korrespondensie (indien enige) _____
Reference to correspondence (if any) _____

Datum. Date.	Hawe. Port.	Graad. Grade.	Eksamen. Examination.	Skriftelik.* Written.*	Mondelings.* Oral.*	Seine.* Signals.*
			Eerste poging.... First attempt			
			Tweede poging... Second attempt			
			Derde poging.... Third attempt			

* Voeg in „Geslaag”, „Gedruip” of „Nie Geëksamineer nie”.
* Insert „Passed”, „Failed” or „Not Examined”.Kantoorstemdel.
Office Stamp.Toelaatbare datum van eksamen opnuut _____
Date eligible for re-examination _____Handtekening van kandidaat.
Signature of Candidate.Handtekening van eksaminator.
Signature of Examiner.

L.W.—Hierdie vorm moet deur die kandidaat tesame met sy dokumente op die daaropvolgende
eksamen voorgelê word.

N.B.—This form should be produced by the candidate with his documents on subsequent exami-
nation.

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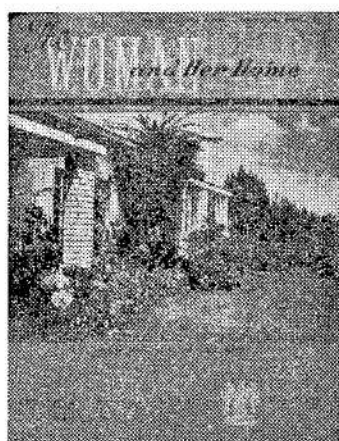
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