



GOVERNMENT GAZETTE

OF THE REPUBLIC OF SOUTH AFRICA

REPUBLIEK VAN SUID-AFRIKA

STAATSKOERANT

Registered at the Post Office as a Newspaper

As 'n Nuusblad by die Poskantoor Geregistreer

Vol. 238

CAPE TOWN, 10 APRIL 1985

KAAPSTAD, 10 APRIL 1985

No. 9675

STATE PRESIDENT'S OFFICE

No. 743.

10 April 1985

It is hereby notified that the State President has assented to the following Act which is hereby published for general information:—

No. 25 of 1985: Merchant Shipping Amendment Act, 1985.

KANTOOR VAN DIE STAATSPRESIDENT

No. 743.

10 April 1985

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:—

No. 25 van 1985: Wysigingswet op Handelskeepvaart, 1985.

Act No. 25, 1985

MERCHANT SHIPPING AMENDMENT ACT, 1985

GENERAL EXPLANATORY NOTE:

[Words in bold type in square brackets indicate omissions from existing enactments.

Words underlined with solid line indicate insertions in existing enactments.

ACT

To amend the Merchant Shipping Act, 1951, so as to amend the definition of "port" to distinguish for certain purposes between ports in and outside the Republic; to amend the definition of "ship" to include certain other vessels; to apply certain provisions to ships and small vessels used solely for sport or recreation; to authorize the Director-General: Transport to have certain of his functions performed by other persons or organizations; to exempt certain vessels and ships used solely for sport or recreation from the requirement of licensing; to extend the class of unseaworthy ships not permitted to leave port; to adjust the liability of the owner of a ship for certain losses or damage, by virtue of the accession of the Republic to the International Convention on Tonnage Measurement of Ships, 1969; and to provide for incidental matters.

*(Afrikaans text signed by the State President.)
(Assented to 18 March 1985.)*

BE IT ENACTED by the State President and the Parliament of the Republic of South Africa, as follows:—

Amendment of section 2 of Act 57 of 1951, as amended by section 3 of Act 30 of 1959, section 31 of Act 69 of 1962, section 1 of Act 40 of 1963, section 1 of Act 13 of 1965, section 1 of Act 42 of 1969, section 1 of Act 24 of 1974, section 1 of Act 5 of 1976, section 1 of Act 3 of 1981 and section 1 of Act 3 of 1982.

1. Section 2 of the Merchant Shipping Act, 1951 (hereinafter referred to as the principal Act), is hereby amended—

(a) by the substitution in subsection (1) for the definition of "port" of the following definition:

"port", in relation to—

- (a) a port in a country other than the Republic, 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; and
- (b) a port in the Republic, means a harbour contemplated in the definition of 'harbours' in section 1 of the South African Transport Services Act, 1981 (Act No. 65 of 1981), or a fishing harbour contemplated in section 1 of the Sea Fisheries Act, 1973 (Act No. 58 of 1973), or any place which has under this Act or any other law been designated as a place from or at which any vessel or a vessel of a particular type may be launched, beached, moored or berthed;

ALGEMENE VERDUIDELIKENDE NOTA:

[] Woorde in vet druk tussen vierkantige hake dui skappings uit bestaande verordenings aan.

_____ Woorde met 'n volstreep daaronder, dui invoegings in bestaande verordenings aan.

WET

Tot wysiging van die Handelskeepvaartwet, 1951, ten einde die omskrywing van "hawe" te wysig om vir sekere doeleindes tussen hawens binne en buite die Republiek te onderskei; die omskrywing van "skip" te wysig om sekere ander vaartuie in te sluit; sekere bepalings van toepassing te maak op skepe en klein vaartuie wat uitsluitlik vir sport of ontspanning gebruik word; die Direkteur-generaal: Vervoer te magtig om sekere van sy werksaamhede deur ander instansies te laat verrig; sekere vaartuie en skepe wat uitsluitlik vir sport of ontspanning gebruik word, vry te stel van die vereiste van lisensiering; die klas onseewaardige skepe wat nie 'n hawe mag verlaat nie, uit te brei; die aanspreeklikheid van die eienaar van 'n skip vir sekere verliese of skade aan te pas na aanleiding van die Republiek se toetrede tot die Internasionale Konvensie insake die Tonnemaatberekening van Skepe, 1969; en om vir bykomstige aangeleenthede voorsiening te maak.

(Afrikaanse teks deur die Staatspresident geteken.)
(Goedgekeur op 18 Maart 1985.)

DAAR WORD BEPAAL deur die Staatspresident en die Parlement van die Republiek van Suid-Afrika, soos volg:—

1. Artikel 2 van die Handelskeepvaartwet, 1951 (hieronder die Hoofwet genoem), word hierby gewysig—
 - 5 (a) deur in subartikel (1) die omskrywing van "hawe" deur die volgende omskrywing te vervang:

"'hawe', met betrekking tot—

 - (a) 'n hawe in 'n ander land as die Republiek, 'n

10 plek, **[onverskillig]** ongeag 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; en
 - (b) 'n hawe in die Republiek, 'n hawe bedoel in

15 die omskrywing van 'hawens' in artikel 1 van die Suid-Afrikaanse Vervoerdienstewet, 1981 (Wet No. 65 van 1981), of 'n vissershawe bedoel in artikel 1 van die Wet op Seevisserye, 1973 (Wet No. 58 van 1973), of 'n plek wat kragtens hierdie Wet of enige ander wet aangewys is as 'n plek vanwaar of waar enige vaartuig of 'n vaartuig van 'n besondere tipe te water gelaat, op die strand gesleep, geanker of vasgemeer mag word;";

Wysiging van artikel 2 van Wet 57 van 1951, soos gewysig deur artikel 3 van Wet 30 van 1959, artikel 31 van Wet 69 van 1962, artikel 1 van Wet 40 van 1963, artikel 1 van Wet 13 van 1965, artikel 1 van Wet 42 van 1969, artikel 1 van Wet 24 van 1974, artikel 1 van Wet 5 van 1976, artikel 1 van Wet 3 van 1981 en artikel 1 van Wet 3 van 1982.

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- (b) by the insertion in subsection (1) after the definition of "special load line certificate" of the following definition:
 "sport or recreation' means any sporting or recreational activity carried on in, on or under the water, irrespective of whether that activity is of a competitive nature or whether prizes are involved, provided it is not carried on for commercial purposes;";
- (c) by the substitution in subsection (1) for the definition of "ship" of the following definition:
 "ship' means any **[kind of]** vessel used **[in navigation not propelled by oars]** for transportation or for any other purpose on or under the surface of the water;"; and
- (d) by the insertion in subsection (1) after the definition of "timber cargo regulation" of the following definition:
 "Tonnage Convention" means the International Convention on Tonnage Measurement of Ships, 1969;".

Amendment of section 3 of Act 57 of 1951, as amended by section 4 of Act 30 of 1959, section 32 of Act 69 of 1962, section 2 of Act 40 of 1963 and section 2 of Act 13 of 1965.

2. Section 3 of the principal Act is hereby amended by the substitution for subsection (7) of the following subsection:

"(7) The provisions of this Act shall **[not, except those of sections sixty-eight, sixty-nine, seventy, seventy-one, seventy-two, one hundred and ninety, one hundred and ninety-one, one hundred and ninety-four, one hundred and ninety-five, one hundred and ninety-seven, one hundred and ninety-eight, one hundred and ninety-nine, two hundred and fifty-four, two hundred and fifty-nine (except paragraph (e) of subsection (1) thereof) and two hundred and sixty, together with section three hundred and twelve and subsection (1) of section three hundred and thirteen in their application to section seventy-two]** apply to **[any pleasure yacht which has been exempted under the provisions of subsection (3) of section thirteen]** any vessel or ship contemplated in section 68 (3) (b) as if such vessel or ship were licensed in terms of this Act."

Amendment of section 5 of Act 57 of 1951, as amended by section 5 of Act 30 of 1959.

3. Section 5 of the principal Act is hereby amended by the substitution for subsection (3) of the following subsection:

"(3) All powers conferred and all duties imposed upon the Director-General may be exercised or performed by the Director-General personally or by an officer or, with respect to conditions prescribed under section 68 (3) (b), by a person or organization under a delegation from or under the control or direction of the Director-General."

Amendment of section 64 of Act 57 of 1951, as amended by section 8 of Act 40 of 1963.

4. Section 64 of the principal Act is hereby amended by the substitution for paragraph (e) of the following paragraph:

"(e) any **[pleasure yacht of less than twenty-five gross tons]** vessel or ship contemplated in section 68 (3) (b)—
 (i) the whole of which is owned by persons all of whom in terms of section eleven are qualified to own a South African ship; and
 (ii) the majority of the owners of which, either in number or extent of ownership, are persons resident in the Republic."

Amendment of section 68 of Act 57 of 1951, as amended by section 14 of Act 30 of 1959, section 10 of Act 40 of 1963, section 3 of Act 13 of 1965 and section 2 of Act 3 of 1981.

5. Section 68 of the principal Act is hereby amended—

- (a) by the substitution for subsection (3) of the following subsection:
 "(3) The provisions of this section shall not apply in respect of any ship or vessel—
 (a) unless the whole of the ship or vessel is owned—
[a] (i) by the Government of the Republic; or
[b] (ii) by persons all of whom in terms of section eleven are qualified to own a South African ship; and

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- (b) deur in subartikel (1) na die omskrywing van "spesiale laslynsertifikaat" die volgende omskrywing in te voeg:
"sport of ontspanning" enige sport- of ontspanningsaktiwiteit wat in, op of onder die water onderneem word, ongeag of daardie aktiwiteit van 'n mededingende aard is en of pryse betrokke is, mits dit nie vir handelsdoeleindes onderneem word nie;"
- (c) deur in subartikel (1) die omskrywing van "skip" deur die volgende omskrywing te vervang:
"skip" enige [soort] vaartuig wat [in navigasie] vir vervoer of vir enige ander doel op of onder die oppervlak van die water gebruik word [en nie deur middel van roeispane voortbeweeg word nie];" en
- (d) deur in subartikel (1) na die omskrywing van "toewysingsvoorwaardes" die volgende omskrywing in te voeg:
"Tonnemaatkonsensie" die Internasionale Konsensie insake Tonnemaatberekening van Skepe, 1969;"
2. Artikel 3 van die Hoofwet word hierby gewysig deur subartikel (7) deur die volgende subartikel te vervang:
 "(7) Die bepalings van hierdie Wet is [nie] van toepassing [nie op enige plesierjag wat kragtens die bepalings van subartikel (3) van artikel dertien vrygestel is, behalwe die bepalings van artikels agt-en-sestig, nege-en-sestig, sewentig, een-en-sewentig, twee-en-sewentig, honderd-en-negentig, honderd een-en-negentig, honderd vier-en-negentig, honderd vyf-en-negentig, honderd sewe-en-negentig, honderd agt-en-negentig, honderd nege-en-negentig, tweehonderd vier-en-vyftig, tweehonderd nege-en-vyftig (behalwe paragraaf (e) van subartikel (1) daarvan) en tweehonderd-en-sestig, en ook artikel driehonderd-en-twaalf en subartikel (1) van artikel driehonderden-dertien by toepassing daarvan op artikel twee-en-sewentig] op 'n vaartuig of skip bedoel in artikel 68 (3) (b) asof die vaartuig of skip ingevolge hierdie Wet gelisensieer is."
3. Artikel 5 van die Hoofwet word hierby gewysig deur subartikel (3) deur die volgende subartikel te vervang:
 "(3) Alle bevoegdhede toegewys en alle pligte opgelê aan die Direkteur-generaal kan deur die Direkteur-generaal persoonlik uitgeoefen of verrig word of deur 'n beampte of, ten opsigte van voorwaardes kragtens artikel 68 (3) (b) voorgeskryf, deur 'n persoon of organisasie kragtens 'n delegasie van of onder die beheer of voorskrif van die Direkteur-generaal."
4. Artikel 64 van die Hoofwet word hierby gewysig deur paragraaf (e) deur die volgende paragraaf te vervang:
 "(e) 'n [plesierjag van minder as vyf-en-twintig bruto ton] vaartuig of skip bedoel in artikel 68 (3) (b)—
 (i) wat geheel-en-al die eiendom is van persone wat almal ingevolge artikel elf bevoeg is om die eienaars van 'n Suid-Afrikaanse skip te wees; en
 (ii) waarvan 'n meerderheid van die eienaars, hetsy in getal hetsy volgens die aandeel in die vaartuig wat hulle besit, persone is wat in die Republiek woon."
5. Artikel 68 van die Hoofwet word hierby gewysig—
 (a) deur subartikel (3) deur die volgende subartikel te vervang:
 "(3) Die bepalings van hierdie artikel is nie op 'n skip of vaartuig van toepassing nie—
 (a) tensy die hele skip of vaartuig die eiendom is—
 [a] (i) van die Regering van die Republiek; of
 [b] (ii) van persone almal van wie ingevolge artikel elf bevoeg is om die eienaars van 'n Suid-Afrikaanse skip te wees; en

Wysiging van artikel 3 van Wet 57 van 1951, soos gewysig deur artikel 4 van Wet 30 van 1959, artikel 32 van Wet 69 van 1962, artikel 2 van Wet 40 van 1963 en artikel 2 van Wet 13 van 1965.

Wysiging van artikel 5 van Wet 57 van 1951, soos gewysig deur artikel 5 van Wet 30 van 1959.

Wysiging van artikel 64 van Wet 57 van 1951, soos gewysig deur artikel 8 van Wet 40 van 1963.

Wysiging van artikel 68 van Wet 57 van 1951, soos gewysig deur artikel 14 van Wet 30 van 1959, artikel 10 van Wet 40 van 1963, artikel 3 van Wet 13 van 1965 en artikel 2 van Wet 3 van 1981.

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[(i)] (aa) a majority of the owners of the ship or vessel, either in number or extent of ownership, are persons resident in the Republic or bodies corporate having their principal place of business within the Republic; or

[(ii)] (bb) the ship or vessel is, as to her management and use, principally controlled in the Republic;

(b) used, subject to such conditions as may be prescribed, solely for sport or recreation.”; and

(b) by the deletion of subsection (4).

Amendment of section 240 of Act 57 of 1951.

6. The following section is hereby substituted for section 240 of the principal Act:

“Unseaworthy ships not permitted to leave port. 240. No person, including the owner or master, shall cause or permit—

(a) any ship (other than a **[South African ship]** to go to sea] ship of South African nationality) to be navigated away from any port in the Republic;

(b) **[a South African ship to go to sea]** any ship of South African nationality to be navigated away from any port whatsoever, in an unseaworthy state.”.

Amendment of section 261 of Act 57 of 1951, as amended by section 33 of Act 30 of 1959.

7. Section 261 of the principal Act is hereby amended—

(a) by the substitution for paragraph (a) of subsection (1) of the following paragraph:

“(a) if no claim for damages in respect of loss of or damage to property or rights arises, be liable for damages in respect of loss of life or personal injury to an aggregate amount exceeding an amount equivalent to **[three thousand one hundred] two thousand six hundred and thirty-five** gold francs for each ton of the ship's tonnage; or”;

(b) by the substitution for paragraph (b) of subsection (1) of the following paragraph:

“(b) if no claim for damages in respect of loss of life or personal injury arises, be liable for damages in respect of loss of or damage to property or rights to an aggregate amount exceeding an amount equivalent to **[one thousand] eight hundred and fifty** gold francs for each ton of a ship's tonnage; or”;

(c) by the substitution for paragraph (c) of subsection (1) of the following paragraph:

“(c) if claims for damages in respect of loss of life or personal injury and also claims for damages in respect of loss of or damage to property or rights arise, be liable for damages to an aggregate amount exceeding an amount equivalent to **[three thousand one hundred] two thousand six hundred and thirty-five** gold francs for each ton of a ship's tonnage: Provided that in such a case claims for damages in respect of loss of life or personal injury shall, to the extent of an aggregate amount equivalent to **[two thousand one hundred] one thousand seven hundred and eighty-five** gold francs for each ton of the ship's tonnage, have priority over claims for damages in respect of loss of or damage to property or rights, and, as regards the balance of the aggregate amount equivalent to **[three thou-**

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- 5 **[(i)] (aa)** 'n meerderheid van die eienaars van die skip of vaartuig, hetsy in getal hetsy volgens die aandeel in die skip of vaartuig wat hulle besit, persone is wat in die Republiek woon, of regspersone is wat hul vernaamste besigheidsplek in die Republiek het; of
- 10 **[(ii)] (bb)** die skip of vaartuig, wat die bestuur of gebruik daarvan betref, hoofsaaklik in die Republiek beheer word;
- (b)** wat, onderhewig aan sodanige voorwaardes as wat voorgeskryf mag word, uitsluitlik vir sport of ontspanning gebruik word."; en
- (b)** deur subartikel (4) te skrap.

15 **6.** Artikel 240 van die Hoofwet word hierby deur die volgende artikel vervang:

Wysiging van artikel 240 van Wet 57 van 1951.

- "Onseewaardige skepe nie, laat—
 nie toegelaat om hawe te verlaat nie.
- 20 **240.** Niemand, ook nie die eienaar of gesagvoerder nie, laat—
- (a)** 'n skip (behalwe 'n **[Suid-Afrikaanse]** skip van Suid-Afrikaanse nasionaliteit) uit 'n hawe in die Republiek;
- (b)** **['n Suid-Afrikaanse skip]** enige skip van Suid-Afrikaanse nasionaliteit uit enige hawe, waar ook al,
- 25 in 'n onseewaardige toestand **[uitvaar]** weg vaar of laat toe dat dit **[uitvaar]** weg vaar nie."

7. Artikel 261 van die Hoofwet word hierby gewysig—

Wysiging van artikel 261 van Wet 57 van 1951, soos gewysig deur artikel 33 van Wet 30 van 1959.

- (a)** deur paragraaf (a) van subartikel (1) deur die volgende paragraaf te vervang:
- 30 " **(a)** as daar geen eis om skadevergoeding weens verlies van of skade aan eiendom of regte ontstaan, aanspreeklik vir skade ten aansien van lewensverlies of persoonlike besering tot 'n totale bedrag van meer as 'n bedrag gelyk aan **[drieduisend eenhonderd]** tweeduisend seshonderd vyf-en-dertig goue frank vir elke ton van die skip se tonnemaat nie; of";
- 35 **(b)** deur paragraaf (b) van subartikel (1) deur die volgende paragraaf te vervang:
- 40 " **(b)** as daar geen eis om skadevergoeding weens lewensverlies of persoonlike besering ontstaan, aanspreeklik vir skade ten aansien van verlies van of skade aan eiendom of regte tot 'n totale bedrag van meer as 'n bedrag gelyk aan **[duisend]** agthonderden-vyftig goue frank vir elke ton van die skip se tonnemaat nie; of";
- 45 **(c)** deur paragraaf (c) van subartikel (1) deur die volgende paragraaf te vervang:
- 50 " **(c)** as eise om skadevergoeding weens lewensverlies of persoonlike besering en ook eise om skadevergoeding weens verlies van of skade aan eiendom of regte ontstaan, aanspreeklik vir skade tot 'n totale bedrag van meer as 'n bedrag gelyk aan **[drieduisend eenhonderd]** tweeduisend seshonderd vyf-en-dertig goue frank vir elke ton van die skip se tonnemaat: Met dien verstande dat in so 'n geval aan eise om skadevergoeding weens lewensverlies of persoonlike besering voorkeur verleen word bo eise om skadevergoeding weens verlies van of skade aan eiendom of regte, tot 'n totale bedrag gelykstaande aan **[tweeduisend eenhonderd]** eenduisend sewehonderd vyf-en-tagtig goue frank vir elke
- 55 ton van die skip se tonnemaat, en, wat betref die oorskot van die totale bedrag gelykstaande aan
- 60

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sand one hundred] two thousand six hundred and thirty-five gold francs for each ton of the ship's tonnage, the unsatisfied portion of the first-mentioned claims shall rank *pari passu* with the last-mentioned claims."; and

- (d) by the substitution for subsection (3) of the following subsection:

"(5) The Director-General may from time to time by notice in the *Gazette* specify the amounts which for the purposes of this section shall be taken as equivalent to **[three thousand one hundred] two thousand six hundred and thirty-five** and **[one thousand] eight hundred and fifty** gold francs, respectively."

Amendment of section 262 of Act 57 of 1951, as amended by section 51 of Act 69 of 1962.

8. Section 262 of the principal Act is hereby amended by the substitution for subsection (1) of the following subsection:

"(1) For the purpose of section *two hundred and sixty-one*, the tonnage of a ship shall be her **[register tonnage with the addition of any engine-room space deducted for the purpose of ascertaining that tonnage and the tonnage of a sailing ship shall be her register tonnage]** gross register tonnage."

Amendment of section 356 of Act 57 of 1951, as amended by section 42 of Act 30 of 1959, section 59 of Act 40 of 1963, section 6 of Act 24 of 1974, section 11 of Act 5 of 1976 and section 19 of Act 3 of 1982.

9. Section 356 of the principal Act is hereby amended—

- (a) by the insertion in subsection (1) after paragraph (xli) of the following paragraph:
 "(xli)*bis* prescribing the conditions contemplated in section 68 (3) (b)"; and

- (b) by the addition of the following subsection:

"(7) Before any regulations are made under section 356 (1) (xli)*bis*, such regulations shall be published by the Minister in the *Gazette* together with a notice intimating that it is proposed to issue such regulations as regulations under this section within a stated period, but not less than four weeks as from the date of the said publication, and inviting interested persons to submit any objections to or representations concerning the proposed regulations: Provided that, if the Minister thereafter determines on any alterations in the regulations published as aforesaid, as a result of any objections or representations submitted thereanent, it shall not be necessary to publish such alterations, before finally issuing the regulations in terms of subsection (1)."

Short title and commencement.

10. (1) This Act is called the Merchant Shipping Amendment Act, 1985, and comes into operation on a date fixed by the State President by proclamation in the *Gazette*.

- (2) Different dates may be so fixed in respect of different provisions of this Act.

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5 **[drieduisend eenhonderd]** tweeduisend seshonderd
 vyf-en-dertig goue frank vir elke ton van die skip
 se tonnemaat, word die onvoldane deel van die
 eersvermelde eise gelykop met die laasvermelde

10 (d) deur subartikel (5) deur die volgende subartikel te ver-
 vang:

 “(5) Die Direkteur-generaal kan van tyd tot tyd by
 kennisgewing in die *Staatskoerant* die bedrae aandui
 wat by die toepassing van hierdie artikel aangeneem
 word gelyk te wees aan, onderskeidelik, **[drieduisend**
 eenhonderd] tweeduisend seshonderd vyf-en-dertig en
 [eenduisend] agthonderd-en-vyftig goue frank.”.

15 8. Artikel 262 van die Hoofwet word hierby gewysig deur sub-
 artikel (1) deur die volgende subartikel te vervang:

 “(1) By die toepassing van artikel *tweehonderd een-en-*
 sestig is die tonnemaat van 'n skip sy bruto registertonne-
 maat [met die byvoeging van enige masjienkamerruimte wat
 afgetrek was ten einde daardie tonnemaat te bepaal; en die
 tonnemaat van 'n seilskip is sy registertonnemaat].”.

Wysiging van
 artikel 262 van
 Wet 57 van 1951,
 soos gewysig deur
 artikel 51 van
 Wet 69 van 1962.

20 9. Artikel 356 van die Hoofwet word hierby gewysig—

 (a) deur in subartikel (1) na paragraaf (xli) die volgende
 paragraaf in te voeg:

25 “(xli)*bis* wat die voorwaardes bedoel in artikel 68 (3)
 (b) voorskryf;” en

 (b) deur die volgende subartikel by te voeg:

30 “(7) Alvorens regulasies kragtens artikel 356 (1)
 (xli)*bis* uitgevaardig word, word sodanige regulasies
 deur die Minister in die *Staatskoerant* gepubliseer, tesa-
 me met 'n kennisgewing ten effekte dat daar 'n voor-
 neme is om sodanige regulasies as regulasies kragtens
 hierdie artikel binne 'n bepaalde tydperk, maar min-
 stens vier weke vanaf die datum van genoemde publi-
 kasië, uit te vaardig en dat belanghebbende persone
 35 uitgenodig word om besware teen of vertoë aangaande
 die voorgestelde regulasies voor te lê: Met dien ver-
 stande dat, indien die Minister daarna enige wysigings
 in die soos voormeld gepubliseerde regulasies aanvaar,
 40 as gevolg van besware of vertoë in verband daarmee
 voorgelê, dit nie nodig is om sodanige wysigings te
 publiseer voor die regulasies uiteindelik ooreenkomstig
 subartikel (1) uitgevaardig word nie.”.

Wysiging van
 artikel 356 van
 Wet 57 van 1951,
 soos gewysig deur
 artikel 42 van
 Wet 30 van 1959,
 artikel 59 van
 Wet 40 van 1963,
 artikel 6 van
 Wet 24 van 1974,
 artikel 11 van
 Wet 5 van 1976 en
 artikel 19 van
 Wet 3 van 1982.

45 10. (1) Hierdie Wet heet die Wysigingswet op Handelskeep-
 vaart, 1985, en tree in werking op 'n datum deur die Staatspresi-
 dent by proklamasie in die *Staatskoerant* bepaal.

 (2) Verskillende datums kan aldus ten opsigte van verskil-
 lende bepalings van hierdie Wet bepaal word.

Kort titel en inwer-
 kingtrekking.

