



UNION OF SOUTH AFRICA
UNIE VAN SUID-AFRIKA

EXTRAORDINARY BUITENGEWONE Government Gazette Staatskoerant

(Registered at the Post Office as a Newspaper)

(As 'n Nuusblad by die Poskantoor Geregistreer)

VOL. CLXXX.V.] PRICE 6d. PRETORIA, 27 APRIL 1956. PRYS 6d. [No. 5667.

All Proclamations, Government and General Notices published for the first time, are indicated by a * in the left-hand upper corner.

GOVERNMENT NOTICES.

The following Government Notices are published for general information:—

DEPARTMENT OF CUSTOMS AND EXCISE.

* No. 711.]

[27 April 1956.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of section six 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 31st August, 1956.

These regulations cover the appointment, procedure and functions of the National Advisory Council for the Welfare of Merchant Seamen and the Port Welfare Committees.

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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

GOEWERMENTSKENNISGEWINGS.

Onderstaande Goewermentskennisgewings word vir algemene inligting gepubliseer:—

DEPARTEMENT VAN DOEANE EN AKSYNS.

* No. 711.]

[27 April 1956.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van artikel ses 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 31 Augustus 1956, deurstuur.

Hierdie regulasies dek die aanstelling, prosedure en funksies van die Nasionale Adviesraad vir die welsyn van Handelseelui en die Hawe-welsynkomitees.

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TITLE OF THESE REGULATIONS.

1. These regulations are called the Seamen's Welfare Regulations.

INTERPRETATION.

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

- “committee” means a port welfare committee;
- “Council” means the National Advisory Council for the Welfare of Merchant Seamen;
- “detention barracks” means barracks under the control of the Department of Immigration and Asiatic Affairs for detaining seamen and illegal immigrants awaiting repatriation;
- “social welfare office” means the office of a social welfare officer;
- “social welfare officer” means an officer of the Department of Social Welfare who has been appointed as such in accordance with the law governing the public service;
- “the Act” means the Merchant Shipping Act, 1951 (Act No. 57 of 1951),

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

[NOTE.—Sub-section (1) of section two of the Act defines “Minister” to mean the Minister of Finance, and “Director” to mean the Director of Merchant Shipping.]

NATIONAL ADVISORY COUNCIL.

APPOINTMENT OF THE COUNCIL.

3. (1) The members (other than the chairman) of the National Advisory Council for the Welfare of Merchant Seamen shall be appointed for such period, which shall not exceed three years, and be subject to such conditions as the Minister may determine at the time of making the appointment.

(2) If any member of the Council, other than the chairman, dies or vacates his office before the expiration of the period for which he was appointed, the Minister shall appoint some other person to represent the interest represented by his predecessor, and such person shall hold office for the unexpired portion of the period for which his predecessor was appointed.

(3) A member whose tenure of office has terminated shall be eligible for re-appointment.

(4) A member other than the chairman shall be deemed to have resigned his office if he shall have been absent without leave of the Council or of the chairman thereof from two consecutive ordinary meetings of the Council.

[NOTE.—To assist the Minister in selecting persons to serve as members of the Council, all persons who are willing so to serve are invited to notify the Director of the fact, and all bodies engaged in promoting the welfare of seamen at ports of the Union may at any time put forward to the Director the names of persons whom they consider suitable so to serve.)

SUBSISTENCE AND TRANSPORT ALLOWANCES.

4. A member of the Council who is not a member of the public service shall be paid the following subsistence and transport allowances in respect of time occupied and journeys undertaken in necessary attendance at meetings of the Council:—

- (a) £3. 3s. per day or portion of a day from the time of his departure from his home to the time of his arrival back home after the meeting. The time of his absence from home for the purpose of subsistence allowances shall be the shortest time necessary to enable him to attend a meeting of the Council;
- (b) and in addition if he does not reside in the town where the meeting is held, he shall be entitled to a first-class return railway ticket from his place of residence to that town.

[NOTE.—Sub-section (9) of section six of the Act provides that there shall be paid to members of the Council who are members of the public service such allowances towards subsistence and transport as are prescribed by or under the laws governing the public service.]

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies word genoem die Regulasies in verband met die Welsyn van Seelui.

WOORDBETEKENIS.

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

- „komitee” ’n hawe-welsynkomitee;
- „Raad” die Nasionale Adviesraad vir die Welsyn van Handelseelui;
- „detensiekaserne” kaserne onder die beheer van die Departement van Immigrasie en Asiatesake vir die detensie van seelui en onwettige immigrante wat op repatriasie wag;
- „volkswelsynkantoor” die kantoor van ’n volkswelsyn-beampte;
- „volkswelsynbeampte” ’n beampte van die Departement van Volkswelsyn wat as sulks aangestel is ooreenkomstig die wet op die staatsdiens;
- „die Wet” die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951),

en die uitdrukkings of woorde wat in die Handelskeepvaartwet, 1951, voorkom, moet uitgelê word volgens die betekenis by die Wet daaraan gegee.

[LET WEL.—In subartikel (1) van artikel twee van die Wet verskyn onderstaande woordbepalings:—

- „Minister” die Minister van Finansies, en
- „Direkteur” die Direkteur van Handelskeepvaart.]

NASIONALE ADVIESRAAD.

AANSTELLING VAN DIE RAAD.

3. (1) Die lede (uitgesonderd die voorsitter) van die Nasionale Adviesraad vir die Welsyn van Handelseelui word aangestel vir sodanige tydperk, wat hoogstens drie jaar is, en is onderworpe aan sodanige voorwaardes as wat die Minister mag bepaal ten tye wanneer die Raad aangestel word.

(2) Indien ’n lid van die Raad, uitgesonderd die voorsitter, te sterwe kom of uit die amp tree voor die verstryking van die tydperk waarvoor hy aangestel is, stel die Minister ’n ander persoon aan om die belange wat sy voorganger verteenwoordig het, te behartig, en so ’n persoon beklee die amp vir die onverstreke gedeelte van die tydperk waarvoor sy voorganger aangestel was.

(3) ’n Lid wie se ampstermyn verstryk het, is herkiesbaar.

(4) Daar word geag dat ’n lid, uitgesonderd die voorsitter, uit sy amp bedank het indien hy sonder die verlof van die Raad of van die voorsitter van die Raad van twee agtereenvolgende gewone vergaderings van die Raad afwesig was.

[LET WEL.—Ten einde die Minister te help met die verkiesing van persone om as lede van die Raad te dien, word alle persone wat bereid is om aldus te dien, uitgenooi om die Direkteur van die feit te verwittig, en alle liggame wat deelneem aan die bevordering van die welsyn van seelui by Uniehawens mag te eniger tyd die name van persone wat na hul mening bevoegd is om in die Raad te dien, aan die Direkteur voorlê.)

ONDERHOUD- EN VERVOERTOELAES.

4. Aan ’n lid van die Raad wat nie ’n lid van die staatsdiens is nie, word die volgende onderhoud- en vervoertoelaes betaal ten opsigte van tyd wat in beslag geneem word en reise wat onderneem word vir die noodsaaklike bywoning van vergaderings van die Raad:—

- (a) £3. 3s. per dag of vir ’n gedeelte van ’n dag vanaf die tyd wanneer hy van sy huis vertrek totdat hy na afloop van die vergadering weer by sy huis aankom. Vir doeleindes van onderhoudtoelaes is die tyd van sy afwesigheid van sy huis die kortste tyd wat nodig is om hom in staat te stel om ’n vergadering van die Raad by te woon;
- (b) en daarenboven is hy, indien hy nie in die dorp woon waar die vergadering gehou word nie, geregtig op ’n eerste klas-spoorwegreterkaartjie vanaf sy woonplek tot by daardie dorp.

[LET WEL.—In subartikel (9) van artikel ses van die Wet word bepaal dat daar aan lede van die Raad wat lede van die staatsdiens is sodanige toelaes vir onderhoud en vervoer betaal word as wat voorgeskryf word deur of kragtens die wette op die staatsdiens.]

SECRETARY TO THE COUNCIL.

5. An official of the Department of Social Welfare, to be designated by the Secretary for Social Welfare, shall be secretary to the Council. He may take part in the Council's deliberations but shall have no vote.

LEAVE OF ABSENCE.

6. (1) The Council or the chairman thereof may grant to any member leave of absence from meetings of the Council for a period not exceeding twelve months or with the approval of the Minister for any longer period. A member who has requested leave of absence may appeal to the Minister against any refusal thereof by the Council or the chairman and the Minister may, after consideration of the appeal, confirm the refusal or direct the Council to grant leave.

(2) Whenever leave of absence has been granted to any member, the Minister may, if he thinks fit to do so, appoint any person to act in the place of that member during his absence on leave.

MEETINGS OF THE COUNCIL.

7. (1) Ordinary meetings of the Council shall be held twice in each calendar year; provided that if it appears to the chairman that it is not necessary for two ordinary meetings of the Council to be held in any one year, he may direct that only one ordinary meeting be held in that year. All ordinary meetings of the Council shall be convened by the direction of the chairman.

(2) The chairman may at any time in his discretion direct that a special meeting of the Council be convened.

(3) Notice of the holding of any ordinary or special meeting of the Council shall be given by the secretary of the Council to every member of the Council not less than 14 days before a meeting, and with the notice the secretary shall furnish each member with the complete agenda together with submissions, if necessary, on the items on the agenda.

(4) The Council shall meet at such places and at such times as directed by the chairman.

PROCEDURE AT MEETINGS OF THE COUNCIL.

8. At any meeting of the Council, seven members shall form a quorum.

DECISION OF THE COUNCIL ON ANY QUESTION.

9. The decision of the Council on any question before it for consideration shall be formulated as a resolution which shall be adopted by vote of the majority of the members present at the discussion of and voting upon that question. Each member (including the chairman of the Council) shall have one vote and the chairman shall have in addition, in the case of equality of voting, a casting vote. The rulings of the chairman at any meeting shall be final.

MINUTES OF MEETINGS OF THE COUNCIL.

10. (1) The secretary to the Council shall keep minutes of proceedings at all meetings of the Council, and shall as soon as possible after the conclusion of any meeting transmit a copy of the minutes of proceedings thereat to the Director and to all members of the Council, and shall bring to the notice of all members all resolutions or other matters that may require special attention.

(2) The minutes of proceedings at any meeting shall be laid before the Council at its next meeting for confirmation or correction.

FUNCTIONS OF THE COUNCIL.

11. In addition to the functions entrusted to it by subsection (5) of section six of the Act, the Council shall be entitled, through the proper channels to ask for information from, or submit information and tender advice to the National Marine Advisory Council, departments of State, local authorities, shipping companies, or other organisations, whether such shipping companies or organisations function within the Union of South Africa or not, in connection with the welfare of merchant seamen.

SEKRETARIS VAN DIE RAAD.

5. 'n Beampde van die Departement van Volkswelsyn, wat deur die Sekretaris van Volkswelsyn aangewys moet word, dien as sekretaris van die Raad. Hy mag aan die Raad se samesprekings deelneem maar hy mag nie stem nie.

VERLOF TOT AFWESIGHEID.

6. (1) Die Raad of voorsitter daarvan mag 'n lid verlof gee om van vergaderings van die Raad afwesig te wees vir 'n tydperk van hoogstens twaalf maande of, met die goedkeuring van die Minister, vir 'n langer tydperk. 'n Lid wat verlof gevra het om afwesig te wees kan by die Minister appèl aanteken indien die Raad of die voorsitter sodanige verlof weier, en die Minister kan, na oorweging van die appèl, sodanige weiering bekragtig of die Raad gelas om verlof toe te staan.

(2) Wanneer 'n lid verlof toegestaan is om afwesig te wees kan die Minister, indien hy dit goed ag, 'n persoon aanstel om in die plek van daardie lid op te tree gedurende sy afwesigheid met verlof.

VERGADERINGS VAN DIE RAAD.

7. (1) Gewone vergaderings van die Raad word twee keer in elke kalenderjaar gehou; met dien verstande dat die voorsitter, indien dit na sy mening onnodig is om twee gewone Raadsvergaderings in enige jaar te hou, kan gelas dat slegs een gewone vergadering in daardie jaar gehou word. Alle gewone vergaderings van die Raad word op las van die voorsitter belê.

(2) Die voorsitter kan te eniger tyd wanneer hy dit goed dink, gelas dat 'n spesiale vergadering van die Raad belê word.

(3) Minstens veertien dae voordat 'n gewone of spesiale vergadering van die Raad gehou word, moet die sekretaris van die Raad elke lid van die Raad daarvan in kennis stel, en saam met die kennisgewing moet hy aan elke lid die volledige agenda stuur tesame met voorleggings, indien nodig, oor die besprekingspunte op die agenda.

(4) Die Raad vergader op sodanige plekke en tye as wat die voorsitter mag gelas.

PROSEDURE OP VERGADERINGS VAN DIE RAAD.

8. Op enige vergadering van die Raad vorm sewe lede 'n kworum.

BESLISSING VAN DIE RAAD OOR ENIGE SAAK.

9. Die beslissing van die Raad oor enige saak wat vir oorweging aan hom voorgelê word, word geformuleer as 'n besluit wat aangeneem moet word met 'n meerderheidstem van die lede wat by die bespreking aanwesig is en oor die saak stem. Elke lid (met inbegrip van die voorsitter van die Raad) het een stem, en die voorsitter het daarbenewens, in die geval van 'n staking van stemme, 'n beslissende stem. Die beslissings van die voorsitter op enige vergadering is finaal.

NOTULE VAN VERGADERINGS VAN DIE RAAD.

10. (1) Die sekretaris van die Raad notuleer die verrigtings op alle vergaderings van die Raad, en stuur so spoedig doenlik na afloop van 'n vergadering 'n afskrif van die notule van die verrigtings op die vergadering aan die Direkteur en aan die lede van die Raad, en hy vestig die aandag van al die lede op alle besluite of ander sake wat spesiale aandag mag vereis.

(2) Die notule van die verrigtings op enige vergadering word op die eersvolgende vergadering van die Raad vir bekragtiging of verbetering aan die Raad voorgelê.

FUNKSIES VAN DIE RAAD.

11. Benewens die funksies aan hom opgedra kragtens subartikel (5) van artikel ses van die Wet, is die Raad daartoe geregtig om, deur die behoorlike kanale, van die Nasionale Marine-adviesraad, staatsdepartemente, plaaslike owerhede, rederye of ander organisasies, hetsy sodanige rederye of organisasies binne die Unie van Suid-Afrika funksioneer of nie, inligting te vra aangaande die welsyn van handelseelui of om aan genoemde liggame inligting in verband met die welsyn van handelseelui voor te lê en raad daaroor aan te bied.

[NOTE.—Sub-section (5) of section *six* of the Act reads as follows:—

“The National Advisory Council for the Welfare of Merchant Seamen shall advise the Minister in regard to all matters referred to it in connection with the welfare of seamen and may tender advice to the Minister in regard to any other matters connected with the welfare of seamen.”]

SUB-COMMITTEES OF THE COUNCIL.

12. (1) The Council may appoint a sub-committee from amongst its members to consider any matter connected with the welfare of merchant seamen, and to report to the Council at its first ensuing meeting.

(2) For the purposes of regulation 4, meetings of any such sub-committee shall be deemed to be a meeting of the Council, but in applying paragraph (a) of that regulation to meetings of a sub-committee that paragraph shall be construed as though for the figures “£3. 3s.” there were substituted the figures “£2. 2s.”.

PORT WELFARE COMMITTEES.

APPOINTMENT OF A PORT WELFARE COMMITTEE.

13. (1) A port welfare committee appointed by the Minister shall consist of not more than fifteen members. Amongst its members may be one representative stationed at the port of each of the following departments and offices: Social Welfare, Customs and Excise, Immigration and Asiatic Affairs, Labour, Coloured Affairs, South African Police, South African Railways and Harbours and South African Railways and Harbours Police. The Port Health Officer may also be appointed a member. Other members may be persons actively engaged in promoting the welfare of seamen and representatives of shipowners.

(2) A member of a port welfare committee shall be appointed for such period, which shall not exceed three years, and subject to such conditions as the Minister may determine at the time of making the appointment.

(3) If any member of a port welfare committee dies or vacates his office before the expiration of the period for which he was appointed, the Minister shall appoint some other person who shall hold office for the unexpired portion of the period for which his predecessor was appointed.

(4) A member whose tenure of office has terminated shall be eligible for re-appointment.

(5) A member shall be deemed to have resigned his office if he shall have been absent without leave of the port welfare committee from three consecutive ordinary meetings of the committee.

SUBSISTENCE AND TRANSPORT ALLOWANCES.

14. A member of a port welfare committee who is not a member of the public service shall be paid subsistence allowance at the rate of £1. 1s. per meeting of the committee attended by him.

[NOTE.—Sub-section (9) of section *six* of the Act provides that there shall be paid to members of a port welfare committee who are members of the public service such allowances towards subsistence and transport as are prescribed by or under the laws governing the public service.]

CHAIRMAN AND VICE-CHAIRMAN OF A PORT WELFARE COMMITTEE.

15. (1) A port welfare committee shall elect one of its members as chairman and another as vice-chairman.

(2) During the absence or incapacity of the chairman the vice-chairman shall perform all the functions and duties of the chairman.

[LET WEL.—Subartikel (5) van artikel *ses* van die Wet lui soos volg:—

„Die Nasionale Adviesraad vir die Welsyn van Handelseelui dien die Minister van raad met betrekking tot alle sake in verband met die welsyn van seelui wat na die Raad verwys word en kan aan die Minister raad aanbied met betrekking tot alle ander sake in verband met die welsyn van seelui.”]

ONDERKOMITEES VAN DIE RAAD.

12. (1) Die Raad kan uit sy geledere 'n onderkomitee aanstel om oorweging te skenk aan enige saak wat betrekking het op die welsyn van handelseelui, en om aan die Raad op sy eersvolgende vergadering daarvoor verslag te doen.

(2) Vir die toepassing van regulasie 4, word daar geag dat vergaderings van so 'n onderkomitee 'n vergadering van die Raad is, maar by die toepassing van paragraaf (a) van genoemde regulasie op vergaderings van 'n onderkomitee word daardie paragraaf uitgelê sodat die syfers „£3 3 0” met die syfers „£2 2 0” vervang word.

HAWE-WELSYNKOMITEES.

AANSTELLING VAN 'N HAWE-WELSYNKOMITEE.

13. (1) 'n Hawe-welsynkomitee wat deur die Minister aangestel word, bestaan uit hoogstens vyftien lede. In sy geledere kan daar een verteenwoordiger van elk van die volgende departemente en kantore wees wat by die hawe gestasioneer is: Volkswelsyn, Doecane en Aksyns, Immigrasie en Asiatesake, Arbeid, Kleurlingsake, Suid-Afrikaanse Polisie, Suid-Afrikaanse Spoorweë en Hawens en Suid-Afrikaanse Spoorweg- en Hawenspolisie. Die Hawe-gesondheidsbeampte kan ook as lid aangestel word. Ander lede kan persone wees wat aktief deelneem aan die bevordering van die welsyn van seelui en verteenwoordigers van skeepseienaars.

(2) 'n Lid van 'n hawe-welsynkomitee word aangestel vir sodanige tydperk, wat hoogstens drie jaar mag wees, en is onderworpe aan sodanige voorwaardes as wat die Minister mag bepaal ten tye wanneer die aanstelling gemaak word.

(3) Indien 'n lid van 'n hawe-welsynkomitee te sterwe kom of uit sy amp tree voor die verstryking van die tydperk waarvoor hy aangestel was, stel die Minister 'n ander persoon aan wat die amp beklee vir die onverstrekte gedeelte van die tydperk waarvoor sy voorganger aangestel was.

(4) 'n Lid wie se ampstermyn verstryk het, is herkiesbaar.

(5) Daar word geag dat 'n lid uit sy amp bedank het indien hy sonder verlof van die hawe-welsynkomitee van drie agtereenvolgende gewone vergaderings van die komitee afwesig was.

ONDERHOUD- EN VERVOERTOELAES.

14. Aan 'n lid van 'n hawe-welsynkomitee wat nie 'n lid van die staatsdiens is nie word 'n onderhoudtoelae betaal van £1. 1s. vir elke vergadering van die komitee wat hy bywoon.

[LET WEL.—In subartikel (9) van artikel *ses* van die Wet word bepaal dat daar aan lede van 'n hawe-welsynkomitee wat lede van die staatsdiens is die toelaes vir onderhoud en vervoer betaal word wat voorgeskryf word deur of kragtens die wette op die staatsdiens.]

VOORSITTER EN ONDERVOORSITTER VAN 'N HAWE-WELSYNKOMITEE.

15. (1) 'n Hawe-welsynkomitee kies een van sy lede as voorsitter en 'n ander lid as ondervoorsitter.

(2) Wanneer die voorsitter afwesig is of nie as voorsitter kan optree nie, voer die ondervoorsitter al die funksies en pligte van die voorsitter uit.

(3) In the event of the absence of both the chairman and the vice-chairman, the members present at the meeting shall elect one of their number as chairman.

SECRETARY TO A PORT WELFARE COMMITTEE.

16. The Director may appoint a secretary to a port welfare committee. In the absence of the secretary a member of a port welfare committee designated by the committee may act as honorary secretary to that port welfare committee.

LEAVE OF ABSENCE.

17. (1) A port welfare committee may grant to any member leave of absence from meetings of the port welfare committee for a period not exceeding three months or, with the approval of the Secretary for Social Welfare, for any longer period. A member who has requested leave of absence may appeal to the Minister against any refusal thereof by the port welfare committee or against the refusal of extended leave by the Secretary for Social Welfare and the Minister may, after consideration of the appeal, confirm the refusal or direct the port welfare committee to grant leave.

(2) Whenever leave of absence has been granted to any member the Minister may, if he thinks fit to do so, appoint any person to act in the place of that member during his absence on leave.

MEETINGS OF A PORT WELFARE COMMITTEE.

18. (1) Ordinary meetings of a port welfare committee shall be held once in each calendar month; provided that if it appears to the Secretary for Social Welfare that it is not necessary for an ordinary meeting of the port welfare committee to be held in every month, he may direct the port welfare committee to hold ordinary meetings at such intervals as he may specify, but in any event not less frequently than once in every three months. The first ordinary meeting shall be convened by the officer in charge of the local social welfare office. All subsequent ordinary meetings shall be convened by direction of the chairman of the port welfare committee and in his absence by the vice-chairman.

(2) The chairman, or in his absence, the vice-chairman may at any time in his discretion direct that a special meeting of the port welfare committee be convened.

(3) Timely notice of the holding of an ordinary meeting or special meeting of the port welfare committee shall be given by the secretary of the committee to every member. The notice of a meeting shall set out briefly the matters to be considered at that meeting.

PROCEDURE AT MEETINGS OF A PORT WELFARE COMMITTEE.

19. At any meeting of a port welfare committee constituted of fifteen members, eight shall form a quorum.

DECISION OF A PORT WELFARE COMMITTEE ON ANY QUESTION.

20. The decision of a port welfare committee on any question before it for consideration shall be formulated as a resolution which shall be adopted by vote of the majority of the members present at the discussion of and voting upon that question. Each member (including the chairman of the port welfare committee) shall have one vote and the chairman shall have in addition, in the case of equality of voting, a casting vote. The rulings of the chairman at any meeting shall be final.

MINUTES OF MEETINGS OF A PORT WELFARE COMMITTEE.

21. (1) The secretary to a port welfare committee shall keep minutes of proceedings at all meetings of the port welfare committee, and shall as soon as possible after the conclusion of any meeting transmit a copy of the minutes of proceedings thereat to each member of the committee, to the Secretary for Social Welfare, to the Director and to each of the other port welfare committees at Union ports.

(3) Wanneer sowel die voorsitter as die ondervoorsitter afwesig is, kies die lede wat op die vergadering aanwesig is uit hul geledere 'n voorsitter.

SEKRETARIS VAN 'N HAWE-WELSYNKOMITEE.

16. Die Direkteur kan 'n sekretaris vir 'n hawe-welsynkomitee aanstel. In die afwesigheid van die sekretaris kan 'n lid van 'n hawe-welsynkomitee wat deur die komitee aangewys word, as ere-sekretaris van daardie hawe-welsynkomitee dien.

VERLOF TOT AFWESIGHEID.

17. (1) 'n Hawe-welsynkomitee kan aan 'n lid verlof toestaan om van vergaderings van die hawe-welsynkomitee afwesig te wees vir 'n tydperk van hoogstens drie maande of, met die goedkeuring van die Sekretaris van Volkswelsyn, vir 'n langer tydperk. 'n Lid wat verlof gevra het om afwesig te wees kan by die Minister appél aanteken indien die hawe-welsynkomitee die verlof weier of indien die Sekretaris van Volkswelsyn verlenging van die verlof weier, en die Minister kan, na oorweging van die appél, die weiering bekrachtig of gelas dat die hawe-welsynkomitee die verlof toestaan.

(2) Wanneer verlof tot afwesigheid aan 'n lid toegestaan is, kan die Minister, indien hy dit goed ag, 'n persoon aanstel om op te tree in die plek van daardie lid gedurende sy afwesigheid met verlof.

VERGADERINGS VAN 'N HAWE-WELSYNKOMITEE.

18. (1) Gewone vergaderings van 'n hawe-welsynkomitee word een keer in elke kalendermaand gehou; met dien verstande dat, indien dit na die mening van die Sekretaris van Volkswelsyn onnodig is dat 'n gewone vergadering van die hawe-welsynkomitee elke maand gehou word, hy die hawe-welsynkomitee kan gelas om gewone vergaderings te hou met tussenposes soos hy mag spesifiseer, maar in elk geval minstens een keer elke drie maande. Die eerste gewone vergadering word belê deur die beambte-in-bevel van die plaaslike Volkswelsynkantoor. Alle daaropvolgende gewone vergaderings word belê op las van die voorsitter van die hawe-welsynkomitee en, in sy afwesigheid, deur die ondervoorsitter.

(2) Die voorsitter of, in sy afwesigheid, die ondervoorsitter, kan te eniger tyd wanneer hy dit goed dink, gelas dat 'n spesiale vergadering van die hawe-welsynkomitee belê word.

(3) Die sekretaris van die hawe-welsynkomitee moet elke lid vroegtydig in kennis stel van die datum van 'n gewone of spesiale vergadering van die hawe-welsynkomitee. In die kennisgewing moet die sake wat op die vergadering bespreek sal word, kortliks uiteengesit word.

PROSEDURE OP VERGADERINGS VAN 'N HAWE-WELSYNKOMITEE.

19. Op enige vergadering van 'n hawe-welsynkomitee wat uit vyftien lede saamgestel is, vorm agt lede 'n kworum.

BESLISSING VAN 'N HAWE-WELSYNKOMITEE OOR ENIGE SAAK.

20. Die beslissing van 'n hawe-welsynkomitee oor enige saak wat vir oorweging aan hom voorgelê word, word geformuleer as 'n besluit wat aangeneem moet word met 'n meerderheidstem van die lede wat op die besprekings aanwesig is en oor die saak stem. Elke lid (met inbegrip van die voorsitter van die hawe-welsynkomitee) het een stem en die voorsitter het daarbenewens, in die geval van 'n staking van stemme, 'n beslissende stem. Die beslissings van die voorsitter op enige vergadering is finaal.

NOTULE VAN VERGADERINGS VAN 'N HAWE-WELSYNKOMITEE.

21. (1) Die sekretaris van 'n hawe-welsynkomitee notuleer die verrigtings op alle vergaderings van die hawe-welsynkomitee, en stuur so spoedig doenlik na afloop van 'n vergadering 'n afskrif van die notule van die verrigtings op so 'n vergadering aan elke lid van die komitee, aan die Sekretaris van Volkswelsyn, aan die Direkteur en aan al die ander hawe-welsynkomitees by Unie-hawens.

(2) The minutes of proceedings at any meeting shall be laid before the port welfare committee at its next meeting for confirmation or correction.

FUNCTIONS OF A PORT WELFARE COMMITTEE.

22. A port welfare committee shall from time to time appoint one or more of its members to visit houses in which seamen and apprentice-officers of the merchant navy are lodged in the port and merchant seamen who are or have been in hospital or in detention barracks or in the custody of the Police or in prison and to report to the committee at its monthly meetings.

A port welfare committee shall, in addition to the functions set out in sub-section (6) of section six of the Act, consider and investigate any matter referred to it by the National Advisory Council for the Welfare of Merchant Seamen, and shall as soon as may be furnish the secretary to the said Council with its comments or report on such matter.

A port welfare committee may from time to time submit to the Secretary to the National Advisory Council for the Welfare of Merchant Seamen items or subjects for inclusion in the agenda of the ensuing meeting of the said Council.

[NOTE.—Sub-section (6) of section six of the Act reads as follows:—

“The Minister may at any Union port appoint a port welfare committee for the purposes of collecting information on the conditions in which seamen in the port live, advising departments of State, the local authority of the port and bodies engaged in promoting the welfare of seamen at the port as to the application, adaption and co-ordination of measures for the improvement of such conditions, and collaborating in the carrying out of such measures.”]

* No. 712.]

[27 April 1956.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of sub-section (1) of section three hundred and fifty-six 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 31st August, 1956.

These regulations cover the registration of ships.

CONTENTS.

THE REGISTRATION OF SHIPS REGULATIONS.

1. Title of these Regulations.
2. Interpretation.
3. Notification of Building of Vessels.
4. Application for Registry of a Ship.
5. Notification of the Proposed Name of a Ship.
6. Name of Ship.
7. Official Numbers of Ships.
8. Marking of Ships.
9. Documents to be Produced for Registry.
10. Certificate of Registry.
11. The Keeping of the Register.
12. Transfer of Registry from One Port in the Union to Another Port in the Union.
13. The Granting of Provisional Certificates.

(2) Die notule van die verrigtings op 'n vergadering word op die hawe-welsynkomitee se eersvolgende vergadering vir bekragtiging of verbetering aan die komitee voorgelê.

FUNKSIES VAN 'N HAWE-WELSYNKOMITEE.

22. 'n Hawe-welsynkomitee stel van tyd tot tyd een of meer van sy lede aan om huise waarin seelui of leerling-offisiere van die handelsvloot in daardie hawe gehuisves word en die handelseelui wat in die hospitaal of in detensiekasernes is of was of wat deur die Polisie aangehou is of aangehou word of wat in die tronk is of was, te besoek en om op sy maandelikse vergaderings aan die komitee daarvoor verslag te doen.

Benewens die funksies in subartikel (6) van artikel ses van die Wet uiteengesit, is dit ook die funksie van 'n hawewelsynkomitee om enige saak wat deur die Nasionale Adviesraad vir die Welsyn van Handelseelui na hom verwys word, te oorweeg en te ondersoek en om so spoedig doenlik aan die sekretaris van genoemde Raad sy kommentaar of verslag oor sodanige saak te verstrek.

'n Hawe-welsynkomitee kan van tyd tot tyd aan die sekretaris van die Nasionale Adviesraad vir die Welsyn van Handelseelui besprekingspunte of onderwerpe voorlê vir insluiting in die agenda van die eersvolgende vergadering van genoemde Raad.

[LET WEL.—Subartikel (6) van artikel ses van die Wet lui soos volg:—

„Die Minister kan 'n hawe-welsynkomitee by enige Unie-hawe aanstel om informasie aangaande die omstandighede waarin seelui in die hawe leef, in te win, om staatsdepartemente, die plaaslike bestuur van die hawe en liggame wat deelneem in die bevordering van die welsyn van seelui by die hawe van raad te dien met betrekking tot die aanwending, aanpassing en koördinering van maatreëls vir die verbetering van bedoelde omstandighede, en om by die uitvoering van bedoelde maatreëls saam te werk.”]

* No. 712.]

[27 April 1956.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van subartikel (1) van artikel driehonderd ses-en-vyftig 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 Doecane en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor 31 Augustus 1956, deurstuur.

Hierdie regulasies dek die registrasie van skepe.

INHOUD.

REGULASIES IN VERBAND MET DIE REGISTRASIE VAN SKEPE.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Aanmelding van bou van skepe.
4. Aansoek om registrasie van 'n skip.
5. Aanmelding van die voorgestelde naam van 'n skip.
6. Naam van skip.
7. Amptelike nommers van skepe.
8. Merk van skepe.
9. Dokumente wat vir registrasie voorgelê moet word.
10. Registrasiesertifikaat.
11. Die hou van die register.
12. Oorplasing van registrasie vanaf een hawe in die Unie na 'n ander hawe in die Unie.
13. Verlening van voorlopige sertifikate.

14. Issue of a New Certificate of Registry or a Provisional Certificate in Lieu of the Original Certificate Mislaid, Lost or Destroyed.
15. Registry Anew on Change of Ownership.
16. Registry Anew on Sale of Ship under Certificate of Sale.
17. Re-registration of Ships.
18. Registry of Alterations in Ships.
19. Issue of a Temporary Pass in Lieu of a Certificate of Registry.
20. Deed of Sale.
21. Declaration of Transfer or Transmission on Transfer of Ship or Transmission of Ownership in Ship.
22. Order for Sale on Transmission to Unqualified Person.
23. Deed of Mortgage.
24. Deed of Cession.
25. Declaration of Transmission of Interest in Mortgage.
26. Inspection of Register and Certified Extracts Therefrom.
27. Copies of Documents.
28. Payment of Fees.
29. Notification of Change of Address.

ANNEXURES.

- A.—List of Forms appearing in these Regulations.
B.—Fees.

TITLE OF THESE REGULATIONS.

1. These regulations are called The Registration of Ships Regulations.

INTERPRETATION.

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

- “Act” means the Merchant Shipping Act, 1951 (Act No. 57 of 1951);
- “register” means the special book referred to as such in section *fifteen* of the Act;
- “surveyor” means the person recognised or appointed as such in terms of paragraph (b) of section *four* of the Act;
- “tonnage certificate” means a certificate issued under the provisions of regulation 2 of the Tonnage Regulations,

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

[NOTE.—

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

- “Commonwealth ship” means a ship registered at any place in any part of the Commonwealth under the relative laws in force in that place or any ship which by the law of any part of the Commonwealth is recognised as a ship of that part, and includes a South African ship;
- “Director” means the Director of Merchant Shipping appointed under section *five*;
- “foreign ship” means a ship other than a Commonwealth ship;
- “Minister” means the Minister of Finance;
- “owner” means any person to whom a ship or a share in a ship belongs;
- “part of the Commonwealth” means the territory of any country which is a member of the Commonwealth, and includes any territory under the sovereignty or control of any such country;
- “port” means a place, whether proclaimed a public harbour or not, and whether natural or artificial, to which ships may resort for shelter or to ship or unship goods or passengers;

14. Uitreiking van 'n nuwe registrasiesertifikaat of van 'n voorlopige sertifikaat in die plek van die oorspronklike sertifikaat wat verlé, verloor of vernietig is.
15. Registrasie opnuut by verandering van eiendomsreg.
16. Registrasie opnuut by verkoop van skip onder verkopingsertifikaat.
17. Her-registrasie van skepe.
18. Registrasie van veranderings in skepe.
19. Uitreiking van 'n tydelike pas in die plek van 'n registrasiesertifikaat.
20. Koopakte.
21. Verklaring van oordrag of oorgang by oordrag van skip of oorgang van eiendomsreg op skip.
22. Bevel tot verkoping by oorgang op onbevoegde persoon.
23. Verbandakte.
24. Sessie-akte.
25. Verklaring van oorgang van belang by verband.
26. Inspeksie van register en gesertifiseerde uittreksels daaruit.
27. Afskrifte van dokumente.
28. Betaling van gelde.
29. Aanmelding van verandering van adres.

BYLAE.

- A.—Lys van vorms wat by hierdie regulasies verskyn.
B.—Gelde betaalbaar.

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies heet die Regulasies in verband met die Registrasie van Skepe.

WOORDBETEKENIS.

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

- „Wet” die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951);
- „register” die spesiale boek waarvan as sodanig in artikel *vyftien* van die Wet melding gemaak word;
- „opnemer” die persoon wat as sulks erken of aangestel word kragtens paragraaf (b) van artikel *vier* van die Wet;
- „tonnemaatsertifikaat” 'n sertifikaat wat uitgereik word ingevolge die bepalings van regulasie 2 van die Tonnemaatregulasies;

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

[LET WEL.

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

- „Statebond-skip” 'n skip geregistreer op enige plek in 'n deel van die Statebond kragtens die betrokke wette wat op daardie plek van krag is, of 'n skip wat volgens die wet wat van krag is in enige deel van die Statebond erken word as 'n skip van daardie deel, en ook 'n Suid-Afrikaanse skip;
- „Direkteur” die Direkteur van Handelskeepvaart wat kragtens artikel *vyf* aangestel is;
- „vreemde skip” 'n skip wat nie 'n Statebond-skip is nie;
- „Minister” die Minister van Finansies;
- „eienaar” iemand aan wie 'n skip of 'n aandeel in 'n skip behoort;
- „deel van die Statebond” die gebied van 'n land wat lid is van die Statebond en ook enige gebied onder die soewereiniteit of beheer van so 'n land;
- „hawe” 'n plek, onverskillig of dit as 'n openbare hawe geproklameer is al dan nie en of dit natuurlik of kunsmatig is, waarheen skepe vir skuiling kan gaan of om goedere of passasiers te laai of af te laai;

*“port of registry” means, in relation to a ship, the port at which she is registered or is to be registered;
 *“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 this Act in which the expression occurs; or if no such designation has been made—

- (a) at a place in the Union, the chief officer of customs; or
- (b) at a place outside the Union but within a part of the Commonwealth, the person who, in terms of the law in force in that part of the Commonwealth, is entrusted with the function or burdened with the duty to which reference is made in the provision of this Act in which the expression occurs; or if there be no such person, the person indicated in paragraph (c) of this definition; or
- (c) at a place outside the Commonwealth, in the following order:—
 - (i) A consular representative of the Union; or
 - (ii) a diplomatic representative of the Union; or
 - (iii) a consular representative of a country (other than the Union) which is a member of the Commonwealth; or
 - (iv) a diplomatic representative of a country (other than the Union) which is a member of the Commonwealth;

“register tons” and “register tonnage” mean, in relation to a South African ship, the tonnage of the ship, either gross or net as the case may be, recorded in the register mentioned in section fifteen; and in the case of any other ship, the tonnage accepted or determined by the Minister, Director or proper officer; and

“South African ship” means a ship registered in the Union in terms of the Act or deemed to be so registered.

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

- (a) section two (2), which declares that any reference in the Act or the regulations to a part of the Commonwealth is to be construed as including a reference to the Republic of Ireland, as though the Republic of Ireland had been a member of the Commonwealth;
- (b) section four (c), which makes provision for the Minister to declare ports in the Union to be ports of registry for the registration of ships;
- (c) sections ten to sixty-two which deal with the recording and registration of ships as South African ships.

NOTIFICATION OF BUILDING OF VESSELS.

3. Every person who is by section ten of the Act required to furnish particulars of a vessel which he is building or which he intends to build, and which when completed will be required to be registered in terms of the Act, shall do so by completing form MA set forth in Annexure A and delivering or transmitting it to the proper officer nearest to the place where the vessel is being built or is to be built.

* (i) For the purposes of these regulations the Minister has designated the following officers as “proper officers” within the Union:—

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

At Port Elizabeth and East London: The Shipping Master; and has, in terms of paragraph (c) of section four of the Act, declared the following ports to be ports of registry for the registration of ships:—

Cape Town,
 Durban,
 East London, and
 Port Elizabeth.

(ii) As the Minister had made no such designation in respect of Mossel Bay, Port Nolloth, Luderitz and Walvis Bay, the Collectors of Customs being the chief officers of Customs at those ports, respectively, are in terms of paragraph (a) of the definition, proper officers.]

* „registrasiehawe”, in verband met ’n skip, die hawe waar dit geregistreer is of geregistreer gaan word;
 * „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; of as geen sodanige aanwysing gemaak is nie—

- (a) by ’n plek in die Unie, die hoofdoeanebeampte; of
- (b) by ’n plek buite die Unie maar in ’n deel van die Statebond, die persoon aan wie kragtens die wet wat in daardie deel van die Statebond van krag is, die amp toevertrou is of die plig opgelê is waarna verwys word in die bepaling van hierdie Wet waarin die uitdrukking voorkom; of as daar geen sodanige persoon is nie, die persoon wat in paragraaf (c) van hierdie omskrywing aangedui word; of
- (c) by ’n plek buite die Statebond in die volgende volgorde:—
 - (i) ’n konsulêre verteenwoordiger van die Unie; of
 - (ii) ’n diplomatieke verteenwoordiger van die Unie; of
 - (iii) ’n konsulêre verteenwoordiger van ’n land (behalwe die Unie) wat lid is van die Statebond; of
 - (iv) ’n diplomatieke verteenwoordiger van ’n land (behalwe die Unie) wat lid is van die Statebond;

„registerton” en „registertonnemaat”, ten opsigte van ’n Suid-Afrikaanse skip, die tonnemaat van die skip, of bruto of netto, na gelang van die geval, wat aangeteken staan in die register in artikel vyftien vermeld; en ten opsigte van ’n ander skip, die tonnemaat wat deur die Minister, Direkteur of bevoegde beampte aanvaar of vasgestel is; en

„Suid-Afrikaanse skip” ’n skip kragtens hierdie Wet in die Unie geregistreer of geag aldus geregistreer te wees.

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

- (a) Artikel twee (2) bepaal dat enige verwysing in die Wet of die regulasies na ’n deel van die Statebond uitgelê moet word as omvattende ’n verwysing na die Republiek Ierland, asof die Republiek Ierland lid was van die Statebond;
- (b) artikel vier (c) bepaal dat die Minister hawens in die Unie tot registrasiehawens vir die registrasie van skepe kan verklaar;
- (c) artikels tien tot twee-en-sestig handel oor die optekening en registrasie van skepe as Suid-Afrikaanse skepe.

AANMELDING VAN BOU VAN SKEPE.

3. Elke persoon wat kragtens artikel tien van die Wet besonderhede moet verstrek van ’n vaartuig wat hy besig is om te bou of voornemens is om te bou en wat by voltooiing kragtens die Wet geregistreer moet word, moet dit doen deur vorm M.A. wat in Bylae A uiteengesit word, te voltooi en dit aan die bevoegde beampte naaste aan die plek waar die vaartuig gebou word of gebou sal word in te dien of dit aan hom te stuur.

* (i) Vir die doel van hierdie regulasies het die Minister die volgende beamptes as „bevoegde beamptes” in die Unie aangewys:—

Te Kaapstad, Durban: Die Hoofbeampte van die Marine-opnemingskantoor.

Te Port Elizabeth en Oos-Londen: Die Koopvaardymeester; en kragtens paragraaf (c) van artikel vier van die Wet het hy die volgende hawens tot registrasiehawens vir die registrasie van skepe verklaar:—

Kaapstad,
 Durban,
 Oos-Londen, en
 Port Elizabeth.

(ii) Aangesien die Minister nie sodanige aanwysings ten opsigte van Mosselbaai, Port Nolloth, Luderitz en Walvisbaai gemaak het nie is die Ontvangers van Doeane wat die hoofdoeanebeamptes by hierdie hawens onderskeidelik is, kragtens paragraaf (a) van die omskrywing bevoegde beamptes.]

APPLICATION FOR REGISTRY OF A SHIP.

4. Every application for registry of a ship in terms of section *thirteen* of the Act shall be made in writing to the proper officer at the intended port of registry.

[NOTE.—The Minister has, under the provisions of sub-section (3) of section *thirteen* of the Act exempted the owners of the following classes of ships of less than one hundred gross tons from the obligation to apply for registry under the Act:—

Pleasure yachts and vessels not employed or owned for the purpose of fishing or carrying persons or goods of any kind for profit.]

NOTIFICATION OF THE PROPOSED NAME OF A SHIP.

5. (1) Any person who intends to apply, or who is required by the Act to apply for the registry of a ship shall, at least thirty days before the date on which it is intended to register the ship, give notice in writing of the proposed name of the ship to the proper officer at the intended port of registry. If the ship has previously borne a name this name and particulars of any previous registration shall be furnished. The Director may require publication in such form and in such manner as he thinks fit of the proposed name of any ship.

(2) If the name by which it is proposed to register the ship does not appear already as the name of a Commonwealth ship, or if it is not a name so similar to that of a Commonwealth ship as to be calculated to deceive, the Director may authorise the registration of the ship under that name, provided all requirements for registry have been duly complied with.

(3) The Director shall refuse to register any ship by the name proposed if such name is already the name of a Commonwealth ship, or a name so similar as to be calculated to deceive.

(4) Notwithstanding the provisions of paragraphs (1), (2) and (3) of this regulation, the Director may allow the registry of a ship by name or designation which is already the name or designation or similar to the name or designation of a ship registered in some part of the Commonwealth—

- (a) if he is satisfied that the ship is intended to replace another of the same name which within 10 years of the date of the application belonged to the same owner when its Commonwealth registry was closed, or which, within 10 years of the date of the application, was sold by the same owner on condition that her name should be changed and her name has been changed; or
- (b) if the designation proposed is a number only and the vessel so designated plies only in or about a port in which no other vessel is designated by the same number; or
- (c) if he is satisfied that the case is one of urgency and that the ship will be delayed if registration is refused by the name proposed by the owners. In such a case the Director may allow the ship to be registered by the name proposed by the owner on such conditions as he may deem fit to impose.

NAME OF SHIP.

6. (1) A ship shall not be described by any name other than that by which she is for the time being registered.

(2) A change shall not be made in the name of the ship without the previous written permission of the Director, who may require publication in such form and in such manner as he thinks fit of any proposed change in the name of the ship.

(3) On permission being granted to change the name, the ship's name shall forthwith be altered in the register, in the ship's certificate of registry, and on her bows and stern in accordance with the provisions of regulation 8.

AANSOEK OM REGISTRASIE VAN 'N SKIP.

4. Elke aansoek om die registrasie van 'n skip kragtens artikel *dertien* van die Wet moet skriftelik aan die bevoegde beampte by die voorgenome registrasiehawe gerig word.

[LET WEL.—Die Minister het kragtens die bepalings van subartikel (3) van artikel *dertien* van die Wet die eienaars van die volgende klasse skepe van minder as eenhonderd bruto-tonnemaat vrygestel van die verpligting om kragtens die Wet aansoek om registrasie te doen:—

Plesier-jagte en vaartuie wat nie gebruik of besit word vir die doel om vir wins vis te vang of persone of goedere wat enige soort te vervoer nie].

AANMELDING VAN DIE VOORGESTELDE NAAM VAN 'N SKIP.

5. (1) Enige persoon wat voornemens is om, of wat kragtens die Wet verplig is om aansoek te doen om die registrasie van 'n skip moet minstens dertig dae voor die datum waarop hy voornemens is om die skip te registreer, aan die bevoegde beampte by die voorgenome registrasiehawe skriftelik kennis gee van die voorgestelde naam van die skip. Indien die skip voorheen 'n naam gehad het, moet hierdie naam en besonderhede van enige vorige registrasie verstrek word. Die Direkteur kan vereis dat die voorgestelde naam van 'n skip in so 'n vorm of op sodanige wyse as wat hy mag goeddink, gepubliseer word.

(2) Indien die voorgestelde naam waaronder die skip geregistreer moet word nie alreeds voorkom as die naam van 'n Statebond-skip nie of indien die naam nie so soortgelyk aan die van 'n Statebond-skip is dat dit tot bedrog kan lei nie, kan die Direkteur gelas dat die skip onder daardie naam geregistreer word, mits alle vereistes vir registrasie behoorlik nagekom is.

(3) Die Direkteur kan weier om 'n skip onder die voorgestelde naam te registreer indien so 'n naam reeds die naam van 'n Statebond-skip is of indien dit so 'n soortgelyke naam is dat dit tot bedrog kan lei.

(4) Ondanks die bepalings van paragrawe (1), (2) en (3) van hierdie regulasie kan die Direkteur die registrasie van 'n skip toelaat onder die naam of aanwysing wat alreeds die naam of aanwysing is van 'n soortgelyk is aan die naam of aanwysing van 'n skip wat in die een of ander deel van die Statebond geregistreer is—

- (a) indien hy tevrede is dat die bedoeling is dat die skip 'n ander skip met dieselfde naam moet vervang wat binne tien jaar van die datum van die aansoek aan dieselfde eienaar behoort het toe sy Statebond-registrasie gesluit was of wat, binne tien jaar van die aansoek, deur dieselfde eienaar verkoop was op voorwaarde dat die skip se naam verander moet word en dat die skip se naam verander is; of
- (b) indien die voorgestelde aanwysing slegs 'n nommer is en indien die vaartuig aldus aangedui slegs in of om 'n hawe vaar waarin geen ander vaartuig met dieselfde nommer aangedui word nie; of
- (c) indien hy tevrede is dat dit 'n dringende geval is en dat die skip vertraag sal word indien registrasie geweier word onder die naam wat deur die eienaars voorgestel word. In so 'n geval kan die Direkteur toelaat dat die skip geregistreer word onder die naam deur die eienaar voorgestel op sodanige voorwaardes as wat hy mag goeddink.

NAAM VAN SKIP.

6. (1) 'n Skip mag onder geen ander naam beskryf word as dié waaronder hy vir die tussentyd geregistreer word nie.

(2) Die naam van die skip mag nie verander word sonder dat die skriftelike toestemming van die Direkteur vooraf daartoe verkry word nie, en hy kan vereis dat enige voorgestelde verandering in die naam van die skip in so 'n vorm en op so 'n wyse gepubliseer word as wat hy mag goeddink.

(3) Sodra toestemming verleen word vir die verandering van die naam moet die skip se naam onverwyld verander word in die register, in die skip se registrasiesertifikaat, en op die skip se boë en agterstewe ooreenkomstig die bepalings van regulasie 8.

(4) Where a ship having once been registered in the Union or elsewhere in the Commonwealth has ceased to be so registered, no person shall apply to register the ship in the Union, except by the name by which she was last registered in the Union or elsewhere in the Commonwealth unless with the previous written permission of the Director, who may require publication in such form and in such manner as he thinks fit of any proposed change in the name of the ship.

(5) Where it is intended to register a foreign ship not having at any previous time been registered in the Union or elsewhere in the Commonwealth, no person shall apply to register her except by the name which she bears as a foreign ship at the time of application unless with the previous written permission of the Director, who may require publication in such form and in such manner as he thinks fit of any proposed change in the name of the ship.

OFFICIAL NUMBERS OF SHIPS.

7. (1) There shall be appropriated to every ship to be registered under the provisions of these regulations a number, hereinafter referred to as the official number.

(2) The official number of a ship shall not be changed while she remains a South African ship, and if she ceases to be a South African ship and thereafter is again registered as a South African ship, the official number appropriated to her when she was first so registered shall again be appropriated to her.

(3) The owner or master shall cause the official number appropriated to his ship to be marked thereon in accordance with the provisions of paragraph (1) of regulation 8.

MARKING OF SHIPS.

8. (1) A ship shall before registry be marked permanently and conspicuously to the satisfaction of the proper officer as follows:—

- (a) The name of the ship shall be marked on each of her bows, and her name and the name of her port of registry, shall be marked on her stern, on a dark ground in white or yellow letters, or on a light ground in black letters, such letters to be of a length not less than four inches, and of proportionate breadth and suitable thickness;
- (b) the official number and the numbers denoting her gross and net register tonnage, respectively, shall be cut in in a conspicuous place in the ship; and
- (c) a scale of feet denoting the ship's draught of water shall be marked on each side of her stem and her stern post in Roman capital letters or in Arabic numerals, not less than six inches in length, the lower line of such figures or letters to coincide with the draught line denoted thereby, and those letters or figures must be indelibly marked by being cut in or raised in relief and painted white or yellow on a dark ground, or in such other way as the Director approves.

(2) Where because of technical or practical difficulties it is not possible for a ship to be marked in accordance with paragraph (1) of this regulation, the Director may permit some other form of satisfactory identification.

(3) When the ship has been marked in accordance with the provisions of sub-paragraphs (a) and (b) of paragraph (1) of this regulation, or in accordance with the Director's instructions under paragraph (2) a surveyor shall sign the certificate appearing in the carving and marking note in form M.B. set forth in Annexure A, and return it to the proper officer. At a place where there is no surveyor, the proper officer shall inspect the markings and shall sign the certificate appearing in the carving and marking note.

(4) Waar 'n skip voorheen in die Unie of elders in die Statebond geregistreer was maar nie meer aldus geregistreer is nie, mag niemand aansoek doen om die skip in die Unie te laat registreer, behalwe onder die naam waaronder die skip die laaste in die Unie of elders in die Statebond geregistreer was nie, tensy skriftelike verlof vooraf daartoe verkry word van die Direkteur wat kan vereis dat enige voorgestelde verandering in die naam van die skip in so 'n vorm of op sodanige wyse gepubliseer word as wat hy mag goeëdink.

(5) Waar die voorneme is om 'n vreemde skip wat by geen vorige geleentheid in die Unie of elders in die Statebond geregistreer was nie, te laat registreer, mag geen persoon aansoek doen om die skip te laat registreer behalwe onder die naam wat die skip ten tye van die aansoek as 'n vreemde skip het nie, tensy skriftelike verlof vooraf daartoe verkry word van die Direkteur wat kan vereis dat enige voorgestelde verandering in die naam van die skip in so 'n vorm of op so 'n wyse gepubliseer word as wat hy mag goeëdink.

AMPTELIKE NOMMERS VAN SKEPE.

7. (1) Aan elke skip wat ingevolge die bepalings van hierdie regulasies geregistreer moet word, word 'n nommer toegeken waarvan hierna as die amptelike nommer melding gemaak word.

(2) Die amptelike nommer van 'n skip word nie verander solank die skip 'n Suid-Afrikaanse skip bly nie, en indien die skip ophou om 'n Suid-Afrikaanse skip te wees en daarna weer as 'n Suid-Afrikaanse skip geregistreer word, word die amptelike nommer wat aan die skip toegeken is toe hy die eerste maal aldus geregistreer is, weer aan hom toegeken.

(3) Die eienaar of gesagvoerder moet toesien dat die amptelike nommer wat aan sy skip toegeken is, daarop gemerk word ooreenkomstig die bepalings van paragraaf (1) van regulasie 8.

MERK VAN SKEPE.

8. (1) Voordat 'n skip geregistreer word, moet die skip op 'n blywende en opvallende manier tot bevrediging van die bevoegde beamppte soos volg gemerk word:—

- (a) Die naam van die skip moet op elke boeg gemerk word en die skip se naam en die naam van sy registrasiehawe moet op sy agterstewe gemerk word, op 'n donker agtergrond met wit of geel letters, of op 'n ligte agtergrond met swart letters, en sodanige letters moet minstens vier duim lank wees en van eweredige wydte en paslike dikte;
- (b) die amptelike nommer en die nommers wat onderskeidelik die skip se bruto- en netto-registertonmaat aandui, moet op 'n opvallende plek in die skip ingesny word; en
- (c) 'n skaal in voet wat die skip se diepgang aandui, moet aan elke kant van die skip se voorstewe en agterstewe in Romeinse hoofletters of in Arabiese syfers, minstens ses duim lank, gemerk word. Die onderste streep van sodanige syfers moet met die diepganglyn wat daardeur aangedui word, saamval, en dergelike letters of syfers moet onuitwisbaar gemerk word deur hulle in te sny of in relief te laat uitstaan en moet met wit of geel op 'n donker agtergrond gemerk word of op sodanige ander wyse as wat die Direkteur mag goedkeur.

(2) Waar dit om tegniese of praktiese moeikhede nie moontlik is om 'n skip ooreenkomstig paragraaf (1) van hierdie regulasie te merk nie, kan die Direkteur 'n ander vorm van bevredigende identifikasie toelaat.

(3) Wanneer die skip gemerk is ooreenkomstig die bepalings van subparagrafe (a) en (b) van paragraaf (1) van hierdie regulasie, of ooreenkomstig die Direkteur se opdragte ingevolge paragraaf (2), moet 'n opnemer die sertifikaat teken wat in die graveer- en merkbriefform M.B. verskyn wat in Bylae A uiteengesit word, en dit aan die bevoegde beamppte terugstuur. Op plekke waar daar nie 'n opnemer is nie, moet die bevoegde beamppte die merke inspekteer en die sertifikaat wat in die graveer- en merkbriefform verskyn, teken.

(4) The marks required by this regulation shall be permanently continued, and no alteration shall be made therein, except in the event of any of the particulars thereby denoted being altered in the manner provided by the regulations.

(5) The fee prescribed in Annexure B shall be paid on the inspection of the marking of a ship.

DOCUMENTS TO BE PRODUCED FOR REGISTRY.

9. A person who applies for registry of a ship in terms of section *thirteen* of the Act shall produce to the proper officer at the intended port of registry, the following documents:—

- (a) A declaration of ownership in form M.D. set forth in Annexure A;
 - (b) a builder's certificate signed by the builder and containing a true account of the size and dimensions and the tonnage of the ship as estimated by the said builder and of the time when and the place where she was built, and of the name of the person on whose account she was built, unless the person who makes the declaration of ownership declares that the time and place of building are unknown to him or that the builder's certificate cannot be obtained, in which case there shall be required only the deed of sale under which the ship became vested in the applicant for registry;
 - (c) if there has been any sale, the deed of sale under which the ship has been vested in the applicant for registry;
 - (d) in the case of a ship that has been forfeited, an official copy of the notice of forfeiture;
- and the following forms duly completed:—
- (e) a tonnage certificate; and
 - (f) a carving and marking note as contained in form M.B. set forth in Annexure A.

CERTIFICATE OF REGISTRY.

10. If the proper officer is satisfied that the requirements of the Act preliminary to registry have been complied with, he shall complete the entries in the register in accordance with the provisions of section *twenty-one* of the Act and upon payment by the owner of the fee prescribed in Annexure B, shall issue to him a certificate of registry in form M.E. set forth in Annexure A.

THE KEEPING OF THE REGISTER.

11. (1) The entries to be made in the register shall be in ink and shall be in a neat, clear and legible handwriting. The particulars shall be recorded in column in accordance with instructions issued by the Director.

(2) No correction of any error shall be made in the register without the authority of the Director.

TRANSFER OF REGISTRY FROM ONE PORT IN THE UNION TO ANOTHER PORT IN THE UNION.

12. (1) The registry of a ship may be transferred from one port in the Union to another port in the Union upon application being made to the proper officer at the existing port of registry by all persons appearing on the register to be interested in the ship as owners or mortgagees.

(2) Application shall be made in writing and shall be accompanied by the appropriate transfer fee prescribed in Annexure B.

(3) The proper officer at the new port of registry shall not issue a new certificate of registry until the certificate granted at the previous port of registry has been surrendered and until the name of the ship's new port of registry has been marked on the ship's stern in accordance with the provisions of regulation 8.

THE GRANTING OF PROVISIONAL CERTIFICATES.

13. A provisional certificate granted in terms of sub-section (3) of section *twenty-six* or sub-section (1) of section *thirty* or sub-section (2) of section *thirty-three* of

(4) Die merke wat ooreenkomstig hierdie regulasie vereis word, moet permanent in stand gehou word en geen verandering mag daarin aangebring word nie, behalwe in 'n geval waar enige van die besonderhede wat daardeur aangedui word, verander word op die wyse waarvoor in hierdie regulasies voorsiening gemaak word.

(5) Die gelde voorgeskryf in Bylae B is betaalbaar by inspeksie van die merke van 'n skip.

DOKUMENTE WAT VIR REGISTRASIE VOORGELÊ MOET WORD.

9. 'n Persoon wat aansoek doen om die registrasie van 'n skip kragtens artikel *dertien* van die Wet moet aan die bevoegde beampte by die voorgenome registrasiehawe die volgende dokumente voorlê:—

- (a) 'n Verklaring van eiendomsreg in die vorm M.D. wat in Bylae A uiteengesit word;
- (b) 'n bouer se sertifikaat, deur die bouer geteken, wat 'n ware opgawe bevat van die grootte en afmetings en die tonnemaat van die skip soos deur genoemde bouer beraam, en van die tyd toe en die plek waar die skip gebou is, en van die naam van die persoon op wie se rekening die skip gebou was, tensy die persoon wat die verklaring van eiendomsreg doen, verklaar dat die tyd waarop en die plek waar die skip gebou was aan hom onbekend is of dat die bouer se sertifikaat nie verkry kan word nie. In laasgenoemde geval word slegs die koopakte vereis waarkragtens die skip die eiendom geword het van die persoon wat aansoek doen om registrasie;
- (c) indien die skip van eienaar verwissel het, die koopakte waarkragtens die skip die eiendom geword het van die persoon wat aansoek doen om registrasie;
- (d) in die geval van 'n skip wat verbeurd verklaar is, 'n amptelike afskrif van die kennisgewing van verbeurdverklaring;

en die volgende vorms, behoorlik voltooi:—

- (e) 'n Tonnemaatsertifikaat; en
- (f) 'n graveer- en merkbrieff soos bevat in vorm M.B. wat in Bylae A uiteengesit word.

REGISTRASIESERTIFIKAAT.

10. Indien die bevoegde beampte tevrede is dat die vereistes van die Wet wat registrasie voorafgaan, nagekom is, voltooi by die inskrywings in die register ooreenkomstig die bepalinge van artikel *een-en-twintig* van die Wet, en by betaling deur die eienaar van die gelde voorgeskryf in Bylae B, reik hy aan die eienaar 'n registrasiesertifikaat uit in die vorm M.E. wat in Bylae A uiteengesit word.

DIE HOU VAN DIE REGISTER.

11. (1) Die inskrywings wat in die register gemaak moet word, moet in ink geskied en moet in 'n netjiese, duidelike en leesbare handskrif wees. Die besonderhede moet kolomsgewys aangeteken word ooreenkomstig opdragte deur die Direkteur uitgereik.

(2) Geen verbetering van 'n fout mag sonder die magtiging van die Direkteur in die register aangebring word nie.

OORPLASING VAN REGISTRASIE VANAF EEN HAWE IN DIE UNIE NA 'N ANDER HAWE IN DIE UNIE.

12. (1) Die registrasie van 'n skip kan van een hawe in die Unie na 'n ander hawe in die Unie oorgeplaas word indien al die persone wie se name in die register voorkom as persone wat in die skip belang het as eienaars of verbandhouders by die bevoegde beampte by die bestaande registrasiehawe daarom aansoek doen.

(2) Aansoek moet skriftelik gedoen word en moet vergesel gaan van die nodige oordraggelde wat in Bylae A voorgeskryf word.

(3) Die bevoegde beampte by die nuwe registrasiehawe mag nie 'n nuwe registrasiesertifikaat uitreik voordat die sertifikaat wat by die vorige registrasiehawe uitgereik was, ingedien is en voordat die naam van die skip se nuwe registrasiehawe ooreenkomstig die bepalinge van regulasie 8 op die skip se agterstewe gemerk is nie.

VERLEENING VAN VOORLOPIGE SERTIFIKATE.

13. 'n Voorlopige sertifikaat wat verleen word kragtens subartikel (3) van artikel *ses-en-twintig* of subartikel (1) van artikel *dertig* of subartikel (2) van artikel *drie-en-*

the Act shall be in the form M.E. set forth in Annexure A with the word "PROVISIONAL" endorsed thereon before the words "Certificate of South African Registry" appearing at the head of the form.

In every case the provisions under which such a certificate is issued shall be clearly stated on the certificate.

ISSUE OF A NEW CERTIFICATE OF REGISTRY OR A PROVISIONAL CERTIFICATE IN LIEU OF THE ORIGINAL CERTIFICATE MISLAID, LOST OR DESTROYED.

14. (1) Subject to the provisions of paragraphs (3), (4) and (5), if a certificate of registry in respect of a South African ship is mislaid, lost or destroyed, the master of the ship or some other person having knowledge of the facts of the case shall, if the event occurs while the ship is at a port, apply within three days after the occurrence of the event, or, if the event occurs while the ship is not at a port, apply within three days after the first subsequent arrival of the ship at a port, in writing in terms of section *twenty-six* of the Act to the proper officer for the issue of a new certificate of registry in lieu of the original certificate mislaid, lost or destroyed.

(2) The application required under paragraph (1) of this regulation shall contain a declaration as to—

- (i) the name, official number and port of registry of the vessel;
- (ii) the name of the master, and the grade, date and place of issue of his certificate of competency;
- (iii) the names and addresses of the owners; and
- (iv) the circumstances under which the certificate was mislaid, lost or destroyed.

(3) If the event referred to in paragraph (1) of this regulation occurs at the ship's port of registry or while the ship is on a voyage to that port, the proper officer shall, after endorsement of the particulars of the application in the register, grant a new certificate of registry in lieu of the original one.

(4) If the event referred to in paragraph (1) of this regulation occurs at a port outside the Union or whilst the ship is on a voyage to a port outside the Union, or at a port (other than the ship's port of registry) inside the Union which has in terms of paragraph (c) of section *four* of the Act been declared to be a port of registry, or whilst the ship is on a voyage to such a port, the proper officer to whom the application is made may grant a provisional certificate of registry containing a statement of the circumstances in which it is granted; and he shall forthwith report to the proper officer at the ship's port of registry the particulars of the case.

(5) The master to whom a provisional certificate of registry has been granted under paragraph (4) of this regulation shall within ten days after the first subsequent arrival of the ship at a port in the Union deliver or transmit that certificate to the proper officer at the ship's port of registry, who shall retain that certificate and issue a new certificate of registry: Provided that if the proper officer at the ship's port of registry has reason to expect that the ship will not call at that port within a reasonable time, he may transmit the new certificate of registry granted by him to the proper officer at any port at which the ship is or for which she is bound, for delivery to the master or owner against the surrender of the provisional certificate, and the proper officer to whom the provisional certificate is surrendered shall transmit it to the proper officer at the ship's port of registry.

(6) Before the issue of a new certificate of registry, the owner or master shall pay the fee prescribed in Annexure B.

derdig van die Wet word uitgereik in die vorm M.E. wat in Bylae A uiteengesit word, met die woord „VOORLOPIG" daarop geëndosseer voor die woorde „Sertifikaat van Suid-Afrikaanse Registrasie" wat bo-aan die vorm verskyn.

In alle gevalle moet die voorwaardes waarop so 'n sertifikaat uitgereik word duidelik op die sertifikaat gemeld word.

UITREIKING VAN 'N NUWE REGISTRASIESERTIFIKAAT OF VAN 'N VOORLOPIGE SERTIFIKAAT IN DIE PLEK VAN DIE OORSPRONKLIKE SERTIFIKAAT WAT VERLÊ, VERLOOR OF Vernietig IS.

14. (1) Behoudens die bepalings van paragrawe (3), (4) en (5) moet die gesagvoerder van 'n skip of 'n ander persoon wat kennis dra van die feite van die geval, ingeval 'n registrasiesertifikaat ten opsigte van 'n Suid-Afrikaanse skip verlê, verloor of vernietig word, binne drie dae na die voorval of gebeurde, indien dit gebeur terwyl die skip in 'n hawe is, of binne drie dae na die eerste daaropvolgende aankoms van die skip by 'n hawe, indien die gebeurtenis plaasvind terwyl die skip nie in 'n hawe is nie, kragtens artikel *ses-en-twintig* van die Wet skriftelik by die bevoegde beampte aansoek doen om die uitreiking van 'n nuwe registrasiesertifikaat in die plek van die oorspronklike sertifikaat wat verlê, verloor of vernietig is.

(2) Die aansoek wat ingevolge paragraaf (1) van hierdie regulasie vereis word, moet 'n verklaring bevat aangaande—

- (i) die naam, amptelike nommer en registrasiehawe van die vaartuig;
- (ii) die naam van die gesagvoerder, en die graad, datum en plek van uitreiking van sy bekwaamheid-sertifikaat;
- (iii) die name en adresse van die eienaars; en
- (iv) die omstandighede waaronder die sertifikaat verlê, verloor of vernietig is.

(3) Indien die gebeurtenis waarvan in paragraaf (1) van hierdie regulasie melding gemaak word, voorval by die skip se registrasiehawe of terwyl die skip onderweg is na daardie hawe, reik die bevoegde beampte, nadat die besonderhede van die aansoek in die register geëndosseer is, 'n nuwe registrasiesertifikaat in die plek van die oorspronklike sertifikaat uit.

(4) Indien die gebeurtenis waarvan in paragraaf (1) van hierdie regulasie melding gemaak word, voorval by 'n hawe-buite die Unie of terwyl die skip onderweg is na 'n hawe buite die Unie, of by 'n hawe (uitgesonderd die skip se registrasiehawe) in die Unie wat ingevolge paragraaf (c) van artikel *vier* van die Wet tot 'n registrasiehawe verklaar is, of terwyl die skip onderweg is na so 'n hawe, kan die bevoegde beampte aan wie die aansoek gerig word, 'n voorlopige registrasiesertifikaat uitreik behelsende 'n verklaring van die omstandighede waaronder dit uitgereik word; en hy moet onverwyl by die bevoegde beampte by die skip se registrasiehawe die besonderhede van die geval aanmeld.

(5) Die gesagvoerder aan wie 'n voorlopige registrasiesertifikaat ingevolge paragraaf (4) van hierdie regulasie uitgereik is, moet binne tien dae na die eerste daaropvolgende aankoms van die skip by 'n hawe in die Unie daardie sertifikaat indien by of deurstuur aan die bevoegde beampte by die skip se registrasiehawe wat daardie sertifikaat moet behou en 'n nuwe registrasiesertifikaat uitreik: Met dien verstande dat, indien die bevoegde beampte by die skip se registrasiehawe rede het om te vermoed dat die skip nie binne 'n redelike tyd by daardie hawe sal aandoen nie, hy die nuwe registrasiesertifikaat wat deur hom uitgereik word, kan deurstuur aan die bevoegde beampte by enige hawe waar die skip is of waarheen die skip onderweg is, vir aflewering aan die gesagvoerder of eienaar wanneer sodanige gesagvoerder of eienaar die voorlopige sertifikaat oorgee, en die bevoegde beampte aan wie die voorlopige sertifikaat ingelewer word, moet dit aan die bevoegde beampte by die skip se registrasiehawe deurstuur.

(6) Voordat 'n nuwe registrasiesertifikaat uitgereik word, moet die eienaar of gesagvoerder die gelde wat in Bylae B voorgeskryf word, betaal.

REGISTRY ANEW ON CHANGE OF OWNERSHIP.

15. Whenever, consequent upon a change of ownership, an owner desires to have a ship registered anew, he shall at the time application is made to the proper officer in terms of section *thirty-four* of the Act, pay the fee prescribed in Annexure B.

REGISTRY ANEW ON SALE OF SHIP UNDER CERTIFICATE OF SALE.

16. (1) Whenever a ship is sold under a certificate of sale to a person qualified to own a South African ship then, if that person is required by the Act to apply to have the ship registered anew, he shall, and even if he be not required by the Act so to apply, he may, apply to a proper officer at a port which has, in terms of paragraph (c) of section *four* of the Act, been declared to be a port of registry, for registry of the ship anew.

(2) The proper officer shall call for the deed of sale, certificate of sale and certificate of registry and having satisfied himself that the documents are in order shall register the ship anew in accordance with the provisions of section *fifty-five* of the Act.

(3) Before the issue of the new certificate of registry, the owner shall pay the fee prescribed in Annexure B.

RE-REGISTRATION OF SHIPS.

17. (1) Whenever for any reason other than capture by the enemy or transfer to a person not qualified to own a South African ship, a ship has ceased to be registered as a South African ship, and the owner thereof desires to have her re-registered he shall apply in writing for such re-registration to the proper officer at the port nearest to the place where the ship then is, which has, in terms of paragraph (c) of section *four* of the Act, been declared to be a port of registry.

(2) Upon receipt of an application for re-registration of a ship, the proper officer shall cause the ship to be surveyed to ascertain whether she is seaworthy and if it is found that she is seaworthy, he shall, if he is not the proper officer at the ship's previous port of registry apply to the proper officer at that port for particulars relating to the ship's registry to enable him to re-register the ship.

(3) Upon the survey of the ship required by paragraph (2) of this regulation the owner shall pay the fee prescribed in Annexure B.

REGISTRY OF ALTERATIONS IN SHIPS.

18. Before the issue of a new certificate of registry in terms of section *thirty-three* of the Act, the owner or master shall pay the fee prescribed in Annexure B.

ISSUE OF A TEMPORARY PASS IN LIEU OF A CERTIFICATE OF REGISTRY.

19. (1) Whenever the Director has, in terms of section *thirty-one* of the Act, authorised the granting of a temporary pass for a ship to be taken from a port in the Union to any other port in the Union, or, to any port in any other part of the Commonwealth, the proper officer shall, upon payment of the fee prescribed in Annexure B, issue a temporary pass in the form M.F. set forth in Annexure A.

(2) The Director may in authorising the grant of a temporary pass, impose such conditions as he may deem desirable in the circumstances of the case.

DEED OF SALE.

20. (1) The deed of sale whereby in terms of section *thirty-nine* of the Act a South African ship or a share therein is transferred shall be in the form M.G. set forth in Annexure A.

REGISTRASIE OPNUUT BY VERANDERING VAN EIENDOMSREG.

15. Wanneer 'n eienaar van 'n skip, as gevolg van 'n verandering van eiendomsreg, verlang dat 'n skip opnuut geregistreer moet word, moet hy ten tye wanneer daar ingevolge artikel *vier-en-dertig* van die Wet by die bevoegde beampte daarom aansoek gedoen word, die gelde wat in Bylae B voorgeskrif word, betaal.

REGISTRASIE OPNUUT BY VERKOOP VAN SKIP ONDER VERKOPINGSERTIFIKAAT.

16. (1) Wanneer 'n skip onder 'n verkopingsertifikaat verkoop word aan 'n persoon wat bevoegd is om die eienaar van 'n Suid-Afrikaanse skip te wees, moet daardie persoon, indien kragtens die Wet vereis word dat hy aansoek moet doen om die skip opnuut te laat registreer, en kan hy, selfs as die Wet nie sodanige aansoek vereis nie, by die bevoegde beampte by die hawe wat kragtens paragraaf (c) van artikel *vier* van die Wet tot 'n registrasie-hawe verklaar is, aansoek doen om die skip opnuut te laat registreer.

(2) Die bevoegde beampte moet vra om die koopakte, die verkopingsertifikaat en die registrasiesertifikaat, en nadat hy homself tevrede gestel het dat die dokumente in orde is, registreer hy die skip opnuut kragtens die bepaling van artikel *vyf-en-vyftig* van die Wet.

(3) Voordat die nuwe registrasiesertifikaat uitgereik word, moet die eienaar die gelde wat in Bylae B voorgeskrif word, betaal.

HER-REGISTRASIE VAN SKEPE.

17. (1) As 'n skip om enige ander rede behalwe kaping deur die vyand of oordrag aan 'n persoon wat onbevoegd is om eienaar van 'n Suid-Afrikaanse skip te wees, opgehou het om as 'n Suid-Afrikaanse skip geregistreer te wees, en die eienaar verlang dat die skip her-registreer moet word, moet hy skriftelik om sodanige her-registrasie aansoek doen by die bevoegde beampte by die hawe wat die naaste is aan die plek waar die skip op daardie datum is wat, kragtens paragraaf (c) van artikel *vier* van die Wet, tot 'n registrasie-hawe verklaar is.

(2) By ontvangs van 'n aansoek om her-registrasie van 'n skip, laat die bevoegde beampte die skip opneem om te bepaal of die skip seewaardig is, en indien daar gevind word dat die skip seewaardig is, moet hy, indien hy nie die bevoegde beampte by die skip se vorige registrasie-hawe is nie, by die bevoegde beampte by daardie hawe aansoek doen om besonderhede in verband met die skip se registrasie om hom in staat te stel om die skip te her-registreer.

(3) Wanneer 'n opneming van 'n skip gemaak word soos ingevolge paragraaf (2) van hierdie regulasie vereis word, moet die eienaar die gelde wat in Bylae B voorgeskrif word, betaal.

REGISTRASIE VAN VERANDERINGS IN SKEPE.

18. Voordat 'n nuwe registrasiesertifikaat kragtens artikel *drie-en-dertig* van die Wet uitgereik word, moet die eienaar of gesagvoerder die gelde wat in Bylae B voorgeskrif word, betaal.

UITREIKING VAN 'N TYDELIKE PAS IN DIE PLEK VAN 'N REGISTRASIESERTIFIKAAT.

19. (1) Wanneer die Direkteur kragtens artikel *een-en-dertig* van die Wet magtiging verleen vir die uitreiking van 'n tydelike pas om 'n skip van 'n hawe in die Unie na 'n ander hawe in die Unie te neem, of na enige hawe in enige ander deel van die Statebond, reik die bevoegde beampte by betaling van die gelde wat in Bylae B voorgeskrif word 'n tydelike pas uit in die vorm M.F. wat in Bylae A uiteengesit word.

(2) Wanneer hy die uitreiking van 'n tydelike pas magtig, kan die Direkteur sodanige voorwaardes opleë as wat hy in die omstandighede van die geval wenslik mag ag.

KOOPAKTE.

20. (1) Die koopakte waarvolgens 'n Suid-Afrikaanse skip of 'n aandeel daarin kragtens artikel *nege-en-dertig* van die Wet oorgedra word, moet in die vorm M.G. wees wat in Bylae A uiteengesit word.

(2) Whenever any person has disposed of a South African ship or a share therein, he shall within fourteen days of the completion of the deed of sale notify the proper officer at the port of registry of the ship that he has disposed of the ship or share therein.

DECLARATION OF TRANSFER OR TRANSMISSION ON TRANSFER OF SHIP OR TRANSMISSION OF OWNERSHIP IN SHIP.

21. (1) The declaration of transfer or transmission to be signed in terms of section *forty* or sub-section (1) of section *forty-two*, respectively, of the Act shall be in the form M.H. set forth in Annexure A.

(2) If the ship has been acquired by transfer from the executor of the estate of the deceased person registered as owner or the trustee of the insolvent estate of the person registered as owner, or from any other person (other than the person registered as owner) entitled to dispose of the ship, the declaration of transfer shall set forth what the authority was under which the transferor disposed of the ship and shall be accompanied by proof of that authority to the satisfaction of the proper officer.

(3) If the transmission has taken place by virtue of an ante-nuptial contract, the declaration shall be accompanied, in addition to the documents mentioned in sub-section (2) of section *forty-two* of the Act, by a notarially certified copy of the ante-nuptial contract.

(4) The declaration together with the other documents shall be delivered or transmitted to the proper officer at the ship's port of registry, accompanied by the fee prescribed in Annexure B.

ORDER FOR SALE ON TRANSMISSION TO UNQUALIFIED PERSON.

22. The application to be made in terms of section *forty-three* of the Act shall be in the form M.I. set forth in Annexure A.

DEED OF MORTGAGE.

23. (1) Whenever a South African ship or a share therein is mortgaged as security for a loan or other debt, the deed of mortgage creating the mortgage shall—

- (a) if it is intended to secure payment of the amount that may be due under account current, be in form M.J. (a) set forth in Annexure A; or
- (b) if it is intended to secure payment of a principal sum, be in form M.J. (b) set forth in that Annexure.

(2) The deed of mortgage shall be produced to the proper officer at the port of registry together with the fee prescribed in Annexure B.

DEED OF CESSION.

24. (1) If a registered mortgage of a South African ship or a share in a South African ship is transferred, the deed of cession shall be in the form M.K. set forth in Annexure A.

(2) The deed of cession which may be endorsed upon the deed of mortgage shall be produced to the proper officer at the port of registry, together with the fee prescribed in Annexure B.

(3) If the cession has been made by the executor of the estate of the deceased mortgagee, or by any other person (other than the mortgagee) entitled to transfer the mortgage, there shall also be produced to the proper officer proof to his satisfaction of the authority under which the cession has been made.

DECLARATION OF TRANSMISSION OF INTEREST IN MORTGAGE.

25. (1) The declaration of transmission to be executed in terms of sub-section (1) of section *fifty-three* of the Act shall be in the form M.L. set forth in Annexure A.

(2) Wanneer 'n persoon 'n Suid-Afrikaanse skip of 'n aandeel daarin vervreem het, moet hy binne veertien dae na voltooiing van die koopakte die bevoegde beampte by die registrasiehawe van die skip in kennis stel dat hy die skip of 'n aandeel daarin vervreem het.

VERKLARING VAN OORDRAG OF OORGANG BY OORDRAG VAN SKIP OF OORGANG VAN EIENDOMSREG OP SKIP.

21. (1) Die verklaring van oordrag of oorgang wat kragtens onderskeidelik artikel *veertig* of subartikel (1) van artikel *twee-en-veertig* van die Wet geteken moet word, moet in die vorm M.H. wees wat in Bylae A uiteengesit word.

(2) Indien eiendomsreg op die skip verkry is deur oordrag wat gegee is deur die eksekuteur in die boedel van die oorledene wat as eienaar geregistreer was of deur die trustee van die insolvente boedel van die persoon wat as eienaar geregistreer was, of deur enige ander persoon (uitgesonderd die persoon wat as eienaar geregistreer was) wat daartoe geregtig is om die skip te vervreem, moet daar in die verklaring van oordrag uiteengesit word op watter gesag die transportgewer die skip vervreem het en dit moet tot bevrediging van die bevoegde beampte vergesel gaan van bewyse van daardie gesag.

(3) Indien die oorgang uit hoofde van 'n huweliksvoorwaardekontrak plaasgevind het, moet die verklaring benewens die dokumente waarvan in subartikel (2) van artikel *twee-en-veertig* van die Wet melding gemaak word, vergesel gaan van 'n afskrif van die huweliksvoorwaardekontrak wat deur 'n notaris gesertifiseer is.

(4) Die verklaring, tesame met die ander dokumente, moet by die bevoegde beampte by die skip se registrasiehawe afgelewer word of aan hom gestuur word, en dit moet vergesel gaan van die gelde wat in Bylae B voorgeskryf word.

BEVEL TOT VERKOPING BY OORGANG OP ONBEVOEGDE PERSOON.

22. Die aansoek wat kragtens artikel *drie-en-veertig* van die Wet gedoen moet word, moet in die vorm M.I. wees wat in Bylae A uiteengesit word.

VERBANDAKTE.

23. (1) Wanneer 'n Suid-Afrikaanse skip of 'n aandeel daarin verhipotikeer word as borgstelling vir 'n lening of ander skuld, moet die verbandakte wat die verband skep—

- (a) indien die bedoeling is dat betaling gewaarborg moet word van die bedrag wat onder lopende rekening verskuldig mag wees, in die vorm M.J.(a) wees wat in Bylae A uiteengesit word; of
- (b) indien die bedoeling is dat betaling van 'n kapitaalsom gewaarborg moet word, in die vorm M.J. (b) wees wat in Bylae A uiteengesit word.

(2) Die verbandakte, tesame met die gelde wat in Bylae B voorgeskryf word, moet aan die bevoegde beampte by die registrasiehawe ingedien word.

SESSIE-AKTE.

24. (1) Indien 'n geregistreerde verband op 'n Suid-Afrikaanse skip of op 'n aandeel in 'n Suid-Afrikaanse skip oorgedra word, moet die sessie-akte in die vorm M.K. wees wat in Bylae A uiteengesit word.

(2) Die sessie-akte wat op die verbandakte geëndosseer mag word, moet aan die bevoegde beampte by die registrasiehawe ingedien word, tesame met die gelde wat in Bylae B voorgeskryf word.

(3) Indien die sessie gemaak is deur die eksekuteur in die boedel van die oorlede verbandhouer, of deur enige ander persoon (uitgesonderd die verbandhouer) wat daartoe geregtig is om die verband oor te dra, moet daar ook tot bevrediging van die bevoegde beampte aan hom bewys gelewer word van die gesag waarvolgens die sessie gemaak is.

VERKLARING VAN OORGANG VAN BELANG BY VERBAND.

25. (1) Die verklaring van oorgang wat kragtens subartikel (1) van artikel *drie-en-veertig* van die Wet verly moet word, moet in die vorm M.L. wees wat in Bylae A uiteengesit word.

(2) If the transmission has taken place by virtue of an ante-nuptial contract, the declaration shall be accompanied, in addition to the documents referred to in subsection (2) of the said section, by a notarially certified copy of the ante-nuptial contract.

(3) The declaration, together with the other documents, shall be delivered or transmitted to the proper officer at the ship's port of registry, accompanied by the fee prescribed in Annexure B.

INSPECTION OF REGISTER AND CERTIFIED EXTRACTS THEREFROM.

26. (1) Any person may make an inspection of the register during official hours upon payment of the fee prescribed in Annexure B.

(2) A transcript of the particulars appearing in the register shall be furnished in the form M.M. (a) or the form M.M. (b) set forth in Annexure A.

(3) The fee for a transcript of the particulars appearing in the register prescribed in Annexure B shall be paid at the time when the transcript is applied for.

COPIES OF DOCUMENTS.

27. Whenever a proper officer is authorised by the Director to issue a new certificate of mortgage or sale in terms of section fifty-seven of the Act, or where copies of any other document issued or required under Chapter II of the Act are required by any person and there is no specific provision for the payment of a fee to cover the issue of such documents, the fee to be paid shall be that prescribed in Annexure B.

PAYMENT OF FEES.

28. (1) Subject to the provisions of paragraph (2) of this regulation, all fees which are required to be paid in terms of these regulations shall be paid to a proper officer.

(2) A Department of State, including the Railway Administration, shall be exempt from the payment of any fees prescribed in Annexure B.

NOTIFICATION OF CHANGE OF ADDRESS.

29. (1) An owner of a ship or share in a ship registered in the Union shall notify the proper officer at the port at which such ship or share is registered of any change of his address.

(2) The notification of any change of address in terms of paragraph (1) of this regulation shall be made in writing within 21 days of such change taking place.

(3) An owner of a ship or share in a ship registered in the Union who fails to notify a proper officer of a change in his address in accordance with the provisions of this regulation shall be guilty of an offence.

ANNEXURE A.

LIST OF FORMS APPEARING IN THESE REGULATIONS.

Regulations.	Description.	Form No.
3	Notification of Building or of Intention to Build a Vessel.....	M.A.
8 (3)	Carving and Marking Note.....	M.B.
9	Declaration of Ownership.....	M.D.
10	Certificate of South African Registry.....	M.E.
19	Temporary Pass.....	M.F.
20	Deed of Sale.....	M.G.
21	Declaration of Transfer or Transmission.....	M.H.
22	Application for Order for Sale.....	M.I.
23	Deed of Mortgage (to secure account current).....	M.J. (a)
23	Deed of Mortgage (to secure principal sum and interest).....	M.J. (b)
24	Deed of Cession.....	M.K.
25	Declaration of Transmission of Interest in Mortgage.....	M.L.
26	Transcript of Register.....	M.M. (a)
26	Copy for Transactions Subsequent to Registry.....	M.M. (b)

(2) Indien die oorgang plaasgevind het uit hoofde van 'n huweliksvoorwaardekontrak, moet die verklaring benewens die dokumente waarvan in subartikel (2) van genoemde artikel melding gemaak word, vergesel gaan van 'n afskrif van die huweliksvoorwaardekontrak wat deur 'n notaris gesertifiseer is.

(3) Die verklaring, tesame met die ander dokumente, moet afgelewer word by of gestuur word aan die bevoegde beampte by die skip se registrasiehawe, en dit moet vergesel gaan van die gelde wat in Bylae B voorgeskryf word.

INSPEKSIE VAN REGISTER EN GESERTIFISEERDE UITTREKSELS DAARUIT.

26. (1) Enige persoon kan, by betaling van die gelde wat in Bylae B voorgeskryf word, die register gedurende amptelike ure inspekteer.

(2) 'n Afskrif van die besonderhede wat in die register opgeteken is, word in die vorm M.M.(a) of in die vorm M.M.(b) wat in Bylae A uiteengesit word, verstrekk.

(3) Die gelde betaalbaar vir 'n afskrif van die besonderhede wat in die register opgeteken is, soos voorgeskryf in Bylae B, moet betaal word ten tye wanneer daar om die afskrif aansoek gedoen word.

AFSKRIFTE VAN DOKUMENTE.

27. Wanneer 'n bevoegde beampte deur die Direkteur gemagtig word om 'n nuwe verband- of verkopingsertifikaat kragtens artikel sewe-en-vyftig van die Wet uit te reik, of wanneer afskrifte van enige ander dokument wat ingevolge Hoofstuk II van die Wet uitgereik is of vereis word, deur 'n persoon benodig word en geen spesifieke voorsiening gemaak is vir die betaling van gelde om die uitreiking van sodanige dokumente te dek nie, is die gelde betaalbaar dié wat in Bylae B voorgeskryf word.

BETALING VAN GELDE.

28. (1) Behoudens die bepalinge van paragraaf (2) van hierdie regulasie, moet alle gelde wat kragtens hierdie regulasies betaalbaar is aan 'n bevoegde beampte betaal word.

(2) 'n Staatsdepartement, met inbegrip van die Spoorwegadministrasie, is vrygestel van die betaling van enige gelde wat in Bylae B voorgeskryf word.

AANMELDING VAN VERANDERING VAN ADRES.

29. (1) 'n Eienaar van 'n skip of van 'n aandeel in 'n skip wat in die Unie geregistreer is, moet die bevoegde beampte by die hawe waar so 'n skip of aandeel geregistreer is in kennis stel van enige verandering van sy adres.

(2) Die aanmelding van enige verandering van adres ingevolge paragraaf (1) van hierdie regulasie moet skriftelik gedoen word binne een-en-twintig dae nadat so 'n verandering plaasvind.

(3) Indien 'n eienaar van 'n skip of van 'n aandeel in 'n skip wat in die Unie geregistreer is, versuim om 'n bevoegde beampte ooreenkomstig die bepalinge van hierdie regulasie in kennis te stel van 'n verandering van sy adres, is hy skuldig aan 'n oortreding.

BYLAE A.

LYS VAN VORMS WAT BY HIERDIE REGULASIES VERSKYN.

Regulasies.	Beskrywing.	Vorm No.
3	Aanmelding van bou van of voorneme om 'n vaartuig te bou.....	M.A.
8 (3)	Graveer- en merkbrieff.....	M.B.
9	Verklaring van eiendomsreg.....	M.D.
10	Sertifikaat van Suid-Afrikaanse registrasie.....	M.E.
19	Tydlike pas.....	M.F.
20	Koopakte.....	M.G.
21	Verklaring van oordrag of oorgang.....	M.H.
22	Aansoek om bevel tot verkoping.....	M.I.
23	Verbandakte (om lopende rekening te waarborg).....	M.J. (a)
23	Verbandakte (om kapitaalsom en rente te waarborg).....	M.J. (b)
24	Sessie-akte.....	M.K.
25	Verklaring van oorgang van belang by verband.....	M.L.
26	Uittreksel uit register.....	M.M. (a)
26	Afskrif van transaksies na registrasie.....	M.M. (b)

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

M.A.

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.
DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

NOTIFICATION OF BUILDING OR OF INTENTION TO BUILD A VESSEL.
AANMELDING VAN BOU VAN OF VAN VOORNEME OM 'N VAARTUIG TE BOU.

Name of Owner	Naam van eienaar.
Address of Owner	Adres van eienaar.
Name of Builder	Naam van bouer.
Address of Builder	Adres van bouer.
Type of Vessel (e.g. Cargo, tanker, tug, fishing boat, etc.)	Tipe vaartuig (bv. Vragskip, tenkskip, sleepboot, vissersboot, ens.).
Gross Tonnage (Estimated)	Bruto-tonnemaat (beraamde).
Steam or Motor Engine (if any)	Stoom- of motormasjien (as daar is).
Horse power of engines (state S.H.P., B.H.P. or I.H.P. as the case may be)	Perdekrag van masjiene (meld As-perdekrag, Rem-perdekrag of Indikateur-perdekrag, na gelang van die geval).
Value of Vessel (Estimated)	Waarde van vaartuig (beraamde).
Intended Port of *Registration/Licence	Voorgenome *Registrasie-/Lisensiehawe.
†Proposed Name of Vessel	†Voorgestelde naam van vaartuig.
Proposed Date of Completion	Voorgenome datum van voltooiing.

THE FOLLOWING INFORMATION SHOULD BE SUPPLIED FOR VESSELS OTHER THAN FISHING BOATS (INCLUDING TRAWLERS).
ONDERSTAANDE INLIGTING MOET VERSKAF WORD IN VERBAND MET VAARTUIE BEHALWE VISSERSBOTE (MET INBEGRIIP VAN TREILERS).

Number of Decks	Aantal dekke
Number of Masts	Aantal maste.
Stem (Straight or Clipper)	Voorstewe (reguit of klipper).
Stern (Counter, Cruiser, etc.)	Agterstewe (wulf, kruiser, ens.).
Build (Clincher or Carvel)	Bou (geklank of glad).
Framework (material of hull to be stated)	Raamwerk (materiaal van romp moet gemeld word).

DECLARATION.—VERKLARING.

I, _____ the undersigned, hereby declare that I *propose to build/am building, a vessel, particulars of which appear above, and which when completed will be required to be *registered/licensed in terms of the Merchant Shipping Act, 1951.

Ek, _____ die ondergetekende, verklaar dat ek *voornemens is om 'n vaartuig te bou/'n vaartuig bou, waarvan besonderhede hierbo verskyn, en wat by voltooiing kragtens die Handelskeepvaartwet, 1951 *geregistreer/gelisensteer moet word.

Date _____
Datum _____

Signature of Declarant.
Handtekening van verklaarder.

FOR OFFICIAL USE ONLY.—SLEGS VIR AMPTELIKE GEBRUIK.

Name of Vessel	Naam van vaartuig.
Registration No. of Vessel	Registrasienommer van vaartuig.
Official No. of Vessel	Amptelike No. van vaartuig.
Licence No. of Vessel	Lisensienommer van vaartuig.
Port	Hawe.
Signature of Proper Officer	Handtekening van Bevoegde Beampte.

(OFFICIAL DATE STAMP).
(AMPTLIKE DATUMSTEMPEL).

* Delete words which do not apply.—Skrap woorde wat nie van toepassing is nie.

† Ships which are to be registered should have their names approved.—Goedkeuring moet verkry word vir die name van skeep wat geregistreer moet word.

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

M.B.

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.
DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

CARVING AND MARKING NOTE.—GRAVEER- EN MERKBRIEF.

To _____
Aan _____

The undermentioned official number and the gross and net register tonnage, as stated below, are to be permanently cut in a conspicuous place in the vessel.

Onderstaande amptelike nommer en die bruto- en netto-registertonnemaat, soos hieronder vermeld, moet blywend in 'n in die oog lopende plek in die vaartuig ingesny word.

Date _____
Datum _____

Place _____
Plek _____

Signature and Designation of Proper Officer.
Handtekening en amptitel van bevoegde beampte.

Name of Ship. <i>Naam van skip.</i>	Port of Registry. <i>Registrasiehawe.</i>	Official Number. <i>Amptelike nommer.</i>	Gross Register Tonnage. <i>Bruto-registertonmaat.</i>	Net Register Tonnage. <i>Netto-registertonmaat.</i>

CERTIFICATE BY SURVEYOR.—SERTIFIKAAT DEUR OPNEMER.

I hereby certify that I have inspected the abovenamed vessel, and find that the official number and the gross and net register tonnage, as indicated above, are permanently cut in in a conspicuous place in the vessel, that her name is marked on each of her bows and her name, and the name of her port of registry, are marked on her stern, in the manner prescribed by or under the relative regulations made under the Merchant Shipping Act, 1951.

Hierby sertifiseer ek dat ek bogenoemde vaartuig geïnspekteer het, en gevind het dat die amptelike nommer en die bruto- en netto-registertonmaat, soos hierbo aangedui, blywend in 'n in die oog lopende plek in die vaartuig ingesny is, dat die vaartuig se naam aangebring is op elke boeg en dat die vaartuig se naam, en die naam van die vaartuig se registrasiehawe, op die agterstewe aangebring is, op die wyse voorgeskryf in of kragtens die betrokke regulasies wat kragtens die Handelskeepvaartwet, 1951, uitgevaardig is.

Date _____ Place _____
Datum _____ Plek _____

*Signature of Surveyor.
* Handtekening van Opnemer.

* Where there is no surveyor, a proper officer must sign this certificate.
* Waar daar geen opnemer is nie, moet 'n bevoegde beampte hierdie sertifikaat teken.

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

M.D.

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.
DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

DECLARATION OF OWNERSHIP.—VERKLARING VAN EIENDOMSREG.

* Insert "By Individual Owner", "By Partnership", "On Behalf of a Body Corporate" as the case may be.
* Voeg in „Deur Individuele Eienaar“, „Deur Vennootskap“, „Namens 'n Regspersoon“, na gelang van die geval.

Official No. <i>Amptelike nommer.</i>	Name of Ship. <i>Naam van skip.</i>	No., Date and Port of Registry. <i>No. en datum van registrasie en registrasiehawe.</i>	Sailing, Steam or Motor Ship. <i>Seil-, stoom- of motorskip.</i>
If a Steam or Motor Ship, state how Propelled. <i>Indien 'n stoom- of motorskip, meld hoe aangedryf.</i>		Horse Power of Engines (State S.H.P., B.H.P., or I.H.P., as the case may be). <i>Perdekrag van masjiene (meld as-perdekrag, rem-perdekrag of indikateur-perdekrag, na gelang van die geval).</i>	Tonnage. <i>Tonnemaat.</i>
			Gross. <i>Bruto.</i>
			Net. <i>Netto.</i>

and as described in more detail in the Tonnage Certificate and the Register.
en soos meer breedvoerig in die Tonnemaatsertifikaat en in die Register beskryf is.

(*) _____

(*) See note on reverse side of form.
(*) Sien opmerking op keersy van vorm.

The above general description of the ship is correct.

Bostaande algemene beskrywing van die skip is juis.

To the best of my/our knowledge and belief, no person or persons or body of persons other than such person or persons or bodies of persons as in terms of section eleven of the Merchant Shipping Act, 1951, is/are qualified to be owner(s) of South African ships, is/are entitled, as owner(s) to any interest whatever, either legal or beneficial, in the said ship. ¶I/We make this solemn declaration conscientiously, believing the same to be true.

Na my/ons beste wete en oortuiging is geen persoon of persone of regspersoon behalve sodanige persoon of persone of regspersone as wat kragtens artikel elf van die Handelskeepvaartwet, 1951, bevoegd is om eienaar(s) van Suid-Afrikaanse skepe te wees, geregtig, as eienaar(s), tot enige belang hoegenaamd, beide wetlik of as bedeelde, in genoemde skip nie. †Ek/Ons lê hierdie plegtige verklaring pliggetrou af en glo dat dit waar is.

Signatures

Handtekeninge.

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

† Delete word which does not apply.
 † Skrap woord wat nie van toepassing is nie.

Signature and Designation of Proper Officer
 or Commissioner of Oaths.
 Handtekening en ampstitel van bevoegde beampte
 of Kommissaris van Ede.

(P.T.O.—BLAAI OM

(*) NOTE.—To be filled up according to the circumstances of the case, taking care to embody all the requirements of the Act.

(*) OPMERKING.—Moet voltooi word na gelang van die omstandighede van die geval, en sorg moet gedra word dat al die vereistes van die Wet ingesluit word.

(1) If the declaration is to be completed by an "Individual Owner", the following should be inserted:—

Indien die verklaring deur 'n „Individuele Eienaar” voltooi moet word, voeg onderstaande by:—

"I, the undersigned _____ of _____ hereby declare that I am a citizen
 „Ek die ondergetekende _____ (here insert name of person) van _____ (here insert address) verklaar hierby dat ek 'n burger is
 (voeg hier in naam van persoon) (voeg hier in adres)
 of _____, and that I am entitled to be registered as owner of the said ship".(*)
 van _____ (insert name of Commonwealth Country), en dat ek daartoe geregtig is om as eienaar van genoemde skip geregistreer te word."(*)
 (voeg in naam van Statebondslan)

2) If the declaration is to be completed by a "Partnership", the following should be inserted:—

Indien die verklaring deur 'n „Vennootskap” voltooi moet word, voeg onderstaande by:—

JOINT OWNERS.—MEDE-EIENAARS.

Names. Name.	Nationality. Nasionaliteit.	Place of Residence. Verblyfplek.	Occupation. Beroep.	Proportion of Interest. Mate van aandeel.	Trading as— Wat besigheid dryf as—

(1) Each of us, the several persons abovementioned, and whose names are hereto subscribed, declare as follows:—
 Iedereen van ons, die verskeie bogenoemde persone, en wie se name hierin verskyn, verklaar:—

I am a citizen of a country which is a member of the Commonwealth. My name and description as above are correct.
 Ek is 'n burger van 'n land wat lid van die Statebond is. My naam en beskrywing soos hierbo aangegee, is juis.

(2) We, the abovementioned persons, respectively declare that we are entitled to be registered as joint owners of the said ship (*).
 Ons, die bogenoemde persone, verklaar respektiewelik dat ons daartoe geregtig is om as mede-eienaars van genoemde skip (*) geregistreer te word.

(3) If the declaration is to be completed by a "Body Corporate", the following should be inserted:—
 Indien die verklaring deur 'n „Regspersoon” voltooi moet word, voeg onderstaande by:—

"I, the undersigned _____, of _____, hereby declare that I am
 „Ek, die ondergetekende, _____ (insert name of person) van _____ (insert address) verklaar hierby dat ek
 (voeg in naam van persoon) (voeg in adres)

_____ of the _____ (insert full title of body corporate)
 (voeg in amp van persoon wat die verklaring aflê, bv. sekretaris of andersins) (voeg in volledige titel van regspersoon)

and that the said company was incorporated by virtue of
 en dat genoemde maatskappy ingelyf is kragtens

(if South African, state "the Companies Act, 1926 (Act No. 46 of 1926), as
 (indien Suid-Afrikaans, meld „die Maatskappywet, 1926 (Wet No. 46 van

amended"—otherwise state the Act or Ordinance of the Legislature of the particular country and name the country) en
 1926), soos gewysig"—andersins meld die Wet of Ordonnansie van die Wetgewende Mag van die betrokke land en naam van land)

is subject to the laws of _____
 onderworpe is aan die wette van _____ (insert name of country).
 (voeg in naam van land).

The said company has its principal place of business at _____ where all the important business
 Genoemde maatskappy het sy vernaamste besigheidsplek te _____ (insert name of place) waar al die vernaamste besigheid
 (voeg in naam van plek)

of the company is controlled and managed at meetings of Directors and Managers of the Company. I further declare that the said
 van die maatskappy beheer en bestuur word op vergaderings van Direkteure en Bestuurders van die Maatskappy. Voorts verklaar ek dat
 company is entitled to be registered as owner of the said ship (*).
 genoemde maatskappy geregtig is om as eienaar van genoemde skip (*) geregistreer te word.

(*) If not the whole ship, indicate what proportion of interest therein.

(*) Indien nie die skip as geheel nie, meld watter mate van aandeel daarin.

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

M.E.

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.
DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

CERTIFICATE OF SOUTH AFRICAN REGISTRY.—SERTIFIKAAT VAN SUID-AFRIKAANSE REGISTRASIE.
PARTICULARS OF SHIP.—BESONDERHEDE VAN SKIP.

Official Number. <i>Amptelike nommer.</i>	Name of Ship. <i>Naam van skip.</i>	No., Date and Port of Registry. <i>No. en datum van registrasie en registrasiehaw.</i>	No., Date and Port of Previous Registry (if any). <i>No., datum en hawe van vorige registrasie (as daar was).</i>
Sailing, Steam or Motorship; if Steam or Motorship, State How Propelled. <i>Seil-, stoom- of motorskip; indien stoom- of motorskip, meld hoe aangedryf.</i>	Where Built. <i>Waar gebou.</i>	When Built. <i>Wanneer gebou.</i>	Name and Address of Builders. <i>Naam en adres van bouers.</i>
Number of decks..... <i>Aantal dekke</i>	Length from fore-part of stem, to the aftside of the head of the stern post <i>Lengte vanaf die voorkant van die voorstewe, tot aan die agterkant van die kop van die agterstewe</i>		Feet. <i>Voet.</i>
Number of masts..... <i>Aantal maste</i>	Main breadth to outside of plank..... <i>Hoof-breedte tot aan buitekant van plank</i>		Tenths. <i>Tiendes.</i>
Rigged..... <i>Opgetakel</i>	Depth in hold from tonnage deck to ceiling amidships..... <i>Diepte in ruim vanaf tonnemaatdek tot aan dak midskeeps</i>		
Stem..... <i>Voorstewe</i>	Depth in hold from upper deck to ceiling amidships in the case of three decks and upwards <i>Diepte in ruim vanaf opperdek tot aan dak midskeeps, in die geval van drie dekke en meer</i>		
Stern..... <i>Agterstewe</i>	Depth from top of deck at side amidships to bottom of keel.... <i>Diepte vanaf bokant van dek teen kant midskeeps tot aan bodem van kiel</i>		
Build..... <i>Bou</i>	Round of beam..... <i>Dekronding</i>		
Framework and description of vessel <i>Raamwerk en beskrywing van vaartuig</i>	Length of engine-room (if any)..... <i>Lengte van masjienkamer (as daar is)</i>		
Number of bulkheads..... <i>Aantal beskotte</i>			

PARTICULARS OF PROPELLING ENGINES, ETC. (IF ANY), AND WATER BALLAST TANKS, AS SUPPLIED BY BUILDERS, OWNERS, OR ENGINE MAKERS.
BESONDERHEDE VAN AANDRYWINGSMASJIENE, ENS. (AS DAAR IS), EN WATERBALLASTENKE, SOOS DEUR BOUERS, EIENAARS, OF MASJIEVERVAARDIGERS VERSKAF.

No. of Sets of Engines. <i>Aantal stelle masjiene.</i>	Description of Engines. <i>Beskrywing van masjiene.</i>	When Made. <i>Wanneer vervaardig.</i>	Name and Address of Makers. <i>Naam en adres van vervaardigers.</i>	Reciprocating Engines. <i>Suiermasjiene.</i>		Rotary Engines. <i>Roterende masjiene.</i>	S.H.P., B.H.P., I.H.P., Estimated Speed of Ship. <i>As-, rem-, indikateur-perdekrag, beraamde snelheid van skip.</i>
				No. and Diameter of Cylinders in each Set. <i>Aantal en deursnit van silinders in elke stel.</i>	Length of Stroke. <i>Lengte van maat.</i>	No. of Cylinders in each Set. <i>Aantal silinders in elke stel.</i>	
		Engines. <i>Masjiene.</i>	Engines. <i>Masjiene.</i>				
No. of Shafts. <i>Aantal aste.</i>	Particulars of Boilers. <i>Besonderhede van ketels.</i>	Boilers. <i>Ketels.</i>	Boilers. <i>Ketels.</i>				
	Description..... <i>Beskrywing</i>						
	Number..... <i>Aantal</i>						
	Loaded Pressure.. <i>Gelaaide druk</i>						

Number of Water Ballast Tanks, and their Capacity in Tons:—
Aantal waterballasttenke, en hul inhoudsvermoë in ton:—

PARTICULARS OF TONNAGE.—*BESONDERHEDE VAN TONNEMAAT.*

Gross Tonnage. <i>Bruto-tonnemaat.</i>	No. of Tons. <i>Aantal ton.</i>	Deductions Allowed. <i>Aftrekkings toegelaat.</i>	No. of Tons. <i>Aantal ton.</i>
Under tonnage deck..... <i>Tonnemaat onder dek</i>		On account of space required for propelling power..... <i>As gevolg van ruimtes benodig vir aandrywingskrag</i>	
Space or spaces between decks..... <i>Ruimte of ruimtes tussen dekke</i>		On account of spaces occupied by seamen or apprentice-officers, and appropriated to their use, and kept free from goods or stores of every kind, not being the personal property of the crew <i>As gevolg van ruimtes wat deur seelui of leerling-offisiere bewoon word, en vir hul gebruik aangewend word, en wat vry gehou word van goedere of enige soort proviand, wat nie die persoonlike eien- dom van die bemanning is nie</i>	
Turret or trunk..... <i>Skiettoring of trunk</i>			
Forecastle..... <i>Voorkasteel</i>			
Bridge space..... <i>Brugruim</i>		These spaces are the following, viz.:— <i>Hierdie ruimtes is soos volg, nl.:—</i>	
Poop or break..... <i>Kampanje of breuk</i>			
Side houses..... <i>Kanthuise</i>		(Number of seamen or apprentice-officers for whom accommoda- tion is certified.....) <i>(Aantal seelui of leerling-offisiere vir wie akkommodasie gesertifiseer word.....)</i>	
Deck houses..... <i>Dekhuise</i>			
Chart house..... <i>Kaarthuis</i>		Deductions in terms of the Tonnage Regulations are as follows:— <i>Aftrekkings kragtens die Tonnemaatregulasies is soos volg:—</i>	
Spaces for machinery and light and air (see Tonnage Regulations) <i>Ruimtes vir masjinerie en lig en lug (sien Tonnemaatregulasies)</i>			
Excess of hatchways..... <i>Oormaat luikopeninge</i>		Cubic Metres. <i>Kubieke meter.</i>	
Gross tonnage.. <i>Bruto-tonnemaat</i>			
Deductions, as per contra..... <i>Aftrekkings, soos per kontra</i>			
Net tonnage.... <i>Netto-tonnemaat</i>			TOTAL..... <i>Totaal</i>

NOTE 1.—The tonnage of the engine-room spaces below the upper deck is _____ tons, and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is _____ tons.

OPM. 1.—Die tonnemaat van die masjienkamerruim onderkant die opperde is _____ ton, en die tonnemaat van die totale ruim wat bokant die opperde ingeraam is vir aandrywingsmasjinerie en vir lig en lug is _____ ton.

NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's net tonnage:—

OPM. 2.—Ondervermelde ruimtes bokant die opperde is nie ingesluit in die kubieke inhoud wat die skip se netto-tonnemaat uitmaak nie:—

NOTE 3.—The location and tonnage of the boatswain's store rooms are as follows:—

OPM. 3.—Die ligging en tonnemaat van die bootman se stoorkamers is soos volg:—

I, the undersigned, proper officer at the port of _____, hereby certify that the ship the description of which appears above, has been surveyed for tonnage purposes, and that the above particulars are in accordance with those entered in the register; that _____ whose certificate of competency/service is No. _____ issued by _____ is master of the ship; and the following is the name, address and occupation of the owner*:—
Ek, die ondergetekende, bevoegde beampte by die hawe _____ sertifiseer hierby dat die skip waarvan die beskrywing hierbo verskyn, vir tonnemaat-doeleindes opgeneem is, en dat bostaande besonderhede ooreenkomstig is met die wat in die register aangeteken is; dat _____ wie se bekwaamheid-/dienssertifikaat No. _____ is, uitgerok deur _____ gesagvoerder is van die skip; en dat onderstaande die naam, adres en beroep van die eienaar is:—*

* If more than one owner, all owners should be shown, stating their respective interest in the ship.
** Indien daar meer as een eienaar is, moet alle eienaars aangedui word en melding gemaak word van hul respektiewe belange in die skip.*

Name of Owner. <i>Naam van eienaar.</i>	Address. <i>Adres.</i>	Occupation. <i>Beroep.</i>

Dated at _____ on the _____ day of _____ 19____
 Gedateer te _____ op hede die _____ dag van _____

Official Stamp.
Amptelike stempel.

Signature and Designation of Proper Officer.
Handtekening en amptstitel van bevoegde beampte.

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

M.F.

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.
DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

TEMPORARY PASS.—TYDELIKE PAS.

(Issued in terms of section *thirty-one* of the Merchant Shipping Act, 1951).
Uitgereik kragtens artikel een-en-dertig van die Handelskeepvaartwet, 1951.

PARTICULARS OF SHIP.—BESONDERHEDE VAN SKIP.

Name of Ship. <i>Naam van skip.</i>		Means of Propulsion. <i>Manier van aandrywing.</i>	Previous Name and Nationality. <i>Vorige naam en nasionaliteit.</i>	Place and Year of Build. <i>Plek waar en jaar wanneer gebou.</i>
Tonnage. <i>Tonnemaat.</i>		Name of Master. <i>Naam van gesagvoerder.</i>		No. of his Certificate of Competency or Service. <i>No. van sy bekwaamheid- of dienssertifikaat.</i>
Gross. <i>Bruto.</i>	Net. <i>Netto.</i>			Competency <i>Bekwaamheid</i>
				Service <i>Diens</i>

I, the undersigned, proper officer, at the port of _____ hereby certify—
Ek, die ondergetekende, bevoegde beampte, by die hawe te _____ sertifiseer hierby—

(1) that the Director of Merchant Shipping has authorised me to grant this temporary pass to enable the said ship to proceed from
dat die Direkteur van Handelskeepvaart my gemagtig het om hierdie tydelike pas te verleen om genoemde skip in staat te stel om

the port of _____ to the port of _____, subject to the following
vanaf die hawe na die hawe te vaar, onderworpe aan

conditions
onderstaande voorwaardes

(2) that to the best of my knowledge and belief the above description of the said ship is true and correct;
dat na my beste wete en oortuiging bostaande beskrywing van genoemde skip waar en juis is;

(3) that the following is the name, address and occupation of the *owner of the said ship:—
*dat onderstaande die naam, adres en beroep van die *eienaar van genoemde skip is:—*

* If more than one owner, all owners should be shown stating their respective interests in the ship.

* Indien daar meer as een eienaar is, moet alle eienaars aangedui word en melding gemaak word van hul respektiewe belange in die skip.

Name. <i>Naam.</i>	Address. <i>Adres.</i>	Occupation. <i>Beroep.</i>

(4) that the validity of this temporary pass expires on the _____ day of _____ 19____
dat die geldigheidsduur van hierdie tydelike pas op die _____ dag van _____ verstryk.

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

Official Stamp.
Amptelike stempel.

Signature and Designation of Proper Officer.
Handtekening en ampstitel van bevoegde beampte.

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

M.G.

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.

DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

DEED OF SALE.—KOOPAKTE.

Official No. <i>Amptelike nommer.</i>	Name of Ship. <i>Naam van skip.</i>	No., Date and Port of Registry. <i>No. en datum van registrasie en registrasiehawe.</i>	Sailing, Steam or Motor Ship. <i>Seil-, stoom- of motorskip.</i>	
If a Steam or Motor Ship, state how Propelled. <i>Indien 'n stoom- of motorskip, meld hoe aangedryf.</i>		Horse Power of Engines (State S.H.P., B.H.P. or I.H.P. as the case may be). <i>Perdekrag van masjiene (meld as-perdekrag, rem-perdekrag of indikateur-perdekrag, na gelang van die geval).</i>	Tonnage. <i>Tonnemaat.</i>	
			Gross. <i>Bruto.</i>	Net. <i>Netto.</i>

and as described in more detail in the tonnage certificate and the register.
en soos meer breedvoerig in die tonnemaatsertifikaat en in die register beskryf is.

* _____

* See note on reverse side of form.—*Sien opmerking op keersy van vorm.*

In witness whereof we have hereunto subscribed our names and affixed our seals at
As getuie waarvan ons hieronder ons name geteken en ons seëls aangeheg het te
 on this _____ day of _____ 19____
op hede die _____ dag van _____

Executed in the presence of:—
Verly in die teenwoordigheid van:—

- _____
- _____

Signatures
Handtekeninge

Seller(s)/Verkoper(s)

Purchaser(s)/Koper(s).

[P.T.O.—BLAAI OM

*NOTE.—To be filled up according to the circumstances of the case.

*OPMERKING.—Om voltooit te word na gelang van die omstandighede van die geval.

If the sale is by an individual or a partnership or a body corporate the following should be inserted:—
Indien die verkoping deur 'n individu of 'n vennootskap of 'n regspersoon gemaak is, voeg onderstaande by:—

" _____ the undersigned
 (Insert "I" or "we") die ondergetekende (insert here full name and address, with description of the transferor or transferors)
 (Voeg in „Ek" of „ons") (voeg hier in volle naam en adres, met beskrywing van die oordraer of oordraers)
 in consideration of the sum of _____ paid to _____ by _____
 ter vergoeding van die som van (insert amount in words) betaal aan (insert "me" or "us") deur (here insert full name and address of
 (voeg in bedrag in woorde) (voeg in „my" of „ons") (voeg hier in volle naam en adres van

transferee or transferees with his full description in the case of an individual, and adding "as partners" where such is the case)
 transportnemer of transportnemers, met 'n volledige beskrywing in die geval van 'n individu, en voeg by „as vennote" waar dit die geval is)
 the receipt whereof is hereby acknowledged, transfer the *ship/_____ shares in the ship above described and its equipment to the said
 waarvan die ontvangs hierby erken word, dra die *skip/_____ aandeel in die skip soos hierbo beskryf en sy toerusting oor aan genoemde
 (insert name of transferee or transferees) who hereby accept(s) the same.
 (voeg in naam van transportnemer of transportnemers) wat dit hierby aanneem.

Further _____ the said

Voorts gee (insert "I" or "we") die genoemde
 (voeg in „ek" of „ons")

(insert name of transferor or transferors)
 (voeg in naam van oordraer of oordraers)

for _____ theirs warrant to the said
 namens (insert "myself and my" or "ourselves and our") erfgename volmag aan die genoemde (insert name of transferee or transferees)
 (voeg in „myself en my" of „onself en ons") (voeg in naam van transportnemer of transportnemers)

and _____ assigns and declare that (insert "I" or "we")
 en (insert "his" or "their") sessionarisse en verklaar dat (voeg in „ek" of „ons")
 (voeg in „sy" of „hulle")
 this sale the *ship/shares in the ship stated herein to be transferred, and that the same are free from encumbrances."
 koopakte oordrag te gee van die *skip/aandeel in die skip wat hierin gemeld word, en dat hulle vry van laste is."

(If there is any subsisting mortgage, or outstanding certificates of mortgage or sale, add "save as appears by the registry of the said ship")
 (As daar enige staande verband, of uitstaande verbandsertifikaat of verkopingsertifikaat is, voeg by „uitgesonderd soos in die registrasie van
 genoemde skip verskyn")

* Delete or amplify according to what is being transferred.

* Skrap of vul aan volgens die wat oorgedra word.

† In the case of a body corporate use the expression "successors" instead of "heirs".

† In die geval van 'n regspersoon gebruik die uitdrukking „opvolgers" in plaas van „erfgename".

M H

UNION OF SOUTH AFRICA.
UNIE VAN SUID-AFRIKA.

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.
DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

DECLARATION OF TRANSFER OR TRANSMISSION.
VERKLARING VAN OORDRAG OF OORGANG.

Official No. Amptelike No.	Name of Ship. Naam van skip.	No., Date and Port of Registry. No. en datum van registrasie en registrasiehaw.	Sailing, Steam or Motor Ship. Seil-, stoom- of motorskip.	
If a Steam or Motor Ship, State how Propelled. Indien 'n stoom- of motorskip, meld hoe aangedryf.	Horse Power of Engines (State S.H.P., B.H.P., or I.H.P., as the case may be). Perdekrag van masjiene (meld as-perdekrag, rem-perdekrag of indikateur-perdekrag, na gelang van die geval).	Tonnage. Tonnemaat.		
		Gross.—Bruto.	Net.—Netto.	

and as described in more detail in the tonnage certificate and the register.
en soos meer breedvoerig in die tonnemaatsertifikaat en die register beskryf is.

* See note on reverse side of this form.—Sien opmerking op keersy van hierdie vorm.

The above general description of the ship is correct. _____ whose certificate of competency or service is
Bostaande algemene beskrywing van die skip is juis _____ wie se bekwaamheid- of dienssertifikaat

No. _____ is master of the said ship.
No. _____ is, is gesagvoerder van genoemde skip.

To the best of *my/our knowledge and belief, no person or persons or bodies of persons other than such person or persons or
Na *my/ons beste wete en oortuiging, is geen persoon of persone of regspersone behalwe sodanige persoon of persone of regspersone as
bodies of persons as *is/are by section eleven of the Merchant Shipping Act, 1951, qualified to be owner(s) of South African ships, *is/are
wat kragtens artikel elf van die Handelskeepvaartwet, 1951 bevoegd is om eienaar(s) van Suid-Afrikaanse skepe te wees, geregtig, as eienaar(s),
entitled, as owner(s) to any interest whatever, either legal or beneficial, in the said ship. *I/we make this solemn declaration conscientiously
tot enige belang hoegenaamd, beide wetlik of as bedeelde, in genoemde skip nie. Ek*/Ons lê hierdie plegtige verklaring phiggetrou af met
believing the same to be true.
die oortuiging dat dit waar is.

Signatures. { _____ } Handtekeninge.

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

19

Signature and Designation of Proper Officer or
Commissioner of Oaths.
Handtekening en amptitel van bevoegde beampte of
Kommissaris van Ede.

* Delete word which does not apply.—Skrap woord wat nie van toepassing is nie.

[P.T.O.—BLAAI OM.

* NOTE.—The following is to be regarded as illustrations only and the form must be completed according to the circumstances of the case. If the proper officer is not satisfied with the wording used by the applicant he should, before accepting the form, consult the Director in the matter.

* OPM.—Onderstaande moet alleenlik as voorbeelde beskou word en die vorm moet na gelang van die omstandighede van die geval voltooi word. Indien 'n bevoegde beampte nie tevrede is met die bewoording wat deur die applikant gebruik word nie, moet hy, voordat die vorm aanvaar word, die Direkteur in die saak raadpleeg.

(1) In the case of purchase—
In geval van koop—

(a) If the declaration is to be completed by an individual, the following should be inserted—
Indien die verklaring deur 'n individu voltooi moet word, voeg onderstaande by—

"I, the undersigned,
„Ek, die ondergetekende (insert here name of person) of (insert address)
(voeg hier in naam van persoon) van (voeg in adres)
hereby declare that, by deed of sale entered into at _____ on the _____
verklaar hierby dat, deur koopakte aangegaan te _____ op die _____
day of _____, 19____, between _____
dag van _____ tussen _____

(insert full name and address of seller/s)
(voeg in volle naam en adres van verkoper/s)
who appear/s in the register as the owner/s, and me, the above-mentioned ship was transferred to me, and that I am
wat as eienaar/s in die register verskyn, en myself, bogenoemde skip aan my oorgedra was, en dat ek daartoe geregtig
entitled to be registered as owner thereof. †I am/We are a citizen/s of the country of _____
is om as eienaar, daarvan geregistreer te word. †Ek/Ons is 'n burger/s van die land (state name of country)
(meld naam van land)

(b) If the declaration is to be completed by partners, the following should be inserted—
Indien die verklaring deur vennote voltooi moet word, voeg onderstaande by—

“JOINT-OWNERS.—MEDE-EIENAARS.

Names/Name.	Nationality/Nasionaliteit.	Place of Residence. Plek van verblyf.	Occupation. Beroep.

Each of us, the several persons abovementioned, and whose names are hereto subscribed, hereby declare that
Iedereen van ons, die verskeie bogenoemde persone, en wie se name hierin verskyn, verklaar hierby dat
[use same wording as in 1 (a) above, except to use the plural for words such as
[gebruik dieselfde bewoording soos in 1 (a) hierbo, behalwe om die meervoud te

“I”, “owner”, “me” (if necessary)].
gebruik van woorde soos „Ek”, „eienaar”, „my” (indien nodig)].

(c) If the declaration is to be completed by a body corporate, the following should be inserted—
Indien die verklaring deur 'n regspersoon voltooi moet word, voeg onderstaande by—

"I, the undersigned
„Ek, die ondergetekende (insert here name of person) of (insert address)
(voeg hier in naam van persoon) van (voeg in adres)

hereby declare that I am
verklaar hierby dat ek (insert office of person making the declaration, e.g. secretary or otherwise)
(voeg in amp van persoon wat die verklaring aflê, bv. sekretaris of andersins)
of the _____ and that the said company was incorporated by
is van die (insert full title of body corporate) en dat genoemde maatskappy ingelyf is kragtens
(voeg in volledige titel van regspersoon)

virtue of _____

[if South African, state “the Companies Act, 1926 (Act No. 46 of 1926), as amended”—otherwise state the Act or
[indien Suid-Afrikaans, meld „die Maatskappywet, 1926 (Wet No. 46 van 1926), soos gewysig”—andersins meld die
Ordinance of the Legislature of the particular country and name of country)
wet of ordonnansie van die wetgewende mag van die betrokke land en die naam van die land)

and is subject to the laws of _____ The said company has its principal
en onderworpe is aan die wette van (insert name of country) Genoemde maatskappy het sy vernaam-
(voeg in naam van land)

place of business at _____ where all the important business of the company is
ste besigheidsplek te (insert name of place) waar al die vernaamste besigheid van die maatskappy
(voeg in naam van plek)

controlled and managed at meetings of Directors and Managers of the Company. I further declare that by deed
beheer en bestuur word op vergaderings van direkteure en bestuurders van die Maatskappy. Voorts verklaar ek dat deur
of sale entered into at _____ on the _____ day of _____
koopakte aangegaan te _____ op die _____ dag van _____

_____ 19____, between _____
tussen _____ (insert full name and address of seller)
(voeg in volle naam en adres van verkoper)

who appears/appear on the register as owner/s, and the first-mentioned company, the above-mentioned ship was
wie as eienaar/s in die register verskyn, en eersgenoemde maatskappy, bogenoemde skip oorgedra was aan eersgenoemde
transferred to the first-mentioned company, which is entitled to be registered as owner thereof.
maatskappy, wat daartoe geregtig is om as eienaar daarvan geregistreer te word.”

(2) In the case of transmission of ownership by marriage, the following should be inserted—
In die geval van oorgang van eiendomsreg deur huwelik, voeg onderstaande by—

"I, the undersigned,
„Ek, die ondergetekende (insert here name of person) of (insert here address)
(voeg hier in naam van persoon) van (voeg hier in adres)

hereby declare that on the _____ day of _____ 19____
verklaar hierby dat ek op die _____ dag van _____
I married _____ and am now the husband/
in die huwelik getree het met (insert full name and address) en dat ek nou die eggenoot/
(voeg in volle naam en adres)

wife of the person appearing in the register as owner of the said *ship. I further declare that on such marriage ownership of
eggenote is van die persoon wat in die register as eienaar van genoemde *skip verskyn. Ek verklaar voorts dat by voltrekking
the said *ship became vested in me by virtue of an ante-nuptial contract executed by the said
van sodanige huwelik die eiendomsreg van genoemde *skip in my gevestig is uit hoofde van 'n huweliksvoorwaardekontrak verly

_____ and me on the _____ day of _____
deur genoemde _____ en my op die _____ dag van _____

_____ 19____, and registered in the Deeds Registry at _____
en geregistreer in die Aktekantoor te _____

on the _____ day of _____ 19____, and that I am now entitled to
op die _____ dag van _____ en dat ek nou daartoe geregtig
be registered as owner thereof.
is om as eienaar daarvan geregistreer te word.”

(3) In the case of transmission of ownership by death, the following should be inserted—

In die geval van oorgang van eiendomsreg as gevolg van dood, voeg onderstaande by—

“ (Insert “I” or “We”) the undersigned (insert here full name of person/s)
 (Voeg in „Ek” of „Ons”) die ondergetekende (voeg hier in volle naam van persoon/persone)
 of hereby declare that
 van (insert here address) verklaar hierby dat (insert here name of deceased)
 (voeg hier in adres) (voeg hier in naam van oorledene)
 appearing in the register as owner of the abovementioned *ship, died at
 wat in die register verskyn as eienaar van bogenoemde *skip, oorlede is te
 on the day of 19
 op die dag van
 [insert here “having made his will dated the day of 19
 (voeg hier in „en dat hy sy testament gedateer die dag van
 whereby he appointed (me or us) as heir/s to his estate” or “intestate”, as the case may be]
 (opgestel het waarin hy (my of ons) as erfgenaam/erfgename van sy boedel benoem het ” of „intestaat”, na gelang van die geval)
 and that on his death the ownership of the said ship became vested in me/us
 en dat by sy dood die eiendomsreg van genoemde skip in my/ons gevestig is
 (insert here “as his heir/s in terms of his will” or “as his heir/s on his intestacy”, as the case may be)
 (voeg hier in „as sy erfgenaam/erfgename ooreenkomstig sy testament ” of „as sy erfgenaam/erfgename as gevolg van sy testament-
 loosheid”, na gelang van die geval)
 and that †I am/we are entitled to be registered as owner/s of the said ship* in place of the deceased. †I am/we are a citizen/s
 en dat †ek/ons daartoe geregtig is om geregistreer te word as eienaar/s van genoemde skip* in die plek van die oorledene. †Ek/Ons
 is 'n burger/s van die land (state name of country)
 (meld naam van land)

* If not the whole ship, indicate what proportion of interest therein.

* Indien nie die skip as geheel nie, meld mate van belang daarin.

† Delete which do not apply.

† Skrap wat nie van toepassing is nie.

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

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.

DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

APPLICATION FOR ORDER FOR SALE.—AANSOEK OM BEVEL TOT VERKOPING.

(Address in block letters).
 (Adres in drukskrif).

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

*I/We

*Ek/Ons

(state full name and address)
 (meld volle naam en adres)

hereby declare that ownership of the South
 verklaar hierby dat eiendomsreg van die Suid-

African ship

Afrikaanse skip

(if not the whole ship, indicate what proportion of interest therein)
 (indien nie die skip as geheel nie, meld die mate van belang daarin)

particulars of which are given below,
 waarvan besonderhede hieronder aangegee

was on

word, op

(state date)
 (meld datum)

transmitted to *me/us
 aan *my/ons oorgedra is

(give full reasons)
 (gee volle redes)

*I/We wish

*Ek/Ons verlang dat

(state whether the whole ship or interest therein)
 (meld of die skip as geheel of die aandeel daarin)

to be sold and the proceeds, after
 verkoop moet word en dat die opbrengs,

deduction of any expenses connected with the sale thereof, to be paid to *me/us in consideration of which *I/we hereby indemnify you
 na aftrekking van enige onkoste in verband met die verkoping daarvan, aan *my/ons betaal word ter vergoeding waarvan, *ek/ons u hierby
 in respect of any relative costs or claims which may be made against you.
 vrywaar ten opsigte van enige aanverwante koste of else wat teen u ingestel mag word.

Name of Ship. Naam van skip.	Port of Registry. Registrasiehaw.	Official No. Amptelike nommer.

Declared before me at
 Voor my verklaar te

on the
 op hede die

day of
 dag van

Signature of Applicant.
 Handtekening van applikant.

19

Signature and Designation of Proper Officer or
 Commissioner of Oaths.
 Handtekening en ampstitel van bevoegde beampte
 of Kommissaris van Ede.

* Delete word which does not apply.—Skrap woord wat nie van toepassing is nie.

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

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.

DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskleepvaartwet, 1951 (Wet No. 57 van 1951).

DEED OF MORTGAGE (TO SECURE ACCOUNT CURRENT, ETC.)

VERBANDAKTE (OM LOPENDE REKENING, ENS., TE WAARBORG).

Official No. Amptelike No.	Name of Ship. Naam van skip.	No., Date and Port of Registry. No. en datum van registrasie en registrasiehawe.	Sailing, Steam or Motor Ship. Seil-, stoom- of motorskip.
If a Steam or Motor Ship, State how Propelled. Indien 'n stoom- of motorskip, meld hoe aangedryf.		Horse Power of Engines (State S.H.P., B.H.P., or I.H.P., as the case may be). Perdekrag van masjiene (meld as-perdekrag, rem-perdekrag of indikateur-perdekrag, na gelang van die geval).	Tonnage. Tonnemaat.
			Gross.—Bruto. Net.—Netto.

and as described in more detail in the tonnage certificate and the register.
en soos meer breedvoerig in die tonnemaatsertifikaat en die register beskryf is.

Whereas

Nademaal [Here state by way of recital that there is an account current between the mortgagor (describing him and giving his address) and the
[Meld hier by wyse van sitasie dat daar 'n lopende rekening bestaan tussen die verbandgewer (beskryf hom en gee sy adres aan) en die

Mortgagee (describing him and giving his address), and describe the nature of the transaction so as to show how the amount of principal
verbandhouer (beskryf hom en gee sy adres aan), en beskryf die aard van die transaksie om sodoende aan te toon hoe die kapitale bedrag en

and interest due at any given time is to be ascertained, and the manner and time of payment.]
rente verskuldig te eniger bepaalde tyd vasgestel moet word, en die wyse en tyd waarop betaling moet geskied.]

Now _____ the undersigned,
Nou _____ (Insert here "I" or "We") die ondergetekende, (Insert here name or names of mortgagor/s)
(Voeg hier in „sluit ek" of „sluit ons") (Voeg hier in naam of name van verbandgewer/s)
in consideration of the premise for _____ and _____
ter vergoeding van die premis vir (insert here "myself" or "ourselves") en (insert here "my" or "our")
(voeg hier in „myself" of „onself") (voeg hier in „my" of „ons")
heirs and successors covenant with the said _____ and _____
erfgename en opvolgers 'n kontrak met genoemde (insert here name or names of mortgagee/s) en (insert here "his" or "their")
(voeg hier in naam of name van verbandhouer/s) (voeg hier in „sy" of „hulle")
assigns, to pay to him or them the sums for the time being due on this security, whether by way of principal or interest, at the times
sessionarisse, om aan hom of hulle te betaal die som tydelik verskuldig op hierdie waarborg, hetsy by wyse van die kapitaal of rente, op die
and manner aforesaid, and for the purpose of better securing to the said _____
tye en wyse voornoem, en vir die doel om 'n beter waarborg aan die genoemde (insert here name or names of mortgagee/s)
(voeg hier in naam of name van verbandhouer/s)
the payment of such sums as last aforesaid,
te gee vir betaling van sodanige somme soos voornoem, verhipotikeer (insert here "I" or "we")
(voeg hier „ek" of „ons")
do hereby mortgage to the said _____
hierby aan die genoemde (insert here name or names of mortgagee/s) die abovementioned ship and its equipment, of which
(voeg hier in naam of name van verbandhouer/s) die bogenoemde skip en sy toerusting, waarvan
the owner(s).
(insert here "I am" or "we are") die eienaar(s) is.
(voeg hier in „ek" of „ons")
Lastly, _____ for _____
Laastens, (insert here "I" or "we") namens (insert here "myself" or "ourselves")
(voeg hier in „gee ek" of „gee ons") (voeg hier in „myself" of „onself")
and _____ heirs or successors, warrant to the said _____
en (insert here "my" or "our") erfgename of opvolgers, volmag aan die genoemde (insert here name or names of mortgagee/s)
(voeg hier in „my" of „ons") (voeg hier in naam of name van verbandhouer/s)
and _____ assigns, and hereby declare that _____
en (insert here "his" or "their") sessionarisse, en verklaar hierby dat (insert here "I" or "we")
(voeg hier in „sy" of „hulle") (voeg hier in „ek" of „ons")
have power to mortgage in the manner aforesaid the abovementioned ship and its equipment, and that the said ship and its equipment are
volmag besit om op die wyse voornoem, bogenoemde skip en sy toerusting te verhipotikeer, en dat genoemde skip en sy toerusting van laste
free from encumbrances
vry is
(if any prior encumbrances insert here "save as appears by the registry of the said ship")
(indien daar enige vorige laste is, voeg hierby „uitgesonderd soos in die registrasie van genoemde skip verskyn")
In witness whereof _____ have hereto subscribed
Ten getuie waarvan (insert here "I" or "we") hieronder (insert here "my name" or "our names")
(voeg hier in „ek" of „ons") (voeg hier in „my naam" of „ons name")
and affixed _____ seal this _____ day of _____ 19____
geteken en (insert here "my" or "our") seël aangeheg het hierdie _____ dag van _____
(voeg hier in „my" of „ons")
Executed by the abovenamed in the presence of—
Verly deur bogenoemde in die teenwoordigheid van—

* 1.

* 2.

* Names, addresses and description of witnesses.—Name, adresse en beskrywing van getules.

[P.T.O.—BLAAT OM.

[To be printed on back of Form M.J. (a).]
[Moet gedruk word op keersy van Vorm M.J. (a).]

M.KI.

DEED OF CESSION OF REGISTERED MORTGAGE OF SHIP.
SESSIE-AKTE VAN GEREGISTREERDE VERBAND VAN SKIP.

(Insert here "I" or "We") the within-mentioned
(Voeg hier in „Ek" of „Ons") die hieringenoemde

in consideration of
ter vergoeding van

(insert here in words the amount involved)
(voeg hier in woorde die betrokke bedrag by)

this day paid to
hierdie dag aan

(insert here "me" or "us")
(voeg hier in „my" of „ons")

by
betaal deur

(insert here name or names of persons who made payment)
(voeg hier in naam of name van persone wat betaling gemaak het)

hereby transfer to
dra hierby oor aan

(insert here name of transferee)
(voeg hier in naam van transportnemer)

all my right and interest in, to and under
al my regte en belang in, tot en kragtens die

the deed of mortgage executed by
verbandakte verly deur

(insert here name or names of mortgagor or mortgagors)
(voeg hier in naam of name van verbandgewer of verbandgewers)

over
oor

(insert here name and official number of ship)
(voeg hier in naam en amptelike nommer van skip)

and recorded on the
en aangeteken op die

(insert here date)
(voeg hier in datum)

day of
dag van

19____, in the register kept by the proper officer at the port of
in die register wat gehou word deur die bevoegde beampte by die hawe

(here insert port of registry)
(voeg hier in registrasiehawe)

In witness whereof
Ten getuie waarvan

(insert here "I" or "we")
(voeg hier in „ek" of „ons")

have hereto subscribed
hieronder

(insert here "my name" or "our names")
(voeg hier in „my naam" of „ons name")

and affixed
geteken en

(insert here "my" or "our")
(voeg hier in „my" of „ons")

seal this
seël aangeheg het, hierdie

day of
dag van

19____

Executed by the abovenamed—
Verly deur bogenoemde—

In the presence of—
in die teenwoordigheid van—

* 1. _____

* 2. _____

* Names, addresses and description of witnesses.—Name, adresse en beskrywing van getuies.

RECEIPT FOR MORTGAGE MONEY.
BEWYS VAN BETALING VAN VERBANDGELDE.

Received the sum of
Ontvangs word erken van die bedrag van

in discharge of the withinwritten security.
ter aflossing van die hieringeskrewe waarborg.

Date
Datum

M.J. (b).

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

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.
DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

DEED OF MORTGAGE (TO SECURE PRINCIPAL SUM AND INTEREST).
VERBANDAKTE (OM DIE KAPITAALSOM EN RENTE TE WAARBORG).

Official No. Amptelike No.	Name of Ship. Naam van skip.	No., Date and Port of Registry. No. en datum van registrasie en registrasiehawe.	Sailing, Steam or Motor Ship. Seil-, stoom- of motorskip.
If a Steam or Motor Ship, State how Propelled. Indien 'n stoom- of motorskip, meld hoe aangedryf.	Horse Power of Engines (State S.H.P., B.H.P., or I.H.P., as the case may be). Perdekrag van masjiene (meld as-perdekrag, rem-perdekrag of indikateur-perdekrag, na gelang van die geval).		Tonnage. Tonnemaat.
			Gross.—Bruto. Net.—Netto.

and as described in more detail in the tonnage certificate and the register.
 en soos meer breedvoerig in die tonnemaatsertifikaat en register beskryf is.

(Insert here "I" or "We" and then state full names)
 (Voeg hier in „Ek" of „Ons" en meld dan volle name)

of _____
 van _____ (insert here address)
 (voeg hier adres in)

in consideration of _____ hereinafter called the principal sum, this day lent to
 ter vergoeding van _____ (insert here in words the amount) hierna genoem die kapitaalsom, hierdie dag geleen aan
 (voeg hier in woorde die bedrag in)

by _____
 (insert here "me", "us" or "the said Company") deur _____ (insert here full names and address of mortgagee or mortgagees and
 (voeg hier in „my", „ons" of „die genoemde Maatskappy") (voeg hier in volle name en adres van verbandhouer of verbandhouders)

do hereby for _____
 adding "as joint mortgagees" where such is the case sluit hierby namens _____ (insert here "myself" or "ourselves")
 en voeg by „as mede-verbandhouders" as dit die geval is (voeg hier in „myself" of „onself")

and _____ heirs and successors, contract with the said _____
 en (insert here "my" or "our") erfgename en opvolgers 'n kontrak met die genoemde _____ (insert here names of mortgagee or mortgagees)
 (voeg hier in „my" of „ons") (voeg hier in name van verbandhouer of verbandhouders)

and _____ assigns, firstly that _____ or _____
 en (insert here "his" or "their") sessionarisse, eerstens dat _____ (insert here "I" or "we") of _____ (insert here "my" or "our")
 (voeg hier in „sy" of „hulle") (voeg hier in „ek" of „ons") (voeg hier in „my" of „ons")

heirs or successors will pay to the said _____ or _____
 erfgename of opvolgers aan genoemde _____ (insert here name/s of mortgagee/s) of _____ (insert here "his" or "their")
 (voeg hier in naam/name van verbandhouer/s) (voeg hier in „sy" of „hulle")

assigns, the said principal sum of _____ together with interest thereon at _____
 sessionarisse, die genoemde kapitaalsom van _____ (insert here amount in words) sal betaal tesame met rente daarop teen 'n
 (voeg hier in bedrag in woorde)

the rate of _____ per cent per annum on the _____
 rentekoers van _____ persent per jaar op die _____ (insert here the date fixed for payment of the sum involved)
 (voeg hier in die datum wat vasgestel is vir betaling van die betrokke som)

and secondly, that if the said principal sum is not paid on the said date _____
 en tweedens, dat indien die genoemde kapitaalsom nie op die genoemde datum betaal is nie _____ (insert here "I" or "we")
 (voeg hier in „ek" of „ons")

or _____ heirs or successors, will during such time as the sum or any part thereof remains unpaid,
 of _____ (insert here "my" or "our") erfgename of opvolgers, gedurende sodanige tyd as wat die som of enige deel daarvan
 (voeg hier in „my" of „ons")

pay to the said _____ or _____
 verskuldig bly, aan genoemde _____ (insert here name/s of mortgagee/s) of _____ (insert here "his" or "their")
 (voeg hier in naam/name van verbandhouer/s) (voeg hier in „sy" of „hulle")

assigns, interest on the whole or such part thereof as may for the time being remain unpaid, at the rate of _____ per cent
 sessionarisse, rente sal betaal op die hele som of sodanige deel daarvan as wat tydelik verskuldig mag bly, teen 'n rentekoers van _____ persent

per annum, by equal half-yearly payments on the _____ day of _____ and _____
 per jaar, in gelyke half-jaarlikse paaiemente op die _____ dag van _____ en _____

day of _____ in every year; and for better securing to the said _____
 dag van _____ in elke jaar; en om 'n beter waarborg aan genoemde _____ (state here name/s of mortgagee/s)
 (meld hier naam/name van verbandhouer/s)

the repayment in the manner aforesaid of the said principal sum and interest _____
 te verleen vir die terugbetaling op die wyse voornoemd van die genoemde kapitaalsom en rente, verhipotikeer _____ (insert here "I" or "we")
 (voeg hier in „ek" of „ons")

hereby mortgage to the said _____ the abovementioned ship and its equipment, of which
 hierby aan genoemde _____ (insert here name/s of mortgagee/s) die bogenoemde skip en sy toerusting, waarvan
 (voeg hier in naam/name van verbandhouer/s)

_____ the owner(s).
 (insert here "I am" or "we are") die eienaar(s) is.
 (voeg hier in „ek" of „ons")

Lastly _____ for _____
 Ten laaste _____ (insert here "I" or "we") namens _____ (insert here "myself" or "ourselves")
 (voeg hier in „gee ek" of „gee ons") (voeg hier in „myself" of „onself")

and _____ heirs and successors, warrant to the said _____
 en _____ (insert here "my" or "our") erfgename en opvolgers, volmag aan genoemde _____ (insert here name/s of mortgagee/s)
 (voeg hier in „my" of „ons") (voeg hier in naam/name van verbandhouer/s)

and _____ assigns, and hereby declare that _____
 en _____ (insert here "his" or "their") sessionarisse, en verklaar hierby dat _____ (insert here "I" or "we")
 (voeg hier in „sy" of „hulle") (voeg hier in „ek" of „ons")

have power to mortgage in the manner aforesaid the abovementioned ship and its equipment, and that the said ship and its equipment are
 volmag besit om op die wyse voornoemd bogenoemde skip en sy toerusting te verhipotikeer, en dat genoemde skip en sy toerusting vry is

free from encumbrances.
 van laste _____ (if any prior encumbrances insert here "save as appears by the registry of the said ship")
 (indien daar enige vorige laste is voeg hier in „uitgesonderd soos in die registrasie van genoemde skip verskyn")

It witness whereof _____ have hereto subscribed _____
 Ten getuie waarvan _____ (insert here "I" or "we") hieronder _____ (insert here "my name" or "our names")
 (voeg hier in „ek" of „ons") (voeg hier in „my naam" of „ons name")

and affixed _____ seal this _____ day of _____ 19____
 geteken en _____ (insert here "my" or "our") seël aangeheg het hierdie _____ dag van _____

Executed by the above-named:
 Verly deur bogenoemde: _____

in the presence of—
 In die teenwoordigheid van— _____

* Names, addresses and description of witnesses.—Name, adresse en beskrywing van getuies.

[P.T.O.—BLAAI OM.

[To be printed on back of Form M.J. (b).]
[Moet gedruk word op keersy van Vorm M.J. (b).]

M.K.

DEED OF CESSION OF REGISTERED MORTGAGE OF SHIP.
SESSIE-AKTE VAN GEREISTREERDE VERBAND VAN SKIP.

(Insert here "I" or "We") die hiergenoemde
(Voeg hier in „Ek" of „Ons")

In consideration of ter vergoeding van (insert here in words the amount involved)
(Voeg hier in woorde die betrokke bedrag by)

this day paid to hierdie dag aan (insert here "me" or "us") by betaal deur (insert here name or names of persons who made payment)
(Voeg hier in „my" of „ons") (Voeg hier in naam of name van persone wat betaling gemaak het)

hereby transfer to dra hierby oor aan (insert here name of transferee) all my right and interest in, to and under the deed of
(Voeg hier in naam van transportnemer) al my regte en belang in, tot en kragtens die

mortgage executed by verbandakte verly deur (insert here name or names of mortgagor or mortgagors)
(Voeg hier in naam of name van verbandgewer of verbandgewers)

over oor (insert here name and official number of ship) and recorded on the en aangeteken op die (insert here date)
(Voeg hier in naam en amptelike nommer van skip) (Voeg hier in datum)

19, in the register kept by the proper officer at the port of in die register wat gehou word deur die bevoegde beampte by die hawe (insert port of registry)
(Voeg hier in registrasiehawe)

In witness whereof Ten getuie waarvan (insert here "I" or "we") have hereto subscribed hieronder (insert here "my name" or "our names")
(Voeg hier in „ek" of „ons") (Voeg hierin „my naam" of „ons name")

and affixed geteken en (insert here "my" or "our") seal this seël aangeheg het hierdie day of 19
(Voeg hier in „my" of „ons") dag van

Executed by the above-named: Verly deur bogenoemde:

in the presence of in die teenwoordigheid van—

* 1.
* 2.

* Names, addresses and description of witnesses.—Name, adresse en beskrywing van getuies.

RECEIPT FOR MORTGAGE MONEY.
BEWYS VAN BETALING VAN VERBANDGELDE.

Received the sum of. Ontvangs word erken van die som van

In discharge of the within-written security. ter aflossing van die hieringskrewe waarborg.

Date. Datum

M.L.

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

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.
DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

DECLARATION OF TRANSMISSION OF INTEREST IN MORTGAGE.
VERKLARING VAN OORGANG VAN BELANG BY VERBAND.

Official No. Amptelike No.	Name of Ship. Naam van skip.	Port of Registry. Registrasiehawe.	Number of Tons. Aantal ton.	
			Gross. Bruto.	Net. Netto.

I, Ek, (insert full name of declarant) of van (insert address)
(Voeg in volle naam van verklaarder) (Voeg in adres)

hereby declare that verklaar hierby dat (insert name of mortgagee) the person who appears in the register as mortgagee of the abovementioned
(Voeg in naam van verbandhouer) die persoon wie se naam in die register as verbandhouer van bogemelde *skip

*ship verskyn (insert here "died", "married me" as the case may be) on the op die
(Voeg hier in „oorlede is", „met my in die huwelik getreë het", na gelang van die geval)

day of 19, and that by virtue of such en dat uit hoofde van sodanige (insert "death", "marriage", as the case may be)
dag van (Voeg in „dood", „huwelik", na gelang van die geval)

the interest in the said mortgage has been transmitted to me. die belang by die genoemde verband aan my oorgedra is.

Date. Datum Place. Plek

Executed in the presence of— Verly in die teenwoordigheid van—

1.
2.

(Insert names and addresses of witnesses after signature).
(Voeg in na handtekening die name en adresse van getuies).

* If not the whole ship, indicate what proportion of interest therein.
* Indien nie die skip as geheel nie, meld die mate van belang daarin.

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

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.
DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

TRANSCRIPT OF REGISTER.—UITREKSEL UIT REGISTER.

SIGNAL LETTERS
SEINLETTERS

PARTICULARS OF SHIP.—BESONDERHEDE VAN SKIP.

Official Number. <i>Amptelike nommer.</i>	Name of Ship. <i>Naam van skip.</i>	No., Date and Port of Registry. <i>No. en datum van registrasie en registrasiehawe.</i>	No., Date and Port of Previous Registry (if any). <i>No., datum en hawe van vorige registrasie (as daar was).</i>
Sailing, Steam or Motorship; if Steam or Motorship, State How Propelled. <i>Seil-, stoom- of motorskip; indien stoom- of motorskip, meld hoe aangedryf.</i>	Where Built. <i>Waar gebou.</i>	When Built. <i>Wanneer gebou.</i>	Name and Address of Builders. <i>Naam en adres van bouers.</i>
Number of decks..... <i>Aantal dekke</i>	Length from fore-part of stem, to the aftside of the head of the stern post <i>Lengte vanaf die voorkant van die voorstewe, tot aan die agterkant van die kop van die agterstewe</i>		Feet. <i>Voet.</i>
Number of masts..... <i>Aantal maste</i>	Main breadth to outside of plank..... <i>Hoof-breedte tot aan buitekant van plank</i>		Tenths. <i>Tiendes.</i>
Rigged..... <i>Opgetakel</i>	Depth in hold from tonnage deck to ceiling amidships..... <i>Diepte in ruim vanaf tonnemaatdek tot aan dak midskeeps</i>		
Stem..... <i>Voorstewe</i>	Depth in hold from upper deck to ceiling amidships in the case of three decks and upwards <i>Diepte in ruim vanaf opperdek tot aan dak midskeeps, in die geval van drie dekke en meer</i>		
Stern..... <i>Agterstewe</i>	Depth from top of deck at side amidships to bottom of keel.... <i>Diepte vanaf bokant van dek teen kant midskeeps tot aan bodem van kiel</i>		
Build..... <i>Bou</i>	Round of beam..... <i>Dekroning</i>		
Framework and description of vessel <i>Raamwerk en beskrywing van vaartuig</i>	Length of engine-room (if any)..... <i>Lengte van masjienkamer (as daar is)</i>		
Number of bulkheads..... <i>Aantal beskotte</i>			

PARTICULARS OF PROPELLING ENGINES, ETC. (IF ANY), AND WATER BALLAST TANKS, AS SUPPLIED BY BUILDERS, OWNERS, OR ENGINE MAKERS.
BESONDERHEDE VAN AANDRYWINGSMASJIENE, ENS. (AS DAAR IS), EN WATERBALLASTENKE, SOOS DEUR BOUERS, EIENAARS, OF MASJIEVERVAARDIGERS VERSKAF.

No. of Sets of Engines. <i>Aantal stelle masjiene.</i>	Description of Engines. <i>Beskrywing van masjiene.</i>	When Made. <i>Wanneer vervaardig.</i>	Name and Address of Makers. <i>Naam en adres van vervaardigers.</i>	Reciprocating Engines. <i>Suiermasjiene.</i>		Rotary Engines. <i>Roterende masjiene.</i>	S.H.P., B.H.P., I.H.P., Estimated Speed of Ship. <i>As-, rem-, indikateur-perdekrag, beraamde snelheid van skip.</i>
				No. and Diameter of Cylinders in each Set. <i>Aantal en deursnit van silinders in elke stel.</i>	Length of Stroke. <i>Lengte van maat.</i>	No. of Cylinders in each Set. <i>Aantal silinders in elke stel.</i>	
		Engines. <i>Masjiene.</i>	Engines. <i>Masjiene.</i>				
No. of Shafts. <i>Aantal aste.</i>	Particulars of Boilers. <i>Besonderhede van ketels.</i>	Boilers. <i>Ketels.</i>	Boilers. <i>Ketels.</i>				
	Description..... <i>Beskrywing</i>						
	Number..... <i>Aantal</i>						
	Loaded Pressure.. <i>Gelaaiete druk</i>						

Number of Water Ballast Tanks, and their Capacity in Tons:—
Aantal waterballasttenke, en hul inhoudsvermoë in ton:—

PARTICULARS OF TONNAGE.—BESONDERHEDE VAN TONNEMAAT.

Gross Tonnage. Bruto-tonnemaat.	No. of Tons. Aantal ton.	Deductions Allowed. Aftrekkings toegelaat.	No. of Tons. Aantal ton.
Under tonnage deck..... Tonnemaat onder dek		On account of space required for propelling power..... As gevolg van ruimtes benodig vir aandrywingskrag	
Space or spaces between decks..... Ruimte of ruimtes tussen dekke		On account of spaces occupied by seamen or apprentice-officers, and appropriated to their use, and kept free from goods or stores of every kind, not being the personal property of the crew As gevolg van ruimtes wat deur seelui of leerling-offisiere bewoon word, en vir hul gebruik aangewend word, en wat vry gehou word van goedere of enige soort proviand, wat nie die persoonlike eien- dom van die bemanning is nie	
Turret or trunk..... Skietoring of trunk			
Forecastle..... Voorkasteel			
Bridge space..... Brugruim		These spaces are the following, viz.:— Hierdie ruimtes is soos volg, nl.:—	
Poop or break..... Kampanje of breuk			
Side houses..... Kanthuise		(Number of seamen or apprentice-officers for whom accommoda- tion is certified.....) (Aantal seelui of leerling-offisiere vir wie akkommodasie gesertifiseer word.....)	
Deck houses..... Dekhuise			
Chart house..... Kaarthuis		Deductions in terms of the Tonnage Regulations are as follows:— Aftrekkings kragtens die Tonnemaatregulasies is soos volg:—	
Spaces for machinery and light and air (see Tonnage Regulations) Ruimtes vir masjinerie en lig en lug (sien Tonnemaatregulasies)			
Excess of hatchways..... Oormaat luikopeninge		Cubic Metres. Kubieke meter.	
Gross tonnage.. Bruto-tonnemaat			
Deductions, as per contra:..... Aftrekkings, soos per kontra			
Net tonnage.... Netto-tonnemaat			
		TOTAL..... Totaal	

M.M. (a).

NOTE 1.—The tonnage of the engine-room spaces below the upper deck is.....tons, and the tonnage of the total spaces framed
in above the upper deck for propelling machinery and for light and air is.....tons.

OPM. 1.—Die tonnemaat van die masjienkamerruim onderkant die opperde is.....ton, en die tonnemaat van die totale ruim wat
bokant die opperde ingeraam is vir aandrywingsmasjinerie en vir lig en lug is.....ton.

NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's net tonnage:—

OPM. 2.—Ondervermelde ruimtes bokant die opperde is nie ingesluit in die kubieke inhoud wat die skip se netto-tonnemaat uitmaak nie:—

NOTE 3.—The location and tonnage of the boatswain's store rooms are as follows:—

OPM. 3.—Die ligging en tonnemaat van die bootsman se stoorkamers is soos volg:—

Name of Master..... Certificate of Competency or Service.....
Naam van gesagvoerder..... Bekwaamheid-, of dienssertifikaat.....

Name, address and occupation of owner of ship (if more than one owner, all owners should be shown stating their respective
interests in the ship).
Naam, adres en beroep van eienaar van skip (indien daar meer as een eienaar is, moet alle eienaars aangedui en melding gemaak word
van hul respektiewe aandele in die skip).

Name of Owner(s). Naam van eienaar(s).	Address. Adres.	Occupation. Beroep.

Place/Plek.....
Date/Datum.....

Signature and Designation of Proper Officer.
Handtekening en amptitel van bevoegde beampte.

[P.T.O.—BLAAI OM.

M.M. (b).

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

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.
 DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

COPY OF TRANSACTIONS SUBSEQUENT TO REGISTRY.—AFSKRIF VAN TRANSAKSIES NA REGISTRASIE.

Official No. of Ship. <i>Amtelike No. van skip.</i>	Name of Ship. <i>Naam van skip.</i>	No. and Date of Registry. <i>No. en datum van registrasie.</i>	Port. <i>Hawe.</i>	Sailing, Steam or Motorship; if Steam or Motorship, state how Propelled. <i>Seil-, stoom- of motorskip; indien stoom- of motorskip meld hoe aangedryf.</i>	Tonnage. <i>Tonnemaat.</i>	
					Gross. <i>Bruto.</i>	Net. <i>Netto.</i>

Col. 1. <i>Kol. 1.</i>	Col. 2. <i>Kol. 2.</i>	Col. 3. <i>Kol. 3.</i>	Col. 4. <i>Kol. 4.</i>	Col. 5. <i>Kol. 5.</i>	Col. 6. <i>Kol. 6.</i>	Col. 7. <i>Kol. 7.</i>
Number of Transaction. <i>Nommer van transaksie.</i>	Letter Denoting Mortgages and Certificates of Mortgage. <i>Letter wat verbande en verbandsertifikate aantoon.</i>	Name of Person from whom Title is Derived. <i>Naam van persoon van wie titel verkry is.</i>	Proportion of Interest in the Ship. <i>Mate van belang in skip.</i>	Date and Hour of Registry. <i>Datum en uur van registrasie</i>	Nature and Date of Transaction. <i>Aard en datum van transaksie.</i>	Name, Residence, and Occupation of Transferee, Mortgagee or other Person Acquiring Title or Power. <i>Naam; verblyfsplek en beroep van oordragnemer, verbandhouer of ander persoon aan wie die titel of magtiging oorgedra is.</i>

Col. 8. Kol. 8.	SUMMARY. OPSOMMING.					Col. 14. Kol. 14.
	Col. 9. Kol. 9.	Col. 10. Kol. 10.	Col. 11. Kol. 11.	Col. 12. Kol. 12.	Col. 13. Kol. 13.	
Number and Account of Subsequent Transactions. Nommer en verslag van daaropvolgende transaksies.	Number of Transaction under which Title Acquired. Nommer van transaksie waarvolgens titel oorgedra is.	Names of Owners. Name van eienaars.	Mortgages, Certificate of Mortgage, Certificate of Sale. Verbande, verband-sertifikate, verkopings-sertifikate.	Names of Mortgagees and Attorneys under Certificate of Mortgage or of Sale. Name van verbandhouders en prokureurs onder verband-en verkopings-sertifikate.	Proportion of Interest in the Ship. Mate van belang in die skip.	Remarks. Opmerkings.

To—
Aan—

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

Signature and Designation of Proper Officer.
Handtekening en ampstitel van bevoegde beampte.

Date
Datum

ANNEXURE B. TABLE OF FEES.

Inspection of Ship's Marking: Regulation 8.

The fee for the inspection of the marking of a ship is two pounds (£2) irrespective of the number of visits required by the surveyor for the inspection.

No separate fee is chargeable for the inspection of the marking on account of the change of the name of the ship or if the ship is undergoing at the time survey for tonnage measurement for the purposes of registry or re-registry.

Registration of Ships on Initial Registry in Union: Regulation 10.

Gross Tonnage.

Fee.

	£ s. d.
Ships not exceeding 50 tons.....	1 0 0
Ships exceeding 50 tons but not exceeding 100 tons.....	1 10 0
Ships exceeding 100 tons but not exceeding 200 tons.....	2 0 0
For every 100 tons or fraction thereof in excess of 200 tons.....	0 10 0

Transfer of Registry from one Port to another: Regulation 12.

Issue of a New Certificate of Registry in Lieu of the Original Mislaid,

Lost or Destroyed: Regulation 14.

Registry Anew on Change of Ownership: Regulation 15.

Registry Anew on Sale of Ship under Certificate of Sale: Regulation 16.

Registry of Alterations in Ship: Regulation 18.

Transfer or Transmission of Ownership in Ship: Regulation 21.

Registration of Deed of Mortgage: Regulation 23.

Registration of Deed of Cession: Regulation 24.

Registration of Transmission of Interest in Mortgage: Regulation 25.

According to the gross tonnage represented by the ship transferred, mortgaged, or in respect of which a new certificate is issued, etc.—

	£ s. d.
Not exceeding 25 tons.....	0 5 0
Exceeding 25 tons but not exceeding 30 tons.....	0 7 6
Exceeding 30 tons but not exceeding 40 tons.....	0 10 0
Exceeding 40 tons but not exceeding 50 tons.....	0 12 6
Exceeding 50 tons but not exceeding 75 tons.....	0 15 0
Exceeding 75 tons but not exceeding 100 tons.....	0 17 6
Exceeding 100 tons but not exceeding 125 tons.....	1 0 0
For every 50 tons or fraction thereof in excess of 125 tons but not in excess of 500 tons.....	0 2 6
For every 100 tons or fraction thereof in excess of 500 tons.....	0 2 6

BYLAE B.

TABEL VAN GELDE.

Inspeksie van skip se merke: Regulasie 8.

Die gelde vir die inspeksie van die merke van 'n skip is twee pond (£2), ongeag die aantal besoeke wat die opnemer vir die inspeksie nodig vind.

Geen afsonderlike gelde is betaalbaar vir die inspeksie van die merke vanweë die feit dat die naam van die skip verander is of indien daar ten tye van die inspeksie 'n opname van die skip se tonnemaat gemaak word vir die doeleindes van registrasie of her-registrasie nie.

Registrasie van skepe wanneer hulle die eerste keer in die Unie geregistreer word: Regulasie 10.

Bruto-tonnemaat.

Gelde.

	£ s. d.
Skepe van hoogstens 50 ton.....	1 0 0
Skepe van meer as 50 ton maar hoogstens 100 ton.....	1 10 0
Skepe van meer as 100 ton maar hoogstens 200 ton.....	2 0 0
Vir elke 100 ton of breuk van 100 ton bo 200 ton..	0 10 0

Oordrag van registrasie van een hawe na 'n ander: Regulasie 12.

Uitreiking van 'n nuwe registrasiesertifikaat in die plek van die oorspronklike wat verlê, verloor of vernietig is: Regulasie 14.

Registrasie opnuut by verandering van eiendomsreg: Regulasie 15.

Registrasie opnuut by verkoop van skip onder verkopingsertifikaat: Regulasie 16.

Registrasie van veranderings in skip: Regulasie 18.

Oordrag of oorgang van eiendomsreg op skip: Regulasie 21

Registrasie van verbandakte: Regulasie 23.

Registrasie van sessie-akte: Regulasie 24.

Registrasie van oorgang van belang by verband: Regulasie 25.

Volgens die bruto-tonnemaat wat verteenwoordig word deur die skip wat oorgedra of verhipotikeer word, of ten opsigte waarvan 'n nuwe sertifikaat uitgereik word, ens.—

	£ s. d.
Hoogstens 25 ton.....	0 5 0
Meer as 25 ton maar hoogstens 30 ton.....	0 7 6
Meer as 30 ton maar hoogstens 40 ton.....	0 10 0
Meer as 40 ton maar hoogstens 50 ton.....	0 12 6
Meer as 50 ton maar hoogstens 75 ton.....	0 15 0
Meer as 75 ton maar hoogstens 100 ton.....	0 17 6
Meer as 100 ton maar hoogstens 125 ton.....	1 0 0
Vir elke 50 ton of breuk daarvan bo 125 ton maar hoogstens 500 ton.....	0 2 6
Vir elke 100 ton of breuk daarvan bo 500 ton....	0 2 6

Where a share in a ship is transferred, etc., the fee paid shall be an amount (calculated to the nearest shilling) equal to the proportionate part of the interest represented by the share transferred, etc., of the total fee which would have been paid had the whole ship been transferred, etc.—

(e.g. fee payable on 30 gross register ton ship being transferred, 7s. 6d.; $\frac{1}{3}$ share in ship transferred = $\frac{1}{3} \times 7s. 6d. = 3s.$).

Survey for Seaworthiness, Prior to Re-registry, of a Ship the Registry of which has been Closed: Regulation 17.

The fee for the survey and certification is chargeable on the following basis:—

Gross Tonnage.	Fee.
	£ s. d.
Under 500 tons.....	6 0 0
500 tons and under 750 tons.....	8 0 0
750 tons and under 1,000 tons.....	10 0 0
For every additional 500 tons.....	2 0 0

In the case of hulks and lighters and sailing barges which do not proceed to sea, the fee is £2.

Issue of a Temporary Pass in Lieu of Certificate of Registry: Regulation 19.

10s.

Inspection of Register: Regulation 26 (1).

2s. (This fee will be charged in all cases whether or not extracts are made.)

Copy of a Transcript of the Ship's Register at Time of Registry: Regulation 26 (2).

5s.

Particulars of Transactions Recorded Subsequent to Registry: Regulation 26 (2).

1s. for each page of 90 words or part thereof.

For Copies of Documents issued or Required under Chapter II of Act: Regulation 27.

5s. for each copy.

In gevalle waar 'n aandeel in 'n skip oorgedra word, ens., is die gelde betaalbaar 'n bedrag (bereken tot die naaste sjieling) gelyk aan die eweredige deel van die belang verteenwoordig deur die aandeel wat oorgedra word, ens., van die totale bedrag wat betaal sou geword het indien die hele skip oorgedra was, ens.—

(bv. gelde betaalbaar vir skip van 30 bruto-registerton wat oorgedra word, 7s. 6d.; $\frac{1}{3}$ -aandeel in skip wat oorgedra word = $\frac{1}{3} \times 7s. 6d. = 3s.$).

Opname van seewaardigheid, voor her-registrasie, van 'n skip waarvan die registrasie gesluit is: Regulasie 17.

Die gelde vir die opname en sertifisering is betaalbaar op die volgende basis:—

Bruto-tonnemaat.	Gelde.
	£ s. d.
Minder as 500 ton.....	6 0 0
500 ton en minder as 750 ton.....	8 0 0
750 ton en minder as 1,000 ton.....	10 0 0
Vir elke addisionele 500 ton.....	2 0 0

In die geval van pakskepe, ligters en sloepe wat nie ter see vaar nie, is die gelde £2.

Uitreiking van 'n tydelike pas in die plek van registrasiesertifikaat: Regulasie 19.

10s.

Inspeksie van register: Regulasie 26 (1).

2s. (Hierdie gelde is betaalbaar in alle gevalle hetsy uittreksels gemaak word, al dan nie.)

Afskrif van 'n uittreksel uit die skip se register ten tye van registrasie: Regulasie 26 (2).

5s.

Besonderhede van transaksies wat opgeteken word na registrasie: Regulasie 26 (2).

1s. vir elke vel van 90 woorde of deel daarvan.

Vir afskrifte van dokumente uitgereik of benodig ingevolge hoofstuk II van die wet: Regulasie 27.

5s. vir elke afskrif.

* No. 713.]

[27 April 1956.

MARINE SECTION.

The following draft regulations proposed to be made under the provisions of paragraph (ix) of sub-section (1) of section three hundred and fifty-six 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 31st August, 1956.

These regulations cover the tonnage measurement of ships.

CONTENTS.

1. Title of these Regulations.
2. Interpretation.
3. Measurement of Ships and Issue of Tonnage Certificate.
4. Allowance for Propelling Power Space in Ships.
5. Deductions for Ascertaining Net Register Tonnage.
6. Fees for Measurement of Ships.

ANNEXURES.

Annexure A.—Methods as to the Measurement of Tonnage.

Annexure B.—Form M.A.: Tonnage Certificate.

Annexure C.—Fees for Measurement of Ships.

TITLE OF THESE REGULATIONS.

1. These regulations are called the Tonnage Regulations.

INTERPRETATION.

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

“measurement” means the measurement of a ship as expressed in feet, and fractions of a foot as expressed in decimals;

“the Act” means the Merchant Shipping Act, 1951 (Act No. 57 of 1951);

“tonnage deck” means in the case of ships which have less than three decks, the upper deck, and in the case of all other ships, the second deck from below;

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

* No. 713.]

[27 April 1956.

MARINE-AFDELING.

Onderstaande ontwerp-regulasies voorgestel om kragtens die bepalings van paragraaf (ix) van subartikel (1) van artikel driehonderd ses-en-vyftig 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 Doeanes en Aksyns, Marine-afdeling, Posbus 376, Pretoria, op of voor 31 Augustus 1956, deurstuur.

Hierdie regulasies dek die opname van die tonnemaat van skepe.

INHOUD.

1. Opskrif van hierdie regulasies.
2. Woordbetekenis.
3. Die maatneming van skepe en uitreiking van tonnemaatsertifikaat.
4. Vergunning vir aandrywingskragruimte in skepe.
5. Afrekkings vir die bepaling van die netto-register-tonnemaat.
6. Gelde vir die maatneming van skepe.

BYLAES.

Bylae A—Metodes waarvolgens die tonnemaat opgeneem word.

Bylae B—Vorm MA: Tonnemaatsertifikaat.

Bylae C—Gelde vir die maatneming van skepe.

OPSKRIF VAN HIERDIE REGULASIES.

1. Hierdie regulasies heet die Tonnemaatregulasies.

WOORDBETEKENIS.

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

„maat” die mate van 'n skip in voet uitgedruk, en breuke van 'n voet in desimale uitgedruk;

„die Wet” die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951);

„tonnemaat-dek” in die geval van skepe met minder as drie dekke die opperde, en in die geval van alle ander skepe, die tweede dek van onder;

en uitdrukkings of woorde wat in die Handelskeepvaartwet, 1951, voorkom, moet uitgelê word volgens die betekenis by die Wet daaraan gegee.

[NOTE.—

(a) Sub-section (1) of section *two* of the Act contains the following definitions:—

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

*“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 (including the regulations) in which the expression occurs;

“ship” means any kind of vessel used in navigation not propelled by oars;

“surveyor” means the person appointed as such in terms of section *four* (b) of the Act.

(b) Sub-section (4) of section *two* of the Act provides that references in the Act or the regulations to a ship built before or after any date shall be construed as references to a ship the keel of which has been laid before or after that date, as the case may be.]

MEASUREMENT OF SHIPS AND ISSUE OF TONNAGE CERTIFICATE.

3. (1) Whenever in terms of section *sixteen* of the Act a proper officer requires the tonnage of the ship to be ascertained, or where for any other reason it is necessary for the tonnage of a ship to be ascertained, the ship shall be measured by a surveyor in accordance with the provisions set out in Annexure A to these regulations.

(2) For the purpose of ascertaining the net register tonnage of a ship, the allowances and deductions hereinafter mentioned shall be made from the gross tonnage of the ship ascertained in accordance with the provisions of paragraph (1) of this regulation.

(3) In the measurement of a ship for the purpose of ascertaining her net register tonnage, no deduction shall be allowed in respect of any space which has not been first included in the measurement of her gross tonnage.

(4) Upon completion of the measurement, the surveyor shall issue to the owner a tonnage certificate in the form M.A. set out in Annexure B to these regulations.

ALLOWANCE FOR PROPELLING POWER SPACE IN SHIPS.

4. (1) For the purpose of ascertaining the net register tonnage of a ship propelled by screws, an allowance shall be made for the space solely occupied by and necessary for the proper working of the machinery used for propelling the ship (hereinafter called the propelling power space), and the amount so allowed shall be deducted from the gross tonnage of the ship ascertained as in regulation 3 provided, and the remainder shall, subject to any deductions hereinafter in these regulations mentioned, be deemed to be the net register tonnage of the ship. The space occupied by the shaft trunk, in so far as it is a reasonable space for the purpose, shall be added to and deemed to form part of the propelling power space. The measurement of the propelling power space shall be governed by the provisions of Rule III set out in Annexure A to these regulations.

(2) If the tonnage of the propelling power space in a ship is above thirteen per cent and under twenty per cent of the gross tonnage of the ship, the deduction in respect thereof shall be thirty-two per cent of that gross tonnage.

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

At Cape Town and 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.

(LET WEL.

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

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

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

„skip” enige soort vaartuig wat in navigasie gebruik word en wat nie deur middel van roeispane voortbeweeg word nie;

„opnemer” die persoon wat as sulks aangestel word kragtens artikel *vier* (b) van die Wet.

(b) In subartikel (4) van artikel *twee* van die Wet word bepaal dat enige verwysings in die Wet of in die regulasies na ’n skip wat voor of na een of ander datum gebou word, uitgelê moet word as verwysings na ’n skip waarvan die kiel voor of na daardie datum, na gelang van die geval, gelê is.

MAATNEMING VAN SKEPE EN UITREIKING VAN TONNEMAAT-SERTIFIKATE.

3. (1) Wanneer ’n bevoegde beampte kragtens artikel *sestien* van die Wet vereis dat die tonnemaat van ’n skip bepaal moet word, of wanneer dit om enige ander rede noodsaaklik is dat die tonnemaat van ’n skip bepaal moet word, word die mate van ’n skip deur ’n opnemer opgeneem ooreenkomstig die bepalinge uiteengesit in Bylae A by hierdie regulasies.

(2) Vir die doel om die netto-registertonnemaat van ’n skip te bepaal, word die vergunnings en aftrekkings waarvan hierna melding gemaak word van die bruto-tonnemaat van die skip afgetrek ooreenkomstig die bepalinge van paragraaf (1) van hierdie regulasie.

(3) By die maatneming van ’n skip vir die doel om sy netto-registertonnemaat te bepaal, word geen aftrekking toegelaat ten opsigte van enige ruimte wat nie aanvanklik in die opneming van die bruto-tonnemaat van die skip ingesluit was nie.

(4) Na voltooiing van die opneming, reik die opnemer aan die eienaar ’n tonnemaatsertifikaat uit in die vorm MA wat in Bylae B by hierdie regulasies uiteengesit word.

VERGUNNING VIR AANDRYWINGSKRAGRUIMTE IN SKEPE.

4. (1) Vir die doel om die netto-registertonnemaat van skroefaangedrewe skepe te bepaal, word ’n vergunning toegelaat vir die ruimte wat uitsluitend in beslag geneem word deur en wat nodig is vir die behoorlike werking van die masjinerie wat gebruik word vir die aandrywing van die skip (hierna genoem die aandrywingskragruimte) en die tonnemaat van die ruimte wat aldus vergun word, word afgetrek van die bruto-tonnemaat van die skip ooreenkomstig regulasie 3 vasgestel, en daar word geag dat die oorblywende tonnemaat, behoudens enige aftrekkings hierna in hierdie regulasies vermeld, die netto-registertonnemaat van die skip is. Die ruimte wat in beslag geneem word deur die astrunk, vir sover dit ’n redelike ruimte vir hierdie doel is, word gereken by en geag ’n deel uit te maak van die aandrywingskragruimte. Die opneming van die aandrywingskragruimte word beheer deur die bepalinge van Reël III soos uiteengesit in Bylae A by hierdie regulasies.

(2) Indien die tonnemaat van die aandrywingskragruimte in ’n skip meer as dertien persent en minder as twintig persent van die bruto-tonnemaat van die skip is, word twee-en-dertig persent ten opsigte daarvan van daardie bruto-tonnemaat afgetrek.

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

Te Kaapstad en Durban: Die Hoofbeampte van die Marine-opnemingskantoor;

Te Port Elizabeth en Oos-Londen: Die Koopvaardymeester;
Te Mosselbaai, Port Nolloth, Lüderitz en Walvisbaai: Die Ontvanger van Doeane.

(3) If the tonnage of the propelling power space in a ship built on or after the first day of July, 1954, is thirteen per cent of the gross tonnage of the ship, the deduction in respect thereof shall be thirty-two per cent of that gross tonnage, and if the tonnage of that space is less than thirteen per cent of the gross tonnage of the ship, the deduction in respect thereof shall be thirty-two per cent of that tonnage proportionately reduced; provided that no deduction in respect of the propelling power space shall be made under this paragraph unless a surveyor is satisfied that that space and the ventilation and lighting thereof are adequate.

(4) Paragraph (3) shall apply also to a ship built before the first day of July, 1954, if the owner has made a request in writing to that effect to the Director.

(5) Where the deduction in terms of paragraph (3) or (4) in respect of the propelling power space in a ship—

(a) has been made, but a surveyor, on inspecting the ship, is not satisfied that that space and the ventilation and lighting thereof are adequate; or

(b) has not been made, but a surveyor, on inspecting the ship, is so satisfied,

the surveyor shall inform the proper officer, and the registered tonnage of the ship shall be altered accordingly.

(6) If the tonnage of the propelling power space—

(a) in any ship is twenty per cent or more of the gross tonnage of the ship; or

(b) in a ship to which paragraph (3) does not by its terms apply, or to which it has not been applied under paragraph (4), is thirteen per cent or less of the gross tonnage of the ship,

the deduction in respect of that space shall consist of the tonnage of the space actually occupied by or required to be enclosed for the proper working of the machinery used for propelling the ship, with the addition of three-fourths of the tonnage of that space.

(7) The deduction made under this regulation for the space occupied by the propelling power of a ship shall not exceed fifty-five per cent of that portion of the tonnage of the ship which remains after deducting from the gross tonnage any deductions allowed under regulation 5; provided that this regulation shall not apply to ships constructed for the purpose of towing vessels so long as they are exclusively employed as tugs.

(8) Such portion of the space above the crown of the propelling power space and above the upper deck as is framed in for the machinery or for the admission of light and air shall not be included in the measurement of the space occupied by the propelling power, except in pursuance of a request in writing to the Director by the owner of the ship, but shall not be included in pursuance of that request unless—

(a) that portion is first included in the measurement of the gross tonnage; and

(b) a surveyor certifies that the portion so framed in is reasonable in extent and is so constructed as to be safe and seaworthy, and that it cannot be used for any purpose other than the propelling machinery or for the admission of light and air to such machinery.

(9) The master or owner of any ship who permits goods or stores to be stowed or carried in any space measured for propelling power shall be guilty of an offence and liable on conviction to a fine not exceeding two hundred pounds.

(3) Indien die tonnemaat van die aandrywingskragruimte in 'n skip wat op of na die eerste dag van Julie 1954 gebou is, dertien persent van die bruto-tonnemaat van die skip uitmaak, word twee-en-dertig persent ten opsigte daarvan van daardie bruto-tonnemaat afgetrek, en indien die tonnemaat van daardie ruimte minder as dertien persent van die bruto-tonnemaat van die skip uitmaak, word twee-en-dertig persent ten opsigte daarvan afgetrek van daardie tonnemaat wat proporsioneel verminder is: Met dien verstande dat geen aftrekking ten opsigte van die aandrywingskragruimte kragtens hierdie paragraaf gemaak mag word nie tensy 'n opnemer tevrede is dat daardie ruimte en die ventilasie en beligting daarvan voldoende is.

(4) Paragraaf (3) is ook van toepassing op 'n skip wat voor die eerste dag van Julie 1954 gebou is, indien die eienaar 'n skriftelike versoek met hierdie strekking aan die Direkteur gerig het.

(5) In gevalle waar die aftrekking kragtens paragraaf (3) of (4) ten opsigte van die aandrywingskragruimte in 'n skip—

(a) gemaak is, maar 'n opnemer na 'n inspeksie van die skip nie tevrede is dat daardie ruimte en die ventilasie en beligting daarvan voldoende is nie; of

(b) nie gemaak is nie, maar 'n opnemer na 'n inspeksie van die skip tevrede is dat die ruimte en die ventilasie en beligting daarvan voldoende is,

stel die opnemer die bevoegde beamppte in kennis en word die geregistreerde tonnemaat van die skip dienoreenkomstig gewysig.

(6) Indien die tonnemaat van die aandrywingskragruimte—

(a) in enige skip twintig persent of meer van die bruto-tonnemaat van die skip uitmaak; of

(b) in 'n skip waarop die bepalinge van paragraaf (3) nie van toepassing is nie, of waarop dit nie kragtens paragraaf (4) toegepas is nie, dertien persent of minder van die bruto-tonnemaat van die skip uitmaak,

word die tonnemaat van die ruimte wat werklik in beslag geneem word deur of wat ingeraam moet word vir die behoorlike werking van die masjinerie wat vir die aandrywing van die skip gebruik word en daarbenewens nog driekwart van die tonnemaat van daardie ruimte van die bruto-tonnemaat afgetrek.

(7) Die aftrekking wat kragtens hierdie regulasie toegelaat word ten opsigte van die ruimte wat in beslag geneem word deur die aandrywingskrag van 'n skip mag hoogstens vyf-en-vyftig persent wees van daardie gedeelte van die skip se tonnemaat wat oorbly nadat die vergunnings wat ingevolge regulasie 5 toegelaat word van die bruto-tonnemaat afgetrek is: Met dien verstande dat hierdie regulasie nie van toepassing is op skepe wat gebou word vir die doel om vaartuie op tou te neem solank hulle uitsluitend as sleepbote gebruik word nie.

(8) Die gedeelte van die ruimte bokant die hemel van die aandrywingskragruimte en bokant die opperde wat ingeraam word vir die masjinerie of vir die inlating van lig en lug word nie ingesluit in die opneming van die ruimte wat deur die aandrywingskragmasjinerie in beslag geneem word nie, behalwe ooreenkomstig 'n skriftelike versoek aan die Direkteur deur die eienaar van die skip, maar dit word nie ooreenkomstig so 'n versoek ingesluit nie tensy—

(a) daardie gedeelte eers in die opneming van die bruto-tonnemaat ingesluit is; en

(b) 'n opnemer sertifiseer dat die gedeelte wat aldus ingeraam is redelik in omvang is en so gebou is dat dit veilig en seewaardig is, en dat dit vir geen ander doel gebruik kan word nie behalwe vir die aandrywingskragmasjinerie of vir die inlating van lig en lug vir sodanige masjinerie.

(9) Die gesagvoerder of eienaar van 'n skip wat toelaat dat goedere of voorrade geberg of vervoer word in enige ruimte wat opgeneem is vir aandrywingskrag, is skuldig aan 'n oortreding en is by skuldigbevinding strafbaar met 'n boete van hoogstens tweehonderd pond.

DEDUCTIONS FOR ASCERTAINING NET REGISTER TONNAGE.

5. (1) In measuring or re-measuring a ship for the purpose of ascertaining the net register tonnage thereof, the following deductions shall be made from the space included in the measurement of the gross tonnage, namely—

(a) in the case of any ship—

- (i) any space used exclusively for accommodation of the master; and any space occupied by seamen or apprentice-officers and appropriated to their use, in accordance with the regulations governing the crew accommodation on board ship;
- (ii) any space used exclusively for the working of the helm, the capstan or windlass, and the anchor gear, or for keeping the charts, signals and other instruments of navigation or for keeping lamps used for the purposes of navigation, boatswains stores, and such radio installation as is required to be fitted;
- (iii) the space occupied by the donkey engine and boiler, if connected with the main pumps of the ship and if not situated in a house above the upper deck; and
- (iv) any space (other than a double bottom) adapted only for water ballast;

(b) in the case of a ship wholly propelled by sails, any space set apart and used exclusively for the storage of sails.

(2) The deductions allowed under this regulation other than a deduction for a space occupied by seamen or apprentice-officers, and certified accordingly, shall be subject to the following provisions, namely:—

- (a) The space deducted must be certified by a surveyor as reasonable in extent and properly and efficiently constructed for the purpose for which it is intended;
- (b) there must be permanently marked in or over every such space a notice stating the purpose to which it is to be applied, and that whilst so applied it is to be deducted from the tonnage of the ship; and
- (c) the deduction on account of space for storage of sails must not exceed two and a half per cent of the gross tonnage of the ship.

FEES FOR MEASUREMENT OF SHIPS.

6. (1) Subject to the provisions of paragraph (2) of this regulation, an owner of a ship which is measured for tonnage in accordance with these regulations shall pay to the proper officer at the port at which the ship is measured such fees as are set out in Annexure C to these regulations.

(2) A department of State, including the Railway Administration, shall be exempt from the payment of any fees set out in Annexure C.

ANNEXURE A.

METHODS OF MEASUREMENT OF TONNAGE.

RULE 1.

MEASUREMENT OF SHIPS OF WHICH THE HOLD IS CLEAR.

(1) *Lengths.*

Measure the length of the ship in a straight line along the upper side of the tonnage deck from the inside of the inner plank (average thickness) at the side of the stem to the inside of the midship stern timber or plank there, as the case may be (average thickness), deducting from this length what is due to the rake of the bow in the thickness of the deck, and what is due to the rake of the stern timber in the

AFTREKKINGS VIR DIE BEPALING VAN NETTO-REGISTER-TONNEMAAT.

5. (1) By die opneming of heropneming van 'n skip vir die doel om die netto-registertonemaat daarvan te bepaal, word die volgende aftrekkings gemaak van die ruimte wat ingesluit is in die opneming van die bruto-tonnemaat, naamlik—

(a) in die geval van enige skip—

- (i) enige ruimte wat uitsluitend gebruik word vir die huisvesting van die gesagvoerder; en enige ruimte wat bewoon word deur seelui of leerling-offisiere en vir hul gebruik aangewend word, ooreenkomstig die regulasies betreffende die huisvesting van die bemanning aan boord skip;
- (ii) enige ruimte wat uitsluitend gebruik word vir die werking van die roer, die kaapstander of die windas, en vir die ankergereedskap, of vir die bewaring van skeepskaarte, seine en ander navigasie-instrumente of vir die hou van lampe wat vir navigasiedoeleindes gebruik word, bootsman se voorraad, en radio-installeringe wat aangebring moet word;
- (iii) die ruimte wat in beslag geneem word deur die hulpmasjien en stoomketel, indien dit met die hoofpompe van die skip verbind is en nie bokant die opperde ingebou is nie; en
- (iv) enige ruimte (uitgesonderd 'n dubbele bodem) wat slegs vir waterballas aangewend word;

(b) in die geval van 'n skip wat geheel en al met seile aangedryf word, enige ruimte wat aangebring is en gebruik word uitsluitend vir die berging van seile.

(2) Die aftrekkings wat ingevolge hierdie regulasie toegelaat word, uitgesonderd 'n aftrekking vir 'n ruimte wat deur seelui of leerling-offisiere bewoon word, en wat dien-ooreenkomstig gesertifiseer is, is aan die volgende bepalings onderworpe, naamlik—

- (a) die ruimte wat afgetrek word, moet deur 'n opnemer gesertifiseer word as redelik in omvang en behoorlik en doeltreffend gebou vir die doel waarvoor dit gebruik sal word;
- (b) in of bokant elke sodanige ruimte moet daar 'n blywende kennisgewing aangebring word met vermelding van die doel waarvoor dit aangewend sal word, en met die strekking dat dit, solank dit aldus aangewend word, van die tonnemaat van die skip afgetrek moet word; en
- (c) die aftrekking ten opsigte van ruimte wat vir die berging van seile aangewend word, mag hoogstens twee-en-'n-half persent van die bruto-tonnemaat van die skip wees.

GELDE VIR DIE MAATNEMING VAN SKEPE.

6. (1) Onderworpe aan die bepalings van paragraaf (2) van hierdie regulasie, moet die eienaar van 'n skip waarvan die tonnemaat ooreenkomstig hierdie regulasies opgeneem word aan die bevoegde beampte by die hawe waar die tonnemaat opgeneem word die gelde betaal wat in Bylae C by hierdie regulasies uiteengesit word.

(2) 'n Staatsdepartement, met inbegrip van die Spoorwegaanministrasie, is vrygestel van die betaling van enige gelde in Bylae C uiteengesit.

BYLAE A.

METODES WAARVOLGENS DIE TONNEMAAT BEPAAL WORD.

REËL I.

MAATNEMING VAN SKEPE WAARVAN DIE RUIM LEEG IS.

(1) *Lengtes.*

Meet die lengte van die skip op 'n reguit lyn langs die bokant van die tonnemaatdek vanaf die binnekant van die binneplank (gemiddelde dikte) aan die kant van die voorstewe tot aan die binnekant van die agterstewehout midskeeps of die plank aldaar, na gelang van die geval (gemiddelde dikte), en trek van hierdie lengte af die lengte wat toegelaat word vir die oorhang van die boeg in die dikte van die dek en die lengte wat toegelaat word vir die oorhang

thickness of the deck, and also what is due to the rake of the stern timber in one-third of the round of the beam; divide the length so taken into the number of equal parts required by the following table, according to the class in such table to which the ship belongs:—

Table.

- Class 1.**—Ships of which the tonnage deck is according to the above measurement 50 feet long or under, into four equal parts.
- Class 2.**—Ships of which the tonnage deck is according to the above measurement above 50 feet long and not exceeding 120, into six equal parts.
- Class 3.**—Ships of which the tonnage deck is according to the above measurement above 120 feet long, and not exceeding 180, into eight equal parts.
- Class 4.**—Ships of which the tonnage deck is according to the above measurement above 180 feet long, and not exceeding 225, into 10 equal parts.
- Class 5.**—Ships of which the tonnage deck is according to the above measurement above 225 feet long, into 12 equal parts.

In the case of a break or breaks in a double bottom for water ballast, the length of the vessel is to be taken in parts according to the number of breaks, and each part divided into a number of equal parts according to the class in the above table to which such length belongs.

(2) Transverse Areas.

Then, the hold being first sufficiently cleared to admit of the required depths and breadths being properly taken, find the transverse area of the ship at each point of division of the length or each point of division of the parts of the length, as the case may require as follows: Measure the depth at each point of division from a point at a distance of one-third of the round of the beam below the tonnage deck or, in case of a break, below a line stretched in continuation thereof to the upper side of the floor timber (upper side of the inner plating of the double bottom) at the inside of the limber strake, after deducting the average thickness of the ceiling which is between the bilge planks and limber strake; then, if the depth at the midship division of the length does not exceed 16 feet, divide each depth into five equal parts; then measure the inside horizontal breadth at each of the four points of division, and also at the upper point of the depth, extending each measurement to the average thickness of that part of the ceiling which is between the points of measurements; number these breadths from above (i.e., numbering the upper breadth one, and so on down to the fifth breadth); multiply the second and fourth by four, and the third by two; add these products together, and to the sum add the first breadth and the fifth; multiply the quantity thus obtained by one-third of the common interval between the breadths, and the product shall be deemed the transverse area of the upper part of the section; then find the area between the fifth and lower point of the depth by dividing the depth between such points into four equal parts and measure the horizontal breadths at the three points of division and also at the upper and lower points, and proceed as before, and the sum of two parts shall be deemed to be the transverse area; but if the midship depth exceed sixteen feet, divide each depth into seven equal parts instead of five, and measure as before directed the horizontal breadths at the six points of division, and also at the upper point of the depth; number them from above as before; multiply the second, fourth, and sixth by four, and the third and fifth by two; add these products together, and to the sum add the first breadth and the seventh; multiply the quantity thus obtained by one-third of the common interval between the breadths, and the products shall be deemed the transverse area of the upper part of the section; then find the lower part of the area as before directed, and add the two parts together, and the sum shall be deemed to be the transverse area.

In all cases where the top of the double bottom is horizontal, it will be sufficient to measure the transverse areas under the ordinary words of the law.

(3) Computation from Areas.

Having thus ascertained the transverse area at each point of division of the length of the ship, or each point of division of the parts of length, as the case may require, as required by the above table, proceed to ascertain the register tonnage under the tonnage deck in the following manner: Number the areas respectively 1, 2, 3, etc., No. 1 being at the extreme limit of the length at the bow, or of each part of the length, and the last number at the extreme limit of the length at the stern, or the extreme limit at the after end of each part of the length; then whether the length be divided according to the table into four or 12 parts, as in classes 1 and 5, or any intermediate number, as in classes 2, 3 and 4, multiply the second and every even numbered area by four, and the third and every odd numbered area (except the first and last) by two; add these products together, and to the sum add the first and last if they yield anything; multiply the quantity thus obtained by one-third of the common interval between the areas, and the product will be the cubical contents of the space, or cubical contents of each part if the ship is measured in parts under the tonnage deck; divide this product, of if measured in parts the products of the several parts added together, by 100, and the quotient, being the tonnage under the tonnage deck, shall be deemed to be the register tonnage of the ship, subject to any additions and deductions under these regulations.

van die agterstewehout in die dikte van die dek, en ook die lengte wat toegelaat word vir die oorhang van die agterstewehout in een-derde van die dekronding; verdeel die lengte wat aldus gemeet is in die aantal gelyke dele wat ooreenkomstig die volgende tabel vereis word volgens die klas in die tabel waaronder die skip ressorteer.

Tabel.

- Klas 1.**—Skepe waarvan die tonnemaatdek volgens bostaande maatsneming 50 voet lank of korter is—in vier gelyke dele.
- Klas 2.**—Skepe waarvan die tonnemaatdek volgens bostaande maatsneming meer as 50 voet en hoogstens 120 voet lank is—in ses gelyke dele.
- Klas 3.**—Skepe waarvan die tonnemaatdek volgens bostaande maatsneming meer as 120 voet en hoogstens 180 voet lank is—in agt gelyke dele.
- Klas 4.**—Skepe waarvan die tonnemaatdek volgens bostaande maatsneming meer as 180 en hoogstens 225 voet lank is—in 10 gelyke dele.
- Klas 5.**—Skepe waarvan die tonnemaatdek volgens bostaande maatsneming meer as 225 voet lank is—in 12 gelyke dele.
- In die geval van 'n breuk of breuke in 'n dubbele bodem vir waterballas, moet die lengte van die vaartuig opgeneem word in dele volgens die aantal breuke, en elke deel verdeel word in 'n aantal gelyke dele ooreenkomstig die klas in bostaande tabel waaronder sodanige lengtes ressorteer.

(2) Dwarsoppervlaktes.

Daarna, nadat die skeepsruim eers sodanig ontruim is dat dit moontlik is om die vereiste dieptes en breedtes behoorlik te meet, stel die dwarsoppervlakte van die skip vas op elke punt van verdeling van die lengte of elke punt van verdeling van die dele van die lengte, na gelang die geval mag vereis, soos volg: Meet die diepte by elke punt van verdeling vanaf 'n punt op 'n afstand van een-derde van die dekronding onderkant die tonnemaatdek of, in die geval van 'n breuk, onderkant 'n lyn wat in die verlenging daarvan getrek word tot aan die bokant van die vloerhout (bokant van die binneplating van die dubbele bodem) aan die binnekant van die kielbinneplanke, nadat die gemiddelde dikte van die dak tussen die kimplanke en die kiel binneplanke afgetrek is; as die diepte by die midskeeps verdeling van die lengte nie meer as 16 voet is nie, verdeel dan elke diepte in vyf gelyke dele; meet daarna die horisontale breedte aan die binnekant by elk van die vier punte van verdeling, en ook by die boonste punt van die diepte, en verleng elke maatsneming tot by die gemiddelde dikte van daardie deel van die dak wat tussen die punte van maatsneming is; nommer hierdie breedtes van bo af (d.w.s. nommer die boonste breedte een, en so voorts, af tot by die vyfde breedte); vermenigvuldig die tweede en vierde breedtes met vier, en die derde breedte met twee; tel hierdie resultate bymekaar en voeg by die totaal die eerste en die vyfde breedtes; vermenigvuldig die hoeveelheid aldus verkry met een-derde van die gemeenskaplike ruimte tussen die breedtes, en daar word geag dat die resultaat die dwarsoppervlakte van die boonste deel van die seksie is; stel dan die oppervlakte vas tussen die vyfde en onderste punt van die diepte deur die diepte tussen sodanige punte in vier gelyke dele te verdeel, en meet die horisontale breedtes by die drie punte van verdeling, en ook by die boonste en onderste punte, en gaan te werk soos voorheen, en die totaal van twee dele word geag die dwarsoppervlakte te wees; maar as die diepte midskeeps meer as sesien voet is, verdeel elke diepte in sewe gelyke dele in plaas van vyf, en meet soos voorheen aangedui die horisontale breedtes by die ses punte van verdeling, en ook by die boonste punt van die diepte; nommer hulle van bo af soos voorheen aangedui; vermenigvuldig die tweede, vierde en sesde breedtes met vier, en die derde en vyfde breedtes met twee; tel hierdie resultate bymekaar, en voeg by die totaal die eerste en die sewende breedtes; vermenigvuldig die hoeveelheid aldus verkry met een-derde van die gemeenskaplike ruimte tussen die breedtes, en daar word geag dat die resultate die dwarsoppervlakte van die boonste deel van die seksie is; stel dan die onderste deel van die oppervlakte vas soos voorheen aangedui, en tel die twee dele bymekaar, en die totaal word geag die dwarsoppervlakte te wees.

In alle gevalle waar die boonste deel van die dubbele bodem horisontaal is, is dit voldoende om die dwarsoppervlaktes te meet ingevolge die gewone bewoording van die wet.

(3) Berekening vanaf oppervlaktes.

Nadat die dwarsoppervlakte aldus bepaal is by elke punt van verdeling van die lengte van die skip of by elke punt van verdeling van die dele van die lengte, na gelang van die geval, soos in bostaande tabel vereis, gaan dan te werk om die registertonmaat onder die tonnemaatdek op die volgende wyse te bepaal: Tonnemaat die gebied onderskeidelik 1, 2, 3, ens., met nommer 1 aan die uiterste einde van die lengte by die boeg of van elke deel van die lengte, en die laaste nommer aan die uiterste einde van die lengte by die agterstewe, of die uiterste einde by die agterkant van elke deel van die lengte; hetsy die lengte volgens die tabel verdeel is in vier of twaalf dele, soos in klasse 1 en 5, of in enige intermediaire getal, soos in klasse 2, 3 en 4, vermenigvuldig dan die tweede en elke gelyk genommerde oppervlakte met vier, en die derde en elke ongelyk genommerde oppervlakte (uitgesonderd die eerste en die laaste) met twee; tel hierdie resultate bymekaar, en voeg by die totaal die eerste en laaste indien hulle iets beloop; vermenigvuldig die hoeveelheid aldus verkry met een-derde van die gemeenskaplike ruimte tussen die oppervlaktes, en die resultaat sal die kubieke inhoud van die ruimte, of die kubieke inhoud van elke deel van die skip wees indien die skip in dele onder die tonnemaatdek gemeet word; verdeel hierdie resultaat, of indien dit in dele gemeet word, die resultate van die verskeie dele bymekaar getel, met 100, en die kwotiënt, wat die tonnemaat onder die tonnemaatdek verteenwoordig, word geag die registertonmaat van die skip te wees, behoudens enige toevoegings en aftrekkings ingevolge hierdie regulasies.

(4) *In Case of Decks above the Tonnage Deck.*

If the ship has a third deck, commonly called a spar deck, the tonnage of the space between it and the tonnage deck shall be ascertained as follows: Measure in feet the inside length of the space at the middle of its height from the plank at the side of the stem to the lining on the timbers at the stern, and divide the length into the same number of equal parts into which the length of the tonnage deck is divided as above directed; measure (also at the middle of its height) the inside breadth of the space at each of the points of division, also the breadth at the stem and the breadth at the stern; number them successively 1, 2, 3, etc., commencing at the stem; multiply the second and all the other even numbered breadths by four, and the third and all the other odd numbered breadths (except the first and last) by two; to the sum of these products add the first and last breadths; multiply the whole sum by one-third of the common interval between the breadths, and the result will give in superficial feet the mean horizontal area of the space; measure the mean height of the space, and multiply by it the mean horizontal area, and the product will be the cubical contents of the space; divide this product by one hundred and the quotient shall be deemed to be the tonnage of the space and shall be added to the tonnage of the ship ascertained as aforesaid. If the ship has more than three decks, the tonnage of each space between decks above the tonnage deck shall be severally ascertained in the manner above described, and shall be added to the tonnage of the ship ascertained as aforesaid.

(5) *Poop, Deck-House, Forecastle, and any Other Closed-in Space.*

If there be a break, a poop, or any other permanent closed-in space on the upper deck available for cargo or stores, or for the berthing or accommodation of passengers or crew, the tonnage of that space shall be ascertained as follows: Measure the internal mean length of the space in feet, and divide it into two equal parts; measure at the middle of its height three inside breadths, namely, one at each end and the other at the middle of the length; then to the sum of the end breadths add four times the middle breadth, and multiply the whole sum by one-third of the common interval between the breadths; the product will give the mean horizontal area of the space; then measure the mean height, and multiply by it the mean horizontal area; divide the product by one hundred, and the quotient shall be deemed to be the tonnage of the space, and shall be added to the tonnage under the tonnage deck ascertained as aforesaid; provided that no addition shall be made in respect of any building erected for the shelter of deck passengers, and approved by the Director.

RULE II.

MEASUREMENT OF SHIPS WITH CARGO ON BOARD.

(1) *Length—Breadth—Girting of the Ship.*

Measure the length on the uppermost deck from the outside of the outer plank at the stem to the aft side of the stern-post, deducting therefrom the distance between the aft side of the stern-post and the rabbet of the stern-post at the point where the counter plank crosses it; measure also the greatest breadth of the ship to the outside of the outer planking or wales, and then, having first marked on the outside of the ship on both sides thereof the height of the upper deck at the ship's sides, girt the ship at the greatest breadth in a direction perpendicular to the keel from the height so marked on the outside of the ship on the one side to the height so marked on the other side by passing a chain under the keel; to half the girth thus taken add half the main breadth; square the sum; multiply the result by the length of ship taken as aforesaid; then multiply this product by the factor .0017 (seventeen ten-thousandths) in the case of ships built of wood, and .0018 (eighteen ten-thousandths) in the case of ships built of steel and the product shall be deemed to be the register tonnage of the ship, subject to any additions and deductions under these regulations.

(2) *Poop, Deck-house, Forecastle, and Other Closed-in Spaces on Upper Deck.*

If there be a break, a poop, or other permanent closed-in space on the upper deck, the tonnage of that space shall be ascertained by multiplying together the mean length, breadth, and depth of the space, and dividing the product by 100, and the quotient so obtained shall be deemed to be the tonnage of the space, and shall be added to the tonnage of the ship ascertained as aforesaid.

RULE III.

MEASUREMENT OF ALLOWANCE FOR PROPELLING POWER SPACE IN SHIPS.

(i) Measure the mean depth of the space from its crown to the ceiling at the limber strake, measure also three, or, if necessary, more than three breadths of the space at the middle of its depth, taking one of those measurements at each end, and another at the middle of the length; take the mean of those breadths; measure

(4) *In die geval van dekke bokant die tonnemaatdek.*

Indien die skip oor 'n derde dek beskik, wat algemeen die spardek genoem word, word die tonnemaat van die ruimte tussen hierdie dek en die tonnemaatdek soos volg bepaal: Meet in voet die binne-lengte van die ruimte in die middel van sy hoogte vanaf die plank aan die kant van die voorstewe tot by die bekleding van die houtwerk by die agterstewe, en verdeel die lengte in dieselfde aantal gelyke dele waarin die lengte van die tonnemaatdek verdeel is soos hierbo aangedui; meet (ook in die middel van sy hoogte) die binnebreedte van die ruimte by elk van die punte van verdeling, asook die breedte by die voorstewe en die breedte by die agterstewe; nommer hulle agtereenvolgens 1, 2, 3, ens., en begin by die voorstewe; vermenigvuldig die tweede en al die ander gelyk genommerde breedtes met vier, en die derde en al die ander ongelijk genommerde breedtes (uitgesonderd die eerste en die laaste breedte) met twee; voeg by die totaal van hierdie resultate die eerste en die laaste breedtes; vermenigvuldig die hele som met een-derde van die gemeenskaplike ruimte tussen die breedtes, en die resultaat sal in vlakvoet die gemiddelde horisontale oppervlakte van die ruimte verteenwoordig; meet die gemiddelde hoogte van die ruimte, en vermenigvuldig die gemiddelde horisontale oppervlakte daarmee, en die resultaat sal die kubieke inhoud van die ruimte verteenwoordig; verdeel hierdie resultaat met een honderd en die kwotiënt word geag die tonnemaat van die ruimte te wees en word gevoeg by die tonnemaat van die skip wat bepaal word soos hierbo aangedui. Indien die skip oor meer as drie dekke beskik, word die tonnemaat van elke ruimte tussen die dekke bokant die tonnemaatdek afsonderlik vasgestel op die wyse soos hierbo beskryf, en dit word gevoeg by die tonnemaat van die skip wat bepaal word soos hierbo aangedui.

(5) *Kampanje, dekhuis, voorkasteel en enige ander ingeraamde ruimte.*

Indien daar 'n breuk, 'n kampanje, of enige ander permanent ingeraamde ruimte op die opperdeks beskikbaar is vir vrag of voorrade, of vir bewoning deur of vir die akkommodasie van passasiers of bemanning, word die tonnemaat van daardie ruimte soos volg vasgestel: Meet die interne gemiddelde lengte van die ruimte in voet, en verdeel dit in twee gelyke dele; meet in die middel van die hoogte van die ruimte drie binnebreedtes, naamlik, een aan elke kant van en die ander in die middel van die lengte; voeg dan by die totaal van die kantbreedtes vier maal die middelbreedte, en vermenigvuldig die hele som met een-derde van die gemeenskaplike ruimte tussen die breedtes, en die resultaat sal die gemiddelde horisontale oppervlakte van die ruimte verteenwoordig; meet dan die gemiddelde hoogte, en vermenigvuldig die gemiddelde horisontale oppervlakte daarmee; verdeel die resultaat met eenhonderd, en die kwotiënt word geag die tonnemaat van die ruimte te wees en word gevoeg by die tonnemaat onder die tonnemaatdek wat vasgestel word soos voorheen aangedui; Met dien verstande dat geen byvoeging gemaak sal word ten opsigte van enige gebou wat opgerig word vir die beskutting van dekpassasiers en wat deur die Direkteur goedgekeur word nie.

REËL II.

MAATNEMING VAN SKEPE MET VRAG AAN BOORD.

(1) *Lengte—Breedte—Omtrek van die skip.*

Meet die lengte van die opperdeks vanaf die buitekant van die buiteplank by die voorstewe tot by die agterkant van die agterstewe, en trek daarvan af die afstand tussen die agterkant van die agterstewe en die spionning van die agterstewe by die punt waar die tweede plank dit kruis; meet ook die grootste breedte van die skip tot by die buitekant van die buiteplanke of berghout en, nadat die hoogte van die opperdeks aan die skip se kante eers weerskante aan die buitekant van die skip gemerk is, meet dan die omtrek van die skip by sy wydste deel in 'n rigting vertikaal met die kiel vanaf die hoogte wat aldus aan die buitekant van die skip aan die een kant gemerk is tot by die hoogte wat aldus aan die ander kant gemerk is, deur 'n ketting onder die kiel deur te trek; ten einde die omtrek wat aldus gemeet is te halveer, voeg by helfte van die hoofbreedte; verhef hierdie totaal tot die tweede mag; vermenigvuldig die resultaat met die lengte van die skip wat gemeet word soos voorheen aangedui; vermenigvuldig dan hierdie resultaat met die faktor .0017 (sewentien tienduizendstes) in die geval van skepe wat van hout gebou is, en met .0018 (agtien tienduizendstes) in die geval van skepe wat van staal gebou is, en die resultaat word geag die registrertonnemaat van die skip te wees, behoudens enige toevoegings en aftrekkings ingevolge hierdie regulasies.

(2) *Kampanje, dekhuis, voorkasteel, en ander ingeraamde ruimtes op die opperdeks.*

Indien daar 'n breuk, 'n kampanje, of ander permanent ingeraamde ruimte op die opperdeks is, word die tonnemaat van daardie ruimte bepaal deur die gemiddelde lengte, breedte en diepte van die ruimte saam te vermenigvuldig en die resultaat met 100 te verdeel, en die kwotiënt wat aldus verkry word, word geag die tonnemaat van die ruimte te wees, en dit word gevoeg by die tonnemaat van die skip wat bepaal word soos hierbo aangedui.

REËL III.

MAATNEMING VAN VERGUNNING VIR AANDRYWINGSKRAGRUIMTE IN SKEPE.

(i) Meet die gemiddelde diepte van die ruimte vanaf sy hemel tot by die dak by die kielbinneplank; meet ook drie of, indien nodig, meer as drie breedtes van die ruimte in die middel van sy diepte, deur een van daardie mate aan elke kant en 'n ander in die middel van die lengte te neem; meet die gemiddelde van daardie breedtes;

also the mean length of the space between the foremost and aftermost bulkheads or limits of its length, excluding such parts, if any, as are not actually occupied by or required for the proper working of the machinery; multiply together these three dimensions of length, breadth, and depth, divide the product by one hundred and the result shall be deemed the tonnage of the space below the crown; then find the cubical contents of the space or spaces, if any, above the crown aforesaid, which are framed in for the machinery or for the admission of light and air, by multiplying together the length, depth, and breadth thereof; add such contents to the cubical contents of the space below the crown; divide the sum by 100; and the result shall (subject to the provisions hereinafter contained) be deemed to be the tonnage of the space.

(ii) If in any ship in which the space for propelling power is to be measured the engines and boilers are fitted in separate compartments, the contents of each shall be measured severally in like manner, according to the above rules, and the sum of their several result shall be deemed to be the tonnage of the said space.

(iii) The contents of the shaft trunk shall be ascertained by multiplying together the mean length, breadth, and depth of the trunk, and dividing the product by 100.

(iv) If in any ship in which the space aforesaid is to be measured any alteration be made in the length or capacity of the spaces, or if any cabins be fitted in the space, the ship shall be deemed to be a ship not registered until re-measurement.

RULE IV.

MEASUREMENT OF OPEN SHIPS.

In ascertaining the tonnage of open ships the upper edge of the upper strake is to form the boundary line of measurement, and the depths shall be taken from an athwartship line, extended from upper edge to upper edge of the said strake at each division of the length.

meet ook die gemiddelde lengte van die ruimte tussen die voorste en agterste beskotte of eindpunte van sy lengte, met uitsondering van sodanige dele, as daar is, wat nie werklik in beslag geneem word deur of benodig word vir die behoorlike werking van die masjinerie nie; vermenigvuldig hierdie drie afmetings van lengte, breedte en diepte saam, verdeel die resultaat met eenhonderd en die eindresultaat word geag die tonnemaat van die ruimte onder die hemel te wees; stel dan vas die kubieke inhoud van die ruimte of ruimtes, as daar is, bokant die voornoemde hemel, wat ingeraam is vir die masjinerie of vir die inlating van lig en lug, deur die lengte, diepte en breedte daarvan saam te vermenigvuldig; voeg sodanige inhoud by die kubieke inhoud van die ruimte onderkant die hemel; verdeel die totaal met 100; en die resultaat word (behoudens die bepalinge hierna genoem) geag die tonnemaat van die ruimte te wees.

(ii) Indien die masjiene en stoomketels in enige skip waarin die ruimte vir aandrywingskrag gemeet moet word, aangebring is in afsonderlike kompartemente, word die inhoud van elk afsonderlik op dieselfde wyse, ooreenkomstig bostaande reëls, gemeet, en die totaal van hul afsonderlike resultaat word geag die tonnemaat van genoemde ruimte te wees.

(iii) Die inhoud van die trunk word bepaal deur die gemiddelde lengte, breedte en diepte van die trunk saam te vermenigvuldig en die resultaat met 100 te verdeel.

(iv) Indien daar in 'n skip, waarin die voornoemde ruimte gemeet moet word, enige verandering aangebring word in die lengte of inhoudsvermoë van die ruimtes, of indien enige kajuite in die ruimte aangebring is, word daar geag dat die skip 'n skip is wat nie geregistreer is voordat 'n heropname daarvan gemaak is nie.

REËL IV.

MAATNEMING VAN OOP SKEPE.

By die bepaling van die tonnemaat van oop skepe vorm die boonste rand van die boonste huidgang die grenslyn van die maatneming, en die dieptes word gemeet vanaf 'n dwarsskeepslyn, verleng vanaf die boonste rand tot by die boonste rand van genoemde huidgang by elke verdeling van die lengte.

M.A.

ANNEXURE B.—BYLAE B.

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

DEPARTMENT OF CUSTOMS AND EXCISE, MARINE SECTION.

DEPARTEMENT VAN DOEANE EN AKSYNS, MARINE-AFDELING.

Merchant Shipping Act, 1951 (Act No. 57 of 1951).—Handelskeepvaartwet, 1951 (Wet No. 57 van 1951).

TONNAGE CERTIFICATE.—TONNEMAATSERTIFIKAAT.

PARTICULARS OF SHIP.—BESONDERHEDE VAN SKIP.

Name of Ship. <i>Naam van skip.</i>	Proposed Port of Registry. <i>Voorgestelde registrasiehawe.</i>	Official Number, if there has been any Former Registry. <i>Amtelike nommer, indien daar vorige registrasie was.</i>
When and Where Built. <i>Wanneer en waar gebou.</i>	Name and Address of Builders. <i>Naam en adres van bouers.</i>	Sailing, Steam or Motor Ship; if Steam or Motor, State how Propelled. <i>Seil-, stoom- of motorskip;</i> <i>indien stoom- of motorskip,</i> <i>meld hoe aangedryf.</i>

		Feet. Voet.	Tenths. Tiendes.
Number of decks..... <i>Aantal dekke</i>	Length from fore-part of stem, to the aftside of the head of the stern post <i>Lengte vanaf die voorkant van die voorstewe, tot aan die agterkant van die kop van die agterstewe</i>		
Number of masts..... <i>Aantal maste</i>			
Rigged..... <i>Opgetakel</i>	Main breadth to outside of plank..... <i>Hoof-breedte tot aan buitekant van plank</i>		
Stem..... <i>Voorstewe</i>	Depth in hold from tonnage deck to ceiling amidships..... <i>Diepte in ruim vanaf tonnemaatdek tot aan dak midskeeps</i>		
Stern..... <i>Agterstewe</i>	Depth in hold from upper deck to ceiling amidships in the case of three decks and upwards <i>Diepte in ruim vanaf opperdek tot aan dak midskeeps, in die geval van drie dekke en meer</i>		
Build..... <i>Bou</i>	Depth from top of deck at side amidships to bottom of keel.... <i>Diepte vanaf bokant van dek teen kant midskeeps tot aan bodem van kiel</i>		
Framework and description of vessel <i>Raamwerk en beskrywing van vaartuig</i>	Round of beam..... <i>Dekronding</i>		
Number of bulkheads..... <i>Aantal beskotte</i>	Length of engine-room (if any)..... <i>Lengte van masjienkamer (as daar is)</i>		

PARTICULARS OF TONNAGE.—BESONDERHEDE VAN TONNEMAAT.

Gross Tonnage. <i>Bruto-tonnemaat.</i>	No. of Tons. <i>Aantal ton.</i>	Deductions Allowed. <i>Afstrekkings toegelaat.</i>	No. of Tons. <i>Aantal ton.</i>
Under tonnage deck..... <i>Tonnemaat onder dek</i>		On account of space required for propelling power..... <i>As gevolg van ruimtes benodig vir aandrywingskrag</i>	
Space or spaces between decks..... <i>Ruimte of ruimtes tussen dekke</i>		On account of spaces occupied by seamen or apprentice-officers, and appropriated to their use, and kept free from goods or stores of every kind, not being the personal property of the crew <i>As gevolg van ruimtes wat deur seelui of leerling-offisiere bewoon word, en vir hul gebruik aangewend word, en wat vry gehou word van goedere of enige soort proviand, wat nie die persoonlike eiendom van die bemanning is nie</i>	
Turret or trunk..... <i>Skietoring of trunk</i>			
Forecastle..... <i>Voorkasteel</i>			
Bridge space..... <i>Brugruimte</i>		These spaces are the following, viz.:— <i>Hierdie ruimtes is soos volg, nl.:—</i>	
Poop or break..... <i>Kampanje of breuk</i>			
Side houses..... <i>Kanhuise</i>		(Number of seamen or apprentice-officers for whom accommodation is certified.....) <i>(Aantal seelui of leerling-offisiere vir wie akkommodasie gesertifiseer word.....)</i>	
Deck houses..... <i>Dekhuise</i>			
Chart house..... <i>Kaarthuis</i>		Deductions in terms of the Tonnage Regulations are as follows:— <i>Afstrekkings kragtens die Tonnemaatregulasies is soos volg:—</i>	
Spaces for machinery and light and air (see Tonnage Regulations) <i>Ruimtes vir masjinerie en lig en lug (sien Tonnemaatregulasies)</i>			
Excess of hatchways..... <i>Oormaat luikopeninge</i>		Cub'c Metres. <i>Kubieke meter.</i>	
Gross tonnage.. <i>Bruto-tonnemaat</i>			
Deductions, as per contra..... <i>Afstrekkings, soos per kontra</i>			
Net tonnage.... <i>Netto-tonnemaat</i>			
		TOTAL..... <i>Totaal</i>	

NOTE 1.—The tonnage of the engine-room spaces below the upper deck is _____ tons, and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is _____ tons.

OPM. 1.—Die tonnemaat van die masjienkamerruim onderkant die opperdek is _____ ton, en die tonnemaat van die totale ruim wat bokant die opperdek ingeraam is vir die aandrywingsmasjinerie en vir lig en lug is _____ ton.

NOTE 2.—The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's net tonnage:—

OPM. 2.—Die ondervermelde ruimtes bokant die opperdek is nie ingesluit in die kubieke inhoud wat die skip se netto-tonnemaat uitmaak nie:—

NOTE 3.—The location and tonnage of the boatswain's store rooms are as follows:—

OPM. 3.—Die ligging en tonnemaat van die bootsman se stookkamers is soos volg:—

CERTIFICATE OF SURVEYOR.—OPNEMERSERTIFIKAAT.

I hereby certify that I have surveyed the abovenamed ship and that the above particulars are true, and that her name is marked on each of her bows, and her name and the port of registry are properly marked on a conspicuous part of her stern, and a scale of feet marked on each side of her stem and of her stern post in terms of the regulations issued in terms of the Merchant Shipping Act, 1951 (Act No. 57 of 1951).

Hierby sertifiseer ek dat ek bovermelde skip ondersoek het en dat die besonderhede wat hierbo aangegee is, waar is, en dat die skip se naam op elke boeg gemerk is, en dat sy naam en registrasiehoue behoorlik op 'n opmerklke deel van die agterstewe gemerk is, en dat 'n skaal in voete op elke kant van die voorstewe en agterstewe ingevolge die regulasies kragtens die Handelskeepvaartwet, 1951 (Wet No. 57 van 1951) uitgevaardig, aangebring is.

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

Surveyor.—Opnemer.

PARTICULARS OF PROPELLING ENGINES, ETC. (IF ANY), AND WATER BALLAST TANKS, AS SUPPLIED BY BUILDERS, OWNERS, OR ENGINE MAKERS.
BESONDERHEDE VAN AANDRYWINGSMASJIENE, ENS. (AS DAAR IS), EN WATERBALLASTENKE, SOOS DEUR BOUERS, EIENAARS, OF MASJIEVERVAARDIGERS VERSTREK.

No. of Sets of Engines. Aantal stelle masjiene.	Description of Engines. Beskrywing van masjiene.	When Made. Wanneer vervaardig.	Name and Address of Makers. Naam en adres van vervaardigers.	Reciprocating Engines. Suiermasjiene.		Rotary Engines. Roterende masjiene.	S.H.P., B.H.P., I.H.P., Estimated Speed of Ship. As-, rem-, indikateur-perdekrag, beraamde snelheid van skip.
				No. and Diameter of Cylinders in each Set. Aantal en deursnit van silinders in elke stel.	Length of Stroke. Lengte van maat.	No. of Cylinders in each Set. Aantal silinders in elke stel.	
		Engines. Masjiene.	Engines. Masjiene.				
No. of Shafts. Aantal aste.	Particulars of Boilers. Besonderhede van ketels.	Boilers. Ketels.	Boilers. Ketels.				
	Description..... Beskrywing Number..... Aantal Loaded Pressure.. Gelaaiide druk						

Number of Water Ballast Tanks, and their Capacity in Tons:—
Aantal waterballasttenke, en hul inhoudsvermoë in ton:—

Port/Hawe _____

Date/Datum _____

Surveyor.—Opnemer.

ANNEXURE C.

FEES TO BE PAID WHEN TONNAGE OF SHIP ASCERTAINED.

(1) The fees payable for the survey of ships for tonnage measurement under Rules I and II of Annexure A to the regulations are set out in columns (a) and (b) respectively of the following table:—

Tons Gross.	(a) Measure- ment under Rule I.	(b) Measure- ment under Rule II.
	£ s. d.	£ s. d.
50 tons and under.....	5 0 0	3 0 0
Over 50 tons and not exceeding 100 tons..	10 0 0	5 0 0
For each additional 100 tons or part of 100 tons above 100 tons up to 20,000 tons..	1 0 0	0 10 0
For each additional 100 tons or part of 100 tons above 20,000 tons.....	0 10 0	0 5 0

BYLAE C.

GELDE BETAALBAAR WANNEER TONNEMAAT VAN SKIP BEPAAL WORD.

(1) Die gelde betaalbaar vir die opneming van skepe om hul tonne-maat ingevolge Reëls I en II van Bylae A by hierdie regulasies te bepaal, word onderskeidelik in kolomne (a) en (b) van die volgende tabel uiteengesit:—

Bruto-tonnemaat.	(a) Maat-neming ingevolge Reël I.	(b) Maat-neming ingevolge Reël II.
	£ s. d.	£ s. d.
50 ton en minder.....	5 0 0	3 0 0
Meer as 50 ton en hoogstens 100 ton.....	10 0 0	5 0 0
Vir elke addisionele 100 ton of gedeelte van 100 ton bo 100 ton en tot op 20,000 ton	1 0 0	0 10 0
Vir elke addisionele 100 ton of gedeelte van 100 ton bo 20,000 ton.....	0 10 0	0 5 0

(2) In cases where a ship previously measured under Rule III is measured under Rule I, the full fee prescribed for measurement under Rule I is chargeable.

(3) Where in consequence of alterations either on the upper deck or in the engine-room of the ship, a ship is remeasured, or where a ship is remeasured to determine the allowance for propelling power space in accordance with regulation 4, or the deductions which may be made from the gross tonnage of a ship in accordance with regulation 5, the following table of fees shall apply:—

Tons Gross.	(i) Alterations in Upper Deck or in Engine-Room.	(ii) Determination of Allowance for Propelling Power Space (Regulation 4).	(iii) Deductions from Gross Tonnage (Regulation 5).
	£ s. d.	£ s. d.	£ s. d.
50 tons and under.....	1 0 0	1 0 0	1 0 0
Over 50 tons and not exceeding 100 tons.....	2 0 0	2 0 0	2 0 0
For each additional 100 tons or part of 100 tons above 100 tons up to 20,000 tons.....	0 5 0	0 5 0	0 5 0
For each additional 100 tons or part of 100 tons above 20,000 tons.....	0 5 0	0 5 0	0 5 0

Subject to a maximum of £12 for each of items (i), (ii) and (iii) and subject further to the condition that if the alteration is of a minor character involving very little work to the Department, the fee will be decided by the Director but a minimum fee of £2 shall be charged.

NOTE.—The fee under (iii) covers the inspection of the crew spaces of the ship if such inspection is made at the same time as the re-measurement.

(4) The fees for re-measurement of under-deck tonnage are set out in column (a) of the table set out in paragraph (1).

(5) The fees for the survey for tonnage measurement of a foreign ship which has previously been measured for a tonnage certificate under these regulations or under any Act which has been repealed by section one of the Merchant Shipping Act, 1951, shall be as follows:—

- Where the principal dimensions of the ship are found not to agree with the figures shown on the existing foreign tonnage certificate, the fees set out in paragraph (1);
- where it is found that the principal dimensions agree and that no alterations to the ship affecting her tonnage as indicated by the existing foreign tonnage formulae have been made, the fee is £5; and
- where the under-deck of the ship is found to be unaltered but other items found to differ, the same fee as is charged for the check measurement of the principal dimensions, viz. £5, plus the relative fee set out in paragraph (4) shall be paid.

(6) The fee for a certified copy of a tonnage certificate issued under these regulations is £1.

(7) In special cases details of tonnage calculations in accordance with these regulations may be supplied to owners on payment of a fee of £2 per sheet, subject to a minimum charge of £5.

(8) The fees chargeable in accordance with columns (a) and (b) of the table in paragraph (1) cover any number of separate visits to the ship which the surveyor may find it necessary to make before he is able to complete the survey. Subsistence and transport expenses of the surveyor concerned shall be additional to the fees mentioned in this Annexure.

[NOTE—

SUEZ CANAL AND PANAMA CANAL TONNAGE.

- The fee for the issue of either a Suez Canal special tonnage certificate or a Panama Canal special tonnage certificate issued under the regulations or rules of the authorities of those Canals is two-fifths of the fee set out in paragraph (1) above whether or not the measurement is made at the same time as the measurement for tonnage in accordance with the above regulations. The same fee is payable for the issue of a further certificate consequent upon alteration. If the measurement for a Suez Canal certificate and for a Panama Canal certificate are made at the same time a fee of three-fifths of the fee is chargeable for the issue of the two certificates. Either of these fees covers the remeasurement of the ship for tonnage under the above regulations (except under-deck) if made at the same time but in no case is the fee to be less than the minimum fee set out in paragraph (3) for such remeasurement.

(2) In gevalle waar 'n skip wat voorheen ingevolge Reël III opgeneem is, ingevolge Reël I opgeneem word, is die volle bedrag wat vir maatsneming ingevolge Reël I voorgeskryf word, betaalbaar.

(3) Wanneer 'n skip heropgeneem word as gevolg van veranderinge aan die opperde of in die masjienkamer van die skip, of wanneer 'n skip heropgeneem word om die vergunning vir aandrywingskragruimte ooreenkomstig regulasie 4, of die aftrekkings wat ooreenkomstig regulasie 5 van die skip se bruto-tonnemaat gemaak mag word, te bepaal, is die volgende tabel van gelde van toepassing:—

Bruto-tonnemaat.	(i) Veranderinge aan opperde of in masjienkamer.	(ii) Bepaling van vergunning vir aandrywingskragruimte (regulasie 4).	(iii) Aftrekkings van bruto-tonnemaat (regulasie 5).
	£ s. d.	£ s. d.	£ s. d.
50 ton en minder.....	1 0 0	1 0 0	1 0 0
Bo 50 ton en hoogstens 100 ton	2 0 0	2 0 0	2 0 0
Vir elke addisionele 100 ton of gedeelte van 100 ton bo 100 ton tot op 20,000 ton.....	0 5 0	0 5 0	0 5 0
Vir elke addisionele 100 ton of gedeelte van 100 ton bo 20,000 ton.....	0 5 0	0 5 0	0 5 0

Onderworpe aan 'n maksimum van £12 vir elk van items (i), (ii) en (iii), en onderworpe voorts aan die voorwaarde dat indien die verandering van 'n geringe aard is wat vir die Departement baie min werk meebring, die bedrag wat betaalbaar is deur die Direkteur bepaal sal word, maar 'n minimum bedrag van £2 sal betaalbaar word.

LET WEL.—Die bedrag betaalbaar onder (iii) dek die inspeksie van die ruimtes vir die bemanning van die skip indien sodanige inspeksie tegelykertyd met die heropneming van die skip uitgevoer word.

(4) Die gelde betaalbaar vir die heropneming van die tonnemaat van die ruimte onder die dek word uiteengesit in kolom (a) van die tabel in paragraaf (1) uiteengesit.

(5) Die gelde betaalbaar vir die opneming van die tonnemaat van 'n vreemde skip wat voorheen opgeneem is vir 'n tonnemaatsertifikaat ingevolge hierdie regulasies of ingevolge enige Wet wat herroep is kragtens artikel een van die Handelskeepvaartwet 1951, is soos volg:—

- Waar daar gevind word dat die hoofafmetings van die skip nie ooreenstem met die syfers wat in die bestaande vreemde tonnemaatsertifikaat aangetoon word nie, is die gelde betaalbaar soos in paragraaf (1) uiteengesit;
- waar daar gevind word dat die hoofafmetings ooreenstem en dat geen veranderinge aan die skip aangebring is wat sy tonnemaat soos aangedui deur die bestaande vreemde tonnemaat-formule raak nie, is 'n bedrag van £5 betaalbaar; en
- waar daar gevind word dat die ruimte onder die dek van die skip onveranderd is maar dat ander items verskil, is dieselfde bedrag betaalbaar wat gevra word vir die kontroliering van die hoofafmetings, nl. £5, plus die betrokke gelde wat in paragraaf (4) uiteengesit word.

(6) Die gelde betaalbaar vir 'n gesertifiseerde afskrif van 'n tonnemaatsertifikaat wat ingevolge hierdie regulasies uitgereik word, is £1.

(7) In spesiale gevalle kan besonderhede van tonnemaatberekenings ooreenkomstig hierdie regulasies aan eienaars verskaf word by betaling van 'n bedrag van £2 per vel, onderworpe aan 'n minimum betaling van £5.

(8) Die gelde betaalbaar ooreenkomstig kolom (a) en (b) van die tabel in paragraaf (1) dek enige aantal afsonderlike besoeke aan die skip wat die opnemer noodsaaklik moet maak voordat hy in staat is om die opneming te voltooi. Die onderhoud- en vervoerkoste van die betrokke opnemer is bykomstig by die gelde wat in hierdie Bylae uiteengesit is.

[LET WEL—

SUEZKANAAL- EN PANAMAKANAAL-TONNEMAAT.

- Die gelde betaalbaar vir die uitreiking van of 'n spesiale Suezkanaal-tonnemaatsertifikaat of 'n spesiale Panamakanaal-tonnemaatsertifikaat wat uitgereik word ingevolge die regulasies of reëls van die owerhede van daardie Kanale is twee-vyftes van die bedrag in paragraaf (1) hierbo uiteengesit, hetsy die maatsneming gedoen word tegelykertyd met die opname van die tonnemaat ooreenkomstig bestaande regulasies, al dan nie. Dieselfde gelde is betaalbaar vir die uitreiking van 'n verdere sertifikaat as gevolg van veranderinge. Indien die opneming vir 'n Suezkanaalsertifikaat en vir 'n Panamakanaal-sertifikaat tegelykertyd geskied, is 'n bedrag van drie-vyftes van die gelde betaalbaar vir die uitreiking van die twee sertifikate. Enige van hierdie bedrae dek die heropneming van die skip vir die bepaling van tonnemaat ingevolge bestaande regulasies (uitgesonderd tonnemaat van die ruimte onder die dek) indien dit tegelykertyd gemaak word, maar die gelde betaalbaar is in geen geval minder as die minimum bedrag wat in paragraaf (3) vir sodanige heropneming uiteengesit is nie.

In any case where the issue of a Suez Canal certificate or a Panama Canal certificate in respect of a foreign ship involves measurement of the under-deck of the ship, the fee set out in paragraph (1) is chargeable and if in such a case both a Suez Canal certificate and a Panama Canal certificate are required, the full fee plus two-fifths of this fee is chargeable.

- (ii) The fee for a certified copy of either a Suez Canal certificate or a Panama Canal certificate is £1.
- (iii) The fee for change of name of a vessel covers the issue of amended Suez Canal and Panama Canal certificates].

In enige geval waar die uitreiking van 'n Suezkanaal-sertifikaat of 'n Panamakanaal-sertifikaat ten opsigte van 'n vreemde skip die maatneming van die ruimte onder die dek van die skip meebring, is die gelde in paragraaf (1) uiteengesit, betaalbaar, en indien sowel 'n Suezkanaal-sertifikaat as 'n Panamakanaal-sertifikaat in so 'n geval benodig word, is die volle bedrag plus twee-vyfdes van hierdie gelde betaalbaar.

- (ii) Die gelde vir 'n gesertifiseerde afskrif van of 'n Suezkanaal-sertifikaat of 'n Panamakanaal-sertifikaat is £1.
- (iii) Die gelde vir die verandering van 'n vaartuig se naam dek die uitreiking van gewysigde Suezkanaal- en Panamakanaal-sertifikaate].



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