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BUITENGEWONE
OFFISIËLE KOERANT
VAN SUIDWES-AFRIKA.

OFFICIAL GAZETTE
EXTRAORDINARY
OF SOUTH WEST AFRICA.



LITGAWE OP GESAG.

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INHOUD

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ACT

To provide for the control of merchant shipping and matters incidental thereto.

*(Afrikaans text signed by the Governor-General.)
(Assented to 27th June, 1951.)*

DIVISION OF ACT.

PRELIMINARY.

Numbers of
sections.

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No. 57, 1951.]

WET

Om voorsiening te maak vir die beheer van handel-skeepvaart en aanverwante sake.

(Afrikaanse teks deur die Goewerneur-generaal geteken.)
(Goedgekeur op 27 Junie 1951.)

INDELING VAN WET. INLEIDENDE BEPALINGS.

Nommers
van
Artikels.

1. Herroeping en wysiging van Wette.
2. Woordbepalings en nitleg van sekere verwysings.
3. Toepassing van Wet.

HOOFSTUK I.

UITVOERING.

4. Bevoegdheid van Minister.
5. Direkteur van Handelskeepvaart.
6. Nasionale Marine-adviesraad, Nasionale Adviesraad vir die Welsyn van Handelseeu, hawe-welsyn-komitees en adviserende komitees *ad hoc* aangestel.
7. Opneming van skip om vas te stel of dit aan wetsvoorskrifte voldoen.
8. Plig van bevoegde beampte om nakoming van hierdie Wet te verseker.
9. Bevoegdheid van beamptes en howe.

HOOFSTUK II.

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10. Aanmelding van bou van skepe.
11. Bevoegdheid om eienaar te wees van 'n skip kragtens hierdie Wet gereistreer.
12. Bevoegdheid om reg van geregistreerde skip om gereistreer te wees, te ondersoek.
13. Verpligting om aansoek om registrasie van 'n skip te doen.
14. Skepe wat kragtens herroepe wet in Unie geregistreer is.
15. Register moet gehou word.
16. Opneming en maatieming van skip voor registrasie.
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18. Tonnemaat van skepe van ander lande.
19. Merk van skip.
20. Bewyse by eerste registrasie.
21. Aantekening van besonderhede in register.
22. Dokumente wat deur bevoegde beampte behou moet word.
23. Registrasiesertifikaat.
24. Bewaring van registrasiesertifikaat.
25. Onbehoorlike registrasiesertifikaat word nie gebruik nie.
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27. Endossering van wisseling van gesagvoerder op registrasiesertifikaat.
28. Endossering van verandering van eienaar op registrasiesertifikaat.
29. Prosedure wanneer skip verlore gaan of ophou om 'n Suid-Afrikaanse skip te wees.
30. Voorlopige sertifikaat vir 'n skip wat elders as in die Unie die eiendom word van 'n persoon wat bevoeg is om eienaar te wees van 'n Suid-Afrikaanse skip.
31. Tydelike passe instede van registrasiesertifikate.
32. Registrasie van veranderinge.
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35. Prosedure by registrasie opnuut.
36. Oordrag van registrasie.
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51. Preference under mortgage not affected by insolvency.
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55. Rules as to certificates of sale.
56. Rules as to certificates of mortgage.
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58. Revocation of certificate of mortgage or sale.
59. Access to register.
60. Provision for cases of minority or other incapacity.
61. Right of registered owner to dispose of ship or share.
62. Rights and liabilities of person holding an interest in a ship or share.
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64. Ships recognized as ships of South African nationality.
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76. Provision for instruction.
77. Examinations for certificates of competency.
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80. Granting of certificates of service.
81. Form and record of certificates of competency or service.
82. Loss of certificates of competency or service.
83. Certificates granted by competent foreign authorities.
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85. Minister may vary requirements as to certificates.
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87. Holder of certificate incapacitated by ill-health.
88. Cancellation and suspension of certificates.
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90. Cadets.
91. Excessive number of cadets or apprentice-officers not to be employed.

Nommers
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Artikels.

40. Verklaring van oordrag.
41. Registrasie van oordrag.
42. Oorgang van eiendomsreg op skip by huwelik of dood, ens.
43. Bevel tot verkoping by oorgang op onbevoegde persoon.
44. Oordrag van skip of verkoop op bevel van Direkteur of hof.
45. Bevoegdheid van hof om oordrag te verbied.
46. Hipotekering van skip of aandeel mag nie in registrasiekantoor van aktes geregistreer word nie.
47. Wyse waarop skip of aandeel verhipotekeer word.
48. Aflos van verband.
49. Voorrang van verbande.
50. Regte van verbandhouer.
51. Voorkeur ingevolge verband nie deur insolvensie geraak nie.
52. Oordrag van verband.
53. Oorgang van belang by verband deur dood, ens.
54. Mag om buite Unie te verkoop of te hipotekeer.
55. Reëls betreffende verkopingsertifikaat.
56. Reëls betreffende verbandsertifikaat.
57. Verlies van verkoping- of verbandsertifikaat.
58. Herroeping van verkoping- of verbandsertifikaat.
59. Toegang tot register.
60. Bepalings betreffende gevalle van minderjarigheid of ander onbevoegdheid.
61. Reg van geregistreerde eienaar om skip of aandeel te vervreem.
62. Regte en verpligtinge van persoon wat belang het by skip of aandeel.
63. Nasionale aard van skip word verklaar voor uitklaring.
64. Skepe wat as skepe van Suid-Afrikaanse nasionaliteit erken word.
65. Vlag wat gehys moet word op skepe van Suid-Afrikaanse nasionaliteit.
66. Onwettige aanname van Suid-Afrikaanse nasionale aard.
67. Versteking van Suid-Afrikaanse nasionale aard.
68. Klein vaartuie moet gelisensieer wees.
69. Hernuwing van lisensies.
70. Uitreiking en geldigheidsduur van lisensies.
71. Kansellering van lisensies.
72. Ongelisensieerde vaartuie word nie gebruik nie.

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74. Wanneer skeepsoffisiere en andere geag word bohoorlik gediplomeerd te wees.
75. Grade van bekwaamheidsertifikaat.
76. Voorsiening vir opleiding.
77. Eksamens vir bekwaamheidsertifikaat.
78. Toekenning van bekwaamheidsertifikaat na eksamen kragtens hierdie Wet.
79. Toekenning van bekwaamheidsertifikaat anders as ingevolge eksamen kragtens hierdie Wet.
80. Toekenning van dienssertifikaat.
81. Vorm en optekening van bekwaamheid- of dienssertifikaat.
82. Verlies van bekwaamheid- of dienssertifikaat.
83. Sertifikaat toegeken deur bevoegde vreemde gesag.
84. Sertifikaat voor inwerkingtreding van Wet in Unie toegeken.
85. Minister kan vereistes vir sertifikaat wysig.
86. Voorlegging van sertifikaat aan bevoegde beampte.
87. Houer van sertifikaat wat weens slechte gesondheid ongeskik is.
88. Kansellering en opskorting van sertifikaat.
89. Appelle teen kansellering of opskorting van sertifikaat.

HOOFTUK IV.

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90. Kadette.
91. Oortollige kadette of leerling-offisiere word nie in diens geneem nie.

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95. Recording of indentures.
96. Notice of cancellation of indentures or death or desertion of apprentice-officer.
97. Entry of indentures on agreement with the crew.
98. Death, insolvency, etc. of owner.
99. Assignment of indentures.
100. Certificate of expiration of indentures.
101. Medical examination of crew prior to engagement.
102. Agreements with crew.
103. Special provisions as to agreements with crew of foreign-going ships.
104. Changes in crew of foreign-going ships to be reported.
105. Certificates as to agreements with crew of foreign-going ships.
106. Special provisions as to agreements with crew of coasting ships, and fishing, sealing or shore-based whaling boats.
107. Certificate as to agreements with crew of coasting ships, and fishing, sealing or shore-based whaling boats.
108. Alterations in agreements with crew.
109. Copy of agreement to be displayed.
110. Employment of children on ships prohibited.
111. Employment of young persons as trimmers or firemen.
112. Rating of seamen.
113. Discharge of seamen to take place before proper officer.
114. Repatriation of seamen whose service terminates elsewhere than at proper return port.
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117. Discharge and leaving of seamen behind.
118. Leaving seamen behind.
119. Wages and other property of seaman or apprentice-officer left behind.
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122. Time of payment of wages for foreign-going ships.
123. Time of payment for coasting ships, and fishing, sealing and shore-based whaling boats.
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125. Decision by proper officer on question as to wages.
126. Payment of seamen in currency other than that mentioned in agreement.
127. Disrating of seaman.
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129. Advance of more than one month's wages prohibited.
130. Allotment notes.
131. Right of suing on allotment notes.
132. Time of payment of an allotment note.
133. Rights to wages and provisions and when such are to commence.
134. Agreement to forfeit lien for wages is void.
135. Restrictions on assignment of wages and salvage.
136. Proceedings for wages.
137. Wages not recoverable abroad except in certain cases.
138. Wages not to depend on freight.
139. Wages not claimable by seaman or apprentice-officer who fails to exert himself to save ship.
140. Wages on termination of services by illness or injury of seaman or wreck or loss of ship.
141. Wages not to accrue during refusal to work or imprisonment or illness caused by own default or drunkenness.
142. Compensation to a seaman improperly discharged.
143. Remedies of master for recovery of wages, disbursements, etc.
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**Nommers
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Artikels.**

92. Mediese ondersoek van kadette en leerling-offisiere.
93. Leerkontrak.
94. Leerkontrak vernietigbaar in sekere gevalle.
95. Optekening van leerkontrakte.
96. Kennisgewing van kunsellering van kontrak, of dood of drosting van leerling-offisier.
97. Inskrywing van leerkontrak op ooreenkoms met die bemanning.
98. Dood, insolvensie, ens. van eienaar.
99. Oormaking van leerkontrak.
100. Sertifikaat van verstryking van leerkontrak.
101. Mediese ondersoek van bemanning voor indiensneming.
102. Ooreenkomste met bemanning.
103. Besondere bepalinge insake ooreenkomste met bemanning van skepe op vreemde vaart.
104. Veranderinge in bemanning van skepe op vreemde vaart word gerapporteer.
105. Sertifikate insake ooreenkomste met bemanning van skepe op vreemde vaart.
106. Besondere bepalinge betreffende ooreenkomste met bemanning van kusvaarders, vissersbote en robbe- of walvisvaarders met landbasis.
107. Sertifikaat van ooreenkomste met bemanning van kusvaarders, vissersbote en robbe- of walvisvaarders met landbasis.
108. Veranderinge in ooreenkomste met bemanning.
109. Afskrif van ooreenkoms moet vertoon word.
110. Indienshouding van kinders op skepe verbode.
111. Gebruik van jong persone as trekkers of stokers.
112. Gradering van seelui.
113. Ontslag van seelui moet voor bevoegde beampte plaasvind.
114. Repatriasie van seelui wie se dienste elders as by 'n tuisland eindig.
115. Aantekening en sertifikate van drosting buite die Unie.
116. Ontslag van seelui by verwisseling van eienaar.
117. Ontslag en agterlating van seelui.
118. Agterlating van seelui.
119. Loon en ander eiendom van seeman of leerling-offisier wat agtergelaat is.
120. Betaling van loon.
121. Gesagvoerder lewer loonstaat.
122. Tyd van betaling van loon vir skepe op vreemde vaart.
123. Tyd van betaling in geval van kusvaarders, vissersbote en robbe- en walvisvaarders met landbasis.
124. Afrekening van loon.
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128. Gesagvoerder gee fasiliteite aan seeman vir versending van loon.
129. Voorskot van meer as een maand se loon verbied.
130. Toewysingsorders.
131. Reg om te dagvaar op grond van toewysingsorder.
132. Tyd van betaling van toewysingsorder.
133. Regte op loon en proviand en wanneer hulle begin.
134. Ooreenkoms om retensiereg vir loon te verbied. is nietig.
135. Bepalinge op oormaking van loon en bergloon.
136. Proses vir loon.
137. Loon nie in buiteland verhandelbaar nie behalwe in sekere gevalle.
138. Loon nie afhanklik van vraggeld nie.
139. Loon nie opeisbaar deur seeman of leerling-offisier wat hom nie inspan om skip te red nie.
140. Loon by diensbeëindiging deur siekte of besering van seeman of skipbreuk of verlies van skip.
141. Loon word nie verdien tydens weiering om te werk of gevangenskap of siekte veroorsaak deur eie toedoen of dronkenskap nie.
142. Vergoeding van seeman wat verkeerdlik ontslaan is.
143. Middels van gesagvoerder vir die verhaal van loon, uitgaaf, ens.
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Numbers of
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147. Delivery to proper officer of property of seaman who dies.
148. Account to be rendered of property of seaman who dies.
149. Property of deceased seaman left abroad but not on board ship.
150. Sale of property of deceased seaman.
151. Property of deceased seaman may be recovered as wages.
152. Transmission by Director of property of deceased seaman.
153. Recovery of wages of seaman lost with his ship.
154. Relief and maintenance of distressed seaman.
155. Receiving distressed seamen on ships.
156. Provisions of seamen.
157. Weights and measures on board.
158. Refrigerating chamber.
159. Certificated cooks.
160. Bedding and other articles for seamen.
161. Crew accommodation.
162. Complaints as to provisions or water or accommodation.
163. Powers of inspection of provisions, water and accommodation.
164. Inspection of provisions, water and accommodation at sea.
165. Compensation if short or bad provisions furnished.
166. Provision of board and lodging elsewhere than on board ship.
167. Medicines to be provided and kept on board certain ships.
168. Inspection of medicines and medical appliances.
169. Expenses of medical attendance in cases of injury or illness.
170. Recovery of expenses from owner.
171. Facilities for making complaints.
172. Seamen's property not to be detained.
173. Soliciting seamen.
174. Misconduct by seamen endangering ship or life, and general offences against discipline.
175. Desertion.
176. Absence without leave.
177. Notice to proper officer of absence of seaman at time of sailing.
178. Unseaworthiness of ship a good defence to charge of desertion, etc.
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183. Entries in official log-books.
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191. Surveyor's report on inspection under safety regulations.
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Nommers
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Artikels.

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146. Gesagvoerder sorg vir en maak opgawe van eiendom van seeman wat sterf.
147. Aflewering aan bevoegde beampte van eiendom van seeman wat sterf.
148. Rekenskap moet gegee word van eiendom van seeman wat sterf.
149. Eiendom van oorlede seeman in buiteland nagelaat maar nie aan boord van skip nie.
150. Verkoop van eiendom van oorlede seeman.
151. Eiendom van oorlede seeman kan as loon verhaal word.
152. Aanstuur van eiendom van oorlede seeman deur Direkteur.
153. Verhaal van loon van seeman wat met sy skip omkom.
154. Noodleniging aan en onderhoud van nooddruftege seelui.
155. Neem van nooddruftege seelui aan boord van skepe.
156. Proviant vir seelui.
157. Mate en gewigte aan boord.
158. Koelkamer.
159. Gediplomeerde koks.
160. Beddegoed en ander artikels vir seelui.
161. Akkommodasie vir die bemanning.
162. Klagtes oor proviant of water of akkommodasie.
163. Bevoegdheid om proviant, water en akkommodasie te ondersoek.
164. Inspeksie van proviant, water en akkommodasie ter see.
165. Vergoeding as te min of slegte proviant verskaf word.
166. Verskaffing van kos en losies elders as aan boord van die skip.
167. Medisyne word op sekere skepe verskaf en aangehou.
168. Inspeksie van medisyne en mediese toerusting.
169. Dokterskoste in siekte- of beseringsgevalle.
170. Verhaal van onkoste op eienaar.
171. Fasiliteite vir maak van klagtes.
172. Seeman se eiendom word nie agtergehou nie.
173. Uitnodiging van seelui.
174. Wangedrag deur seelui wat skip of lewe in gevaar stel, en algemene oortredings teen tug.
175. Drostring.
176. Afwesigheid sonder verlof.
177. Kennisgewing aan bevoegde beampte van afwesigheid van seeman wanneer skip uitvaar.
178. Onseewaardigheid van skip goeie verweer teen aanklag van drostring, ens.
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180. Drosters van vreemde skepe.
181. Aantekening van oortredings in amptelike skeepsjoernaal.
182. Amptelike skeepsjoernale moet gehou word.
183. Aantekeninge in amptelike skeepsjoernale.
184. Onwettige aantekeninge of veranderings in amptelike skeepsjoernale.
185. Aflewering van amptelike skeepsjoernale aan bevoegde beampte.
186. Stuur van amptelike skeepsjoernale aan bevoegde beampte.
187. Dokumente moet aan opvolger by verwisseling van gesagvoerder oorhandig word.
188. Lys van die bemanning.
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HOOFSTUK V.

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Deel I.—Konstruksie van Skepe, Verskaffing van Reddings-
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Numbers of
sections.

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196. Modification of safety convention certificates as respects life-saving appliances.
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199. Surrender of expired or cancelled safety convention certificate or local safety certificate.
200. South African ships not to be taken to sea without safety certificates.
201. Carrying persons in excess.
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207. Issue of load line certificates.
208. Entry of load line particulars in official log-book.
209. Duration of load line certificates.
210. Cancellation of load line certificates.
211. Surrender of expired or cancelled load line certificate.
212. South African ships not to be taken to sea without load line certificates.
213. Maintenance of load lines and deck lines.
214. Submersion of load line on South African ships.
215. Issue of load line convention certificate by one Government at request of another.
216. Inspection and control of load line convention ships not registered in the Union.
217. Issue of load line certificates in respect of ships not registered in the Union.
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221. Ship's complement.
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224. Display of safety convention certificate, local safety certificate or load line certificate.
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226. Information about stability of ship.
227. Production of certificates to officers of customs.
228. Compasses to be adjusted.
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230. No misleading lights to be shown.
231. Registration of private code of signals.
232. Signals of distress.
233. Boat and fire drills and inspection of life-saving appliances.
234. Obligation to assist ships in distress.
235. Dangerous goods not to be carried.
236. Carriage of grain.
237. Carriage of timber deck cargo.
238. Marking of heavy packages or objects.
239. Report of alteration or damage affecting seaworthiness, efficiency or compliance with regulations.
240. Sending unseaworthy ships to sea.
241. Obligation to secure seaworthiness of ship.
242. Sending unseaworthy ship to sea in special circumstances.

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193. Uitreik van veiligheidskonvensiesertifikate ten aansien van ander skeepse as passasierskepe.
194. Uitreik van plaaslike veiligheidsertifikate.
195. Vorm van veiligheidsertifikate.
196. Modifikasie van veiligheidskonvensiesertifikate wat betref reddingstoestelle.
197. Geldigheidsduur van veiligheidsertifikate.
198. Kansellering van veiligheidskonvensiesertifikate en plaaslike veiligheidsertifikate.
199. Inlewering van verstreke of gekanselleerde veiligheidskonvensie- of plaaslike veiligheidsertifikaat.
200. Suid-Afrikaanse skeepse vaar nie sonder veiligheidsertifikate nie.
201. Vervoer van te veel persone.
202. Uitreik van veiligheidskonvensiesertifikate deur een Regering op versoek van 'n ander.
203. Toepassing van hierdie Deel op skeepse wat nie in die Unie geregistreer of gelisensieer is nie, terwyl hulle in die Unie is.

Deel II.—Laslyne.

204. Vrystelling van hierdie Deel en uitreik van laslynvrystellingsertifikate.
205. Eerste en daaropvolgende ondersoek van skeepse ten opsigte van voorskrifte in verband met laslyne.
206. Opnemer se verslag oor inspeksie van laslynskip.
207. Uitreik van laslynsertifikate.
208. Aantekening van laslynbesonderhede in amptelike skeepsjoernaal.
209. Geldigheidsduur van laslynsertifikate.
210. Kansellering van laslynsertifikate.
211. Inlewering van verstreke of gekanselleerde laslynsertifikate.
212. Suid-Afrikaanse skeepse vaar nie sonder laslynsertifikate uit nie.
213. Instandhouding van laslyne en dekllyne.
214. Laslyne van Suid-Afrikaanse skeepse onder watervlak.
215. Uitreik van laslynkonvensiesertifikaat deur een Regering op versoek van 'n ander.
216. Inspeksie van en beheer oor laslynkonvensie-skeepse wat nie in die Unie geregistreer is nie.
217. Uitroiking van laslynsertifikate ten aansien van skeepse wat nie in die Unie geregistreer is nie.
218. Erkenning van sertifikate betreffende laslyne uitgereik in ander lande.
219. Laslynskepe nie in die Unie geregistreer nie vaar nie sonder laslynsertifikate uit nie.
220. Laslyn onder watervlak van skeepse nie in Unie geregistreer nie.

Deel III.—Veiligheid met betrekking tot Navigasie.

221. Voltallige bemanning van skip.
222. Indiensneming van radio-offisiere en radiotelegrafiste en -telefoniste.
223. Opnemer kan gelas dat gebrake uit die weg geruim word.
224. Vertoning van veiligheidskonvensiesertifikaat, plaaslike veiligheidsertifikaat of laslynsertifikaat.
225. Gedrukte kennisgewings en tekeninge insake plek van reddingsbote, ens.
226. Gegewens oor stabiliteit van skip.
227. Vertoon van sertifikate aan doeanebemannings.
228. Kompassse word verstel.
229. Seinlanpe.
230. Geen insleidende ligte word vertoon nie.
231. Registrasie van private seinkode.
232. Noodsene.
233. Boot- en brandweeroefeninge en inspeksie van reddingstoestelle.
234. Plig om aan skeepse wat in nood verkeer hulp te verleen.
235. Gevaarlike goed word nie vervoer nie.
236. Vervoer van graan.
237. Vervoer van houtvrugte op dek.
238. Merk van swaar pakette of voorwerpe.
239. Verslag oor verandering of skade rakende seewaardigheid, doeltreffendheid of voldoening aan regulasies.
240. Uitstuur van onseewaardige skeepse.
241. Verpligting om seewaardigheid van skip te verseker.
242. Uitstuur van onseewaardige skip in besondere omstandighede.

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- 243. Unseaworthy ships to be detained.
- 244. Ships may be inspected.
- 245. Complaint as to seaworthiness to be in writing.
- 246. Complainant as to unseaworthiness may be required to give security.
- 247. Complainant to pay costs if not successful.
- 248. Expenses to be paid by owner if complaint founded.
- 249. Reports of dangers to navigation.
- 250. Careful navigation near ice.
- 251. Safety certificates and memoranda issued before commencement of this Act.
- 252. Period of grace for compliance with certain provisions.
- 253. Provisions of this Chapter not to be applied to ships not registered in the Union driven into Union ports by stress of weather.
- 254. Admissibility in evidence of safety and load line certificates and surveyors' reports.

Part IV.—Collisions, Accidents at Sea, and Limitation of Liability.

- 255. Division of loss in case of collision.
- 256. Damages for personal injury.
- 257. Right of contribution.
- 258. Duty of masters of ships in collision to render assistance.
- 259. Report to proper officer of accidents to ships.
- 260. Notice to Director of loss of ship.
- 261. When owner not liable for whole damage.
- 262. Tonnage how calculated.
- 263. Application of this Part to persons other than the owners.

CHAPTER VI.

SPECIAL SHIPPING ENQUIRIES AND COURTS OF ENQUIRY AND COURTS OF SURVEY.

- 264. Preliminary enquiry into shipping casualties.
- 265. Report to Director by person who has held preliminary enquiry.
- 266. Convening of court of marine enquiry in the Union.
- 267. Constitution of court of marine enquiry.
- 268. How decisions of court of marine enquiry are reached and announced.
- 269. Powers of court of marine enquiry as to certificates of master or ship's officer.
- 270. Convening of maritime courts outside the Union.
- 271. Constitution of maritime courts.
- 272. How decisions of maritime courts are reached and announced.
- 273. Powers of maritime courts.
- 274. Appeal from surveyor to court of survey.
- 275. Convening of court of survey.
- 276. Constitution of court of survey.
- 277. How decisions of courts of survey are reached and announced.
- 278. Powers of court of survey.
- 279. Interested persons not to serve on courts of marine enquiry, maritime courts or courts of survey.
- 280. Procedure at court of marine enquiry or maritime court or court of survey.
- 281. Court of survey may cause ship to be surveyed.
- 282. Reference in difficult cases to scientific persons.
- 283. Opportunity of making a defence.
- 284. Court may require delivery of certificate during course of investigation.
- 285. Witnesses to be allowed expenses.
- 286. Transmission to Director of record and decision of court of marine enquiry, maritime court, or court of survey.
- 287. Effect of cancellation or suspension of certificate.
- 288. Delivery of Union certificate cancelled or suspended.
- 289. Suspended certificate not to be endorsed.
- 290. Powers of Minister in respect of cancelled or suspended certificates.
- 291. Rehearing.
- 292. Appeals against decisions of courts of marine enquiry and maritime courts.

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243. Onseewaardige skeep word aangehou.
244. Skeep kan geïnspekteer word.
245. Klage oor seewaardigheid moet skriftelik wees.
246. Klaer oor onseewaardigheid kan gelas word om sekuriteit te stel.
247. Klaer betaal koste indien onsuksesvol.
248. Koste word deur eienaar betaal as klage gegrond is.
249. Verslae van gevare ter see.
250. Versigtige navigasie naby ys.
251. Veiligheidsertifikaat en memoranda uitgereik voor inwerkingtreding van hierdie Wet.
252. Respyt-tydperk voor seker bepalinge nagekom moet word.
253. Bepalinge van hierdie Hoofstuk word nie op nie in die Unie geregistreerde skeep wat deur weersomstandighede gedwing word om Unie-hawens binne te vaar, toegepas nie.
254. Toelaatbaarheid van veiligheid en lastydsertifikaat en verslae deur opnemers as getuie.

Deel IV.—Botsings, Ongelukke ter See en Beperking van Aanspreeklikheid.

255. Verdeling van verlies in geval van botsing.
256. Skadevergoeding vir persoonlike besering.
257. Reg op bydraes.
258. Plig van gesagvoerders van skeep wat bots om hulp te verleen.
259. Verslag aan bevoegde beampte oor skeepsongelukke.
260. Kennisgewing van verlies van skip aan Direkteur.
261. Wanneer eienaar nie vir hele skade aanspreeklik is nie.
262. Hoe tonnemaat bereken word.
263. Toepassing van hierdie Deel op nie-eienaars.

HOOFSTUK VI.

SPEZIALE SKEEPSONDERSOEKE EN HOWE VAN ONDERSOEK EN OPNEMINGSHOWE.

264. Voorlopige ondersoek na skeepsongevale.
265. Verslag aan Direkteur deur voorlopige ondersoeker.
266. Byeenroeping van hof van marine-onderzoek in die Unie.
267. Samestelling van hof van marine-onderzoek.
268. Hoe bevindings van hof van marine-onderzoek bereik en bekendgemaak word.
269. Bevoegdheid van hof van marine-onderzoek insake sertifikate van gesagvoerder of skeepsoffisier.
270. Byeenroeping van seehof buite die Unie.
271. Samestelling van seehof.
272. Hoe beslissinge van seehof bereik en bekendgemaak word.
273. Bevoegdheid van seehof.
274. Appel teen opnemer na opnemingshof.
275. Byeenroeping van opnemingshof.
276. Samestelling van opnemingshof.
277. Hoe beslissinge van opnemingshof bereik en bekendgemaak word.
278. Bevoegdhede van opnemingshof.
279. Belanghebbendes dien nie in hof van marine-onderzoek, seehof of opnemingshof nie.
280. Prosedure van hof van marine-onderzoek of seehof of opnemingshof.
281. Opnemingshof kan skip laat opneem.
282. Verwysing van moeilike gevalle na wetenskaplikes.
283. Geleentheid vir verweer.
284. Hof kan tydens ondersoek inlewering van sertifikaat gelas.
285. Getuiegeld toegestaan.
286. Versending aan Direkteur van rekord en beslissing van hof van marine-onderzoek, seehof of opnemingshof.
287. Gevolge van kansellering of opskorting van sertifikaat.
288. Aflewering van Unie-sertifikaat wat gekanselleer of opgeskort is.
289. Opgeskorte sertifikaat word nie geïndosseer nie.
290. Bevoegdhede van Minister ten aansien van gekanselleerde of opgeskorte sertifikate.
291. Herverhoor.
292. Appelle teen beslissinge van hof van marine-onderzoek en seehof.

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CHAPTER VII.

WRECKS AND SALVAGE.

293. Application to aircraft.
294. Salvage officers.
295. Power to pass over adjoining lands.
296. Power of salvage officer to suppress plunder and disorder by force.
297. Investigation concerning ships wrecked, stranded or in distress.
298. Exercise of powers in absence of salvage officer.
299. Interfering with wrecked ship or aircraft.
300. Salvage payable for saving life.
301. Salvage payable for saving wreck.
302. Expenses incurred in rendering salvage services.
303. Duty to render assistance to persons in danger at sea.
304. Detention of wreck until salvage is paid.
305. Law applicable in apportionment of salvage amongst owners, etc., of ships not registered in the Union.
306. Application of this Chapter.

CHAPTER VIII.

CARRIAGE OF GOODS BY SEA.

307. Application of Chapter.
308. Responsibilities and liabilities of carrier.
309. Rights and immunities of carrier.
310. Miscellaneous provisions as to contents and effect of contracts for carriage of goods by sea.
311. Claims for short delivery, loss or damage of cargo.

CHAPTER IX.

OFFENCES, PENAL PROVISIONS AND LEGAL PROCEDURE.

312. Offences not expressly mentioned.
313. Penalties for criminal offences.
314. Bribery.
315. Forgery and other fraudulent acts.
316. Obstructing administration of Act.
317. Stowaways.
318. Ships not to be boarded without authority.
319. Offences in connection with passenger ships.
320. Obstruction of navigation of ship.
321. Conveyance of deserter on board ship.
322. Imprisoned seamen may be sent back on board.
323. Deduction from wages and payment to proper officers etc. of fines.
324. Director may impose penalty upon admission of guilt.
325. Release from forfeiture or mitigation of penalties.
326. Appropriation of wages to satisfy award of compensation in offences against discipline.
327. Jurisdiction in respect of offences committed outside the Union.
328. Jurisdiction of magistrates' courts to impose punishment.
329. Court may consolidate claims.
330. Jurisdiction of superior courts in actions for salvage.
331. Court trying salvage claim may be assisted by assessors.
332. Jurisdiction of Union courts exercising Admiralty jurisdiction in cases of loss of life or personal injury.
333. Inquiry into cause of death on board ship.
334. Forfeiture of ships, shares in ships and goods.
335. Method of detaining a vessel or a share in a ship or goods.
336. Procedure in forfeiture of a ship, a share in a ship or goods.
337. Seizure of a ship, a share in a ship or goods detained or liable to forfeiture.
338. No clearance to be granted to detained ship.
339. Detention of foreign ship that has occasioned damage.

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HOOFSTUK VII.
WRASSE EN BERGING.

293. Toepassing op vliegtuie.
294. Bergingsbeamptes.
295. Bevoegdheid om oor aangrensende grond te gaan.
296. Bevoegdheid van bergingsbeampte om plundering en wanorde met geweld te onderdruk.
297. Ondersoek in verband met skepe wat skipbreuk gely of gestrand het of in nood verkeer.
298. Uitoefening van bevoegdhede in hergingsbeampte se afwesigheid.
299. Bemoeiing met wrak van skip of verongelukte vliegtuig.
300. Bergloon betaalbaar vir lewensredding.
301. Bergloon betaalbaar vir berging van wrak.
302. Onkoste opgeloo by die verrigting van bergingsdienste.
303. Plig om hulp te verleen aan persone in gevaar ter see.
304. Aanhouding van wrak tot bergloon betaal is.
305. Wet van toepassing by verdeling van bergloon onder eienaarsens van skepe nie in die Unie geregistreer nie.
306. Toepassing van hierdie Hoofstuk.

HOOFSTUK VIII.

VERVOER VAN GOEDERE OOR SEE.

307. Toepassing van Hoofstuk.
308. Verantwoordelikheid en aanspreeklikheid van vervoerder.
309. Regte en vrywaringe van vervoerder.
310. Diverse bepalings betreffende inhoud en uitwerking van ooreenkomste vir die vervoer van goedere oor see.
311. Eise weens tekort by aflewering van goedere of verlies of beskadiging van goedere.

HOOFSTUK IX.

MISDRYWE, STRAFBEPALINGS EN REGSPROSEDURE.

312. Misdrywe nie uitdruklik vermeld nie.
313. Strawwe vir kriminele misdrywe.
314. Omkoperij.
315. Vervalsing en ander bedrieglike handelinge.
316. Belemmering van uitvoering van Wet.
317. Verstekeling.
318. Niemand mag aan boord van skepe sonder magtiging gaan nie.
319. Misdrywe in verband met passasierskepe.
320. Belemmering van navigasie van skip.
321. Vervoer van droster aan boord van skip.
322. Seelui wat gevangenisstraf uitdien kan aan boord teruggestuur word.
323. Aftrekking van loon en betaling van boetes aan bevoegde beamptes ens.
324. Direkteur kan straf opleë na erkenning van skuld.
325. Vrystelling van verbeuring of vermindering van strawwe.
326. Aanwending van loon om toekennings van vergoeding by oortredings teen tug te betaal.
327. Jurisdiksie ten aansien van oortredings buitekant die Unie gepleeg.
328. Jurisdiksie van magistraatshof om strawwe op te lê.
329. Hof kan eise konsolideer.
330. Jurisdiksie van hof hove in aksies om bergloon.
331. Hof wat eis om bergloon verhoor, kan hulp van assessor inroep.
332. Jurisdiksie van Unie-hof wat admiraliteitsjurisdiksie uitoefen in gevalle van lewensverlies of persoonlike besering.
333. Ondersoek na oorsak van sterfgeval aan boord van skip.
334. Verbeuring van skepe, aandele in skepe en goedere.
335. Metode van aanhouding van 'n vaartuig of 'n aandeel in 'n skip of goedere.
336. Prosedure by verbeuring van 'n skip, 'n aandeel in 'n skip of goedere.
337. Beslaglegging op skip, aandeel in skip of goedere aangehou of vatbaar vir verbeuring.
338. Geen uitklaringsbewys word aan aangehoue skip verleen nie.
339. Aanhouding van vreemde skip wat skade veroorsaak het.

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- 340. Notice to be given to consular representative of proceedings taken in respect of foreign ships.
- 341. Conveyance of accused persons and witnesses to the Union.
- 342. Service of documents.
- 343. Notice of action against Government to be given.
- 344. Prescription.
- 345. Payment of allowances to persons appointed to make preliminary enquiries into shipping casualties, to members of courts of marine enquiry, maritime courts or courts of survey, assessors, and salvage officers.
- 346. Presumption of knowledge.
- 347. Presumption in case of collision.
- 348. Mode of making declaration.
- 349. Power to dispense with declarations and other evidence.
- 350. Admissibility of documents in evidence.
- 351. Evidence as to agreement with crew.
- 352. Acts done by courts and functionaries of the Union in relation to Commonwealth ships other than South African ships.
- 353. Acts done by courts and functionaries of any part of the Commonwealth in relation to South African ships.

CHAPTER X.

GENERAL.

- 354. Recognition of certificates of competency or qualification granted in other Commonwealth countries.
- 355. Application of certain industrial laws to seamen.
- 356. Regulations.
- 357. Exemption from stamp duty.
- 358. Short title and commencement.

SCHEDULES.

First Schedule: Laws repealed and amended by section one.

Second Schedule: International Convention for the Safety of Life at Sea, 1948.

Third Schedule: International Regulations for Preventing Collisions at Sea, 1948.

Fourth Schedule: International Convention respecting Load Lines, 1930.

BE IT ENACTED by the King's Most Excellent Majesty, the Senate and the House of Assembly of the Union of South Africa, as follows:—

PRELIMINARY.

Repeal and
amendment of
laws.

1. The laws mentioned in the First Schedule to this Act are hereby repealed or amended to the extent set out in the fourth column of that Schedule.

Definitions and
interpretation of
certain references.

2. (1) In this Act, unless the context indicates otherwise—

- (i) "apprentice-officer" means an indentured apprentice to the sea service; (xxxiv)
- (ii) "cadet" means an unindentured apprentice to the sea service; (xxiii)
- (iii) "carrier" includes the owner or the charterer who enters into a contract of carriage with a shipper; (lxxvi)
- (iv) "clearance" includes any clearance or transire referred to in the Customs Act, 1944 (Act No. 35 of 1944); (lxvii)
- (v) "coasting ship" means a ship of not more than one thousand gross register tons employed in plying between ports in the same country, but does not include any fishing, sealing or whaling boat; (xxv)
- (vi) "collision regulations" means the regulations made under paragraph (b) of sub-section (2) of section *three hundred and fifty-six* or deemed in terms of sub-section (4) of that section to have been so made, or such regulations as applied under sub-section (3) of that section; (lii)
- (vii) "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

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340. Kennis van geregtelike stappe insake vreemde skepe moet aan konsulêre verteenwoordigers gegee word.
341. Vervoer van beskuldigdes en getuies na die Unie.
342. Diening van dokumente.
343. Kennis van aksie teen Regering moet gegee word.
344. Verjaring.
345. Betaling van toelae aan persone aangestel om voorlopige ondersoek na skepsongevalle in te stel, aan lede van howe van marine-ondersoek, seehowe of opnemingshowe, assessore en bergingsbeamptes.
346. Vermoede van kennis.
347. Vermoede in geval van botsing.
348. Hoe verklaring gemaak word.
349. Bevoegdheid om af te sien van verklarings en ander bewyse.
350. Toelaatbaarheid van dokumente as getuienia.
351. Bewys van ooreenkoms met bemanning.
352. Handelinge verrig deur howe en ampsbekleërs van die Unie in verband met statebond-skepe wat nie Suid-Afrikaanse skepe is nie.
353. Handelinge verrig deur howe en ampsbekleërs van enige deel van die Statebond in verband met Suid-Afrikaanse skepe.

HOOFSTUK X.

ALGEMEEN.

354. Erkenning van bekwaamheid- of bevoegdheid-sertifikate wat in ander Statebondslande toegeken word.
355. Toepaslikheid van sekere industriële wette op seelui.
356. Regulasies.
357. Vrystelling van seëlregte.
358. Kort titel en inwerkingtreding.

BYLAES.

Eerste Bylae: Wette herroep of gewysig deur artikel een.
Tweede Bylae: Internasionale Konvensie vir die Beveiliging van Menseliewens op See, 1948.
Derde Bylae: Internasionale Regulasies vir die Voorkoming van Botsings op See, 1948.
Vierde Bylae: Internasionale Konvensie insake Laslyne, 1930.

DIT WORD BEPAAL deur Sy Majesteit die Koning, die Senaat en die Volksraad van die Unie van Suid-Afrika, as volg:—

INLEIDENDE BEPALINGS.

1. Die wette vermeld in die Eerste Bylae van hierdie Wet word hiermee herroep of gewysig in die mate uiteengesit in die vierde kolom van daardie Bylae. Herroeping en wysiging van wette.

2. (1) In hierdie Wet, tensy uit die samehang anders blyk, beteken— Woordbepalings en uitleg van sekere ver-wysings.

- (i) „akkommodasie vir die bemanning” ook slaapkamers, pakkamers, skepsakombuse, eetkamers, sanitêre akkommodasie, hospitale en ruimtes vir ontspanning wat vir gebruik deur of tot voordeel van seelui of leerling-offisiere verskaf word; (xiii)
- (ii) „algemene veiligheidsertifikaat” ’n sertifikaat wat kragtens paragraaf (a) van artikel honderd twee-negentig uitgereik is of wat volgens die bepaling van paragraaf (a) van sub-artikel (1) van artikel twee-honderd-en-twee geag word aldus uitgereik te gewees het; (xxiii)
- (iii) „bevoegde beampte” die beampte wat deur die Minister aangewys is as die bevoegde beampte by die plek en ten opsigte van die sank 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 hoofdoanebeampte;
 - (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;

which by the law of any part of the Commonwealth is recognized as a ship of that part, and includes a South African ship; (lxii)

- (viii) "conditions of assignment" means such of the load line regulations as are made to give effect to Part II of Annex I to the Load Line Convention, or such regulations as applied under sub-section (3) of section *three hundred and fifty-six*; (lxiv)
- (ix) "construction regulations" means the regulations made under paragraph (a) of sub-section (2) of section *three hundred and fifty-six* to give effect to the provisions of Chapter II of the Safety Convention, or such regulations as applied under sub-section (3) of the said section; (liii)
- (x) "contract of carriage" applies only to contracts of carriage covered by a bill of lading or any similar document of title, in so far as such document relates to the carriage of goods by sea, including any bill of lading or any similar document as aforesaid issued under or pursuant to a charter party from the moment at which such bill of lading or similar document of title regulates the relations between a carrier and a holder of the same; (lxxvii)
- (xi) "country to which the Load Line Convention applies" means—
 - (a) a country the Government of which has been declared by the Governor-General, by proclamation in the *Gazette*, to have ratified or acceded to the Load Line Convention, and has not been so declared to have denounced that Convention; or
 - (b) a country to which it has been so declared that the Load Line Convention has been applied under the provisions of Article 21 thereof, not being a country to which it has been so declared that that Convention has ceased to apply under the provisions of that Article; (xxvi)
- (xii) "country to which the Safety Convention applies" means—
 - (a) a country the Government of which has been declared by the Governor-General, by proclamation in the *Gazette*, to have accepted the Safety Convention, and has not been so declared to have denounced that Convention; or
 - (b) a territory to which it has been so declared that the Safety Convention has been extended under the provisions of Article XIII thereof, not being a territory to which it has been so declared that that Convention has ceased to extend under the provisions of that Article; (xxvii)
- (xiii) "crew accommodation" includes sleeping rooms, store rooms, galleys, mess rooms, sanitary accommodation, hospitals and recreation spaces provided for use by or for the benefit of seamen and apprentice-officers; (i)
- (xiv) "dangerous goods" means goods which by reason of their nature, quantity or mode of stowage, are either singly or collectively liable to endanger the lives or the health of persons on or near the ship or to imperil the ship, and includes all substances within the meaning of the expression "explosives" as used in the Explosives Act, 1911 (Act No. 8 of 1911), as amended, and any other goods which the Minister by notice in the *Gazette* may specify as dangerous goods; (xiii)
- (xv) "deck line" means a mark on each side of a ship indicating the position of the uppermost complete deck, as defined by the load line regulations; (v)
- (xvi) "Director" means the Director of Merchant Shipping appointed under section *five*; (vi)
- (xvii) "equipment" includes boats, tackle, pumps, apparel, furniture, life-saving appliances of every description, spars, masts, rigging and sails, fog signals, lights and signals of distress, medicines and medical and surgical stores and appliances, charts, radio apparatus, apparatus for preventing, detecting or extinguishing fires, buckets, compasses, axes, lanterns, loading and discharging gear and apparatus of all kinds, and all other stores or articles belonging to or to be used in connection with, or necessary for, the navigation and safety of a ship; (lxvii)

- 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; (liii)
- (iv) „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; (xlii)
- (v) „deklyn” 'n merk aan weerskante van 'n skip wat die posisie van die boonste volle dek, soos omskryf in die laslynregulasies, aandui; (xv)
- (vi) „Direkteur” die Direkteur van Handelskeepvaart wat kragtens artikel vyf aangestel is; (xvi)
- (vii) „doanebeampte” 'n amptenaar soos daardie uitdrukking by artikel een van die Doanewet, 1944 (Wet No. 35 van 1944), bepaal word; (xlii)
- (viii) „eienaar” iemand aan wie 'n skip of 'n aandeel in 'n skip behoort; (xlii)
- (ix) „erkende nie-Unie”, wanneer dit aan die benaming van 'n veiligheidskonvensiesertifikaat of 'n laslynkonvensiesertifikaat vooraangevoeg is, dat die sertifikaat uitgereik is deur of op gesag van die Regering van 'n land (behalwe die Unie) waarop die Veiligheidskonvensie of die Laslynkonvensie, na gelang van die geval, van toepassing is, en dat die sertifikaat onderskeidelik voldoen aan die regulasies wat kragtens paragraaf (a) van sub-artikel (2) van artikel drie-honderd ses-en-vyftig uitgevaardig is om gevolg te gee aan Regulasie 19 van Hoofstuk I van die Veiligheidskonvensie, of aan die regulasies wat kragtens paragraaf (c) van bedoelde sub-artikel uitgevaardig is om gevolg te gee aan Artikel 17 van die Laslynkonvensie; (lxiii)
- (x) „familiebetrekking”, in verband met 'n seeman, die vrou of ouer of 'n grootouer, kind, kleinkind, broer of suster van die seeman, of die voog van of die persoon wat toesig het oor 'n kind van die seeman; (xliii)
- (xi) „geneesheer”,—
- (a) by 'n plek in die Unie, iemand wat as sodanig ingevolge die Wet op Geneeshere, Tandartse en Aptekers, 1928 (Wet No. 13 van 1928), geregistreer is; of
 - (b) by 'n plek buite die Unie, iemand wat ingevolge die Wet wat op daardie plek van krag is, geregig is om as sodanig te praktiseer; (xli)
- (xii) „gesagvoerder”, ten opsigte van 'n skip, iemand (behalwe 'n loods) wat toesig het of gesag voer oor bedoelde skip; (xli)
- (xiii) „gevaarlike goedere” goedere wat vanweë hul aard, hoeveelheid of manier van berging of afsonderlik of gesamentlik geneig is om die lewens of die gesondheid van mense op of naby die skip in gevaar te stel of om die skip in gevaar te bring, en omvat dit alle stowwe inbegrepe by „ontplobbare stowwe” soos gebesig in die „Ontplobbare Stoffe Wet, 1911” (Wet No. 8 van 1911), soos gewysig, en enige ander goedere wat die Minister by kennisgewing in die Staatskocrant as gevaarlike goedere mag aandui; (xiv)
- (xiv) „goedere” ook alle diere, stowwe of diinge, maar in Hoofstuk VIII omvat „goedere” nie diere of vrag wat volgens die bepalings van 'n vervoerkontrak op dek vervoer moet word en aldus vervoer word nie; (xxiv)
- (xv) „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; (l)
- (xvi) „hierdie Wet” ook enige proklamasie, kennisgewing, reël of regulasie uitgereik of uitgevaardig kragtens hierdie Wet; (lxxiv)

- (xviii) "fishing boat" means any ship of not more than one thousand gross register tons engaged in sea fishing for profit, but does not include any sealing boat or whaling boat; (lxxviii)
- (xix) "foreign country" means a country which is not a member of the Commonwealth; (lxxvii)
- (xx) "foreign-going ship" means—
 - (a) a ship plying between a port in one country and a port in another country; or
 - (b) a ship of more than one thousand gross register tons plying between ports in the same country; or
 - (c) a ship of more than one thousand gross register tons exclusively employed in sea fishing or seal catching; or
 - (d) a whaling boat other than a shore-based whaling boat; (lix)
- (xxi) "foreign ship" means a ship other than a Commonwealth ship; (lxxviii)
- (xxii) "freight" includes passage money and hire; (lxxxvi)
- (xxiii) "general safety certificate" means a certificate issued under paragraph (a) of section *one hundred and ninety-two*, or deemed in accordance with the provisions of paragraph (a) of sub-section (1) of section *two hundred and two* to have been so issued; (ii)
- (xxiv) "goods" includes all animals, matter or things, save that in Chapter VIII "goods" does not include animals or cargo which by a contract of carriage it is provided shall be carried on deck and is so carried; (xiv)
- (xxv) "International Collision Regulations" means the International Regulations for Preventing Collisions at Sea, 1948, approved in London on the tenth day of June, 1948, by the International Conference on Safety of Life at Sea, and set out in the Third Schedule hereto, and any amendment thereof; (xx)
- (xxvi) "international load line ship" means a load line ship of one hundred and fifty tons gross register or more, which carries cargo or passengers, and which is engaged on an international voyage; (xix)
- (xxvii) "international voyage", when used with reference to ships registered in a country to which the Load Line Convention applies, means a voyage from a port in one country to a port in another country, either of those countries being a country to which the Load Line Convention applies, and when used with reference to ships registered in a country to which the Safety Convention applies, means a voyage from a port in one country to a port in another country either of those countries being a country to which the Safety Convention applies; and "short international voyage" means an international voyage in the course of which a ship is not more than two hundred nautical miles from a port in which the passengers and crew could be placed in safety, and which does not exceed six hundred nautical miles in length between the last port of call in the country in which the voyage begins and the final port of destination; and in the application of this definition—
 - (a) no account shall be taken of any deviation by a ship from her intended voyage due solely to stress of weather or any other circumstance which neither the master nor the owner nor the charterer (if any) of the ship could have prevented or forestalled; and
 - (b) every colony, overseas territory, protectorate, territory for whose international relations a State that has accepted the Safety Convention is responsible, territory for which the United Nations are the administering authority, and territory administered by a State in whose favour a mandate thereover was issued by the Council of the former League of Nations, shall be deemed to be a separate country: Provided, however, that the Union and the Territory of South-West Africa shall, in such application, be regarded as one country; (xxi)
- (xxviii) "life-saving equipment regulations" means the regulations made under paragraph (a) of sub-section (2) of section *three hundred and fifty-six* to give effect to

- (xvii) „hoër hof” ’n afdeling van die Hooggeregshof van Suid-Afrika of die Hoë Hof van Suidwes-Afrika; (lxxxii)
- (xviii) „houtvragregulasies” die regulasies wat kragtens paragraaf (c) van sub-artikel (2) van artikel *driehonderd ses-en-vyftig* uitgevaardig is om gevolg te gee aan Artikel 6 van die Laslynkonvensie, of sodanige regulasies soos toegepas kragtens sub-artikel (3) van artikel *driehonderd ses-en-vyftig*; (lxxxv)
- (xix) „internasionale laslynskip” ’n laslynskip van honderden-vyftig of meer bruto-registerton wat vrag of passasiers vervoer en wat vir ’n internasionale reis gebruik word; (xxvi)
- (xx) „Internasionale Regulasies in Verband met Botsings” die Internasionale Regulasies vir die Voorkoming van Botsings op See, 1948, wat op die tiende dag van Junie 1948 in Londen deur die Internasionale Konferensie in Verband met die Beveiliging van Menselwens op See goedgekeur is, en waarvan ’n vertaling in die Derde Bylae van hierdie Wet opgeneem is, en enige wysiging daarvan; (xxv)
- (xxi) „internasionale reis”, in verband met skepe wat in ’n land geregistreer is waarop die Laslynkonvensie van toepassing is; ’n reis vanaf ’n hawe in een land tot ’n hawe in ’n ander land waar een van die twee ’n land is waarop die Laslynkonvensie van toepassing is, en in verband met skepe wat in ’n land geregistreer is waarop die Veiligheidskonvensie van toepassing is, beteken dit ’n reis vanaf ’n hawe in een land na ’n hawe in ’n ander land waar een van die twee ’n land is waarop die Veiligheidskonvensie van toepassing is; en „kort internasionale reis”, ’n internasionale reis waarop ’n skip nie meer as tweehonderd seemyl vanaf ’n hawe waarin die passasiers of bemanning in veiligheid gebring sou kan word, sal wees nie, en waarop die afstand tussen die laaste aanloophawe van die land waarin die reis ’n aanvang geneem het en die uiteindelijke bestemmingshawe, nie meer as seshonderd seemyl sal wees nie; en by die toepassing van hierdie omskrywing—
 - (a) word geen afwyking deur ’n skip van sy voor-genome reis in aanmerking geneem wanneer sodanige afwyking uitsluitend veroorsaak is deur onweer of ander omstandighede wat nóg die gesagvoerder nóg die eienaar nóg die bevrachter (as daar een is) van die skip kon vormy of voorkom het; en
 - (b) word elke kolonie, oorsese gebied, protektoraat, gebied vir die internasionale betrekkinge waarvan ’n Staat wat die Veiligheidskonvensie aangeneem het verantwoordelik is, gebied waarvan die Verenigde Volke die besturende owerheid is, en gebied wat bestuur word deur ’n Staat ten gunste waarvan ’n mandaat daaroor uitgereik is deur die Raad van die voormalige Volkebond, gegag ’n aparte land te wees: Met dien verstande dat die Unie en die Gebied Suidwes-Afrika by sodanige toepassing as een land beskou word; (xxvii)
- (xxii) „jaar” die kalenderjaar, maar vir die doeleindes van die inspeksie van vaartuie wat deur hierdie Wet vereis word, beteken dit twaalf kalendernaande vanaf die datum van die ondersoek of opnemersertifikaat; (xci)
- (xxiii) „kadet” ’n vakleerling in die seediens wat nie deur ’n leerkontrak verbind is nie; (ii)
- (xxiv) „kortreis-veiligheidsertifikaat” ’n sertifikaat wat kragtens paragraaf (b) van artikel *honderd twee-en-negentig* uitgereik is of wat volgens die bepalinge van paragraaf (a) van sub-artikel (1) van artikel *tweehonderden-twee* gegag word aldus uitgereik te gewees het; (lxxix)
- (xxv) „kuusvaarder” ’n skip van hoogstens eenduisend bruto-registerton wat gebruik word op reise tussen hawens in dieselfde land, maar dit omvat nie ’n vissersboot of ’n robbe- of walvisvaarder nie; (v)
- (xxvi) „land waarop die Laslynkonvensie van toepassing is”—
 - (a) ’n land waarvan die regering, volgens verklaring deur die Goewerneur-generaal by proklamasie in die *Staatskoerant*, die Laslynkonvensie geratificeer het of daartoe toegetree het, en wat nie, volgens so ’n verklaring, daardie Konvensie opgesê het nie; of

- the provisions of Chapter III of the Safety Convention, or such regulations as applied under sub-section (3) of the said section; (liv)
- (xxix) "load lines" means the marks indicating the several maximum depths to which a ship is entitled to be loaded in various circumstances prescribed by the load line regulations; (xxviii)
- (xxx) "load line certificate" means a load line convention certificate or a local load line certificate; (xxxii)
- (xxxi) "Load Line Convention" means the International Convention respecting Load Lines together with the Final Protocol signed at London on the fifth day of July, 1930, and set out in the Fourth Schedule hereto, and any amendment thereof; (xxix)
- (xxxii) "load line convention certificate" means a certificate issued under paragraph 1 of section *two hundred and seven*, or deemed in accordance with the provisions of sub-section (1) of section *two hundred and fifteen* to have been so issued; (xxx)
- (xxxiii) "load line regulations" means the regulations made under paragraph (c) of sub-section (2) of section *three hundred and fifty-six* to give effect to Chapter II of the Load Line Convention and Annex I and Annex II to that Convention, or such regulations as applied under sub-section (3) of the said section; (xxx)
- (xxxiv) "load line ship" means any ship of twenty-five or more gross tons, which is not solely engaged in fishing and is not a pleasure yacht; (xxxiii)
- (xxxv) "local general safety certificate" means a certificate issued under paragraph (a) of sub-section (1) of section *one hundred and ninety-four*; (xlii)
- (xxxvi) "local load line certificate" means a certificate issued under paragraph 2 of section *two hundred and seven*; (xliii)
- (xxxvii) "local load line ship" means a load line ship—
 (a) engaged on an international voyage and—
 (i) of one hundred and fifty gross register tons or more, which does not carry cargo or passengers; or
 (ii) of less than one hundred and fifty gross register tons; or
 (b) not engaged on an international voyage; (xlv)
- (xxxviii) "local safety certificate" means a local general safety certificate, a qualified local safety certificate or a local safety exemption certificate; (xlv)
- (xxxix) "local safety exemption certificate" means a certificate issued under sub-paragraph (i) of paragraph (b) of sub-section (1) of section *one hundred and ninety-four*; (xlv)
- (xl) "master" means, in relation to a ship, any person (other than a pilot) having charge or command of such ship; (xii)
- (xli) "medical practitioner" means—
 (a) at a place in the Union, a person registered as such under the Medical, Dental and Pharmacy Act, 1928 (Act No. 13 of 1928); or
 (b) at a place outside the Union, a person who is entitled to practise as such under the law in force in that place; (xi)
- (xlii) "Minister" means the Minister of Finance; (xxxvi)
- (xliii) "near relative" in relation to a seaman means the wife or parent or a grandparent, child, grandchild, brother or sister of the seaman or the guardian or the person having the custody of a child of the seaman; (x)
- (xliv) "officer of customs" means an officer as that expression is defined by section *one* of the Customs Act, 1944 (Act No. 35 of 1944); (vii)
- (xlv) "owner" means any person to whom a ship or a share in a ship belongs; (viii)
- (xlvii) "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; (iv)
- (xlviii) "passenger" means any person carried in a ship, except—
 (a) a person employed or engaged in any capacity on board the ship on the business of the ship;

- (b) 'n land waarop, volgens so 'n verklaring, die Laslynkonvensie kragtens die bepaling van Artikel 21 daarvan toegepas is, met uitsondering van 'n land waarop, volgens so 'n verklaring, daardie Konvensie ingevolge die bepaling van daardie Artikel nie meer van toepassing is nie; (xi)
- (xxvii) „land waarop die Veiligheidskonvensie van toepassing is” —
- (a) 'n land waarvan die regering, volgens verklaring deur die Goewerneur-generaal by proklamasie in die *Staatskoerant*, die Veiligheidskonvensie aangeneem het, en wat nie, volgens so 'n verklaring, daardie Konvensie opgesê het nie; of
- (b) 'n gebied waarop, volgens so 'n verklaring, die Veiligheidskonvensie kragtens die bepaling van Artikel XIII daarvan toegepas is, met uitsondering van 'n gebied waarop, volgens so 'n verklaring, daardie Konvensie ingevolge die bepaling van daardie Artikel nie meer van toepassing is nie; (xii)
- (xxviii) „laslyne” die merke wat die verskillende maksimum dieptes aandui waartoe 'n skip in verskillende omstandighede deur die laslynregulasies voorgeskrewe, gelaai mag word; (xxix)
- (xxix) „Laslynkonvensie” die Internasionale Konvensie insake Laslyne tesame met die Finale Protokol wat op die vyfde dag van Julie 1930 in London onderteken is, en waarvan 'n vertaling in die Vierde Bylae van hierdie Wet opgeneem is, en enige wysiging daarvan; (xxx)
- (xxx) „laslynkonvensiesertifikaat” 'n sertifikaat wat kragtens paragraaf 1 van artikel tweehonderd-en-sewe uitgereik is, of wat volgens die bepaling van sub-artikel (1) van artikel tweehonderd-en-vyftien geag word aldus uitgereik te gewees het; (xxxii)
- (xxxii) „laslynregulasies” die regulasies wat kragtens paragraaf (c) van sub-artikel (2) van artikel driehonderd-ens-en-vyftig uitgevaardig is om gevolg te gee aan Hoofstuk II van die Laslynkonvensie en Aanhangsel I en Aanhangsel II van daardie Konvensie, of beoelde regulasies soos toegepas kragtens sub-artikel (3) van genoemde artikel; (xxxiii)
- (xxxiii) „laslynsertifikaat” 'n laslynkonvensiesertifikaat of 'n plaaslike laslynsertifikaat; (xxx)
- (xxxiii) „laslynskip” 'n skip van vyf-en-twintig of meer bruto-ton wat nie net vir visvang gebruik word nie en nie 'n plesierjag is nie; (xxxiv)
- (xxxiv) „leerling-offisier” 'n vakleerling in die seediens wat deur 'n leerkontrak verbind is; (i)
- (xxxv) „loon” ook enige emolumente; (lxxxviii)
- (xxxvi) „Minister” die Minister van Finansies; (xlii)
- (xxxvii) „onseewaardig”, in verband met 'n vaartuig, dat die vaartuig—
- (a) wat die toestand van sy romp, uitrusting of masjinerie, die berging van sy vrag of ballas, of die aantal of die kwalifikasies van sy gesagvoerder of bemanning betref, of in enige ander opsig nie in 'n geskikte toestand verkeer om teen die gewone gevare van die reis waarop die vaartuig is of op die punt staan om te gaan, bestand te wees nie; of
- (b) nie voldoen aan die toewysingsvoorwaardes in die mate uiteengesit in paragraaf (c) van artikel tweehonderd-en-sewe; of
- (c) gelaai is bokant die perke veroorloof—
- (i) deur 'n laslynsertifikaat in die Unie kragtens hierdie Wet uitgereik; of
- (ii) as dit 'n laslynskip is wat geregistreer is in 'n land waarop die Laslynkonvensie van toepassing is, deur 'n erkende nie-Unie-laslynkonvensiesertifikaat; of
- (iii) deur 'n laslynsertifikaat waarop 'n proklamasie uitgereik kragtens artikel tweehonderd-en-agnien van toepassing is:
- Met dien verstande dat 'n veiligheidskonvensiesertifikaat wat nie in die Unie geregistreer is nie en waarvoor 'n erkende nie-Unie-veiligheidskonvensiesertifikaat vertoon word, nie onseewaardig geag word nie wat betref die toestand van sy romp, uitrusting of masjinerie, tensy dit uit die verslag van 'n opnemer blyk

- (b) a person on board the ship either in pursuance of the obligation laid upon the master to carry shipwrecked, distressed or other persons or by reason of any circumstance that neither the master nor the owner nor the charterer (if any) could have prevented; and
- (c) a child under one year of age; (xxxix)
- (xlviii) "passenger ship" means a ship which carries more than twelve passengers; (xl)
- (xlix) "passenger ship's exemption certificate" means a certificate issued under sub-paragraph (i) of paragraph (c) of section *one hundred and ninety-two*, or deemed in accordance with the provisions of paragraph (a) of sub-section (1) of section *two hundred and two* to have been so issued; (xli)
- (l) "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; (xv)
- (li) "port of registry" means, in relation to a ship, the port at which she is registered or is to be registered; (l)
- (lii) "prescribed" means prescribed by this Act; (lxxix)
- (liii) "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; (iii)
- (liv) "proper return port", in relation to a master, seaman or apprentice-officer discharged or left behind, means—
 - (a) the port at which the master, seaman or apprentice-officer was engaged; or
 - (b) a port in a country in which the master, seaman or apprentice-officer is domiciled; or
 - (c) a port agreed to as such by the master, seaman or apprentice-officer, as decided by the proper officer; (lxv)
- (lv) "qualified local safety certificate" means a certificate issued under sub-paragraph (ii) of paragraph (b) of sub-section (1) of section *one hundred and ninety-four*; (lxxx)
- (lvi) "qualified safety certificate" means a certificate issued under sub-paragraph (ii) of paragraph (c) of section *one hundred and ninety-two*, or deemed in accordance with the provisions of paragraph (a) of sub-section (1) of section *two hundred and two* to have been so issued; (lxxx)
- (lvii) "qualified safety equipment certificate" means a certificate issued under sub-paragraph (b) of paragraph (2) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued; (lxxxv)
- (lviii) "qualified safety radio exemption certificate" means a certificate issued under sub-paragraph (a) of paragraph (4) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued; (lxxxiv)

dat die skip nie kan uitvaar sonder om menselewens in gevaar te stel nie omdat die werklike toestand van die skip se romp, uitrusting of masjinerie nie wesentlik ooreenkom met die besonderhede wat in die sertifikaat vermeld word nie; (lxxxvi)

- (xxxviii) „opnemer” 'n skeepsopnemer, ingenieur-opnemer of radio- of ander opnemer (in aanmerking genome die sake wat ondersoek word of ondersoek moet word) wat kragtens paragraaf (b) van artikel vier erken of aangestel is; (lxxxviii)
- (xxxix) „passasier” 'n persoon wat op 'n skip vervoer word, behalwe—
 - (a) 'n persoon wat in enige hoedanigheid aan boord van die skip in verband met die besigheid van die skip in diens is of bedrywig is;
 - (b) 'n persoon wat aan boord van die skip is of ingevolge die verpligting wat hierdie Wet die gesagvoerder oplê om skipbroukelinge, mense in nood of ander persone te vervoer, of vanweë enige omstandigheid wat nog die gesagvoerder nog die eienaar nog die bevrachter (as daar een is) kon voorkom het nie; en
 - (c) 'n kind wat onder een jaar oud is; (xlvii)
- (xl) „passasierskip” 'n skip wat meer as twaalf passasiers vervoer; (xlviii)
- (xli) „passasierskip se vrystellingsertifikaat” 'n sertifikaat wat kragtens sub-paragraaf (i) van paragraaf (c) van artikel honderd twee-en-negentig uitgeroik is of wat volgens die bepalings van paragraaf (a) van sub-artikel (1) van artikel tweehonderd-en-twee geag word aldus uitgeroik te gewees het; (xlix)
- (xlii) „plaaslike algemene veiligheidsertifikaat” 'n sertifikaat wat kragtens paragraaf (a) van sub-artikel (1) van artikel honderd vier-en-negentig uitgeroik is; (xxxv)
- (xliii) „plaaslike laslynsertifikaat” 'n sertifikaat wat kragtens paragraaf 2 van artikel tweehonderd-en-sewe uitgeroik is; (xxxvi)
- (xliv) „plaaslike laslynskip” 'n laslynskip—
 - (a) wat vir 'n internasionale reis gebruik word, on—
 - (i) wat honderd-en-veftig of meer bruto-registerton groot is, en wat geen vraag of passasiers vervoer nie; of
 - (ii) wat minder as honderd-en-veftig bruto-registerton groot is; of
 - (b) wat nie vir 'n internasionale reis gebruik word nie; (xxxvii)
- (xlv) „plaaslike veiligheidsertifikaat” 'n plaaslike algemene veiligheidsertifikaat, 'n voorwaardelike plaaslike veiligheidsertifikaat of 'n plaaslike veiligheid-vrystellingsertifikaat; (xxxviii)
- (xlvi) „plaaslike veiligheid-vrystellingsertifikaat” 'n sertifikaat wat kragtens sub-paragraaf (i) van paragraaf (b) van sub-artikel (1) van artikel honderd vier-en-negentig uitgeroik is; (xxxix)
- (xlvii) „radio” omvat radiotelegrafie en radiotelefonie; (lxi)
- (xlviii) „radio-regulasies” die regulasies wat kragtens paragraaf (a) van sub-artikel (2) van artikel driehonderd ses-en-veftig uitgevaardig is om gevolg te gee aan die bepalings van Hoofstuk IV en Regulasie 12 van Hoofstuk V van die Veiligheidskonvensie, of sodanige regulasies soos toegepas kragtens sub-artikel (3) van vermelde artikel; (lxii)
- (xlix) „registerton” en „registertonneemaat”, ten opsigte van 'n Suid-Afrikaanse skip, die tonnemaat van die skip, of bruto of netto, na gelang van die geval, wat aange-teken staan in die register vermeld in artikel vyftien; en ten opsigte van 'n ander skip, die tonnemaat wat deur die Minister, Direkteur of bevoegde beampte aanvaar of vasgestel is; (lxiv)
- (l) „registrasiehawe”, in verband met 'n skip, die hawe waar dit geregistreer is of geregistreer gaan word; (li)
- (li) „regulasie” 'n regulasie kragtens hierdie Wet uitgevaardig; (lxv)
- (lii) „regulasies in verband met botsings” die regulasies wat kragtens paragraaf (b) van sub-artikel (2) van artikel driehonderd ses-en-veftig uitgevaardig is, of

- (lix) "qualified safety radiotelegraphy certificate" means a certificate issued under sub-paragraph (b) (i) of paragraph (4) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued; (lxxxiii)
- (lx) "qualified safety radiotelephony certificate" means a certificate issued under sub-paragraph (b) (ii) of paragraph (4) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued; (lxxxii)
- (lxi) "radio" includes radiotelegraphy and radiotelephony; (xlvi)
- (lxii) "radio regulations" means the regulations made under paragraph (a) of sub-section (2) of section *three hundred and fifty-six* to give effect to the provisions of Chapter IV and Regulation 12 of Chapter V of the Safety Convention, or such regulations as applied under sub-section (3) of the said section; (xlvi)
- (lxiii) "recognized non-Union", used in relation to a safety convention certificate or a load line convention certificate, signifies that the certificate has been issued by or under the authority of the Government of a country other than the Union to which the Safety Convention or the Load Line Convention, as the case may be, applies, and that the certificate complies with the regulations made under paragraph (a) of sub-section (2) of section *three hundred and fifty-six* to give effect to Regulation 19 of Chapter I of the Safety Convention or with those made under paragraph (c) of that sub-section to give effect to Article 17 of the Load Line Convention, respectively; (ix)
- (lxiv) "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; (xlix)
- (lxv) "regulation" means a regulation made under this Act; (li)
- (lxvi) "Safety Convention" means the International Convention for the Safety of Life at Sea signed in London on the tenth day of June, 1948, and set out in the Second Schedule hereto, and any amendment thereof; (lxix)
- (lxvii) "safety convention certificate" means a general safety certificate, a short voyage safety certificate, a qualified safety certificate, a passenger ship's exemption certificate, a safety equipment certificate, a qualified safety equipment certificate, a safety equipment exemption certificate, a safety radiotelegraphy certificate, a safety radiotelephony certificate, a qualified safety radiotelegraphy certificate, a qualified safety radiotelephony certificate, a qualified safety radio exemption certificate or a safety radio exemption certificate; (lxx)
- (lxviii) "safety equipment certificate" means a certificate issued under paragraph (1) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued; (lxxiv)
- (lxix) "safety equipment exemption certificate" means a certificate issued under sub-paragraph (a) of paragraph (2) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued; (lxxv)
- (lxx) "safety radio exemption certificate" means a certificate issued under paragraph (5) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued; (lxxiii)

- wat ingevolge sub-artikel (4) van daardie artikel geag word aldus uitgevaardig te gewees het, of bedoelde regulasies soos toegepas kragtens sub-artikel (3) van daardie artikel; (vi)
- (liii) „regulasies in verband met konstruksie” die regulasies uitgevaardig kragtens paragraaf (a) van sub-artikel (2) van artikel *driehonderd ses-en-vyftig* om gevolg te gee aan die bepalings van Hoofstuk II van die Veiligheidskonvensie, of bedoelde regulasies soos toegepas kragtens sub-artikel (3) van genoemde artikel; (ix)
- (liv) „regulasies vir reddingsuitrusting” die regulasies wat kragtens paragraaf (a) van sub-artikel (2) van artikel *driehonderd ses-en-vyftig* uitgevaardig is om gevolg te gee aan die bepalings van Hoofstuk III van die Veiligheidskonvensie, of bedoelde regulasies soos toegepas kragtens sub-artikel (3) van genoemde artikel; (xxviii)
- (lv) „robbevaarder” ’n skip van hoogstens eenduisend bruto-registerton wat uitsluitend vir robbevangs gebruik word; (lxxiv)
- (lvi) „seeman” ’n persoon (behalwe ’n gesagvoerder, loods of leerling-offisier) wat in diens is of in diens geneem is in enige hooftaak as lid van ’n skip se bemanning; (lxxv)
- (lvii) „skeeps-offisier” ’n navigasie-offisier of ingenieur-offisier, gediplomeerd of ongediplomeerd, wat as sodanig aan boord van ’n skip in diens is, maar omvat dit nie ’n gesagvoerder nie; en enige verwysing na ’n skeeps-offisier word by toepassing op ’n skip waarop ’n stuurman, bootsman, see-masjienis of assistent-see-masjienis in diens is, uitgesluit asof dit ’n verwysing na ’n stuurman, bootsman, see-masjienis of assistent-see-masjienis insluit; (lxxvii)
- (lviii) „skip” enige soort vaartuig wat in navigasie gebruik word en nie deur middel van roeispane voortbeweeg word nie; (lxxvi)
- (lix) „skip op vreemde vaart”—
 (a) ’n skip wat tussen ’n hawe in een land en ’n hawe in ’n ander land vaar; of
 (b) ’n skip van meer as eenduisend bruto-registerton wat tussen hawens in dieselfde land vaar; of
 (c) ’n skip van meer as eenduisend bruto-registerton wat uitsluitend vir visvangs ter see of robbevangs gebruik word; of
 (d) enige walvisvaarder behalwe ’n walvisvaarder met landbasis; (xx)
- (lx) „spaarbank” die Opspaarbank van die Unie of ’n bankinstelling geregistreer kragtens die Bankwet, 1942 (Wet No. 38 van 1942), of ’n bouvereniging geregistreer kragtens die Bouverenigingswet, 1934 (Wet No. 62 van 1934), of, ten aansien van die toewysing van premies, ’n persoon wat kragtens die Versekeringwet, 1943 (Wet No. 27 van 1943), as ’n versekernar geregistreer is of geag word geregistreer te wees, of enige ander liggaam deur die Minister aangewys; (lxxiii)
- (lxi) „spesiale laslynsertifikaat” ’n sertifikaat wat kragtens sub-artikel (1) van artikel *toehonderd-en-sewentien* uitgereik is; (lxxxii)
- (lxii) „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; (vii)
- (lxiii) „Suid-Afrikaanse skip” ’n skip kragtens hierdie Wet in die Unie geregistreer of geag aldus geregistreer te wees; (lxxx)
- (lxiv) „toewysingsvoorwaardes” sodanige laslynregulasies as wat uitgevaardig word om gevolg te gee aan Deel II van Aanhangsel I van die Laslynkonvensie, of sodanige regulasies soos toegepas kragtens sub-artikel (3) van artikel *driehonderd ses-en-vyftig*; (viii)
- (lxv) „tuishawe”, in verband met ’n gesagvoerder, seeman of leerling-offisier wat ontslaan of agtergelaat is,—
 (a) die hawe waar die gesagvoerder, seeman of leerling-offisier in diens geneem is; of
 (b) ’n hawe in ’n land waarin die gesagvoerder, seeman of leerling-offisier gedomisileer is; of
 (c) ’n hawe wat as sodanig deur die gesagvoerder, seeman of leerling-offisier aangeneem word, na gelang die bevoegde beampte beslis; (liv)

- (lxxi) "safety radiotelegraphy certificate" means a certificate issued under sub-paragraph (a) of paragraph (3) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued; (lxxii)
- (lxxii) "safety radiotelephony certificate" means a certificate issued under sub-paragraph (b) of paragraph (3) of section *one hundred and ninety-three*, or deemed in accordance with the provisions of paragraph (b) of sub-section (1) of section *two hundred and two* to have been so issued; (lxxi)
- (lxxiii) "savings bank" means the Post Office Savings Bank of the Union, or a banking institution registered under the Banking Act, 1942 (Act No. 38 of 1942), or a building society registered under the Building Societies Act, 1934 (Act No. 62 of 1934), or, in respect of the allotment of premiums, a person registered or deemed to be registered as an insurer under the Insurance Act, 1943 (Act No. 27 of 1943), or any other body designated by the Minister; (lx)
- (lxxiv) "sealing boat" means any ship of not more than one thousand gross register tons exclusively employed in seal-catching; (lv)
- (lxxv) "seaman" means any person (except a master, pilot or apprentice-officer) employed or engaged in any capacity as a member of the crew of a ship; (lvi)
- (lxxvi) "ship" means any kind of vessel used in navigation not propelled by oars; (lviii)
- (lxxvii) "ship's officer" means a navigating officer or engineer officer, whether certificated or uncertificated, employed as such on board a ship, but does not include a master; and any reference to a ship's officer shall, in its application to a ship in which a mate, boatswain, marine engineman or assistant marine engineman is employed, be construed as including a reference to a mate, boatswain, marine engineman or assistant marine engineman; (lvii)
- (lxxviii) "shore-based whaling boat" means a whaling boat which delivers the whole of its catch to be processed in a factory established ashore in the Union; (xe)
- (lxxix) "short voyage safety certificate" means a certificate issued under paragraph (b) of section *one hundred and ninety-two*, or deemed in accordance with the provisions of paragraph (a) of sub-section (1) of section *two hundred and two* to have been so issued; (xxiv)
- (lxxx) "South African ship" means a ship registered in the Union in terms of this Act or deemed to be so registered; (lxiii)
- (lxxxi) "special load line certificate" means a certificate issued under sub-section (1) of section *two hundred and seventeen*; (lxi)
- (lxxxii) "superior court" means a division of the Supreme Court of South Africa or the High Court of South-West Africa; (xvii)
- (lxxxiii) "surveyor" means a ship surveyor, engineer surveyor or radio or other surveyor (having regard to the matters surveyed or to be surveyed) recognized or appointed in terms of paragraph (b) of section *four*; (xxxviii)
- (lxxxiv) "this Act" includes any proclamation, notice, rule or regulation issued or made thereunder; (xvi)
- (lxxxv) "timber cargo regulations" means the regulations made under paragraph (c) of sub-section (2) of section *three hundred and fifty-six* to give effect to Article 6 of the Load Line Convention, or such regulations as applied under sub-section (3) of the said section; (xviii)
- (lxxxvi) "unseaworthy", used in relation to a vessel, means that she—
 (a) is not in a fit state as to the condition of her hull, equipment or machinery, the stowage of her cargo or ballast, or the number or qualifications of her master or crew, or in any other respect, to encounter the ordinary perils of the voyage upon which she is engaged or is about to enter;
 or

- (lxvi) „uitklaringsbewys” ook ’n klaring of transire waarna in die Doenewet, 1944 (Wet No. 35 van 1944), verwys word; (iv)
- (lxvii) „uitrusting” ook bote, takel, pompe, skeepsstuig, reddingstoestelle van alle aard, spriete, maste, touwerk en seile, misseine, noodligte, noodseine, medisyne en mediese en chirurgiese voorrade en toestelle, knarte, radio-apparate, apparate vir die voorkoming, opsporing of blus van brande, emmers, kompasse, byle, lanterns, inskepings- en ontskepingstoerusting en -apparate van alle aard, en alle ander voorrade of artikels behorende tot of bestem vir gebruik in verband met, of noodsaaklik vir, die navigasie en veiligheid van ’n skip; (xvii)
- (lxviii) „vaartuig” ook enige skip of boot of enige ander soort vaartuig wat gebruik word of ontwerp is vir gebruik in navigasie; (lxxxvii)
- (lxix) „Veiligheidskonvensie” die Internasionale Konvensie vir die Beveiliging van Menselwens op See wat op die tiende dag van Junie 1948 in London onderteken is, en waarvan ’n vertaling in die Tweede Bylae van hierdie Wet opgeneem is, en enige wysiging daarvan; (lxvi)
- (lxx) „veiligheidskonvensiesertifikaat” ’n algemene veiligheidsertifikaat, ’n kortreis-veiligheidsertifikaat, ’n voorwaardelike veiligheidsertifikaat, ’n passasierskip se vrystellingsertifikaat, ’n veiligheidsuitrustingsertifikaat, ’n voorwaardelike veiligheidsuitrustingsertifikaat, ’n veiligheidsuitrusting-vrystellingsertifikaat, ’n veiligheidsradiotelegrafiesertifikaat, ’n veiligheidsradiotelefoniesertifikaat, ’n voorwaardelike veiligheidsradiotelegrafiesertifikaat, ’n voorwaardelike veiligheidsradiotelefoniesertifikaat, ’n voorwaardelike veiligheidsradio-vrystellingsertifikaat of ’n veiligheidsradio-vrystellingsertifikaat; (lxvii)
- (lxxi) „veiligheidsradiotelefoniesertifikaat” ’n sertifikaat wat kragtens sub-paragraaf (b) van paragraaf (3) van artikel honderd drie-en-negentig uitgereik is, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel tweehonderd-en-twee geag word aldus uitgereik te gewees het; (lxxii)
- (lxxii) „veiligheidsradiotelegrafiesertifikaat” ’n sertifikaat wat kragtens sub-paragraaf (a) van paragraaf (3) van artikel honderd drie-en-negentig uitgereik is, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel tweehonderd-en-twee geag word aldus uitgereik te gewees het; (lxxi)
- (lxxiii) „veiligheidsradio-vrystellingsertifikaat” ’n sertifikaat wat kragtens paragraaf (5) van artikel honderd drie-en-negentig uitgereik is, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel tweehonderd-en-twee geag word aldus uitgereik te gewees het; (lxx)
- (lxxiv) „veiligheidsuitrustingsertifikaat” ’n sertifikaat wat kragtens paragraaf (1) van artikel honderd drie-en-negentig uitgereik is, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel tweehonderd-en-twee geag word aldus uitgereik te gewees het; (lxviii)
- (lxxv) „veiligheidsuitrusting-vrystellingsertifikaat” ’n sertifikaat wat kragtens sub-paragraaf (a) van paragraaf (2) van artikel honderd drie-en-negentig uitgereik is, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel tweehonderd-en-twee geag word aldus uitgereik te gewees het; (lxx)
- (lxxvi) „vervoerder” ook die eienaar of die bevrachter wat ’n vervoerkontrak met ’n verskeper aangaan; (iii)
- (lxxvii) „vervoerkontrak” slegs ’n vervoerkontrak wat gedek is deur ’n skeepsvrugbrief of ’n soortgelyke titelbewys, vir sover sodanige bewys betrekking het op die oewervoer van goedere, insluitende ’n skeepsvrugbrief of enige soortgelyke bewys soos voornoemd, wat uitgereik is kragtens of ingevolge ’n charteparty vanaf die tydstop waarop sodanige vrugbrief of soortgelyke titelbewys die verhouding tussen ’n vervoerder en ’n houer daarvan bepaal; (x)
- (lxxviii) „visiersboot” ’n skip van hoogstens eenduisend bruto-visiersboot wat vir gewin ter see visvang, maar dit omvat geen robbevaarder of walvisvaarder nie; (xviii)
- (lxxix) „voorgeskrif” en „voorgeskrewe” voorgeskryf en voorgeskrewe deur hierdie Wet; (lii)

- (b) does not comply with the conditions of assignment to the extent set forth in paragraph (c) of section *two hundred and seven*; or
- (c) is loaded beyond the limits allowed—
 - (i) by a load line certificate issued in the Union under this Act; or
 - (ii) if she is a load line ship, registered in a country to which the Load Line Convention applies, by a recognized non-Union load line convention certificate; or
 - (iii) by a load line certificate to which a proclamation issued under section *two hundred and eighteen* applies:

Provided that a safety convention ship not registered in the Union, in respect of which a recognized non-Union safety convention certificate is produced, shall not be deemed unseaworthy, as regards the condition of her hull, equipment or machinery, unless it appears, on the report of a surveyor, that she cannot proceed to sea without danger to human life owing to the fact that the actual condition of her hull, equipment or machinery does not correspond substantially with the particulars stated in the certificate; (xxxvii)

(lxxxvii) "vessel" includes any ship or boat or any other description of vessel used or designed to be used in navigation; (lxviii)

(lxxxviii) "wages" includes any emoluments; (xxxv)

(lxxxix) "whaling boat" means any ship engaged exclusively in whale-catching, or on which any processing takes place of the bodies or any portion of the bodies of the whales caught by other whaling boats; (lxxxix)

(xc) "wreck" includes flotsam, jetsam, lagan and derelict found in or on the shores of the sea or of any tidal waters of the Union, any portion of a ship or aircraft lost, abandoned, stranded or in distress, any portion of the cargo, stores or equipment of such ship or aircraft and any portion of the personal property on board such ship or aircraft when it was lost, abandoned, stranded or in distress and belonged to any person who was on board that ship or aircraft at that time; (xci)

(xci) "year" means the calendar year, but for the purpose of the inspection of vessels required by this Act it means twelve calendar months from the date of the certificate of inspection or survey. (xxii)

(2) Any reference in this Act to the Commonwealth or a part of the Commonwealth or a member of the Commonwealth shall be construed as including a reference to the Republic of Ireland, as though the Republic of Ireland had been a member of the Commonwealth.

(3) Whenever in this Act reference is made to—

- (a) an act or omission by or a duty resting upon or a fault committed by a vessel; or
 - (b) damage or loss suffered by a vessel; or
 - (c) a liability resting upon a vessel,
- such reference shall, unless the context indicates otherwise, be construed as a reference to—
- (i) an act or omission by or a duty resting upon or a fault committed by the person responsible for the navigation of the vessel in connection with the navigation thereof; or
 - (ii) damage or loss suffered by the owner or the person having an interest in the vessel or her cargo or freight, in connection with the vessel or her cargo or freight; or
 - (iii) a liability resting upon the person in charge of the vessel or upon the person who in law is answerable

- (lxxx) „voorwaardelike plaaslike veiligheidsertifikaat” ’n sertifikaat wat kragtens sub-paragraaf (ii) van paragraaf (b) van sub-artikel (1) van artikel honderd vier-en-negentig uitgereik is; (lv)
- (lxxxi) „voorwaardelike veiligheidsertifikaat” ’n sertifikaat wat kragtens sub-paragraaf (ii) van paragraaf (c) van artikel honderd twee-en-negentig uitgereik is of wat volgens die bepalings van paragraaf (a) van sub-artikel (1) van artikel tweehonderd-en-twee geag word aldus uitgereik te gewees het; (lvi)
- (lxxxii) „voorwaardelike veiligheidsradiotelefoniesertifikaat” ’n sertifikaat wat kragtens sub-paragraaf (b) (ii) van paragraaf (4) van artikel honderd drie-en-negentig uitgereik is, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel tweehonderd-en-twee geag word aldus uitgereik te gewees het; (lx)
- (lxxxiii) „voorwaardelike veiligheidsradiotelegrafiesertifikaat” ’n sertifikaat wat kragtens sub-paragraaf (b) (i) van paragraaf (4) van artikel honderd drie-en-negentig uitgereik is, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel tweehonderd-en-twee geag word aldus uitgereik te gewees het; (lix)
- (lxxxiv) „voorwaardelike veiligheidsradio-yrstellingsertifikaat” ’n sertifikaat wat kragtens sub-paragraaf (a) van paragraaf (4) van artikel honderd drie-en-negentig uitgereik is, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel tweehonderd-en-twee geag word aldus uitgereik te gewees het; (lviii)
- (lxxxv) „voorwaardelike veiligheidsuitrustingsertifikaat” ’n sertifikaat wat kragtens sub-paragraaf (b) van paragraaf (2) van artikel honderd drie-en-negentig uitgereik is, of wat volgens die bepalings van paragraaf (b) van sub-artikel (1) van artikel tweehonderd-en-twee geag word aldus uitgereik te gewees het; (lvii)
- (lxxxvi) „vraggeld” ook passasiersgeld en huurloon; (xxii)
- (lxxxvii) „vreemde land” ’n land wat nie lid is van die Statebond nie; (xix)
- (lxxxviii) „vreemde skip” ’n skip wat nie ’n Statebond-skip is nie; (xxi)
- (lxxxix) „walvisvaarder” ’n skip wat uitsluitend vir walvisvangs gebruik word, of waarop enige verwerking van die liggame of enige deel van die liggame van die walvisse wat deur ander walvisvaarders gevang word, plaasvind; (lxxxix)
- (xc) „walvisvaarder met landbasis” ’n walvisvaarder wat sy gehele vangs vir verwerking in ’n fabriek wat aan wal in die Unie opgerig is, aflewer; (lxxviii)
- (xci) „wrak” ook dryfgoed, seeworp, seeworp aan boei en verlate goed wat in of op die kus van die see of van enige getywaters van die Unie gevind word, enige deel van ’n skip of vliegtuig wat verlore gegaan het, verlaat is, gestrand het of in nood is, enige deel van die vrag, voorrade of uitrusting van sodanige skip of vliegtuig en enige deel van die persoonlike eiendom wat aan boord van sodanige skip of vliegtuig was toe dit verlore gegaan het, verlaat is, gestrand het of in nood was en wat behoort het aan ’n persoon wat op daardie tydstip aan boord van daardie skip of vliegtuig was. (xc)
- (2) ’n Verwysing in hierdie Wet na die Statebond of ’n deel van die Statebond of ’n lid van die Statebond word uitgelê as omvattende ’n verwysing na die Republiek Ierland, asof die Republiek Ierland lid was van die Statebond.
- (3) Waar in hierdie Wet verwys word na—
- (a) ’n daad, versuim of plig van of ’n fout begaan deur ’n vaartuig; of
- (b) skade of verlies deur ’n vaartuig gely; of
- (c) ’n verpligting wat op ’n vaartuig rus,
- word, tensy uit die samehang anders blyk, sodanige verwysing nitgelê as ’n verwysing onderskeidelik na—
- (i) ’n daad, versuim of plig van of ’n fout begaan deur die persoon wat verantwoordelik is vir die navigasie daarvan; of die vaartuig, in verband met die navigasie daarvan; of
- (ii) skade of verlies gely deur die eienaar of die persoon wat ’n belang in die vaartuig of sy vrag of vraggeld het, in verband met die vaartuig of sy vrag of vraggeld; of
- (iii) ’n verpligting wat rus op die persoon wat in beheer is van die vaartuig of op die persoon wat regtens

for the conduct of the person in charge of the vessel, in connection with such conduct, respectively.

(4) In this Act references 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.

(5) Any reference in this Act to an entry of an occurrence or other fact in the official log-book of a ship shall, in the application of the provision in which the reference occurs to a ship for which no official log-book is kept, be construed as a reference to a record of such occurrence or fact made otherwise than in an official log-book.

(6) Any reference in this Act to any order or entry made or document issued under any provision of this Act shall, unless otherwise indicated, be construed as including a reference to an order or entry made or document issued under the corresponding provision of any law repealed by section one.

Application of Act.

3. (1) This Act shall apply to the Territory of South-West Africa and the port and settlement of Walvis Bay, and the said Territory shall for the purposes of this Act be deemed to form part of the Union: Provided that the provisions of this Act shall not affect the competency of the Legislative Assembly for the said Territory to make Ordinances dealing with matters relating to sealing and sea fisheries and the licensing of vessels engaged in sealing and sea fishing, in the exercise of its powers under section *twenty-five* of the South-West Africa Constitution Act, 1925 (Act No. 42 of 1925), as extended by section *thirteen bis* of the Sea Fisheries Act, 1940 (Act No. 10 of 1940), as inserted by section *three* of the Sea Fisheries Amendment Act, 1949 (Act No. 58 of 1949), nor the validity of any such Ordinances made before the coming into operation of any of the provisions of this Act.

(2) This Act shall apply to Marion Island and Prince Edward Island: Provided that in its application voyages between ports in the Union and ports in those islands shall be deemed to be voyages between ports in the Union and ports outside the Union.

(3) This Act shall bind the State: Provided that the Minister may by notice direct that sections *one hundred and two* to *one hundred and nine*, inclusive, *one hundred and thirteen*, *one hundred and twenty* to *one hundred and twenty-four*, inclusive, *one hundred and thirty-three*, *one hundred and thirty-four*, *one hundred and forty-five*, *one hundred and eighty-eight* and *three hundred and twenty-three* shall not apply in respect of the master, seamen or apprentice-officers of any ship named in the notice and belonging to the Government of the Union (including the Railway Administration), whose conditions of service are governed by laws other than this Act or statutory regulations other than regulations made under this Act.

(4) Unless otherwise indicated, those provisions of this Act which apply to vessels which are registered or licensed in the Union or which in terms of this Act are required to be so registered or licensed shall so apply wherever such vessels may be.

(5) Unless otherwise indicated, those provisions of this Act which apply to vessels other than those referred to in sub-section (4) shall so apply only while such vessels are within the Union or the territorial waters thereof.

(6) The provisions of this Act shall not apply to ships belonging to the naval forces of the Union or of any other country.

(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 (c) of sub-section (1) thereof) and *two hundred and sixty*, together with section *three hundred and twelve* and sub-section (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 sub-section (3) of section *thirteen*.

(8) The Governor-General may by proclamation in the Gazette declare that any of the provisions of this Act which are by that proclamation specified, subject to the exemptions,

aanspreeklik is vir die gedrag van die persoon in beheer van die vaartuig in verband met sodanige gedrag.

(4) Verwysings in hierdie Wet na 'n skip gebou voor of na een of ander datum, word uitgelê as verwysings na 'n skip waarvan die kiel al na die geval voor of na daardie datum gelê is.

(5) 'n Verwysing in hierdie Wet na 'n aantekening in die amptelike skeepsjoernaal van 'n skip van 'n gebeurtenis of feit word, by toepassing van die bepaling waarin die verwysing voorkom op 'n skip waarvoor geen amptelike skeepsjoernaal gehou word nie, uitgelê as 'n verwysing na 'n aantekening van sodanige gebeurtenis of feit op ander wyse te boek gestel as in 'n amptelike skeepsjoernaal.

(6) 'n Verwysing in hierdie Wet na 'n bevel uitgevaardig of 'n aantekening gemaak of 'n dokument uitgereik kragtens 'n bepaling van hierdie Wet word, tensy anders aangedui word, uitgelê as omvattende 'n verwysing na 'n bevel uitgevaardig of 'n aantekening gemaak of 'n dokument uitgereik kragtens die ooreenkomstige bepaling van 'n wet deur artikel een herroep.

3. (1) Hierdie Wet is van toepassing op die Gebied Suidwes-Afrika en die hawe en nedersetting Walvisbaai, en genoemde Gebied word by die toepassing van hierdie Wet geg 'n deel van die Unie uit te maak: Met dien verstande dat die bepalings van hierdie Wet geen inbrouk maak nie op die bevoegdheid van die Wetgewonde Vergadering van genoemde Gebied om, by die uitoefening van sy magte kragtens artikel vyf-en-twintig van die „Zuidwest-Afrika Konstitusie Wet, 1925” (Wet No. 42 van 1925), soos uitgebrei deur artikel dertien bis van die Wet op Seevisserye, 1940 (Wet No. 10 van 1940), soos ingevoeg deur artikel drie van die Wysigingswet op Seevisserye, 1949 (Wet No 68 van 1949), Ordonnansies te maak wat handel oor sake aangaande robbings en seevisserye en die lisensiering van vaartuie wat vir robbe- en visvangs gebruik word, of op die geldigheid van enige sodanige Ordonnansies wat voor die inwerkingtreding van enige van die bepalings van hierdie Wet gemaak is.

Toepassing
van Wet.

(2) Hierdie Wet is van toepassing op Marion-eiland en Prince Edward-eiland: Met dien verstande dat by die toepassing daarvan reise tussen hawens in die Unie en hawens in daardie eilande geg word reise te wees tussen hawens in die Unie en hawens buite die Unie.

(3) Hierdie Wet verbind die Staat: Met dien verstande dat die Minister by kennisgewing kan gelas dat artikels honderd-en-twee tot en met artikel honderd-en-neg, artikels honderd-en-dertien en honderd-en-twintig tot en met artikel honderd vier-en-twintig en artikels honderd drie-en-dertig, honderd vier-en-dertig, honderd vyf-en-veertig, honderd agt-en-tagtig en driehonderd drie-en-twintig nie van toepassing sal wees nie ten aansien van die gesagvoerder, seclui of leerling-offisiere van 'n skip wat in die kennisgewing genoem word en wat aan die Unie-regoring (insluitende die Spoorwegadministrasie) behoort, wie so diensvoorwaardes gereël word deur ander wette as hierdie Wet of deur ander statutêre regulasies as regulasies uitgevaardig kragtens hierdie Wet.

(4) Daardie bepalings van hierdie Wet wat geld vir vaartuie wat in die Unie geregistreer of gelisensieer moet wees, geld aldus, tensy anders aangedui word, waar sodanige vaartuie hulle ook mag bevind.

(5) Daardie bepalings van hierdie Wet wat geld vir ander vaartuie as dié wat in sub-artikel (4) bedoel word, geld aldus, tensy anders aangedui word, slegs terwyl sodanige vaartuie in die Unie of in die Unie se territoriale waters is.

(6) Die bepalings van hierdie Wet geld nie vir skepe wat aan die vlootmagte van die Unie of van enige ander land behoort nie.

(7) Die bepalings van hierdie Wet is nie van toepassing nie op enige plesierjag wat kragtens die bepalings van sub-artikel (3) van artikel dertien vrygestel is, behalwe die bepalings van artikels agt-en-sestig, neg-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 neg-en-negentig, negentig, honderd agt-en-negentig, honderd neg-en-vyftig (behalwe tweehonderd vier-en-vyftig, tweehonderd neg-en-vyftig en tweehonderd-en-paragraaf (e) van sub-artikel (1) daarvan) en tweehonderd-en-sestig, en ook artikel driehonderd-en-twee en sub-artikel (1) van artikel driehonderd-en-dertien by toepassing daarvan op artikel twee-en-sewentig.

(8) Die Goewerneur-generaal kan by proklamasie in die Staatskoerant verklaar dat bepalings van hierdie Wet wat in daardie proklamasie vermeld word en wat nie kragtens die

modifications and restrictions so specified, and which do not by virtue of the other provisions of this Act apply to a particular ship or to ships of a particular class, category or tonnage, shall apply to that ship or to ships of that class, category or tonnage: Provided that provisions which in terms of this Act apply only to South African ships shall not by any such proclamation be applied also to ships not registered in the Union and *vice versa*.

(9) The Governor-General may by proclamation in the *Gazette* declare that any of the provisions of this Act which are by that proclamation specified, subject to the exemptions, modifications and restrictions so specified, shall apply to any dams or other inland waters so specified.

(10) If it has been made to appear to the Governor-General that the Government of any country other than the Union is desirous that any of the provisions of this Act, which do not apply to the ships of that country should so apply, and there are no special provisions in this Act for that application, the Governor-General may by proclamation in the *Gazette* declare that such of those provisions as are by that proclamation specified (subject to the limitations, if any, contained therein) shall apply to the ships of that country and to the owners, masters, seamen and apprentice-officers of those ships, when not locally within the jurisdiction of the government of that country, in the same manner in all respects as if those ships were ships registered in the Union; and thereupon the provisions so specified shall, subject to such limitations, if any, so apply.

(11) If the Governor-General is satisfied—

- (a) that ships registered in any country other than the Union are required by the law in force in that country to comply with any provisions which are substantially the same as, or equally effective with, any of the provisions of this Act which apply to such ships while they are within the Union or the territorial waters thereof; and
- (b) that that country has made or has undertaken to make provision for the exemption of South African ships while they are within that country or the territorial waters thereof from the corresponding requirements of the law of that country,

he may by proclamation in the *Gazette* declare that the said provisions of this Act shall not apply to any ship of that country, while she is within the Union or its territorial waters, if it is proved that the ship complies with the corresponding provision of the law in force in that country; and thereafter upon such proof being furnished, the said provisions of this Act shall not apply to such ship.

CHAPTER 1.

ADMINISTRATION.

Powers of
Minister.

4. The Minister may—

- (a) subject to the laws governing the public service, appoint such officers as he considers necessary for the administration of this Act;
- (b) recognize or, subject to the laws governing the public service, appoint as a ship surveyor, engineer surveyor or radio or other surveyor any qualified person whom he deems fit to act as such for the purposes of this Act;
- (c) by notice in the *Gazette* declare a port in the Union to be a port of registry for the registration of ships;
- (d) delegate any of his powers under this Act (except the power of delegation) to any officer with respect to the powers or matters specified or the port or area defined in the instrument of delegation.

Director of
Merchant
Shipping.

5. (1) There shall be a Director of Merchant Shipping who shall, subject to the laws governing the public service, be appointed by the Minister.

(2) The Director shall, subject to the provisions of this Act or any other law, have such powers and perform such duties as are assigned to him by the Governor-General.

ander bepalinge van hierdie Wet vir 'n besondere skip of vir skepe van 'n besondere klas, kategorie of tonnemaat geld nie, vir daardie skip of vir skepe van daardie klas, kategorie of tonnemaat geld, behoudens die vrystellings, modifikasies en beperkings wat in die proklamasie vermeld word: Met dien verstande dat bepalinge wat volgens hierdie Wet alleen vir Suid-Afrikaanse skepe geld, nie by so 'n proklamasie ook op skepe wat nie in die Unie geregistreer is nie, toegepas word nie, en *vice versa*.

(9) Die Goewerneur-generaal kan by proklamasie in die *Staatskoerant* verklaar dat bepalinge van hierdie Wet wat in daardie proklamasie vermeld word, geld vir damme of ander binnelandse waters in die proklamasie vermeld, behoudens die vrystellings, modifikasies en beperkings wat in die proklamasie vermeld word.

(10) As dit vir die Goewerneur-generaal blyk dat die Regering van enige land (behalwe die Unie) begerig is dat enige bepalinge van hierdie Wet wat nie op die skepe van daardie land van toepassing is nie, aldus van toepassing moet wees, en daar geen spesiale bepalinge in hierdie Wet vir daardie toepassing is nie, kan die Goewerneur-generaal by proklamasie in die *Staatskoerant* verklaar dat sodanige bepalinge as wat in daardie proklamasie vermeld word (behoudens die beperkings, as daar is, wat daarin vervat is) van toepassing is op die skepe van daardie land en op die eiens, gesagvoerders, seelui en leerling-offisiere van daardie skepe wanneer hulle nie binne die maggebied van die regering van daardie land is nie, in alle opsigte op dieselfde wyse asof daardie skepe in die Unie geregistreer is; en daarop is die aldus vermelde bepalinge, behoudens bedoelde beperkings, as daar is, aldus van toepassing.

(11) As die Goewerneur-generaal oortuig is—

- (a) dat skepe wat in 'n deel van enige land (behalwe die Unie) geregistreer is, deur die wette wat in daardie land van krag is, verplig word om te voldoen aan bepalinge wat wesenlik dieselfde of ewe effektief is as bepalinge van hierdie Wet wat van toepassing is op sodanige skepe terwyl hulle in die Unie of in die Unie se territoriale waters is; en
- (b) in die geval van skepe van 'n vreemde land, dat daardie land voorsiening gemaak het of onderneem het om voorsiening te maak vir die vrystelling van Suid-Afrikaanse skepe, terwyl hulle in daardie land of in die territoriale waters daarvan is, van die ooreenstemmende wetsvereistes van daardie land,

kan hy by proklamasie in die *Staatskoerant* verklaar dat genoemde bepalinge van hierdie Wet nie van toepassing is nie op enige skip wat in daardie deel van die Statebond geregistreer is of enige skip van daardie vreemde land terwyl die skip in die Unie is, as bewys word dat die skip voldoen aan die ooreenstemmende bepalinge van die wette wat in daardie deel van die Statebond of daardie vreemde land, na gelang van die geval, van krag is; en daarna, as sodanige bewys gelever word, is genoemde bepalinge van hierdie Wet nie op bedoelde skip van toepassing nie.

HOOFSTUK 1.

UITVOERING.

4. Die Minister kan—

- (a) met inagneming van die wette op die staatsdiens sodanige beamptes aanstel as wat hy nodig ag vir die uitvoering van hierdie Wet;
- (b) 'n gekwalifiseerde persoon wat hy bevoeg ag om as sodanig vir die doeleindes van hierdie Wet op te tree, erken of, met inagneming van die wette op die staatsdiens, aanstel as 'n skeepsopnemer, ingenieur-opnemer of radio- of ander opnemer;
- (c) by kennisgewing in die *Staatskoerant* 'n hawe in die Unie tot 'n registrasiehawe vir die registrasie van skepe verklaar;
- (d) bevoegdhede wat hy kragtens hierdie Wet besit (behalwe die mag van delegasie), aan 'n beampte deleger ten aansien van die bevoegdhede of sake uitengesit, of die hawe of gebied omskryf, in die delegasie-akte.

Bevoegdhede van Minister.

5. (1) Daar is 'n Direkteur van Handelskeepvaart wat met Direkteur van inagneming van die wette op die staatsdiens deur die Minister aangestel word.

(2) Die Direkteur het, met inagneming van die bepalinge van hierdie Wet of enige ander wet, sodanige bevoegdhede om voer sodanige pligte uit as wat deur die Goewerneur-generaal aan hom toegewys word.

(3) The Director shall, subject to the control of the Minister, be responsible for the administration of this Act, and shall have the control of all matters incidental thereto.

(4) All powers conferred and all duties imposed upon the Director may be exercised or performed by the Director personally or by an officer under a delegation from or under the control or direction of the Director.

National Marine
Advisory Council,
National Advisory
Council for the
Welfare of
Merchant Seamen,
port welfare com-
mittees and *ad hoc*
advisory
committees.

6. (1) There shall be a National Marine Advisory Council, consisting of not more than seven members, of whom at least one (who shall be the chairman) shall be a member of the public service, and of whom five shall represent the interests of—

- (a) owners of South African ships other than fishing boats;
- (b) owners of fishing boats registered or licensed in the Union;
- (c) underwriters;
- (d) masters, skippers and ships' officers employed on South African ships; and
- (e) seamen (other than masters, skippers and ships' officers) employed on South African ships,

respectively.

(2) There shall be a National Advisory Council for the Welfare of Merchant Seamen, consisting of the Secretary for Social Welfare (who shall be chairman) and not more than eleven other members, of whom at least three shall be members of the public service, and of whom at least four shall represent bodies actively engaged in promoting the welfare of seamen at the ports of the Union.

(3) In the absence for any cause of the chairman of the National Marine Advisory Council or the National Advisory Council for the Welfare of Merchant Seamen, respectively, from any meeting, the members present shall choose one of their number to preside at the meeting.

(4) The National Marine Advisory Council shall advise the Minister in regard to all matters referred to it in connection with the administration of this Act, generally.

(5) 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.

(6) 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.

(7) The Minister may from time to time appoint a committee for the purpose of advising him in regard to any particular matter dealt with by this Act and referred to it.

(8) The members of the National Marine Advisory Council, the National Advisory Council for the Welfare of Merchant Seamen and every port welfare committee and every committee referred to in sub-section (7) shall be appointed by the Minister in accordance with the regulations, and the said councils and committees shall perform their functions in accordance with the regulations.

(9) There shall be paid to members of the National Marine Advisory Council, the National Advisory Council for the Welfare of Merchant Seamen, and of any port welfare committee and any committee appointed under sub-section (7) such allowances towards subsistence and transport as may be prescribed by the regulations made under this Act, or, if they are members of the public service, such allowances towards subsistence and transport as are prescribed by or under the laws governing the public service.

Survey of ship to ascertain whether she complies with the Act.

7. Subject to the provisions of this Act, a surveyor may inspect any South African ship wherever she may be or any ship not registered in the Union while she is within the Union or the territorial waters of the Union for the purpose of ascertaining whether she complies with the provisions of this Act.

Duty of proper officer to ensure compliance with this Act.

8. If a proper officer has reason to suspect that the provisions of this Act are not being or have not been complied with in respect of any ship within the Union or the territorial waters of the Union, which is not registered in the Union, or in respect of any South African ship wherever she may be, he shall take such steps as in his opinion are necessary to ensure compliance with the said provisions.

(3) Die Direkteur is, onder toesig van die Minister, verantwoordelik vir die uitvoering van hierdie Wet en het beheer oor alle aanverwante sake.

(4) Alle bevoegdhede toegewys en alle pligte opgelê aan die Direkteur, kan deur die Direkteur in 'n persoon uitgeoefen of verrig word of deur 'n beaampte kragtens 'n delegasie van of onder die beheer of voorskrif van die Direkteur.

6. (1) Daar is 'n Nasionale Marine-adviesraad, bestaande uit hoogstens sewe lede, waarvan ten minste een (wat die voorsitter is) 'n lid van die staatsdiens moet wees, en waarvan vyf die belang van—

Nasionale Marine-adviesraad, Nasionale Adviesraad vir die Welsyn van Handelseelui, hawo-welsynkomitees en adviserende komitees ad hoc aangestel.

(a) eienare van Suid-Afrikaanse skepe (behalwe vissersbote);

(b) eienare van vissersbote in die Unie geregistreer of gelisensieer;

(c) seeversekeraars;

(d) gesagvoerders, skippers en skeepsoffisiere in diens op Suid-Afrikaanse skepe; en

(e) seelui (behalwe gesagvoerders, skippers en skeepsoffisiere) in diens op Suid-Afrikaanse skepe

onderskeidelik verteenwoordig.

(2) Daar is 'n Nasionale Adviesraad vir die Welsyn van Handelseelui, bestaande uit die Sekretaris van Volkswelsyn (wat die voorsitter is) en hoogstens elf ander lede, waarvan ten minste drie lede van die staatsdiens moet wees, en waarvan ten minste vier liggame wat aktief deelneem in die bevordering van die welsyn van seelui by Unie-hawens, verteenwoordig.

(3) By afwesigheid om enige rede van die voorsitter van die Nasionale Marine-adviesraad of die Nasionale Adviesraad vir die Welsyn van Handelseelui, onderskeidelik, van 'n vergadering, kies die lede wat aanwesig is, een uit hul midde om op die vergadering te presideer.

(4) Die Nasionale Marine-adviesraad dien die Minister van raad met betrekking tot alle sake in verband met die uitvoering van hierdie Wet oor die algemeen wat na die raad verwys word.

(5) 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.

(6) Die Minister kan 'n hawo-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 koördinerings van maatreëls vir die verbetering van bedoelde omstandighede, en om by die uitvoering van bedoelde maatreëls saam te werk.

(7) Die Minister kan van tyd tot tyd 'n komitee aanstel om hom van raad te dien met betrekking tot enige besondere saak waarvoor hierdie Wet handel, en wat na die komitee verwys word.

(8) Die lede van die Nasionale Marine-adviesraad, van die Nasionale Adviesraad vir die Welsyn van Handelseelui en van elke hawo-welsynkomitee en elke in sub-artikel (7) bedoelde komitee word deur die Minister ooreenkomstig die regulasies aangestel, en gemelde rade en komitees verrig hul werksaamhede ooreenkomstig die regulasies.

(9) Aan lede van die Nasionale Marine-adviesraad, van die Nasionale Adviesraad vir die Welsyn van Handelseelui en van 'n hawo-welsynkomitee en 'n komitee aangestel kragtens sub-artikel (7), word sodanige toelae vir onderhoud en vervoer betaal as wat voorgeskryf is deur die regulasies kragtens hierdie Wet gemaak of, as hulle lede van die staatsdiens is, die toelae vir onderhoud en vervoer wat voorgeskryf word deur of kragtens die wette op die staatsdiens.

7. Behoudens die bepalinge van hierdie Wet kan 'n opnemer enige Suid-Afrikaanse skip, waar dit ookal is, of enige skip wat nie in die Unie geregistreer is nie, ondersoek terwyl dit in die Unie of die Unie se territoriale waters is ten einde vas te stel of die skip aan die bepalinge van hierdie Wet voldoen.

Opneming van skip om vas te stel of dit aan wetsvoorskrifte voldoen.

8. As 'n bevoegde beaampte rede het om te vermoed dat die bepalinge van hierdie Wet nie nagekom word of is nie ten aansien van 'n skip in die Unie of die Unie se territoriale waters wat nie in die Unie geregistreer is nie, of ten aansien van 'n Suid-Afrikaanse skip waar dit ookal is, doen hy sodanige stappe as wat syns insiens nodig is om nakoming van genoemde bepalinge te verseker.

Plig van bevoegde beaampte om nakoming van hierdie Wet te verseker.

Powers of
officers and
courts.

9. (1) Any—

- (a) proper officer or surveyor; or
- (b) court of marine enquiry, maritime court or court of survey; or
- (c) person appointed in terms of section *two hundred and sixty-four* or sub-section (1) of section *two hundred and eighty-one*, or to whom an appeal is referred in terms of sub-section (1) or (2) of section *two hundred and eighty-two*; or
- (d) other person authorized or required by or under this Act, or generally or specially authorized or required by the Director, to make any survey or inspection or conduct any investigation,

may, in the execution of his duty or the exercise of his functions—

- (i) board any South African ship wherever she may be, or any ship other than a South African ship while she is within the Union or the territorial waters of the Union, and inspect the same or any part thereof, or any equipment thereof, or any articles on board, or any log-books, certificates or other documents relating to the ship or the crew thereof, and muster the crew of the ship and interrogate them;
 - (ii) enter any premises, including any land, structure, vehicle or vessel, and inspect the same or any articles therein;
 - (iii) by written notice or otherwise summon any person who in his or its opinion may be able to give information which is likely to assist him or it in the carrying out of such duty, or who he or it suspects or believes has in his possession or custody or under his control any book, document or thing the inspection of which is likely to assist him or it in the carrying out of such duty, to appear before him or it at a time and place specified, to be interrogated or to produce that book, document or thing;
 - (iv) administer an oath to any person appearing in obedience to any summons or otherwise, and interrogate him and inspect and detain any book, document or thing produced;
 - (v) require any person interrogated to subscribe to a declaration of the truth of the statement made by him; and
 - (vi) copy any document inspected by or produced to him or it.
- (2) Every person—
- (a) shall upon demand assist to the best of his ability any officer or other person or court in the exercise of any of the powers conferred by sub-section (1);
 - (b) summoned under paragraph (iii) of sub-section (1) shall attend at the time and place specified, and remain in attendance until excused by the officer or other person or court from further attendance;
 - (c) shall take the oath administered to him by any officer or other person or court under paragraph (iv) of sub-section (1);
 - (d) shall answer fully and satisfactorily, to the best of his ability, all questions lawfully put to him by any officer or other person or court under paragraph (i) or (iv) of sub-section (1), and, upon being required to do so, produce any book, document or thing in his possession or under his control: Provided that in connection with the interrogation of any such person by, or the production of any such book, document or thing to any such officer or other person or court, the law relating to privilege, as applicable to a witness summoned to give evidence or produce any book, document or thing before a court of law shall apply; and
 - (e) upon being required to do so, shall subscribe to a declaration of the truth of any statement made by him.

(3) Any person who, after being sworn by an officer or other person or court in the exercise of the said powers, gives a false answer to any question put to him, or makes a false statement on any matter, knowing that answer or statement to be false, shall be deemed to be guilty of perjury.

9. (1) Enige—

- (a) bevoegde beampte of opnemer; of
- (b) hof van marine-onderzoek, seehof of opnemingshof; of
- (c) persoon wat kragtens artikel tweehonderd vier-en-sestig of sub-artikel (1) van artikel tweehonderd een-en-tagtig aangestel is, of na wie 'n appél kragtens sub-artikel (1) of (2) van artikel tweehonderd twee-en-tagtig verwys is; of
- (d) ander persoon gemagtig of verplig deur of kragtens hierdie Wet of oor die algemeen of in besonder deur die Direkteur gemagtig of gelas om 'n opname of inspeksie te maak of 'n ondersoek te doen.

Bevoegdhede van beamptes en hofwe.

kan in die uitvoering van sy plig of die uitoefening van sy werksaamhede,—

- (i) aan boord gaan van 'n Suid-Afrikaanse skip, waar dit ookal is, of 'n ander skip as 'n Suid-Afrikaanse skip terwyl die skip in die Unie of die Unie se territoriale waters is, en die skip of enige deel daarvan, of uitrusting daarvan, of enige artikels aan boord daarvan, of enige skeepsjoernale, sertifikate of ander dokumente wat op die skip of die skip se bemanning betrekking het, inspekteer, en die skip se bemanning monster en ondervra;
- (ii) enige perseel, met inbegrip van enige grond, bouwerk, voertuig of vaartuig, betree en die perseel of enige artikels daarin ondersoek;
- (iii) by skriftelike kennisgewing of andersins enige persoon oproep wat na sy mening in staat mag wees om inligting te verstrek wat hom waarskynlik sal help om sodanige plig uit te voer, of wat na sy vermoede of mening enige boek, dokument of ding in sy besit of bewaring of onder sy beheer het wat by insae hom waarskynlik in die uitvoering van sodanige plig sal help, om voor hom te verskyn op 'n bepaalde tyd en plek om ondervra te word of om daardie boek, dokument of ding oor te lê;
- (iv) 'n eed afneem van enige persoon wat ingevolge 'n oproep of andersins verskyn en hom ondervra en enige boek, dokument of ding wat oorgelê word, ondersoek en agterhou;
- (v) enige persoon wat ondervra is, 'n verklaring van die waarheid van die verklaring deur hom afgelê, laat onderteken; en
- (vi) 'n afskrif maak van enige dokument wat deur hom ingesien of aan hom getoon is.

(2) Iedere persoon—

- (a) help enige beampte of ander persoon of hof op versoek na die beste van sy vermoë in die uitoefening van enige van die bevoegdhede deur sub-artikel (1) verleen;
- (b) wat kragtens paragraaf (iii) van sub-artikel (1) opgeroep is, verskyn op die bepaalde tyd en plek en bly aanwesig totdat die beampte of ander persoon of hof hom vrystel van verdere aansigligheid;
- (c) lê die eed af wat kragtens paragraaf (iv) van sub-artikel (1) deur 'n beampte of ander persoon of hof van hom afgeneem word;
- (d) beantwoord volledig en bevredigend na die beste van sy vermoë alle vrae wat wettiglik deur 'n beampte of ander persoon of hof kragtens paragraaf (i) of (iv) van sub-artikel (1) aan hom gestel word, en as hy daartoe gelas word, oorlê hy enige boek, dokument of ding in sy besit of onder sy beheer: Met dien verstande dat die regsreëls betreffende privilegie soos van toepassing op 'n getuie wat gedagvaar is om voor enige geregtshof getuieis af te lê of enige boek, dokument of ding oor te lê van toepassing is op die ondervraging van se 'n persoon deur, of die oorlegging van so 'n boek, dokument of ding aan, so 'n beampte of ander persoon of hof; en
- (e) as hy daartoe gelas word, onderteken 'n verklaring van die waarheid van 'n verklaring wat hy afgelê het.

(3) Enigeen wat onder eed gestel is deur 'n beampte of ander persoon of hof in die uitoefening van genoemde bevoegdhede en 'n valse antwoord op enige vraag wat aan hom gestel is, gee, of 'n valse verklaring oor enige saak doen wetende dat daardie antwoord of verklaring vals is, word geag aan meenede skuldig te wees.

(4) Any person or court referred to in paragraph (a), (b) or (c) of sub-section (1) may in the execution of his or its duty or the exercise of his or its functions, if he or it deems it necessary to do so, direct that any South African ship wherever she may be, or any ship other than a South African ship while she is within the Union or the territorial waters of the Union, be taken into dock at the owner's expense, in order that every part of the hull thereof may be inspected.

CHAPTER II.

RECORDING, REGISTERING AND LICENSING OF SHIPS.

Notification of building of vessels.

10. (1) Every person who at the coming into operation of this section is building, or after such coming into operation intends to build, a vessel in the Union which when completed will be required to be registered or licensed in terms of this Act, shall within sixty days of such coming into operation or before beginning to build the vessel, as the case may be, furnish to the proper officer nearest to the place where the vessel is being built or to be built, such written particulars of the vessel as may be prescribed.

(2) The person on whose account any vessel is built shall for the purposes of sub-section (1) be deemed to build that vessel.

Qualification for owning ship registered under this Act.

11. (1) No ship shall be registered in the Union unless the whole of the ship is owned by the Government of the Union or by persons to each of whom one or other of the following descriptions applies:

- (a) South African citizens;
- (b) citizens of a country (other than the Union) which is a member of the Commonwealth; and
- (c) corporate bodies established under and subject to the law in force in any part of the Commonwealth and having their principal place of business within the Commonwealth.

(2) No person other than the Government of the Union or a person who is included in a category mentioned in sub-section (1) shall acquire, except by such transmission as is referred to in section *forty-three*, any interest in a ship registered in the Union.

Power to enquire into the title of a registered ship to be registered.

12. (1) If the Minister has reason to believe that there is some doubt as to the title of any ship registered as a South African ship to be so registered, he may direct the proper officer of the port of registry of the ship to require that evidence be given to his satisfaction that the ship is entitled to be registered as a South African ship.

(2) If within such time as may be determined by the Minister, evidence to the satisfaction of the proper officer of the title of the ship to be registered is not given, the ship shall be liable to forfeiture.

Obligation to apply for registry of a ship.

13. (1) Whenever the whole of a ship of twenty-five or more gross tons is owned—

- (a) by the Government of the Union; or
- (b) by persons all of whom in terms of section *eleven* are qualified to own a South African ship, and—
 - (i) a majority of the owners either in number or extent of ownership are persons resident in the Union or corporate bodies having their principal place of business within the Union; or
 - (ii) the ship is, as to her management and use, principally controlled in the Union,

the said Government or the other owners, as the case may be, shall, unless she is already registered in the Union or elsewhere apply to the proper officer at one of the ports of registry appointed in terms of paragraph (c) of section *four* for the ship to be registered in terms of this Act.

(2) The application for registry mentioned in sub-section (1) shall be made—

- (a) in the case of a ship already owned at the coming into operation of this section by persons who in terms of section *eleven* are qualified to own a South African ship, within one month of such coming into operation; and
- (b) in the case of a ship acquired after the coming into operation of this section by persons so qualified, within one month of the date on which she is so acquired.

(3) The Minister may in his discretion exempt the owners of certain classes of ships of less than one hundred gross tons, to be determined by him, from the provisions of this section

(4) Enige persoon of hof bedoel in paragraaf (a), (b) of (c) van sub-artikel (1) kan in die uitvoering van sy plig of die uiteefoning van sy werksaamhede, as hy dit nodig ag, gelas dat 'n Suid-Afrikaanse skip, waar dit ookal is, of 'n ander skip as 'n Suid-Afrikaanse skip terwyl die skip in die Unie of die Unie se territoriale waters is, op die eienaar se koste in 'n dok gebring word sodat elke deel van die romp ondersoek kan word.

HOOFSTUK II.

OPTEKENING, REGISTRASIE EN LISENSIERING VAN SKEPE.

10. (1) Elke persoon wat by die inwerkingtreding van hierdie artikel besig is, of wat na sodanige inwerkingtreding van voorneme is, om 'n vaartuig in die Unie te bou wat by voltooiing kragtens hierdie Wet geregistreer of gelisensieer moet word, verstrekk binne sestig dae na sodanige inwerkingtreding of voordat begin word met die bou van die vaartuig, al na die geval, aan die bevoegde beampte wat naaste aan die plek is waar die vaartuig gebou word of gebou sal word, sodanige skriftelike besonderhede van die vaartuig as wat voorgeskryf is.

Aanmelding van
bou van skepe.

(2) Die persoon vir wie se rekening 'n vaartuig gebou word, word by toepassing van sub-artikel (1) geag daardie vaartuig te bou.

11. (1) Geen skip word in die Unie geregistreer nie tensy die hele skip die eiendom is van die Unie-regering of van persone wat alkeen aan een of ander van die volgende omskrywings beantwoord:

Bevoegdheid om
eienaar te wees
van 'n skip
kragtens hierdie
Wet geregistreer.

(a) Suid-Afrikaanse burgers;

(b) burgers van 'n land (behalwe die Unie) wat lid is van die Statebond; en

(c) regspersone wat kragtens en onderhewig aan die wette wat in 'n deel van die Statebond van krag is, ingestel is en hul vernaamste besigheidsplek in die Statebond het.

(2) Niemand behalwe die Unie-regering of 'n persoon wat ressorteer onder 'n kategorie bedoel in sub-artikel (1), verkry enige belang in 'n skip wat in die Unie geregistreer is nie behalwe by sodanige eiendomsoorgang as wat in artikel drie- en veertig bedoel word.

12. (1) As die Minister rede het om te meen dat daar twyfel bestaan oor die reg van 'n skip wat geregistreer is as 'n Suid-Afrikaanse skip, om aldus geregistreer te wees, kan hy aan die bevoegde beampte van die registrasiehouer van die skip opdrag gee om te eis dat tot sy oortuiging bewys gelewer word dat die skip geregig is op registrasie as 'n Suid-Afrikaanse skip.

Bevoegdheid om
reg van geregi-
streeide skip om
geregistreer te
wees, te ondersoek.

(2) Indien binne sodanige tydperk as wat die Minister bepaal, geen bewys van die skip se reg om geregistreer te wees, tot oortuiging van die bevoegde beampte gegee is nie, is die skip onderhewig aan verbeuring.

13. (1) Wanneer 'n skip van vyf-en-twintig of meer bruto-ton geheel-en-al die eiendom is—

Verpligting om
aansoek om
registrasie van
'n skip te doen.

(a) van die Unie-regering; of

(b) van persone wat almal ingevolge artikel elf bevoeg is om eienaars van 'n Suid-Afrikaanse skip te wees.

en—
(i) 'n meerderheid van die eienaars, hetsy in getal, hetsy volgens die aandeel in die skip wat hulle besit, persone is wat in die Unie woon, of regspersone is wat hul vernaamste besigheidsplek in die Unie het; of

(ii) die skip, wat die bestuur of gebruik daarvan betref, hoofsaaklik in die Unie beheer word, doen geneemde Regering of die ander eienaars, soos die geval mag wees, tensy die skip reeds in die Unie of elders geregistreer is, by die bevoegde beampte by een van die registrasiehouers aangewys kragtens paragraaf (c) van artikel vier, aansoek om registrasie van die skip ingevolge hierdie Wet.

(2) Die aansoek om registrasie vermeld in sub-artikel (1) word gedoen—

(a) in die geval van 'n skip wat by die inwerkingtreding van hierdie artikel reeds die eiendom is van persone wat kragtens artikel elf bevoeg is om die eienaars van 'n Suid-Afrikaanse skip te wees, binne een maand na sodanige inwerkingtreding; en

(b) in die geval van 'n skip na die inwerkingtreding van hierdie artikel deur aldus bevoegde persone verkry, binne een maand na die datum waarop die skip verkry is.

(3) Die Minister kan na gooddunke die eienaars van skepe van sekere deur hom bepaalde kategorieë van minder as eenhonderd bruto-ton vrystel van die bepalinge van hierdie artikel.

Ships registered in Union under repealed law.

14. All ships registered at a port in the Union at the coming into operation of this section in accordance with the provisions of any law repealed by section one shall be deemed to be registered in terms of this Act and the provisions of section thirteen shall not apply in respect of such ships.

Register to be kept.

15. The proper officer shall enter all ships registered by him in a special book to be kept for the purpose (hereinafter referred to as the register), and such entries shall be made in the prescribed manner.

Survey and measurement of ship before registry.

16. The owner of a ship in respect of which application for registry is made shall, upon demand by the proper officer, cause such ship to be surveyed by a surveyor, and the tonnage of the ship ascertained, in the prescribed manner. The surveyor shall grant a tonnage certificate specifying the ship's tonnage and build and such other particulars as may be required by the regulations, and that certificate shall be delivered to the proper officer by the owner before the ship is registered.

Tonnage once ascertained to be the tonnage of ship.

17. Whenever the tonnage of a ship has been ascertained and registered in accordance with this Act, that tonnage shall thenceforth be deemed to be the tonnage of the ship, and shall be repeated in every subsequent registry thereof, unless any alteration is made in the form or capacity of the ship, or unless it is discovered that the tonnage of the ship has been erroneously computed, in either of which cases the ship shall be resurveyed, and her tonnage redetermined in accordance with this Act.

Tonnage of ships of other countries.

18. (1) Whenever the Minister is satisfied that provisions substantially the same as those of this Act relating to the measurement of the tonnage of ships are in force in any other country, he may by notice in the *Gazette* direct that ships registered in that country shall without being resurveyed in the Union be presumed to be of the tonnage denoted in their certificates of registry or other national papers, in the same manner, to the same extent, and for the same purposes as the tonnage denoted in the certificate of registry of a South African ship is presumed to be the tonnage of that ship, and that the space shown by the certificate of registry or other national papers of any ship registered in such other country, as deducted from tonnage on account of being occupied by seamen or apprentice-officers and appropriated to their use, shall for the purpose of determining her tonnage be presumed to have been certified by a surveyor under sub-section (2) of section two hundred and sixty-two to comply with those of the provisions of this Act which apply to such a space in the case of a South African ship.

(2) Whenever the Minister has given any such direction as is mentioned in sub-section (1), the presumptions referred to shall apply in respect of any ship registered in the country to which the direction relates.

(3) If any question arises as to whether the tonnage of any ship registered in any country to which any such direction relates, as denoted in her certificate of registry or other national papers, materially differs from that which would be her tonnage if measured under this Act, or as to whether the construction and the equipment of any ship so registered as regards the said space do for the purpose of determining the tonnage of the ship conform to the standards required under this Act, the Director may direct that a surveyor inspect the ship.

(4) If from the report of a surveyor so directed to inspect a ship it appears to the Minister that the tonnage of that ship, as so denoted, materially differs from that which would be her tonnage if measured under this Act or that her construction and equipment as regards the said space do not, for the purpose of determining her tonnage conform to the said standards, or if for any reason it appears to the Minister that the tonnage of any ship so registered has been erroneously computed, he may order that, notwithstanding any direction for the time being in force under this section, that ship or any ship registered in the country to which the direction relates shall, for all or any of the purposes of this Act, be surveyed in accordance with this Act.

Marking of ship.

19. (1) The owner of a ship who applies for registry under this Act shall before registry cause her to be marked permanently and conspicuously in the prescribed manner and to the satisfaction of the proper officer, and any ship not so marked may be detained by that officer.

14. Alle skepe wat by die inwerkingtreding van hierdie artikel by 'n Unie-hawe ooreenkomstig die bepalings van 'n wet deur artikel een herroep, geregistreer is, word gegang geregistreer te wees kragtens hierdie Wet en die bepalings van artikel dertien is nie van toepassing op sodanige skepe nie.

Skepe wat kragtens herroeping wet in Unie geregistreer is.

15. Die bevoegde beampte teken alle skepe wat deur hom geregistreer word aan in 'n spesiale boek wat vir daardie doel aangehou word (hierna die register genoem) en sodanige aantekeninge word op die voorgeskrewe wyse gedoen.

Register moet gehou word.

16. Die eienaar van 'n skip ten opsigte waarvan aansoek om registrasie gedoen word, laat so 'n skip wanneer die bevoegde beampte dit vereis, deur 'n opnemer opneem en die tonnemaat van die skip op die voorgeskrewe wyse bepaal. Die opnemer reik 'n tonnemaatsertifikaat uit waarin die skip se tonnemaat en bou en sodanige ander besonderhede as wat by regulasie vereis word, uiteengesit word, en daardie sertifikaat word deur die eienaar aan die bevoegde beampte oorhandig voordat die skip geregistreer word.

Opneming en maatneming van skip voor registrasie.

17. Wanneer die tonnemaat van 'n skip ooreenkomstig hierdie Wet bepaal en geregistreer is, word daardie tonnemaat voortaan gegang die tonnemaat van die skip te wees en word dit by elke daaropvolgende registrasie daarvan herhaal tensy 'n verandering in die vorm of draagkrag van die skip gemaak is, of tensy ontdek word dat die tonnemaat van die skip foutief bereken is, en in albei die gevalle word die skip opnuut opgemeet, en sy tonnemaat opnuut ooreenkomstig hierdie Wet vasgestel.

Tonnemaat wat oormaat bepaal is, is tonnemaat van skip.

18. (1) Wanneer die Minister daarvan oortuig is dat bepalings wat wesenlik dieselfde is as dié van hierdie Wet in verband met die vasstelling van skepe se tonnemaat in 'n ander land van krag is, kan hy by kennisgewing in die Staatskoerant opdrag gee dat skepe wat in daardie land geregistreer is, sonder heropneming in die Unie gegang moet word die tonnemaat te hê wat aangegee word in hul registrasiesertifikate of ander amptelike stukke van daardie land afkomstig, op dieselfde wyse, in dieselfde mate en vir dieselfde doeleindes as wat die tonnemaat aangedui in die registrasiesertifikat van 'n Suid-Afrikaanse skip gegang word die tonnemaat van daardie skip te wees, en dat by die bepaling van die tonnemaat van 'n skip wat in daardie land geregistreer is, dit gegang word dat 'n opnemer kragtens sub-artikel (2) van artikel tweehonderd twee-en-sestig gesertifiseer het omtrent die ruimte wat volgens die registrasiesertifikat of ander amptelike stukke van daardie land afkomstig behorende aan die skip afgetrek is van die tonnemaat omdat dit deur seelui of leerling-offisiere bewoën word en vir hul gebruik aangewys is. dat bedoelde ruimte voldoen aan daardie bepalings van hierdie Wet wat vir so 'n ruimte in die geval van 'n Suid-Afrikaanse skip geld.

Tonnemaat van skepe van ander lande.

(2) Wanneer die Minister 'n in sub-artikel (1) bedoelde opdrag gegee het, is bedoelde vermoelens van toepassing op enige skip geregistreer in die land waarvoor die opdrag geld.

(3) As die vraag ontstaan of die tonnemaat van 'n skip geregistreer in 'n land waarvoor die opdrag geld soos aangegee in sy registrasiesertifikat of ander amptelike stukke van daardie land afkomstig wesenlik verskil van wat sy tonnemaat sou gewees het indien dit kragtens hierdie Wet opgeneem was, of as die vraag ontstaan of die konstruksie en die uitrusting van 'n aldus geregistreerde skip ten aansien van genoemde ruimte wel vir die bepaling van die skip se tonnemaat voldoen aan die standarde wat by hierdie Wet vereis word, kan die Direkteur gelas dat 'n opnemer die skip inspekteer.

(4) As dit vir die Minister uit die verslag van 'n opnemer wat aldus gelas is om 'n skip te inspekteer, blyk dat daardie skip se tonnemaat wat aldus aangegee is, wesenlik verskil van wat sy tonnemaat sou gewees het as dit kragtens hierdie Wet opgeneem was, of dat sy konstruksie en uitrusting betreffende genoemde ruimte vir die bepaling van sy tonnemaat nie aan genoemde standarde voldoen nie, of as dit om enige rede vir die Minister blyk dat die tonnemaat van 'n skip wat aldus geregistreer is, foutief bereken is, kan hy beveel dat ondanks enige opdrag kragtens hierdie artikel wat dan van krag is, daardie skip of enige skip wat in die land geregistreer is waarop die opdrag betrekking het, vir alle of enige doeleindes van hierdie Wet ooreenkomstig hierdie Wet opgeneem moet word.

19. (1) Die eienaar van 'n skip wat aansoek doen om die registrasie van die skip kragtens hierdie Wet, laat die skip voordat dit geregistreer word, op blywende en opvallende manier op die voorgeskrewe wyse en tot die bevoegde beampte se tevredenheid merk an 'n skip wat nie aldus gemerk is nie, kan deur daardie beampte aangehou word.

Merk van skip.

(2) The owner and the master of a South African ship shall take all reasonable steps to ensure that the ship remains marked as required by this section or by sub-section (2) of section *thirty-six*, or, in the case of a ship referred to in section *fourteen*, that she remains marked as required by the law under which she was registered, and the said owner or master shall not cause or permit any alterations of such marks to be made, except in the event of any of the particulars thereby denoted being altered in the manner provided in this Act, or except to evade capture by an enemy or by a foreign ship of war in the exercise of some belligerent right.

Evidence on
first registry.

20. (1) On the first registry of a ship in the Union the owner shall produce—

- (a) a declaration of ownership, in the prescribed form;
- (b) in the case of a ship built elsewhere than in the Union, a 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.

(2) The builder of a ship shall not within the Union refuse or omit upon request by the owner to grant the certificate required by this section.

(3) The proper officer may demand proof of ownership of the ship to his satisfaction before proceeding with the registry of the ship.

Entry of
particulars in
register.

21. As soon as the requirements of this Act preliminary to registry have been complied with the proper officer shall enter in the register the following particulars:

- (a) the name of the ship and the name of the port to which she belongs;
- (b) the details contained in the tonnage certificate referred to in section *sixteen*;
- (c) the origin of the ship, as stated in the declaration of ownership;
- (d) the name, address and occupation of the owner of the ship, and if there are more owners than one, what share in the ship is held by each owner.

Documents to be
retained by
proper officer.

22. On the registry of a ship in the Union the proper officer shall retain in his possession the following documents:

- (a) all declarations of ownership;
- (b) the tonnage certificate;
- (c) the builder's certificate;
- (d) all deeds of sale of the ship previously made and no longer of force and effect; and
- (e) the copy of the notice of forfeiture, if any.

Certificate of
registry.

23. On completion of the registry of a ship, the proper officer shall grant a certificate of registry in the prescribed form, containing the particulars respecting the ship entered in the register in accordance with section *twenty-one* and stating the name of her master.

Custody of
certificate of
registry.

24. (1) A certificate of registry granted in terms of section *twenty-three* shall not be subject to detention by reason of any title to, lien on, charge against, or interest in the ship held or claimed by any person.

(2) No person who has in his possession or under his control the certificate of registry of a ship shall refuse or omit without reasonable cause to deliver such certificate on demand to the person entitled to the custody thereof.

Improper
certificate of
registry not to be
used.

25. The owner or master—

- (a) of a South African ship, wherever she may be; or
- (b) of a ship other than a South African ship, while she is within the Union or the territorial waters of the Union,

(2) Die eienaar en die gesagvoerder van 'n Suid-Afrikaanse skip neem alle redelike maatreëls om te verseker dat die skip gemerk bly soos deur hierdie artikel of deur sub-artikel (2) van artikel ses-en-dertig vereis word of, in die geval van 'n skip vermeld in artikel veertien, dat die skip gemerk bly soos vereis word deur die wet ingevolge waarvan dit geregistreer was, en genoemde eienaar of gesagvoerder laat geen veranderinge aan sodanige merke aanbring nie of laat nie toe dat dit aangebring word nie, behalwe ingeval enigeen van die besonderhede wat daarmee aangedui word, verander is op 'n in hierdie Wet bepaalde wyse, of behalwe om aan kaping deur 'n vyand of deur 'n vreemde oorlogskip in die uitoefening van 'n oorlogvoeringsreg te ontkom.

20. (1) By die eerste registrasie van 'n skip in die Unie toon die eienaar— Bewys by eerste registrasie.

- (a) 'n verklaring van eiendomsreg in die voorgeskrewe vorm;
- (b) in die geval van 'n skip wat buite die Unie gebou is, 'n sertifikaat onderteken deur die bouer wat 'n ware opgawe bevat van die grootte en afmetings en die tonnemaat van die skip soos deur genoemde bouer geskat, en van die tyd toe en die plek waar dit gebou is, en van die naam van die persoon vir wie se rekening dit gebou is, tensy die persoon wat die verklaring van eiendomsreg maak, verklaar dat die tyd toe en die plek waar dit gebou is, hom onbekend is, of dat die bouersertifikaat nie verkry kan word nie, in welke geval net die koopakte vereis word waardeur die skip die eiendom van die aansoeker om registrasie geword het;
- (c) as daar 'n verkoop was, die koopakte waardeur die skip die eiendom van die aansoeker om registrasie geword het;
- (d) in die geval van 'n skip wat verbeur is, 'n amptelike afskrif van die kennisgewing van verbeuring.

(2) Die bouer van 'n skip weier of versuim nie binne die Unie om op die eienaar se versoek die sertifikaat uit te reik wat deur hierdie artikel vereis word nie.

(3) Die bevoegde beampte kan bewys van eienaarskap van die skip tot sy oortuiging eis voordat hy met die registrasie van die skip voortgaan.

21. Sodra die vereistes van hierdie Wet wat voor registrasie nagekom moet word, nagekom is, teken die bevoegde beampte die volgende besonderhede in die register aan: Aantekening van besonderhede in register.

- (a) die naam van die skip en die naam van die hawe waartoe die skip behoort;
- (b) die besonderhede vervat in die in artikel sestien bedoelde tonnemaatsertifikaat;
- (c) die herkoms van die skip, soos vermeld in die verklaring van eiendomsreg;
- (d) die naam, adres en beroep van die skip se eienaar, en as daar meer as een eienaar is, watter aandeel elke eienaar in die skip het.

22. By die registrasie van 'n skip in die Unie behou die bevoegde beampte die volgende dokumente in sy besit: Dokumente wat deur bevoegde beampte behou moet word.

- (a) alle verklarings van eiendomsreg;
- (b) die tonnemaatsertifikaat;
- (c) die bouersertifikaat;
- (d) alle koopaktes betreffende die skip wat tevore aangegaan en nie meer geldig is nie; en
- (e) die afskrif van die kennisgewing van verbeuring, as daar een is.

23. By die voltooiing van die registrasie van 'n skip reik die bevoegde beampte 'n registrasiesertifikaat in die voorgeskrewe vorm uit, wat die besonderhede aangaande die skip wat in die register ooreenkomstig artikel een-en-twintig aangeteken is meld, en wat die naam van sy gesagvoerder noem. Registrasiesertifikaat.

24. (1) 'n Registrasiesertifikaat nitgoreik kragtens artikel drie-en-twintig is nie vatbaar vir detensie omrede van enige reg of retensiereg op of eis teen of belang in die skip wat deur enige persoon gehou of ingebring word nie. Bewaring van registrasiesertifikaat.

(2) Niemand wat die registrasiesertifikaat van 'n skip in sy besit of onder sy beheer het, weier of versuim sonder redelike oorsaak om sodanige sertifikaat op versoek aan die persoon te oorhandig wat op die bewaring daarvan geregtig is nie.

25. Geen eienaar of gesagvoerder—

- (a) van 'n Suid-Afrikaanse skip, waar dit ook al is; of
- (b) van 'n ander skip as 'n Suid-Afrikaanse skip, terwyl die skip in die Unie of die Unie se territoriale waters is, Onbehoorlike registrasiesertifikaat word nie gebruik nie.

shall not use or allow to be used for the navigation of that ship a certificate of registry not lawfully granted in respect of that ship, or produce or put off as a certificate of registry of that ship any document other than the certificate of registry lawfully granted in respect of that ship.

Power to grant new certificate of registry.

26. (1) The proper officer at the port of registry of a South African ship may, on delivery to him of the certificate of registry of the ship, grant a new certificate in lieu thereof.

(2) If the certificate of registry of a South African ship is mislaid, lost, or destroyed, the proper officer at the port of registry shall, subject to the regulations, grant a new certificate of registry in lieu of the original certificate.

(3) If the port at which a South African ship is at the time the event referred to in sub-section (2) occurs, or first arrives after the event occurs, is not in the Union, the master of the ship or some other person having knowledge of the facts of the case shall furnish the proper officer at that port with a declaration stating the facts of the case and the names and descriptions of the registered owners of the ship, and the proper officer may thereupon grant a provisional certificate, containing a statement of the circumstances in which it is granted.

(4) The master of a ship in respect of which a provisional certificate has been granted under sub-section (3) shall, within ten days after the first subsequent arrival of the ship at a port in the Union, deliver the provisional certificate to the proper officer at the port of registry, and the proper officer shall thereupon grant a new certificate of registry.

Endorsement of change of master on certificate of registry.

27. (1) Whenever the master of a South African ship is changed, a memorandum of such change shall be endorsed on the certificate of registry—

- (a) if the change is made in consequence of the finding of a court of marine enquiry or a maritime court, by the presiding officer of that court;
- (b) if the change occurs from any other cause, by the proper officer at the place where the change takes place.

(2) The person who makes the endorsement referred to in sub-section (1) shall forthwith report the change of master to the Director, and the proper officer at any port in the Union may refuse to permit any person to do any act there as master of a South African ship unless such person's name is inserted in or endorsed on the certificate of registry as the last appointed master of that ship.

(3) This section shall not apply in respect of any ship belonging to the Railway Administration and used by that Administration in connection with the working of its harbours.

Endorsement of change of ownership on certificate of registry.

28. (1) Whenever a change occurs in the registered ownership of a South African ship, such change of ownership shall be endorsed on the certificate of registry by the proper officer at the ship's port of registry, or by the proper officer at any other port at which the ship arrives after such officer has been advised of the change by the proper officer at the ship's port of registry.

(2) If a change of ownership of a South African ship occurs when the ship is at her port of registry, the master shall, for the purpose of endorsement in terms of sub-section (1), deliver the certificate of registry to the proper officer immediately after such change of ownership takes place, or upon the ship's return to that port, if the change occurs during the absence of the ship from that port and no endorsement in terms of sub-section (1) has been made by a proper officer at some other port.

(3) The proper officer at any port who is by this section required to make an endorsement on the certificate of registry of a South African ship, may require the master to produce such certificate forthwith.

Procedure when ship is lost or ceases to be a South African ship.

29. (1) In the event of a South African ship being either actually or constructively lost, taken by the enemy, burnt or broken up, or ceasing to be a South African ship by reason of transfer to a person not qualified to own a South African ship or for any other cause, the registered owner of the ship or of any share in the ship shall immediately on obtaining knowledge

gebruik of laat die gebruik toe vir die navigasie van daardie skip, 'n registrasiesertifikaat wat nie wettig ten opsigte van daardie skip uitgereik is nie, of toon of gee uit as 'n registrasiesertifikaat van daardie skip enige ander dokument as die registrasiesertifikaat wat wettiglik ten aansien van daardie skip uitgereik is.

26. (1) Die bevoegde beampte by die registrasiehuur van 'n Suid-Afrikaanse skip kan by lowering aan hom van die skip se registrasiesertifikaat 'n nuwe sertifikaat in die plek daarvan verleen.

Bevoegdheid om nuwe registrasiesertifikaat te verleen.

(2) Ingeval die registrasiesertifikaat van 'n Suid-Afrikaanse skip verlore, verlore of vernietig is, verleen die bevoegde beampte by die registrasiehuur met inagneming van die regulasies 'n nuwe registrasiesertifikaat in die plek van die oorspronklike sertifikaat.

(3) As die huur waar 'n Suid-Afrikaanse skip is ten tyde van die in sub-artikel (2) bedoelde gebeurde, of die eerste huur waar hy na die gebeurde aankom, nie in die Unie is nie, verskaf die gesagvoerder van die skip of iemand anders wat kennis dra van die feite van die geval aan die bevoegde beampte by daardie huur 'n verklaring behelsende die feite van die geval en die name en beskrywings van die geregistreerde eienaars van die skip, en die bevoegde beampte kan daarop 'n voorlopige sertifikaat verleen waarin die omstandighede waaronder dit verleen is, uiteengesit word.

(4) Die gesagvoerder van 'n skip ten opsigte waarvan 'n voorlopige sertifikaat kragtens sub-artikel (3) verleen is, lewer die voorlopige sertifikaat aan die bevoegde beampte van die registrasiehuur binne tien dae na die eerste daaropvolgende aankoms van die skip by 'n huur in die Unie, en die bevoegde beampte verleen daarop 'n nuwe registrasiesertifikaat.

27. (1) Wanneer die gesagvoerder van 'n Suid-Afrikaanse skip verwissel word, word 'n aantekening van die verandering op die registrasiesertifikaat geëndosseer—

Endossering van wisseling van gesagvoerder op registrasiesertifikaat.

(a) indien die wisseling gemaak is as gevolg van die bevinding van 'n hof van marine-ondersoek of 'n seehof, deur die voorsitter van daardie hof;

(b) as die wisseling om 'n ander rede plaasvind, deur die bevoegde beampte op die plek waar die wisseling plaasvind.

(2) Die persoon wat die in sub-artikel (1) bedoelde endossement maak, rapporteer onmiddellik die wisseling van gesagvoerder aan die Direkteur, en die bevoegde beampte by 'n huur in die Unie kan weier om enige persoon toe te laat om daar enige handeling as gesagvoerder van 'n Suid-Afrikaanse skip te verrig tensy sodanige persoon se naam ingeskryf is in of geëndosseer is op die registrasiesertifikaat as die persoon wat die laaste as gesagvoerder van daardie skip aangestel is.

(3) Hierdie artikel is nie ten aansien van enige skip wat aan die Spoorwegadministrasie behoort en wat deur daardie Administrasie in verband met sy hawebedryf gebruik word, van toepassing nie.

28. (1) Wanneer 'n verandering van die geregistreerde eienaar van 'n Suid-Afrikaanse skip voorkom, word sodanige verandering van eienaar op die registrasiesertifikaat geëndosseer deur die bevoegde beampte by die skip se registrasiehuur, of deur die bevoegde beampte by enige ander huur waar die skip aankom nadat sodanige beampte deur die bevoegde beampte by die skip se registrasiehuur van die verandering verwittig is.

Endossering van verandering van eienaar op registrasiesertifikaat.

(2) As die verandering van eienaar van 'n Suid-Afrikaanse skip plaasvind wanneer die skip in sy registrasiehuur is, lewer die gesagvoerder onmiddellik nadat sodanige verandering van eienaar plaasvind, die registrasiesertifikaat aan die bevoegde beampte vir endossering ingevolge sub-artikel (1), of doen hy dit by die terugkeer van die skip na daardie huur indien die verandering plaasvind tydens die skip se afwesigheid van daardie huur en geen endossement kragtens sub-artikel (1) deur 'n bevoegde beampte by 'n ander huur aangebly is nie.

(3) Die bevoegde beampte by 'n huur wat volgens hierdie artikel 'n endossement op die registrasiesertifikaat van 'n Suid-Afrikaanse skip moet aanbring, kan die gesagvoerder gelas om sodanige sertifikaat sonder versuim te vertoon.

29. (1) Ingeval 'n Suid-Afrikaanse skip of werklik of Prosedure wanneer konstruktief verlore gaan, deur die vyand gemaak word, skip verlore gaan of ophou om 'n verbrand of opgebreek word, of ophou om 'n Suid-Afrikaanse Suid-Afrikaanse skip te wees as gevolg van oordrag aan 'n persoon wat onbevoegde skip te wees is om eienaar te wees van 'n Suid-Afrikaanse skip of weens enige ander oorsaak, rapporteer die geregistreerde eienaar van die skip of van 'n aandeel in die skip die besonderhede daarvan

of the event report the particulars thereof to the proper officer at the port of registry of the ship, who shall record such particulars in the register and the registry of the ship in that register shall be considered closed, except in respect of any unsatisfied mortgages or existing certificates of mortgage entered therein.

(2) In any such case, except where the ship's certificate of registry is lost or destroyed, the master of the ship shall immediately, if the event occurs in port, or within three days after his arrival in port, if it occurs elsewhere, deliver the certificate to the proper officer, and that officer shall forthwith forward the certificate to the proper officer at the port of registry of the ship.

(3) If the registry of a ship is considered closed in terms of sub-section (1) by reason of its transfer to a person not qualified to own a South African ship, and if the ship thereafter comes within the area of jurisdiction of any court in the Union or in any other part of the Commonwealth which has jurisdiction to give judgment upon any unsatisfied mortgage entered in the register, including any mortgage made under a certificate of mortgage entered in the register, and to order that the ship be sold in execution of the judgment, or which would have had such jurisdiction if the transfer of the ship had not been made, the court may exercise such jurisdiction notwithstanding the transfer of the ship, without prejudice, in a case in which the ship has been sold under a judgment of a court, to the effect of that judgment.

(4) For the purposes of sub-section (1) a ship shall be deemed to be constructively lost if—

- (a) she is reasonably abandoned on account of her actual total loss appearing to be unavoidable; or
- (b) she cannot be preserved from actual total loss without an expenditure which would exceed her value when the expenditure had been incurred; or
- (c) she has been so damaged that the cost of repairing the damage would exceed her value when repaired.

Provisional certificate for ship which elsewhere than in the Union becomes the property of a person qualified to own a South African ship.

30. (1) If at a port outside the Union a ship becomes the property of a person qualified to own a South African ship, and if that person declares to the proper officer at that port that it is his intention to apply to have her registered in the Union, the proper officer may grant to the master of the ship, on application by him, a provisional certificate stating—

- (a) the name of the ship;
- (b) the time and place of her purchase, and the name and address of the purchaser;
- (c) the name of the master; and
- (d) the best particulars respecting the tonnage, build, and description of the ship which he is able to obtain,

and shall forward a copy of the certificate at the first convenient opportunity to the Director.

(2) A provisional certificate issued in terms of sub-section (1) shall be deemed to be a certificate of registry until the expiry of six months from the date on which it was issued, or until the ship's arrival at a port of registry in the Union, whichever is the earlier date, but shall thereafter have no effect.

Temporary passes in lieu of certificates of registry.

31. Whenever by reason of special circumstances it appears desirable to the Director that permission should be granted to a ship which, in terms of this Act, is entitled to be registered in the Union, or, in terms of the laws in force in any other part of the Commonwealth is entitled to be registered in that part to proceed to sea without being previously registered, he may authorize the granting of a pass in the prescribed form for the ship to be taken from any port in the Union to any other port in the Union or, as the case may be, to any port in that other part of the Commonwealth, and that pass shall for the time and within the limits therein mentioned be deemed to be a certificate of registry.

Registry of alterations.

32. (1) When a South African ship is so altered that she does not correspond with the particulars contained in the register relating to her tonnage or description, the proper officer at the port where the alteration is made, or, if the alteration is not made at a port, the proper officer at the first port at which the ship afterwards arrives, shall, on application, and on receipt of a certificate from a surveyor stating the particulars of the alteration, either cause the alteration to be registered or direct that the ship be registered anew.

onmiddellik na kennisname van die gebeurtenis aan die bevoegde beampte by die skip se registrasiehawe, en die beampte teken die besonderhede in die register aan en die registrasie van die skip in daardie register word as beëindig beskou, behalwe ten aansien van onafgeloste verbande of bestaande verbandsertifikate wat daarin aangeteken staan.

(2) In alle sodanige gevalle, behalwe waar die skip se registrasiesertifikaat verlore of vernietig is, oorhandig die gesagvoerder van die skip die sertifikaat onmiddellik, as die gebeurtenis in 'n hawe plaasvind, of binne drie dae na sy aankoms in 'n hawe as dit elders plaasvind, aan die bevoegde beampte, en daardie beampte stuur die sertifikaat sonder versuim aan die bevoegde beampte by die registrasiehawe van die skip.

(3) As die registrasie van 'n skip ingevolge sub-artikel (1) as beëindig beskou word, as gevolg van oordrag aan 'n persoon wat onbevoeg is om eienaar te wees van 'n Suid-Afrikaanse skip, en as die skip daarna binne die regsgebied kom van 'n hof in die Unie of in 'n ander deel van die Statebond wat jurisdiksie besit om vonnis uit te spreek ten opsigte van 'n onafgeloste verband wat in die register aangeteken is, met inbegrip van 'n verband aangegaan kragtens 'n in die register aangetekende verbandsertifikaat, en om te beveel dat die skip ter uitvoering van die vonnis verkoop word, of sodanige jurisdiksie sou besit het as die oordrag van die skip nie geskied het nie, kan die hof, ondanks die oordrag van die skip, bedoelde jurisdiksie uitoefen, sonder benadeling, ingeval die skip kragtens uitspraak van 'n hof verkoop is, van die nitwerking van daardie uitspraak.

(4) By die toepassing van sub-artikel (1) word 'n skip as konstruktief verlore geag as—

- (a) die skip redelikerwys verlaat is omrede die werklike totale verlies daarvan onvermydelik voorkom; of
- (b) die skip nie van werklike totale verlies gered kan word nie sonder onkoste wat die skip se waarde na die maak van die onkoste sal oortref; of
- (c) die skip so heskadig is dat die koste om die skade te herstel die skip se waarde na herstel sal oortref.

30. (1) As 'n skip by 'n hawe buite die Unie die eiendom word van 'n persoon wat bevoeg is om eienaar te wees van 'n Suid-Afrikaanse skip, en as daardie persoon aan die bevoegde beampte by daardie hawe verklaar dat hy voornemens is om die skip in die Unie te laat registreer, kan die bevoegde beampte aan die skip se gesagvoerder op aansoek deur hom 'n voorlopige sertifikaat verleen waarin vermeld word—

- (a) die naam van die skip;
- (b) die tyd en plek van aankoop van die skip, en die naam en adres van die koper;
- (c) die naam van die gesagvoerder; en
- (d) die beste besonderhede aangaande tonnemaat, bou en beskrywing van die skip wat hy kan erlang.

en stuur hy by die eerste gerielike geleentheid 'n afskrif van die sertifikaat aan die Direkteur.

(2) 'n Voorlopige sertifikaat wat kragtens sub-artikel (1) uitgereik is, word geag 'n registrasiesertifikaat te wees totdat ses maande na die datum van nitreiking verloop het, of tot die skip se aankoms by 'n registrasiehawe in die Unie, watter een van die twee datums die vroegste is, maar dit is daarna nietig.

31. Wanneer die Direkteur dit vanweë besondere omstandighede wenslik ag dat aan 'n skip wat ingevolge hiardie Wet geregig is om in die Unie geregistreer te word, of ingevolge die wette wat in 'n ander deel van die Statebond van krag is, geregig is om in daardie deel geregistreer te word, verlot gegee word om uit te vaar sonder dat dit eers geregistreer word, kan hy die verlening van 'n pas in die voorgeskrewe vorm magtig wat die skip toelaat om uit 'n hawe in die Unie na 'n ander hawe in die Unie of, na gelang van die geval, na 'n hawe in daardie ander deel van die Statebond te gaan, en daardie pas word vir die tydperk en binne die beperkings wat daarin vermeld word, geag 'n registrasiesertifikaat te wees.

32. (1) Wanneer 'n Suid-Afrikaanse skip sodanig verander is dat dit nie meer met die besonderhede vervat in die register betreffende sy tonnemaat of beskrywing ooreenstem nie, laat die bevoegde beampte by die hawe waar die verandering gemaak word, of as die verandering nie in 'n hawe gemaak word nie, die bevoegde beampte by die eerste hawe waar die skip daarna aankom, hy aansoek om hy ontvangs van 'n sertifikaat van 'n opnemer bevattende die besonderhede van die verandering, die verandering registreer of gee hy opdrag dat die skip opnuut geregistreer word.

Voorlopige sertifikaat vir 'n skip wat elders as in die Unie die eiendom word van 'n persoon wat bevoeg is om eienaar te wees van 'n Suid-Afrikaanse skip.

Tydelike passo instede van registrasiesertifikaat.

Registrasie van veranderings.

(2) If a proper officer directs that a ship be registered anew, the owner of the ship shall forthwith make application for registry anew of the ship.

(3) For the purpose of the registry of an alteration in a ship the ship's certificate of registry shall be produced to the proper officer who shall in his discretion either retain the certificate of registry and grant a new certificate of registry containing a description of the ship as altered, or endorse particulars of the alteration on the existing certificate.

(4) The particulars of the alteration and the fact that a new certificate has been granted or an endorsement made shall be entered in the register by the proper officer at the ship's port of registry, and for that purpose the proper officer to whom the application for the registry of the alteration has been made (if he is not the proper officer at the ship's port of registry) shall forthwith report to the last-mentioned officer the particulars and facts of the case, accompanied, where a new certificate of registry has been granted, by the old certificate of registry.

Registry anew
on alteration.

33. (1) If a proper officer at a port other than the port of registry of a South African ship directs, on an application regarding an alteration in the ship that the ship be registered anew, he shall either grant a provisional certificate, describing the ship as altered, or provisionally endorse the particulars of the alteration on the existing certificate.

(2) Every such provisional certificate or certificate provisionally endorsed shall within three days after the first subsequent arrival of the ship at her port of registry be delivered up by the master of the ship to the proper officer at that port and that officer shall register the ship anew.

(3) The proper officer granting a provisional certificate or provisionally endorsing a certificate in terms of this section shall add to the certificate or endorsement a statement that the same is made provisionally, and shall send a report of the particulars of the case to the proper officer at the ship's port of registry.

Registry anew
on change of
ownership.

34. If the ownership of a South African ship is changed, the proper officer of the port at which the ship is registered may on application by the owner of the ship register the ship anew, but, subject to the provisions of paragraph (f) of section fifty-five, the owner shall not be obliged to apply for registry anew in such circumstances.

Procedure for
registry anew.

35. (1) If a South African ship is to be registered anew the proper officer shall proceed as in the case of first registry, and on the delivery to him of the existing certificate of registry and on compliance with all other relative provisions of this Act, he shall make such registry anew, and grant a certificate thereof.

(2) When a South African ship is registered anew her former registry shall be considered as closed except so far as relates to any unsatisfied mortgages or existing certificates of sale or mortgage entered therein, but the names of all persons appearing in the former registry as being interested in the ship as owners or mortgagees shall be entered in the new registry, and the registry anew shall not in any way affect the rights of any of those persons.

Transfer of
registry.

36. (1) The registry of a South African ship may be transferred in accordance with the regulations from one port to another on application to the proper officer by the owner of the ship, and on completion of the transfer the ship shall be considered as registered at the new port of registry.

(2) The owner shall cause to be made such changes in the marking of the ship consequent upon the transfer of registry as may be prescribed.

(3) Transfer of the registry of a ship under sub-section (1) shall in no way affect the rights of any person appearing on the register to be interested in the ship as owner or mortgagee.

Re-registration
of abandoned
ships.

37. If a ship has ceased to be registered as a South African ship by reason of having been wrecked or abandoned, or for any other reason except capture by the enemy or transfer to a person not qualified to own a South African ship, the ship shall not be re-registered until she has at the expense of the applicant for registration been inspected by a surveyor and certified by him to be seaworthy.

Names of ships.

38. A South African ship shall not be described or registered by or marked with any name, and the name of a registered ship shall not be altered, except in accordance with the regulations.

(2) Wanneer 'n bevoegde beampte opdrag gee dat 'n skip opnuut geregistreer word, doen die eienaar van die skip onmiddellik aansoek om registrasie opnuut van die skip.

(3) Ten einde 'n verandering aan 'n skip te laat registreer, word die skip se registrasiesertifikaat aan die bevoegde beampte vertoon wat na goeiddunke of die registrasiesertifikaat behou en 'n nuwe registrasiesertifikaat bevatte 'n beskrywing van die skip soos verander verleen, of besonderhede van die verandering op die bestaande sertifikaat endosseer.

(4) Die besonderhede van die verandering en die feit dat 'n nuwe sertifikaat verleen is of 'n endossement gemaak is, word deur die bevoegde beampte by die skip se registrasiehawe in die register aangeteken, en vir daardie doel rapporteer die bevoegde beampte by wie aansoek om die registrasie van die verandering gedoen is (as hy nie die bevoegde beampte by die skip se registrasiehawe is nie) sonder versuin aan laagenoemde beampte die besonderhede en feite van die geval en stuur hy die ou registrasiesertifikaat saam as 'n nuwe registrasiesertifikaat verleen is.

33. (1) As 'n bevoegde beampte by 'n ander hawe as die registrasiehawe van 'n Suid-Afrikaanse skip op grond van 'n aansoek betreffende 'n verandering aan die skip gelas dat die skip opnuut geregistreer moet word, verleen hy 'n voorlopige sertifikaat waarin die skip soos verander beskryf word, of endosseer hy voorlopig die besonderhede van die verandering op die bestaande sertifikaat.

Registrasie opnuut na verandering.

(2) Elke sodanige voorlopige sertifikaat of voorlopig geëndosseerde sertifikaat word binne drie dae na die eerste daaropvolgende aankoms van die skip by sy registrasiehawe deur die gesagvoerder van die skip aan die bevoegde beampte by daardie hawe oorhandig en daardie beampte registreer die skip opnuut.

(3) Die bevoegde beampte wat kragtens hierdie artikel 'n voorlopige sertifikaat verleen of 'n sertifikaat voorlopig endosseer voeg by die sertifikaat of endossement 'n verklaring dat dit voorlopig gedoen is en stuur 'n verslag van die besonderhede van die geval aan die bevoegde beampte by die skip se registrasiehawe.

34. As 'n Suid-Afrikaanse skip van eienaar verwissel, kan die bevoegde beampte by die hawe waar die skip geregistreer is, of versoek van die skip se eienaar die skip opnuut registreer, maar, behoudens die bepaling van paragraaf (f) van artikel vyf-en-veertig is die eienaar in bedoelde omstandighede nie verplig om aansoek te doen dat die skip opnuut geregistreer word nie.

Registrasie opnuut by verandering van eienaar.

35. (1) As 'n Suid-Afrikaanse skip opnuut geregistreer moet word, gaan die bevoegde beampte te werk soos in die geval van 'n eerste registrasie, en by lewering aan hom van die bestaande registrasiesertifikaat en hy voldoening aan al die ander betrokke bepalinge van hierdie Wet, voor hy opnuut die registrasie uit en verleen hy 'n sertifikaat daarvan.

Prosedure by registrasie opnuut.

(2) Wanneer 'n Suid-Afrikaanse skip opnuut geregistreer is, word sy vorige registrasie as beëindig beskou behalwe vir sover dit onafgelooste verbande of bestaande koop- of verband-sertifikaate daarin aangeteken, betref, maar die name van alle belanghobbende persone wat in die vorige registrasie as eienaars of verbandhouders voorkom, word in die nuwe registrasie aangeteken, en die registrasie opnuut raak geensins die regte van enigeen van daardie persone nie.

36. (1) Die registrasie van 'n Suid-Afrikaanse skip kan volgens die regulasies van een hawe na 'n ander oorgedra word op aansoek by die bevoegde beampte deur die skip se eienaar, en by voltooiing van die oordrag word die skip geag by die nuwe registrasiehawe geregistreer te wees.

Oordrag van registrasie.

(2) Die eienaar laat sodanige veranderings in die merke op die skip as gevolg van die oordrag van registrasie as wat voorgeskryf word, aanbring.

(3) Die oordrag van 'n skip se registrasie kragtens sub-artikel (1) raak geensins die regte van enigeen wat volgens die register as eienaar of verbandhouer belang by die skip het nie.

37. As 'n skip opgehou het om as 'n Suid-Afrikaanse skip geregistreer te wees omdat dit vergaan het of verlat is, of om enige ander rede behalwe kaping deur die vyand of oordrag aan 'n persoon wat oubevoeg is om eienaar van 'n Suid-Afrikaanse skip te wees, word die skip nie her-registreer opnuut dit op koste van die aanseker om registrasie deur 'n opnuut ondersoek en as soewoerdig gesertifiseer is nie.

Her-registrasie van verlate skope.

38. 'n Suid-Afrikaanse skip word nie met 'n naam beskryf of geregistreer of gemerk nie, en die naam van 'n geregistreerde skip word nie verander nie, tensy dit volgens die regulasies geskied.

Naam van skope.

Transfer of ships or shares.

39. (1) A South African ship or a share therein when disposed of to a person qualified to own a South African ship shall be transferred by deed of sale.

(2) The deed of sale shall contain such description of the ship as is contained in the surveyor's certificate, or some other description sufficient to identify the ship to the satisfaction of the proper officer, and shall be in the prescribed form.

Declaration of transfer.

40. When a South African ship or a share therein is transferred the transferee shall not be entitled to be registered as owner thereof until he has made and signed a declaration of transfer in the prescribed form.

Registry of transfer.

41. (1) Every duly executed deed of sale for the transfer of a South African ship or of a share therein shall be produced to the proper officer at the port of registry of the ship, with the declaration of transfer, and the proper officer shall thereupon enter in the register the name of the transferee as owner of the ship or share, and shall endorse on the deed of sale the fact that such entry has been made, with the date and time of entry.

(2) Deeds of sale of a ship or of a share therein shall be entered in the register in the order of their production to the proper officer.

Transmission of property in ship on marriage or death, etc.

42. (1) When ownership of a South African ship or share therein is transmitted on marriage or death of any registered owner, or by any lawful means other than by a transfer under this Act, to a person qualified to own a South African ship, that person shall execute a declaration in the prescribed form certifying that the transmission has taken place.

(2) If the transmission takes place by virtue of marriage, the declaration shall be accompanied by a copy of the register or other legal evidence of the marriage.

(3) If the transmission is consequent on death, the declaration shall be accompanied by a certificate signed by the master of a superior court having jurisdiction in respect of the estate of the deceased person from whom the ownership of the ship or share has been transmitted, stating the name of the person to whom the ship or share has been transmitted, and the letters of administration of the executor, or if no master of a superior court has such jurisdiction, the declaration shall be accompanied by other proof of the transmission to the satisfaction of the proper officer.

(4) The proper officer, on receipt of the duly executed declaration and the documents by which in terms of sub-sections (2) and (3) it must be accompanied, shall enter in the register as owner the name of the person to whom the ownership of the ship or share has been so transmitted.

Order for sale on transmission to unqualified person.

43. (1) When ownership of a South African ship or share therein is transmitted on marriage or death or otherwise to a person not qualified to own a South African ship, that person may apply to the Director for an order directing that the property be sold and the proceeds of the sale, after deduction of the expenses thereof, be paid to him.

(2) The application shall be made in the form and manner prescribed, and shall be accompanied by proofs of the applicant's claim.

(3) Upon any such application being made to him, the Director shall direct that notice of the application be published in the *Gazette* and in such newspapers and be served upon such persons as he may determine. The notice shall be in a form approved by the Director and shall call upon all persons who may object to the order being made to lodge their objections in writing with the Director within a period determined by him and mentioned in the notice.

(4) Upon proof of the due publication and service of the notice, the Director shall, if no objection in writing has been lodged with him within the period mentioned in the notice, and if he is satisfied of the justice of the applicant's claim, make the order applied for.

(5) If objection in writing is lodged with the Director within the period mentioned in the notice, or if he is not satisfied of the justice of the applicant's claim, he shall refuse to make the order.

(6) If the Director refuses to make the order, the applicant may apply to the superior court within whose area of jurisdiction the port of registry of the ship is situated for such an order as is referred to in sub-section (1).

39. (1) 'n Suid-Afrikaanse skip of 'n aandeel daarin word by koopakte oorgeëdras wanneer dit vervreem word aan 'n persoon wat bevoeg is om eienaar van 'n Suid-Afrikaanse skip te wees.
(2) Die koopakte bevat die beskrywing van die skip wat in die opnemersertifikaat vervat is, of 'n ander beskrywing wat voldoende is om die skip tot oortuiging van die bevoegde beampte te identifiseer, en dit moet in die voorgeskrewe vorm wees.

Oordrag van skipe of aandeel.

40. Wanneer 'n Suid-Afrikaanse skip of 'n aandeel daarin oorgeëdras word, is die oordragener nie op registrasie as eienaar geregtig alvorens hy 'n verklaring van oordrag in die voorgeskrewe vorm gemaak en onderteken het nie.

Verklaring van oordrag.

41. (1) Elke behoorlik verlyde koopakte vir die oordrag van 'n Suid-Afrikaanse skip of van 'n aandeel daarin word aan die bevoegde beampte by die registrasiehouer van die skip vertoon, tesame met die verklaring van oordrag, en die bevoegde beampte teken vervolgens die naam van die oordragener as eienaar van die skip of aandeel in die register aan, en ondosseer op die koopakte die feit dat sodanige aantekening gemaak is, tesame met die datum en tyd van aantekening.
(2) Koopaktes van 'n skip of van 'n aandeel daarin word in die register aangeteken in die volgorde van hul vertoning aan die bevoegde beampte.

Registrasie van oordrag.

42. (1) Wanneer die eiendomsreg op 'n Suid-Afrikaanse skip of aandeel daarin by die huwelik of dood van 'n geregistreerde eienaar, of op enige ander wettige wyse behalwe by wyse van 'n oordrag kragtens hierdie Wet, oorgaan op 'n persoon wat bevoeg is om eienaar van 'n Suid-Afrikaanse skip te wees, verly daardie persoon 'n verklaring in die voorgeskrewe vorm waarin gesertifiseer word dat die oorgang plaasgevind het.
(2) As die oorgang uit hoofde van 'n huwelik plaasvind, word die verklaring vergesel van 'n afskrif van die register of ander wetlike bewys van die huwelik.
(3) As die oorgang as gevolg van dood plaasvind, word die verklaring vergesel van 'n sertifikaat onderteken deur die meester van 'n hoër hof wat bevoeg is, ten aansien van die boedel van die oorledene van wie die eiendomsreg op die skip of aandeel oorgegaan het, wat die naam van die persoon vermeld op wie die skip of aandeel oorgegaan het, en van die administrasiebriewe van die eksekuteur, of, as geen meester van 'n hoër hof aldus bevoeg is nie, word die verklaring vergesel van ander bewys van die oorgang tot oortuiging van die bevoegde beampte.
(4) By ontvangs van die behoorlik verlyde verklaring en die dokumente waarvan dit kragtens sub-artikels (2) en (3) vergesel moet wees, teken die bevoegde beampte die naam van die persoon op wie die eiendomsreg op die skip of aandeel aldus oorgegaan het in die register as eienaar aan.

Oorgang van eiendomsreg op skip by huwelik of dood, ens.

43. (1) Wanneer die eiendomsreg op 'n Suid-Afrikaanse skip of aandeel daarin by huwelik of dood of andersins oorgaan op 'n persoon wat nie bevoeg is om eienaar van 'n Suid-Afrikaanse skip te wees nie, kan daardie persoon aansoek by die Direkteur doen om 'n bevel dat die eiendom verkoop op die opbrengs van die verkoping, na aftrekking van die onkoste daaraan verbonde, aan hom betaal word.
(2) Die aansoek word in die voorgeskrewe vorm en op die voorgeskrewe wyse gedoen en gaan vergesel van bewyse van die applikant se aanspraak.
(3) Wanneer so 'n aansoek aan hom gerig word, gelas die Direkteur dat 'n kennisgewing van die aansoek in die Staatskoerant en in sodanige koerante gepubliseer en op sodanige persone gedien word as wat hy mag bepaal. Die kennisgewing is in die vorm wat die Direkteur goedkeur en roep alle persone op wat teen die uitreiking van die bevel beswaar mag maak, om hul besware skriftelik binne 'n tydperk deur die Direkteur bepaal en in die kennisgewing vermeld by hom in te dien.
(4) Nadat bewys gelewer is dat die kennisgewing behoorlik gepubliseer en gedien is, en as geen skriftelike beswaar binne die tydperk in die kennisgewing vermeld by die Direkteur ingedien is nie en hy oortuig is van die billikheid van die applikant se aanspraak, reik hy die aangevraagde bevel uit.
(5) As skriftelike beswaar binne die tydperk in die kennisgewing vermeld by die Direkteur ingedien word, of as hy nie oortuig is van die billikheid van die applikant se aanspraak nie, weier hy om so 'n bevel uit te reik.
(6) As die Direkteur weier om die bevel uit te reik, kan die applikant by die hoër hof binne die regsgebied waarvan die registrasiehouer van die skip geleë is, aansoek doen om 'n in sub-artikel (1) bedoelde bevel.

Bevel tot verkoping by oorgang op onbevoegde persoon.

(7) The court may make the order on any terms and conditions it thinks fit, or may refuse to make the order, or generally may do what it considers best in the interests of the justice of the case.

(8) Every such application to the Director shall be made within thirty days after the date on which the event occurred on which the transmission took place, and every such application to the court shall be made within thirty days after the refusal by the Director to make the order. The court may allow an extension of the time (not exceeding in all one year from the said date) within which the application to the Director or the court must be made.

(9) If such application is not made within the time fixed by or extended under sub-section (8), or if the court refuse an order for sale, the ship or share transmitted shall be liable to forfeiture.

Transfer of ship or sale by order of Director or court.

44. When the Director, in terms of section *forty-three*, or when any court, whether in terms of that section or otherwise, orders the sale of any South African ship or share therein, the order shall contain a declaration vesting in some person named therein the right to transfer the ship or share. The person so named shall thereupon be entitled to transfer the ship in the same manner and to the same extent as if he were the registered owner thereof, and the proper officer shall in respect of any such transfer regard that person as the registered owner.

Power of court to prohibit transfer.

45. On the application of an interested party the superior court within whose area of jurisdiction the port of registry of a ship is situated may, without prejudice to the exercise of any other power of the court, make an order prohibiting for a time specified any dealing with that ship or any share therein, and may make the order on any terms or conditions it deems fit, or may refuse to make the order, or may discharge the order when made, and generally may do what it considers best in the interests of the justice of the case, and the proper officer shall on being served with the order or an official copy thereof obey the same.

Mortgage of ship or share not to be registered in deeds registry.

46. (1) Notwithstanding anything contained in the Deeds Registries Act, 1937 (Act No. 47 of 1937), or in any other law, but subject to the provisions of sub-section (2), a South African ship or a share in a South African ship shall not after the coming into operation of this section be mortgaged by bond registered in a deeds registry, and no bond so registered—

(a) before such coming into operation shall after the expiration of sixty days from such coming into operation; or

(b) after such coming into operation shall after its registration,

confer upon the mortgagee any preference as against other creditors.

(2) The mortgagee under any bond by which is hypothecated a South African ship or a share in a South African ship and which is registered in a deeds registry at the coming into operation of this section may produce to the proper officer at the ship's port of registry within sixty days after such coming into operation or within such further period as the Director in the particular case may allow a copy of the duplicate original of the bond filed in the deeds registry certified by the registrar of deeds in charge of that registry. Thereupon the proper officer shall record the mortgage in the register, and thereafter the provisions of this Act relating to the mortgage of ships and shares in ships shall apply in respect of that mortgage: Provided that for the purposes of section *forty-nine* and paragraph (e) of section *fifty-six* the mortgage shall be deemed to have been registered in the register on the date on which and at the time at which the said bond was registered in the deeds registry.

(3) Whenever the proper officer records any mortgage in terms of sub-section (2) he shall send written notice thereof to the registrar of deeds in charge of the deeds registry in which the bond was registered. Upon receipt of such notice the registrar shall endorse upon the duplicate original of the bond filed in the deeds registry the fact that the mortgage has been so recorded.

(7) Die hof kan die hevel aan enige bepalinge en voorwaardes wat hy goedgevind, onderhewig maak, of hy kan weier om die bevel uit te reik, of kan in die algemeen doen wat hy die billikste ag.

(8) Elke sodanige aansoek by die Direkteur word gedoen binne dertig dae na die datum waarop die gebeurtenis voorgeval het waarby die oorgang plaasgevind het, en elke sodanige aansoek by die hof word gedoen binne dertig dae na die Direkteur se weiering om die bevel uit te reik. Die hof kan verlenging van die tydperk toestaan (altesame nie meer as 'n jaar vanaf genoemde datum nie) waarin die aansoek by die Direkteur of die hof gedoen moet word.

(9) As sodanige aansoek nie binne die tyd bepaal deur of verleng kragtens sub-artikel (8) gedoen word nie, of as die hof weier om 'n bevel tot verkoping uit te reik, word die skip of aandeel wat oorgegaan het, onderhewig aan verbeuring.

44. Wanneer die Direkteur kragtens artikel drie-en-veertig, of wanneer die hof kragtens daardie artikel of andersins, beveel dat 'n Suid-Afrikaanse skip of 'n aandeel daarin verkoop word, moet die bevel 'n verklaring bevat wat aan 'n daarin vermelde persoon die reg verleen om daardie skip of aandeel oor te dra. Die aldus vermelde persoon is dan geregtig om die skip of die selfde wyse en in dieselfde mate oor te dra asof hy die geregistreerde eienaar daarvan was, en die bevoegde beamppte beskou daardie persoon ten opsigte van enige sodanige oordrag as die geregistreerde eienaar.

Oordrag van skip of verkoop op bevel van Direkteur of hof.

45. Op aansoek van 'n belanghebbende party kan die hof hof binne die regsgebied waarvan die registrasiehouer van 'n skip geleë is, sonder om die uitoefening van enige ander bevoegdheid van die hof te benadeel, 'n bevel uitvaardig waarin enige regshandeling in verband met die skip of 'n aandeel daarin vir 'n bepaalde tydperk verbied word, en kan hy die bevel uitvaardig onderhewig aan die bepalinge van voorwaardes wat hy goedgevind, of kan hy weier om die bevel uit te reik of die bevel ophef nadat dit uitgevaardig is, en hy kan in die algemeen doen wat hy die billikste ag, en die bevoegde beamppte behoorsaam die bevel nadat dit of 'n amptelike afskrif daarvan op hom gedien is.

Bevoegdheid van hof om oordrag te verbied.

46. (1) Ondanks die bepalinge van die Registrasie van Aktes Wet, 1937 (Wet No. 47 van 1937), of van enige ander wet, maar behoudens die bepalinge van sub-artikel (2), word 'n Suid-Afrikaanse skip of 'n aandeel in 'n Suid-Afrikaanse skip na die inwerkingtreding van hierdie artikel nie by wyse van 'n verbandakte wat in 'n registrasiekantoor van aktes geregistreer is, verhipotekeer nie, en geen verbandakte wat aldus geregistreer is, verleen aan die verbandhouer enige voorkeurreg bo ander skuldeisers nie—

Hipotekering van skip of aandeel mag nie in registrasiekantoor van aktes geregistreer word nie.

(a) na die verloop van sestig dae vanaf bedoelde inwerkingtreding, as dit voor bedoelde inwerkingtreding geregistreer is; of

(b) na die registrasie daarvan, as dit na bedoelde inwerkingtreding geregistreer is.

(2) Die verbandhouer uit hoofde van 'n verbandakte waarby 'n Suid-Afrikaanse skip of 'n aandeel in 'n Suid-Afrikaanse skip verhipotekeer is, en wat by die inwerkingtreding van hierdie artikel in 'n registrasiekantoor van aktes geregistreer is, kan binne sestig dae na bedoelde inwerkingtreding, of binne 'n verdere tydperk wat die Direkteur in die besondere geval mag toestaan, 'n afskrif van die duplikaat-oorspronklike verbandakte wat in die registrasiekantoor bewaar word, gesertifiseer deur die registrateur van aktes aan die hof van daardie registrasiekantoor, aan die bevoegde beamppte by die skip se registrasiehouer voorleë. Daarop teken die bevoegde beamppte die verband in die register op, en daarna is die bepalinge van hierdie Wet met betrekking tot die hipotekering van skepe en aandele in skepe op daardie verband van toepassing: Met dien verstande dat by toepassing van artikel nege-en-veertig en paragraaf (c) van artikel ses-en-veertig die verband gaan word in die register aangeteken te gewees het op die datum en tyd waarop bedoelde verband in die registrasiekantoor van aktes geregistreer is.

(3) Wanneer die bevoegde beamppte 'n verband ingevolge sub-artikel (2) opteken, moet hy aan die registrateur van aktes aan die hof van die registrasiekantoor waarin die verband geregistreer was, skriftelike kennis daarvan stuur. By ontvangs van bedoelde kennisgewing maak die registrateur op die duplikaat-oorspronklike verbandakte wat in die registrasiekantoor bewaar word, 'n aantekening dat die verband aldus opgeteken is.

How ship or share mortgaged.

47. (1) A South African ship or share therein may be mortgaged as security for a loan or other debt, and the instrument creating the mortgage shall be called a deed of mortgage and shall be in the prescribed form. On the production of such instrument the proper officer at the ship's port of registry shall record the mortgage in the register.

(2) Mortgages shall be recorded by the proper officer in the order in which the deeds creating them are produced to him, and he shall endorse on each deed that it has been so recorded, stating the date and time of that record.

Discharge of mortgage.

48. If a registered mortgage is discharged the proper officer shall, on the production of the deed of mortgage, with a receipt for the mortgage money endorsed thereon, duly signed and attested, make an entry in the register to the effect that the mortgage has been discharged, and shall cancel the deed of mortgage.

Priority of mortgages.

49. If there are more mortgages than one registered in respect of the same South African ship or share in a South African ship, the respective mortgagees claiming thereunder shall, notwithstanding any express, implied or constructive notice, but subject to the proviso to sub-section (2) of section *forty-six*, be entitled in priority, one before the other, according to the date and time at which each mortgage is recorded in the register, and not according to the date and time at which each deed of mortgage was executed.

Rights of mortgagees.

50. (1) The mortgagee under a registered mortgage of a ship or a share in a ship shall be entitled to recover the amount due under the mortgage in any court of competent jurisdiction, and when giving judgment or thereafter the court may direct that the mortgaged ship or share be sold in execution of the judgment.

(2) Subject to the provisions of sub-section (1), the mortgagee under a registered mortgage of a ship or a share in a ship shall not merely by virtue of the mortgage be entitled to sell or otherwise dispose of the mortgaged ship or share.

Preferences under mortgage not affected by insolvency.

51. (1) The right of preference given to a mortgagee by a registered mortgage of a South African ship or a share in a South African ship shall not be affected by any act of insolvency committed by the mortgagor, or by the sequestration of the estate of the mortgagor after the date of the record of the mortgage.

(2) The provisions of sub-section (1) shall be subject to the provisions of sections *twenty-six*, *twenty-seven*, *twenty-nine*, *thirty*, *thirty-one* and *eighty-eight* of the Insolvency Act, 1936 (Act No. 24 of 1936); and in the application of the said section *eighty-eight* to the mortgage of a ship or share the references in that section to the registrar of deeds and a mortgage bond shall be construed as references to the proper officer and a deed of mortgage, respectively.

Transfer of mortgage.

52. (1) A registered mortgage of a South African ship or a share in a South African ship may be transferred to any person by deed of cession in the prescribed form, and on the production of such deed and the relative deed of mortgage, the proper officer shall record the transfer of the mortgage by entering in the register the name of the transferee as mortgagee of the ship or share, and shall endorse on the deeds of mortgage and cession that the transfer of the mortgage has been so recorded, stating the date and time of the record.

(2) The person to whom a registered mortgage of a ship or a share in a ship has been transferred shall enjoy the same right of preference as was enjoyed by the transferor.

Transmission of interest in mortgage by death, etc.

53. (1) Whenever the rights of the mortgagee under a deed of mortgage over a South African ship or a share in a South African ship are transmitted on marriage or death or by any other lawful means other than by a transfer under this Act to any person, that person shall execute a declaration in the prescribed form certifying that the transmission has taken place.

(2) The proper officer on the receipt of the declaration accompanied by documents similar to those required by section *forty-two* in the case of a corresponding transmission of the ownership of a ship or share, shall enter in the register as mortgagee the name of the person to whom the rights have been transmitted.

47. (1) 'n Suid-Afrikaanse skip of 'n aandeel daarin kan verhipoteker word as borgstelling vir 'n leening of ander skuld, en die akte wat die verband skep, word die verbandakte genoem en moet in die voorgeskrewe vorm opgestel wees. By vertoning van sodanige akte teken die bevoegde beampte by die skip se registrasiehouer die verband in die register op.

(2) Verbande word deur die bevoegde beampte opgeteken in die volgorde waarin die aktes wat hulle skep, aan hom vertoon word, en hy ondosseer op elke akte dat dit aldus opgeteken is en vermeld die datum en tyd van die optekening.

Wysse waarop skip of aandeel verhipoteker word.

48. As 'n geregistreerde verband afgeelos word, teken die bevoegde beampte in die register aan dat die verband afgeelos is en roeier hy die verbandakte, as die verbandakte met die kwitansie vir die verbandgeld daarop geëndosseer, behoorlik onderteken en gewaarmerk, aan hom voorgelê word.

Aflos van verband.

49. As daar meer as een verband ten aansien van dieselfde Suid-Afrikaanse skip of aandeel in 'n Suid-Afrikaanse skip geregistreer is, is die onderskeie verbandhouers wat vorderings kragtens die verbande het, ondanks enige uitdruklike, stilswyende of konstruktiewe kennisgewing, maar onderworpe aan die voorbehoudsbepaling van sub-artikel (2) van artikel ses-en-veertig, geregtig op voorkeur, die een bo die ander, volgens die datum en tyd waarop elke verband in die register aangeteken is en nie volgens die datum en tyd waarop elke verbandakte verly is nie.

Voorrang van verbande.

50. (1) Die verbandhouer van 'n geregistreerde verband op 'n skip of 'n aandeel in 'n skip is geregtig om in 'n bevoegde hof die kragtens die verband verskuldigde bedrag te verhaal, en wanneer die hof vonnis uitspreek of daarna kan die hof gelas dat die verhipotekerde skip of aandeel ten uitvoer legging van die vonnis verkoop word.

Regte van verbandhouer.

(2) Behoudens die bepalings van sub-artikel (1), is die verbandhouer van 'n geregistreerde verband op 'n skip of 'n aandeel in 'n skip nie bloot uit hoofde van die verband geregtig om die verhipotekerde skip of aandeel te verkoop of op ander wyse van die hand te sit nie.

51. (1) Die voorkeurreg wat 'n geregistreerde verband op 'n Suid-Afrikaanse skip of 'n aandeel in 'n Suid-Afrikaanse skip aan 'n verbandhouer verleen, word nie geraak deur enige daad van insolvensie deur die verbandgewer of deur die sekwestrasie van die verbandgewer se boedel na die datum van die optekening van die verband nie.

Voorkeur ingevolge verband nie deur insolvensie aangeas.

(2) Die bepalings van sub-artikel (1) is onderworpe aan die bepalings van artikels ses-en-twintig, sece-en-twintig, neg-en-twintig, dertig, een-en-dertig en agt-en-tachtig van die Insolvensiewet, 1936 (Wet No. 24 van 1936); en by die toepassing van genoemde artikel agt-en-tachtig op die verband op 'n skip of aandeel word die verwysings in daardie artikel na die registrateur van aktes en 'n verband uitgelê as verwysings na die bevoegde beampte en 'n verbandakte, onderskeidelik.

52. (1) 'n Geregistreerde verband op 'n Suid-Afrikaanse skip of 'n aandeel in 'n Suid-Afrikaanse skip kan kragtens cessie-akte in die voorgeskrewe vorm aan enige persoon oorgedra word, en by vertoning van sodanige akte en die betrokke verbandakte teken die bevoegde beampte die oordrag van die verband op deur in die register die naam van die oordragnemer as verbandhouer van die skip of aandeel aan te teken, en hy ondosseer op die verband- en cessie-aktes dat die oordrag aldus opgeteken is, en vermeld daarby die datum en tyd van die optekening.

Oordrag van verband.

(2) Die persoon aan wie 'n geregistreerde verband op 'n skip of 'n aandeel in 'n skip oorgedra is, geniet dieselfde voorkeurreg as wat die oordraer geniet het.

53. (1) Wanneer die regte van die verbandhouer kragtens 'n verbandakte ten aansien van 'n Suid-Afrikaanse skip of 'n aandeel in 'n Suid-Afrikaanse skip op 'n persoon oorgaan by huwelik of dood of op enige ander wettige manier behalwe deur 'n oordrag kragtens hierdie Wet, verly daardie persoon 'n verklaring in die voorgeskrewe vorm wat sertifiseer dat die oorgang plaasgevind het.

Oorgang van belang by verband deur dood, ens.

(2) By ontvangs van die verklaring vergesol van dokumente soortgelyk aan die wat deur artikel twee-en-veertig in die geval van 'n ooreenstemmende oorgang van eiendomsreg op 'n skip of aandeel vereis word, teken die bevoegde beampte die naam van die persoon op wie die regte oorgegaan het in die register as verbandhouer aan.

Authority to
sell or mortgage
outside Union.

54. (1) Upon written application by the registered owner of a South African ship who wishes to sell the ship, or the registered owner of a South African ship or a share therein who wishes to mortgage the ship or share, by a deed of sale or mortgage to be executed outside the Union, the proper officer of the port of registry of the ship shall issue to him a certificate of sale or a certificate of mortgage.

(2) In any such application there shall be set forth, and the proper officer shall enter in the register, the following particulars:

- (a) the name and address of the person by whom the sale or mortgage is to be entered into on behalf of the owner, and in the case of—
 - (i) a sale, the minimum price at which a sale is to be made, if it is intended to fix any such minimum; and
 - (ii) a mortgage, the maximum amount thereof, if it is intended to fix any such maximum;
- (b) the place where the power is to be exercised, or if no place is specified, a declaration that it may be exercised anywhere, subject to the provisions of this Act;
- (c) the limit of time within which the power may be exercised.

In the case of a certificate of mortgage, the proper officer shall also enter in the register the date and time of the entry.

(3) A certificate of sale or of mortgage shall not authorize any sale or mortgage to be made in the Union or by any person not named in the certificate.

(4) A certificate of sale and a certificate of mortgage shall contain a statement of the particulars referred to in subsection (2) and also a statement of any registered mortgages or certificates of sale or mortgage affecting the ship or share in respect of which the certificate is given.

(5) Any certificate of sale or certificate of mortgage issued under any law repealed by section one shall be deemed to have been issued under this Act.

Rules as to
certificates of
sale.

55. The following rules shall be observed as to certificates of sale:

- (a) a certificate of sale shall not be issued except for the sale of an entire ship;
- (b) the power shall be exercised in conformity with the directions contained in the certificate;
- (c) a sale made thereunder in good faith to a purchaser without notice shall not be impeached by reason of the person by whom the power was given dying before the execution of the deed of sale;
- (d) whenever the certificate specifies the place at which, and the limit of time not exceeding twelve months within which, the power is to be exercised, a sale made thereunder in good faith to a purchaser without notice shall not be impeached by reason of the fact that before the deed of sale was executed the estate of the person by whom the power was given was sequestrated as insolvent;
- (e) a transfer made to a person qualified to be the owner of a South African ship shall be by a deed of sale in accordance with this Act;
- (f) if the ship is sold to a person qualified to be the owner of a South African ship, the ship shall be registered anew, and notice of all mortgages or certificates of mortgage stated on the certificate of sale shall be entered in the register;
- (g) before registry anew there shall be produced to the proper officer required to make the same the deed of sale by which the ship is transferred, the certificate of sale and the certificate of registry of the ship;
- (h) the proper officer shall retain the certificates of sale and registry, and, if he is not the proper officer of the port appearing thereon to be the former port of registry of the ship, he shall, after having endorsed on both of those instruments an entry of the fact that a sale has taken place, forward them to the proper officer of that port. The proper officer of that port shall make a memorandum of the sale in his register, and the registry of the ship in that register shall be con-

54. (1) As die geregistreerde eienaar van 'n Suid-Afrikaanse skip wat die skip wil verkoop, of die geregistreerde eienaar van 'n Suid-Afrikaanse skip of 'n aandeel daarin wat die skip of aandeel wil verpand, by koopakte of verbandakte wat buite die Unie verly sal word, skriftelik aansoek daarom doen, reik die bevoegde beampte van die skip se registrasiehawe 'n verkopingsertifikaat of 'n verbandsertifikaat aan hom nit.

Mag om buite Unie te verkoop of te hipotekeer.

(2) In sodanige aansoek word die volgende besonderhede uiteengesit, en die bevoegde beampte teken dit in die register aan:

- (a) die naam en adres van die persoon deur wie die verkoping of verband namens die eienaar aangegaan sal word en in die geval van—
 - (i) 'n verkoping, die minimum-prys waarteen 'n verkoping gesluit mag word, as dit die bedoeling is om so 'n minimum te bepaal; en
 - (ii) 'n verband, die maksimum-bedrag daarvan as dit die bedoeling is om sodanige maksimum te bepaal;
- (b) die plek waar die volmag uitgeoefen moet word, of as geen plek bepaal is nie, 'n verklaring dat dit op enige plek uitgeoefen kan word, met inagneming van die bepalings van hierdie Wet;
- (c) die tydperk waarin die volmag uitgeoefen kan word. In die geval van 'n verbandsertifikaat, teken die bevoegde beampte ook in die register aan die datum en tyd van die aantekening.
- (3) 'n Verkoping- of verbandsertifikaat magtig nie die aangaan van 'n verkoping of verband in die Unie of deur enige persoon wat nie in die sertifikaat genoem is nie.
- (4) 'n Verkoping- en 'n verbandsertifikaat bevat 'n opgawe van die in sub-artikel (2) bedoelde besonderhede, asook 'n opgawe van enige geregistreerde verbande of verkoping- of verbandsertifikate betreffende die skip of aandeel ten aansien waarvan die sertifikaat gegee word.
- (5) 'n Verkopingsertifikaat of 'n verbandsertifikaat wat nitgereik is kragtens 'n wet deur artikel een herroep, word geag uitgereik te gewees het kragtens hierdie Wet.

55. Die volgende reëls word in verband met verkopingssertifikate nagekom:

Reëls betreffende verkopings- sertifikate.

- (a) 'n verkopingsertifikaat word nie uitgereik nie behalwe vir die verkoop van 'n skip in sy geheel;
- (b) die volmag word uitgeoefen in ooreenstemming met die opdragte wat in die sertifikaat vervat is;
- (c) die geldigheid van 'n verkoping wat uit hoofde daarvan te goeder trou aan 'n koper sonder kennigewing plaasgevind het, word nie betwis omdat die volmaggewer voor die verlyding van die koopakte oorlede is nie;
- (d) wanneer die sertifikaat die plek waarop en die tydperk (van hoogstens twaalf maande) waarin die volmag uitgeoefen moet word, bepaal, word die geldigheid van 'n verkoping wat uit hoofde daarvan te goeder trou aan 'n koper sonder kennigewing plaasgevind het, nie betwis omdat die boedel van die volmaggewer voor die verlyding van die koopakte as insolvent gesekwestreer is nie;
- (e) 'n oordrag aan 'n persoon wat bevoeg is om die eienaar van 'n Suid-Afrikaanse skip te wees, geskied by koopakte ooreenkomstig hierdie Wet;
- (f) as die skip verkoop is aan 'n persoon wat bevoeg is om die eienaar van 'n Suid-Afrikaanse skip te wees, word die skip opnuut geregistreer, en kennis van alle verbande of verbandsertifikate wat in die verkopingsertifikaat vermeld is, word in die register aangegeteken;
- (g) voordat die skip opnuut geregistreer word, word aan die bevoegde beampte wat die registrasie moet waarnem, die koopakte waardeur die skip oorgedra word, die verkopingsertifikaat en die registrasiesertifikaat van die skip vertoon;
- (h) die bevoegde beampte behou die verkoping- en registrasiesertifikate, en as hy nie die bevoegde beampte is van die hawe wat daarin as die voormalige registrasiehawe van die skip aangegee word nie, stuur hy bedoelde sertifikate na die bevoegde beampte van daardie hawe nadat hy die feit dat 'n verkoping plaasgevind het, op albei stukke geëndosseer het. Die bevoegde beampte van daardie hawe maak 'n aantekening van die verkoping in sy register, en die registrasie van die skip in daardie register word

sidered as closed, except so far as relates to any unsatisfied mortgage or existing certificate of mortgage entered therein;

- (i) on such registry anew the description of the ship contained in her former certificate of registry shall be entered in the register, without her being resurveyed, and the purchaser shall make a declaration of transfer in the prescribed form;
- (j) if the ship is sold to a person not qualified to be the owner of a South African ship, that person shall produce or cause to be produced to a proper officer the deed of sale by which the ship is transferred, the certificate of sale and the certificate of registry of the ship, and that proper officer shall retain the certificates of sale and registry, and, if he is not the proper officer of the port appearing thereon to be the port of registry of the ship he shall, after having endorsed on both of those instruments an entry of the fact that the ship has been sold to a person not qualified to be the owner of a South African ship, forward them to the proper officer of that port. The proper officer of that port shall make a memorandum of the sale in his register, and the registry of the ship in that register shall be considered as closed, except so far as relates to any unsatisfied mortgage or existing certificate of mortgage entered therein. The provisions of sub-section (3) of section *twenty-nine* shall apply in respect of such mortgage or certificate of mortgage;
- (k) if on a sale being made to a person not qualified to own a South African ship, the certificates mentioned in paragraph (j) are not produced as required by that paragraph that person shall be considered not to have acquired any title to or interest in the ship;
- (l) if no sale is made in conformity with the directions contained in the certificate of sale, the proper officer by whom it was issued shall, on delivery of the certificate to him, cancel the certificate and enter the fact of its cancellation in the register.

Rules as to
certificates of
mortgage.

56. The following rules shall be observed as to certificates of mortgage:

- (a) the power shall be exercised in conformity with the directions contained in the certificate;
- (b) every mortgage made thereunder shall be registered by the endorsement of a record of the registration on the certificate by a proper officer who shall therein state the date and time of that record;
- (c) a mortgage made thereunder in good faith to a mortgagee without notice shall not be impeached by reason of the person by whom the power was given dying before the execution of the deed of mortgage;
- (d) whenever the certificate specifies the place at which, and the limit of time not exceeding twelve months within which, the power is to be exercised, a mortgage made thereunder in good faith to a mortgagee without notice shall not be impeached by reason of the fact that before the deed of mortgage was executed the estate of the person by whom the power was given was sequestrated as insolvent;
- (e) every mortgage so registered by being recorded on the certificate shall have priority over all mortgages of the same ship or share recorded in the register subsequently to the entry of the certificate in the register; and if there are more mortgages than one so registered, the respective mortgagees claiming thereunder shall, notwithstanding any express, implied or constructive notice, but subject to the proviso to sub-section (2) of section *forty-six*, be entitled in priority one before the other, according to the date and time at which each mortgage is recorded on the certificate and not according to the date and time at which each deed of mortgage was executed;
- (f) subject to the foregoing rules, every mortgagee whose mortgage is registered by being recorded on the certificate shall have the same rights and be subject to the same liabilities as he would have had and been subject to if his mortgage had been recorded in the register instead of on the certificate;

- as beëindig beskou, behalwe vir sover dit betref 'n onafgeloste verband of bestaande verbandsertifikaat wat daarin aangeteken staan ;
- (i) by so 'n nuwe registrasie word die beskrywing van die skip soos vervat in sy voormalige registrasiesertifikaat in die register aangeteken sonder dat die skip heropgeneem is, en die koper maak 'n verklaring van oordrag in die voorgeskrewe vorm ;
- (j) as die skip verkoop is aan 'n persoon wat nie bevoeg is om eienaar van 'n Suid-Afrikaanse skip te wees nie, vertoon daardie persoon die koopakte waardeur die skip oorgeedra is, die verkoping- en registrasiesertifikate van die skip, of laat hy dit vertoon aan 'n bevoegde beampte en daardie bevoegde beampte behou die verkoping- en registrasiesertifikate, en as hy nie die bevoegde beampte is van die hawe wat daarin as die registrasie-hawe van die skip aangegee word nie, stuur hy bedoelde sertifikate aan die bevoegde beampte van daardie hawe nadat hy op albei stukke die feit dat die skip verkoop is aan 'n persoon wat nie bevoeg is om die eienaar van 'n Suid-Afrikaanse skip te wees nie, geëndosseer het. Die bevoegde beampte van daardie hawe maak 'n aantekening van die verkoping in sy register, en die registrasie van die skip in daardie register word as beëindig beskou, behalwe vir sover dit betref 'n onafgeloste verband of bestaande verbandsertifikaat wat daarin aangeteken staan. Die bepaling van sub-artikel (3) van artikel *nege-en-twintig* gold ten opsigte van bedoelde verband of verbandsertifikaat ;
- (k) as 'n verkoping aan 'n persoon wat nie bevoeg is om eienaar van 'n Suid-Afrikaanse skip te wees nie geskied, en die in paragraaf (j) genoemde sertifikate nie vertoon word soos deur daardie paragraaf vereis nie, word daardie persoon geag geen eiendomsreg op of belang in die skip te verkry het nie ;
- (l) as geen verkoping volgens die opdragte in die verkopingsertifikaat plaasvind nie, rokeer die bevoegde beampte deur wie dit uitgereik is, die sertifikaat by lewering daarvan aan hom en teken hy die feit van die rojering in die register aan.

56. Die volgende reëls word in verband met verbandsertifikate nagekom :

Reëls betreffende verbandsertifikate.

- (a) die volmag word uitgeoefen in ooreenstemming met die opdragte wat in die sertifikaat vervat is ;
- (b) elke verband wat kragtens die akte aangegaan word, word geregistreer deur die endossering op die sertifikaat deur 'n bevoegde beampte van 'n optekening van die registrasie, en hy vermeld daarin die datum en tyd van die optekening ;
- (c) die geldigheid van 'n verband wat uit hoofde daarvan te goeder trou aan 'n verbandnemer sonder kennisgewing verleen is, word nie betwis omdat die volmag-gewer voor die verlyding van die verbandakte oorlede is nie ;
- (d) wanneer die sertifikaat die plek waarop en die tydperk (van hoogstens twaalf maande) waarin die volmag uitgeoefen moet word, bepaal, word die geldigheid van 'n verband wat uit hoofde daarvan te goeder trou aan 'n verbandnemer sonder kennisgewing verleen is, nie betwis omdat die boedel van die volmag-gewer voor die verlyding van die verbandakte as insolvent gesekwestreer is nie ;
- (e) elke verband wat aldus geregistreer is deurdat dit op die sertifikaat aangeteken is, het voorrang bo alle verbande op dieselfde skip of aandeel wat in die register aangeteken is na die aantekening van die sertifikaat in die register ; en as daar meer as een verband aldus geregistreer is, is die onderskeie verbandhouers wat vorderings kragtens die verbande het, ondanks enige uitdruklike, stilswyende of konstruktiewe kennisgewing, maar onderworpe aan die voorbehoudsbepaling van sub-artikel (2) van artikel *ses-en-veertig*, gerogtig op voorkeur, die een bo die ander, volgens die datum en tyd waarop elke verband op die sertifikaat aangeteken is en nie volgens die datum en tyd waarop elke verbandakte verly is nie ;
- (f) onderhewig aan die voorgaande reëls het elke verbandhouer wie so verband deur aantekening op die sertifikaat geregistreer is, dieselfde regte en is hy onderhewig aan dieselfde verpligtings as wat hy sou gehad en gewes het as sy verband in die register aangeteken gestaan het in plaas van op die sertifikaat ;

- (g) the discharge of any mortgage registered by being recorded on the certificate may be endorsed on the certificate by any proper officer on the production of the documents which are by section *forty-eight* required to be produced to the proper officer on the discharge of a mortgage in the register;
- (h) on the delivery of any certificate of mortgage to the proper officer by whom it was issued, he shall record in the register, in such manner as to preserve its priority, any undischarged mortgage registered by being recorded thereon and cancel the certificate and enter the fact of the cancellation in the register.

Loss of certificate of mortgage or sale.

57. On proof at any time to the satisfaction of the Director that a certificate of sale or mortgage has been lost or destroyed or so damaged as to be useless, and that the powers thereby given have never been exercised, or if they have been exercised, then on proof of the several matters and things that have been done thereunder, the proper officer may, if authorized thereto by the Director, either issue a new certificate, or direct such entries to be made in the register or such other things to be done as might have been made or done if the loss, destruction or damage had not taken place.

Revocation of certificate of mortgage or sale.

58. (1) The registered owner of a South African ship or a share therein in respect of which a certificate of sale or mortgage has been issued, specifying the places where the power thereby given is to be exercised, may, by an instrument under his hand, authorize the proper officer by whom the certificate was issued, to give notice to the proper officer at every such place that the certificate is revoked.

(2) Notice shall thereupon be given accordingly and shall be recorded by the proper officer receiving it, and after it is recorded the certificate shall be deemed to be revoked and of no effect in respect of any sale or mortgage to be thereafter made at that place.

(3) The notice after it has been recorded shall be exhibited to every person applying for the purpose of effecting or obtaining a transfer or mortgage under the certificate.

(4) A proper officer on recording any such notice shall inform the proper officer by whom the certificate was issued whether any previous exercise of the power to which such certificate refers has taken place.

Access to register.

59. Any person may upon payment of the prescribed fee have access to the register at any port of registry at any reasonable time during the hours of official attendance of the proper officer.

Provision for cases of minority or other incapacity.

60. If by reason of minority, mental disorder or defect or any other cause any person interested in a South African ship or a share therein is incapable of making any declaration or doing any act required or permitted by this Act to be made or done in connection with the registry of the ship or share, the legal guardian or *curator bonis* of that person, or, if there is no such guardian or *curator bonis*, any person appointed, on application made on behalf of the incapable person or of any other person interested, by the master of the superior court within whose area of jurisdiction the incapable or other interested person is domiciled may make such declaration or a declaration as nearly corresponding thereto as circumstances permit, and do such act in the name and on behalf of the incapable person.

Right of registered owner to dispose of ship or share.

61. No record of any interest in a ship or a share in a ship, other than by way of ownership or mortgage, shall be made in the register, and subject to any rights recorded in the register as being vested in any other person under mortgage or under certificate of sale or mortgage, the registered owner of a ship or share therein shall have the right absolutely to dispose of the ship or share.

Rights and liabilities of person holding an interest in a ship or share.

62. (1) Subject to the provisions of this Act, any interest in a ship or share therein arising out of any contract, testamentary disposition or otherwise may be enforced by or against an owner or a mortgagee of the ship or share in respect of his interest therein in the same manner as in respect of any other movable property.

- (g) die aflossing van 'n verband wat deur aantekening op die sertifikaat geregistreer is, kan op die sertifikaat geëndosseer word deur 'n bevoegde beampte by voorlegging aan hom van die dokumente wat kragtens artikel *agt-en-veertig* aan die bevoegde beampte vertoon moet word by die aflossing van 'n verband in die register;
- (h) by lewering van 'n verbandsertifikaat aan die bevoegde beampte deur wie dit uitgereik is, teken hy enige onafgeloste verband wat by wyse van 'n aantekening op die sertifikaat geregistreer is, in die register aan, op sodanige wyse dat dit sy voorrang behou, en roeier hy die sertifikaat en teken hy die feit van die roëring in die register aan.

57. As daar te eniger tyd tot die Direkteur se oortuiging bewys word dat 'n verkoping- of verbandsertifikaat verloor of vernietig of sodanig beskadig is dat dit waardeloos is, en dat die mag wat daarin verleen is, nooit uitgeoefen is nie, of as dit uitgeoefen is, dan as daar bewys gelewer is van die verskillende sake en dinge wat uit hoofde daarvan verrig is, kan die bevoegde beampte, indien hy daartoe deur die Direkteur gemagtig word, of 'n nuwe sertifikaat uitreik of gelas dat sodanige aantekeninge in die register gemaak word of sodanige ander dinge gedoen word as wat sou gemaak of gedoen gewees het as die verlies, vernietiging of beskadiging nie voorgeval het nie.

Verlies van verkoping- of verbandsertifikaat.

58. (1) Die geregistreerde eienaar van 'n Suid-Afrikaanse skip of 'n aandeel daarin ten opsigte waarvan 'n verkoping- of verbandsertifikaat uitgereik is waarin die plekke aangedui is waar die volmag daarin verleen, uitgeoefen moet word, kan deur 'n stuk deur hom onderteken die bevoegde beampte deur wie die sertifikaat uitgereik is, magtig om aan elke bevoegde beampte by elke sodanige plek kennis te gee dat die sertifikaat herroep is.

Herroeping van verkoping- of verbandsertifikaat.

(2) Kennis word dan dienooreenkomstig gegee en word deur die bevoegde beampte wat dit ontvang, opgeteken, en nadat dit opgeteken is, word die sertifikaat as herroep en nietig beskou ten aansien van enige verkoping of verband wat daarna op daardie plek aangegaan word.

(3) Die kennisgewing word nadat dit opgeteken is, aan elke persoon vertoon wat versoek om 'n oordrag of verband ingevolge die sertifikaat te bewerkstellig of te verkry.

(4) Wanneer 'n bevoegde beampte sodanige kennisgewing opteken, deel hy die bevoegde beampte deur wie die sertifikaat uitgereik is, mee of daar enige voorafgaande uitoefening van die volmag in sodanige sertifikaat bedoel plaasgevind het.

59. Enigeen kan by betaling van die voorgeskrowe gelde toegang tot die register by 'n registrasiehouer verkry en wel op enige redelike tydstip gedurende die tye wanneer die bevoegde beampte amptelik aanwesig is.

Toegang tot register.

60. As enige persoon wat belang het by 'n Suid-Afrikaanse skip of 'n aandeel daarin, weens minderjarigheid, geestesgebrek of geestesgebrek of enige ander oorsaak onbekwaam is om 'n verklaring te maak of 'n handeling te verrig wat kragtens hierdie Wet vereis of veroorloof word om gemaak of verrig te word in verband met die registrasie van die skip of aandeel, kan die wettige voog of *curator bonis* van daardie persoon, of as daar geen sodanige voog of *curator bonis* is nie, 'n persoon wat op aansoek namens die onbekwame persoon of namens 'n ander belanghebbende persoon aangestel is deur die meester van die hoër hof binne die regsgebied waarvan die onbekwame of ander belanghebbende persoon gedomicilieer is, sodanige verklaring, of 'n verklaring wat soveel ooreenkomstig daarmee toon as wat die omstandighede toelaat, maak, en sodanige handeling namens en ten behoeve van die onbekwame persoon verrig.

Bepalings betreffende gevalle van minderjarigheid of ander onbevoegdheid.

61. Geen aantekening van enige belang in 'n skip of 'n aandeel in 'n skip behalwe uit hoofde van eiendomsreg of verband word in die register gemaak nie, en met inagneming van regte wat volgens aantekening in die register by 'n ander persoon boms kragtens verband of kragtens verkoping- of verbandsertifikaat, het die geregistreerde eienaar van 'n skip of aandeel daarin die reg om onbelenneerd die skip of aandeel te vervreem.

Reg van registrasie eienaar om skip of aandeel te vervreem.

62. (1) Behoudens die bepalinge van hierdie Wet kan enige belang by 'n skip of aandeel daarin wat ontstaan uit 'n kontrak, testamentêre beskikking of andersins, afgedwing word deur of teen 'n eienaar of 'n verbandhouer van die skip of aandeel ten aansien van sy belang daarby op dieselfde wyse as ten aansien van ander roerende eiendom.

Regte en verpligtinge van persoon wat belang het by skip of aandeel.

(2) Any person who holds any interest (otherwise than by way of mortgage) in a ship or share therein, arising under any contract, testamentary disposition or otherwise, shall be subject to all pecuniary penalties imposed by this or any other Act on the owners of ships or shares therein, and proceedings may be taken for the enforcement of any such penalties against both the person holding any such interest and the registered owner, or either of them, jointly or jointly and severally.

National character of ship to be declared before clearance.

63. (1) An officer of customs shall not grant a clearance for any ship until the master of the ship has declared to that officer the name of the country to which he claims the ship belongs, and that officer shall thereupon inscribe that name on the clearance.

(2) If a ship attempts to proceed to sea without such clearance, it may be detained by the officer of customs until the declaration is made.

Ships recognized as ships of South African nationality.

64. The following classes of ships shall be recognized as ships of South African nationality, to wit:

- (a) any ship registered under this Act;
- (b) any ship which in terms of section *fourteen* or sub-section (2) of section *thirty* is deemed to be registered under this Act;
- (c) any ship licensed under this Act;
- (d) any ship (other than a ship referred to in paragraph (a), (b) or (c)) which is owned by the Government of the Union; and
- (e) any pleasure yacht of less than twenty-five gross tons—
 - (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 Union.

Flag to be flown on ships of South African nationality.

65. (1) The National Flag of the Union is hereby declared to be the national colours for all ships registered in the Union.

(2) The master of a ship of South African nationality, shall cause the National Flag of the Union to be hoisted—

- (a) on a signal being made to the ship by any ship in the naval service of the Union or of any other country which is a member of the Commonwealth; and
- (b) on entering or leaving any port other than a Union port; and
- (c) if the ship is of fifty or more gross register tons, on entering or leaving any Union port.

(3) No person on board a ship of South African nationality shall hoist any distinctive national colours (except the National Flag of the Union) or any colours usually worn by ships in the naval service of the Union or of any other country which is a member of the Commonwealth, or colours resembling those colours, or any pennant usually carried by ships in any such naval service, or any pennant resembling such pennant, and the master of the ship, and the owner thereof if on board, shall not permit any hoisting of any colours or any pennant in contravention of this sub-section.

Unlawful assumption of South African national character.

66. No person on board a ship not of South African nationality shall, wherever the ship may be, for the purpose of making the ship appear to be a ship of South African nationality use or permit the use of the National Flag of the Union or cause or permit the ship to assume the national character of the Union.

Concealment of South African national character.

67. The owner or master of a ship of South African nationality shall not knowingly or wilfully do or permit anything to be done, or carry or permit to be carried on board that ship any papers or documents with intent to conceal the national character of the ship or with intent that a non-South African national character be assumed for the ship.

Small vessels to be licensed.

68. (1) The owner or master—

- (a) of a vessel which—
 - (i) is of less than twenty-five gross tons; and
 - (ii) is not registered as a ship in the Union or elsewhere; and
 - (iii) is employed or owned for the purpose of fishing or carrying persons or goods of any kind for profit; and
 - (iv) operates at or from a port in the Union; or

(2) Enige persoon wat by 'n skip of aandeel daarin enige belang (anders as uit hoofde van 'n verband) het, wat ontstaan uit 'n kontrak, testamentêre beskikking of andersins, is onderhewig aan alle geldstrawwe wat die eienaars van skepe of aandeel daarin, deur hierdie of enige ander Wet opgelê word en geragtelike stappe kan gedoen word om sodanige strawwe af te dwing van sowel die persoon wat sodanige belang het, as die geregistreerde eienaar, of een van hulle twee, gesamentlik of gesamentlik en afsonderlik.

63. (1) 'n Doanebeampte reik geen uitklaringsbewys aan 'n skip uit voordat die gesagvoerder van die skip aan daardie beampte die naam van die land verklaar het waaraan hy beweer dat die skip behoort, en daardie beampte skryf dan daardie naam op die uitklaringsbewys in. Nasionale aard van skip word verklaar voor uitklaring.

(2) As 'n skip probeer om sonder sodanige uitklaringsbewys uit te vaar, kan dit deur die doanebeampte aangehou word totdat die verklaring gemaak is.

64. Die volgende kategorieë skepe word erken as skepe van Suid-Afrikaanse nasionaliteit, te wete:

(a) 'n skip wat kragtens hierdie Wet geregistreer is; Skepe wat as skepe van Suid-Afrikaanse nasionaliteit erken word.

(b) 'n skip wat ingevolge artikel veertien of sub-artikel (2) van artikel dertig geag word geregistreer te wees kragtens hierdie Wet;

(c) 'n skip wat kragtens hierdie Wet gelisensieer is;

(d) 'n skip (behalwe 'n in paragraaf (a), (b) of (c) bedoelde skip) wat die eiendom is van die Unie-regering; en

(e) 'n plesierjag van minder as vyf-en-twintig bruto-ton—

(i) wat geheel-on-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 Unie woon.

65. (1) Hiermee word verklaar dat die Nasionale Vlag van die Unie die landsvlag is vir alle skepe wat in die Unie geregistreer is. Vlag wat gehys moet word op skepe van Suid-Afrikaanse nasionaliteit.

(2) Die gesagvoerder van 'n skip van Suid-Afrikaanse nasionaliteit laat die Nasionale Vlag van die Unie hys—

(a) wanneer 'n sein aan die skip gegee word deur 'n skip in die vlootmagte van die Unie of van 'n ander land wat lid is van die Statebond; en

(b) by die skip se aankoms in of vertrek uit enige hawe behalwe 'n Unie-hawe; en

(c) as die skip vyftig of meer bruto-registerton groot is, by die skip se aankoms in of vertrek uit 'n Unie-hawe.

(3) Niemand aan boord van 'n skip van Suid-Afrikaanse nasionaliteit hys 'n onderskeidende landsvlag (behalwe die Nasionale Vlag van die Unie) of 'n vlag wat gewoonlik deur skepe in die vlootdiens van die Unie of van 'n ander land wat lid is van die Statebond gebruik word nie, of 'n vlag wat soos daardie vlag lyk nie, of 'n wimpel wat gewoonlik in 'n sodanige vlootdiens gebruik word, of 'n wimpel wat soos daardie wimpel lyk nie, en die gesagvoerder van die skip, en die eienaar daarvan as hy aan boord is, laat nie die hysing van enige vlag of enige wimpel in stryd met hierdie sub-artikel toe nie.

66. Niemand aan boord van 'n skip wat nie van Suid-Afrikaanse nasionaliteit is nie mag, waar die skip ook al is, ten einde die skip as 'n skip van Suid-Afrikaanse nasionaliteit te laat voorkom, die Nasionale Vlag van die Unie gebruik, of die gebruik daarvan toelaat, of op ander wyse die skip die nasionale aard van die Unie laat aanneem of laat toe dat dit gebeur nie. Onwettige aanname van Suid-Afrikaanse nasionale aard.

67. Geen eienaar of gesagvoerder van 'n skip van Suid-Afrikaanse nasionaliteit mag wetend of opsetlik enigiets doen of toelaat dat enigiets gedoen word, of enige stukke of dokumente aan boord van daardie skip vervoer of toelaat dat dit aldus vervoer word, met die doel om die nasionale aard van die skip te verberg of met die doel dat 'n nie-Suid-Afrikaanse nasionale aard deur die skip aangeneem word nie. Vorsteking van Suid-Afrikaanse nasionale aard.

68. (1) Die eienaar of gesagvoerder—

(a) van 'n vaartuig wat—

(i) van minder as vyf-en-twintig bruto-ton is; en

(ii) nie in die Unie of elders as 'n skip geregistreer is nie; en

(iii) gebruik of besit word vir visvangs of vervoer van persone of goedere van enige aard vir wins; en

(iv) by of vanuit 'n hawe in die Unie gebruik word; of

Klein vaartuig moet gelisensieer word.

(b) of a ship which has been exempted under the provisions of sub-section (3) of section *thirteen*,

shall—

1. in the case of a vessel referred to in paragraph (a), within one month from the date of her being employed or acquired or built for the said purpose; or
2. in the case of a vessel referred to in paragraph (b), within one month from the date of her being exempted as aforesaid,

apply to the nearest proper officer in the Union for a licence in terms of this Act.

(2) An application for a licence in terms of sub-section (1) shall be made in the prescribed form and the owner or master shall produce to the proper officer a local general safety certificate or a qualified local safety certificate and a local safety exemption certificate.

(3) The provisions of this section shall not apply in respect of any vessel unless the whole of the vessel is owned—

- (a) by the Government of the Union; or
- (b) by persons all of whom in terms of section *eleven* are qualified to own a South African ship; and
 - (i) a majority of the owners of the vessel, either in number or extent of ownership, are persons resident in the Union or corporate bodies having their principal place of business within the Union; or
 - (ii) the vessel is, as to her management and use, principally controlled in the Union.

Renewal of licences.

69. (1) The owner or master of any vessel which in terms of section *sixty-eight* is required to be licensed, and in respect of which a licence has been issued, shall before or at the expiration of the period for which the licence was issued or renewed apply to the proper officer by whose office the licence was issued for a renewal thereof.

(2) The provisions of sub-section (2) of section *sixty-eight* shall apply, *mutatis mutandis*, to any application for the renewal of a licence.

Issue and duration of licences.

70. A licence issued upon an application made under section *sixty-eight* or *sixty-nine* shall be in the prescribed form and shall be issued for one year under such conditions as may be prescribed.

Cancellation of licences.

71. (1) If the proper officer is satisfied that a licence issued under this Act was obtained fraudulently or on wrong information he may cancel the licence.

(2) If by reason of the contents of a report by a surveyor, or for any other reason, a proper officer is satisfied that—

- (a) material alterations which affect the seaworthiness of a vessel which has been licensed under this Act have taken place since the licence was issued; or
- (b) the life-saving appliances have not been maintained on such vessel in an effective condition; or
- (c) the master of such a vessel is not a fit and proper person to operate the vessel,

he may cause the vessel to be detained and direct that the deficiency or other cause for the detention of the vessel be remedied; and if after due notice the directions of the proper officer are not complied with, the licence shall be cancelled.

Unlicensed vessels not to be used.

72. No person shall use a vessel which in terms of section *sixty-eight* is required to be licensed, for any purpose whatsoever, unless the owner or master of the vessel holds a valid and current licence issued in respect thereof.

CHAPTER III.

CERTIFICATES OF COMPETENCY AND SERVICE.

What certificated officers and other persons to be employed on certain ships.

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

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

shall, if the ship is of twenty-five or more gross register tons, and is of the class shown in Column 2 of any item in the Table hereunder and of the tonnage or horse-power shown in Column

- (b) van 'n skip wat kragtens die bepalinge van sub-artikel (3) van artikel *dertien* vrygestel is, moet—

1. in die geval van 'n in paragraaf (a) bedoelde vaartuig, binne een maand vanaf die datum waarop dit vir gemelde doel gebruik of verkry of gebou word; of
2. in die geval van 'n in paragraaf (b) bedoelde vaartuig, binne een maand vanaf die datum waarop dit soos voormeld vrygestel word,

aansoek doen by die naaste bevoegde beampte in die Unie om 'n lisensie kragtens hierdie Wet.

(2) 'n Aansoek om 'n lisensie ingevolge sub-artikel (1) word in die voorgeskrewe vorm gemaak en die eienaar of gesagvoerder lê aan die bevoegde beampte 'n plaaslike veiligheids-sertifikaat of 'n voorwaardelike plaaslike algemene veiligheid-sertifikaat en 'n plaaslike veiligheids-vrystellingsertifikaat voor.

(3) Die bepalinge van hierdie artikel is nie op 'n vaartuig van toepassing nie tensy die hele vaartuig die eiendom is—

- (a) van die Unie-regering; of
- (b) van persone almal van wie ingevolge artikel *elf* bevoeg is om die eienaars van 'n Suid-Afrikaanse skip te wees; en
 - (i) 'n meerderheid van die eienaars van die vaartuig, hetsy in getal hetsy volgens die aandeel in die vaartuig wat hulle besit, persone is wat in die Unie woon, of regspersone is wat hul vernaamste besigheidsplek in die Unie het; of
 - (ii) die vaartuig, wat die bestuur of gebruik daarvan betref, hoofsaaklik in die Unie beheer word.

69. (1) Die eienaar of gesagvoerder van 'n vaartuig wat volgens artikel *agt-en-sestig* gelisensieer moet wees, en ten aansien daarvan 'n lisensie uitgereik is, moet voor of ten tyde van die verstryking van die tydperk waarvoor die lisensie uitgereik of hernu is, aansoek doen by die bevoegde beampte deur wie se kantoor die lisensie uitgereik is, om 'n hernuwing daarvan. Hernuwing van lisensies.

(2) Die bepalinge van sub-artikel (2) van artikel *agt-en-sestig* is, *mutatis mutandis*, op 'n aansoek om hernuwing van 'n lisensie van toepassing.

70. 'n Lisensie uitgereik op 'n aansoek gedoen kragtens artikel *agt-en-sestig* of *nege-en-sestig* moet in die voorgeskrewe vorm wees en word vir een jaar uitgereik onderhewig aan sodanige voorwaardes as wat voorgeskryf mag word. Uitreiking en geldigheids-duur van lisensies.

71. (1) As die bevoegde beampte daarvan oortuig is dat 'n kragtens hierdie Wet uitgereikte lisensie op bedrieglike wyse of op grond van onjuiste inligting verkry is, kan hy die lisensie kanselleer. Kansellering van lisensies.

(2) As 'n bevoegde beampte weens die inhoud van 'n verslag deur 'n opnemer, of om enige ander rede, oortuig is dat—

- (a) wesentlike veranderings wat die seewaardigheid van 'n vaartuig wat kragtens hierdie Wet gelisensieer is, plaasgevind het, sedert die lisensie uitgereik is; of
- (b) die reddingstoestelle nie in 'n doeltreffende toestand op so 'n vaartuig gehou is nie; of
- (c) die gesagvoerder van so 'n vaartuig nie 'n bevoegde en geskikte persoon is om die vaartuig te hanteer nie, kan hy die vaartuig laat aanhou en opdrag gee dat die tekortkoming of ander oorsaak vir aanhouding van die vaartuig uit die weg geruim word; en indien na behoorlike kennisgewing aan die opdragte van die bevoegde beampte nie voldoen word nie, word die lisensie gekanselleer.

72. Niemand gebruik 'n vaartuig wat ingevolge artikel *agt-en-sestig* gelisensieer moet wees, vir enige doel hoegenaamd of tensy die eienaar of gesagvoerder van die vaartuig in besit is van 'n geldige en lopende lisensie wat ten aansien daarvan uitgereik is. Ongelisensieerde vaartuie word nie gebruik nie.

HOOFSTUK III.

BEKWAAMHEID- EN DIENSSERTIFIKATE.

73. (1) Behoudens die bepalinge van hierdie artikel, moet die eienaar en die gesagvoerder van elke— Watter gediplomeerde offisiere en ander persone op sekere skepe in diens moet wees.

- (a) Suid-Afrikaanse skip wat van enige hawe waar ook al uitvaar; of
- (b) skip (wat nie 'n Suid-Afrikaanse skip is nie) wat passasiers by 'n Unie-hawe aan boord neem en van 'n Unie-hawe uitvaar,

indien die skip van vyf-en-twintig of meer bruto-registerton is, en tot die kategorie behoort wat in Kolom 2 van 'n item in die Tabel hieronder aangedui word, en van die tonneermaat

3 of that item, ensure that there are employed on board that ship in their appropriate capacities the number of officers or other persons, duly certificated or deemed to be certificated under this Act, as shown in Columns 4 and 5 of that item:

Column 1.	Column 2.	Column 3.	Column 4.	Column 5.
Item No.	Class of ship.	Gross register tonnage or nominal horse-power.	Numbers of officers or other persons to be employed.	Certificates to be held by persons shown in Column 4, and paragraphs of sub-section (1) of section seventy-five by which grant of certificates is authorized.
1	Foreign-going ship	More than 1,000 tons	One One Two	Master: para. (a). Chief navigating officer: para. (b). Second navigating officer: para. (c).
2	Foreign-going ship	Not more than 1,000 tons	One One One	Master: para. (a). Chief navigating officer: para. (b). Second navigating officer: para. (c).
3	Coasting ship	100 or more tons	One Two	Master: para. (d). Navigating officer: para. (e).
4	Fishing, sealing or shore-based whaling boat	100 or more tons	One One One	Skipper: para. (f). Mate: para. (g). Boatswain: para. (h).
5	Coasting ship or fishing, sealing or shore-based whaling boat.	Less than 100 tons	One One	Skipper: para. (i). Mate: para. (j).
6	Foreign-going ship, other than a whaling boat	100 or more horse-power	One One	Chief engineer officer: para. (k). Second engineer officer: para. (l).
7	Coasting ship	150 or more horse-power	One	Chief engineer officer: para. (k).
8	Whaling boat, other than a shore-based whaling boat	100 or more horse-power	One	Chief engineer officer: para. (k).
9	Coasting ship	Less than 150 horse-power	One	Second engineer officer: para. (l).
10	Foreign-going ship, other than a whaling boat	Less than 100 horse-power	One	Second engineer officer: para. (l).
11	Whaling boat, other than a shore-based whaling boat	Less than 100 horse-power	One	Second engineer officer: para. (l).
12	Power-driven fishing, sealing or shore-based whaling boat	100 or more tons	One One	Marine engineman: para. (m). Assistant marine engineman: para. (n).
13	Power-driven fishing, sealing or shore-based whaling boat	Less than 100 tons.	One	Assistant marine engineman: para. (n).

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

(3) Whenever the Minister is satisfied from a report by a surveyor that it would be unreasonable to require the owner of a ship built before the coming into operation of this section

of perdekrug is wat in Kolom 3 van daardie item aangedui word, sorg dat aan boord van daardie skip in hul toepaslike werkkringe die aantal offisiere of ander persone, behoorlik kragtens hierdie Wet gediplomeerd of geag gediplomeerd te wees soos in Kolomme 4 en 5 van daardie item aangedui word, werkzaam is:

Kolom 1.	Kolom 2.	Kolom 3.	Kolom 4.	Kolom 5.
Item No.	Kategorie van skip.	Bruto-register-tonnemaat of nominale perdekrug.	Aantalle offisiere of ander persone wat in diens moet wees.	Sertifikate waarvan die persone wat in Kolom 4 aangedui word, in besit moet wees, en paragrawe van sub-artikel (1) van artikel vyf-en-ewentig waarby toekenning van sertifikate goedgekeur word.
1	Skip op vreemde vaart.	Meer as 1,000 ton	Een Een Twee	Gesagvoerder: para. (a). Hoof-navigasie-offisier: par. (b). Tweede navigasie-offisier: par. (c).
2	Skip op vreemde vaart	Nie meer as 1,000 ton nie	Een Een	Gesagvoerder: para. (a). Hoof-navigasie-offisier: par. (b). Tweede navigasie-offisier: par. (c).
3	Kusvaarder	100 of meer ton	Een Twee	Gesagvoerder: par. (d). Navigasie-offisier: par. (e).
4	Visserboot of robbo-vaarder of walvisvaarder met land-basis.	100 of meer ton	Een Een Een	Skipper: par. (f). Stuurman: par. (g). Bootsman: par. (h).
5	Kusvaarder, visserboot of robbo-vaarder of walvisvaarder met land-basis	Minder as 100 ton	Een Een	Skipper: par. (i). Stuurman: par. (j).
6	Skip op vreemde vaart (behalwe 'n walvisvaarder)	100 of meer perdekrug	Een Een	Hoof-ingenieur-offisier: par. (k). Tweede ingenieur-offisier: par. (l).
7	Kusvaarder	150 of meer perdekrug	Een	Hoof-ingenieur-offisier: par. (k).
8	Walvisvaarder (behalwe 'n walvisvaarder met land-basis)	100 of meer perdekrug	Een	Hoof-ingenieur-offisier: par. (k).
9	Kusvaarder	Minder as 150 perdekrug	Een	Tweede ingenieur-offisier: par. (l).
10	Skip op vreemde vaart (behalwe 'n walvisvaarder)	Minder as 100 perdekrug	Een	Tweede ingenieur-offisier: par. (l).
11	Walvisvaarder (behalwe 'n walvisvaarder met land-basis)	Minder as 100 perdekrug	Een	Tweede ingenieur-offisier: par. (l).
12	Visserboot of robbo-vaarder met land-basis wat meganiese voortbeweg word	100 of meer ton	Een Een	See-masjinis: par. (m). Assistent-see-masjinis: par. (n).
13	Visserboot of robbo-vaarder met land-basis wat meganiese voortbeweg word	Minder as 100 ton	Een	Assistent-see-masjinis: par. (n).

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

(3) Wanneer die Minister uit 'n verslag deur 'n opnemer daarvan oortuig is dat dit onredelik sou wees om van die eienaar van 'n skip wat voor die inwerkingtreding van hierdie artikel

to provide the accommodation on board that ship necessary to accommodate the numbers of officers or other persons required to be employed in terms of sub-section (1), or in terms of a notice issued under sub-section (2), he may vary the requirements of sub-section (1) or of that notice in respect of that ship as he deems fit.

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

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

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

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

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

When ship's officers and other persons deemed to be duly certificated.

74. (1) Subject to the provisions of section *eighty-three, eighty-four and three hundred and fifty-four*, a master or ship's officer shall not be deemed to be duly certificated as such for the purpose of this Act unless he is the holder for the time being of a valid certificate of competency or certificate of service, issued in terms of this Act, of a grade appropriate to the ship in which he is employed and to his station in the ship, or of a higher grade.

(2) Whenever the question arises whether any certificate is of a higher grade than any other certificate, that question shall be determined by the Director, in accordance with the regulations relative thereto, if any.

Grades of certificates of competency.

75. (1) Certificates of competency may be granted for each of the following grades:

- (a) master of a foreign-going ship;
- (b) chief navigating officer of a foreign-going ship;
- (c) second navigating officer of a foreign-going ship;
- (d) master of a coasting ship of one hundred or more gross register tons;
- (e) navigating officer of a coasting ship of one hundred or more gross register tons;
- (f) skipper of a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons;
- (g) mate of a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons;
- (h) boatswain of a fishing, sealing or shore-based whaling boat of one hundred or more gross register tons;
- (i) skipper of a coasting ship or a fishing, sealing or shore-based whaling boat of less than one hundred gross register tons;
- (j) mate of a coasting ship or a fishing, sealing or shore-based whaling boat of less than one hundred gross register tons;
- (k) chief engineer-officer;
- (l) second engineer-officer;
- (m) marine engineman;
- (n) assistant marine engineman.

(2) A certificate of competency granted for the grade of chief or second engineer-officer, marine engineman or assistant marine engineman shall state whether it entitles the holder to act as engineer-officer or marine engineman in ships fitted with steam engines or in ships fitted with internal combustion engines or in ships fitted with any other type of engines, and the holder shall not be entitled to act as engineer-officer or

gebou was, te verlang dat hy aan boord van daardie skip die akkommodasie sou moet verskaf wat nodig sou woes om die aantal offisiere of ander persone wat ingevolge sub-artikel (1) of ingevolge 'n kragtens sub-artikel (2) uitgereikte kennigewing in diens moet woes, te akkommodeer, kan hy ten opsigte van daardie skip die vereistes van sub-artikel (1) of van daardie kennisgewing na goeddunke wysig.

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

(5) Niemand wat ter voldoening aan sub-artikel (1) of (2) as gesagvoerder of skeeps-offisier in diens geneem is, vaar uit ter see nie tensy hy kragtens hierdie Wet behoorlik gediplomeer is of geag word aldus gediplomeer te wees.

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

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

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

74. (1) Behoudens die bepalings van artikels *drie-en-tagtig*, *vier-en-tagtig* en *driehonderd vier-en-vyftig*, word 'n gesagvoerder of skeeps-offisier by die toepassing van hierdie Wet nie behoorlik as sodanig gediplomeer beskou nie tensy hy asdan die houer is van 'n geldige bekwaamheidsertifikaat of dienssertifikaat, uitgereik kragtens hierdie Wet, van 'n graad wat by die skip waarin hy in diens is en by sy rang op die skip pas, of van 'n hoër graad.

(2) Wanneer die vraag ontstaan of een sertifikaat van 'n hoër graad is as 'n ander sertifikaat, word daardie vraag besleg deur die Direkteur, ooreenkomstig die regulasies wat daarop betrekking het, as daar sulke regulasies is.

Wanneer skeeps-offisiere en andere geag word behoorlik gediplomeer te woes.

75. (1) Bekwaamheidsertifikate kan vir elkeen van die volgende grade toegeken word:

Grade van bekwaamheid-sertifikate.

- (a) gesagvoerder van 'n skip op vreeinde vaart;
- (b) hoof-navigasie-offisier van 'n skip op vreenude vaart;
- (c) tweede navigasie-offisier van 'n skip op vreeinde vaart;
- (d) gesagvoerder van 'n kusvaarder van eenhonderd of meer bruto-registerton;
- (e) navigasie-offisier van 'n kusvaarder van eenhonderd of meer bruto-registerton;
- (f) skipper van 'n vissersboot, robbevaarder of walvisvaarder met landbasis van eenhonderd of meer bruto-registerton;
- (g) stuurman van 'n vissersboot, robbevaarder of walvisvaarder met landbasis van eenhonderd of meer bruto-registerton;
- (h) bootsman van 'n vissersboot, robbevaarder of walvisvaarder met landbasis van eenhonderd of meer bruto-registerton;
- (i) skipper van 'n kusvaarder, vissersboot, robbevaarder of walvisvaarder met landbasis van minder as eenhonderd bruto-registerton;
- (j) stuurman van 'n kusvaarder, vissersboot, robbevaarder of walvisvaarder met landbasis van minder as eenhonderd bruto-registerton;
- (k) hoof-ingenieur-offisier;
- (l) tweede ingenieur-offisier;
- (m) see-masjinis;
- (n) assistent-see-masjinis.

(2) 'n Bekwaamheidsertifikaat wat toegeken is vir die graad van hoof-ingenieur-offisier, tweede ingenieur-offisier, see-masjinis of assistent-see-masjinis moet vermeld of dit die houer die reg gee om as ingenieur-offisier of see-masjinis op te tree in skepe toegerus met stoommasjiene of in skepe toegerus met enige ander soort masjiene, en die houer het nie reg om as ingenieur-offisier of

marine engineman in a ship fitted with a type of engines not stated in the certificate.

(3) Certificates testifying to the competency of the holders to act in grades or capacities other than those referred to in sub-section (1) may be issued in accordance with the regulations.

Provision for instruction.

76. The Director may make provision for the instruction of persons who wish to obtain certificates of competency under this Act by examination.

Examinations for certificates of competency.

77. (1) Examinations of applicants for certificates of competency under this Act shall be held in such places in the Union and at such times as the Minister may determine and under such conditions as may be prescribed by regulation.

(2) Subject to the provisions of sub-section (3), no person shall be admitted to examination for a certificate of competency unless he produces proof that he is a South African citizen or a citizen of a country (other than the Union) which is a member of the Commonwealth and possesses the qualifications prescribed by regulation.

(3) Any person who is the holder of an uncancelled certificate of competency granted by a competent authority in a foreign country, and is a South African citizen domiciled in the Union, may be admitted by the Minister to examination for a certificate of competency of a grade equivalent to that of the foreign certificate held by him, notwithstanding the fact that he does not possess the qualifications prescribed by regulation.

(4) The Minister may appoint examiners for the conduct of such examinations, and remove any examiner so appointed.

Granting of certificates of competency after examination under this Act.

78. (1) Subject to the provisions of sub-section (2), the Minister may grant a certificate of competency to every applicant who passes the examination prescribed for the certificate satisfactorily, and produces satisfactory evidence that he possesses the qualifications prescribed for the holder of the certificate and of his sobriety, experience, ability, physical fitness and general good conduct.

(2) The Minister may, at any time before the delivery of a certificate, require a re-examination of the applicant by the examiners who made the examination or by any other examiners, and order a further enquiry into his testimonials or character or both, and if not satisfied with the result may order that a certificate be not granted to him.

Granting of certificates of competency otherwise than after examination under this Act.

79. (1) Any person who is the holder of an uncancelled certificate of competency issued under the Merchant Shipping (Certificates of Competency) Act, 1925 (Act No. 45 of 1925), may apply to the Minister for the grant to him of a certificate of competency under this Act.

(2) The Minister may grant to the applicant an appropriate certificate of competency which, in the opinion of the Minister, testifies to the possession by the holder thereof of qualifications and a degree of competency not higher than those to which the certificate upon the possession of which the application is based testifies: Provided that before the grant is made the last-mentioned certificate shall be surrendered to the Minister.

(3) After the expiration of the period of one year from the date on which this section comes into operation sub-sections (1) and (2) shall no longer apply in respect of certificates of only mate of a foreign-going ship, master of a home-trade ship and mate of a home-trade ship granted under the Merchant Shipping (Certificates of Competency) Act, 1925.

Granting of certificates of service.

80. (1) Any person who—

- (a) immediately before the repeal by this Act of the Merchant Shipping (Certificates of Competency) Act, 1925 (Act No. 45 of 1925), was entitled, in terms of the proviso to sub-section (3) of section one of that Act, to act as master, mate or engineer; or
- (b) is the holder of an uncancelled certificate of service granted under section fifteen of the said Merchant Shipping (Certificates of Competency) Act, 1925; or
- (c) at any time before the coming into operation of this section has for a continuous period of not less than one year, or within three years before the said coming into operation has for two or more periods amounting in the aggregate to not less than one year,—

see-masjins op te tree in 'n skip wat toegerus is met 'n soort masjien wat nie in die sertifikaat vermeld word nie.

(3) Sertifikate wat getuig van die bekwaamheid van die houer om in ander grade of heedanighede op te tree as wat in sub-artikel (1) genoem word, kan ooreenkomstig die regulasies uitgereik word.

76. Die Direkteur kan voorsiening maak vir die opleiding van persone wat bekwaamheidsertifikate kragtens hierdie Wet by wyse van eksamen wil bekóm.

Voorsiening vir opleiding.

77. (1) Eksamens van applikante vir bekwaamheidsertifikate kragtens hierdie Wet word op sodanige plekke in die Unie en op sodanige tye gehou as wat die Minister mag bepaal en onderhewig aan sodanige voorwaardes as wat by regulasie voorgeskryf mag word.

Eksamens vir bekwaamheidsertifikate.

(2) Behoudens die bepalinge van sub-artikel (3), word niemand toegelaat tot 'n eksamen vir 'n bekwaamheidsertifikaat nie tensy hy bewys dat hy 'n Suid-Afrikaanse burger is of 'n burger is van 'n land (behalwe die Unie) wat lid is van die Statebond, en die kwalifikasies besit wat by regulasie voorgeskryf is.

(3) Enige persoon wat die houer is van 'n ongekanseleerde bekwaamheidsertifikaat toegeken deur 'n bevoegde gesag in 'n vreemde land, en 'n Suid-Afrikaanse burger gedomisileer in die Unie is, kan deur die Minister toegelaat word tot 'n eksamen vir 'n bekwaamheidsertifikaat van 'n graad wat gelyk is aan dié van die vreemde sertifikaat waarvan hy die houer is, ondanks die feit dat hy nie die kwalifikasies besit wat by regulasie voorgeskryf is.

(4) Die Minister kan eksaminatore vir die afneem van sodanige eksamens aanstel en 'n eksaminator aldus aangestel ontslaan.

78. (1) Behoudens die bepalinge van sub-artikel (2) kan die Minister 'n bekwaamheidsertifikaat toeken aan elke applikant wat bevredigend in die eksamen wat vir die sertifikaat voorgeskryf is, slaag en bevredigende bewys lewer dat hy die kwalifikasies besit wat vir die houer van die sertifikaat voorgeskryf is, en van sy soberheid, ondervinding, bekwaamheid, liggaamsgeskiktheid en algemene goeie gedrag.

Toekenning van bekwaamheidsertifikate na eksamen kragtens hierdie Wet.

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

79. (1) Enige persoon wat die houer is van 'n ongekanseleerde bekwaamheidsertifikaat uitgereik kragtens die „Koopvaardij (Certifikaten van Bekwaamheid) Wet, 1925" (Wet No. 45 van 1925), kan aansoek by die Minister doen om aan hom 'n bekwaamheidsertifikaat kragtens hierdie Wet toe te ken.

Toekenning van bekwaamheidsertifikate anders as ingevolge eksamen kragtens hierdie Wet.

(2) Die Minister kan aan die applikant 'n paslike bekwaamheidsertifikaat toeken wat na die Minister se mening getuig van die houer se besit van kwalifikasies en 'n graad van bekwaamheid wat nie hoër is dan dié waarvan die sertifikaat, op die besit waarvan die aansoek gegrond is, getuig nie: Met dien verstande dat voordat die toekenning geskied, laasgenoemde sertifikaat aan die Minister afgegee word.

(3) Na verstryking van die tydperk van een jaar vanaf die datum waarop hierdie artikel in werking tree, is sub-artikels (1) en (2) nie langer op sertifikate van „enigste stuurman van een buitenlandsvarendschip", „scheepskaptein van een kustvaart skip" en „stuurman van een kustvaart skip" verleen kragtens die „Koopvaardij (Certifikaten van Bekwaamheid) Wet, 1925", van toepassing.

80. (1) Enige persoon wat—

Toekenning van dienssertifikate.

- (a) onmiddellik voor die herroeping van die „Koopvaardij (Certifikaten van Bekwaamheid) Wet, 1925" (Wet No. 45 van 1925), deur hierdie Wet, kragtens die voorbehoudsbepaling van sub-artikel (3) van artikel een van daardie Wet geregtig was om as gesagvoerder, stuurman of ingenieur op te tree; of
- (b) die houer is van 'n ongekanseleerde dienssertifikaat verleen kragtens artikel vyftien van genoemde „Koopvaardij (Certifikaten van Bekwaamheid) Wet, 1925"; of
- (c) te eniger tyd voor die inwerkingtreding van hierdie artikel ononderbroke vir minstens een jaar, of binne drie jaar voor gemelde inwerkingtreding vir twee of meer tydperke van altesame minstens een jaar,—

- (i) acted as boatswain or as assistant to the engineer or driver of a fishing boat of one hundred or more gross register tons registered in the Union; or
 - (ii) acted as master, skipper, mate, second hand, engineer or driver or as assistant to the engineer or driver of a coasting ship or a fishing, sealing or whaling boat of less than one hundred gross register tons registered in the Union,
- may apply to the Director for a certificate of service.

(2) The Director may grant to the applicant—

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

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

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

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

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

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

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

Form and
record of
certificates of
competency or
service.

81. (1) All certificates of competency or service shall be made in the prescribed form and in duplicate, one being delivered to the person entitled to the certificate, and the other being filed for record.

(2) A record of certificates of competency or service granted and of the suspension, cancellation or alteration thereof and

- (i) as bootsman of as assistent tot die masjinië van masjienewerker van 'n vissersboot van eenhonderd of meer bruto-registerton wat in die Unie geregistreer is, opgetree het; of
- (ii) as skeepskaptein, skipper, stuurman, maat, bootsman, masjinië van masjienewerker of as assistent tot die masjinië van masjienewerker van 'n kusvaarder of 'n vissersboot of robbe- of walvisvaarder van minder as eenhonderd bruto-registerton wat in die Unie geregistreer is, opgetree het, kan om 'n dienssertifikaat by die Direkteur aansoek doen.

(2) Die Direkteur kan aan die applikant—

- (a) as die aansoek kragtens paragraaf (a) van sub-artikel (1) gedoen word, 'n paslike dienssertifikaat toestaan wat hom magtig om as gesagvoerder, navigasie-offisier of ingenieuroffisier, al na die geval, van 'n skip van hoogstens eenduiseid bruto-registerton (in die geval van 'n gesagvoerder of navigasie-offisier) of van hoogstens eenduiseid aangegeve perdekrag (in die geval van 'n ingenieuroffisier) op te tree; of

- (b) as die aansoek kragtens paragraaf (b) van sub-artikel (1) gedoen word, 'n paslike dienssertifikaat toestaan wat hom magtig om as skipper, stuurman of see-masjinië, al na die geval, van 'n vissersboot op te tree; of

- (c) as die aansoek—

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

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

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

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

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

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

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

81. (1) Alle bekwaamheid- of dienssertifikate word in die voorgeskrewe vorm en in duplikaat opgestel, en een word aan die persoon wat op die sertifikaat geregig is, gelewer, en die ander geliasseer.

(2) 'n Register van bekwaamheid- of dienssertifikate wat toegeken is en van die opskorting, kansellering of wysiging

Vorm en optekening van bekwaamheid- of dienssertifikate.

of any other matter affecting them shall be kept in such manner as the Director may direct.

(3) Any such certificate and any record kept in terms of sub-section (2) shall be admissible in evidence.

Loss of certificates of competency or service.

82. If any person proves to the satisfaction of the Director that he has lost or been deprived of a valid certificate of competency or service granted him under this Act or the Merchant Shipping (Certificates of Competency) Act, 1925 (Act No. 45 of 1925), the Director may, upon payment of such fee as may be prescribed, issue to that person a certified copy of the said certificate, and such copy shall be regarded as having the same force and effect as the original.

Certificates granted by competent foreign authorities.

83. (1) The master and every officer on board a foreign ship who has received a certificate of competency granted by a competent authority of a foreign country and still in force shall, if the Minister is satisfied that the certificate is of corresponding value to any certificate of competency granted under this Act or the Merchant Shipping (Certificates of Competency) Act, 1925 (Act No. 45 of 1925), be deemed to be duly certificated under this Act in respect of such ship, provided his certificate is of a grade appropriate to his station in such ship, or of a higher grade.

(2) Notwithstanding the provisions of section *seventy-three* if the Minister is satisfied that no suitable holder of a certificate of the required grade and granted under this Act or referred to in section *eighty-four* or recognized under section *three hundred and fifty-four* is available, he may, in his discretion, and for such periods and under such conditions as he may specify, permit the engagement on a South African ship going to sea from any port whatsoever or on a Commonwealth ship other than a South African ship going to sea from a Union port, in lieu of a person duly certificated under this Act or deemed, in terms of the other provisions of this Act, to be so certificated, of a person who is the holder of such a certificate of competency as is referred to in sub-section (1), and who possesses a knowledge of either of the official languages of the Union sufficient to enable him to give the necessary orders in the performance of his duties; and while any such permission remains in force, and if the conditions under which it was granted are complied with, the person so engaged shall be deemed to be duly certificated under this Act in respect of such ship, provided his certificate is of a grade appropriate to his station in such ship, or of a higher grade.

Certificates granted in Union prior to commencement of Act.

84. (1) All uncancelled certificates of competency or service issued under the Merchant Shipping (Certificates of Competency) Act, 1925 (Act No. 45 of 1925), shall continue in force as if issued under this Act, but shall be valid only for the purpose for which, and the extent to which, they would have been valid in accordance with the provisions of the aforementioned Act.

(2) Any such certificate may be dealt with as if issued under this Act.

(3) Sub-section (1) shall apply to the certificates of competency mentioned in sub-section (3) of section *seventy-nine* and to the certificates of service referred to in paragraph (b) of sub-section (1) of section *eighty* during the period of one year after the coming into operation of this section and no longer.

Minister may vary requirements as to certificates.

85. Notwithstanding the provisions of section *seventy-three* the Minister may, in his discretion and for such periods and under such conditions as he may specify if he is satisfied that no suitable holder of a certificate of the required grade and granted under this Act or referred to in section *eighty-three* or *eighty-four* or recognized under section *three hundred and fifty-four* is available, permit a South African ship to go to sea from any port whatsoever or a ship other than a South African ship to go to sea from a Union port without the prescribed number of certificated officers or other persons, and while any such permission remains in force any person who acts in terms thereof shall not, if the conditions under which it was granted are complied with, be deemed to have contravened the provisions of section *seventy-three*.

Production to proper officer of certificates.

86. (1) The master of a South African ship, on entering into the agreement with the crew before a proper officer, shall produce to that officer the certificates of competency which the master, officers and other persons are by this Act required to hold, and in the case of a running agreement (as defined by paragraph (f) of section *one hundred and three*) shall also, before

daarvan en van enige ander saak wat hulle raak, word op sodanige wyse gehou as wat die Direkteur mag gelas.

(3) 'n Sodanige sertifikaat en 'n register wat kragtens sub-artikel (2) gehou word, is toelaatbaar as getuienis.

82. As iemand tot die oortuiging van die Direkteur bewys dat hy 'n geldige bekwaamheid- of dienssertifikaat wat aan hom uitgereik is kragtens hierdie Wet of die „Koopvaardij (Certifikaten van Bekwaamheid) Wet, 1925" (Wet No. 45 van 1925), verloor het of dat dit hom onteem is, kan die Direkteur by betaling van sodanige gelde as wat voorgeskryf is, aan daardie persoon 'n gesertifiseerde afskrif van genoemde sertifikaat uitreik, en sodanige afskrif word gegeldig as die oorspronklike te wees.

Verlies van bekwaamheid- en dienssertifikate.

83. (1) Die gesagvoerder en elke offisier aan boord van 'n vreemde skip wat 'n bekwaamheidsertifikaat ontvang het wat deur 'n bevoegde gesag van 'n vreemde land toegeken is en nog van krag is, word as die Minister oortuig is dat die sertifikaat van ooreenstemmende waarde is met 'n bekwaamheidsertifikaat wat kragtens hierdie Wet of die „Koopvaardij (Certifikaten van Bekwaamheid) Wet, 1925" (Wet No. 45 van 1925), toegeken is, gegag behoortlik kragtens hierdie Wet gediplomeerd te wees ten opsigte van sodanige skip, mits sy sertifikaat van 'n graad is wat pas by sy rang op sodanige skip, of van 'n hoër graad is.

Sertifikaat toegeken deur bevoegde vreemde gesag.

(2) Ondanks die bepalinge van artikel drie-en-sewentig, kan die Minister, as hy oortuig is dat geen geskikte houer van 'n sertifikaat van die vereiste graad kragtens hierdie Wet toegeken of in artikel vier-en-tagtig bedoel of kragtens artikel driehonderd vier-en-veertig erken beskikbaar is nie, na goeddunke en vir sodanige tydperke en onderhewig aan sodanige voorwaardes as wat hy mag bepaal, op 'n Suid-Afrikaanse skip wat uitvaar uit enige hawe hoegenaamd of op 'n Statbond-skip behalwe 'n Suid-Afrikaanse skip wat uitvaar uit 'n Unie-hawe die indiensneming toelaat, in stede van 'n persoon behoortlik gediplomeerd kragtens hierdie Wet of wat ingevolge die ander bepalinge van hierdie Wet gegag word aldus gediplomeerd te wees, van 'n persoon wat die houer is van 'n in sub-artikel (1) bedoelde bekwaamheidsertifikaat, wat voldoende kennis het van een van die twee offisiële tale van die Unie om die nodige bevels te kan gee in die uitvoering van sy pligte; en solank sodanige permissie van krag bly, en indien die voorwaardes van toekenning nagekom word, word die persoon wat aldus in diens geneem is gegag behoortlik kragtens hierdie Wet gediplomeerd te wees ten opsigte van sodanige skip, mits sy sertifikaat van 'n graad is wat pas by sy rang op sodanige skip, of van 'n hoër graad is.

84. (1) Alle ongekanselleerde bekwaamheid- of dienssertifikate wat kragtens die „Koopvaardij (Certifikaten van Bekwaamheid) Wet, 1925" (Wet No. 45 van 1925), uitgereik is, bly van krag asof hulle kragtens hierdie Wet uitgereik is, maar hulle is net geldig vir die doel waarvoor en in die mate waarin hulle geldig sou gewees het ooreenkomstig die bepalinge van voornoemde Wet.

Sertifikaat voor inwerking-treding van Wet in Unie toegelien.

(2) 'n Sodanige sertifikaat kan behandel word asof dit kragtens hierdie Wet uitgereik is.

(3) Sub-artikel (1) is van toepassing op die in sub-artikel (3) van artikel nege-en-sewentig bedoelde bekwaamheidsertifikate en op die in paragraaf (b) van sub-artikel (1) van artikel tagtig bedoelde dienssertifikate vir die tydperk van een jaar na die inwerking-treding van hierdie artikel en niks langer nie.

85. Ondanks die bepalinge van artikel drie-en-sewentig kan die Minister na goeddunke en vir sodanige tydperke en onderhewig aan sodanige voorwaardes as wat hy mag bepaal as hy oortuig is dat geen geskikte houer van 'n sertifikaat van die vereiste graad kragtens hierdie Wet toegeken of in artikel drie-en-tagtig of vier-en-tagtig bedoel of kragtens artikel driehonderd vier-en-veertig erken, beskikbaar is nie, 'n Suid-Afrikaanse skip toelaat om uit enige hawe waar ook al, uit te vaar of 'n ander skip as 'n Suid-Afrikaanse skip toelaat om uit 'n Unie-hawe uit te vaar, sonder die voorgeskryfte aantal gediplomeerde offisiere; en solank sodanige permissie van krag bly, word gegag dat geen persoon wat uit hoofde daarvan optree, solank die voorwaardes van toekenning nagekom word, die bepalinge van artikel drie-en-sewentig oortree het nie.

Minister kan vereistes vir sertifikate wysig.

86. (1) Die gesagvoerder van 'n Suid-Afrikaanse skip lê aan die bevoegde beampte die bekwaamheidsertifikate wat die gesagvoerder, offisiere en andere huidens hierdie Wet moet besit voor wanneer hy die ooreenkomste met die bemanning voor daardie beampte aangaan, en in die geval van 'n lopende ooreenkomste (soos omskryf in paragraaf (f) van artikel honderden-drie), lê hy ook, vóór die tweede en elke daaropvolgende reis,

Voorlegging van sertifikate aan bevoegde beampte.

the second and every subsequent voyage, produce to the proper officer the certificate of competency of any officer or other person then first engaged by him who is required by this Act to hold a certificate.

(2) The master—

(a) of a South African ship to which the provisions of sub-section (1) of section *seventy-three* or of a notice issued under sub-section (2) of the said section apply, upon going to sea from any port whatsoever; or

(b) of a ship other than a South African ship to which the provisions of sub-section (1) or (4) of the said section apply, upon going to sea from a port in the Union,

shall produce to the functionary from whom he requests a clearance for the ship the certificates of competency which, by the said provisions, subject to any variation approved by the Minister under sub-section (3) of the said section, the master, officers and other persons on board the ship are required to hold.

(3) If the master of a ship fails to comply with the provisions of this section the ship may be detained by the proper officer until the certificates are produced.

Holder of certificate incapacitated by ill-health.

87. (1) If at any time it appears to the proper officer that owing to ill-health or mental or physical defect the holder of a certificate of competency or service is unfit to perform the duties required of him, the proper officer may require him to submit himself to examination by a medical practitioner.

(2) If after consideration of the report on the medical examination the Minister is satisfied that the person concerned is owing to continued ill-health or mental or physical defect incapable of performing satisfactorily the duties appertaining to his certificate of competency or service, he may direct that until he is satisfied that the holder of the certificate has again become capable of performing satisfactorily the duties appertaining to the said certificate, the holder shall not be engaged or go to sea in the capacity referred to in the certificate or in any other capacity specified by the Minister.

(3) Any direction by the Minister under sub-section (2) shall—

(a) if the certificate was issued in the Union, be effective everywhere and in respect of all ships; and

(b) if the certificate was issued elsewhere than in the Union, be effective—

(i) within the Union and the territorial waters of the Union in respect of all ships; and

(ii) outside the Union and the territorial waters of the Union in respect of South African ships only.

Cancellation and suspension of certificates.

88. Notwithstanding anything contained in this Act, the Minister may cancel or suspend a certificate of competency or service—

(a) if the holder has been convicted of any offence and sentenced to imprisonment without the option of a fine, or has been convicted of any offence under this Act; or

(b) if the holder obtained the certificate on erroneous information.

Appeals against cancellation or suspension of certificate.

89. (1) Any person in respect of whom any direction has been given under section *eighty-seven* or whose certificate of competency or service has been cancelled or suspended under section *eighty-eight* may appeal against the direction, cancellation or suspension to the superior court within the area of jurisdiction of which that person resides, and that court may confirm, set aside or vary the direction, cancellation or suspension.

(2) An appeal under this section shall be made in the manner and subject to the conditions and in accordance with the provisions laid down in the regulations.

CHAPTER IV.

ENGAGEMENT, DISCHARGE, REPATRIATION, PAYMENT, DISCIPLINE AND GENERAL TREATMENT OF SEAMEN, CADETS AND APPRENTICE-OFFICERS.

Cadets.

90. (1) No person shall be employed as a cadet on board any South African ship unless he is a South African citizen or a citizen of a country (other than the Union) which is a member of the Commonwealth, and has attained the age of sixteen years and the master of the ship undertakes to train him or cause him to be trained in navigation and seamanship or in engineering and in the duties of a ship's officer.

aan die bevoegde beampte die bekwaamheidsertifikaat voor van enige offisier of ander persoon wat dan vir die eerste maal deur hom in diens geneem is en wat luidens hierdie Wet 'n sertifikaat moet besit.

(2) Die gesagvoerder—

(a) van 'n Suid-Afrikaanse skip waarop die bepalings van sub-artikel (1) van artikel drie-en-saentig of van 'n kragtens sub-artikel (2) van vermeldde artikel uitgereikte kennisgewing van toepassing is, moet wanneer dit van enige hawe waar ook al, uitvaar; of

(b) van 'n skip (wat nie 'n Suid-Afrikaanse skip is nie) waarop die bepalings van sub-artikel (1) of (4) van vermeldde artikel van toepassing is, moet wanneer dit van 'n Unie-hawe uitvaar,

aan die ampsbekleër by wie hy 'n uitklaringsbewys vir die skip aanvra, die bekwaamheidsertifikaat voorleë wat luidens gemelde bepalings, met inagneming van enige wysiging deur die Minister kragtens sub-artikel (3) van vermeldde artikel goedgekeur, die gesagvoerder, offisiere en ander persone wat aan boord van die skip in diens is, moet besit.

(3) As die gesagvoerder van 'n skip in gebreke bly om die bepalings van hierdie artikel na te kom, kan die skip deur die bevoegde beampte aangehou word totdat die sertifikaat voorleë is.

87. (1) As dit te eniger tyd vir die bevoegde beampte voorkom dat die houer van 'n bekwaamheid- of dienssertifikaat weens slegte gesondheid of geestes- of liggaamsgebrek ongeskik is om die pligte wat van hom geverg word, te verrig, kan die bevoegde beampte beveel dat hy hom aan ondersoek deur 'n geneesheer onderwerp.

Houer van sertifikaat wat weens slegte gesondheid ongeskik is.

(2) As die Minister na ooreweging van die verslag oor die mediese ondersoek oortuig is dat die betrokke persoon weens aanhoudende slegte gesondheid of geestes- of liggaamsgebrek onbekwaam is om die pligte waarop sy bekwaamheid- of dienssertifikaat betrekking het op bevredigende wyse te verrig, kan hy opdrag gee dat totdat hy oortuig is dat die houer van die sertifikaat weer in staat geword het om die pligte waarop genoemde sertifikaat betrekking het op bevredigende wyse te verrig, die houer nie in die hoedanigheid waarna in die sertifikaat verwys word of in enige ander deur die Minister bepaalde hoedanigheid, in diens geneem word of ter see uitvaar nie.

(3) 'n Opdrag van die Minister kragtens sub-artikel (2) is—

(a) as die sertifikaat in die Unie uitgereik is, orals en ten aansien van alle skepe van krag; en

(b) as die sertifikaat elders as in die Unie uitgereik is, van krag—

(i) in die Unie en die Unie se territoriale waters ten aansien van alle skepe; en

(ii) buite die Unie en die Unie se territoriale waters net ten aansien van Suid-Afrikaanse skepe.

88. Ondanks enige bepaling in hierdie Wet kan die Minister 'n bekwaamheid- of dienssertifikaat kanselleer of opskort—

Kansellering en opskorting van sertifikate.

(a) as die houer van enige misdryf skuldig bevind is en tot gevangenisstraf sonder keuse van boete veroordeel is, of van 'n misdryf ingevolge hierdie Wet skuldig bevind is; of

(b) as die houer die sertifikaat verkry het deur onjuiste inligting.

89. (1) 'n Persoon ten opsigte van wie 'n opdrag kragtens artikel sewen-en-tagtig gegee is, of wie se bekwaamheid- of dienssertifikaat kragtens artikel agt-en-tagtig gekanselleer of opgeskort is, kan na die hoër hof in die regsgebied waarvan hy woonagtig is teen die opdrag, kansellering of opskorting appelleer, en daardie hof kan die opdrag, kansellering of opskorting bekragtig of tersyde stel of wysig.

Appel teen kansellering of opskorting van sertifikate.

(2) 'n Appel kragtens hierdie artikel word gevoer op die wyse en met inagneming van die voorwaardes en volgens die bepalings wat in die regulasies voorgeskryf is.

HOOFSTUK IV.

INDIENSNEMING, ONTSLAG, REPATRIASIE, BETALING, DISCIPLINE EN ALCHEMENE BEHANDELING VAN SEELUI, KADETTE EN LEERLING-OFFISIERS.

90. (1) Niemand word aan boord van 'n Suid-Afrikaanse skip Kadoetto as kadet in diens geneem tensy hy 'n Suid-Afrikaanse burger is of 'n burger is van 'n land (behalwe die Unie) wat lid is van die Statebond, en die ouderdom van sesien jaar bereik het en die gesagvoerder van die skip onderneem om hom op te lei of te laat oplei in navigasie en seemaatskap of in die ingenieurswese en in die pligte van 'n skeeps-offisier nie.

(2) The proper officer shall not permit the agreement with the crew to be signed by any person who is to be employed as a cadet unless he is satisfied that the provisions of sub-section (1) are being complied with.

Excessive number of cadets or apprentice-officers not to be employed.

Medical examination of cadets and apprentice-officers.

Indentures of apprenticeship.

91. No person shall engage or permit cadets or apprentice-officers to serve on board a South African ship in excess of the number of cadets or such officers permitted by the regulations.

92. No person shall be employed as a cadet on board any South African ship or indentured as an apprentice-officer to the owner of a South African ship until he has passed the colour and form vision tests prescribed and has been certified by a medical practitioner approved by the proper officer as physically fit for the sea service.

93. All indentures of apprenticeship to the sea service entered into in the Union shall be in accordance with the regulations and shall be executed in the prescribed form by the intended apprentice-officer and the person to whom he is to be bound in the presence of, and shall be attested by, a proper officer, who shall before the execution of the indentures satisfy himself—

- (a) that the intended apprentice-officer—
 - (i) understands the contents and provisions of the indentures;
 - (ii) freely consents to be bound;
 - (iii) is a South African citizen or citizen of a country (other than the Union) which is a member of the Commonwealth, and has attained the age of sixteen years;
 - (iv) is in possession of a certificate by a medical practitioner to the effect that the said apprentice-officer is physically fit for the sea service; and
 - (v) has passed the colour and form vision tests prescribed;
- (b) that the intended apprentice-officer is to be bound to a person who is the owner of a South African ship and is a fit and proper person for the purpose and who undertakes to ensure that the intended apprentice-officer shall be trained in navigation and seamanship or in engineering and in the duties of a ship's officer;
- (c) if the intended apprentice-officer is under the age of twenty-one years, that his guardian's consent has been obtained to his being indentured.

Indentures voidable in certain cases.

94. All indentures of apprenticeship entered into in the Union whereby a person under the age of twenty-one years is bound without the consent of his guardian shall be voidable by the guardian.

Recording of indentures.

95. (1) The indentures of an apprentice-officer shall be executed in triplicate.

(2) The proper officer shall forward the indentures executed, in triplicate, to the Director, who shall keep and record the one set of indentures, and after endorsing on the others the fact that they have been recorded, transmit one to the master of the apprentice-officer and the other to the apprentice-officer, or, if he is a minor, to his guardian.

Notice of cancellation of indentures or death or desertion of apprentice-officer.

96. The master shall notify the cancellation of the indentures, or the death or desertion of the apprentice-officer to the Director or to a proper officer, within three days of the occurrence if it occurs within the Union, or as soon as circumstances permit if it occurs elsewhere.

Entry of indentures on agreement with the crew.

97. The master of a South African ship shall, before going to sea from a port in the Union with an apprentice-officer on board—

- (a) cause the name of the apprentice-officer to be entered on the agreement with the crew referred to in section one hundred and two, together with the date of his indentures and every assignment thereof, and the name of every port at which the indentures have been registered;
- (b) cause the apprentice-officer to appear before the proper officer; and
- (c) produce the indentures and every assignment thereof to the proper officer:

Provided that—

- (i) in the case of a ship other than a foreign-going ship it shall not be necessary to cause the apprentice-officer to reappear before the proper officer more frequently than once in six months; and
- (ii) in the case of a foreign-going ship, it shall not be necessary to cause the apprentice-officer to reappear before the proper officer except at the last port of departure from the Union.

(2) Die bevoegde beampte laat nie toe dat die ooreenkoms met die bemanning deur 'n persoon wat as 'n kadet in diens geneem word, onderteken word nie, tensy hy tevrede is dat die bepaling van sub-artikel (1) nagekom word.

91. Niemand neem meer kadette of leerling-offisiere aan boord van 'n Suid-Afrikaanse skip in diens, of laat toe dat meer kadette of leerling-offisiere aldus diens doen, as wat die regulasies veroorloof nie.

Oortollige kadette of leerling-offisiere word nie in diens geneem nie.

92. Niemand word in diens geneem as kadet aan boord van 'n Suid-Afrikaanse skip of onder leerkontrak as 'n leerling-offisier aan die eienaar van 'n Suid-Afrikaanse skip verbind voordat hy in die voorgeskrewe gesigstoetse vir kleur en vorm geslaag het en hy deur 'n geneesheer goedgekeur deur die bevoegde beampte as liggaaamlik geskik vir die seediens gesertifiseer is.

Mediese ondersoek van kadette en leerling-offisiere.

93. Elke leerkontrak vir die seediens wat in die Unie aangegaan is, moet aan die regulasies voldoen en word in die voorgeskrewe vorm verly deur die aspirant-leerling-offisier en die persoon aan wie hy verbind sal wees, in die aanwesigheid van die bevoegde beampte, wat dit waarmerk en wat voor die verlyding van die kontrak homself daarvan vergewis—

Leerkontrak.

(a) dat die aspirant-leerling-offisier—

- (i) die inhoud en bepaling van die kontrak verstaan;
- (ii) uit eie wil instem om verbind te word;
- (iii) 'n Suid-Afrikaanse burger is of 'n burger is van 'n land (behalwe die Unie) wat lid is van die Statebond, en die ouderdom van sestien jaar bereik het;
- (iv) in besit is van 'n sertifikaat van 'n geneesheer ten effekte dat genoemde leerling-offisier liggaaamlik geskik vir die seediens is; en
- (v) in die voorgeskrewe gesigstoetse vir kleur en vorm geslaag het;

(b) dat die aspirant-leerling-offisier verbind sal wees aan 'n persoon wat die eienaar van 'n Suid-Afrikaanse skip en 'n geskikte persoon vir die doel is en wat onderneem om te sorg dat die aspirant-leerling-offisier in navigasie en seemanskap of in die ingenieurswese en in die pligte van 'n skeeps-offisier opgelei sal word;

(c) as die aspirant-leerling-offisier ouder die ouderdom van een-en-twintig jaar is, dat sy voog so toestemming tot sy inboeking as leerling erlang is.

94. Alle leerkontrakte in die Unie aangegaan waardeur 'n persoon onder die ouderdom van een-en-twintig jaar sonder die toestemming van sy voog verbind is, is vernietigbaar deur die voog.

Leerkontrak vernietigbaar in sekere gevalle.

95. (1) Die leerkontrak van 'n leerling-offisier word in tripliikaat verly.

Optekening van leerkontrakte.

(2) Die bevoegde beampte stuur die kontrak, verly in tripliikaat, aan die Direkteur wat die een kontrak behou en opteken, en nadat hy op die ander die feit dat hulle opgeteken is, geëndoseer het, stuur hy een aan die diensheer van die leerling-offisier en die ander aan die leerling-offisier of, as hy minderjarig is, aan sy voog.

96. Die gesagvoerder gee kennis van die kansellering van die kontrak, of van die dood of drosting van die leerling-offisier, aan die Direkteur of aan 'n bevoegde beampte binne drie dae na die gebeurtenis as dit in die Unie plaasvind, of omstandighede dit toelaat as dit elders plaasvind.

Ken-issigwing van kansellering van kontrak, of dood of drosting van leerling-offisier.

97. Voordat die gesagvoerder van 'n Suid-Afrikaanse skip uit 'n Unie-hawe uitvaar met 'n leerling-offisier aan boord—

Inskrywing van leerkontrak op ooreenkoms met die bemanning.

- (a) laat hy die naam van die leerling-offisier inskryf op die in artikel honderd-en-twee bedoelde ooreenkoms met die bemanning, tesame met die datum van sy leerkontrak en elke oormaking daarvan, en die naam van elke hawe waar die leerkontrak geregistreer is;
- (b) laat hy die leerling-offisier voor die bevoegde beampte verskyn; en
- (c) lê hy die leerkontrak en elke oormaking daarvan aan die bevoegde beampte voor:

Met dien verstande dat—

- (i) in die geval van 'n ander skip as 'n skip op vreemde vaart, dit nie nodig is om die leerling-offisier weer voor die bevoegde beampte meer dikwels as eenkeer in ses maande te laat verskyn nie; en
- (ii) in die geval van 'n skip op vreemde vaart, dit nie nodig is om die leerling-offisier weer voor die bevoegde beampte te laat verskyn nie behalwe hy die Unie-hawe vanwaar die skip laaste van die Unie vertrek.

Death,
insolvency, etc.
of owner.

98. If the owner of a South African ship carrying an apprentice-officer dies, or if his estate is sequestrated as insolvent, or if he ceases to have any interest in the ship, the indentures shall cease and a proportionate part of any premium paid shall be repaid, and until repaid shall be a charge on the ship: Provided that the name of the person by whom the ship has been acquired may with his consent and that of the apprentice-officer and, if he is under the age of twenty-one years, that of his guardian, and with the approval of the proper officer, be inserted in the indentures as master of the apprentice-officer in lieu of the previous owner, in which case the indentures shall continue: Provided, further, that if the voyage is continued and the apprentice-officer consents in terms of sub-section (1) of section one hundred and sixteen to complete the voyage, the name of the person by whom the ship has been acquired may with his consent be inserted in the indentures as master of the apprentice-officer in lieu of the previous owner, and the indentures shall continue until the voyage has been completed.

Assignment of
indentures.

99. (1) Every assignment of the indentures of an apprentice-officer shall be executed in the prescribed form by the apprentice-officer and the person to whom the indentures are to be assigned in the presence of, and shall be attested by, a proper officer, who shall before the execution of the assignment satisfy himself—

- (a) that the apprentice-officer freely consents to the assignment;
- (b) that the person to whom the indentures are to be assigned is the owner of a ship, and is a fit and proper person for the purpose, and undertakes to ensure that the apprentice-officer shall be taught navigation and seamanship and the duties of an officer; and
- (c) if the apprentice-officer is under the age of twenty-one years, that his guardian's consent has been obtained to the assignment.

(2) An assignment of the indentures of an apprentice-officer shall be executed in triplicate.

(3) The proper officer shall forward the assignment, executed in triplicate, to the Director, who shall keep and record one assignment and after endorsing on the others the fact that they have been recorded, transmit one to the master of the apprentice-officer, and the other to the apprentice-officer, or, if he is under the age of twenty-one years, to his guardian.

Certificate of
expiration of
indentures.

100. Upon the expiration of the period for which any apprentice-officer was indentured, including any period for which the indentures were lawfully extended, the master to whom he has been bound shall issue to him a certificate in the prescribed form, signed by the master and setting forth such matters as may be prescribed, and shall forward to the Director a duplicate of the certificate, signed by the master.

Medical
examination of
crew prior to
engagement.

101. (1) Subject to the provisions of this section, the master of a South African ship shall not engage a seaman to serve in that ship unless there has been delivered to the master a certificate, valid in terms of sub-section (3), from which it appears that the seaman has been examined, that he is physically fit to serve in the capacity in which it is proposed to employ him, and that he is not suffering from any disease likely to be aggravated by, or to render him unfit for, service at sea or likely to endanger the health of other persons on board.

(2) The certificate mentioned in sub-section (1) shall be signed by a medical practitioner or, if the certificate relates only to the seaman's sight, by a person approved by the proper officer.

(3) The certificate shall remain in force for a period of six months from the date on which it was granted: Provided that a certificate relating only to the sight of a seaman shall remain in force for six years from the date on which it was granted.

(4) If required to do so by the proper officer, the master shall produce the certificate referred to in sub-section (1), and if the master fails to do so, the proper officer may refuse to permit the engagement of the seaman concerned.

(5) The proper officer may on the ground of urgency authorize the engagement of a seaman for a single voyage notwithstanding the fact that a certificate has not been delivered to the master as required by sub-section (1).

98. As die eienaar van 'n Suid-Afrikaanse skip wat 'n leerling-offisier aan boord het, sterf of as sy boedel as insolvent gesekwestreer word, of as hy ophou om enige belang by die skip te hê, vervul die leerkontrak en 'n eweredige deel van enige premie wat betaal is, word terugbetaal, en totdat dit terugbetaal is, is dit 'n vordering teen die skip: Met dien verstande dat die naam van die persoon deur wie die skip verkry is, met sy toestemming en dié van die leerling-offisier, en, as hy ouder die ouderdom van een-en-twintig jaar is, dié van sy voog, en met die goedkeuring van die bevoegde beampte, in die leerkontrak ingevoeg kan word as diensheer van die leerling-offisier in die plek van die vorige eienaar, en in daardie geval duur die leerkontrak voort: Met dien verstande voorts dat as die reis voortgesit word en die leerling-offisier ingevolge sub-artikel (1) van artikel honderd-en-sestien inwillig om die reis te voltooi, die naam van die persoon deur wie die skip verkry is, met sy toestemming in die leerkontrak ingevoeg kan word as diensheer van die leerling-offisier in die plek van die vorige eienaar, en die leerkontrak voortduur totdat die reis voltooi is.

Dood, insolvensie, ens. van eienaar.

99. (1) Elke oormaking van 'n leerling-offisier se leerkontrak word in die voorgeskrewe vorm deur die leerling-offisier en die persoon aan wie die leerkontrak oorgemaak sal word verly, en wel in die aanwesigheid van 'n bevoegde beampte wat dit waarmerk en wat voor die verlyding van die oormaking homself daarvan vergewis—

Oormaking van leerkontrak.

- (a) dat die leerling-offisier uit die wil tot die oormaking toestem;
 - (b) dat die persoon aan wie die leerkontrak oorgemaak sal word, die eienaar van 'n skip en 'n geskikte persoon vir die doel is en onderneem om te sorg dat die leerling-offisier navigasie en seemanskap op die pligte van 'n offisier geleer sal word; en
 - (c) as die leerling-offisier onder die ouderdom van een-en-twintig jaar is, dat sy voog se toestemming tot die oormaking erlang is.
- (2) 'n Oormaking van 'n leerling-offisier se leerkontrak word in tripikaat verly.

(3) Die bevoegde beampte stuur die oormaking, in tripikaat verly, aan die Direkteur, wat een oormaking behou en opteken, en nadat hy op die ander die feit dat hulle opgeteken is, goëndosseer het, stuur hy een aan die diensheer van die leerling-offisier en die ander aan die leerling-offisier of, as hy onder die ouderdom van een-en-twintig jaar is, aan sy voog.

100. By verstryking van die tydperk waarvoor die leerkontrak van 'n leerling-offisier aangegaan is, met inbegrip van enige tydperk waarvoor dit wettiglik verleng is, reik die diensheer aan wie die leerling-offisier verbind is, aan hom 'n sertifikaat in die voorgeskrewe vorm uit, wat deur die diensheer onderteken is, en waarin sodanige sake as wat voorgeskryf mag wees vermeld word, en stuur hy aan die Direkteur 'n duplikaat van die sertifikaat, deur die diensheer onderteken.

Sertifikaat van verstryking van leerkontrak.

101. (1) Behoudens die bepalinge van hierdie artikel, neem die gesagvoerder van 'n Suid-Afrikaanse skip nie 'n seeman in diens om op daardie skip te dien nie tensy aan die gesagvoerder 'n volgens sub-artikel (3) geldige sertifikaat oorhandig is, waaruit blyk dat die seeman ondersoek is, dat hy liggaamlik geskik is om in die voorgenoemde hoedanigheid diens te doen, en dat hy nie aan 'n siekte wat waarskynlik deur diens ter see vererger sal word, of hom waarskynlik vir diens ter see ongeskik sal maak, of die gesondheid van andere aan boord waarskynlik in gevaar sal bring, ly nie.

Mediese ondersoek van bemanning voor indiensneming.

(2) Die in sub-artikel (1) bedoelde sertifikaat word onderteken deur 'n geneesheer of, as die sertifikaat slegs op die gesig van die seeman betrekking het, deur 'n deur die bevoegde beampte goedgekeurde persoon.

(3) Die sertifikaat bly vir 'n tydperk van ses maande vanaf die datum waarop dit verleen is geldig: Met dien verstande dat 'n sertifikaat wat slegs op die gesig van 'n seeman betrekking het, vir 'n tydperk van ses jaar vanaf die datum waarop dit verleen is, geldig bly.

(4) As hy daartoe deur die bevoegde beampte versoek word, lê die gesagvoerder die in sub-artikel (1) bedoelde sertifikaat aan hom voor, en as die gesagvoerder in gebreke bly om dit te doen, kan die bevoegde beampte weier om die indiensneming van die betrokke seeman toe te lant.

(5) Op grond van dringende noodsaaklikheid kan die bevoegde beampte die indiensneming van 'n seeman vir 'n enkele seereis goedkeur, ondanks die feit dat 'n sertifikaat nie volgens die voorskrifte van sub-artikel (1) aan die gesagvoerder oorhandig is nie.

(6) Any medical examination for the purpose of this section shall be at the expense of the owner of the ship concerned.

(7) The provisions of this section shall apply, *mutatis mutandis*, to the engagement of a master and an apprentice-officer.

(8) This section shall not apply in respect of any—

- (a) vessel belonging to the Railway Administration and used by that Administration in connection with the working of its harbours; or
- (b) vessel of less than one hundred gross register tons.

Agreements with crew.

102. (1) The master of every South African ship of more than one hundred gross register tons shall, and the master of every other South African ship may, enter into an agreement (in this Act called the agreement with the crew) with every seaman whom he engages to serve in that ship: Provided that the proper officer may refuse to allow the engagement of a seaman—

- (a) who has not completed any period of pre-sea training that may be prescribed; or
- (b) who does not possess a knowledge of one of the official languages of the Union sufficient to enable him to understand fully any necessary orders given him in that language in the performance of his duties.

(2) The agreement with the crew shall be in the prescribed form, dated at the time of the first signature thereof, and shall be signed by the master before any seaman signs it.

(3) The agreement with the crew shall contain, *inter alia*, as terms thereof the following particulars:

- (a) the nature and, as far as practicable, either the duration of the intended voyage or engagement, or the maximum period of the voyage or engagement and any places or parts of the world to which the voyage or engagement is not to extend;
- (b) the particulars as to the position of the deck line and load lines specified in any load line certificate issued in respect of the ship and still in force;
- (c) the number and description of the crew;
- (d) the time at which each seaman is to be on board or to begin work;
- (e) the capacity in which each seaman is to serve;
- (f) the amount of wages which each seaman is to receive;
- (g) a scale of the provisions which are to be furnished to each seaman;
- (h) any regulations approved by the Minister as to conduct on board and as to fines or other lawful punishment for misconduct which the parties agree to adopt.

(4) If the master of a South African ship engages single seamen and there is already in existence in respect of that ship an agreement with the crew made in due form, those seamen may sign that agreement, and the master need not enter into a separate agreement with them.

Special provisions as to agreements with crew of foreign-going ships.

103. The following provisions shall apply to agreements with the crew of a foreign-going South African ship:

- (a) subject to the provisions of this Act as to substitutes, the agreement shall be signed by each seaman in the presence of the proper officer;
- (b) the proper officer shall cause the agreement to be read over and explained to each seaman, or otherwise ascertain that each seaman understands the same before he signs it, and shall attest each signature;
- (c) when the crew is first engaged the agreement shall be signed in duplicate, and one agreement shall be retained by the proper officer and the other shall be delivered to the master, and shall contain a special place or form for the descriptions and signatures of substitutes or persons engaged subsequent to the first departure of the ship;
- (d) if a substitute is engaged in the place of a seaman who has duly signed the agreement and whose services are terminated, within twenty-four hours before the ship proceeds to sea, by death, desertion, absence without leave or other unforeseen cause, the engagement of the substitute shall whenever possible be

(6) 'n Mediese ondersoek ingevolge hierdie artikel geskied op koste van die eienaar van die betrokke skip.

(7) Die bepaling van hierdie artikel is *mutatis mutandis* op die indiensneming van 'n gesagvoerder en 'n leerling-offisier van toepassing.

(8) Hierdie artikel is nie ten aansien van enige—

(a) vaarttuig wat aan die Spoorwegadministrasie behoort en wat deur daardie Administrasie in verband met sy hawebedryf gebruik word; of

(b) vaarttuig van minder as eenhonderd bruto-registerton, van toepassing nie.

102. (1) Die gesagvoerder van elke Suid-Afrikaanse skip van meer as eenhonderd bruto-registerton moet, en die gesagvoerder van elke ander Suid-Afrikaanse skip kan, 'n ooreenkoms aangaan (in hierdie Wet genoem die ooreenkoms met die bemanning) met elke seeman wat hy vir diens in daardie skip huur: Met dien verstande dat die bevoegde beampte die indiensneming van 'n seeman kan weier—

Ooreenkoms met bemanning.

(a) wat nie 'n tydperk van voor-see-opleiding wat voorgeskryf mag word, voltooi het nie; of

(b) wat nie voldoende kennis van een van die offisiële tale van die Unie het om die nodige bevel wat in daardie taal aan hom gegee word in die uitvoering van sy pligte ten volle te kan verstaan nie.

(2) Die ooreenkoms met die bemanning is in die voorgeskrewe vorm, word gedateer ten tyde van die eerste ondertekening daarvan, en word deur die gesagvoerder onderteken voordat enige seeman dit onderteken.

(3) Die ooreenkoms met die bemanning bevat onder andere die volgende besonderhede as bepaling daarvan:

(a) die aard en, vir sover doenlik, of die duur van die voorgename reis of huurkontrak, of die maksimum-tydperk van die reis of huurkontrak en enige plekke of wêrelddele wat die reis of huurkontrak nie moet insluit nie;

(b) die besonderhede van die posisie van die doklyn en laslyne uiteengesit in 'n laslynsertifikaat wat ten aansien van die skip uitgereik is en nog van krag is;

(c) die getal en beskrywing van die bemanning;

(d) die tyd wanneer elke seeman aan boord moet wees of moet begin werk;

(e) die hoedanigheid waarin elke seeman moet werk;

(f) die loon wat elke seeman sal ontvang;

(g) 'n skaal van die proviand wat aan elke seeman verskaf sal word;

(h) enige regulasies wat deur die Minister goedgekeur is en wat die partye ooreenkoms om te aanvaar betreffende gedrag aan boord en betreffende boetes of ander wettige straf vir wangedrag.

(4) As die gesagvoerder van 'n Suid-Afrikaanse skip individuele seemanne in diens neem en daar reeds ten aansien van daardie skip 'n ooreenkoms met die bemanning bestaan in behoorlike vorm aangegaan, kan daardie seemanne daardie ooreenkoms onderteken en hoef die gesagvoerder nie 'n aparte ooreenkoms met hulle aan te gaan nie.

103. Die volgende bepaling is van toepassing op ooreenkoms met die bemanning van 'n Suid-Afrikaanse skip op vreemde vaart:

Besondere bepalinge insake ooreenkoms met bemanning van skippe op vreemde vaart.

(a) behoudens die bepalinge van hierdie Wet betreffende plaasvervangers word die ooreenkoms deur elke seeman in die aanwesigheid van die bevoegde beampte onderteken;

(b) die bevoegde beampte laat die ooreenkoms uitlees en vorduidelik aan elke seeman, of stel andersins vas dat elke seeman dit verstaan voordat hy dit onderteken, en hy waarmark elke handtekening;

(c) wanneer die bemanning die eerste maal in diens geneem word, word die ooreenkoms in duplikant onderteken, en een ooreenkoms word deur die bevoegde beampte behou en die ander word aan die gesagvoerder oorhandig, en dit bevat 'n spesiale plek of vorm vir die beskrywings en handtekenings van plaasvervangers of persone wat na die eerste vertrek van die skip in diens geneem word;

(d) as 'n plaasvervanger gehuur word in die plek van 'n seeman wat die ooreenkoms behoorlik onderteken het en wie se dienste binne vier-en-twintig uur voordat die skip moet uitvaar, deur dood, dronkheid, afwesigheid sonder verlof of ander onvoorziene oorsaak beëindig is, word die indiensneming van die plaasvervanger in

effected before a proper officer, or if it be not possible to effect the engagement of the substitute before a proper officer, the master shall before the ship proceeds to sea or as soon thereafter as is practicable, cause the agreement to be read over and explained to the substitute, and the substitute shall thereupon sign the same in the presence of a witness, who shall attest the signature;

- (e) the proper officer shall not proceed with the engagement of the crew until he is satisfied that the particulars required by paragraph (b) of sub-section (3) of section one hundred and two have been inserted in the agreement;
- (f) separate agreements may be made for each single voyage, or an agreement (in this Act referred to as a running agreement) may be made to extend over two or more voyages;
- (g) a running agreement shall not be for a longer period than one year, but if the period for which the agreement was entered into expires while the ship is not in a Union port, the agreement shall continue in force until the ship is again in a Union port: Provided that the agreement shall not continue for more than three months after the expiration of the period for which it was entered into unless the seamen concerned agree thereto in writing;
- (h) on every return to a port in the Union before the final termination of a running agreement, the master shall endorse on the agreement particulars of the engagement or discharge of any seaman, or that no engagements or discharges have been made or are intended to be made before the ship leaves port, and also that any engagements or discharges made have been according to law; and the master shall deliver the running agreement so endorsed to the proper officer, who shall, if the provisions of this Act relating to agreements have been complied with, sign the endorsement and return the agreement to the master.

Changes in crew of foreign-going ships to be reported.

104. When the crew of a foreign-going South African ship have been engaged, the master of the ship shall before finally leaving the port where the engagement took place, sign and transmit to the nearest proper officer a statement in the prescribed form of every change in crew which has taken place since the crew were first engaged, and that statement shall be admissible in evidence.

Certificates as to agreements with crew of foreign-going ships.

- 105. (1) In the case of a foreign-going South African ship—
 - (a) on the due execution of an agreement with the crew; or
 - (b) where the agreement is a running agreement, on compliance by the master with paragraph (h) of section one hundred and three.

the proper officer shall grant the master a certificate to that effect.

(2) The master of every foreign-going South African ship shall before proceeding to sea from a port in the Union produce to the officer of customs, if that officer should so require, the certificate mentioned in sub-section (1), and any such ship may be detained until the certificate is so produced.

(3) The master of every foreign-going South African ship shall, within forty-eight hours after the ship's arrival at her final port of destination for the voyage, or, in the case of a running agreement, within forty-eight hours of her arrival at her final port of destination for the last voyage over which the agreement extends, or upon the discharge of the crew, whichever event first occurs, deliver the agreement with the crew to the proper officer, who shall give the master a certificate of that delivery.

Special provisions as to agreements with crew of coasting ships, and fishing, sealing or shore-based whaling boats.

106. The following provisions shall have effect in respect of agreements with the crew of a coasting ship or a fishing, sealing or shore-based whaling boat registered in the Union:

- (a) agreements may be made either for service in a particular ship or for service in two or more ships belonging to the same owner;
- (b) crews or single seamen shall be engaged before a proper officer in the same manner as they are required

alle gevalle waar dit moontlik is, voor 'n bevoegde beampte voltrek, of as dit nie moontlik is om die indiensneming van die plaasvervanger voor 'n bevoegde beampte te voltrek nie, laat die gesagvoerder, voordat die skip uitvaar of so gou soos moontlik daarna, die ooreenkoms aan die plaasvervanger voorlees en verduidelik, en die plaasvervanger onderteken daarop die ooreenkoms in die aanwesigheid van 'n getuie, wat die handtekening waarnemk;

- (e) die bevoegde beampte gaan nie voort met die indiensneming van die bemanning nie voordat hy oortuig is dat die besonderhede wat by paragraaf (b) van sub-artikel (3) van artikel honderd-en-twee vereis word, in die ooreenkoms ingevoeg is;
- (f) aparte ooreenkomste kan vir elke enkelreis aangegaan word, of 'n ooreenkoms (in hierdie Wet genoem 'n lopende ooreenkoms) kan vir twee of meer reise aangegaan word;
- (g) 'n lopende ooreenkoms word nie vir langer as een jaar aangegaan nie, maar as die tydperk waarvoor die ooreenkoms aangegaan is, verstryk terwyl die skip nie in 'n Unie-hawe is nie, bly die ooreenkoms van krag totdat die skip weer in 'n Unie-hawe is: Met dien verstande dat die ooreenkoms nie vir langer as drie maande na verstryking van die tydperk waarvoor dit aangegaan is, van krag bly nie, tensy die betrokke seelui in geskrif daarmee instem;
- (h) by elke terugkeer na 'n hawe in die Unie voor die finale besindiging van 'n lopende ooreenkoms ondoosser die gesagvoerder op die ooreenkoms besonderhede van die indiensneming of ontslag van enige seeman, of dat geen indiensneming of ontslag plaasgevind het of volgens voorneme gedoen sal word voordat die skip die hawe verlaat nie, asook dat enige indiensneming of ontslag volgens wet gedoen is; en die gesagvoerder lewer die lopende ooreenkoms aldus goëndosser aan die bevoegde beampte wat, as die bepalinge van hierdie Wet betreffende ooreenkomste nagekom is, die ondossement onderteken en die ooreenkoms aan die gesagvoerder teruggee.

104. Wanneer die bemanning van 'n Suid-Afrikaanse skip op vreemde vaart in diens geneem is, onderteken die gesagvoerder van die skip voor die skip se finale vertrek uit die hawe waar die indiensneming plaasgevind het, 'n verklaring in die voorgeskrewe vorm van elke verandering in die bemanning wat plaasgevind het sedert die bemanning aanvanklik in diens geneem is, en stuur hy dit aan die naaste bevoegde beampte en daardie verklaring is toelantbaar as getuienis.

Veranderinge in bemanning van skope op vreemde vaart word gerapporteer.

105. (1) In die geval van 'n Suid-Afrikaanse skip op vreemde vaart—

Sertifikaat insake ooreenkomste met bemanning van skope op vreemde vaart.

- (a) na die behoorlike verlyding van 'n ooreenkoms met die bemanning; of
- (b) waar die ooreenkoms 'n lopende ooreenkoms is, na voldoening deur die gesagvoerder aan paragraaf (h) van artikel honderd-en-drie,

reik die bevoegde beampte 'n sertifikaat te dien effekte aan die gesagvoerder uit.

(2) Die gesagvoerder van elke Suid-Afrikaanse skip op vreemde vaart lê aan die dekanabeampte, as daardie beampte dit vereis, die in sub-artikel (1) bedoelde sertifikaat voor voordat hy uit 'n hawe in die Unie uitvaar, en 'n sodanige skip kan aangehou word totdat die sertifikaat voorgelê is.

(3) Die gesagvoerder van elke Suid-Afrikaanse skip op vreemde vaart lewer die ooreenkoms met die bemanning aan die bevoegde beampte (wat aan die gesagvoerder 'n sertifikaat van daardie lewering gee) binne agt-en-veertig uur na die skip se aankoms by die laaste bestemmingshawe van sy reis, of, in die geval van 'n lopende ooreenkoms, binne agt-en-veertig uur van sy aankoms by die finale bestemmingshawe van sy laaste reis wat deur die ooreenkoms gedek word, of by die ontslag van die bemanning, watter gebeurtenis ook al eerste plaasvind.

106. Die volgende bepalinge is van krag ten aansien van ooreenkomste met die bemanning van 'n kusvaarder, 'n vissersboot, 'n robbovaarder of 'n walvisvaarder met landbasis wat in die Unie geregistreer is:

Besondere bepalinge betreffende ooreenkomste met bemanning van kusvaarders, vissersbote, robbvaarders of walvisvaarders met landbasis.

- (a) ooreenkomste kan aangegaan word of vir diens in 'n bepaalde skip of vir diens in twee of meer skope behorende aan dieselfde eienaar;
- (b) bemannings of individuele seelui word voor 'n bevoegde beampte in diens geneem op dieselfde manier

to be engaged for foreign-going ships and the provisions of section one hundred and three with regard to substitutes shall apply;

- (c) an agreement for service in two or more ships belonging to the same owner may be made by the owner of the ship instead of by the master, and the relative provisions of this Act shall apply *mutatis mutandis* to such an agreement;
- (d) an agreement shall not be for a longer period than two years, but if the period for which the agreement was entered into expires while the ship is not in a Union port, the agreement shall continue in force until the ship is again in a Union port: Provided that the agreement shall not continue for more than three months after the expiration of the period for which it was entered into unless the seamen concerned agree thereto in writing.

Certificate as to agreements with crew of coasting ships, and fishing, sealing or shore-based whaling boats.

107. When the agreement with the crew of a coasting ship or a fishing, sealing or shore-based whaling boat registered in the Union has expired, the master or owner of the ship shall deliver such agreement to the proper officer within twenty-one days after such expiry, and the proper officer on receiving such agreement shall give the master or owner a certificate to that effect.

Alterations in agreements with crew.

108. No erasure, interlineation or alteration in any agreement with the crew of a South African ship (except additions made for the purpose of shipping substitutes or persons engaged after the first departure of the ship) shall be of force or effect unless proved by the written attestation of a proper officer to have been made with the consent of the members of the crew interested in such erasure, interlineation or alteration.

Copy of agreement to be displayed.

109. The master of a South African ship shall at the beginning of every voyage or engagement cause a legible copy of the agreement with the crew (omitting the signatures) to be framed and displayed in some conspicuous place on board the ship which is accessible to the crew, and shall cause it to be kept so framed and displayed during its currency.

Employment of children on ships prohibited.

110. The owner or master of a ship which is registered in the Union, or of a ship which is not registered in the Union and is wholly engaged in plying between ports in the Union, shall not knowingly take into employment or keep in employment or permit the employment of any person under the age of fifteen years in any capacity on board the ship.

Employment of young persons as trimmers or firemen.

111. (1) Subject to the provisions of this section the owner or master of a South African ship shall not knowingly take into employment, or keep in employment, or permit the employment of, a young person as a trimmer or fireman in that ship: Provided that—

(a) this sub-section shall not apply—

- (i) to the employment of a young person on such work as aforesaid in a school-ship or training-ship, if the work is of a kind approved by the Minister and is carried on subject to supervision by officers approved or appointed by him; or
- (ii) to the employment of a young person on such work as aforesaid in a ship which is mainly propelled otherwise than by means of steam; and
- (b) if in any port a trimmer or fireman is required for any ship and no person over the age of eighteen years is available to fill the place, a young person over the age of sixteen years may be employed as a trimmer or fireman, but in any such case two young persons over the age of sixteen years shall be employed to do the work which would otherwise have been performed by one person over the age of eighteen years.

(2) There shall be included in every agreement with the crew of a South African ship a list of the young persons who are members of the crew, together with particulars of the dates of their birth, and, in the case of a ship in which there is no such agreement, the master of the ship shall, if young persons are

as voorgeskryf vir hul indiensneming vir skeep op vreemde vaart, en die bepalings van artikel honderden-drie betreffende plaasvervangers is daarop van toepassing;

- (c) 'n ooreenkoms vir diens in twee of meer skeep behorende aan dieselfde eienaar kan aangegaan word deur die eienaar van die skip in stede van deur die gesagvoerder, en die desbetreffende bepalings van hierdie Wet is *mutatis mutandis* van toepassing op so 'n ooreenkoms;
- (d) 'n ooreenkoms word nie vir langer as twee jaar aangegaan nie, maar as die tydperk waarvoor die ooreenkoms aangegaan is, verstryk terwyl die skip nie in 'n Unie-hawe is nie, bly die ooreenkoms van krag totdat die skip weer in 'n Unie-hawe is: Met dien verstande dat die ooreenkoms nie vir langer as drie maande na verstryking van die tydperk waarvoor dit aangegaan is, van krag bly nie, tensy die betrokke seelui in geskrif daarmee instem.

107. Wanneer die ooreenkoms met die bemanning van 'n krusvaarder, 'n vissersboot, 'n robbevaarder of walvisvaarder met landbasis wat in die Unie geregistreer is, verstryk het, oorhandig die gesagvoerder of eienaar van die skip sodanige ooreenkoms aan die bevoegde beampte binne een-en-twintig dae na sodanige verstryking, en die bevoegde beampte gee by ontvangs van sodanige ooreenkoms aan die gesagvoerder of eienaar 'n sertifikaat te dien effekte.

Sertifikaat van ooreenkoms met bemanning van krusvaarders, vissersbote, robbevaarders of walvisvaarders met landbasis.

108. Geen uitwissing, deurhaling, tussenskrywing of verandering in 'n ooreenkoms met die bemanning van 'n Suid-Afrikaanse skip (behalwe byvoegings wat gemaak is ten einde plaasvervangers of persone in diens geneem na die eerste vertrek van die skip in te skeep) is van krag of gevolg tensy deur die skriftelike waarmerking van 'n bevoegde beampte bewys word dat dit gemaak is met die toestemming van die lede van die bemanning wat belang het by so 'n uitwissing, deurhaling, tussenskrywing of verandering.

Veranderinge in ooreenkoms met bemanning.

109. Die gesagvoerder van 'n Suid-Afrikaanse skip laat by die begin van elke reis of indiensneming 'n leesbare afskrif van die ooreenkoms met die bemanning (met weglating van die handtekeninge) raam en op een of ander opvallende plek aan boord van die skip wat vir die bemanning toeganklik is, vertoon, en hy laat dit so geraam en vertoon bly tydens die geldigheidsduur daarvan.

Afskrif van ooreenkoms moet vertoon word.

110. Die eienaar of gesagvoerder van 'n skip wat in die Unie geregistreer is, of van 'n skip wat nie in die Unie geregistreer is nie en wat geheel-en-al gebruik word op reise tussen Unie-hawens, mag geen persoon wat onder vyftien jaar oud is in enige hoedanigheid aan boord van die skip wetend in diens neem of in diens hou nie, of wetend toelaat dat so 'n persoon aldus diens doen nie.

Indienshouding van kinders op skeep verbode.

111. (1) Behoudens die bepalings van hierdie artikel mag geen eienaar of gesagvoerder van 'n Suid-Afrikaanse skip, wetend 'n jong persoon as tremmer of stoker in daardie skip in diens neem nie, of in diens hou nie, of wetend toelaat dat hy aldus diens doen: Met dien verstande dat—

Gebruik van jong persone as tremmers of stokers.

(a) hierdie sub-artikel nie van toepassing is nie—

- (i) op die gebruik van 'n jong persoon vir voorgenoemde werk in 'n skoolskip of opleidingskip as die werk van 'n deur die Minister goedgekeurde aard is en uitgevoer word onder die toesig van deur hom goedgekeurde of aangestelde offisiere; of
- (ii) op die gebruik van 'n jong persoon vir voorgenoemde werk in 'n skip wat hoofsaaklik anders as deur middel van stoom voortbeweeg word; en

(b) indien in enige hawe 'n tremmer of stoker vir enige skip nodig is en geen persoon bo die onderdom van agtien jaar beskikbaar is om die pos te vul nie, 'n jong persoon bo die ouderdom van sestion jaar as 'n tremmer of stoker in diens geneem kan word maar in so 'n geval word twee jong persone bo die onderdom van sestion jaar gebruik om die werk te doen wat anders deur een persoon bo die onderdom van agtien jaar verrig sou word.

(2) In elke ooreenkoms met die bemanning van 'n Suid-Afrikaanse skip word 'n lys ingesluit van die jong persone wat lede van die bemanning is, tesame met besonderhede van hul geboortedatums, en in die geval van 'n skip waar daar geen sodanige ooreenkoms is nie, hou die gesagvoerder van die skip, as jong persone daarin in diens is, 'n register van daardie per-

employed therein, keep a register of those persons with particulars of the dates of their birth and of the dates on which they become or cease to be members of the crew.

(3) There shall be included in every agreement with the crew of a South African ship a short summary of the provisions of this section.

(4) Subject to the provisions of this section, the owner or master of a South African ship shall not knowingly employ a young person in any capacity in that ship unless there has been delivered to the master of the ship a certificate, valid in terms of sub-section (5), signed by a medical practitioner approved by the proper officer, to the effect that the young person is fit to be employed in that capacity: Provided that—

- (a) this sub-section shall not apply to the employment of a young person in a ship in which only members of the same family are employed; and
- (b) a proper officer may on the ground of urgency authorize a young person to be employed in a ship notwithstanding that no such certificate as aforesaid has been delivered to the master of the ship, but a young person in respect of whom any such authorization is given shall not be employed beyond the first port at which the ship calls after he has embarked thereon, except subject to and in accordance with the foregoing provisions of this section.

(5) A certificate such as is referred to in sub-section (4) shall be effective for a period of six months from the date on which it is signed: Provided that if the said period of six months expires at some time during the course of the voyage of the ship in which the young person is employed, the certificate shall remain effective until the end of the voyage.

(6) The guardian of a young person shall not knowingly cause or permit him to be employed in contravention of the terms of this section.

(7) The master of a South African ship shall on demand by a proper officer produce to that officer for the purpose of inspection the register mentioned in sub-section (2) and every certificate delivered to the said master in terms of this section.

(8) In this section—

“young person” means a person who is under the age of eighteen years;

“ship” means any sea-going ship or boat of any description, and includes a fishing-boat, but does not include any tug, dredger, sludge vessel, barge, or other craft whose navigation does not extend beyond the seaward limits of the jurisdiction of the harbour authority of the port at which such vessel is regularly employed.

Rating of seamen.

112. (1) After such date as may be fixed by the regulations a seaman engaged in any South African ship shall not be rated as able seaman, unless—

- (a) he is the holder of a certificate of qualification as able seaman issued under this Act; or
- (b) he is deemed in terms of section *three hundred and fifty-four* to be the holder of such a certificate.

(2) The Minister may grant a certificate of qualification as able seaman to any candidate who passes the examination prescribed and produces satisfactory evidence that he possesses the qualifications prescribed.

(3) The Director shall grant to every person who produces proof to his satisfaction that he was serving as able seaman or in an equivalent or superior deck rating in a South African ship prior to the coming into operation of this section a certificate of qualification as able seaman.

(4) The Director may make provision for the instruction of seamen who wish to undergo the examination prescribed for the certificate of qualification of able seaman.

(5) The Minister may appoint examiners for the conduct of the examination referred to in sub-section (4) and remove any examiner so appointed.

(6) The proper officer in whose presence a seaman is engaged in a South African ship after the date referred to in sub-section (1) shall refuse to enter the seaman as an able seaman on the agreement with the crew unless the seaman produces a certificate of qualification as able seaman issued under this Act or produces

sonne met besonderhede van hul geboortedatums en van die datum waarop hulle lede van die bemanning word of ophou om dit te wees.

(3) In elke ooreenkoms met die bemanning van 'n Suid-Afrikaanse skip word 'n kort opsomming van die bepalings van hierdie artikel ingevoeg.

(4) Behoudens die bepalings van hierdie artikel neem geen eienaar of gesagvoerder van 'n Suid-Afrikaanse skip wetend 'n jong persoon in enige hoedanigheid in daardie skip in diens nie tensy aan die gesagvoerder van die skip 'n volgens sub-artikel (5) geldige sertifikaat verstrekkend is, onderteken is, ten effekte dat die jong persoon geskik is om in daardie hoedanigheid in diens geneem te word: Met dien verstande dat—

- (a) hierdie sub-artikel nie van toepassing is op die indiensneming van 'n jong persoon in 'n skip waarin net lede van dieselfde gesin in diens is nie; en
- (b) 'n bevoegde beampte op grond van dringende noodsaaklikheid die indiensneming van 'n jong persoon in 'n skip kan magtig niteenstaande geen sodanige sertifikaat soos voornoemd aan die gesagvoerder van die skip verstrekkend is nie, maar 'n jong persoon ten aansien van wie so 'n magtiging gegee word, word nie verder as die eerste hawe waarby die skip aandoen nadat hy daarop skeepgegaan het in diens gehou nie, behalwe behoudens on ooreenkomstig die voorgaande bepalings van hierdie artikel.

(5) 'n Sertifikaat soos dié bedoel in sub-artikel (4) is geldig vir 'n tydperk van ses maande vanaf die datum waarop dit onderteken is: Met dien verstande dat as genoemde tydperk van ses maande in die loop van 'n reis van die skip waarin die jong persoon in diens is, verstryk, die sertifikaat tot die einde van die reis van krag bly.

(6) Die voog van 'n jong persoon laat hom nie wetend in stryd met die bepalings van hierdie artikel in diens neem nie of laat wetend toe dat dit gebeur nie.

(7) Die gesagvoerder van 'n Suid-Afrikaanse skip vertoon op aanvraag deur 'n bevoegde beampte aan daardie beampte vir inspeksiedoeleindes die in sub-artikel (2) bedoelde register en elke sertifikaat wat aan genoemde gesagvoerder ingevolge hierdie artikel verstrekkend is.

(8) In hierdie artikel beteken—
„jong persoon” 'n persoon wat onder die ouderdom van agtien jaar is;
„skip” enige seeskip of seeboot van enige soort, en sluit dit 'n vissersboot in, maar nie 'n sleepboot, baggerboot, vullisboot, trekskuit, of ander vaartuig waarvan die navigasie nie buite die seegrens van die jurisdiksie van die hawegesag van die hawe waar sodanige vaartuig gereeld gebruik word, strek nie.

(9) In hierdie artikel beteken—

„jong persoon” 'n persoon wat onder die ouderdom van agtien jaar is;

„skip” enige seeskip of seeboot van enige soort, en sluit dit 'n vissersboot in, maar nie 'n sleepboot, baggerboot, vullisboot, trekskuit, of ander vaartuig waarvan die navigasie nie buite die seegrens van die jurisdiksie van die hawegesag van die hawe waar sodanige vaartuig gereeld gebruik word, strek nie.

112. (1) Na 'n datum wat deur die regulasies vasgestel word, word aan 'n seeman wat in 'n Suid-Afrikaanse skip in diens geneem word, nie die status van volle matroos toegeken nie, tensy—

(a) hy die houer is van 'n bevoegdheidsertifikaat as volle matroos kragtens hierdie Wet uitgereik; of

(b) hy ingevolge artikel driehonderd vier-en-vyfzig geag word die houer te wees van so 'n sertifikaat.

(2) Die Minister kan 'n bevoegdheidsertifikaat as volle matroos aan 'n kandidaat toeken wat in die voorgeskrewe eksamen slaag en bevredigende bewys lewer dat hy die voorgeskrewe kwalifikasies besit.

(3) Die Direkteur kan aan elke persoon wat tot sy bevrediging bewys lewer dat hy voor die inwerkingtreding van hierdie artikel in 'n Suid-Afrikaanse skip as volle matroos of met 'n gelyke of 'n hoër dek-status in diens was, 'n bevoegdheidsertifikaat as volle matroos toe.

(4) Die Direkteur kan voorsiening maak vir die onderrig van seelui wat die voorgeskrewe eksamen vir die bevoegdheidsertifikaat as volle matroos wil aflê.

(5) Die Minister kan eksaminatore vir die afneem van die in sub-artikel (4) bedoelde eksamen aanstel en 'n eksaminator aldus aangestel ontslaan.

(6) Die bevoegde beampte in wie se teenwoordigheid 'n seeman na die in sub-artikel (1) bedoelde datum in 'n Suid-Afrikaanse skip in diens geneem word, weier om die seeman in die ooreenkoms met die bemanning, as volle matroos op te neem tensy die seeman 'n kragtens hierdie Wet uitgereikte bevoegdheidsertifikaat as volle matroos voorlê, of tot bevredig-

Gradering van seelui.

such other proof that he is the holder of such certificate or such proof that in terms of this Act he is deemed to be the holder of such a certificate as satisfies the proper officer.

Discharge of
seamen to take
place before
proper officer.

113. (1) The master of a South African ship shall not discharge a seaman who has signed the agreement with the crew from the ship, except before a proper officer and in accordance with the provisions of this Act.

(2) Upon the discharge of a seaman the master shall issue to the seaman a certificate of his discharge in the prescribed form.

(3) Upon the discharge of a seaman the master shall return to him any certificate of competency or qualification belonging to him which may have been in the custody of the master.

(4) When a seaman is discharged the master shall furnish to the proper officer before whom the discharge is made a report in the prescribed form describing the conduct, character and qualifications of the seaman, or stating in the prescribed form that he declines to express an opinion thereon, and the proper officer shall, if the seaman so desires, give to him or endorse on his certificate of discharge a copy of such report. If the master states in the said report that he declines to express an opinion on the conduct, character or qualifications of the seaman, he shall enter in the official log-book his reasons for so declining, and shall, upon the request of the seaman, read out to him, in the presence of the proper officer, the reasons so entered. The proper officer shall, whenever practicable, give the seaman a reasonable opportunity to make a statement upon such report.

(5) The proper officer shall transmit the report, together with the seaman's statement, if any, furnished to him in terms of sub-section (4) to the Director, who shall record it.

Repatriation of
seamen whose
services terminates
elsewhere than at
proper return port.

114. (1) When the service of a seaman or apprentice-officer belonging to a South African ship terminates without the consent of the said seaman or apprentice-officer at a place other than a proper return port, and before the expiration of the period for which the seaman was engaged or the apprentice-officer was indentured, the master or owner of the ship shall, in addition to any other relative obligation imposed on either of them by this Act, make adequate provision for the maintenance of the seaman or apprentice-officer according to his rank or rating, and for the return of that seaman or apprentice-officer to a proper return port.

(2) If the master or owner fails without reasonable cause to comply with the provisions of sub-section (1), the expenses of maintenance and of the journey to the proper return port shall, if defrayed by the seaman or apprentice-officer, be recoverable as wages due to him, and if defrayed by the proper officer, be regarded as expenses falling within the provisions of sub-sections (4) and (5) of section one hundred and fifty-four. Inability to provide the said expenses shall not, for the purposes of this sub-section, be regarded as reasonable cause.

(3) The provisions of this section shall not apply in the case of a seaman who is not a South African citizen or a citizen of a country (other than the Union) which is a member of the Commonwealth and who was engaged at a port out of the Union and discharged at a port outside the Union.

Entries and
certificates of
desertion outside
the Union.

115. (1) In every case of desertion from a South African ship at a port outside the Union, the master shall as soon as possible after the event produce the entry of the desertion in the official log-book to a proper officer, and shall request that officer to make and certify a copy of such entry, and the proper officer shall, in the absence of reasonable cause to the contrary, comply with that request.

(2) The certified copy made in terms of sub-section (1) shall be transmitted by the master to the Director and shall be admissible in evidence.

Discharge of
seamen on
change of
ownership.

116. (1) If a South African ship is transferred or disposed of while she is at or on a voyage to any port outside the Union, every seaman or apprentice-officer belonging to that ship shall be discharged at that port, unless he consents in writing in the presence of a proper officer to complete the voyage in the ship if continued.

(2) If a seaman or apprentice-officer is discharged from a South African ship in terms of sub-section (1), the provisions of section one hundred and fourteen shall apply as if the service of

ging van die bevoegde beampte ander bewys lower dat hy die houer van so 'n sertifikaat is, of bewys lower dat hy ingevolge hierdie Wet gegaan word die houer van so 'n sertifikaat te wees.

113. (1) Die gesagvoerder van 'n Suid-Afrikaanse skip ontslaan geen seeman wat die ooreenkoms met die bemanning onderteken het uit diens op die skip nie behalwe voor 'n bevoegde beampte en volgens die bepalinge van hierdie Wet.

Ontslag van seelie moet voor bevoegde beampte plaasvind.

(2) By die ontslag van 'n seeman reik die gesagvoerder 'n ontslagertifikaat in die voorgeskrewe vorm aan die seeman uit.

(3) By die ontslag van 'n seeman gee die gesagvoerder aan hom enige bekwaamheid- of bevoegdheidsertifikaat terug wat aan hom behoort en wat in die bewaring van die gesagvoerder mag gewees het.

(4) Wanneer 'n seeman ontslaan word, verstrekk die gesagvoerder aan die bevoegde beampte voor wie die ontslag plaasvind, in die voorgeskrewe vorm 'n verslag waarin die gedrag, karakter en kwalifikasies van die seeman beskryf word, of waarin in genoemde vorm verklaar word dat hy weier om 'n mening daaroor uit te spreek, en die bevoegde beampte gee, as die seeman dit verlang, aan hom of endosseer op sy ontslagertifikaat 'n afskrif van sodanige verslag. As die gesagvoerder in genoemde verslag verklaar dat hy weier om 'n mening oor die gedrag, karakter of kwalifikasies van die seeman uit te spreek, teken hy in die amptelike skeepsjoernaal sy redes vir sodanige weiering aan, en, as die seeman dit verlang, lees hy in teenwoordigheid van die bevoegde beampte die aldus aangegekeerde redes aan hom voor. Die bevoegde beampte bied die seeman, wanneer doenlik, 'n redelike geleentheid om 'n verklaring oor sodanige verslag af te lê.

(5) Die bevoegde beampte stuur die verslag asook die seeman se verklaring, as daar een is, wat ingevolge sub-artikel (4) aan hom verstrekk word, aan die Direkteur, en dié teken dit aan.

114. (1) Wanneer die diens van 'n seeman of leerling-offisier behorende tot 'n Suid-Afrikaanse skip sonder die toestemming van genoemde seeman of leerling-offisier op 'n ander plek as 'n tuishawe, en voor verstryking van die tydperk waarvoor die seeman in diens geneem is, of voor verstryking van die leerkontrak, oindig, maak die gesagvoerder of eienaar van die skip, benewens enige ander verpligting dienaangaande aan enigeen van hulle deur hierdie Wet opgelê, toereikende voorsiening vir die onderhoud van die seeman of leerling-offisier ooreenkomstig sy rang of graad, en vir die terugkeer van daardie seeman of leerling-offisier na 'n tuishawe.

Repatriasie van seelie wie so diens elders as by 'n tuishawe eindig.

(2) As die gesagvoerder of eienaar sonder redelike oorsaak in gebreke bly om aan die bepalinge van sub-artikel (1) te voldoen, is die onderhoude- en reiskoste na die tuishawe as dit deur die seeman of leerling-offisier betaal is, verhaalbaar asof dit loon was wat aan hom verskuldig is, en as dit deur die bevoegde beampte betaal is, word dit beskou as onkoste inbegrepe by die bepalinge van sub-artikels (4) en (5) van artikel honderd vier-en-veertig. Onvermoë om genoemde koste te verskaf word by die toepassing van hierdie sub-artikel nie as 'n redelike oorsaak beskou nie.

(3) Die bepalinge van hierdie artikel is nie van toepassing nie op die geval van 'n seeman wat nie 'n Suid-Afrikaanse burger is nie of 'n burger is nie van 'n land (behalwe die Unie) wat lid is van die Statebond, en wat by 'n hawe buite die Unie in diens geneem en by 'n hawe buite die Unie ontslaan is.

115. (1) In elke geval van drosting vanaf 'n Suid-Afrikaanse skip by 'n hawe buite die Unie vertoon die gesagvoerder so gou moontlik na die gebeurtenis die aantekening van die gebeurtenis in die amptelike skeepsjoernaal aan 'n bevoegde beampte, en versoek hy die beampte om 'n afskrif van sodanige aantekening te maak en te sertifiseer, en die bevoegde beampte voldoen aan die versoek by ontstentenis van 'n redelike oorsaak om dit te weier.

Aantekening en sertifikaat van drosting buite die Unie.

(2) Die gesertifiseerde afskrif gemaak ingevolge sub-artikel (1) word deur die gesagvoerder aan die Direkteur gestuur en is toelaatbaar as getuenis.

116. (1) As 'n Suid-Afrikaanse skip terwyl die skip by of op reis na 'n hawe buite die Unie is oorgedra of vervoer word, word elke seeman of leerling-offisier behorende tot daardie skip by bedoelde hawe ontslaan tensy hy skriftelik in die aanwesigheid van 'n bevoegde beampte inwillig om die reis in die skip te voltooi as dit voortgeset word.

Ontslag van seelie by vervoer of oorgedra van eienaar.

(2) As 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip kragtens sub-artikel (1) ontslaan word, is die bepalinge van artikel honderd-en-veertien van toepassing asof die diens van die

the seaman or apprentice-officer had terminated without his consent and before the expiration of the period for which the seaman was engaged or the apprentice-officer was indentured, and, in the case of a seaman, the provisions of the said section shall, notwithstanding sub-section (3) thereof, be applicable whatever may be his nationality and wherever may be situated the port where he was engaged.

(3) Every seaman or apprentice-officer discharged in terms of sub-section (1) shall, if the voyage for which he was engaged is not continued, be entitled to the wages to which he would have been entitled if his service had been wrongfully terminated by the owner before the expiration of the period for which the seaman was engaged or the apprentice-officer was indentured.

Discharge and
leaving of
seamen behind.

117. (1) The master of a South African ship shall not—

(a) discharge a seaman before the expiration of the period for which he was engaged, unless the seaman consents to his discharge; nor

(b) except in circumstances beyond his control, leave a seaman or apprentice-officer behind,

without the authority of the proper officer, who shall certify on the agreement with the crew that he has granted such authority, and also the reason for the seaman's being discharged or the seaman or apprentice-officer's being left behind.

(2) The proper officer to whom application is made for authority in terms of sub-section (1) shall investigate the grounds on which the seaman is to be discharged or the seaman or apprentice-officer left behind and may in his discretion grant or refuse to grant such authority: Provided that he shall not refuse to grant his authority if he is satisfied that the seaman has without reasonable cause—

(a) failed or refused to join his ship or to proceed to sea therein; or

(b) been absent from his ship without leave, either at the commencement or during the progress of a voyage for a period of more than forty-eight hours.

(3) The proper officer shall keep a record in the prescribed form of all seamen or apprentice-officers discharged or left behind in the Union with his authority; and whenever any charge is made against a seaman or apprentice-officer under section one hundred and seventy-five or one hundred and seventy-six the fact that no such authority is so recorded shall be *prima facie* evidence that it was not granted.

Leaving seamen
behind.

118. No person shall cause a seaman or apprentice-officer to be wrongfully left behind—

(a) at any place in the Union, in the case of a ship other than a South African ship;

(b) at any place whatsoever, in the case of South African ship.

Wages and
other property
of seaman or
apprentice-
officer left behind.

119. (1) If a seaman or apprentice-officer belonging to a South African ship is left behind, the master of the ship shall enter in the official log-book a statement of the amount due to the seaman or apprentice-officer in respect of wages at the time when he was left behind and of all property left on board by him, and shall take such property into his charge.

(2) Within forty-eight hours after the arrival of the ship at the port at which the voyage terminates, the master shall deliver to the proper officer—

(a) a statement of the amount due to the seaman or apprentice-officer in respect of wages, and of all property left on board by him; and

(b) a statement, with full particulars, of any expenses that may have been caused to the master or owner of the ship by the absence of the seaman or apprentice-officer, where the absence is due to a contravention by the seaman or apprentice-officer of section one hundred and seventy-five or one hundred and seventy-six,

and if required by the proper officer to do so, shall furnish such vouchers as are reasonably required to verify the statements.

(3) The master shall at the time when he delivers the statements referred to in sub-section (2) to the proper officer also deliver to him the amount due to the seaman or apprentice-officer in respect of wages and the property that was left on board by him, and the proper officer shall give to the master a receipt therefor in the prescribed form.

seeman of leerling-offisier sonder sy toestemming, en voor verstryking van die tydperk waarvoor die seeman in diens geneem is, of voor verstryking van die leerkontrak, beëindig is, en, in die geval van 'n seeman, is die bepaling van gemelde artikel, ondanks sub-artikel (3) daarvan, toepaslik, wat ook al sy nasionaliteit mag wees, en waar ook al die hawe waar hy in diens geneem is geleë mag wees.

(3) Elke seeman of leerling-offisier wat kragtens sub-artikel (1) ontslaan word, is, as die reis waarvoor hy in diens geneem is, nie voortgesit word nie, geregtig op die loon waarop hy geregtig sou gewees het, as sy diens voor verstryking van die tydperk waarvoor die seeman in diens geneem is of voor verstryking van die leerkontrak wederregtelik deur die eienaar beëindig was.

117. (1) Die gesagvoerder van 'n Suid-Afrikaanse skip—

Ontslag en agterlaet van seelui.

- (a) ontslaan geen seeman voor verstryking van die tydperk waarvoor hy in diens geneem is nie, tensy die seeman toestem om ontslaan te word; of
- (b) laat geen seeman of leerling-offisier agter nie behalwe in omstandighede buite sy beheer,

sonder die magtiging van die bevoegde beampte, en daardie beampte sertifiseer op die ooreenkoms met die bemanning dat hy sodanige magtiging verleen het, asook die rede vir die seeman se ontslag of vir die agterlating van die seeman of leerling-offisier.

(2) Die bevoegde beampte by wie aansoek gedoen word om magtiging kragtens sub-artikel (1), ondersoek die grond waarop die seeman ontslaan staan te word of die seeman of leerling-offisier agtergelaat staan te word, en kan na goeiedunke sodanige magtiging verleen of weier om dit te verleen: Met dien verstande dat hy nie mag weier om sy toestemming te verleen nie, as hy daarvan oortuig is dat die seeman sonder redelike oorsaak—

- (a) in gebreke gebly het of geweier het om by sy skip aan te sluit of om daarin uit te vaar; of
- (b) sonder verlof afwesig gewees het van sy skip, hetsy aan die begin hetsy in die loop van 'n reis, vir 'n tydperk van meer as agt-en-veertig uur.

(3) Die bevoegde beampte maak 'n aantekening in die voorgeskrewe vorm van alle seelui of leerling-offisiere wat met sy magtiging in die Unie ontslaan of agtergelaat is; en wanneer 'n seeman of leerling-offisier ingevolge artikel honderd vyf-en-sewentig of honderd ses-en-sewentig aangekla word, is die feit dat geen sodanige magtiging aangeteken is nie, *prima facie* bewys dat dit nie verleen is nie.

118. Niemand veroorsaak dat 'n seeman of leerling-offisier wederregtelik agtergelaat word nie—

Agterlaet van seelui.

- (a) op 'n plek in die Unie, in die geval van 'n ander skip as 'n Suid-Afrikaanse skip;
- (b) op enige plek hoegenaamd, in die geval van 'n Suid-Afrikaanse skip.

119. (1) Indien 'n seeman of leerling-offisier behorende tot 'n Suid-Afrikaanse skip agtergelaat word, teken die gesagvoerder van die skip in die amptelike skeepsjoernaal 'n opgawe aan van die bedrag aan loon aan die seeman of leerling-offisier verskuldig op die tydstop toe hy agtergelaat is, en van alle eiendom wat hy aan boord gelaat het, en neem hy sodanige eiendom onder sy sorg.

Loon en ander eiendom van seeman of leerling-offisier wat agtergelaat is.

(2) Binne agt-en-veertig uur na die aankoms van die skip by die hawe waar die reis voltooi word, verstrek die gesagvoerder aan die bevoegde beampte—

- (a) 'n opgawe van die bedrag aan loon aan die seeman of leerling-offisier verskuldig en van alle eiendom wat hy aan boord gelaat het; en
- (b) 'n opgawe met volle besonderhede van enige onkoste wat aan die gesagvoerder of eienaar van die skip deur die afwesigheid van die seeman of leerling-offisier veroorsaak is, wanneer die afwesigheid aan 'n oortreding van artikel honderd vyf-en-sewentig of honderd ses-en-sewentig deur die seeman of leerling-offisier te wyte is,

en as die bevoegde beampte dit verlang, verskaf die gesagvoerder sodanige fakture as wat redelikerwys nodig is om die opgawes te staaf.

(3) Wanneer die gesagvoerder die in sub-artikel (2) bedoelde opgawes aan die bevoegde beampte verstrek, lewer hy terselfdertyd ook aan hom die bedrag aan loon wat aan die seeman of leerling-offisier verskuldig is, en die eiendom wat deur hom aan boord gelaat is, af, en die bevoegde beampte lewer aan die gesagvoerder 'n kwitansie daarvan in die voorgeskrewe vorm.

(4) The master shall be entitled to be reimbursed out of the wages or property referred to in paragraph (a) of sub-section (2) such expenses shown in the statement referred to in paragraph (b) of that sub-section as appear to the proper officer to be properly chargeable.

(5) If the master or owner of the ship is not satisfied with any decision of the proper officer under sub-section (4), he may appeal therefrom to the Director, whose decision shall be final.

(6) The seaman or apprentice-officer concerned may within thirty days of his first becoming aware of any such decision of the proper officer under sub-section (4) appeal therefrom to the Director, whose decision in the matter shall be final. The Director may on such appeal direct that any money paid to the master in accordance with the decision of the proper officer shall be paid over by the master or the owner of the ship to the seaman or apprentice-officer, who may recover the amount as wages.

Payment of wages.

120. When a seaman or apprentice-officer of a South African ship is discharged, he shall receive his wages through or in the presence of a proper officer, unless a competent court otherwise directs, and the owner or master of the ship, as the case may be, shall not pay the wages of the seaman or apprentice-officer in any other manner.

Master to deliver account of wages.

121. (1) The master of a South African ship shall before discharging a seaman or apprentice-officer deliver at the time and in the manner in this section provided a full and true account of the wages, in the prescribed form.

(2) The said account shall be delivered to the seaman or apprentice-officer at or before the time he leaves the ship, or to the proper officer not less than twenty-four hours before the time of discharge.

(3) A deduction from the wages of a seaman or apprentice-officer shall not be allowed unless it is included in the account delivered in terms of sub-sections (1) and (2), except in respect of a matter happening after the said delivery.

(4) The master shall during the voyage enter the various matters in respect of which the deductions are made, with the amount of the respective deductions, as they occur, in a book to be kept for that purpose, and shall, if required, produce the book at the time of the payment of wages, and also upon the hearing before any competent authority of any complaint or question relating to that payment.

Time of payment of wages for foreign-going ships.

122. In the case of a foreign-going South African ship (other than a ship employed on voyages for which seamen by the terms of their agreement are wholly compensated by a share in the profits of the venture)—

(a) the owner or master of the ship shall pay to each seaman or apprentice-officer at the time when he lawfully leaves the ship at the end of his engagement, the sum of ten pounds or one-half of the balance of wages due to him, whichever amount is the lesser, and shall pay to him the remainder of his wages within two days after he so leaves the ship: Provided that if the seaman or apprentice-officer consents, the settlement of his wages may be left to the proper officer and in that case any relative receipt given by that officer to the owner or master shall operate as if it were a release given by the seaman or apprentice-officer in accordance with the provisions of this Act;

(b) if the wages of a seaman or apprentice-officer or any part thereof are not paid or settled in terms of this section, the said wages shall continue to run and be payable until the time of final payment or settlement thereof, unless the delay in payment or settlement is due to the act or default of the seaman or apprentice-officer, or to any reasonable dispute as to liability, or to any other cause not being the wrongful act or default of the owner or master.

Time of payment for coasting ships, and fishing, sealing and shore-based whaling boats.

123. (1) When a seaman or apprentice-officer is discharged from a coasting ship or a fishing, sealing or shore-based whaling boat, registered in the Union, the owner or master shall pay to that seaman or apprentice-officer, within two days of his discharge, the balance of wages due to him, and if an owner or master fails without reasonable cause to make such payment he shall pay to the seaman or apprentice-officer a sum equal

(4) Die gesagvoerder is geregtig op vergeeding vir sodanige onkoste in die in paragraaf (b) van sub-artikel (2) bedoelde opgawe vermeld as wat na oordeel van die bevoegde beamppte met reg in rekening gebring kan word, uit die in paragraaf (a) van daardie sub-artikel bedoelde loon of eiendom.

(5) Indien die gesagvoerder of eienaar van die skip met 'n beslissing van die bevoegde beamppte kragsens sub-artikel (4) ontevrede is, kan hy daarteen na die Direkteur appelleer, wie se beslissing afdoende is.

(6) Die betrokke seeman of leerling-offisier kan binne dertig dae nadat hy eers kennis dra van so 'n beslissing van die bevoegde beamppte kragsens sub-artikel (4), daarteen na die Direkteur appelleer, wie se beslissing afdoende is. By so 'n appél kan die Direkteur beveel dat geld wat ooreenkomstig die beslissing van die bevoegde beamppte aan die gesagvoerder betaal is, aan die seeman of leerling-offisier deur die gesagvoerder of eienaar van die skip oorbetal word, wat die bedrag as loon kan verhaal.

120. Wanneer 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip ontslaan word, ontvang hy sy loon deur middel loon. of in die teenwoordigheid van 'n bevoegde beamppte, tensy 'n bevoegde hof anders beveel, en die eienaar of gesagvoerder van die skip, na gelang van die geval, betaal die lone van die seeman of leerling-offisier op geen ander wyse uit nie.

121. (1) Die gesagvoerder van 'n Suid-Afrikaanse skip lewer op die tyd en wyse wat in hierdie artikel bepaal word, 'n volledige en ware loonstaat in die voorgeskrewe vorm voordat hy 'n seeman of leerling-offisier ontslaan.

(2) Genoemde staat word aan die seeman of leerling-offisier gelower op of voor die tydstop dat hy die skip verlaat, of aan die bevoegde beamppte nie minder as vier-en-twintig uur voor die tyd van ontslag nie.

(3) 'n Afrekening van die lone van 'n seeman of leerling-offisier word nie toegelaat nie, tensy dit ingesluit is by die staat kragsens sub-artikels (1) en (2) gelever, behalwe ten aansien van 'n saak wat na genoemde lewering voorval.

(4) Die gesagvoerder teken gedurende die reis die verskillende sake op ten aansien waarvan die afrekening geskied, met die bedrag van die onderskeie afrekkings, soos hullo voorval, in 'n boek wat vir daardie doel aangehou word, en hy vertoon, as dit van hom verlang word, die boek ten tyde van die betaling van lone, asook by die verhoor voor 'n bevoegde gesag van enige klagte of vraag betreffende daardie betaling.

122. In die geval van 'n Suid-Afrikaanse skip op vreemde vaart (behalwe 'n skip wat vaar op reise waarvoor seelui kragsens hul ooreenkoms geheel-en-al vergoed word met 'n aandeel in die wins op die onderneming)—

Tyd van betaling van lone vir skope op vreemde vaart.

(a) betaal die eienaar of gesagvoerder van die skip aan elke seeman of leerling-offisier op die tydstop wanneer hy die skip aan die einde van sy dienstyd wettig verlaat, die bedrag van tien pond of helfte van die balans van die loon aan hom verskuldig, watter bedrag ook al die kleinste is, en die orige van sy loon binne twee dae nadat hy aldus die skip verlaat. Met dien verstande dat as die seeman of leerling-offisier toestem, die afrekening van sy loon aan die bevoegde beamppte oorgelaat kan word, en in daardie geval is die regskrag van 'n desbetreffende kwitansie wat daardie beamppte aan die eienaar of gesagvoerder gee, dieselfde asof dit 'n kwytsekelding is wat deur die seeman of leerling-offisier volgens die bepalinge van hierdie Wet gegee is;

(b) as die loon van 'n seeman of leerling-offisier of 'n deel daarvan nie kragsens hierdie artikel betaal of afgereken word nie, loop genoemde loon voort en is dit betaalbaar tot die tyd wanneer die finale betaling of afrekening daarvan plaasvind, tensy die verdrag met die betaling of afrekening te wyte is aan die handelings of versuim van die seeman of leerling-offisier, of aan 'n redelike geskil betreffende aanspreeklikheid, of aan 'n ander oorsaak wat nie die wederregtelike handelings of versuim van die eienaar of gesagvoerder is nie.

123. (1) Wanneer 'n seeman of leerling-offisier uit diens op 'n kuusvaarder, 'n vissersboot, of 'n robbovaarder of walvisvaarder met landbasis wat in die Unie geregistreer is, ontslaan word, betaal die eienaar of gesagvoerder aan daardie seeman of leerling-offisier binne twee dae na sy ontslag die balans van die loon aan hom verskuldig, en as 'n eienaar of gesagvoerder sonder redelike oorsaak in gebreke bly om sodanige betaling te maak, betaal hy aan die seeman of leerling-offisier 'n bedrag

Tyd van betaling in geval van kuusvaarders, vissersbote, robbovaarders en walvisvaarders met landbasis.

to two days' pay for each of the days during which payment is delayed beyond the said period of two days, but the additional sum so payable shall not exceed ten days' double pay.

(2) A sum payable under this section may be recovered as wages.

Settlement of wages.

124. (1) When settlement of the wages of a seaman or apprentice-officer of a South African ship is completed before a proper officer, the said seaman or apprentice-officer shall sign in the presence of the proper officer a release, in the prescribed form, of all claims in respect of the period of service concerned. The release shall also be signed by the proper officer and shall operate as a mutual discharge and settlement of all relative demands between the parties concerned, but shall not debar a claim under any law relating to workmen's compensation.

(2) The release shall be retained by the proper officer, and shall be admissible in evidence.

(3) Where the settlement of wages is by this Act required to be completed through or in the presence of a proper officer, no payment, receipt or settlement made otherwise shall operate as or be admitted as evidence of the release or satisfaction of any claim in respect of such wages.

(4) Upon any payment being made by a master before a proper officer, the said officer shall on request sign and give to the master a statement of the whole amount so paid, and that statement shall as between the master and his employer be admissible as evidence that the master has made the payments therein mentioned.

(5) A seaman or apprentice-officer may except from the release signed by him under this section any specified claim or demand against the owner or master of the ship, and a note of any claim or demand so excepted shall be entered upon the release. The release shall not operate as a discharge or settlement of any claim or demand so noted, nor shall subsection (3) of this section apply to any payment, receipt, or settlement made with respect to any such claim or demand.

Decision by proper officer on question as to wages.

125. Whenever a question as to wages is raised before a proper officer between the owner or master of a South African ship and a seaman or apprentice-officer, and the parties concerned agree in writing to submit such matter for adjudication to the proper officer, he may hear and decide the question so submitted, and his decision shall be final.

Payment of seamen in currency other than that mentioned in agreement.

126. If a seaman or apprentice-officer has agreed with the master of a South African ship for payment of his wages in Union or any other currency, payment of or on account of such wages, if made in any other currency than that stated in the agreement, shall be made at the rate of exchange in force at the time when and at the place where the payment is made.

Disrating of seaman.

127. (1) Whenever the master of a South African ship disrates a seaman he shall forthwith enter or cause to be entered in the official log-book a statement of the disrating and furnish the seaman with a copy of the entry, and any reduction of wages consequent on the disrating shall not take effect until the entry has been so made and the copy so furnished.

(2) Any reduction of wages consequent on the disrating of a seaman shall be deemed to be a deduction from wages within the meaning of section one hundred and twenty-one.

Master to give facilities to seaman for remitting wages.

128. If the balance of wages earned by but not yet payable to a seaman of a South African ship is more than ten pounds and the seaman expresses to the master of the ship his desire to have facilities afforded to him for remitting all or any part of the balance to a savings bank, or to a near relative in whose favour an allotment note may be made, the master shall give to the seaman all reasonable facilities for so doing so far as regards so much of the balance as is in excess of ten pounds, but shall be under no obligation to give those facilities while the ship is in port if the sum will become payable before the ship leaves port, or otherwise than conditionally upon the seaman going to sea in the ship.

wat gelyk is aan twee dae se loon, vir elke dag wat die betaling vertraag word na die verneelde tydperk van twee dae, maar die addisionele bedrag aldus betaalbaar gaan nie tien dae se dubbele loon te bowe nie.

(2) 'n Bedrag kragtens hierdie artikel betaalbaar kan as loon verhaal word.

124. (1) Wanneer die afrekening van die loon van 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip voor 'n bevoegde beampte voltooi is, onderteken genoemde seeman of leerling-offisier in die teenwoordigheid van die bevoegde beampte 'n kwytskelding, in die voorgeskrewe vorm, van alle eise ten aansien van die betrokke dienstydperk. Die kwytskelding word ook onderteken deur die bevoegde beampte en dit geld as 'n wederkerige kwytskelding van en voldoening aan alle betrokke eise tussen die betrokke partye, maar dit sluit nie 'n eis kragtens enige wet betreffende die skadeloosstelling van werksmense uit nie.

(2) Die kwytskelding word deur die bevoegde beampte behou, en dit is toelaatbaar as getuienis.

(3) Waar hierdie Wet vereis dat 'n loonafrrekening deur middel of in die teenwoordigheid van 'n bevoegde beampte moet geskied, geld geen betaling, kwitansie of afrekening wat anders to stand gekom het as getuienis van die kwytskelding van of voldoening aan 'n eis ten aansien van sodanige loon nie en is dit ook nie as sodanig as getuienis toelaatbaar nie.

(4) As betaling deur 'n gesagvoerder voor 'n bevoegde beampte gemaak is, onderteken en gee genoemde beampte op versoek aan die gesagvoerder 'n staat van die hele bedrag aldus betaal, en daardie staat is in geskille tussen die gesagvoerder en sy werkgewer toelaatbaar as getuienis dat die gesagvoerder die betalings gemaak het wat daarin vermeld word.

(5) 'n Seeman of leerling-offisier kan uit die kwytskelding wat kragtens hierdie artikel deur hom onderteken is, enige bepaalde vordering of eis teen die eienaar of gesagvoerder van die skip uitsluit, en 'n aantekening van 'n eis of vordering wat aldus uitgesluit is, word op die kwytskelding aangeteken. Die kwytskelding geld nie as 'n afrekening of kwytskelding van 'n eis of vordering wat aldus aangeteken is nie, en sub-artikel (3) van hierdie artikel geld ook nie vir 'n betaling, kwitansie, of afrekening wat ten aansien van so 'n eis of vordering gemaak is nie.

125. Wanneer 'n kwessie oor loon tussen die eienaar of gesagvoerder van 'n Suid-Afrikaanse skip en 'n seeman of leerling-offisier voor 'n bevoegde beampte geopper word en die betrokke partye skriftelik in die voorlegging van sodanige saak aan die bevoegde beampte vir beslissing toestem, kan hy die aldus voorgedigde saak verhoor en beslis, en sy beslissing is afdeende.

126. As 'n seeman of leerling-offisier met die gesagvoerder van 'n Suid-Afrikaanse skip ooreengekom het oor die betaling van sy loon in Unie- of 'n ander betaalmiddel, geskied betaling van sodanige loon of betaling vir rekening van sodanige loon, as dit in 'n ander betaalmiddel geskied as wat in die ooreenkoms bepaal is, teen die wisselkoers wat geld ten tyde van en op die plek waar die betaling geskied.

127. (1) Wanneer die gesagvoerder van 'n Suid-Afrikaanse skip 'n seeman degradeer, teken hy 'n uiteensetting van die degradering sonder versuim in die amptelike skeepsjoernaal aan of laat hy dit aanteken en gee hy aan die seeman 'n afskrif van die uiteensetting, en enige loonsvermindering as gevolg van die degradering tree nie in werking voordat die inskrywing aldus gemaak en die afskrif aldus verstrekt is nie.

(2) 'n Loonsvermindering as gevolg van die degradering van 'n seeman word geag 'n aftrekking van loon te wees soos bedoel in artikel honderd een-en-twintig.

128. As die balans van loon wat 'n seeman van 'n Suid-Afrikaanse skip verdien het maar wat nog nie aan hom betaalbaar is nie, meer as tien pond bedra en die seeman die gesagvoerder van die skip verwittig dat hy verlang dat fasiliteite aan hom verstrekt word om die hele of 'n deel van die balans aan 'n spaarbank of aan 'n familiebetrekking ten gunste van wie 'n toewysingsorder gemaak kan word, te versend, gee die gesagvoerder aan die seeman alle redelike fasiliteite om dit te doen vir sover dit die deel van die balans wat tien pond te bowe gaan betref, maar is hy onder geen verpligting om daardie fasiliteite te verskaf terwyl die skip in 'n hawe is as die bedrag betaalbaar sal word voordat die skip die hawe verlaat of anders as op dié voorwaarde dat die seeman saam met die skip uitvaar nie.

Afrekening van loon.

Beslissing van bevoegde beampte oor kwessie van loon.

Betaling van seelun in ander betaalmiddel as dié in ooreenkoms vormeld.

Degradering van seeman.

Gesagvoerder gee fasiliteite aan seeman vir versending van loon.

Advance of more than one month's wages prohibited.

129. (1) The owner or master of a South African ship shall not pay or agree to pay in advance to or on account of any seaman in respect of wages an amount in excess of one month's wages.

(2) Any agreement for the payment in advance of wages to or on account of any seaman in contravention of sub-section (1) shall be void, and any money paid in pursuance of any such agreement shall not be deducted from the seaman's wages, and no person shall have any right of action or set-off against the seaman or his assignee in respect of any money so paid.

Allotment notes.

130. (1) Subject to the provisions of sub-section (2), a seaman engaged on a South African ship may before the commencement of a voyage make stipulations, subject to the approval of the proper officer as to terms and conditions, for the allotment during his absence by means of an allotment note to a near relative or a savings bank or a body engaged in the promotion of the welfare of seamen and registered under the Welfare Organizations Act, 1947 (Act No. 40 of 1947), of any portion of the wages which he may earn during the voyage.

(2) Except by agreement with the master an allotment note shall not provide for payment of a greater sum than three-fourths of the seaman's wages.

(3) The stipulations shall be inserted in the agreement with the crew, and shall state the amounts and times of the payments to be made and the names of the persons to whom they are to be made.

(4) All allotment notes shall be in the prescribed form, and shall be signed by the master or owner of the ship or his authorized agent and the seaman.

(5) The proper officer before whom a seaman is engaged shall, after the seaman has signed the agreement, enquire of the seaman whether he requires a stipulation for the allotment of part of his wages by means of an allotment note. If the seaman requires such stipulation, the proper officer shall insert it in the agreement with the crew, and every such stipulation shall be deemed to have been agreed to by the master.

Right of suing on allotment notes.

131. (1) The person in whose favour an allotment note under this Act has been made may, unless the seaman has forfeited or ceased to be entitled to the wages out of which the allotment is to be paid, recover the sums allotted when and as the same are made payable, with costs, from the owner of the ship in respect of which the seaman was engaged or from any agent of the owner who has authorized the allotment, and the provisions of section one hundred and thirty-six shall, *mutatis mutandis*, apply to any proceedings for such recovery: Provided that the wife of a seaman, if she deserts her children or so misconducts herself as to be undeserving of support from her husband shall forfeit all rights to further payments under any allotment made in her favour.

(2) In any proceedings mentioned in sub-section (1) it shall be sufficient for the claimant to prove that he is the person mentioned in the allotment note and that the note was given by the owner or by the master or the authorized agent of the owner or master, and the seaman shall be presumed to be duly earning his wages unless the contrary is shown to the satisfaction of the court—

- (a) in the case of a seaman serving on a foreign-going ship, by the official statement of the change in the crew caused by the seaman's absence, made and signed by the master in terms of section one hundred and four; or
- (b) by a certified copy of some entry in the official log-book, or by a letter from the master, to the effect that the seaman has left the ship; or
- (c) by such other evidence as the court in its discretion considers sufficient to show that the seaman has ceased to be entitled to the wages out of which the allotment is to be paid.

Time of payment of an allotment note.

132. (1) Subject to the provisions of sub-section (2), payment under an allotment note under this Act shall—

- (a) begin at the expiration of one month from the date on which the seaman was engaged;
- (b) be made at the expiration of every subsequent month after the first month; and
- (c) be made only in respect of wages earned before the date of payment.

129. (1) Die eienaar of gesagvoerder van 'n Suid-Afrikaanse skip mag nie aan of ten behoewe van 'n seeman ten aansien van loon 'n bedrag van meer as een maand se loon vooruitbetaal nie of instem om dit vooruit te betaal nie.

Voorskot van meer as een maand se loon verbied.

(2) 'n Ooreenkoms oor die vooruitbetaling van loon aan of ten behoewe van 'n seeman in stryd met sub-artikel (1) is nietig, en geen geld wat ingevolge so 'n ooreenkoms betaal is, word van die seeman se loon afgetrek nie, en geen persoon het 'n vorderingsreg of reg van skuldvergelyking teen die seeman of sy gevolmagtigde ten aansien van geld wat aldus betaal is nie.

130. (1) Behoudens die bepaling van sub-artikel (2) kan 'n seeman in diens op 'n Suid-Afrikaanse skip, onderhewig, wat bepalinge en voorwaardes betref, aan die goedkeuring van die bevoegde beampte, voor die aanvang van die reis stipulasies maak betreffende die toewysing tydens sy afwesigheid van 'n deel van die loon wat hy gedurende die seereis mag verdien by wyse van 'n toewysingsorder aan 'n familiebetrekking of spaarbank of 'n liggaam wat hom besighou met die bevordering van die welsyn van seelui en wat kragtens die Wet op Welsynsorganisasies, 1947 (Wet No. 40 van 1947), geregistreer is.

Toewysingsorder.

(2) Behalwe volgens ooreenkoms met die gesagvoerder, bevat 'n toewysingsorder geen bepaling vir die betaling van 'n bedrag wat driekwart van die seeman se loon te bowe gaan nie.

(3) Die stipulasies word in die ooreenkoms met die bemanning ingevoeg, en vermeld die bedrae en tye van die betalings wat gemaak moet word, en die name van die persone aan wie die betalings gemaak moet word.

(4) Alle toewysingsorders moet in die voorgeskrewe vorm wees, en word onderteken deur die gesagvoerder of eienaar van die skip of sy gevolmagtigde en die seeman.

(5) Die bevoegde beampte voor wie 'n seeman in diens geneem word, moet, nadat die seeman die ooreenkoms onderteken het, aan die seeman vra of hy 'n stipulasie betreffende die toewysing van 'n deel van sy loon by wyse van 'n toewysingsorder begeer. As die seeman so 'n stipulasie begeer, voeg die bevoegde beampte dit in die ooreenkoms met die bemanning, en elke sodanige bepaling word geag die toestemming van die gesagvoerder weg te dra.

131. (1) Die persoon ten gunste van wie 'n toewysingsorder kragtens hierdie Wet gemaak is, kan, teusy die seeman die loon waaruit die toewysing gemaak moet word verbeur het of opgehou het om op sodanige loon geregtig te wees, die toegekende bedrae wanneer en soos dit betaalbaar is, met koste verhaal op die eienaar van die skip ten opsigte waarvan die seeman in diens geneem is, of van enige agent van die eienaar wat die toewysing gemagtig het, en die bepalinge van artikel honderd ses-en-dertig is *mutatis mutandis* van toepassing op enige prosesverrigtinge om dit te verhaal: Met diens verstande dat die vrou van 'n seeman, as sy haar kinders verlaat of haar sodanig aan wangedrag skuldig maak dat sy geen onderhoud van haar man verdien nie, alle regte op verdere betalings kragtens enige toewysing wat in haar guns gemaak is, verbeur.

Reg om te dagvaar op grond van toewysingsorder.

(2) In enige in sub-artikel (1) bedoelde prosesverrigtinge is dit voldoende vir die eiser om te bewys dat hy die persoon is wat in die toewysingsorder vermeld word en dat die order deur die eienaar of deur die gesagvoerder of die gevolmagtigde van die eienaar of gesagvoerder gegee is, en word daar aangeneem dat die seeman behoorlik sy loon verdien tensy die teenoorgestelde tot oortuiging van die hof bewys word—

(a) in die geval van 'n seeman in diens op 'n skip op vreemde vaart, deur die amptelike verklaring van die verandering in die bemanning as gevolg van die seeman se afwesigheid, deur die gesagvoerder kragtens artikel honderd-en-vier gemaak en onderteken; of

(b) deur 'n gesertifiseerde afskrif van 'n aantekening in die amptelike skeepsjoernaal, of deur 'n brief van die gesagvoerder ten effekte dat die seeman die skip verlaat het; of

(c) deur sodanige ander bewys as wat die hof na goeddunke voldoende ag om te bewys dat die seeman opgehou het om geregtig te wees op die loon waaruit die toewysing betaal moet word.

132. (1) Behoudens die bepalinge van sub-artikel (2)— Tyd van betaling

(a) begin die betaling ingevolge 'n toewysingsorder kragtens hierdie Wet by die voorstryking van een maand na die seeman se indiensneming; van toewysingsorder.

(b) geskied sodanige betaling by die einde van elke maand volgende op die eerste maand; en

(c) word dit betaal slegs ten aansien van loon verdien voor die datum van betaling.

(2) By agreement with the master or owner or the authorized agent of the master or owner of a South African ship an allotment note may be granted to a seaman providing for payment at a time earlier than one month from the date of his engagement and at intervals more frequent than one month.

Rights to wages and provisions and when such are to commence.

133. The rights of a seaman or apprentice-officer of a South African ship to wages and provisions shall be deemed to begin either at the time at which he commences work or at the time specified in the agreement or articles of indenture, as the case may be, for his commencement of work or presence on board, whichever first happens.

Agreement to forfeit lien for wages is void.

134. (1) A seaman of a South African ship shall not by agreement forfeit his lien on the ship for his wages, or be deprived of any remedy for the recovery of wages to which in the absence of the agreement he would be entitled, or abandon his right to wages in the case of the loss of the ship, or abandon any right that he may have or obtain in the nature of salvage, and every stipulation in any agreement with the crew inconsistent with the provisions of this section shall be void.

(2) The provisions of sub-section (1) shall not apply to any stipulation made by a seaman belonging to a ship engaged in salvage service, regarding the remuneration to be paid to him for salvage services to be rendered by that ship to any other ship.

Restrictions on assignment of wages and salvage.

135. (1) The following provisions shall apply to wages and salvage due or to become due to a seaman or apprentice-officer of a South African ship:

- (a) they shall not be liable to attachment or subjected to any form of execution under a judgment or order of any court;
- (b) an assignment or hypothecation thereof shall not bind the person making the same;
- (c) a power of attorney or authority for the receipt thereof shall not be irrevocable; and
- (d) a payment of wages or salvage to a seaman or apprentice-officer shall be valid in law, notwithstanding any previous assignment or hypothecation of those wages or salvage, or any attachment of or execution upon those wages or salvage.

(2) Nothing in this section shall affect the provisions of this Act regarding allotment notes or those of section *three hundred and twenty-six* of this Act or those of sections *seventy-four* and *seventy-five* of the Income Tax Act, 1941 (Act No. 31 of 1941).

Proceedings for wages.

136. (1) A seaman or apprentice-officer, or a person duly authorized by him, may as soon as wages due to him by reason of his engagement in a South African ship become payable sue for the same before any magistrate's court within whose area of jurisdiction the place at which his service has been terminated is situated, or which by reason of any other fact has jurisdiction in the matter; and no appeal shall lie from any judgment given or order made by the court in the matter.

(2) Nothing in sub-section (1) contained shall increase the jurisdiction of any magistrate's court as regards the amount which may be claimed in any proceeding tried by the court.

Wages not recoverable abroad except in certain cases.

137. If a seaman is engaged in a South African ship for a voyage or period of service which is to terminate in the Union he shall not be entitled to sue in any court outside the Union for wages, unless he has been discharged, or proves such ill-usage on the part of or by the authority of the master as to warrant reasonable apprehension of danger to his life or health if he were to remain on board.

Wages not to depend on freight.

138. The right to wages shall not depend on the earning of freight, and every seaman and apprentice-officer of a South African ship who would be entitled to demand and recover wages if the ship in which he has served had earned freight shall, subject to all other laws and conditions applicable to the case, be entitled to recover the same notwithstanding that freight has not been earned.

Wages not claimable by seaman or apprentice-officer who fails to exert himself to save ship.

139. (1) If it is proved that a seaman or apprentice-officer of a South African ship whose ship has been wrecked or actually or constructively lost has not made every reasonable effort to save the ship, cargo and stores, he shall not be entitled to claim any wages that would otherwise be due to him.

(2) Ingevolge ooreenkoms met die gesagvoerder of eiennaar of die gevolmagtigde van die gesagvoerder of eiennaar van 'n Suid-Afrikaanse skip kan 'n toewysingsorder aan 'n seeman toegeken word wat voorsiening maak vir betaling op 'n tydskop vroër as een maand na die datum van sy indiensneming of by tussenpose van minder as een maand.

133. Die regte van 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip op loon en proviand word gegaan te begin of op die tydskop waarop hy begin werk of op die tydskop in die ooreenkoms of leerkontrak, na gelang van die geval, vir die aanvang van werk of aanwesigheid aan boord bepaal, watter een van die twee ook al eerste plaasvind.

134. (1) 'n Seeman van 'n Suid-Afrikaanse skip verbeur nie by ooreenkoms sy retensiereg op die skip vir sy loon nie, of word by ooreenkoms enige regsmiddel vir die verhaal van loon waarop hy by ontstentenis van die ooreenkoms geregtig sou gewees het, ontnem nie, of doen by ooreenkoms afstand van sy reg op loon in geval van die verlies van die skip of van enige reg wat hy mag hê of verkry van die aard van bergloon nie, en elke bepaling in 'n ooreenkoms met die bemanning wat strydig met die bepalings van hierdie artikel is, is nietig.

Ooreenkoms om retensiereg vir loon te verbeur is nietig.

(2) Die bepalings van sub-artikel (1) is nie van toepassing nie op 'n stipulasie wat gemaak is deur 'n seeman behorende tot 'n skip wat vir bergingswerk gebruik word, betreffende die vergoeding wat aan hom betaal moet word vir bergingsdienste wat deur daardie skip aan 'n ander skip gelewer word.

135. (1) Die volgende bepalings is van toepassing op loon en bergloon wat aan 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip verskuldig is of sal word:

Beperkings op oormaking van loon en bergloon.

- (a) hulle is nie aan beslaglegging onderhewig of word nie aan enige soort eksekusie onderwerp kragtens 'n beslissing of bevel van 'n hof nie;
- (b) 'n oormaking of verhipotekering daarvan verbind nie die persoon wat dit doen nie;
- (c) 'n volmag of magtiging om hulle te ontvang is nie onherroepelik nie; en
- (d) 'n betaling van loon of bergloon aan 'n seeman of leerling-offisier is regtens geldig ondanks 'n voorafgaande oormaking of verhipotekering van daardie loon of bergloon of 'n beslaglegging of eksekusie op daardie loon of bergloon.

(2) Geen bepaling van hierdie artikel raak die bepalings van hierdie Wet insake toewysingsorders of dié van artikel driehonderd ses-en-twintig van hierdie Wet of dié van artikels vier-en-sewentig en vyf-en-sewentig, van die Inkomstebelastingwet, 1941 (Wet No. 31 van 1941), nie.

136. (1) 'n Seeman of leerling-offisier of 'n persoon wat behoorlik deur hom gemagtig is, kan sodra loon aan hom verskuldig uit hoofde van sy indiensneming op 'n Suid-Afrikaanse skip, betaalbaar word, dit eie in 'n magistratshof binne die regsgobied waarvan die plek waar sy diens beëindig is, geleë is, of wat vanweë enige ander feit jurisdiksie in die saak het, en geen appél word toegelê teen 'n uitspraak of bevel wat deur die hof in die saak gelewer is nie.

Proses vir loon.

(2) Die bepalings van sub-artikel (1) verhoog nie die regsbevoegdheid van 'n magistratshof wat die bedrag betref wat in enige regsgeding wat deur die hof verhoor word, gevorder kan word nie.

137. As 'n seeman in 'n Suid-Afrikaanse skip in diens geneem is vir 'n reis of dienstrydperk wat in die Unie moet eindig, is hy nie geregtig om in 'n hof buite die Unie betaling van loon te eis nie, tensy hy ontslaan is, of bewys lewer van sodanige mishandeling deur of op gesag van die gesagvoerder dat dit 'n redelike vrees vir die verlies van sy lewe of gesondheid as hy aan boord sou gebly het, by hom geregverdig het.

Loon nie in buiteland verhaalbaar nie behalwe in sekere gevalle.

138. Die reg op loon is nie afhanklik van die verdien van 'n Suid-Afrikaanse skip wat geregtig sou wees om loon te eis en te verhaal indien die skip waarin hy gedien het, vraggeld verdien het, is geregtig, met inagneming van alle ander wette en voorwaardes van toepassing op die geval, om dit te verhaal niesteatende die feit dat geen vraggeld verdien is nie.

Loon nie afhanklik van vraggeld nie.

139. (1) As bewys word dat 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip wie se skip skipbreuk gely het of werklík of konstruktief verlore gegaan het, nie alle redelike pogings aangewend het om die skip, vrag en voorrade te red van verskuldiging sou gewees het nie.

Loon nie opeisbaar deur seeman of leerling-offisier wat hem nie insaan om skip te red nie.

(2) In sub-section (1) the expression "constructively lost" has the meaning assigned to it in sub-section (4) of section twenty-nine.

Wages on termination of services by illness or injury of seamen or wreck or loss of ship.

140. (1) If the service of a seaman of a South African ship is terminated, before the date contemplated in the agreement, by reason of—

- (a) the wreck, loss or abandonment of the ship; or
- (b) is being left behind at a place other than a proper return port owing to his incapacity to perform his duty because of illness, hurt or injury, unless it be proved that his illness, hurt or injury was caused by his own wilful act or default or his own misbehaviour, or unless he has unreasonably refused to undergo medical or surgical treatment for such illness, hurt or injury involving no appreciable risk to his life,

he shall be entitled to receive his basic wages for the period from the date his services are so terminated until he is returned to and arrives at a proper return port: Provided that the period for which he shall be entitled to receive his basic wages shall not exceed ninety days, nor be less than thirty days or the period from the date his services so terminated until the date contemplated in the agreement, whichever is the shorter period.

(2) Notwithstanding the proviso to sub-section (1), a seaman shall not be entitled to receive wages under that sub-section in respect of any particular day if it be proved that he was able to obtain employment on that day in work which he was able to do and which was suitable, having regard to his rank or rating.

(3) If by reason of the wreck, loss or abandonment of a ship on which a seaman is employed he sustains the loss of any or all of his property, he shall be entitled, in accordance with the regulations, to compensation from the owner of the ship for such loss.

(4) A seaman shall not be entitled to receive compensation under sub-section (3) if it be proved that the loss of his property was not due to the wreck, loss or abandonment of the ship.

(5) Nothing in this section shall deprive any seaman of any compensation to which he may be entitled in terms of the Workmen's Compensation Act, 1941 (Act No. 30 of 1941), or of the Workmen's Compensation (Accidents and Industrial Diseases) Proclamation, 1924 (Proclamation No. 27 of 1924), signed by the Administrator of the Territory of South-West Africa on the fifteenth day of November, 1924—

- (a) for temporary partial disablement or temporary total disablement in respect of any period for which he has not been paid his basic wages in terms of this section; or
- (b) for permanent disablement.

(6) A seaman shall not be entitled to receive any compensation under the Workmen's Compensation Act, 1941, or the Workmen's Compensation (Accidents and Industrial Diseases) Proclamation, 1924, for temporary partial disablement or temporary total disablement in respect of any period for which he has been paid his basic wages in terms of this section; but his employer who has paid such wages to him for that period shall, if he has paid all assessments for the payment of which he is liable under that Act, be entitled to recover from the Workmen's Compensation Commissioner an amount equal to the compensation that would, but for the provisions of this section, have been payable to the seaman under that Act in respect of that period.

(7) In this section the expression "seaman" includes every person employed or engaged in any capacity on board any ship, but in the case of a ship which is a fishing boat, does not include any person who is entitled to be remunerated only by a share in the profits or the gross earnings of the working of the boat.

Wages not to accrue during refusal to work or imprisonment or illness caused by own default or drunkenness.

141. (1) A seaman or apprentice-officer of a South African ship shall not be entitled to wages—

- (a) for any period during which he is absent without leave from his ship or from his duty; or
- (b) for any period during which he unlawfully refuses or neglects to work when required; or
- (c) unless the court hearing the case otherwise directs, for any period during which he is lawfully imprisoned; or

(2) In sub-artikel (1) het die uitdrukking „konstruktief verlore” die betekenis wat in sub-artikel (4) van artikel *nege-en-twintig* daaraan toegeken word.

140. (1) As die diens van 'n seeman van 'n Suid-Afrikaanse skip beëindig word voor die datum in die ooreenkoms beoog, as gevolg van—

Loon by diensbe-
ëindiging deur
siekte of besering
van seeman of
skipbreuk of
verlies
van skip.

- (a) die skipbreuk, verlies of verlating van die skip; of
- (b) sy agterlating op 'n ander plek as 'n tuishawe omdat hy nie in staat is om sy werk te doen nie weens siekte, letsel of besering, tensy bewys word dat sy siekte, letsel of besering deur sy eie opsetlike handeling of versuim of sy eie wangedrag veroorsaak is, of tensy hy op onredelike wyse geweier het om vir bedoelde siekte, letsel of besering mediese of chirurgiese behandelings wat sy lewe nie aanmerklik in gevaar sou stel nie, te ondergaan,

is hy geregtig om sy basiese loon te ontvang vir die tydperk vanaf die datum dat sy dienste aldus beëindig is, totdat hy teruggestuur word na en aankom by 'n tuishawe: Met dien verstande dat die tydperk waarvoor hy geregtig is om sy basiese loon te ontvang, nie langer mag wees as negentig dae nie, en nie korter mag wees nie as dertig dae of die tydperk vanaf die datum dat sy dienste aldus beëindig word tot die datum in die ooreenkoms beoog, watter van die twee ook al die kortste tydperk is.

(2) Ondanks die voorbehoudsbepaling van sub-artikel (1), is 'n seeman nie geregtig om loon kragtens sub-artikel (1) ten aansien van 'n bepaalde dag te ontvang nie as bewys word dat hy in staat was om werk wat hy in staat was om te verrig en wat gepas het by sy rang of graad, op daardie dag te verkry.

(3) Wanneer as gevolg van die skipbreuk, verlies of verlating van 'n skip waarop 'n seeman in diens is, hy enige van of al sy eiendom verloor het, is hy daarop geregtig om ooreenkomstig die regulasies, vergoeding van die eienaar van die skip vir sodanige verlies te ontvang.

(4) 'n Seeman is nie geregtig om vergoeding kragtens sub-artikel (3) te verkry nie as bewys word dat die verlies van sy eiendom nie aan die skipbreuk, verlies of verlating van die skip te wyte is nie.

(5) Die bepalinge van hierdie artikel ontnem geen seeman enige skadeloosstelling waarop hy kragtens die Ongevalwet, 1941 (Wet No. 30 van 1941), of kragtens die „Werklieden Schadeloosstelling (Ongevallen en Bedryfsziekten) Proklamatie, 1924” (Proklamasie No. 27 van 1924), onderteken deur die Administrateur van die Gebied Suidwes-Afrika op die vyftiende dag van November 1924, geregtig mag wees nie,—

- (a) weens tydelike gedeeltelike arbeidsongeskiktheid of tydelike algehele arbeidsongeskiktheid ten opsigte van enige tydperk waarvoor sy basiese loon ingevolge hierdie artikel aan hom betaal is; of
- (b) weens blywende arbeidsongeskiktheid.

(6) 'n Seeman is nie daarop geregtig om kragtens die Ongevalwet, 1941, of kragtens die „Werklieden Schadeloosstelling (Ongevallen en Bedryfsziekten) Proklamatie, 1924”, enige skadeloosstelling te ontvang nie weens tydelike gedeeltelike arbeidsongeskiktheid of tydelike algehele arbeidsongeskiktheid ten opsigte van enige tydperk waarvoor ingevolge hierdie artikel sy basiese loon aan hom betaal is; maar sy werkgever wat bedoelde loon aan hom vir daardie tydperk betaal het, is, as hy elke aanslag vir die betaling waarvan hy kragtens daardie Wet aanspreeklik is, betaal het, geregtig om van die Ongevallekommissaris 'n bedrag terug te vorder wat gelykstaan met die skadeloosstelling wat kragtens daardie Wet aan die seeman ten opsigte van daardie tydperk betaalbaar sou gewees het, was dit nie vir die bepalinge van hierdie artikel nie.

(7) In hierdie artikel omvat die uitdrukking „seeman” elke persoon wat gebruik word of diens doen in enige hoedanigheid aan boord van enige skip, maar in die geval van 'n skip wat 'n vissersboot is, omvat dit geen persoon wat geregtig is net op beloning by wyse van 'n aandeel in die winste of die bruto-verdienste van die boot nie.

141. (1) 'n Seeman of leerling-offisier van 'n Suid-Afrikaanse skip is nie geregtig op loon nie—

Loon word nie
verdien tydens
weciering om te
werk of gevangens-
kap of siekte
veroorzaak deur
eie toedoen of
dronkenenskap nie.

- (a) vir 'n tydperk waarin hy sonder verlof van die skip of van sy werk afwesig is; of
- (b) vir 'n tydperk waarin hy onwettiglik weer of versuim om te werk wanneer daartoe gelas; of
- (c) tensy die hof wat die saak verhoor, anders beveel, vir 'n tydperk waarin hy wettiglik gevangenisstraf ondergaan; of

(d) for any period during which he is by reason of his being under the influence of liquor or a drug, incapable of performing his duty.

(2) A seaman or apprentice-officer shall not be disentitled to claim wages for any period during which he has not performed his duty if he proves that he was incapable of doing so by reason of illness, hurt or injury, unless it be proved that—

(a) his illness, hurt or injury was caused by his own wilful act or default or his own misbehaviour; or

(b) his illness was contracted or his hurt or injury was sustained at a proper return port and was not attributable to his employment; or

(c) he has unreasonably refused to undergo medical or surgical treatment for his illness, hurt or injury involving no appreciable risk to his life.

(3) This section shall be construed as though sub-sections (5) and (6) of section one hundred and forty were included in this section; and in such construction any reference in the said sub-sections to the payment of basic wages in terms of section one hundred and forty shall be deemed to be a reference to the payment of wages in terms of this section.

Compensation to a seaman improperly discharged.

142. If a seaman of a South African ship is discharged otherwise than in accordance with the terms of his engagement—

(a) before the commencement of the voyage; or

(b) before one month's wages are earned,

without fault on his part justifying that discharge and without his consent, he shall be entitled to receive from the owner or master, in addition to any wages which he may have earned, compensation not exceeding one month's wages for any damage caused to him by the discharge, and may recover that compensation as if it were wages duly earned.

Remedies of master for recovery of wages, disbursements, etc.

143. (1) The master of a South African ship shall, so far as the case permits, have the same rights, liens and remedies for the recovery of his wages as a seaman has under this Act or by any law or custom.

(2) The master of a South African ship shall, so far as the case permits, have the same rights, liens and remedies for the recovery of disbursements or liabilities properly made or incurred by him on account of the ship as a master has for the recovery of his wages.

(3) If in any proceedings in any court touching the claim of a master in respect of wages or of disbursements or liabilities properly made or incurred on account of the ship any right of set-off or counter-claim is set up, the court may enter into and adjudicate upon all questions and settle all accounts then arising or outstanding and may direct payment of any balance found to be due.

Unreasonable delay in paying master's wages.

144. If payment of the sum due to the master of a South African ship on account of wages has been delayed, the court trying any proceedings for the recovery of such wages may order the person liable to make the payment of wages to pay to the master, in addition to any sum due on account of wages, such sum as it thinks just as damages in respect of the delay, unless the court finds that the delay is due to the act or default of the master, or to any reasonable dispute as to liability, or to any other cause not being the wrongful act or default of the person liable to make the payment.

Power of court to rescind contract between owner or master and seaman or apprentice-officer.

145. When any proceedings are instituted in any court of competent jurisdiction in relation to any dispute between an owner or master of a South African ship and a seaman or apprentice-officer, arising out of or incidental to their relation as such, the court may in its discretion rescind any contract between the owner or master and the seaman or apprentice-officer, or any contract of apprenticeship, upon such terms as the court may think just, and this power shall be in addition to any other jurisdiction which the court may have.

Master to take care and make record of property of seaman who dies.

146. (1) If a seaman or apprentice-officer of a South African ship dies, the master of the ship shall take charge of all money and other property on board the ship belonging to the said seaman or apprentice-officer.

(2) The master shall enter in the official log-book the following particulars:

- (d) vir 'n tydperk waarin hy nie in staat is om sy werk te doen nie weens die feit dat hy onder die invloed van drank of 'n verdowingsmiddel is.
- (2) 'n Seeman of leerling-offisier verloor nie sy reg om loon vir 'n tydperk waarin hy nie sy werk verrig het nie, te eis nie, as hy bewys dat hy vanweë siekte, letsel of besering nie in staat was sulks te doen nie, tensy bewys word dat—
- (a) sy siekte, letsel of besering deur sy eie opsetlike handeling of versuim of sy eie wangedrag veroorsaak is; of
- (b) sy siekte, letsel of besering by 'n tuishawe opgedoen is en nie aan sy diensverrigting toegeskryf moet word nie; of
- (c) hy op onredelike wyse geweier het om vir sy siekte, letsel of besering mediese of chirurgiese behandeling wat sy lewe nie aanmerklik in gevaar sou stel nie, te ondergaan.
- (3) Hierdie artikel word uitgelê asof sub-artikels (5) en (6) van artikel *honderd-en-veertig* in hierdie artikel opgeneem was; en by bedoelde uitlegging word enige verwysing in gemelde sub-artikels na betaling van basiese loon ingevolge artikel *honderd-en-veertig* beskou as 'n verwysing na die betaling van loon ingevolge hierdie artikel.

142. As 'n seeman van 'n Suid-Afrikaanse skip ontslaan word anders as volgens die bepaling van sy dienskontrak—

Vergoeding van seeman wat verkeerdlik ontslaan is.

- (a) voor die aanvang van die reis; of
- (b) voordat een maand se loon verdien is, sonder skuld aan sy kant wat daardie ontslag regverdig en sonder sy toestemming, is hy geregtig om van die eienaar of gesagvoerder, behalwe enige loon wat hy mag verdien het, behoorlike skadeloosstelling te ontvang wat een maand se loon nie te bowe gaan nie, vir enige skade wat hom deur die ontslag berokken is, en kan hy daardie vergoeding verhaal asof dit behoorlik verdienende loon is.

143. (1) Die gesagvoerder van 'n Suid-Afrikaanse skip het, vir sover die geval dit toelaat, dieselfde regte, retensieregte en middels vir die verhaal van sy loon as wat 'n seeman kragtens hierdie Wet of enige ander wet of gebruik het.

Middels van gesagvoerder vir die verhaal van loon, uitgaaf, ens.

(2) Die gesagvoerder van 'n Suid-Afrikaanse skip het, vir sover die geval dit toelaat, dieselfde regte, retensieregte en middels vir die verhaal van uitgaaf of verpligtings behoorlik deur hom op rekening van die skip gemaak of aangegaan as wat 'n gesagvoerder vir die verhaal van sy loon het.

(3) As daar by enige prosesverrigtings in enige hof oor die vordering van 'n gesagvoerder ten opsigte van loon of van uitgaaf of verpligtings behoorlik gemaak of aangegaan op rekening van die skip, enige reg van skuldvergelikking of teenais geopper word, kan die hof ingaan op en 'n beslissing vel oor alle geskilpunte en alle rekenings vasstel, wat dan ontstaan of uitstaande is, en die betaling gelas van enige salde wat bevind word verskuldig te wees.

144. As betaling van 'n bedrag aan die gesagvoerder van 'n Suid-Afrikaanse skip aan loon verskuldig vertraag is, kan die hof wat 'n regseding vir die verhaal van bedoelde loon verhoor, die persoon wat vir die betaling van loon aan die gesagvoerder verantwoordelik is, gelas om, benewens enige bedrag aan loon verskuldig, sodanige bedrag as wat die hof billik ag as skadevergoeding vir die vertraging, aan die gesagvoerder te betaal, tensy die hof bevind dat die vertraging te wyte is aan die handeling of versuim van die gesagvoerder, of aan 'n redelike geskil betreffende aanspreeklikheid, of aan enige ander oorsaak as die wederregtelike handeling of versuim van die persoon wat vir die betaling verantwoordelik is.

Onredelike vertraging van gesagvoerder se loon.

145. Wanneer 'n geding in enige regsbevoegde hof ingestel word betreffende 'n geskil tussen 'n eienaar of gesagvoerder van 'n Suid-Afrikaanse skip en 'n seeman of leerling-offisier, wat ontstaan uit of bykomstig is by hul verhouding as sodanig, kan die hof na goeie dinge enige kontrak tussen die eienaar of gesagvoerder en die seeman of leerling-offisier of enige leerling-offisier op sodanige voorwaardes as wat die hof billik ag, ontbind, en die hof besit hierdie bevoegdheid bo en behalwe enige ander jurisdiksie wat die hof mag hê.

Hof se bevoegdheid om kontrak tussen eienaar of gesagvoerder en seeman of leerling-offisier te ontbind.

146. (1) As 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip sterwe, neem die gesagvoerder van die skip alle sorg vir en maak geld en ander eiendom aan boord van die skip behorende aan genoemde seeman of leerling-offisier onder sy sorg.

Gesagvoerder sorg vir en maak opgoew van eiendom van seeman wat sterf.

(2) Die gesagvoerder teken die volgende besonderhede in die amptelike skeepsjoernaal aan:

- (a) a statement of the amount of the money and a detailed description of the other property; and
- (b) a statement of the sum due to the deceased for wages and of the amount of any deductions to be made from the wages.

(3) The said money, balance of wages and other property are in this Chapter referred to as the property of the seaman or apprentice-officer.

Delivery to proper officer of property of seaman who dies.

147. (1) If a seaman or apprentice-officer of a South African ship dies during a voyage, the master of the ship shall within forty-eight hours after arrival at the ship's next port of call where there is a proper officer report all the circumstances of the death to that officer, and shall within the same period deliver the property of the deceased seaman or apprentice-officer to the proper officer, unless that officer directs that such delivery be made to the proper officer at some other port, in which case the master shall act accordingly.

(2) If a seaman or apprentice-officer of a South African ship dies in the Union, the master or owner of the ship shall deliver the property of the deceased seaman or apprentice-officer to the proper officer at the port where the seaman or apprentice-officer was discharged or was to have been discharged.

(3) The master of the ship shall, as soon as is practicable, report the death to the next-of-kin of the seaman or apprentice-officer.

Account to be rendered of property of seaman who dies.

148. (1) In all cases where a seaman or apprentice-officer of a South African ship dies during a voyage or engagement, the master shall give to the proper officer to whom the property of the deceased is delivered an account of such property, in such form as that officer may require.

(2) No deductions claimed by the master shall be allowed unless verified by such vouchers as may reasonably be required by the proper officer and, if an official log-book is required to be kept, by an entry in that book made and attested as required by this Act.

(3) When a master has complied with the provisions of this section the proper officer shall grant him a certificate to that effect.

Property of deceased seaman left abroad but not on board ship.

149. If a seaman or apprentice-officer of a South African ship, the voyage of which is to terminate in the Union, dies at any place out of the Union, leaving any money or other property not on board the ship to which he belonged at the time of his death, the proper officer at or near that place shall claim and take charge of such money and other property, and such money and other property shall be deemed to be the property of a deceased seaman or apprentice-officer within the meaning of this Chapter.

Sale of property of deceased seaman.

150. (1) Subject to the provisions of sub-section (2), the proper officer may, if he thinks fit, sell any of the property of a deceased seaman or apprentice-officer delivered to him, or of which he takes charge under this Chapter, and the proceeds of any such sale shall be deemed to form part of the said property.

(2) Before selling any valuables comprised in such property the proper officer shall endeavour to ascertain the reasonable wishes of the next-of-kin of the deceased seaman or apprentice-officer as to the disposal of such valuables. He shall, if practicable and lawful, comply with such wishes.

(3) Every such officer shall remit the property or proceeds so acquired to the Director, and shall render such accounts in respect thereof as may be prescribed or may be required by the Director.

Property of deceased seaman may be recovered as wages.

Transmission by Director of property of deceased seaman.

151. The provisions of section one hundred and thirty-six shall apply, *mutatis mutandis*, in respect of the property of a deceased seaman or apprentice-officer.

152. (1) If any property of a deceased seaman or apprentice-officer who at the date of his death was ordinarily resident in the Union comes into the hands of the Director, he shall, after deducting for expenses incurred in respect of that seaman or apprentice-officer or of his property such sum as he thinks proper to allow, transmit the residue—

- (a) unless the deceased was a native, to the master of the superior court appointed in respect of the province or

- (a) 'n staat van die som geld en 'n beskrywing in besonderheid van die ander eiendom; en
 - (b) 'n staat van die bedrag aan loon aan die oorledene verskuldig en van die bedrag van enige aftrekkings wat van die loon gemaak moet word.
- (3) Genoemde geld, loonsaldo en ander eiendom word in hierdie Hoofstuk die eiendom van die seeman of leerling-offisier genoem.

147. (1) As 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip tydens 'n reis te sterwe kom, doen die gesagvoerder van die skip binne agt-en-veertig uur na sy aankoms by die skip se volgende aandoen-hawe waar daar 'n bevoegde beampte is, verslag van al die omstandighede van die sterfgeval aan daardie beampte en lewer hy binne dieselfde tydperk die eiendom van die oorlede seeman of leerling-offisier aan die bevoegde beampte af, tensy daardie beampte gelas dat sodanige aflewering aan die bevoegde beampte by 'n ander hawe moet geskied, en in daardie geval handel die gesagvoerder dienoreenkomstig.

(2) As 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip in die Unie te sterwe kom, lewer die gesagvoerder of eienaar van die skip die eiendom van die oorlede seeman of leerling-offisier aan die bevoegde beampte af by die hawe waar die seeman of leerling-offisier ontslaan is of ontslaan sou word.

(3) Die gesagvoerder van die skip moet sodra doenlik die nabestaandes van die seeman of leerling-offisier van sy dood in kennis stel.

Aflewering aan bevoegde beampte van eiendom van seeman wat sterwe.

148. (1) In alle gevalle waar 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip gedurende 'n reis of diens tyd te sterwe kom, gee die gesagvoerder aan die bevoegde beampte aan wie die eiendom van die oorledene afgelewer is, rekenskap van sodanige eiendom in sodanige vorm as wat daardie beampte vereis.

Rekenskap moet gegee word van eiendom van seeman wat sterf.

(2) Geen aftrekking wat deur die gesagvoerder geëis word, word toegelaat nie tensy dit gestaaf word deur sodanige fakture as wat redelikerwys deur die bevoegde beampte vereis word, en, as 'n amptelike skeepsjoernaal aangehou moet word, deur 'n aantekening in daardie joernaal wat gemaak en gewaarmerk is soos deur hierdie Wet voorgeskryf.

(3) Wanneer 'n gesagvoerder aan die bepalings van hierdie artikel voldoen het, reik die bevoegde beampte 'n sertifikaat te dien effekte aan hom uit.

149. As 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip waarvan die reis in die Unie moet eindig, op 'n plek buite die Unie te sterwe kom en enige geld of ander eiendom nalaat maar nie aan boord van die skip waartoe hy ten tyde van sy dood behoort het nie, eis die bevoegde beampte by of naby daardie plek sodanige geld en ander eiendom op en neem hy dit onder sy sorg, en sodanige geld en ander eiendom word geag die eiendom van 'n oorlede seeman of leerling-offisier soos in hierdie Hoofstuk bedoel te wees.

Eiendom van oorlede seeman in buiteland nalaat maar nie aan boord van skip nie.

150. (1) Behoudens die bepalings van sub-artikel (2), kan die bevoegde beampte as hy dit dienstig ag, enige deel van die eiendom van 'n oorlede seeman of leerling-offisier wat aan hom afgelewer is of wat hy kragtens hierdie Hoofstuk onder sy sorg geneem het, verkoop en die opbrengs van so 'n verkoping word geag deel van genoemde eiendom uit te maak.

Verkoping van eiendom van oorlede seeman.

(2) Voordat die bevoegde beampte enige waardevolle artikels wat deel van bedoelde eiendom uitmaak verkoop, moet hy pogings aanwend om uit te vind wat die redelike begeertes van die naasverwante van die oorlede seeman of leerling-offisier is aangaande hoe oor bedoelde waardevolle artikels beskik moet word. Hy moet, indien dit doenlik en wettig is, aan bedoelde begeertes voldoen.

(3) Elke sodanige beampte stuur die eiendom of opbrengs aldus verkry aan die Direkteur en gee sodanige rekenskap daarvan as wat voorgeskryf mag word of wat deur die Direkteur vereis mag word.

151. Die bepalings van artikel honderd ses-en-dertig geld *mutatis mutandis* ten aansien van die eiendom van 'n oorlede seeman of leerling-offisier.

Eiendom van oorlede seeman kan as leeu verhoed word.

152. (1) As enige eiendom van 'n oorlede seeman of leerling-offisier wat ten tyde van sy dood sy gewone verblyf in die Unie gehad het, in die hande van die Direkteur kom, stuur daardie beampte, nadat hy vir onkoste aangegaan ten aansien van daardie seeman of leerling-offisier of van sy eiendom sodanige som afgetrek het as wat hy goeddink, die oorblywende deel—

Aanstuur van eiendom van oorlede seeman deur Direkteur.

(a) tensy die oorledene 'n natuur was, aan die meester van die hoër hof wat aangestel is vir die provinsie

territory in which the deceased was ordinarily resident at the date of his death; or

- (b) if the deceased was a native, to the native commissioner appointed for the area within which the deceased was ordinarily resident at the date of his death,

and the said master or native commissioner shall take such steps as may be necessary to ensure that such residue shall be dealt with in the manner provided by law.

(2) In sub-section (1) "native" means any person who is a member of any aboriginal race or tribe of Africa, and includes any person residing under the same conditions as a native in a scheduled native area or a released area or on any land of which the South African Native Trust is the registered owner.

Recovery of
wages of seaman
lost with his
ship.

153. (1) If a seaman or apprentice-officer of a South African ship is lost with the ship to which he belongs the proper officer may recover the wages due to him from the owner of the ship.

(2) The provisions of sections *one hundred and thirty-six* and *one hundred and fifty-two* shall apply, *mutatis mutandis*, in respect of wages referred to in sub-section (1).

(3) If in any proceedings under sub-section (1) for the recovery of wages it is shown by the official records or by other evidence that the ship departed from a port twelve months or more before the institution of the proceedings and has not since been heard of, that ship shall be deemed to have been lost with all hands on board, either immediately after the latest time at which she is known to have been still in existence or at such later time as the court hearing the case may think probable.

(4) Any duplicate agreement with the crew retained by a proper officer in terms of paragraph (c) of section *one hundred and three* or any statement of a change of the crew transmitted to a proper officer in terms of section *one hundred and four* at the time of the departure of the ship from the port last visited, and any certificate purporting to be a certificate from a proper officer at any port, stating that certain seamen and apprentice-officers joined the ship at the said port shall, if produced by the Director or any person thereto authorized by him, be taken in the absence of proof to the contrary as sufficient proof that the seamen and apprentice-officers therein named as belonging to the ship were on board at the time of the loss.

Relief and
maintenance of
distressed
seamen.

154. (1) In this section and in section *one hundred and fifty-five*—

- (a) "distressed seaman" includes any master, seaman or apprentice-officer—

(i) who is a South African citizen and who by reason of having been discharged or left behind from or shipwrecked in any ship other than a South African ship at a place outside the Union, is in distress at that place; or

(ii) whether he is a South African citizen or not, who, by reason of having been discharged or left behind from or shipwrecked in any South African ship at a place outside the Union, is in distress at that place;

- (b) "repatriation expenses" means expenses incurred in returning a distressed seaman to a proper return port and in providing him with necessary clothing and maintenance until his arrival at such port and includes, in the case of a shipwrecked seaman, the repayment of expenses incurred in conveying him to port after shipwreck and maintaining him while being so conveyed; and

- (c) "excepted expenses" means repatriation expenses incurred in cases where the cause of the seaman's being left behind is desertion or absence without leave or imprisonment for misconduct or discharge from his ship by a maritime court on the ground of misconduct.

(2) The proper officer shall on application being made to him by a distressed seaman, provide in terms of the regulations for the return of that seaman to a proper return port, and also for the said seaman's necessary clothing and maintenance until his arrival at such port.

(3) A distressed seaman shall not have any right to be maintained or sent to a proper return port except to the extent and on the conditions provided for in the regulations.

of gebied waarin die ooreledene ten tyde van sy dood sy gewone verblyf gehad het; of

- (b) as die ooreledene 'n naturel was, aan die naturelle-kommissaris aangestel vir die gebied waarin die ooreledene ten tyde van sy dood sy gewone verblyf gehad het,

en gemelde meester of naturellekommissaris doen sulke stappe as wat nodig mag wees om te verseker dat met bedoelde oorblywende deel ooreenkomstig die wet gehandel word.

(2) In sub-artikel (1) beteken „naturel” 'n persoon wat lid is van 'n inboorlingras of -stam van Afrika en ook 'n persoon wat in dieselfde omstandighede as 'n naturel in 'n afgesonderde naturellegebied of 'n opgestelde gebied of op grond waarvan die Suid-Afrikaanse Naturelletrust die geregisteerde eienaar is, woon.

153. (1) As 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip omkom met die skip waartoe hy behoort, kan die bevoegde beampte die loon aan hom verskuldig op die eienaar van die skip verhaal.

Verhaal van loon van seeman wat met sy skip omkom.

(2) Die bepalinge van artikels honderd ses-en-dertig en honderd twee-en-veertig geld *mutatis mutandis* ten aansien van 'n in sub-artikel (1) bedoelde loon.

(3) As by prosesverrigtinge kragtens sub-artikel (1) vir die verhaal van loon, uit amptelike stukke of deur ander getuies dit bewys word dat die skip van 'n hawe vertrek het twaalf maande of meer voor die instelling van die proses en daar sedertdien niks van die skip voorneem is nie, word geag dat daardie skip met alle siele aan boord verlore gegaan het of onmiddellik na die jongste tydstop toe dit bekend was dat die skip nog bestaan het, of op sodanige later tydstop as wat die hof wat die saak verhoor, waarskynlik ag.

(4) 'n Duplikaat-oorenskoms met die bemanning wat ingevolge paragraaf (c) van artikel honderd-en-drie deur 'n bevoegde beampte behou is of 'n verklaring van 'n verandering van die bemanning wat ingevolge artikel honderd-en-veer aan 'n bevoegde beampte gestuur is ten tyde van die vertrek van die skip uit die hawe wat die skip laas binnegevaar het, en 'n sertifikaat wat na voorgegee word 'n sertifikaat van 'n bevoegde beampte by enige hawe is waarin verklaar word dat sekere seelui en leerling-offisiere by genoemde hawe by die skip aangesluit het, word, as dit deur die Direkteur of 'n deur hom daartoe gemagtigde persoon ingedien word, geag by afwesigheid van andersluidende bewys voldoende bewys te wees dat die seelui en leerling-offisiere daarin as behorende tot die skip vermeld, aan boord was op die tydstop toe die skip verlore gegaan het.

154. (1) In hierdie artikel en artikel honderd vyf-en-veertig beteken—

Noodleniging aan onderhoud van nooddrufte seelui.

- (a) „nooddrufte seeman” ook 'n gesagvoerder, seeman of leerling-offisier—

(i) wat 'n Suid-Afrikaanse burger is en wat vanweë sy ontslag uit diens op of sy agterlating deur of vanweë die skipbreuk van 'n skip (behalwe 'n Suid-Afrikaanse skip) op 'n plek buite die Unie, op daardie plek in nood verkeer; of

(ii) wat, hetsy hy 'n Suid-Afrikaanse burger is al dan nie, vanweë sy ontslag uit diens op of agterlating deur of die skipbreuk van 'n Suid-Afrikaanse skip op 'n plek buite die Unie, op daardie plek in nood verkeer;

- (b) „onkoste van repatriasie” onkoste wat opgeloopt is met die terugstuur van 'n nooddrufte seeman na 'n tuishawe en met die verskaffing aan hom van nodige kleren en onderhoud tot sy aankoms by bedoelde hawe, en ook, in die geval van 'n skipbreukeling-seeman, die terugbetaling van onkoste opgeloopt met sy vervoer na 'n hawe na skipbreuk en sy onderhoud onderwyl hy aldus vervoer word; en

- (c) „uitgesonderde onkoste” onkoste van repatriasie wat opgeloopt is in gevalle waar die oorsaak van die agterlating van die seeman droging is of afwesigheid sonder verlof of gevangenisstraf weens wangedrag of ontslag uit diens op sy skip deur 'n seehof op grond van wangedrag.

(2) As 'n nooddrufte seeman aansoek by 'n bevoegde beampte doen, maak daardie beampte volgens die regulasies voorsiening vir die terugkeer van daardie seeman na 'n tuishawe, asook vir genoemde seeman so nodige kleding en onderhoud tot sy aankoms by bedoelde hawe.

(3) 'n Nooddrufte seeman het geen reg op onderhoud of om na 'n tuishawe gestuur te word nie behalwe in die mate en op die voorwaardes wat in die regulasies bepaal word.

(4) All repatriation expenses, other than excepted expenses, incurred by or on behalf of the State in accordance with the provisions of this Act shall constitute a debt due to the State for which the owner of the ship to which the seaman in respect of whom they were incurred belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall be liable. The owner shall not be entitled to recover from the seaman any amount paid by him to the State in settlement or part settlement of such debt.

(5) All excepted expenses incurred by or on behalf of the State in accordance with the provisions of this Act shall constitute a debt due to the State for which the seaman in respect of whom they were incurred and the owner of the ship to which that seaman belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall be jointly and severally liable. The owner shall be entitled to recover from the seaman any amount paid by him to the State in settlement or part settlement of such debt, and may apply to the satisfaction of his claim so much as may be necessary of any wages due to the seaman.

(6) All excepted expenses incurred in accordance with the provisions of this Act in respect of any distressed seaman by the owner of the ship to which he belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall constitute a debt due to the owner for which the seaman shall be liable. The owner may apply to the satisfaction of his claim so much as may be necessary of any wages due to the seaman. The owner shall not be entitled to recover from the seaman any repatriation expenses other than excepted expenses.

(7) In any proceedings for the recovery of any expenses which in terms of sub-section (4) or (5) are a debt due to the State the production of an account of the expenses and proof of payment thereof by or on behalf of or under the direction of the Minister shall be *prima facie* evidence that the expenses were incurred or repaid in accordance with the provisions of this Act by or on behalf of the State.

Receiving
distressed
seamen on ships.

155. (1) The master of a South African ship shall receive on board his ship and afford passage and maintenance to all distressed seamen whom he is required by a proper officer to take on board his ship, and shall during the passage provide every such distressed seaman with accommodation equal to that normally provided for the crew of the ship and subsistence, proper to the rank or rating of the said distressed seaman.

(2) Every distressed seaman who is taken on board a ship in accordance with the provisions of sub-section (1) shall so long as he remains in the ship be deemed to belong to the ship and be subject to the same laws and regulations for preserving discipline as if he were a member of the crew and had signed the agreement with the crew.

(3) The master of a ship shall not be required to receive on board his ship a distressed seaman in terms of this section, if the proper officer is satisfied that accommodation is not and cannot be made available for such seaman.

Provisions of
seamen.

156. (1) The master of a South African ship of more than one hundred gross register tons shall furnish provisions to every seaman and apprentice-officer (who does not furnish his own provisions) in accordance with the prescribed scale.

(2) The provisions of sub-section (1) shall not apply to non-European seamen not accustomed to a European dietary, if in the agreement with the crew an adequate scale of provisions suited to their needs and approved by the proper officer has been provided for them.

Weights and
measures on
board.

157. The master of a South African ship shall keep on board proper weights and measures for determining the quantities of the several provisions and articles served out, and in the event of any dispute as to the quantities served out, shall cause the quantities to be weighed or measured in the presence of a witness by such weights and measures.

Refrigerating
chamber.

158. (1) Subject to the provisions of sub-sections (2) and (3), the owner of every foreign-going South African ship shall cause her to be provided with a mechanically cooled refrigerating chamber of such capacity and design as to be capable of preserving in good condition fresh meat and other similar perishable foods prescribed for the consumption of the seamen and apprentice-officers between the principal ports of supply on the projected voyage of the ship.

(4) Alle onkoste van repatriasie, behalwe uitgesonderde onkoste, wat ooreenkomstig die bepalinge van hierdie Wet deur of namens die Staat opgeloopt is, is 'n skuld aan die Staat waarvoor die eienaar van die skip waartoe die seeman ten opsigte van wie hulle opgeloopt is, behoort het ten tyde van sy ontslag of van enige ander gebeurtenis as gevolg waarvan hy 'n nooddrufte seeman geword het, aanspreeklik is. Die eienaar is nie geregtig om op die seeman enige bedrag wat deur hom ter vereffening of gedeeltelike vereffening van bedoelde skuld aan die Staat betaal is, te verhaal nie.

(5) Alle uitgesonderde onkoste wat ooreenkomstig die bepalinge van hierdie Wet deur of namens die Staat opgeloopt is, is 'n skuld aan die Staat waarvoor die seeman ten opsigte van wie hulle opgeloopt is, en die eienaar van die skip waartoe daardie seeman behoort het ten tyde van sy ontslag of enige ander gebeurtenis as gevolg waarvan hy 'n nooddrufte seeman geword het, gesamentlik en afsonderlik aanspreeklik is. Die eienaar is geregtig om op die seeman enige bedrag wat deur hom ter vereffening of gedeeltelike vereffening van bedoelde skuld aan die Staat betaal is, te verhaal, en kan soveel van enige loon verskuldig aan die seeman, as wat nodig mag wees, tot dekking van sy eis aanwend.

(6) Alle uitgesonderde onkoste wat ooreenkomstig die bepalinge van hierdie Wet ten opsigte van 'n nooddrufte seeman deur die eienaar van die skip waartoe hy behoort het ten tyde van sy ontslag of enige ander gebeurtenis as gevolg waarvan hy 'n nooddrufte seeman geword het, opgeloopt is, is 'n skuld aan die eienaar waarvoor die seeman aanspreeklik is. Die eienaar kan soveel van enige loon verskuldig aan die seeman, as wat nodig mag wees, tot dekking van sy eis aanwend. Die eienaar is nie geregtig om op die seeman enige onkoste van repatriasie, behalwe uitgesonderde onkoste, te verhaal nie.

(7) By prosesverrigtinge vir die verhaal van onkoste wat volgens sub-artikel (4) of (5) 'n skuld aan die Staat is, is die oorlegging van 'n rekening van die onkoste en bewys van betaling daarvan deur of namens of in opdrag van die Minister *prima facie* bewys dat die onkoste deur of namens die Staat ooreenkomstig die bepalinge van hierdie Wet aangegaan of terugbetaal is.

155. (1) Die gesagvoerder van 'n Suid-Afrikaanse skip neem aan boord van sy skip en verskaf passaat en onderhoud aan alle nooddrufte seelui wat 'n bevoegde beampte hom gelyk aan boord van sy skip te neem, en hy verskaf tydens die reis aan elke sodanige nooddrufte seeman akkommodasie gelykstaande met dié wat normaalweg vir die bemanning van die skip verskaf word en onderhoud wat pas by die rang of graad van genoemde nooddrufte seeman.

Noem van nooddrufte seelui aan boord van skope.

(2) Elke nooddrufte seeman wat volgens sub-artikel (1) aan boord van 'n skip geneem word, word vir solank hy in die skip bly, geges tot die skip te behoort en is aan dieselfde wette en regulasies vir die handhawing van die tug onderworpe asof hy 'n lid van die bemanning is en die ooreenkoms met die bemanning onderteken het.

(3) Dit word nie van die gesagvoerder van 'n skip vereis dat hy ingevolge hierdie artikel 'n nooddrufte seeman aan boord van sy skip neem nie, as die bevoegde beampte daarvan oortuig is dat akkommodasie vir bedoelde seeman nie beskikbaar is nie en nie beskikbaar gemaak kan word nie.

156. (1) Die gesagvoerder van 'n Suid-Afrikaanse skip van meer as eenhonderd bruto-registerton verskaf proviand aan elke seeman en leerling-offisier (wat nie sy eie proviand verskaf nie) volgens die voorgeskryde skaal.

Proviand vir seelui.

(2) Die bepalinge van sub-artikel (1) is nie van toepassing nie op nie-blanke seelui wat nie aan 'n blanke diensgewoon is nie indien in die ooreenkoms met die bemanning 'n toereikende skaal van proviand na die aard van hul behoeftes en goedgekeur deur die bevoegde beampte, vir hulle bepaal is.

157. Die gesagvoerder van 'n Suid-Afrikaanse skip hou Mate en gewigte behoorlike mate en gewigte aan boord om die hoeveelheid van die onderskeie soorte proviand en artikels wat uitgereik word, te bepaal, en as daar 'n geskil oor die hoeveelheid wat uitgereik is ontstaan, laat hy die hoeveelheid in die aanwezigheid van 'n getuie met bedoelde mate en gewigte meet of weeg.

aan boord.

158. (1) Behoudens die bepalinge van sub-artikels (2) en (3), Koelkamer. moet die eienaar van elke Suid-Afrikaanse skip op verreemde vaart die skip laat voorsien van 'n meganiese-verkoelde koelkamer van so 'n inbou en ontwerp dat dit in staat is om vars vleis en ander ewe bederfbare eetware voorgeskryf vir die seelui en leerling-offisiere te gebruik tussen die vernaamste hawens waar voorrade op die voorgestelde reis van die skip ingeskep word, in goeie toestand te bewaar.

(4) All repatriation expenses, other than excepted expenses, incurred by or on behalf of the State in accordance with the provisions of this Act shall constitute a debt due to the State for which the owner of the ship to which the seaman in respect of whom they were incurred belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall be liable. The owner shall not be entitled to recover from the seaman any amount paid by him to the State in settlement or part settlement of such debt.

(5) All excepted expenses incurred by or on behalf of the State in accordance with the provisions of this Act shall constitute a debt due to the State for which the seaman in respect of whom they were incurred and the owner of the ship to which that seaman belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall be jointly and severally liable. The owner shall be entitled to recover from the seaman any amount paid by him to the State in settlement or part settlement of such debt, and may apply to the satisfaction of his claim so much as may be necessary of any wages due to the seaman.

(6) All excepted expenses incurred in accordance with the provisions of this Act in respect of any distressed seaman by the owner of the ship to which he belonged at the time of his discharge or other event which resulted in his becoming a distressed seaman shall constitute a debt due to the owner for which the seaman shall be liable. The owner may apply to the satisfaction of his claim so much as may be necessary of any wages due to the seaman. The owner shall not be entitled to recover from the seaman any repatriation expenses other than excepted expenses.

(7) In any proceedings for the recovery of any expenses which in terms of sub-section (4) or (5) are a debt due to the State the production of an account of the expenses and proof of payment thereof by or on behalf of or under the direction of the Minister shall be *prima facie* evidence that the expenses were incurred or repaid in accordance with the provisions of this Act by or on behalf of the State.

Receiving
distressed
seamen on ships.

155. (1) The master of a South African ship shall receive on board his ship and afford passage and maintenance to all distressed seamen whom he is required by a proper officer to take on board his ship, and shall during the passage provide every such distressed seaman with accommodation equal to that normally provided for the crew of the ship and subsistence, proper to the rank or rating of the said distressed seaman.

(2) Every distressed seaman who is taken on board a ship in accordance with the provisions of sub-section (1) shall so long as he remains in the ship be deemed to belong to the ship and be subject to the same laws and regulations for preserving discipline as if he were a member of the crew and had signed the agreement with the crew.

(3) The master of a ship shall not be required to receive on board his ship a distressed seaman in terms of this section, if the proper officer is satisfied that accommodation is not and cannot be made available for such seaman.

Provisions of
seamen.

156. (1) The master of a South African ship of more than one hundred gross register tons shall furnish provisions to every seaman and apprentice-officer (who does not furnish his own provisions) in accordance with the prescribed scale.

(2) The provisions of sub-section (1) shall not apply to non-European seamen not accustomed to a European dietary, if in the agreement with the crew an adequate scale of provisions suited to their needs and approved by the proper officer has been provided for them.

Weights and
measures on
board.

157. The master of a South African ship shall keep on board proper weights and measures for determining the quantities of the several provisions and articles served out, and in the event of any dispute as to the quantities served out, shall cause the quantities to be weighed or measured in the presence of a witness by such weights and measures.

Refrigerating
chamber.

158. (1) Subject to the provisions of sub-sections (2) and (3), the owner of every foreign-going South African ship shall cause her to be provided with a mechanically cooled refrigerating chamber of such capacity and design as to be capable of preserving in good condition fresh meat and other similar perishable foods prescribed for the consumption of the seamen and apprentice-officers between the principal ports of supply on the projected voyage of the ship.

(4) Alle onkoste van repatriasie, behalwe uitgesonderde onkoste, wat ooreenkomstig die bepalinge van hierdie Wet deur of namens die Staat opgeloopt is, is 'n skuld aan die Staat waarvoor die eienaar van die skip waartoe die seeman ten opsigte van wie hulle opgeloopt is, behoort het ten tyde van sy ontslag of van enige ander gebeurtenis as gevolg waarvan hy 'n nooddrufte seeman geword het, aanspreeklik is. Die eienaar is nie geregtig om op die seeman enige bedrag wat deur hom ter vereffening of gedeeltelike vereffening van bedoelde skuld aan die Staat betaal is, te verhaal nie.

(5) Alle uitgesonderde onkoste wat ooreenkomstig die bepalinge van hierdie Wet deur of namens die Staat opgeloopt is, is 'n skuld aan die Staat waarvoor die seeman ten opsigte van wie hulle opgeloopt is, en die eienaar van die skip waartoe daardie seeman behoort het ten tyde van sy ontslag of enige ander gebeurtenis as gevolg waarvan hy 'n nooddrufte seeman geword het, gesamentlik en afsonderlik aanspreeklik is. Die eienaar is geregtig om op die seeman enige bedrag wat deur hom ter vereffening of gedeeltelike vereffening van bedoelde skuld aan die Staat betaal is, te verhaal, en kan soveel van enige loon verskuldig aan die seeman, as wat nodig mag wees, tot dekking van sy eis aanwend.

(6) Alle uitgesonderde onkoste wat ooreenkomstig die bepalinge van hierdie Wet ten opsigte van 'n nooddrufte seeman deur die eienaar van die skip waartoe hy behoort het ten tyde van sy ontslag of enige ander gebeurtenis as gevolg waarvan hy 'n nooddrufte seeman geword het, opgeloopt is, is 'n skuld aan die eienaar waarvoor die seeman aanspreeklik is. Die eienaar kan soveel van enige loon verskuldig aan die seeman, as wat nodig mag wees, tot dekking van sy eis aanwend. Die eienaar is nie geregtig om op die seeman enige onkoste van repatriasie, behalwe uitgesonderde onkoste, te verhaal nie.

(7) By prosesverrigtings vir die verhaal van onkoste wat volgens sub-artikel (4) of (5) 'n skuld aan die Staat is, is die oorlegging van 'n rekening van die onkoste en bewys van betaling daarvan deur of namens of in opdrag van die Minister *prima facie* bewys dat die onkoste deur of namens die Staat ooreenkomstig die bepalinge van hierdie Wet aangegaan of terugbetaal is.

155. (1) Die gesagvoerder van 'n Suid-Afrikaanse skip neem aan boord van sy skip en verskaf passaat en onderhoud aan alle nooddrufte seelui wat 'n bevoegde beampte hom gelas om aan boord van sy skip te neem, en hy verskaf tydens die reis aan elke sodanige nooddrufte seeman akkommodasie gelykstaande met dié wat normaalweg vir die bemanning van die skip verskaf word en onderhoud wat pas by die rang of graad van genoemde nooddrufte seeman.

Neem van nooddrufte seelui aan boord van skepe.

(2) Elke nooddrufte seeman wat volgens sub-artikel (1) aan boord van 'n skip geneem word, word vir solank hy in die skip bly, gegag tot die skip te behoort en is aan dieselfde wette en regulasies vir die handhawing van die tug onderworpe asof hy 'n lid van die bemanning is en die ooreenkoms met die bemanning onderteken het.

(3) Dit word nie van die gesagvoerder van 'n skip vereis dat hy ingevolge hierdie artikel 'n nooddrufte seeman aan boord van sy skip neem nie, as die bevoegde beampte daarvan oortuig is dat akkommodasie vir bedoelde seeman nie beskikbaar is nie en nie beskikbaar gemaak kan word nie.

156. (1) Die gesagvoerder van 'n Suid-Afrikaanse skip van meer as eenhonderd bruto-registerton verskaf proviand aan elke seeman en leerling-offisier (wat nie sy eie proviand verskaf nie) volgens die voorgeskrewe skaal.

Proviand vir seelui.

(2) Die bepalinge van sub-artikel (1) is nie van toepassing nie op nie-blanke seelui wat nie aan 'n blanke diët gewoond is nie indien in die ooreenkoms met die bemanning 'n toereikende skaal van proviand na die aard van hul behoeftes en goedgekeur deur die bevoegde beampte, vir hulle bepaal is.

157. Die gesagvoerder van 'n Suid-Afrikaanse skip hou behoorlike mate en gewigte aan boord om die hoeveelheid van die onderskeie soorte proviand en artikels wat uitgereik word, te bepaal, en as daar 'n geskil oor die hoeveelheid wat uitgereik is ontstaan, laat hy die hoeveelheid in die aanwesigheid van 'n getuie met bedoelde mate en gewigte meet of weeg.

Mate en gewigte aan boord.

158. (1) Behoudens die bepalinge van sub-artikels (2) en (3), moet die eienaar van elke Suid-Afrikaanse skip op vreemde vaart die skip laat voorsien van 'n meganiese-verkoelde koelkamer van so 'n inhoud en ontwerp dat dit in staat is om vars vleis en ander ewe bederfbare eetware voorgeskryf vir die seelui en leerling-offisiere se gebruik tussen die vernameste hawens waar voorrade op die voorgestelde reis van die skip ingeskep word, in goeie toestand te bewaar.

(2) If the Minister is satisfied—

- (a) from a report of a surveyor that in the case of a ship built before the coming into operation of this section the provision of a refrigerating chamber is impracticable; or
- (b) in the case of a ship built before or after the coming into operation of this section, the purpose of this section will, by reason of the small tonnage of the ship or the nature or conditions of the projected voyage of the ship, be secured by the provision of a refrigerator instead of a refrigerating chamber,

he may direct that a refrigerator of a capacity and design approved by him be provided instead of a refrigerating chamber.

(3) If the Minister is satisfied that because of the nature and conditions of the projected voyage of the ship the provision of a refrigerating chamber or a refrigerator would be unreasonable or unnecessary, he may exempt the ship from the provisions of this section.

(4) If a proper officer or surveyor finds on inspecting any foreign-going South African ship which has not been exempted under sub-section (3), that the provisions of sub-section (1) or any direction given in respect of that ship under sub-section (2), as the case may be, is not being complied with, he may cause the ship to be detained until the sub-section or the direction, as the case may be, is complied with.

Certificated
cooks.

159. (1) The owner or master of every South African ship going to sea from any port whatsoever, of not less than five hundred gross register tons, shall provide the ship with a cook, who is the holder of—

- (i) a certificate of qualification prescribed by the regulations; or
- (ii) a certificate of qualification in cooking granted by a school of cooking or an institution approved by the Minister; or
- (iii) certificates of discharge showing that he had at least two years' sea service as cook prior to a prescribed date,

or who in terms of section *three hundred and fifty-four* is deemed to be the holder of any such certificate: Provided that if the proper officer is satisfied that a suitable cook so certificated is not available at a reasonable rate of pay, he may in his discretion permit the engagement as cook in any such ship of a person who is not so certificated.

(2) A ship's cook shall be entered as such on the agreement with the crew, or, in the case of a ship of not more than two thousand gross registered tons or a ship in which the crew, or the majority of the crew, provide their own provisions, either as cook or as cook and steward. A person who is rated as cook and steward in accordance with the provisions of this sub-section shall not be required to possess the qualifications that may be prescribed for ships' stewards.

Bedding and
other articles
for seamen.

160. The master of a South African ship of more than one hundred gross register tons shall supply every seaman and apprentice-officer with such bedding, towels, mess utensils and other articles for personal use as may be prescribed.

Crew
accommodation.

161. (1) The owner of a South African ship shall provide crew accommodation to the satisfaction of the proper officer, and in accordance with the regulations.

(2) If Europeans as well as non-Europeans are serving on any South African ship, as seamen or apprentice-officers, the owner shall provide separate crew accommodation (other than store-rooms and galleys) for the Europeans and for the non-Europeans.

(3) The master of a South African ship shall ensure that the crew accommodation shall be kept free from goods and stores of any kind (except stores and furniture and other equipment necessary for the proper use of such accommodation) not being the personal property of a seaman or apprentice-officer in use during the voyage, and if any part of such accommodation is not so kept free, each seaman or apprentice-officer lodged in that part may recover, by way of compensation for the discomfort suffered by him by reason of the fact that such accommodation was not so kept free after complaint had been made to the master by any two or more of the said seamen or apprentice-officers, an amount which the court or the proper officer, as the case may be, considers reasonable, having regard to all the circumstances.

(2) Indien die Minister—

- (a) uit die verslag van 'n opneemer oortuig is dat in die geval van 'n skip wat voor die inwerkingtreding van hierdie artikel gebou is, die verskaffing van 'n koelkamer onuitvoerbaar is; of
- (b) in die geval van 'n skip gebou hetsy voor of na die inwerkingtreding van hierdie artikel, oortuig is dat weens die geringe tonnemaat van die skip of die aard of die omstandighede van die voorgestelde reis van die skip, die doel van hierdie artikel bereik sal word deur die verskaffing van 'n yskas in plaas van 'n koelkamer,

kan die Minister opdrag gee dat die skip toegerus word met 'n yskas van 'n deur hom goedgekeurde inhoud en ontwerp, in plaas van met 'n koelkamer.

(3) As die Minister oortuig is dat weens die aard en omstandighede van die voorgestelde reis van die skip die verskaffing van 'n koelkamer of 'n yskas onredelik of onnodig sou wees, kan hy die skip van die bepalinge van hierdie artikel vrystel.

(4) As 'n bevoegde beampte of opneemer by ondersoek van 'n Suid-Afrikaanse skip op vreemde vaart wat nie kragtens sub-artikel (3) vrystel is nie, bevind dat aan die bepalinge van sub-artikel (1) of aan 'n opdrag wat ten aansien van daardie skip kragtens sub-artikel (2) gegee is, soos die geval mag wees, nie voldoen word nie, kan hy die skip laat aanhou totdat voldoen word aan die sub-artikel of die opdrag, al na die geval.

159. (1) Die eienaar of gesagvoerder van elke Suid-Afrikaanse skip wat van enige hawe waar ook al, nitvaar, van minstens vyfhonderd bruto-registerton, voorsien die skip van 'n kok wat die besitter is van—

Godiplomeerde
koks.

(i) 'n by die regulasies voorgeskrewe bevoegdheidssertifikaat; of

(ii) 'n bevoegdheidssertifikaat in die kookkuns wat deur 'n deur die Minister goedgekeurde skool vir koks of instituut toegeken is; of

(iii) ontslagsertifikaat wat aantoon dat hy voor 'n voorgeskrewe datum minstens twee jaar seediens as kok gehad het,

of wat ingevolge artikel driehonderd vier-en-vyftig gaan word die houer te wees van een of ander van sodanige sertifikate: Met dien verstande dat as die bevoegde beampte oortuig is dat 'n geskikte aldus gediplomeerde kok nie teen 'n redelike loon verkrygbaar is nie, hy na goeddunke die indiensneming op so 'n skip van 'n kok wat nie aldus gediplomeerd is nie, kan veroorloof.

(2) 'n Skeepskok word as sodanig in die ooreenkoms met die bemanning opgeneem, of in die geval van 'n skip van hoogstens tweeduizend bruto-registerton of 'n skip waarin die bemanning of die meeste lede van die bemanning hul eie proviand verskaf, of as kok of as kok en kelner. Dit word nie van iemand wat ooreenkomstig die bepalinge van hierdie sub-artikel as kok en kelner gegradeer is, vereis dat hy die kwalifikasies wat vir skeepskokkers voorgeskryf mag word, moet besit nie.

160. Die gesagvoerder van 'n Suid-Afrikaanse skip van meer as eenhonderd bruto-registerton voorsien elke seeman en ander artikels leerling-offisier van die voorgeskrewe beddegood, handdoeke, vir seelui, tafelgereedskap en ander artikels vir persoonlike gebruik.

161. (1) Die eienaar van 'n Suid-Afrikaanse skip verskaf akkommodasie vir die bemanning tot bevrediging van die bevoegde beampte en ooreenkomstig die regulasies.

(2) As blankes en ook nie-blankes op 'n Suid-Afrikaanse skip as seelui of leerling-offisiere in diens is, verskaf die eienaar afsonderlike akkommodasie vir die bemanning (behalwe pakkamers en skeepskombuise) vir die blankes en vir die nie-blankes.

(3) Die gesagvoerder van 'n Suid-Afrikaanse skip dra sorg dat die akkommodasie vir die bemanning vry van goedere en voorrade van enige aard (uitgesonderd die voorrade, meubels en ander toerusting wat nodig is vir die behoorlike gebruik van bedoelde akkommodasie) wat nie die persoonlike eiendom van 'n seeman of leerling-offisier in gebruik tydens die reis is nie gehou word, en as enige deel van bedoelde akkommodasie nie aldus vry gehou word nie, kan elke seeman of leerling-offisier wat in daardie deel gehuisves is, hy wys van skadevergoeding vir die ongemak deur hom gely omrede dat, mits twee of meer van genoemde seelui of leerling-offisiere klagte by die gesagvoerder ingedien het, bedoelde akkommodasie nie aldus vry gehou is nie, 'n bedrag verhaal wat die hof of die bevoegde beampte, na gelang van die geval, as redelik beskou, al die omstandighede in aanmerking geneem.

(4) Any amount recoverable in terms of sub-section (3) may be recovered as wages.

Complaints as to provisions or water or accommodation.

162. (1) If three or more seamen or apprentice-officers of a South African ship consider—

- (a) that the provisions or water for the use of the seamen or apprentice-officers are at any time of bad quality or deficient in quantity; or
- (b) that the crew accommodation is unsanitary or is not in accordance with the regulations; or
- (c) that in any other respect the conditions under which the seamen or apprentice-officers are living on board ship are not of a reasonably good standard,

they may complain thereof to the proper officer, who shall investigate the complaint or cause it to be investigated.

(2) If the proper officer or person making the investigation finds—

- (a) that the provisions or water are of bad quality, or deficient in quantity; or
- (b) that the crew accommodation is unsanitary or is not in accordance with the regulations; or
- (c) that the living conditions are not of a reasonably good standard,

as the case may be, he shall communicate that finding in writing to the master.

(3) Upon the finding being communicated to him, the master shall forthwith—

- (a) if the finding is in terms of paragraph (a) of sub-section (2), provide other provisions or water of good quality or sufficient in quantity, as the case may be, and shall not permit any provisions or water so found to be of bad quality to be used on board the ship; or
- (b) if the finding is in terms of paragraph (b) of sub-section (2), take steps to the satisfaction of the proper officer to provide crew accommodation that is sanitary and in accordance with the regulations; or
- (c) if the finding is in terms of paragraph (c) of sub-section (2), take steps to the satisfaction of the proper officer to ensure that the living conditions of the seamen and apprentice-officers are of a reasonably good standard;

and the ship shall be detained until this has been done.

(4) The officer making or causing the investigation shall enter a statement of the result of the examination in the official log-book, and send a report thereof to the Director, and that report shall be admissible in evidence.

(5) If the said officer certifies in that statement that there was no reasonable ground for the complaint, each of the complainants shall, if so directed by the officer in the certificate, forfeit to the owner out of his wages a sum to be determined by the proper officer, but not exceeding one week's wages.

Powers of inspection of provisions, water and accommodation.

163. (1) A port health officer, district surgeon or other medical officer of the Department of Health in the Union, or any medical practitioner outside the Union, or a surveyor may at the request of the proper officer board any South African ship and inspect the provisions and water provided for the use of the seamen, apprentice-officers or passengers and the crew accommodation and the accommodation for passengers, for the purpose of ascertaining whether the same are in accordance with the requirements of this Act or any other law.

(2) The provisions of sub-sections (2), (3) and (4) of section one hundred and sixty-two shall apply, *mutatis mutandis*, in respect of any investigation under this section.

(3) The provisions of this section shall not in any way derogate from or modify the powers and duties of a port health officer under the provisions of the Public Health Act, 1919 (Act No. 36 of 1919).

Inspection of provisions, water and accommodation at sea.

164. The master of a South African ship which is at sea shall, at least once in every ten days, cause an inspection to be made of the provisions and water provided for the use of the seamen, apprentice-officers and passengers and the crew accommodation and the accommodation for passengers, for the purpose of ascertaining whether the same are being maintained in accordance with the requirements of this Act and all other laws. The person making the inspection shall enter a statement of the result of the inspection in a book specially kept for the purpose.

(4) Enige bedrag wat ingevolge sub-artikel (3) verhaalbaar is, is soos loon verhaalbaar.

162. (1) As drie of meer seelui of leerling-offisiere van 'n Suid-Afrikaanse skip meen—

Klagte oor proviand of water of akkommodasie.

(a) dat die proviand of water vir die gebruik van die seelui of leerling-offisiere te eniger tyd van slegte gehalte of te min is; of

(b) dat die akkommodasie vir die bemanning onaanitêr is, of nie ooreenkomstig die regulasies is nie; of

(c) dat die toestande waaronder die seelui of leerling-offisiere aan boord van die skip lewe, in enige ander opsig nie redelik goed is nie,

kan hulle klagte daaroor by die bevoegde beampte indien, en hy moet die klagte ondersoek of laat ondersoek.

(2) As die bevoegde beampte of die persoon wat die ondersoek instel, bevind—

(a) dat die proviand of water van slegte gehalte of te min is; of

(b) dat die akkommodasie vir die bemanning onaanitêr is, of nie ooreenkomstig die regulasies is nie; of

(c) dat die lewens toestande nie redelik goed is nie, na gelang van die geval, deel hy daardie bevinding skriftelik aan die gesagvoerder mee.

(3) Die gesagvoerder doen sonder versuim na ontvangs van die bevinding die volgende stappe:

(a) as die bevinding in die sin van paragraaf (a) van sub-artikel (2) is, verskaf hy ander proviand of water van goeie gehalte of van voldoende hoeveelheid, na gelang van die geval, en laat hy nie toe dat enige proviand of water wat aldus as van 'n slegte gehalte bevind is aan boord van die skip gebruik word nie; of

(b) as die bevinding in die sin van paragraaf (b) van sub-artikel (2) is, tref hy maatreëls tot bevrediging van die bevoegde beampte om akkommodasie vir die bemanning te verskaf wat sanitêr en ooreenkomstig die regulasies is; of

(c) as die bevinding in die sin van paragraaf (c) van sub-artikel (2) is, tref hy maatreëls tot bevrediging van die bevoegde beampte om te verseker dat die lewens-toestande van die seelui en leerling-offisiere redelik goed is;

en die skip word aangehou totdat dit gedoen is.

(4) Die beampte wat die ondersoek instel of laat instel, teken 'n verklaring waarin die uitslag van die ondersoek vermeld word, in die amptelike skeepsjoernaal aan en stuur 'n verslag daarvan aan die Direkteur, en daardie verslag is toelaatbaar as getuigenis.

(5) As genoemde beampte in daardie verklaring sertifiseer dat daar geen redelike grond vir die klagte was nie, verbeur elkeen van die klaers, as die beampte so 'n opdrag in die sertifikaat gee, aan die eienaar uit sy loon 'n som wat die bevoegde beampte bepaal maar wat nie meer as een week se loon beloop nie.

163. (1) 'n Hawe-gesondheidsbeampte, distrikgeneesheer of ander mediese beampte van die Gesondheidsdepartement in die Unie, of 'n geneesheer buite die Unie of 'n opnemer kan op versoek van die bevoegde beampte aan boord van enige Suid-Afrikaanse skip gaan en inspeksie doen van die proviand en water wat vir die gebruik van die seelui, leerling-offisiere of passasiers verskaf word, en van die akkommodasie vir die bemanning en die akkommodasie vir passasiers, ten einde vas te stel of dit aan die voorskrifte van hierdie Wet of enige ander wet voldoen.

Bevoegdheid om proviand, water en akkommodasie te ondersoek.

(2) Die bepalings van sub-artikels (2), (3) en (4) van artikel honderd twee-en-sestig geld *mutatis mutandis* ten aansien van enige ondersoek kragtens hierdie artikel.

(3) Die bepalings van hierdie artikel dorp geen afbreuk hegemaand aan die bevoegdhede en pligte van 'n hawegesondheids-beampte kragtens die bepalings van die „Volksgezondheidswet, 1919" (Wet No. 36 van 1919), nie.

164. Minstens eenkeer in elke tien dae laat die gesagvoerder van 'n Suid-Afrikaanse skip op die epe see 'n inspeksie doen van die proviand en water wat vir die gebruik van seelui, leerling-offisiere of passasiers verskaf word, en van die akkommodasie vir die bemanning en die akkommodasie vir passasiers, ten einde vas te stel of dit ooreenkomstig die voorskrifte van hierdie Wet en alle ander wette instandgehou word. Die persoon wat die inspeksie doen, teken 'n verklaring waarin die uitslag van die inspeksie vermeld word, in 'n boek wat spesiaal vir hierdie doel aangehou word.

Inspeksie van proviand, water en akkommodasie ter see.

Compensation if short or bad provisions furnished.

165. (1) If the allowance of any of the provisions which the master of a South African ship is by section one hundred and fifty-six required to furnish is reduced, or any of those provisions are bad in quality, the seaman or apprentice-officer may recover by way of compensation for that reduction or bad quality an amount which the court or the proper officer, as the case may be, considers reasonable, having regard to all the circumstances.

(2) Any amount recoverable in terms of sub-section (1) may be recovered as wages.

Provision of board and lodging elsewhere than on board ship.

166. Whenever the master or a seaman or apprentice-officer of a South African ship who is entitled to be provided with accommodation or provisions, cannot, by reason of the fact that the ship is being fumigated, or for any other reason not due to his own wilful act or default or to his own misbehaviour, be provided with accommodation or provisions on board the ship, he shall be provided elsewhere at the expense of the owner of the ship with accommodation or food, as the case may be, proper to his rank or rating.

Medicines to be provided and kept on board certain ships.

167. The owner and master of a South African ship of more than one hundred gross register tons shall ensure that there is on board that ship an adequate supply, according to the prescribed scales, of antiscorbutics and medicines and appliances for the treatment and prevention of diseases and accidents likely to occur at sea; and the owner and master of every South African ship shall ensure that there is on board that ship an adequate supply, according to the prescribed scales, of first-aid equipment.

Inspection of medicines and medical appliances.

168. (1) A port health officer, district surgeon or other medical officer of the Department of Health in the Union, or any medical practitioner outside the Union, may at the request of the proper officer board any South African ship and inspect the medicines, medical appliances and first-aid equipment carried, for the purpose of ascertaining whether the same are in accordance with the requirements of this Act or any other law.

(2) The provisions of sub-sections (2), (3) and (4) of section one hundred and sixty-two shall apply, *mutatis mutandis*, in respect of any investigation under this section.

(3) The provisions of this section shall not in any way derogate from or modify the powers and duties of a port health officer under the provisions of the Public Health Act, 1919 (Act No. 36 of 1919).

Expenses of medical attendance in cases of injury or illness.

169. (1) If the master or a seaman or apprentice-officer of a South African ship receives any hurt or injury or suffers from any illness (not being a hurt, injury or illness due to his own wilful act or default or to his own misbehaviour), resulting in his being discharged or left behind at a place other than his proper return port, the expense of providing the necessary medical advice, attendance and treatment and medicine, and also the expenses of the maintenance of the said master, seaman or apprentice-officer in a manner appropriate to his rank or rating, until he is cured or dies or is returned to and arrives at a proper return port, and of his conveyance to that port, and in case of death the expense of his burial, shall be defrayed by the owner of the ship, without any relative deduction from the wages of the master, seaman or apprentice-officer concerned.

(2) If the master or seaman or apprentice-officer is on account of any illness or injury temporarily removed from his ship, at a port other than his proper return port, for the purpose of preventing infection, or otherwise for the convenience of the ship, and subsequently returns to his duty, the expenses of removal, medical attendance and treatment, and of maintenance while the master, seaman or apprentice-officer is away from the ship, shall be defrayed in like manner.

(3) The expenses of all medical attendance and treatment given to a master, seaman or apprentice-officer whilst on board his ship shall be defrayed in like manner.

(4) In all other cases any reasonable expenses duly incurred by the owner for any master, seaman, or apprentice-officer in respect of illness, and also any reasonable expenses duly incurred by the owner in respect of the burial of any master, seaman or apprentice-officer who dies whilst on service, shall, if proved to the satisfaction of the proper officer, be deducted from the salary or wages of the master, seaman or apprentice-officer.

(5) Nothing contained in this section shall deprive any person of any benefit to which he may be entitled under Chapter

165. (1) Indien die rantsoen van 'n soort proviand wat die gesagvoerder van 'n Suid-Afrikaanse skip volgens artikel honderd ses-en-veertig moet verskaf, verminderd word, of as van gedeeltes proviand van 'n slegte gehalte is, kan die seeman of leerling-offisier by wyse van skadevergoeding vir daardie vermindering of slegte gehalte 'n bedrag verzuul wat die hof of die bevoegde beampte, na gelang van die geval, na oorweging van al die omstandighede, as redelik beskou.

Vergoeding as te min of slegte proviand verskaf word.

(2) Enige bedrag wat ingevolge sub-artikel (1) verhaalbaar is, is soos loon verhaalbaar.

166. Wanneer die gesagvoerder of 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip wat op akkommodasie of proviand geregtig is, om rede dat die skip gefunigeer word of om enige ander rede wat nie aan sy opsettlike handeling of versuim of aan sy eie wangedrag te wyte is nie, nie van akkommodasie of proviand aan boord van die skip voorsien kan word nie, word aan hom op koste van die eienaar akkommodasie of kos, na gelang van die geval, elders verskaf wat pas by sy rang of graad.

Verskaffing van kos en losse elders as aan boord van die skip.

167. Die eienaar en gesagvoerder van 'n Suid-Afrikaanse skip van meer as honderd bruto-registertou dra sorg dat daar 'n toereikende voorraad, volgens die voorgeskrewe skale, van skuurbuikwerende middels en van medisyne en toerusting vir die behandeling en voorkoming van siektes en ongelukke wat op see verwag kan word, aan boord van daardie skip is; en die eienaar en gesagvoerder van elke Suid-Afrikaanse skip dra sorg dat daar 'n toereikende voorraad, volgens die voorgeskrewe skale, van noodhulptoerusting aan boord van daardie skip is.

Medisyne word op sekere skale verskaf en aangelou.

168. (1) 'n Huwe-gesondheidsbeampte, distriksgeneesheer of ander mediese beampte van die Gesondheidsdepartement in die Unie, of 'n geneesheer buite die Unie, kan op versoek van die bevoegde beampte aan boord van enige Suid-Afrikaanse skip gaan en inspeksie doen van die medisyne, mediese toerusting en noodhulptoerusting wat die skip het, ten einde vas te stel of dit aan die voorskrifte van hierdie Wet of enige ander wet voldoen.

Inspeksie van medisyne en mediese toerusting.

(2) Die bepalinge van sub-artikels (2), (3) en (4) van artikel honderd twee-en-sestig geld *mutatis mutandis* ten aansien van 'n ondersoek kragtens hierdie artikel.

(3) Die bepalinge van hierdie artikel doen geen afbreuk hooftenaam aan die bevoegdhede en pligte van 'n huwe-gesondheidsbeampte kragtens die bepalinge van die „Volksgezondheidswet, 1919” (Wet No. 36 van 1919), nie.

169. (1) As die gesagvoerder of 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip 'n letsel of besering opdoen of aan 'n siekte ly (wat nie 'n letsel, besering of siekte is wat aan sy eie opsettlike handeling of versuim of aan sy eie wangedrag te wyte is nie) wat tot gevolg het dat hy ontslaan of agtergehoel word op 'n ander plek as sy tuishawe, word die koste om die nodige mediese advies, sorg en behandeling en medisyne te verskaf asook die koste van die onderhoud van genoemde gesagvoerder, seeman of leerling-offisier op 'n wyse wat pas by sy rang of graad, totdat hy genees is of sterf of teruggestuur word na en aankom by 'n tuishawe, en van sy vervoer na daardie hawe, en in die geval van dood, die koste van sy begrafenis, deur die eienaar van die skip betaal sonder 'n gevolglike aftrekking van die loon van die betrokke gesagvoerder, seeman of leerling-offisier.

Dokterskoste in gevalle van siekte of besering.

(2) As die gesagvoerder of seeman of leerling-offisier weens 'n siekte of besering tydelik van sy skip by 'n ander hawe as sy tuishawe verwyder is ten einde aansteeking te voorkom of andersins vir die gerief van die skip, en daarna na diens terugkeer, word die onkoste van die verwydering, mediese sorg en behandeling, en van onderhoud terwyl die gesagvoerder, seeman of leerling-offisier van die skip afwesig is, op dieselfde manier betaal.

(3) Die onkoste van alle mediese sorg en behandeling wat aan 'n gesagvoerder, seeman of leerling-offisier gegee is terwyl hy aan boord van sy skip was, word op dieselfde manier betaal.

(4) In alle ander gevalle word enige redelike onkoste behoortlik deur die eienaar vir 'n gesagvoerder, seeman of leerling-offisier ten opsigte van siekte opgeloo, asook enige redelike onkoste behoortlik deur die eienaar opgeloo ten opsigte van die begrafenis van 'n gesagvoerder, seeman of leerling-offisier wat te sterwe kom terwyl hy diens doen, as die oploop van bedoelde onkoste tot oortuiging van die bevoegde beampte bewys word, van die salaris of loon van die gesagvoerder, seeman of leerling-offisier afgetrek.

(5) Die bepalinge van hierdie artikel ontneem geen persoon enige voordeel waarop hy geregtig mag wees kragtens

VIII of the Workmen's Compensation Act, 1941 (Act No. 30 of 1941), and to which this section does not entitle him.

(6) A seaman shall not be entitled to receive the same benefit under this section and also under the Workmen's Compensation Act, 1941; but his employer who has incurred any expense under this section which the Workmen's Compensation Commissioner would, but for the provisions of this section, have been liable to defray, shall, if he has paid all assessments for the payment of which he is liable under that Act, be entitled to recover that expense from the Workmen's Compensation Commissioner.

(7) In this section the expression "seaman" includes every person employed or engaged in any capacity on board any ship, but in the case of a ship which is a fishing boat, does not include any person who is entitled to be remunerated only by a share in the profits or the gross earnings of the working of the boat.

Recovery of
expenses from
owner.

170. If any expenses payable by the master or owner of a South African ship in respect of illness, hurt or injury of the master or of a seaman or apprentice-officer of that ship are paid by any other person, those expenses shall be repaid to that person by the said master or owner, and if not so repaid shall constitute a debt recoverable in any competent court from the master or owner by whom they are payable.

Facilities for
making
complaints.

171. (1) If a seaman or apprentice-officer whilst on board a South African ship states to the master of the ship his desire to make a complaint to a proper officer against the master or any of the crew or concerning the unseaworthiness of the ship, the master shall—

- (a) if the ship is then at a place where there is a proper officer, as soon after such statement as the service of the ship will permit; or
- (b) if the ship is not then at such a place, as soon after her first arrival at such place as the service of the ship will permit,

allow the complainant to go ashore or, if he is in custody, send him ashore in proper custody, so that he may make his complaint.

(2) This section shall not apply in respect of a seaman or apprentice-officer on board a vessel belonging to the Railway Administration and used by that Administration in connection with the working of its harbours.

Seamen's
property not
to be detained.

172. Any person who receives or takes into his possession or under his control any money or other property of a seaman or apprentice-officer who belongs or has recently belonged to any ship wherever registered shall return the same or pay the value thereof when required by the seaman or apprentice-officer subject to such deductions as may be justly due to him from the seaman or apprentice-officer in respect of board or lodging.

Soliciting
seamen.

173. No person shall within twenty-four hours after the arrival of any ship (wherever registered) at a port in the Union, or within twenty-four hours before the projected departure therefrom—

- (a) solicit a seaman or apprentice-officer belonging to the ship to become a lodger at any house; or
- (b) take out of the ship any property of a seaman or apprentice-officer except under the direction of the seaman or apprentice-officer and with the permission of the master.

Misconduct
by seamen
endangering
ship or life,
and general
offences against
discipline.

174. (1) No master of or seaman or apprentice-officer engaged on or belonging to any ship wherever registered shall knowingly—

- (a) do anything tending to the immediate loss, destruction or serious damage of the ship, or tending to endanger the life of or to cause injury to any person belonging to or on board the ship; or
- (b) refuse or omit to do any lawful act proper and requisite to be done by him for preserving the ship from immediate loss, destruction or serious damage, or for preserving any person belonging to or on board the ship from danger to life or from injury.

Hoofdstuk VIII van die Ongevallewet, 1941 (Wet No. 30 van 1941), en waarop hierdie artikel hom nie reg gee nie.

(6) 'n Seeman is nie geregtig om dieselfde voordeel kragtens hierdie artikel en ook kragtens die Ongevallewet, 1941, te ontvang nie; maar sy werkgever wat ingevolge hierdie artikel enige onkoste opgeloopt het vir die betaling waarvan die Ongevallekommissaris aanspreeklik sou gewees het, was dit nie vir die bepaling van hierdie artikel nie, is, as hy elke aanslag vir die betaling waarvan hy kragtens daardie Wet aanspreeklik is, betaal het, geregtig om van die Ongevallekommissaris bedoelde onkoste terug te vorder.

(7) In hierdie artikel omvat die uitdrukking „seeman” elke persoon wat gebruik word of diens doen in enige hoedanigheid aan boord van 'n skip, maar in die geval van 'n skip wat 'n vissersboot is, omvat dit geen persoon wat geregtig is net op beloning by wyse van 'n aandeel in die winste of die bruto-verdienste van die boot nie.

170. As enige onkoste wat deur die gesagvoerder of eienaar van 'n Suid-Afrikaanse skip ten opsigte van die siekte, ietsel of besering van die gesagvoerder, of van 'n seeman of leerling-offisier van daardie skip betaalbaar is, deur 'n ander persoon betaal is, word daardie onkoste aan daardie persoon deur genoemde gesagvoerder of eienaar terugbetaal, en as dit nie aldus terugbetaal word nie, is dit 'n skuld wat in 'n bevoegde hof op die gesagvoerder of eienaar deur wie dit betaalbaar is, verhaal kan word.

Verhaal van onkoste op eienaar.

171. (1) As 'n seeman of leerling-offisier onderwyl hy aan boord van 'n Suid-Afrikaanse skip is, die gesagvoerder van die skip daarvan verwittig dat hy 'n klage by 'n bevoegde beampte teen die gesagvoerder of enige lid van die bemanning of aangaande die onseewaardigheid van die skip wil maak, laat die gesagvoerder toe dat die klaer aan wal gaan of, as hy onder bewaking is, stuur hy hom onder behoorlike bewaking aan wal, sodat hy sy klage kan maak, en wel—

Fualliteito vir maak van klagtes.

(a) as die skip dan op 'n plek is waar daar 'n bevoegde beampte is, so gou na sodanige verwittiging as wat die diens van die skip dit toelaat; of

(b) as die skip dan nie op sodanige plek is nie, so gou na sy eerste aankoms by sodanige plek as wat die diens van die skip dit toelaat.

(2) Hierdie artikel is nie ten aansien van 'n seeman of leerling-offisier aan boord van 'n vaartuig wat aan die Spoorwegaan administrasie behoort en wat deur daardie Administrasie in verband met sy hawehedryf gebruik word, van toepassing nie.

172. Enigeen wat geld of ander eiendom van 'n seeman of leerling-offisier wat tot 'n skip (waar dit ookal geregistreer is) behoort of onlangs behoort het, ontvang of in sy besit of onder sy beheer neem, gee dit terug of betaal die waarde daarvan wanneer die seeman of leerling-offisier dit opeis, onderworpe aan sodanige uitrekkings as wat tereg aan hom deur die seeman of leerling-offisier ten aansien van kos of inwoning verskuldig is.

Seeman se eiendom word nie agtergehou nie.

173. Binne vier-en-twintig uur na die aankoms van 'n skip (waar dit ookal geregistreer is) by 'n bawe in die Unie, of binne vier-en-twintig uur voor die voorgenome vertrek daarvan—

Uitnodiging van seelui.

(a) nooi niemand 'n seeman of leerling-offisier wat tot die skip behoort, uit om 'n losseerder by enige huis te word nie; of

(b) neem niemand enige eiendom van 'n seeman of leerling-offisier van die skip af behalwe in opdrag van die seeman of leerling-offisier en met die toestemming van die gesagvoerder nie.

174. (1) Geen gesagvoerder van 'n seeman of leerling-offisier wat in diens geneem is op 'n skip of daartoe behoort, waar dit ookal geregistreer is—

Wangedrag deur seelui wat skip of lewe in gevaar stel, en algemeen oortredings teen

(a) doen wetens enigiets wat die onmiddellike verlies, vernietiging of ernstige beskadiging van die skip mag ting, veroorsaak, of wat die lewe in gevaar mag stel van of besering mag veroorsaak aan 'n persoon behorende tot of synde aan boord van die skip nie; of

(b) weier of versuim wetens om 'n wettige handeling te verrig wat na behore en noodsaaklikereys deur hom gedoen moet word om die skip te vrywaar van onmiddellike verlies, vernietiging of ernstige beskadiging, of om 'n persoon behorende tot of synde aan boord van die skip van lewensgevaar of besering te vrywaar nie.

(2) Subject to the provisions of sub-section (4) of section *three hundred and fifty-five*, no seaman or apprentice-officer engaged on or belonging to a South African ship shall—

- (a) report for duty on the ship in a drunken condition or be drunk on board the ship; or
- (b) wilfully disobey any lawful command or neglect his duty; or
- (c) be guilty of continued wilful disobedience to lawful commands or continued wilful neglect of duty; or
- (d) combine with any of the crew to disobey lawful commands, or to neglect duty, or to impede the navigation of the ship or retard the progress of the voyage; or
- (e) assault the master or any ship's officer of the ship; or
- (f) prevent or hinder or retard the loading or unloading or departure of the ship; or
- (g) wilfully damage the ship, or misappropriate, or make any improper use of, or wilfully damage, any of the ship's stores, equipment or cargo.

(3) No seaman on or before being engaged to serve on a South African ship shall knowingly make a false statement of the name of his last ship or alleged last ship, or knowingly make a false statement of his own name.

Desertion.

175. (1) Subject to the provisions of sub-section (4) of section *three hundred and fifty-five*, no seaman or apprentice-officer engaged on or belonging to a Commonwealth ship shall without reasonable cause—

- (a) at a Union port, in the case of a Commonwealth ship other than a South African ship; or
- (b) at any place whatsoever, in the case of a South African ship,

absent himself from his ship with the intention of not returning thereto.

(2) Any person who contravenes the provisions of sub-section (1) shall be guilty of desertion.

(3) No person shall knowingly harbour or secrete a seaman or apprentice-officer who has contravened or is contravening the provisions of sub-section (1).

Absence without leave.

176. (1) Subject to the provisions of sub-section (4) of section *three hundred and fifty-five*, no seaman or apprentice-officer engaged on or belonging to a Commonwealth ship shall without reasonable cause—

- (a) at a Union port, in the case of a Commonwealth ship other than a South African ship; or
- (b) at any place whatsoever, in the case of a South African ship,

fail or refuse to join his ship or to proceed to sea therein, or be absent without leave from his ship or from his duty, either at the commencement or during the progress of a voyage.

(2) Any person who contravenes the provisions of sub-section (1) shall, if his conduct does not amount to desertion, as defined in section *one hundred and seventy-five* be guilty of absence without leave.

(3) No person shall knowingly harbour or secrete a seaman or apprentice-officer who has contravened or is contravening the provisions of sub-section (1).

Notice to proper officer of absence of seaman at time of sailing.

177. If a seaman or apprentice-officer engaged on or belonging to a Commonwealth ship is not on board that ship at the time of sailing—

- (a) from a Union port, in the case of a Commonwealth ship other than a South African ship; or
- (b) from any port whatsoever, in the case of a South African ship,

the master of the ship shall, as soon as possible, give written notice of the fact in the prescribed form and manner to the proper officer of that port.

Unseaworthiness of ship a good defence to charge of desertion, etc.

178. (1) For the purpose of the proviso to sub-section (2) of section *one hundred and seventeen* and sections *one hundred and seventy-five* and *one hundred and seventy-six* the fact that the ship on which a seaman or apprentice-officer is engaged or to which he belongs is unseaworthy shall be deemed to be reasonable cause: Provided the seaman or apprentice-officer has, before absenting himself or being absent from, or failing or refusing to join, or to proceed to sea in, his ship, as the case may be, complained to the master or proper officer that the ship is unseaworthy.

(2) Behoudens die bepalinge van sub-artikel (1) van artikel *driehonderd vyf-en-vyftig*, mag geen seeman of leerling-offisier wat op 'n Suid-Afrikaanse skip in diens geneem is of daartoe behoort—

- (a) hom vir diens op die skip in 'n toestand van dronkenskap aanmeld of aan boord van die skip dronk wees nie; of
- (b) opsetlik ongehoorsaam aan enige wettige bevel wees of sy plig versuim nie; of
- (c) hom skuldig maak aan aanhoudende opsetlike ongehoorsaamheid aan wettige bevels of aan aanhoudende opsetlike pligversuim nie; of
- (d) met lede van die bemanning saamspan om aan wettige bevels ongehoorsaam te wees, of om sy plig te versuim, of om die navigasie van die skip te verhinder of om die vaart te vertraag nie; of
- (e) die gesagvoerder of enige skeepsoffisier van die skip aanrand nie; of
- (f) die laai of aflaaie van die skip te verhinder of hinder of vertraag nie; of
- (g) opsetlik die skip beskadig of wederregtelik vir homself enige deel van die skip se voorrade, uitrusting, of vrag toeëien, of onbehoorlike gebruik daarvan maak, of dit opsetlik beskadig nie.

(3) Geen seeman maak ten tyde van of voor sy indiensneming op 'n Suid-Afrikaanse skip wetens 'n valse verklaring oor die naam van sy vorige skip of beweerde vorige skip, of maak wetens 'n valse verklaring oor sy eie naam nie.

175. (1) Behoudens die bepalinge van sub-artikel (4) van Drostring. artikel *driehonderd vyf-en-vyftig*, mag geen seeman of leerling-offisier wat op 'n Statebond-skip in diens geneem is of daartoe behoort, sonder redelike oorsaak sy skip verlaat met die voorneme om nie daarheen terug te keer nie—

- (a) by 'n Unie-hawe in die geval van 'n Statebond-skip (behalwe 'n Suid-Afrikaanse skip); of
- (b) op enige plek waar ook al in die geval van 'n Suid-Afrikaanse skip.

(2) Iemand wat die bepalinge van sub-artikel (1) oortree, is aan drostring skuldig.

(3) Niemand herberg of versteek wetens 'n seeman of leerling-offisier wat die bepalinge van sub-artikel (1) oortree het of oortree nie.

176. (1) Behoudens die bepalinge van sub-artikel (4) van Afwesigheid artikel *driehonderd vyf-en-vyftig*, mag geen seeman of leerling-offisier wat op 'n Statebond-skip in diens geneem is of daartoe behoort, in gebreke bly of weier om by sy skip aan te sluit of om daarin uit te vaar of sonder verlof van sy skip of van sy werk afwesig wees nie, hetsy aan die begin hetsy in die loop van 'n reis sonder redelike oorsaak—

- (a) by 'n Unie-hawe in die geval van 'n Statebond-skip (behalwe 'n Suid-Afrikaanse skip); of
- (b) op enige plek waar ook al in die geval van 'n Suid-Afrikaanse skip.

(2) Iemand wat die bepalinge van sub-artikel (1) oortree, is aan afwesigheid sonder verlof skuldig as sy gedrag nie gelykstaan met drostring soos in artikel *honderd vyf-en-sewentig* omskryf nie.

(3) Niemand herberg of versteek wetens 'n seeman of leerling-offisier wat die bepalinge van sub-artikel (1) oortree het of oortree nie.

177. As 'n seeman of leerling-offisier wat op 'n Statebond-skip in diens geneem is of daartoe behoort, nie aan boord van daardie skip is nie wanneer dit ter see uitvaar—

- (a) uit 'n Unie-hawe, in die geval van 'n Statebond-skip (behalwe 'n Suid-Afrikaanse skip); of
- (b) uit enige hawe waar ook al in die geval van 'n Suid-Afrikaanse skip,

gee die gesagvoerder van die skip son gou moontlik in die voorgeskrewe vorm en op die voorgeskrewe wyse skriftelike kennis van die feit aan die bevoegde beampte by daardie hawe.

178. (1) By die toepassing van die voorbehoudsbepaling van sub-artikel (2) van artikel *honderd-en-sewentien* en artikels *honderd vyf-en-sewentig* en *honderd ses-en-sewentig* word die feit dat die skip waarop 'n seeman of leerling-offisier in diens geneem is of waartoe hy behoort, onseewaardig is, geg as redelike oorsaak te wees, mits die seeman of leerling-offisier voortdurend by sy skip verlaat het of daarvan afwesig was of in gebreke gebly het of geweier het om daarby aan te sluit of daarin uit te vaar, na gelang van die geval, by die gesagvoerder of bevoegde beampte klage ingedien het dat die skip onseewaardig is.

Kennisgewing aan bevoegde beampte van afwesigheid van seeman wanneer skip uitvaar.

Onseewaardigheid van skip geg as redelike oorsaak te wees, mits die seeman of leerling-offisier voortdurend by sy skip verlaat het of daarvan afwesig was of in gebreke gebly het of geweier het om daarby aan te sluit of daarin uit te vaar, na gelang van die geval, by die gesagvoerder of bevoegde beampte klage ingedien het dat die skip onseewaardig is.

(2) The provisions of section *two hundred and forty-three* shall apply in respect of any complaint to the proper officer referred to in sub-section (1).

(3) Whenever in any proceedings against any seaman or apprentice-officer on a charge of desertion or absence without leave the defence referred to in sub-section (1) is raised, the court may, if it think fit, order the ship to be inspected by a surveyor.

(4) If it is not proved that the ship was an unseaworthy ship, the expenses incurred in connection with any such inspection shall be paid to the Director by the seaman or apprentice-officer by whom the said defence has been raised, and upon demand by the Director the unpaid amount of such expenses shall be deducted by the master or owner of the ship out of the wages due or to become due to the said seaman or apprentice-officer and paid over to the Director.

(5) If it is proved that the ship was an unseaworthy ship, the expenses incurred in connection with the inspection shall be paid to the Director by the master or owner of the ship, who shall also pay to the seaman or apprentice-officer charged such compensation for the damage suffered by him by reason of the charge having been made against him as the court may award.

Deserter's
certificates of
discharge may be
withheld.

179. If it is shown to the satisfaction of a proper officer that a seaman engaged or belonging to a South African ship has been guilty of desertion or absence without leave, as defined by sections *one hundred and seventy-five and one hundred and seventy-six* respectively, the Minister may direct that the seaman's certificates of discharge shall be withheld for such period as the Minister may direct, and while such a direction is in force the proper officer or any other person may, notwithstanding anything to the contrary contained in this Act, refuse to furnish copies of any of the seaman's certificates of discharge or certified extracts of any particulars of his service or character.

Deserters from
foreign ships.

180. (1) If the Governor-General is satisfied that due facilities are or will be given by the Government of any foreign country for apprehending seamen and apprentice-officers who desert or are absent without leave from South African ships in that country, he may by proclamation in the *Gazette* declare that the provisions of sub-section (2) shall apply to seamen and apprentice-officers belonging to ships of that country.

(2) If the provisions of this sub-section have in terms of sub-section (1) been applied to seamen and apprentice-officers belonging to ships of any foreign country, any magistrate may, on application by the master of a ship of that country, if he is satisfied from information taken on oath that reasonable grounds exist for suspecting that any seaman or apprentice-officer has deserted or is absent without leave from that ship, issue a warrant for the apprehension of that seaman or apprentice-officer and for bringing him before a judicial officer. Every such warrant shall be executed in the same manner as a warrant issued under section *thirty-four* of the Criminal Procedure and Evidence Act, 1917 (Act No. 31 of 1917). A judicial officer before whom the seaman or apprentice-officer is brought may, on proof that he has deserted or is absent without leave from that ship, order that he be conveyed on board that ship or delivered to the master or a ship's officer or the owner of that ship, to be so conveyed, and any such order shall be duly executed.

(3) No person shall knowingly harbour or secrete any person liable to be apprehended under the provisions of this section.

Entry of offences
in official log.

181. If in or in respect of any South African ship any offence within the meaning of this Act of desertion or absence without leave or against discipline is committed, or if any act of misconduct is committed for which the offender's agreement imposes a fine and for which it is intended to enforce the fine—

- (a) an entry of the offence or act shall be made by the master in the official log-book, and signed by him and also by a ship's officer or one of the crew;
- (b) the offender, if still in the ship, shall, before the next subsequent arrival of the ship at any port, or, if the ship is at the time in port, before her departure therefrom, either be furnished by the master with a copy of the entry or have the same read over distinctly

(2) Die bepalings van artikel tweehonderd drie-en-veertig is van toepassing ten opsigte van 'n in sub-artikel (1) bedoelde klagte ingedien by die bevoegde beampte.

(3) Wanneer die in sub-artikel (1) bedoelde verdedigingsgrond by prosesverrigtings teen 'n seeman of leerling-offisier op 'n aanklag van drosting of afwesigheid sonder verlof geopper word, kan die hof, as hy goeioedink, beveel dat die skip deur 'n opnemer ondersoek word.

(4) As dit nie bewys word dat die skip 'n onseewaardige skip was nie, betaal die seeman of leerling-offisier deur wie bedoelde verdedigingsgrond geopper is, aan die Direkteur die onkoste wat in verband met die ondersoek aangegaan is, en as die Direkteur dit verlang word die onbetaalde bedrag van bedoelde onkoste deur die gesagvoerder of eienaar van die skip van die loon wat aan bedoelde seeman of leerling-offisier verkuldig is of verskuldig mag word, afgetrek en aan die Direkteur betaal.

(5) As dit bewys word dat die skip wel 'n onseewaardige skip was, betaal die gesagvoerder of eienaar van die skip aan die Direkteur die onkoste wat in verband met die ondersoek aangegaan is, en betaal bedoelde gesagvoerder of eienaar ook aan die aangeklaagde seeman of leerling-offisier sodanige vergoeding vir die skade wat hy gely het omrede dat die aanklag teen hom aangevoer is, as wat die hof mag toeken.

179. As dit tot oortuiging van 'n bevoegde beampte bewys word dat 'n seeman wat op 'n Suid-Afrikaanse skip in diens geneem is of daartoe behoort, hom skuldig gemaak het aan drosting of afwesigheid sonder verlof, soos onskryf deur artikels *honderd vyf-en-sewentig en honderd ses-en-sewentig*, onderskeidelik, kan die Minister gelas dat die seeman se ontslagsertifikaat agtergehou word vir so 'n tydperk as wat die Minister mag gelas, en terwyl so 'n lasgewing van krag is, kan die bevoegde beampte of enige ander persoon, ondanks andersluidende bepalings in hierdie Wet, weier om afskrifte van enigeen van die seeman se ontslagsertifikaat of gesertifiseerde uittreksels van enige besonderheide oor sy diens of karakter te verstrek.

Droster se ontslagsertifikaat kan agtergehou word.

180. (1) As die Goewerneur-generaal oortuig is dat behoorlike fasiliteite deur die Regering van 'n vroeemde land verskaf word of sal word vir die inbegtenisneming van seelui en leerling-offisiere wat van Suid-Afrikaanse skepe in daardie land dros of sonder verlof afwesig is, kan hy by proklamasie in die *Staatskoerant* verklaar dat die bepalings van sub-artikel (2) vir seelui en leerling-offisiere behorende tot skepe van daardie land geld.

Drosters van vroeemde skepe.

(2) Wanneer die bepalings van hierdie sub-artikel kragtens sub-artikel (1) van toepassing gemaak is op seelui en leerling-offisiere behorende tot skepe van 'n vroeemde land, kan 'n magistraat op aansoek deur die gesagvoerder van 'n skip van daardie land, as hy uit hoofde van informasie onder eed ufgeneem oortuig is dat redelike grond bestaan om te vermoed dat 'n seeman of leerling-offisier van daardie skip gedros het of sonder verlof afwesig is, 'n lasbrief uitreik vir die inbegtenisneming van daardie seeman of leerling-offisier en om hom voor 'n regterlike amptenaar te laat bring. Elke sodanige lasbrief word op dieselfde wyse uitgevoer as 'n lasbrief uitgereik kragtens artikel vier-en-dertig van die „Wet op de Kriminele Procedure en Bewijslevering, 1917" (Wet No. 31 van 1917). 'n Regterlike amptenaar voor wie die seeman of leerling-offisier gebring word, kan, as bewys word dat hy van daardie skip gedros het of sonder verlof afwesig was, beveel dat hy aan boord van daardie skip geneem worl, of aan die gesagvoerder of 'n skeeps-offisier of die eienaar van daardie skip oorgelewer word om aldus aan boord geneem te word, en so 'n bevel word behoorlik uitgevoer.

(3) Niemand herberg of versteek wetens 'n persoon wat kragtens die bepalings van hierdie artikel aan inbegtenisneming onderhewig is nie.

181. As daar op of ten aansien van 'n Suid-Afrikaanse skip 'n oortreding van drosting of afwesigheid sonder verlof of teen die goeie tug soos in hierdie Wet bedoel, gepleeg word, of as die daad van wangedrag gepleeg word waarvoor die oortreder se ooreenoms 'n boete opleë en die voorneme bestaan om die boete af te dwing—

Aantekening van oortredings in amptelike skeepsjoernaal.

(a) word 'n aantekening van die oortreding of daad in die amptelike skeepsjoernaal deur die gesagvoerder gemaak en deur hom asoek deur 'n skeeps-offisier of 'n lid van die bemanning onderteken;

(b) word die oortreder, as hy nog op die skip is, voor die eerste daaropvolgende aankoms van die skip by 'n hawe, of as die skip dan in die hawe is, voor die vertrek daarvandaan, deur die gesagvoerder of voorsien van 'n afskrif van die aantekening, of word dit

and audibly to him in one of the official languages selected by the offender, and he may thereupon make such reply thereto as he thinks fit;

- (c) a statement that a copy of the entry has been so furnished or, as the case may be, that the entry has been so read over, and of the offender's reply (if any) shall be entered and signed in manner aforesaid;
- (d) in any subsequent legal proceedings the entries required by this section shall, if practicable, be produced or proved, and in default of that production or proof the court hearing the case may in its discretion refuse to receive evidence of the offence or act of misconduct.

Official log-books
to be kept.

182. (1) The master of every South African ship of more than one hundred gross register tons, and the master of every South African ship of one hundred gross register tons or less who has entered into an agreement with the crew of the ship, shall keep an official log-book in the prescribed form and in one of the official languages of the Union.

(2) The official log-book may, at the discretion of the master, be kept distinct from or united with the ordinary ship's log-book. In all cases the spaces in the official log-book shall be duly filled up.

(3) An entry required by this Act in an official log-book shall be made as soon as possible after the occurrence to which it relates, and if not made on the same day as that occurrence shall be so made and dated as to show the dates of the occurrence and of the entry respecting it.

(4) Every entry in the official log-book shall be signed by the master, and by a ship's officer or some other member of the crew, and also—

- (a) if it is an entry in respect of illness, hurt, injury or death, by the surgeon or medical practitioner, if any, on board; and
- (b) if it is an entry in respect of wages due to, or of the property of, a seaman or apprentice-officer who dies, by some other member of the crew.

(5) Every entry made in an official log-book in the manner provided by this Act shall be admissible in evidence.

Entries in official
log-books.

183. The master of a ship on board of which an official log-book is required to be kept in terms of this Act shall enter or cause to be entered in that book the following matters:

- (a) every conviction by a legal tribunal of a member of his crew, and the punishment inflicted;
- (b) every offence for which punishment is inflicted on board, and the nature of the punishment inflicted;
- (c) a statement of the conduct, character and qualifications of each member of the crew, or a statement that he declines to express an opinion thereon, with a statement of his reasons for so declining;
- (d) every case of illness, hurt or injury happening to a member of the crew, with the nature thereof, and the medical treatment adopted, if any;
- (e) every case of death happening on board, and the cause thereof, together with such particulars as may be prescribed;
- (f) every birth happening on board, with the sex of the infant and names of the parents, together with such particulars as may be prescribed;
- (g) every marriage taking place on board, with the names and the ages of the parties;
- (h) the name of every seaman or apprentice-officer who ceases to be a member of the crew, otherwise than by death, with the place, time, manner and cause thereof;
- (i) the wages due to any seaman or apprentice-officer who dies during the voyage, and the gross amount of all deductions to be made therefrom;
- (j) every collision with any other ship, and the circumstances under which the same occurred;
- (k) every casualty or accident of which a report is required to be made under this Act;
- (l) every meeting with any other ship at sea, when persons or goods are transhipped; and
- (m) any other matter directed by this Act to be entered.

- duidelik en hoorbaar in een van die amptelike tale deur die oortreder gekies aan hom voorgelies, en hy kan dan daarop antwoord soos hy goedvind;
- (c) word 'n verklaring dat 'n afskrif van die aantekening aldus verstrek is, of, na gelag van die geval, dat die aantekening aldus aan hom voorgelies is, en 'n weergawe van die oortreder se antwoord (as daar een was) aangeteken en onderteken soos tevore bepaal;
- (d) word by daaropvolgende geregtelike prosesverrigtings die aantekeninge wat deur hierdie artikel voorgeskryf word, as dit doenlik is, vertoon of bewys, en kan die hof wat die saak verhoor, by ontstentenis van daardie vertoning of bewys na die goeiedunke weier om getuienis aangaande die oortreding of daad van wan-gedrag toe te laat.

182. (1) Die gesagvoerder van elke Suid-Afrikaanse skip van meer as eenhonderd bruto-registerton, en die gesagvoerder van elke Suid-Afrikaanse skip van eenhonderd of minder bruto-registerton wat 'n ooreenkoms met die bemanning van die skip aangegaan het, hou 'n amptelike skeepsjoernaal in die voorgeskrewe vorm en in een van die landstale van die Unie.

Amptelike
skeepsjoernaal
moet gehou
word.

(2) Die amptelike skeepsjoernaal kan na die goeiedunke van die gesagvoerder afsonderlik of tesame met die gewone skeepsjoernaal gehou word. In alle gevalle word die ruimtes in die amptelike skeepsjoernaal behoorlik ingevul.

(3) 'n Aantekening wat volgens hierdie Wet in 'n amptelike skeepsjoernaal gemaak moet word, word gemaak sonder moontlik na die gebeurte waaroor dit gaan, en as dit nie op dieselfde dag as daardie gebeurte gemaak is nie, word dit so gemaak en gedateer dat dit die datums van die gebeurte en van die desbetreffende aantekening nantoou.

(4) Elke aantekening in die amptelike skeepsjoernaal word onderteken deur die gesagvoerder, en deur 'n skeeps-offisier of 'n ander lid van die bemanning, asook—

- (a) deur die chirurg of geneesheer (as daar een is) aan boord as dit 'n aantekening betreffende siekte, letsel, hesering of dood is; en
- (b) deur 'n ander lid van die bemanning as dit 'n aantekening is betreffende loon verskuldig aan, of die eiendom van, 'n seeman of leerling-offisier wat sterwe.

(5) Elke aantekening in 'n amptelike skeepsjoernaal op die wyse in hierdie Wet bepaal, is toelaatbaar as getuienis.

183. Die gesagvoerder van 'n skip aan boord waarvan 'n amptelike skeepsjoernaal ingevolge hierdie Wet gehou moet word, teken die volgende sake in daardie joernaal aan of laat dit aanteken:

Aantekeninge
in amptelike
skeepsjoernaal.

- (a) elke skuldigbevinding deur 'n geregshof van 'n lid van sy bemanning, en die opgelegde straf;
- (b) elke oortreding waarvoor straf aan boord opgelê is, en die aard van die opgelegde straf;
- (c) 'n uiteensetting van die gedrag, karakter en kwalifikasies van elke lid van die bemanning, of 'n verklaring dat hy weier om 'n mening daarvoor uit te spreek, met 'n opgawe van die redes vir sodanige weiering;
- (d) elke geval van siekte, letsel of besering wat 'n lid van die bemanning oorkom, met die aard daarvan, en die mediese behandeling wat toegepas is, as daar sodanige behandeling was;
- (e) elke sterfgeval aan boord, en die oorsaak daarvan, tesame met sodanige besonderhede as wat voorgeskryf mag word;
- (f) elke geboorte wat aan boord plaasvind, met die geslag van die babbetje en name van die ouers, tesame met sodanige besonderhede as wat voorgeskryf mag word;
- (g) elke huwelik wat aan boord voltrek word, met die name en ouderdomme van die partye;
- (h) die naam van elke seeman of leerling-offisier wat optou om 'n lid van die bemanning te wees, anders as deur oorlye, met die plek, tyd, manier en oorsaak daarvan;
- (i) die loon verskuldig aan enige seeman of leerling-offisier wat tydens die reis sterwe, en die totale bedrag van alle aftrekkings wat daarvan gemaak moet word;
- (j) elke botsing met 'n ander skip, en die omstandighede waaronder dit plaasgevind het;
- (k) elke ongeval of ongeluk waarvan kragtens hierdie Wet verslag gedoen moet word;
- (l) elke ontmoeting met 'n ander skip ter see wanneer persone of goedere oorgelaai word; en
- (m) enige ander saak wat volgens hierdie Wet aangeteken moet word.

Unlawful entries
or alterations in
official log-books.

184. (1) No person shall twenty-four hours after the arrival of a South African ship at its final port of destination of a voyage make any entry in the official log-book of that ship respecting an occurrence prior to the arrival of the ship at that port.

(2) No person shall wilfully destroy or mutilate or render illegible an entry in an official log-book, or wilfully make a false entry in such book, or wilfully fail to make any entry which it is his duty to make in such book.

Delivery of official
log-books to proper
officer.

185. The master of every ship on board of which an official log-book is required to be kept in terms of this Act shall within forty-eight hours after the ship's arrival at its final port of destination in the Union or upon the discharge of the crew, whichever first happens, deliver the official log-book of the voyage to the proper officer before whom the crew is discharged.

Transmission of
official log-books to
proper officer.

186. (1) If for any reason the official log-book ceases to be required in respect of a South African ship, the master or owner of the ship, shall, if the ship is then in the Union, within one month, and if it is elsewhere, within six months, after the cessation, deliver or transmit to the proper officer at the port to which the ship belonged the official log-book duly completed up to the time of the cessation.

(2) If a ship is lost or abandoned the master or owner thereof shall, if practicable, and as soon as possible, deliver or transmit to the proper officer at the port to which the ship belonged the official log-book duly completed up to the time of the loss or abandonment.

Documents to be
handed to
successor on
change of master.

187. If, at any time before or during the progress of a voyage, the master of a South African ship is removed or superseded, or, for any other reason, quits the ship and is succeeded in the command by some other person, he shall deliver to his successor the various documents in his custody relating to the navigation of the ship and to the crew, and his successor shall immediately on assuming the command of the ship enter in the official log-book a list of the documents so delivered to him.

List of the crew.

188. (1) The master of any South African ship, shall, upon the discharge of the crew, whether within or outside the Union, if by section one hundred and two he is required to enter into an agreement with the crew, make out and sign a list (in this Act referred to as the list of the crew), in the prescribed form, and containing the following particulars:

- (i) the number and date of the ship's register, and her register tonnage;
- (ii) the length and general nature of the voyage or employment;
- (iii) the names, ages, and places of birth of all the crew, including the master and apprentice-officers; their ratings on board, their last ships or other employments, and the dates and places of their joining the ship;
- (iv) the names of any of the crew who have ceased to belong to the ship, with the times, places, causes, and circumstances thereof;
- (v) the names of any members of the crew who have been maimed or hurt, with the time, place, cause, and circumstances thereof;
- (vi) the wages due at the time of death to any of the crew who have died;
- (vii) the property belonging to any of the crew who have died, with a statement of the manner in which it has been dealt with, and the money for which any part of it has been sold.

(2) The master shall upon the discharge of the crew deliver the list of the crew to the proper officer before whom the crew is discharged, and the proper officer shall give to the master a certificate of such delivery, and any such ship may be detained until the certificate is produced.

(3) If a South African ship is lost or abandoned, the master or owner thereof shall, if practicable, and as soon as possible, deliver or transmit to the proper officer at the port to which the ship belonged the list of the crew, duly made out to the time of the loss or abandonment.

184. (1) Niemand maak vier-en-twintig uur na die aankoms van 'n Suid-Afrikaanse skip by die finale bestemmingshawes van 'n reis, enige aantekening in die amptelike skeepsjoernaal van daardie skip aangaande 'n gebeurtenis wat voor die aankoms van die skip by daardie hawe plaasgevind het nie.

Onwettige aantekeninge of veranderings in amptelike skeepsjoernaal.

(2) Niemand vernietig opsetlik 'n aantekening in 'n amptelike skeepsjoernaal, of verniel dit opsetlik of maak dit opsetlik onleesbaar, of maak opsetlik 'n valse aantekening in bedoelde boek, of bly opsetlik in gebreke om 'n aantekening te maak wat hy pligshalve in bedoelde boek moet maak nie.

185. Die gesagvoerder van elke skip aan boord waarvan 'n amptelike skeepsjoernaal kragtens hierdie Wet gehou moet word, lewer die amptelike joernaal van die reis af aan die bevoegde beampte voor wie die bemanning ontslaan word, binne agt-en-veertig uur na die skip se aankoms by sy laaste bestemmingshawes in die Unie of by die ontslag van die bemanning, watter een van die twee ookal eerste gebeur.

Aflewering van amptelike skeepsjoernaal aan bevoegde beampte.

186. (1) Indien om enige rede die amptelike skeepsjoernaal nie meer ter nansien van 'n Suid-Afrikaanse skip aangelou hoef te word nie, lewer of stuur die gesagvoerder of eienaar van die skip binne 'n maand, as die skip dan in die Unie is, en binne ses maande, as dit elders is, na die opheffing van daardie plig, die amptelike skeepsjoernaal behoorlik voltooi tot op die tydstop van die opheffing van die plig aan die bevoegde beampte by die hawe waartoe die skip behoort het.

Stuur van amptelike skeepsjoernaal aan bevoegde beampte.

(2) As 'n skip verlore gaan of verlaat word, lewer of stuur die gesagvoerder of eienaar daarvan, as dit doenlik is en so gou moontlik, die amptelike skeepsjoernaal behoorlik voltooi tot op die tydstop van die verlies of verlaten aan die bevoegde beampte by die hawe waartoe die skip behoort het.

187. As die gesagvoerder van 'n Suid-Afrikaanse skip te eniger tyd voor of gedurende 'n reis verwyder of vervang word, of om enige ander rede die skip verlaat en deur 'n ander persoon in die bevel opgevolg word, lewer hy die verskillende dokumente in sy bewaring betreffende die navigasie van die skip en die bemanning aan sy opvolger af en sy opvolger teken onmiddellik by sy aanvaarding van die bevel van die skip 'n lys van die dokumente wat aldus aan hom gelewer is in die amptelike skeepsjoernaal aan.

Dokumente moet aan opvolger by verwisseling van gesagvoerder oorhandig word.

188. (1) Die gesagvoerder van elke Suid-Afrikaanse skip moet, wanneer die bemanning ontslaan word, hetsy binne of buite die Unie, indien hy by artikel honderd-en-twee verplig word om 'n ooreenkoms met die bemanning aan te gaan, 'n lys (in hierdie Wet die lys van die bemanning genoem) in die voorgeskrewe vorm opstel en onderteken wat die volgende besonderhede bevat:

Lys van die bemanning.

- (i) die nommer en datum van die skip se register, en sy geregistreerde tonnemaat;
- (ii) die lengte en algemene aard van die reis of werk;
- (iii) die name, ouderdomme en geboorteplekke van al die lede van die bemanning, insluitende die gesagvoerder en leerling-offisiere; hul grade aan boord, hul laaste vorige skepe of ander werkkruige, en die datums en plekke van hul aansluiting by die skip;
- (iv) die name van lede van die bemanning wat opgehou het om tot die skip te behoort, met die tye, plekke, oorsake en omstandighede daarvan;
- (v) die name van lede van die bemanning wat vermink of beseer is, met die tyd, plek, oorsake en omstandighede daarvan;
- (vi) die loon ten tyde van sy dood verskuldig aan 'n lid van die bemanning wat oorlede is;
- (vii) die eiendom behorende aan 'n lid van die bemanning wat gesterwe het, met 'n uiteensetting van wat daarmee gedoen is, en die gold waarvoor enige gedeelte daarvan verkoop is.

(2) By ontslag van die bemanning lewer die gesagvoerder die lys van die bemanning aan die bevoegde beampte voor wie die bemanning ontslaan word, af, en die bevoegde beampte gee 'n sertifikaat van sodanige aflewering aan die gesagvoerder, en enige sodanige skip kan aangehou word totdat die sertifikaat vertoon word.

(3) As 'n Suid-Afrikaanse skip verlore gaan of verlaat word, lewer of stuur die gesagvoerder of eienaar daarvan, as dit doenlik is, en so gou moontlik, die lys van die bemanning, behoorlik voltooi tot op die tydstop van die verlies of verlaten, aan die bevoegde beampte by die hawe waartoe die skip behoort het.

Returns of births and deaths.

189. (1) Within forty-eight hours after the arrival of any ship at any port in the Union, the master shall deliver or transmit to the proper officer in the prescribed form a return of such particulars as may be prescribed—

- (a) in the case of a South African ship, of every birth of a child and every death of a person on board the ship which has occurred after the last preceding occasion on which the ship left a port in the Union; or
- (b) in the case of a ship other than a South African ship, of every birth of a child on board the ship whose parents reside or intend to reside in the Union, and of every death of a person on board the ship who at the time of his death was residing in the Union, which has occurred during the voyage.

(2) The proper officer shall transmit every such return received by him to the district registrar or assistant district registrar of births and deaths within whose area the port is situated.

CHAPTER V.

SAFETY OF SHIPS AND LIFE AT SEA.

PART I.

Construction of Ships, Provision of Life-saving Appliances and Installation of Radio.

Initial and subsequent surveys of vessels in respect of safety provisions.

190 (1) If the owner of any vessel which, in terms of this Act, is required to be registered or licensed desires that a safety convention certificate or a local safety certificate be issued in respect of the vessel, he shall, before he applies for the issue of the certificate, cause her to be inspected by a surveyor.

(2) The owner of every vessel in respect of which a safety convention certificate or a local safety certificate has been issued shall cause her to be inspected by a surveyor at intervals, calculated from the date of the initial survey referred to in sub-section (1), as follows:

- (a) in the case of a passenger ship, at intervals not exceeding twelve months in accordance with the construction regulations, the life-saving equipment regulations, the collision regulations and the radio regulations;
- (b) in the case of a vessel (other than a passenger ship) plying on international voyages, at intervals not exceeding twenty-four months in accordance with the construction regulations, the life-saving equipment regulations and the collision regulations;
- (c) in the case of a vessel (other than a passenger ship) which does not ply on international voyages, at intervals not exceeding twelve months in accordance with the construction regulations, the life-saving equipment regulations and the collision regulations;
- (d) in the case of a vessel (other than a passenger ship), which by the radio regulations is required to be fitted with a radio installation, at intervals not exceeding twelve months in accordance with the radio regulations applicable to her.

(3) On the inspection of a vessel in terms of sub-section (1) or (2) there shall be paid by the owner of the vessel such fee as may be prescribed.

Surveyor's report on inspection under safety regulations.

191. (1) Every surveyor who inspects a vessel in pursuance of section one hundred and ninety or any provision of the construction regulations, the life-saving equipment regulations, the radio regulations or the collision regulations shall draw up a report of his inspection in the prescribed form.

(2) The report shall contain full and clear statements as to the extent to which, in the case of an inspection of a ship referred to in paragraph (a), (b), (c) or (d) of sub-section (2) of the said section, the vessel is constructed and equipped in accordance with the regulations referred to in those paragraphs, respectively, and as to all matters on which the form indicates that a report is required.

(3) The surveyor shall forward the report to the proper officer.

Issue of safety convention certificates in respect of passenger ships.

192. If, after consideration of the report of a surveyor, the Minister is satisfied—

189. (1) Binne agt-en-veertig uur na die aankoms van enige skip in enige hawe in die Unie lewer of stuur die gesagvoerder in die voorgeskrewe vorm aan die bevoegde beampte 'n opgawe van sodanige besonderhede as wat voorgeskryf word—

Opgawes van geboortes en sterfgevälle.

- (a) in die geval van 'n Suid-Afrikaanse skip, van elke geboorte van 'n kind en elke sterfgeval aan boord van die skip wat voorgekom het nadat die skip by die laaste vorige geleentheid 'n hawe in die Unie verlaat het; of
 - (b) in die geval van 'n ander skip as 'n Suid-Afrikaanse skip, van elke geboorte aan boord van die skip van 'n kind wie se ouers in die Unie woon of voornemens is om daarin te woon en van elke sterfgeval aan boord van die skip van 'n persoon wat ten tyde van sy dood in die Unie gewoon het, wat tydens die reis voorgeval het.
- (2) Die bevoegde beampte stuur elke sodanige opgawe wat deur hom ontvang word, aan die distriksregistrator of assistent-distriksregistrator van geboortes en sterfgevälle binne wie se gebied die hawe geleë is.

HOOFSTUK V.

VEILIGHEID VAN SKEPE EN MENSELEWENS TER SEE.

DEEL I.

Konstruksie van Skepe, Verskaffing van Reddingsuitrusting en Radiotoerusting.

190. (1) As die eienaar van 'n vaartuig wat luidens hierdie Wet geregistreer of gelisensieer moet wees, verlang dat 'n veiligheidskonvensiesertifikaat of 'n plaaslike veiligheidsertifikaat ten aansien van die vaartuig uitgereik word, sorg hy dat voor hy om die uitreiking van die sertifikaat aansoek doen, die vaartuig deur 'n opnemer geïnspekteer word.

Eerste en daaropvolgende ondersoek van skepe ten opsigte van voorskrifte in verband met veiligheid.

(2) Die eienaar van elke vaartuig ten aansien waarvan 'n veiligheidskonvensiesertifikaat of 'n plaaslike veiligheidsertifikaat uitgereik is, sorg dat die vaartuig by tussenpose, bereken vanaf die datum van die eerste inspeksie bedoel in sub-artikel (1), deur 'n opnemer geïnspekteer word, soos volg:

- (a) in die geval van 'n passasierskip, by tussenpose van hoogstens twaalf maande, in ooreenstemming met die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die regulasies in verband met botsings en die radio-regulasies;
 - (b) in die geval van 'n vaartuig (behalwe 'n passasierskip) wat op internasionale reise vaar, by tussenpose van hoogstens vier-en-twintig maande, in ooreenstemming met die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting en die regulasies in verband met botsings;
 - (c) in die geval van 'n vaartuig (behalwe 'n passasierskip) wat nie op internasionale reise vaar nie, by tussenpose van hoogstens twaalf maande, in ooreenstemming met die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting en die regulasies in verband met botsings;
 - (d) in die geval van 'n vaartuig (behalwe 'n passasierskip) wat volgens die radio-regulasies met 'n radio-installasie toegerus moet wees, by tussenpose van hoogstens twaalf maande, in ooreenstemming met die radio-regulasies wat daarop van toepassing is.
- (3) By die inspeksie van 'n vaartuig ingevolge sub-artikel (1) of (2) word sodanige gelde as wat voorgeskryf is, deur die eienaar van die vaartuig betaal.

191. (1) Elke opnemer wat na aanleiding van artikel honderd-en-negentig een of ander bepaling van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies of die regulasies in verband met botsings 'n vaartuig inspekteer, stel 'n verslag van sy inspeksie in die voorgeskrewe vorm op.

Verslag van opnemer ingevolge veiligheidsregulasies.

(2) Die verslag moet volledige en duidelike verklarings bevat aangaande die mate waarin, in die geval van 'n inspeksie van 'n skip bedoel in paragraaf (a), (b), (c) of (d), onderskeidelik, van sub-artikel (2) van vermeldde artikel, die vaartuig ooreenkomstig die in daardie paragrafe vermeldde regulasies gebou en toegerus is, en aangaande alle sake waaromtrent die vorm aandui dat 'n verslag vereis word.

(3) Die opnemer stuur sy verslag aan die bevoegde beampte.

192. As die Minister na oorweging van die verslag van 'n opnemer oortuig is—

Uitrek van veiligheidskonvensiesertifikaat ten aansien van passasierskepe.

- (a) that a passenger ship which, in terms of this Act, is required to be registered is constructed and equipped in accordance with all the requirements of the construction regulations, the life-saving equipment regulations, the radio regulations and the collision regulations applicable to the ship when plying on international voyages, he shall cause to be issued in respect of the ship a general safety certificate, stating that she is so constructed and equipped;
- (b) that a passenger ship which, in terms of this Act, is required to be registered is constructed and equipped in accordance with all the requirements of the construction regulations, the life-saving equipment regulations, the radio regulations and the collision regulations applicable to the ship when plying on short international voyages, he shall cause to be issued in respect of the ship a short voyage safety certificate, stating that she is so constructed and equipped;
- (c) that a passenger ship which, in terms of this Act, is required to be registered is exempt, by virtue of the exercise by him of a power conferred on him by the construction regulations, the life-saving equipment regulations, the radio regulations or the collision regulations, from any of the requirements of the said regulations applicable to the ship when plying on international voyages, or on short international voyages, or when engaged in any special passenger trade, and that she is constructed and equipped in accordance with the remaining requirements, he shall cause to be issued in respect of the ship—
 - (i) a passenger ship's exemption certificate stating which of the said requirements the ship is exempt from, and that the exemption is conditional on her plying only on the voyages and being engaged only in the trade and complying with the other conditions (if any) specified in the certificate; and
 - (ii) a qualified safety certificate stating that the ship is constructed and equipped in accordance with the remaining requirements.

Issue of safety convention certificates in respect of ships other than passenger ships.

193. If, after consideration of the report of a surveyor, the Minister is satisfied—

- (1) that a ship (other than a passenger ship) of not less than five hundred gross register tons which, in terms of this Act, is required to be registered is constructed and equipped in accordance with all the requirements of the construction regulations, the life-saving equipment regulations and the collision regulations applicable to the ship when plying on international voyages, he shall cause to be issued in respect of the ship a safety equipment certificate, stating that she is so constructed and equipped;
- (2) that a ship (other than a passenger ship) of not less than five hundred gross register tons which, in terms of this Act, is required to be registered is exempt, by virtue of the exercise by him of a power conferred on him by the construction regulations, the life-saving equipment regulations or the collision regulations, from any of the requirements of the said regulations applicable to the ship when plying on international voyages, and that she is constructed and equipped in accordance with the remaining requirements, he shall cause to be issued in respect of the ship—
 - (a) a safety equipment exemption certificate stating which of the said requirements the ship is exempt from, and that the exemption is conditional on her complying with the conditions (if any) specified in the certificate; and
 - (b) a qualified safety equipment certificate stating that the ship is constructed and equipped in accordance with the remaining requirements;
- (3) that a ship (other than a passenger ship) of not less than five hundred gross register tons which, in terms of this Act, is required to be registered is equipped in accordance with all the requirements of the radio

- (a) dat 'n passasierskip wat volgens hierdie Wet geregistreer moet wees, ooreenkomstig al die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies en die regulasies in verband met botsings wat op die skip van toepassing is wanneer dit op internasionale reise vaar, gebou en toegerus is, laat hy ten aansien van daardie skip 'n algemene veiligheidsertifikaat uitreik, waarin verklaar word dat die skip aldus gebou en toegerus is;
- (b) dat 'n passasierskip wat volgens hierdie Wet geregistreer moet wees, ooreenkomstig al die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies en die regulasies in verband met botsings wat op die skip van toepassing is wanneer dit op kort internasionale reise vaar, gebou en toegerus is, laat hy ten aansien van daardie skip 'n kortreis-veiligheidsertifikaat uitreik, waarin verklaar word dat die skip aldus gebou en toegerus is;
- (c) dat 'n passasierskip wat volgens hierdie Wet geregistreer moet wees, uit hoofde van die beoefening deur hom van 'n bevoegdheid aan hom verleen deur die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies of die regulasies in verband met botsings, vrygestel is van een of ander van die vereistes van gemelde regulasies wat op die skip van toepassing is wanneer dit op internasionale reise of op kort internasionale reise vaar of in een of ander spesiale passasiersvervoer gebruik word, en dat dit ooreenkomstig die oorblywende vereistes gebou en toegerus is, laat hy ten aansien van daardie skip—
 - (i) 'n passasierskip se vrystellingsertifikaat uitreik, waarin verklaar word van watter van gemelde vereistes die skip vrygestel is, en dat die vrystelling onderhewig is daaraan dat die skip slegs op die reise vaar en slegs in die vervoer gebruik word en aan die ander voorwaardes voldoen (as daar is) wat in die sertifikaat vermeld word; en
 - (ii) 'n voorwaardelike veiligheidsertifikaat uitreik, waarin verklaar word dat die skip ooreenkomstig die oorblywende vereistes gebou en toegerus is.

193. As die Minister na oorweging van die verslag van 'n Uitreik van veiligheids- opnemers oortuig is—

- (1) dat 'n skip (behalwe 'n passasierskip) van minstens vyfhonderd bruto-registerton wat volgens hierdie Wet geregistreer moet wees, ooreenkomstig al die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting en die regulasies in verband met botsings wat op die skip van toepassing is wanneer dit op internasionale reise vaar, gebou en toegerus is, laat hy ten aansien van daardie skip 'n veiligheidsuitrustingsertifikaat uitreik, waarin verklaar word dat die skip aldus gebou en toegerus is;
- (2) dat 'n skip (behalwe 'n passasierskip) van minstens vyfhonderd bruto-registerton wat volgens hierdie Wet geregistreer moet wees, uit hoofde van die beoefening deur hom van 'n bevoegdheid aan hom verleen deur die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting of die regulasies in verband met botsings, vrygestel is van een of ander van die vereistes van gemelde regulasies wat op die skip van toepassing is wanneer dit op internasionale reise vaar, en dat dit ooreenkomstig die oorblywende vereistes gebou en toegerus is, laat hy ten aansien van daardie skip—
 - (a) 'n veiligheidsuitrusting-vrystellingsertifikaat uitreik, waarin verklaar word van watter van gemelde vereistes die skip vrygestel is, en dat die vrystelling onderhewig is daaraan dat die skip aan die voorwaardes voldoen (as daar is) wat in die sertifikaat vermeld word; en
 - (b) 'n voorwaardelike veiligheidsuitrustingsertifikaat uitreik, waarin verklaar word dat die skip ooreenkomstig die oorblywende vereistes gebou en toegerus is;
- (3) dat 'n skip (behalwe 'n passasierskip) van minstens vyfhonderd bruto-registerton wat volgens hierdie Wet geregistreer moet wees, ooreenkomstig al die vereistes van die radio-regulasies wat op die skip

Uitreik van veiligheids-
konvensie-
sertifikate ten
aansien van
ander skepe as
passasierskepe.

regulations applicable to the ship when plying on international voyages, he shall cause to be issued in respect of the ship—

- (a) if she is equipped with a radiotelegraph installation, a safety radiotelegraph certificate, stating that she is equipped in accordance with the said requirements; or
 - (b) if she is equipped with a radiotelephone installation, a safety radiotelephony certificate, stating that she is equipped in accordance with the said requirements;
- (4) that a ship (other than a passenger ship) of not less than five hundred gross register tons which, in terms of this Act, is required to be registered is exempt, by virtue of the exercise by him of a power conferred on him by the radio regulations, from any of the requirements of the said regulations applicable to the ship when plying on international voyages, and that she is equipped in accordance with the remaining requirements, he shall cause to be issued in respect of the ship—
- (a) a qualified safety radio exemption certificate stating which of the said requirements the ship is exempt from, and that the exemption is conditional on her complying with the conditions (if any) specified in the certificate; and
 - (b) (i) if she is equipped with a radiotelegraph installation, a qualified safety radiotelegraph certificate, stating that she is equipped in accordance with the remaining requirements; or
 - (ii) if she is equipped with a radiotelephone, a qualified safety radiotelephony certificate, stating that she is equipped in accordance with the remaining requirements;
- (5) that a ship (other than a passenger ship) of not less than five hundred gross register tons which, in terms of this Act, is required to be registered is wholly exempt, by virtue of the exercise by him of a power conferred on him by the radio regulations, from the requirements of the said regulations applicable to the ship when plying on international voyages, he shall cause to be issued in respect of the ship a safety radio exemption certificate stating that she is wholly exempt from the said requirements, and that the exemption is conditional on her complying with the conditions (if any) specified in the certificate.

Issue of local
safety
certificates.

194. (1) If, after consideration of the report of a surveyor, the Director is satisfied that a vessel referred to in sub-section (2)—

- (a) is constructed and equipped in accordance with all the requirements of the construction regulations, the life-saving equipment regulations, the radio regulations and the collision regulations applicable to the vessel when engaged in the voyages or the operations in which it is intended that she shall be engaged, he shall cause to be issued in respect of the vessel a local general safety certificate stating that she is so constructed and equipped, and specifying the voyages or the operations in which the vessel is by the certificate authorized to be engaged;
- (b) is exempt, by virtue of the exercise by him of a power conferred on him by the regulations referred to in paragraph (a), from any of the requirements of the said regulations and is constructed and equipped in accordance with the remaining requirements, he shall cause to be issued in respect of the vessel—
 - (i) a local safety exemption certificate stating which of the said requirements the vessel is exempt from, and that the exemption is conditional on her being engaged only in the voyages or operations and complying with the other conditions (if any) specified in the certificates; and
 - (ii) a qualified local safety certificate stating that the vessel is constructed and equipped in accordance with the remaining requirements.

- van toepassing is wanneer dit op internasionale reise vaar, toegerus is, laat hy ten aansien van die skip—
- (a) as dit met 'n radiotelegrafiese installasie toegerus is, 'n veiligheidsradiotelegrafiesertifikaat uitreik, waarin verklaar word dat die skip ooreenkomstig gemelde vereistes toegerus is; of
 - (b) as dit met 'n radiotelefooninstallasie toegerus is, 'n veiligheidsradiotelefoniesertifikaat uitreik, waarin verklaar word dat die skip ooreenkomstig gemelde vereistes toegerus is;
- (4) dat 'n skip (behalwe 'n passasierskip) van minstens vyfhonderd bruto-registerton wat volgens hierdie Wet geregistreer moet wees, uit hoofde van die beoefening deur hom van 'n bevoegdheid aan hom verleen deur die radio-regulasies, vrygestel is van een of ander van die vereistes van gemelde regulasies wat op die skip van toepassing is wanneer dit op internasionale reise vaar, en dat dit ooreenkomstig die oorblywende vereistes toegerus is, laat hy ten aansien van die skip—
- (a) 'n voorwaardelike veiligheidsradio-vrystellingsertifikaat uitreik, waarin verklaar word van watter van gemelde vereistes die skip vrygestel is, en dat die vrystelling onderhewig is daaraan dat die skip aan die voorwaardes voldoen (as daar is) wat in die sertifikaat vermeld word; en
 - (b) (i) as dit met 'n radiotelegrafiese installasie toegerus is, 'n voorwaardelike veiligheidsradiotelegrafiesertifikaat uitreik, waarin verklaar word dat die skip ooreenkomstig die oorblywende vereistes toegerus is; of
 - (ii) as dit met 'n radiotelefooninstallasie toegerus is, 'n voorwaardelike veiligheidsradiotelefoniesertifikaat uitreik, waarin verklaar word dat die skip ooreenkomstig die oorblywende vereistes toegerus is;
- (5) dat 'n skip (behalwe 'n passasierskip) van minstens vyfhonderd bruto-registerton wat volgens hierdie Wet geregistreer moet wees, uit hoofde van die beoefening deur hom van 'n bevoegdheid aan hom verleen deur die radio-regulasies, geheel-en-al vrygestel is van die vereistes van gemelde regulasies wat op die skip van toepassing is wanneer dit op internasionale reise vaar, laat hy ten aansien van die skip 'n veiligheidsradio-vrystellingsertifikaat uitreik, waarin verklaar word dat die skip geheel-en-al van gemelde vereistes vrygestel is, en dat die vrystelling onderhewig is daaraan dat die skip aan die voorwaardes voldoen (as daar is) wat in die sertifikaat vermeld word.

194. (1) As die Direkteur na oorweging van die verslag van 'n opnemer oortuig is dat 'n in sub-artikel (2) bedoelde vaartuig—

Uitreik van plaaslike veiligheids-sertifikaat.

- (a) ooreenkomstig al die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddings-uitrusting, die radio-regulasies en die regulasies in verband met botsings wat op die skip van toepassing sou wees wanneer dit gebruik word op die reise waarop of vir die werk waarvoor dit bestem is om gebruik te word, gebou en toegerus is, laat hy ten aansien van die vaartuig 'n plaaslike algemene veiligheidsertifikaat uitreik, waarin verklaar word dat die vaartuig aldus gebou en toegerus is, en waarin vermeld word die reise waarop en die werk waarvoor die sertifikaat vir die gebruik van die vaartuig magtiging verleen;
- (b) uit hoofde van die beoefening deur hom van 'n bevoegdheid aan hom verleen deur die in paragraaf (a) bedoelde regulasies, vrygestel is van een of ander van die vereistes van gemelde regulasies en ooreenkomstig die oorblywende vereistes gebou en toegerus is, laat hy ten aansien van die vaartuig—
 - (i) 'n plaaslike veiligheid-vrystellingsertifikaat uitreik, waarin verklaar word van watter van gemelde vereistes die vaartuig vrygestel is, en dat die vrystelling onderhewig is daaraan dat die vaartuig slegs op die reise of vir die werk gebruik word en aan die ander voorwaardes voldoen (as daar is) wat in die sertifikaat vermeld word; en
 - (ii) 'n voorwaardelike plaaslike veiligheidsertifikaat uitreik, waarin verklaar word dat die vaartuig ooreenkomstig die oorblywende vereistes gebou en toegerus is.

(2) The provisions of sub-section (1) shall apply in respect of all—

- (a) passenger ships of whatever size which are not intended to be engaged in international voyages; or
- (b) ships (other than passenger ships)—
 - (i) of less than five hundred gross register tons which are intended to be engaged in international voyages; or
 - (ii) of whatever size which are not intended to be engaged in international voyages,

and which, in terms of this Act, are required to be registered or licensed.

Form of safety certificate.

195. (1) Every safety convention certificate and every local safety certificate shall be in the form prescribed.

(2) Every general safety certificate, short voyage safety certificate, qualified safety certificate, safety equipment certificate, qualified safety equipment certificate, local general safety certificate or qualified local safety certificate shall state the maximum number of persons which the vessel is fit to carry, distinguishing, if necessary, between the respective numbers to be carried on the deck and in the cabins and in different parts of the deck and cabins, and any conditions and variations to which those numbers shall be subject, according to the time of year, the nature of the voyage, the cargo carried, or other circumstances, as the case requires.

(3) Every local general safety certificate or qualified local safety certificate shall state the limits, if any, beyond which the vessel is not fit to proceed, and such other particulars as may be prescribed.

Modification of safety convention certificates as respects life-saving appliances.

196. (1) If, on any international voyage, a passenger ship registered in the Union, in respect of which a safety convention certificate is in force, has on board a total number of persons less than the number stated in that certificate to be the number for which the life-saving appliances on the ship provides, the Director or any other person authorized by him for the purpose may, at the request of the master of the ship, issue a memorandum stating the total number of persons carried on the ship on that voyage, and the consequent modification which may be made for the purpose of that voyage in the particulars with respect to life-saving appliances stated in the certificate, and that memorandum shall be annexed to the certificate.

(2) The master of the ship in respect of which any such memorandum has been issued shall return it to the Director at the end of the voyage to which it relates.

(3) If a recognized non-Union safety convention certificate is produced in respect of a passenger ship not registered in the Union, and there is attached to the certificate a memorandum which—

- (a) has been issued by or under the authority of the Government of the country in which the ship is registered; and
- (b) modifies for the purpose of any particular voyage, in view of the number of persons actually carried on that voyage, the particulars stated in the certificate with respect to life-saving appliances,

the certificate shall have effect for the purpose of that voyage as if it were modified in accordance with the memorandum.

Duration of safety certificates.

197. (1) A safety convention certificate or a local safety certificate shall expire at the end of such period, not exceeding two years, in the case of a safety equipment certificate, a qualified safety equipment certificate or a safety equipment exemption certificate, or one year, in the case of any other certificate, from the date of its issue, as may be specified therein, or upon the giving of notice by the Director to the owner or master of the vessel that it has been cancelled.

(2) A passenger ship's exemption certificate shall remain in force for the same period as the qualified safety certificate, a safety equipment exemption certificate for the same period as the qualified safety equipment certificate, a qualified safety radio exemption certificate for the same period as the qualified safety radiotelegraphy certificate or the qualified safety radiotelephony certificate (as the case may be), and a local safety exemption certificate for the same period as the qualified local safety certificate, issued in respect of the same vessel.

(3) The Minister or any person thereto authorized by him may grant an extension of any safety convention certificate, and the Director may grant an extension of any local safety

(2) Die bepalinge van sub-artikel (1) geld vir alle—

(a) passasierskepe van watter grootte ook al, wat nie bestem is om op internasionale reise gebruik te word nie; of

(b) skepe (behalwe passasierskepe)—

(i) van minder as vyfhonderd bruto-registerton, wat bestem is om op internasionale reise gebruik te word; of

(ii) van watter grootte ook al, wat nie bestem is om op internasionale reise gebruik te word nie, en wat volgens hierdie Wet geregistreer of gelisensieer moet wees.

195. (1) Elke veiligheidskonvensiesertifikaat en elke plaaslike veiligheidsertifikaat moet in die voorgeskrewe vorm wees.

Vorm van veiligheidsertifikaat.

(2) Elke algemene veiligheidsertifikaat, kortreis-veiligheidsertifikaat, voorwaardelike veiligheidsertifikaat, veiligheidsuitrustingsertifikaat, voorwaardelike veiligheidsuitrustingsertifikaat, plaaslike algemene veiligheidsertifikaat of voorwaardelike plaaslike veiligheidsertifikaat vermeld die maksimum-aantal persone wat die skip geskik is om te vervoer, met afsonderlike opgawes, as dit nodig is, van die getalle wat onderskeidelik op die dek en in die kajuite en in verskillende dele van die dek en kajuite vervoer moet word, en enige voorwaardes en wisselinge waaraan daardie getalle onderworpe is, na die jaargety, die aard van die reis, die vraag wat vervoer word, of ander omstandighede, al na die geval.

(3) Elke plaaslike algemene veiligheidsertifikaat of voorwaardelike plaaslike veiligheidsertifikaat vermeld die perke (as daar is) waarbuite die vaartuig nie geskik is om te vaar nie, en sodanige ander besonderhede as wat voorgeskryf word.

196. (1) As 'n passasierskip in die Unie geregistreer, ten aansien waarvan 'n veiligheidskonvensiesertifikaat van krag is, op enige internasionale reis 'n totale aantal persone aan boord het kleiner as die getal in daardie sertifikaat vermeld as die getal waarvoor die reddingstoestelle op die skip voorsiening maak, kan die Direkteur, of 'n ander persoon wat deur hom vir die doel gemagtig is, op versoek van die skip se gesagvoerder 'n memorandum uitreik waarin die totale aantal persone wat op daardie skip op daardie reis vervoer word, vermeld word, en die gevolglike modifikasie wat vir daardie reis in die besonderhede betreffende reddingstoestelle vermeld in die sertifikaat gemaak kan word, en daardie memorandum word aan die sertifikaat geheg.

Modifikasie van veiligheidskonvensiesertifikaat wat betref reddingstoestelle.

(2) Die gesagvoerder van die skip ten aansien waarvan 'n memorandum uitgereik is, stuur dit aan die Direkteur terug aan die einde van die reis waarop dit betrekking het.

(3) As 'n erkende nie-Unie-veiligheidskonvensiesertifikaat vertoon word ten aansien van 'n passasierskip wat nie in die Unie geregistreer is nie, en dan die sertifikaat 'n memorandum geheg is wat—

(a) uitgereik is deur of op gesag van die Regering van die land waarin die skip geregistreer is; en

(b) vir die doeleindes van 'n besondere reis, met die oog op die aantal persone wat werklik op daardie reis vervoer word, die besonderhede vermeld in die sertifikaat betreffende reddingstoestelle modificeer,

is die sertifikaat vir daardie reis roggeldig asof dit gemodificeer is in ooreenstemming met die memorandum.

197. (1) 'n Veiligheidskonvensiesertifikaat of 'n plaaslike veiligheidsertifikaat verstryk aan die einde van sodanige tydperk, hoogstens twee jaar, in die geval van 'n veiligheidsuitrustingsertifikaat, 'n voorwaardelike veiligheidsuitrustingsertifikaat of 'n veiligheidsuitrusting-vrystellingsertifikaat, of een jaar, in die geval van enige ander sertifikaat, vanaf sy uitreikingsdatum as wat daarin vermeld word, of wanneer die Direkteur aan die eienaar of gesagvoerder van die vaartuig kennis gee dat dit gekanselleer is.

Geldigheidstydperk van veiligheidsertifikaat.

(2) 'n Passasierskip se vrystellingsertifikaat bly geldig vir dieselfde tydperk as die voorwaardelike veiligheidsertifikaat, 'n veiligheidsuitrusting-vrystellingsertifikaat vir dieselfde tydperk as die voorwaardelike veiligheidsuitrustingsertifikaat, 'n voorwaardelike veiligheidsradio-vrystellingsertifikaat vir dieselfde tydperk as die voorwaardelike veiligheidsradiotelegrafiesertifikaat of die voorwaardelike veiligheidsradiotelefoniesertifikaat (al na die geval), en 'n plaaslike veiligheidsvrystellingsertifikaat vir dieselfde tydperk as die voorwaardelike plaaslike veiligheidsertifikaat, wat ten aansien van dieselfde vaartuig uitgereik is.

(3) Die Minister of 'n daartoe deur hom gemagtigde persoon kan verlenging van 'n veiligheidskonvensiesertifikaat, en die Direkteur kan verlenging van 'n plaaslike veiligheidsertifikaat,

certificate, issued in respect of any vessel registered or licensed under this Act, for a period not exceeding one month from the date when the certificate would, but for the extension, have expired, or, if the vessel is absent from the Union on that date, for a period not exceeding five months from that date.

Cancellation of safety convention certificates and local safety certificates.

198. (1) The Minister may direct that a safety convention certificate be cancelled, and the Director may direct that a local safety certificate be cancelled, if, by reason of the contents of a report by a surveyor, or for any other reason, he is satisfied that—

- (a) it was obtained fraudulently or on wrong information; or
- (b) since it was issued, the hull, equipment or machinery of the vessel has, by reason of any alteration made thereto, or by reason of any injury sustained by the vessel, or for any other reason, become insufficient; or
- (c) since it was issued, the vessel has for any reason become unseaworthy; or
- (d) the vessel no longer complies with all the requirements of the construction regulations, the life-saving equipment regulations, the radio regulations and the collision regulations to the same extent to which she complied with those regulations when the certificate was issued.

(2) For the purposes of this section the word "alteration", in relation to the hull, equipment or machinery of a vessel, includes the renewal of any part thereof.

(3) Whenever a direction is issued under sub-section (1) for the cancellation of a certificate, the Director shall notify the owner or master of the vessel in respect of which the certificate was issued of the cancellation.

Surrender of expired or cancelled safety convention certificate or local safety certificate.

199. (1) A safety convention certificate or a local safety certificate which has expired or has been cancelled shall on demand be surrendered by the owner or master of the ship to the Director or a person nominated by him.

(2) If any certificate required to be surrendered under sub-section (1) is not surrendered, the Director or his nominee who has demanded its surrender may cause the ship to be detained until the certificate is surrendered.

South African ships not to be taken to sea without safety certificates.

200. (1) Neither the owner nor the master of a South African ship shall cause or permit her to proceed to sea from any port within or outside the Union, unless there is on board and in force in respect of that ship—

- (a) if she is a passenger ship engaged in an international voyage—
 - (i) a general safety certificate or a short voyage safety certificate, whichever is appropriate to the voyage in which she is engaged; or
 - (ii) a qualified safety certificate appropriate to the voyage and trade in which she is engaged and a passenger ship's exemption certificate; or
- (b) if she is a passenger ship not engaged in an international voyage—
 - (i) a local general safety certificate appropriate to the voyage in which she is engaged; or
 - (ii) a qualified local safety certificate appropriate to the voyage in which she is engaged and a local safety exemption certificate; or
- (c) if she is a ship (other than a passenger ship) of not less than five hundred gross register tons engaged in an international voyage—
 - (i) a safety equipment certificate and a safety radiotelegraphy certificate; or
 - (ii) a safety equipment certificate and a safety radiotelephony certificate; or
 - (iii) a safety equipment certificate, a qualified safety radiotelegraphy certificate and a qualified safety radio exemption certificate; or
 - (iv) a safety equipment certificate, a qualified safety radiotelephony certificate and a qualified safety radio exemption certificate; or

wat ten aansien van 'n kragtens hierdie Wet geregistreerde of gelisensieerde vaartuig uitgereik is, toestaan vir 'n tydperk van hoogstens een maand vanaf die datum waarop die sertifikaat, was dit nie vir die verlenging nie, sou verstryk het, of, as die vaartuig op daardie datum uit die Unie afwesig is, vir 'n tydperk van hoogstens vyf maande vanaf daardie datum.

198. (1) Die Minister kan gelas dat 'n veiligheidskonvensie-sertifikaat gekanselleer word, en die Direkteur kan gelas dat 'n plaaslike veiligheidsertifikaat gekanselleer word, indien hy uit hoofde van die inhoud van 'n opnemer se verslag, of om enige ander rede, daarvan oortuig is dat—

Kansellering van veiligheidskonvensie-sertifikaat en plaaslike veiligheidsertifikaat.

- (a) dit op bedrieglike wyse of op grond van onjuiste inligting verkry is; of
- (b) die romp, uitrusting of masjinerie van die vaartuig sedert die uitreiking daarvan weens enige verandering wat daaraan gemak is, of weens skade wat die vaartuig opgeloopt het, of vanweë enige ander rede, ontoereikend geword het; of
- (c) die vaartuig sedert die uitreiking daarvan vanweë enige rede onseewaardig geword het; of
- (d) die vaartuig nie meer aan al die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies en die regulasies in verband met botsings in dieselfde mate voldoen nie as wat dit voldoen het toe die sertifikaat uitgereik is.

(2) By toepassing van hierdie artikel omvat die woord „verandering”, ten opsigte van die romp, uitrusting of masjinerie van 'n vaartuig, die vernuwing van enige deel daarvan.

(3) Wanneer kragtens sub-artikel (1) die kansellering van 'n sertifikaat gelas word, stel die Direkteur die eienaar of gesagvoerder van die vaartuig ten aanskyn waarvan die sertifikaat uitgereik is, van die kansellering in kennis.

199. (1) 'n Veiligheidskonvensiesertifikaat of 'n plaaslike veiligheidsertifikaat wat verstryk het of wat gekanselleer is, word deur die eienaar of gesagvoerder van die skip op aanvraag aan die Direkteur of 'n persoon deur hom benoem afgelewer.

Aflewering van verstrekte of gekanselleerde veiligheidskonvensie- of plaaslike veiligheidsertifikaat.

(2) As 'n sertifikaat wat volgens sub-artikel (1) afgelewer moet word, nie afgelewer word nie, kan die Direkteur of 'n deur hom benoemde persoon wat die aflewering geëis het, die skip laat aanhou totdat die sertifikaat afgelewer is.

200. (1) Nóg die eienaar nóg die gesagvoerder van 'n Suid-Afrikaanse skip, laat die skip uitvaar uit enige hawe in of buite die Unie of laat toe dat dit gebeur, tensy daar aan boord van daardie skip op ten aanskyn daarvan van krag is—

Suid-Afrikaanse skipe vaar nie sonder veiligheidsertifikaat uit n.s.

- (a) as dit 'n passasierskip is wat op 'n internasionale reis gebruik word—
 - (i) 'n algemene veiligheidsertifikaat of 'n kortreis-veiligheidsertifikaat, watter een ook al van pas is by die reis waarop die skip gebruik word; of
 - (ii) 'n voorwaardelike veiligheidsertifikaat wat van pas is by die reis waarop en die vervoer waarin die skip gebruik word, en 'n passasierskip se vrystellingsertifikaat; of
- (b) as dit 'n passasierskip is wat nie op 'n internasionale reis gebruik word,—
 - (i) 'n plaaslike algemene veiligheidsertifikaat wat van pas is by die reis waarop die skip gebruik word; of
 - (ii) 'n voorwaardelike plaaslike veiligheidsertifikaat wat van pas is by die reis waarop die skip gebruik word, en 'n plaaslike veiligheid-vrystellingsertifikaat; of
- (c) as dit 'n skip (beshalwe 'n passasierskip) van minstens vyfhonderd bruto-registerton is wat op 'n internasionale reis gebruik word,—
 - (i) 'n veiligheidsuitrustingsertifikaat en 'n veiligheidsradiotelegrafiesertifikaat; of
 - (ii) 'n veiligheidsuitrustingsertifikaat en 'n veiligheidsradiotelefoniesertifikaat; of
 - (iii) 'n veiligheidsuitrustingsertifikaat, 'n voorwaardelike veiligheidsradiotelegrafiesertifikaat en 'n voorwaardelike veiligheidsradio-vrystellingsertifikaat; of
 - (iv) 'n veiligheidsuitrustingsertifikaat, 'n voorwaardelike veiligheidsradiotelefoniesertifikaat en 'n voorwaardelike veiligheidsradio-vrystellingsertifikaat; of

- (v) a safety equipment certificate and a safety radio exemption certificate; or
- (vi) a qualified safety equipment certificate, a safety equipment exemption certificate and a safety radiotelegraphy certificate; or
- (vii) a qualified safety equipment certificate, a safety equipment exemption certificate and a safety radiotelephony certificate; or
- (viii) a qualified safety equipment certificate, a safety equipment exemption certificate, a qualified safety radiotelegraphy certificate and a qualified safety radio exemption certificate; or
- (ix) a qualified safety equipment certificate, a safety equipment exemption certificate, a qualified safety radiotelephony certificate and a qualified safety radio exemption certificate; or
- (x) a qualified safety equipment certificate, a safety equipment exemption certificate and a safety radio exemption certificate; or
- (d) if she is a ship (other than a passenger ship) not engaged in an international voyage or of less than five hundred gross register tons and engaged in an international voyage—
 - (i) a local general safety certificate appropriate to the voyage in which she is engaged; or
 - (ii) a qualified local safety certificate appropriate to the voyage in which she is engaged and a local safety exemption certificate.
- (2) Sub-section (1) shall not prohibit the owner or master of a ship from causing or permitting her to proceed to sea—
 - (a) on a voyage other than an international voyage, if there are on board and in force in respect of the ship such certificates as would be required if she were engaged in an international voyage; or
 - (b) if she is not a passenger ship, and if there are on board and in force in respect of the ship such certificates as would be required if she were a passenger ship.
- (3) The Minister may authorize the owner or master of a passenger ship registered in the Union to cause the ship to proceed to sea from a port in the Union on an international voyage not exceeding twelve hundred nautical miles in length between the last port of call in the Union and the final port of destination: Provided there is on board and in force in respect of that ship—
 - (a) a short voyage safety certificate; or
 - (b) a qualified safety certificate appropriate to short international voyages and a passenger ship's exemption certificate;

and upon such authority being granted, the certificate or certificates referred to shall for the purposes of this section be deemed to be appropriate to such voyage, notwithstanding the fact that the distance between the said ports exceeds six hundred nautical miles.

Carrying persons
in excess.

201. No master or owner of any vessel registered or licensed in the Union shall anywhere, and no master of any vessel not registered or licensed in the Union shall in the Union or the territorial waters thereof, permit persons to be on board or on or in any part of the vessel in excess of the number permitted by the vessel's safety convention certificate, local safety certificate, memorandum referred to in section one hundred and ninety-six or certificate referred to in sub-section (4) or (5) of section two hundred and three: Provided that the Minister may, for the purpose of enabling persons to be moved from any place in consequence of a threat to their lives, authorize more persons to be carried on board a ship than are permitted by the said certificate or memorandum; and the carriage of persons in accordance with such authority shall not constitute a contravention of the provisions of this section.

Issue of safety
convention
certificate by one
Government at
request of
another.

202. (1) The Minister may request the Government of a country to which the Safety Convention applies to issue an appropriate safety convention certificate in respect of a ship registered in the Union; and a certificate issued in pursuance of such a request shall contain a statement that it has been so issued, and shall be deemed to have been issued—

- (v) 'n veiligheidsuitrustingsertifikaat on 'n veiligheidsradio-vrystellingsertifikaat; of
- (vi) 'n voorwaardelike veiligheidsuitrustingsertifikaat, 'n veiligheidsuitrusting-vrystellingsertifikaat en 'n veiligheidsradiotelegrafiesertifikaat; of
- (vii) 'n voorwaardelike veiligheidsuitrustingsertifikaat, 'n veiligheidsuitrusting-vrystellingsertifikaat en 'n veiligheidsradiotelefoniesertifikaat; of
- (viii) 'n voorwaardelike veiligheidsuitrustingsertifikaat, 'n veiligheidsuitrusting-vrystellingsertifikaat, 'n voorwaardelike veiligheidsradiotelegrafiesertifikaat en 'n voorwaardelike veiligheidsradio-vrystellingsertifikaat; of
- (ix) 'n voorwaardelike veiligheidsuitrustingsertifikaat, 'n veiligheidsuitrusting-vrystellingsertifikaat, 'n voorwaardelike veiligheidsradiotelefoniesertifikaat en 'n voorwaardelike veiligheidsradio-vrystellingsertifikaat; of
- (x) 'n voorwaardelike veiligheidsuitrustingsertifikaat, 'n veiligheidsuitrusting-vrystellingsertifikaat en 'n veiligheidsradio-vrystellingsertifikaat; of
- (d) as dit 'n skip (behalwe 'n passasierskip) is wat nie op 'n internasionale reis gebruik word nie, of wat van minder as vyfhonderd bruto-registerton is en op 'n internasionale reis gebruik word,—
 - (i) 'n plaaslike algemene veiligheidsertifikaat wat van pas is by die reis waarop die skip gebruik word; of
 - (ii) 'n voorwaardelike plaaslike veiligheidsertifikaat wat van pas is by die reis waarop die skip gebruik word, en 'n plaaslike veiligheid-vrystellingsertifikaat.
- (2) Sub-artikel (1) belet nie die eienaar of die gesagvoerder van 'n skip om dit te laat uitvaar of om toe te laat dat dit uitvaar nie—
 - (a) op 'n ander reis as 'n internasionale reis, as daar sodanige sertifikaat aan boord van die skip is en ten aansien daarvan van krag is, as wat vereis sou word as dit op 'n internasionale reis gebruik word; of
 - (b) as dit nie 'n passasierskip is nie, en as daar sodanige sertifikate aan boord van die skip is en ten aansien daarvan van krag is, as wat vereis sou word as dit 'n passasierskip was.
- (3) Die Minister kan die eienaar of gesagvoerder van 'n passasierskip wat in die Unie geregistreer is, magtig om die skip uit 'n Unie-hawe te laat uitvaar op 'n internasionale reis waarop die afstand tussen die laaste Unie-aanloophawe en die uiteindelijke bestemmingshawo nie meer as twaalfhonderd seemyl sal wees nie, mits daar aan boord van die skip en ten aansien daarvan van krag is—
 - (a) 'n kortreis-veiligheidsertifikaat; of
 - (b) 'n voorwaardelike veiligheidsertifikaat wat by kort internasionale reise van pas is, en 'n passasierskip se vrystellingsertifikaat;

en wanneer sodanige magtiging verleen is, word die gedeelte sertifikaat of sertifikate geag van pas te wees by bedoelde reis, nieteenstaande die feit dat die afstand tussen gemelde hawens meer as seshonderd myl is.

201. Geen gesagvoerder of eienaar van 'n vaartuig wat in die Unie geregistreer of gelisensieer is, mag op enige plek, en geen gesagvoerder van 'n vaartuig wat nie in die Unie geregistreer of gelisensieer is nie, mag in die Unie of die Unie se territoriale waters, meer persone toelaat om aan boord van of op of in enige deel van die vaartuig te wees nie as die aantal wat veroorloof is deur die vaartuig se veiligheidskonvensie-sertifikaat, plaaslike veiligheidsertifikaat, memorandum bedoel in artikel honderd ses-en-negentig of sertifikaat bedoel in sub-artikel (4) of (5) van artikel tweehonderd-en-drie: Met dien verstande dat, om dit moontlik te maak om persone uit een of ander plek te ontruim as gevolg van 'n bedreiging van hul lewens, kan die Minister goedkeur dat meer persone aan boord van 'n skip vervoer word as wat deur gemelde sertifikaat of memorandum veroorloof word; en die vervoer van persone in ooreenstemming met sodanige goedkeuring is nie 'n oortreding van die bepalinge van hierdie artikel nie.

202. (1) Die Minister kan die Regering van 'n land waarop die Veiligheidskonvensie van toepassing is, versoek om 'n geskikte veiligheidskonvensiesertifikaat ten aansien van 'n skip wat in die Unie geregistreer is, uit te reik; en 'n sertifikaat uitgereik ingevolge so 'n versoek bevat 'n verklaring dat dit aldus uitgereik is, en word geag uitgereik te wees—

Vervoer van 10
veel persone.

Uitruk van
veiligheids-
konvensie-
sertifikate deur
een Regering op
versoek van
'n ander.

- (a) in the case of a passenger ship, under section *one hundred and ninety-two*; or
- (b) in the case of a ship other than a passenger ship, under section *one hundred and ninety-three*.

(2) The Minister may, at the request of the Government of a country to which the Safety Convention applies, cause an appropriate safety convention certificate to be issued in respect of a ship registered in that country, if he is satisfied, in like manner as in the case of a ship registered in the Union, that the certificate can properly be issued: Provided that he may cause the certificate to be issued if he is satisfied that the ship is constructed and equipped in accordance with all the requirements of the construction regulations, the life-saving equipment regulations and the radio regulations applicable to the ship and to the voyages on which she is to be engaged in so far as those requirements are requirements of the Safety Convention applicable as aforesaid, notwithstanding the fact (if it be so) that she is not constructed or equipped in accordance with any requirements of the said regulations that are not applicable requirements of the Safety Convention, and that she is equipped in accordance with the requirements of the collision regulations. A certificate issued in pursuance of such a request shall contain a statement that it has been so issued, and shall have effect as if it had been issued by the Government of the country in which the ship is registered.

Application of this Part to ships not registered or licensed in the Union while in the Union.

203. (1) Subject to the provisions of this section, the provisions of this Part shall, *mutatis mutandis*, apply in respect of all ships not registered or licensed in the Union while they are within the Union or the territorial waters thereof.

(2) A recognized non-Union safety convention certificate issued in respect of any such ship by the Government of the country in which the ship is registered shall, subject to the provisions of sub-section (3), have the same effect as a corresponding certificate issued by the Minister under section *one hundred and ninety-two* or *one hundred and ninety-three*.

(3) If a recognized non-Union safety convention certificate is produced which has been issued in respect of any such ship by or under the authority of the Government of the country in which the ship is registered, and which corresponds with the safety convention certificate which, in accordance with the provisions of this Part, the ship would be required to carry if she were registered in the Union, the ship shall not be required to be inspected by a surveyor except—

- (a) for the purpose of determining the maximum number of persons that the ship is fit to carry; or
- (b) if the proper officer so directs, for the purpose of verifying that the ship is in the condition of seaworthiness indicated in the non-Union safety convention certificate produced.

(4) On receipt of the report of a surveyor of an inspection made under paragraph (a) of sub-section (3), the Minister shall cause to be issued in respect of the ship a certificate stating the maximum number of persons which the ship is fit to carry.

(5) Notwithstanding the provisions of paragraph (a) of sub-section (3), if the non-Union safety convention certificate produced in respect of any such ship states the maximum number of persons that the ship is fit to carry, or if in addition to the non-Union safety convention certificate there is produced a certificate issued by or under the authority of the Government of the country in which the ship is registered stating the maximum number of persons that the ship is fit to carry, and the Minister is satisfied that that number has been determined substantially in the same manner as it would have been determined in the case of a ship registered in the Union, he may, if he thinks fit, dispense with any inspection of the ship for the purpose of determining the maximum number of persons that she is fit to carry.

(6) If after consideration of the report of a surveyor of an inspection made under paragraph (b) of sub-section (3), the Minister is satisfied that a ship in respect of which a non-Union safety convention certificate has been produced is unseaworthy, he may direct that the said certificate be not recognized in the Union, and thereafter the said certificate shall have no effect in the Union.

- (a) in die geval van 'n passasierskip, kragtens artikel honderd twee-en-negentig; of
- (b) in die geval van 'n ander skip as 'n passasierskip, kragtens artikel honderd drie-en-negentig.

(2) Die Minister kan, op versoek van die Regering van 'n land waarop die Veiligheidskonvensie van toepassing is, 'n geskikte veiligheidskonvensiesertifikaat laat uitreik ten aansien van 'n skip wat in daardie land geregistreer is, as hy oortuig is, op dieselfde wyse as in die geval van 'n skip wat in die Unie geregistreer is, dat die sertifikaat gevoeglik uitgereik kan word: Met dien verstande dat hy die sertifikaat kan laat uitreik as hy oortuig is dat die skip ooreenkomstig al die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting en die radio-regulasies wat op die skip van toepassing is en op die reise waarop die skip bestem is om gebruik te word, gebou en toegerus is, vir sover daardie vereistes vereistes is van die Veiligheidskonvensie wat soos voormeld van toepassing is, ondanks die feit (as dit wel 'n feit is) dat die skip nie ooreenkomstig enige vereistes van gemelde regulasies wat nie toepaslike vereistes van die Veiligheidskonvensie is nie, gebou of toegerus is nie, en dat die skip ooreenkomstig die vereistes van die regulasies in verband met botsings toegerus is. 'n Sertifikaat uitgereik ingevolge so 'n versoek bevat 'n verklaring dat dit aldus uitgereik is, en het dieselfde uitwerking asof dit deur die Regering van die land waarin die skip geregistreer is, uitgereik was.

203. (1) Behoudens die bepalinge van hierdie artikel is die bepalinge van hierdie Deel *mutatis mutandis* van toepassing op alle skeep wat nie in die Unie geregistreer of gelisensieer is nie, terwyl hulle in die Unie of in die Unie se territoriale waters is.

Toepassing van hierdie Deel op skeep wat nie in die Unie geregistreer of gelisensieer is nie, terwyl hulle in die Unie is.

(2) Behoudens die bepalinge van sub-artikel (3), het 'n erkende nie-Unie-veiligheidskonvensiesertifikaat wat ten aansien van so 'n skip deur die Regering van die land waarin die skip geregistreer is, uitgereik is, dieselfde uitwerking as 'n dienoooreenkomstige sertifikaat wat deur die Minister kragtens artikel honderd twee-en-negentig of honderd drie-en-negentig uitgereik is.

(3) Indien 'n erkende nie-Unie-veiligheidskonvensiesertifikaat vertoon word wat ten aansien van so 'n skip deur of op gesag van die Regering van die land waarin die skip geregistreer is uitgereik is, en wat ooreenstem met die veiligheidskonvensiesertifikaat wat, volgens die bepalinge van hierdie Deel, die skip sou moet dra as dit in die Unie geregistreer was, word dit nie vereis dat die skip deur 'n opnemer geïnspekteer word nie, behalwe—

- (a) om die maksimum-aantal persone wat die skip geskik is om te vervoer, vas te stel; of
- (b) as die bevoegde beampte dit gelas, om vas te stel dat die skip in die toestand van seewaardigheid is wat aangedui word in die erkende nie-Unie-veiligheidskonvensiesertifikaat wat vertoon is.

(4) By ontvangs van die verslag van 'n opnemer van 'n inspeksie wat kragtens paragraaf (a) van sub-artikel (3) gemaak is, laat die Minister ten aansien van die skip 'n sertifikaat uitreik waarin vermeld word die maksimum-aantal persone wat die skip geskik is om te vervoer.

(5) Ondanks die bepalinge van paragraaf (a) van sub-artikel (3), as die nie-Unie-veiligheidskonvensiesertifikaat wat ten aansien van so 'n skip vertoon word, die maksimum-aantal persone wat die skip geskik is om te vervoer aantoon, of as behalwe die nie-Unie-veiligheidskonvensiesertifikaat daar ook 'n sertifikaat vertoon word uitgereik deur of op gesag van die Regering van die land waarin die skip geregistreer is, wat die maksimum-aantal persone aantoon wat die skip geskik is om te vervoer, en die Minister oortuig is dat daardie getal wesenlik op dieselfde wyse vasgestel is as wat dit in die geval van 'n in die Unie geregistreerde skip vasgestel sou gewees het, kan hy, as hy dit goed ag, afsien van enige inspeksie van die skip met die doel om die maksimum-aantal persone vas te stel wat die skip geskik is om te vervoer.

(6) As die Minister na oorweging van die verslag van 'n opnemer van 'n inspeksie wat kragtens paragraaf (b) van sub-artikel (3) gemaak is, oortuig is dat 'n skip ten aansien waarvan 'n nie-Unie-veiligheidskonvensiesertifikaat vertoon is, onseewaardig is, kan hy gelas dat die gemelde sertifikaat nie in die Unie erken word nie, en daartoe het gemelde sertifikaat geen uitwerking in die Unie nie.

PART II.

Load Lines.

Exemption from this Part and issue of load line exemption certificates.

204. (1) The Minister may, either unconditionally or on such conditions as he thinks fit, exempt from the provisions of this Part (other than those of this section and sections *two hundred and eleven* and *two hundred and twelve*) any South African ship plying on international voyages between near neighbouring ports of two or more countries, if the Government of the Union and the Government of the other country or countries in which the ports are situated, are satisfied that the sheltered nature and conditions of the voyages between such ports make it unreasonable or impracticable to apply the provisions of this Part to ships so plying.

(2) If any ship is exempted under this section from the provisions of this Part, the Minister on application by the owner of the ship shall cause to be issued in respect of that ship a load line exemption certificate in the prescribed form, stating that the ship is so exempted and specifying the voyages and conditions (if any) on which the ship is so exempted.

(3) The owner and the master of a ship in respect of which a load line exemption certificate has been issued shall observe the terms and conditions specified therein.

(4) The Minister may, in his discretion, direct that any load line exemption certificate be cancelled, and thereupon the Director shall notify the owner or master of the ship concerned of the cancellation.

Initial and subsequent surveys of ships in respect of load line provisions.

205. (1) If the owner of any load line ship which, in terms of this Act, is required to be registered desires that a load line certificate be issued in respect of the ship, he shall, before he applies for the issue of the certificate, cause her to be inspected by a surveyor.

(2) The owner of every ship in respect of which a load line certificate has been issued shall cause her to be inspected by a surveyor in accordance with the load line regulations, at intervals not exceeding twelve months, calculated from the date of the initial survey referred to in sub-section (1).

(3) On the inspection of any ship in terms of sub-section (1) or (2) there shall be paid by the owner of the ship such fee as may be prescribed.

Surveyor's inspection report on load line ship.

206. (1) Every surveyor who inspects a ship in pursuance of section *two hundred and five* or of any provision of the load line regulations shall draw up a report of his inspection in the prescribed form.

(2) The report of the inspection of a load line ship in respect of which no load line certificate is in force, or in respect of which a load line certificate is in force which is due to expire within a period of twelve months after the date on which the inspection takes place, shall deal fully with the matters mentioned in section *two hundred and seven* and with such other matters as may be prescribed.

(3) The report of the inspection of a load line ship in respect of which a load line certificate is in force which is due to expire at a date later than twelve months after the date on which the inspection takes place, shall deal in detail with the question whether the certificate ought to remain in force during the period of twelve months following the inspection, with the matters mentioned in section *two hundred and seven* and with such other matters as may be prescribed.

(4) The surveyor shall forward his report to the proper officer.

Issue of load line certificates.

207. If, after consideration of the report of a surveyor of his inspection of a load line ship registered in the Union the Minister (in the case of an international load line ship), or the Director (in the case of a local load line ship), is satisfied that—

- (a) the ship is marked with deck lines and load lines of the description and number required by the load line regulations; and
- (b) (i) if she is a ship constructed after the thirtieth day of June, 1932, her load lines are in the position required by the load line regulations; or
- (ii) if she is a ship constructed not later than the said date, her load lines are either in the position required by the tables used by the Board of Trade of the United Kingdom, as modified and in force immediately before the fifth day of July, 1930, or in the position required by the load line regulations; and

DEEL II.

Laslyne.

204. (1) Die Minister kan of onvoorwaardelik of onderworpe aan sodanige voorwaardes as wat hy goed ag, enige Suid-Afrikaanse skip wat op internasionale reise tussen naburige havens van twee of meer lande vaar, as die Regering van die Unie en die Regering van die ander land of lande waarin die havens geleë is, oortuig is dat die beskutte aard en toestande van die reise tussen bedoelde lande dit onredelik of ondoenlik maak om die bepalinge van hierdie Deel van toepassing te maak op skeep wat aldus vaar, van die voorskrifte van hierdie Deel (behalwe dié van hierdie artikel en artikels tweehonderd-en-elf en tweehonderd-en-twaalf), vrystel.

Vrystelling van hierdie Deel en uitreik van laslyn-vrystelling-sertifikaat.

(2) As 'n skip kragtens hierdie artikel van die voorskrifte van hierdie Deel vrystel is, laat die Minister op die versoek van die skip se eienaar 'n laslynvrystellingssertifikaat in die voorgeskrewe vorm ten aansien van daardie skip uitreik, waarin verklaar word dat die skip aldus vrystel is, en die reise en voorwaardes (as daar is) waarop die skip aldus vrystel is, vermeld word.

(3) Die eienaar en die gesagvoerder van 'n skip ten aansien waarvan 'n laslynvrystellingssertifikaat uitgereik is, voldoen aan die bepalinge en voorwaardes daarin vermeld.

(4) Die Minister kan na goeie dinge gelas dat 'n laslynvrystellingssertifikaat gekanselleer word, en daarop stel die Direkteur die eienaar of gesagvoerder van die betrokke skip van die kansellering in kennis.

205. (1) As die eienaar van 'n laslynskip wat luidens hierdie Wet geregistreer moet wees, verlang dat 'n laslynssertifikaat ten aansien van die skip uitgereik word, sorg hy dat voor hy om die uitreiking van die sertifikaat aansoek doen, die skip deur 'n opnemer geïnspekteer word.

Eerste en daaropvolgende ondersoek van skeep ten opsigte van voorskrifte in verband met laslyne.

(2) Die eienaar van elke skip ten aansien waarvan 'n laslynssertifikaat uitgereik is, sorg dat die skip by tussenpose van hoogstens twaalf maande, bereken vanaf die datum van die eerste inspeksie bedoel in sub-artikel (1), deur 'n opnemer in ooreenstemming met die laslynregulasies geïnspekteer word.

(3) By die inspeksie van 'n skip ingevolge sub-artikel (1) of (2) word sodanige gelde as wat voorgeskryf is, deur die eienaar van die skip betaal.

206. (1) Elke opnemer wat na aanleiding van artikel tweehonderd-en-vyf of een of ander bepaling van die laslynregulasies 'n skip inspekteer, stel 'n verslag van sy inspeksie in die voorgeskrewe vorm op.

Opnemer se verslag oor inspeksie van laslynskip.

(2) Die verslag van die inspeksie van 'n laslynskip ten aansien waarvan geen laslynssertifikaat van krag is nie, of ten aansien waarvan 'n laslynssertifikaat van krag is wat binne 'n tydperk van twaalf maande na die datum van die inspeksie moet verstryk, gaan in besonderhede in op die sake in artikel tweehonderd-en-sewe vermeld, nsoek op sodanige ander sake as wat voorgeskryf mag wees.

(3) Die verslag van die inspeksie van 'n laslynskip ten aansien waarvan 'n laslynssertifikaat van krag is wat meer as twaalf maande vanaf die datum van die inspeksie moet verstryk, gaan in besonderhede in op die vraag of die sertifikaat van krag behoort te bly gedurende die twaalf maande onmiddellik na die inspeksie, asook op die sake in artikel tweehonderd-en-sewe vermeld, en op sodanige ander sake as wat voorgeskryf mag wees.

(4) Die opnemer stuur sy verslag aan die bevoegde beampte.

207. Indien na ooreweging van die verslag van 'n opnemer oor sy inspeksie van 'n in die Unie geregistreerde laslynskip, die Minister (in die geval van 'n internasionale laslynskip) of die Direkteur (in die geval van 'n plaaslike laslynskip) oortuig is dat—

Uitreik van laslynssertifikaat.

(a) die skip gemerk is met deklare en laslyne van die soort en getal wat deur die laslynregulasies voorgeskryf is; en

(b) (i) as dit 'n skip is wat na die dertigste dag van Junie 1932 gebou is, sy laslyne in die posisie is wat deur die laslynregulasies voorgeskryf is; of
(ii) as dit 'n skip is wat nie later as genoemde datum gebou is nie, sy laslyne of in die posisie is wat voorgeskryf word deur die Verenigde Koninkryk, soos hulle gewysig en van krag was onmiddellik voor die vyfde dag van Julie 1930, of in die posisie voorgeskryf deur die laslynregulasies; en

- (c) (i) if she is a ship constructed after the thirtieth day of June, 1932, she complies with the conditions of assignment; or
- (ii) if she is a ship constructed not later than the last-mentioned date, she complies with the conditions of assignment in principle and also so far in detail as, in the opinion of the Minister is reasonable and practicable having regard to the efficiency of the protection of openings, the guard rails, the freeing ports and the means of access to the crew accommodation provided by the arrangements, fittings and appliances existing on the ship at the coming into operation of this section.

the Minister or the Director, as the case may be, shall cause to be issued in respect of that ship—

- 1. if she is an international load line ship, a load line convention certificate; or
- 2. if she is a local load line ship, a local load line certificate,

which shall be in the form prescribed.

Entry of load
line particulars
in official
log-book.

208. (1) When a load line certificate has been issued in terms of this Act in respect of a load line ship registered in the Union, the master, before making any other entry in the official log-book shall enter therein the particulars as to the position of the deck line and load lines specified in the certificate.

(2) Before any load line ship registered in the Union leaves any port within or outside the Union, or before any passenger ship not registered in the Union and plying between Union ports or between a Union port and any other port leaves any Union port, for the purpose of proceeding to sea the master shall—

- (a) enter in the official log-book the prescribed particulars relating to the depth to which the ship is for the time being loaded; and
- (b) cause a notice in the prescribed form, and containing such of the said particulars as may be prescribed, to be displayed in some conspicuous place on board the ship and to be kept so displayed and legible until the ship arrives at some other port.

Duration of load
line certificates.

209. (1) A load line certificate issued under the provisions of this Act shall expire at the end of such period, not exceeding five years from the date of its issue, as may be specified therein, or upon the giving of notice by the Director to the owner or master of the ship that it has been cancelled.

(2) The Minister or any person thereto authorized by him may grant an extension of any load line convention certificate, and the Director may grant an extension of any local load line certificate, issued in respect of any ship registered under this Act, for a period not exceeding one month from the date when the certificate would, but for the extension, have expired, or, if the ship is absent from the Union on that date, for a period not exceeding five months from that date.

Cancellation of
load line
certificates.

210. (1) The Minister may direct that a load line convention certificate be cancelled, and the Director may direct that a local load line certificate be cancelled, if he is satisfied that—

- (a) it was obtained fraudulently or on wrong information; or
- (b) since it was issued, structural alterations, which affect the position of the load lines, have taken place in the hull or superstructures of the ship; or
- (c) the fittings and appliances for the protection of openings, the guard rails, the freeing ports or the means of access to the crew accommodation have not been maintained on the ship in as effective a condition as that in which they were when the certificate was issued; or
- (d) the owner of the ship has failed to cause her to be inspected in accordance with the provisions of section two hundred and five; or
- (e) the marking of the deck lines and load lines on the ship have not been properly maintained.

(2) For the purposes of this section the word "alteration" in relation to the hull or superstructures of a ship, includes the renewal of any part thereof.

(3) Whenever a direction is issued under sub-section (1) for the cancellation of a load line certificate, the Director shall notify the owner or master of the ship in respect of which the certificate was issued of the cancellation.

- (c) (i) as dit 'n skip is wat na die dertigste dag van Junie 1932 gebou is, dit aan die toewysingsvoorwaardes voldoen; of
- (ii) as dit 'n skip is wat nie later as laasgenoemde datum gebou is nie, dit aan die toewysingsvoorwaardes in beginsel voldoen asook in soveel besonderhede voldoen as wat na die Minister se mening redelik en doenlik is met die oog op die doeltreffendheid van die beskerming van openings, die relingwerk, die waterafvoerpoorte en die toegang tot die akkommodasie vir die bemanning wat verskaf word deur die reëlings, monterings en toestelle wat by die inwerkingtreding van hierdie artikel op die skip bestaan,

laat die Minister of die Direkteur, al na die geval, ten aansien van daardie skip—

1. as dit 'n internasionale laslynskip is, 'n laslynkonvensiesertifikaat uitreik; of
2. as dit 'n plaaslike laslynskip is, 'n plaaslike laslynertifikaat uitreik,

wat in die voorgeskrewe vorm moet wees.

208. (1) Wanneer 'n laslynertifikaat kragtens hierdie Wet uitgereik is ten aansien van 'n in die Unie geregistreerde laslynskip, teken die gesagvoerder voor enige ander aantekening in die amptelike skeepsjoernaal die besonderhede aan van die posisie van die dekllyn en laslyne uiteengesit in die sertifikaat.

Aantekening van laslynbesonderhede in amptelike skeepsjoernaal.

(2) Voordat 'n in die Unie geregistreerde laslynskip enige hawe binne of buite die Unie verlaat, of voordat 'n passasierskip wat nie in die Unie registreer is nie op wat gebruik word op reise tussen Unie-hawens of tussen 'n Unie-hawe en enige ander hawe, 'n Unie-hawe verlaat, om ter see uit te vaar—

- (a) teken die gesagvoerder die voorgeskrewe besonderhede rakende die diepte waartoe die skip dan gelaai is in die amptelike skeepsjoernaal aan; en
- (b) laat hy 'n kennisgewing in die voorgeskrewe vorm wat sodanige van genoemde besonderhede bevat as wat voorgeskryf mag wees, op een of ander in-die-oog-loopende plek aan boord van die skip vertoon en laat dit so vertoon en leesbaar bly totdat die skip by 'n ander hawe aankom.

209. (1) 'n Laslynertifikaat uitgereik kragtens die bepalings van hierdie Wet verstryk aan die einde van sodanige tydperk (hoogstens vyf jaar vanaf die uitreikingsdatum) as wat daarin vermeld word, of wanneer die Direkteur aan die eienaar of gesagvoerder van die skip kennis gee dat dit gekanselleer is.

Geldigheidsduur van laslynertifikaat.

(2) Die Minister of 'n daartoe deur hom gemagtigde persoon kan verlenging van 'n laslynkonvensiesertifikaat, en die Direkteur kan verlenging van 'n plaaslike laslynertifikaat, wat ten aansien van 'n kragtens hierdie Wet geregistreerde skip uitgereik is, toestaan vir 'n tydperk van hoogstens een maand vanaf die datum waarop die sertifikaat, was dit nie vir die verlenging nie, sou verstryk het, of, as die skip op daardie datum uit die Unie afwesig is, vir 'n tydperk van hoogstens vyf maande vanaf daardie datum.

210. (1) Die Minister kan gelas dat 'n laslynkonvensiesertifikaat gekanselleer word, en die Direkteur kan gelas dat 'n plaaslike laslynertifikaat gekanselleer word, as hy oortuig is dat—

Kansellering van laslynertifikaat.

- (a) dit op bedrieglike wyse of op grond van onjuiste inligting verkry is; of
- (b) sedert die nitreiking van die sertifikaat, struktuurveranderinge wat die posisie van die laslyne afkteer, in die romp of aan die bo-bou van die skip plaasgevind het; of
- (c) die monterings en toestelle vir die beskerming van openings, die relingwerk, die waterafvoerpoorte of die toegang tot die akkommodasie vir die bemanning nie in so 'n doeltreffende toestand gehou is as wat hulle was toe die sertifikaat uitgereik is nie; of
- (d) die eienaar van die skip in gebreke gebly het om die skip volgens die bepalings van artikel twee-honderden-vyf te laat inspekteer; of
- (e) die merk van die dekllyn en laslyne op die skip nie behoorlik in stand gehou is nie.

(2) By toepassing van hierdie artikel omvat die woord „verandering“, ten opsigte van die romp of bo-bou van 'n skip, die vernuwing van enige deel daarvan.

(3) Wanneer kragtens sub-artikel (1) die kansellering van 'n laslynertifikaat gelas word, stel die Direkteur die eienaar of gesagvoerder van die skip ten aansien waarvan die sertifikaat uitgereik is, van die kansellering in kennis.

Surrender of
expired or
cancelled load
line certificate.

211. (1) A load line certificate which has expired or has been cancelled, or a load line exemption certificate issued under section *two hundred and four* which has been cancelled, shall on demand be surrendered by the owner or master of the ship to the Director or a person nominated by him.

(2) If any certificate required to be surrendered under sub-section (1) is not surrendered, the Director or his nominee who has demanded its surrender may cause the ship to be detained until the certificate is surrendered.

South African
ships not to be
taken to sea
without load line
certificates.

212. Neither the owner nor the master of a load line ship registered in the Union shall cause or permit her to proceed to sea from a port within or outside the Union unless there is on board and in force in respect of that ship—

(a) if the voyage which she is undertaking is an international voyage, a load line convention certificate or a load line exemption certificate issued under section *two hundred and four*; or

(b) if the said voyage is not an international voyage, a load line convention certificate, a load line exemption certificate issued under section *two hundred and four* or a local load line certificate.

Maintenance of
load lines and deck
lines.

213. (1) The owner and the master of a load line ship registered in the Union shall maintain the marking of her deck lines and load lines in the position specified in the load line certificate in force in respect of that ship or in the position approved by a person entitled under the load line regulations to approve the alteration of the position of the said deck lines or load lines.

(2) No person shall conceal, remove, alter, deface or obliterate, or suffer any person under his control to conceal, remove, alter, deface or obliterate any mark placed on any ship in accordance with the provisions of this Act, except with the authority of a person entitled under the load line regulations to authorize the alteration of the mark, or except for the purpose of escaping capture by an enemy or by a foreign ship in the exercise of some belligerent right.

Submersion of
load line on
South African
ships.

214. (1) The master of a load line ship registered in the Union shall not so load the ship or suffer her to be so loaded as to submerge in salt water, when the ship has no list, the load line on each side of the ship appropriate to the circumstances then existing.

(2) Any surveyor who finds upon inspection that the ship is loaded in contravention of sub-section (1) shall give notice in writing to that effect to the master, pointing out the extent of the overloading, and requiring that the matter be rectified.

(3) A copy of every notice so given shall be transmitted by the surveyor to the proper officer at any port at which a clearance for that ship may be requested, and a clearance shall not be granted, and the ship shall be detained, until a certificate under the hand of a surveyor is produced stating that the deficiency has been made good.

Issue of load line
convention
certificate by one
Government at
request of another.

215. (1) The Minister may request the Government of a country to which the Load Line Convention applies to issue a load line convention certificate in respect of a load line ship registered in the Union; and a certificate issued in pursuance of such a request shall contain a statement that it has been so issued, and shall be deemed to have been issued under paragraph 1 of section *two hundred and seven*.

(2) The Minister may, at the request of the Government of a country to which the Load Line Convention applies, cause a load line convention certificate to be issued in respect of a load line ship registered in that country, if he is satisfied, in like manner as in the case of a ship registered in the Union, that the certificate can properly be issued: Provided that he may cause the certificate to be issued if he is satisfied that the ship is marked with deck lines and load lines in accordance with the requirements of the load line regulations in so far as those requirements are requirements of the Load Line Convention, notwithstanding the fact (if it be so) that she is not marked with deck lines and load lines in accordance with any requirements of the said regulations that are not requirements of the Load Line Convention. A certificate issued in pursuance of such a request shall contain a statement that it has been so issued, and shall have effect as if it had been issued by the Government of the country in which the ship is registered.

211. (1) 'n Laslynsertifikaat wat verstrek is, of 'n kragtens artikel tweehonderd-en-vier uitgereikte laslynsverreelingsertifikaat wat gekanselleer is, word deur die eienaar of gesagvoerder van die skip op aanvraag aan die Direkteur of 'n persoon deur hom benoem afgelewer.

Aflewering van verstrekte of gekanselleerde laslynsverreelingsertifikaat.

(2) As 'n sertifikaat wat volgens sub-artikel (1) afgelewer moet word, nie afgelewer word nie, kan die Direkteur of 'n deur hom benoemde persoon wat die aflewering daarvan goeis het die skip laat aanhou totdat die sertifikaat afgelewer is.

212. Nóg die eienaar nóg die gesagvoerder van 'n in die Unie geregistreerde laslynskip laat die skip uitvaar uit 'n hawe in of buite die Unie, of laat toe dat dit gebeur, tensy daar aan boord van daardie skip en ten aansien daarvan van krag is—

Suid-Afrikaanse skepe waar nie ander laslynsverreelingsertifikaat uit nie.

(a) as die reis wat die skip onderneem 'n internasionale reis is, 'n laslynskonvensiesertifikaat of 'n kragtens artikel tweehonderd-en-vier uitgereikte laslynsverreelingsertifikaat; of

(b) as gemelde reis nie 'n internasionale reis is nie, 'n laslynskonvensiesertifikaat, 'n kragtens artikel tweehonderd-en-vier uitgereikte laslynsverreelingsertifikaat of 'n planalike laslynsertifikaat.

213. (1) Die eienaar en die gesagvoerder van 'n in die Unie geregistreerde laslynskip hou die merke van sy deklýne en laslyne in die posisie voorgeskryf in die laslynsertifikaat van krag ten opsigte van daardie skip of in die posisie goedgekeur deur 'n persoon wat luidens die laslynsregulasies gemagtig is om die verandering van die posisie van genoemde deklýne of laslyne goed te keur.

Instandhouding van laslyne en deklýne.

(2) Niemand verberg, verwyder, verander, ontsier of wis enige merk geplaas op 'n skip volgens die bepalings van hierdie Wet uit, of laat enige persoon onder sy beheer toe om dit te verberg, verwyder, verander, ontsier of uit te wis nie, behalwe op gesag van 'n persoon wat luidens die laslynsregulasies geregtig is om die verandering van die merk te magtig, of behalwe met die doel om aan kaping deur 'n vyand of deur 'n vreemde oorlogskip in die uitoefening van een of ander oorlogvoeringsreg te ontkom.

214. (1) Die gesagvoerder van 'n in die Unie geregistreerde laslynskip laat nie die skip of laat nie toe dat dit gelaaai word op so 'n manier dat, wanneer die skip nie oorhel nie, die laslyne aan elke kant van die skip wat van pas is by die heersende omstandighede, onder die soutwater is nie.

Laslyne van Suid-Afrikaanse skepe onder watermerk.

(2) 'n Opnemer wat by ondersoek bevind dat die skip strydig met sub-artikel (1) gelaaai is, gee die gesagvoerder skriftelik daarvan kennis, vermeld in die kennisgewing die mate van oorlaaiing en gelas daarin dat die saak in orde gebring word.

(3) 'n Afskrif van elke kennisgewing wat aldus gegee is, word deur die opnemer aan die bevoegde beaampte versend by elke hawe waar 'n uitklaringsbewys vir daardie skip aangevra mag word, en 'n uitklaringsbewys word nie toegestaan nie en die skip word aangehou totdat 'n sertifikaat onderteken deur 'n opnemer vertoon word wat meld dat die tekortkoming uit die weg geruim is.

215. (1) Die Minister kan die Regering van 'n land waarop die Laslynskonvensie van toepassing is, versoek om 'n laslynskonvensiesertifikaat ten aansien van 'n laslynskip wat in die Unie geregistreer is, uit te reik; en 'n sertifikaat uitgereik ingevolge so 'n versoek bevat 'n verklaring dat dit aldus uitgereik is, en word gegang uitgereik te wees kragtens paragraaf (1) van artikel tweehonderd-en-seew.

Uitreik van laslynskonvensiesertifikaat deur een Regering op versoek van 'n ander.

(2) Die Minister kan op versoek van die Regering van 'n land waarop die Laslynskonvensie van toepassing is, 'n laslynskonvensiesertifikaat laat uitreik ten aansien van 'n laslynskip wat in daardie land geregistreer is, as hy oortuig is, op dieselfde wyse as in die geval van 'n skip wat in die Unie geregistreer is, dat die sertifikaat govoeglik uitgereik kan word: Met dien verstande dat hy die sertifikaat kan laat uitreik as hy oortuig is dat die skip ooreenkomstig die vereistes van die laslynsregulasies met deklýne en laslyne gemerk is, vir sover as daardie vereistes vereistes is van die Laslynskonvensie, ondanks die feit (as dit wel 'n feit is) dat die skip nie ooreenkomstig enige vereistes van gemelde regulasies wat nie vereistes van die Laslynskonvensie is nie, met deklýne en laslyne gemerk is nie. 'n Sertifikaat uitgereik ingevolge so 'n versoek bevat 'n verklaring dat dit aldus uitgereik is, en het dieselfde uitwerking asof dit deur die Regering van die land waarin die skip geregistreer is, uitgereik was.

Inspection and control of load line convention ships not registered in the Union.

216. (1) If a recognized non-Union load line convention certificate is produced in respect of a load line ship which is registered in a country (other than the Union) to which the Load Line Convention applies and is at a place within the Union or the territorial waters thereof, a surveyor's powers of inspecting the ship with respect to load line shall be limited to ascertaining—

- (a) whether the ship is loaded beyond the limits allowed by the certificate;
- (b) whether the position of the load lines on the ship corresponds with the position specified in the certificate;
- (c) whether since the certificate was issued any structural alterations have taken place in the hull or superstructures of the ship which affect the position of the load lines; and
- (d) whether the fittings and appliances for the protection of openings, the guard rails, the freeing ports and the means of access to the crew accommodation have been maintained on the ship in as effective a condition as they were in when the certificate was issued.

(2) If a surveyor finds on inspection that the ship is loaded beyond the limits allowed by the certificate, he shall give notice in writing to that effect to the master, pointing out the extent of the overloading and requiring that the matter be rectified.

(3) If a surveyor finds on inspection that the load lines of the ship are not in the position specified in the certificate, he shall give notice in writing to that effect to the owner or master, pointing out the defects and requiring the same to be made good.

(4) A copy of every notice given under sub-section (2) or (3) shall be transmitted by the surveyor to the proper officer at any port at which a clearance for that ship may be requested, and a clearance shall not be granted, and the ship shall be detained, until a certificate under the hand of a surveyor is produced stating that the matter has been rectified or the deficiency made good, as the case may be.

(5) If a recognized non-Union load line convention certificate is not produced to the surveyor on such demand as aforesaid, the surveyor shall have the same power of inspecting the ship, for the purpose of seeing that the provisions of this Part have been complied with, as if the ship were a ship registered in the Union.

(6) For the purposes of this section a ship shall be deemed to be loaded beyond the limits allowed by the certificate if she is so loaded as to submerge in salt water, when the ship has no list, the appropriate load line on each side of the ship, that is to say, the load line appearing by the certificate to indicate the maximum depth to which the ship is for the time being entitled under the Load Line Convention to be loaded.

Issue of load line certificates in respect of ships not registered in the Union.

217. (1) The Minister may cause a special load line certificate to be issued in respect of any load line ship not registered in the Union.

(2) The provisions of this Chapter relating to the issue, effect, duration, renewal and cancellation of local load line certificates shall apply, *mutatis mutandis*, in relation to special load line certificates: Provided that—

- (a) if a special load line certificate is issued in respect of a load line ship registered in a country to which the Load Line Convention does not apply, it shall be available in respect of international voyages as well as other voyages, but if issued in respect of a load line ship registered in a country to which the Load Line Convention applies, shall only be valid so long as the ship is not plying on international voyages, and shall be endorsed with a statement to that effect, and may be cancelled by the Minister if he is satisfied that the ship is so plying; and
- (b) a survey for the purpose of ascertaining whether the certificate should remain in force shall take place whenever the Minister so requires.

Recognition of certificates as to load lines issued in other countries.

218. If the Governor-General is satisfied—

- (a) either—
 - (i) that, by the law in force in any part of the Commonwealth outside the Union provision has been made for the fixing, marking and certifying of load lines on ships* (or any class or description of ships) registered in that part of the Commonwealth; or

216. (1) As 'n erkende nie-Unio-laslynkonvensiesertifikaat ten aansien van 'n laslynskip wat geregistreer is in 'n land (behalwe die Unio) waarop die Laslynkonvensie van toepassing is, en wat op 'n plek in die Unie of die Unie se territoriale waters is, vertoon word, is die bevoegdheid van 'n opnemer om die skip te ondersoek ten opsigte van die laslyn beperk tot die vasstelling—

Inspesie van om beheer oor laslynkonvensie-skepe wat nie in die Unie geregistreer is nie.

- (a) of die skip gelaai is bo die perke wat deur die sertifikaat veroorloof is;
- (b) of die posisie van die laslyne op die skip ooreenslaan met die posisie uiteengesit in die sertifikaat;
- (c) of sedert die uitreiking van die sertifikaat enige struktuurveranderinge in die romp of aan die bo-bou van die skip plaasgevind het wat die posisie van die laslyne affekteer; en

(d) of die monterings en toestelle vir die beskerming van openings, die relingwerk, die waterafvoerpoorte en die toegang tot die akkommodasie vir die bemanning op die skip in net so 'n doeltreffende toestand gehou is as wat hulle was toe die sertifikaat uitgereik is.

(2) As 'n opnemer by ondersoek bevind dat die skip gelaai is bo die perke wat deur die sertifikaat veroorloof word, gee hy die gesagvoerder skriftelik daarvan kennis, vermeld in die kennisgewing die mate van die oorlaaiing en gelas daarin dat die saak in orde gebring word.

(3) As 'n opnemer by ondersoek bevind dat die laslyne van die skip nie in die posisie is wat in die sertifikaat vermeld word nie, gee hy die eienaar of gesagvoerder skriftelik daarvan kennis, vermeld in die kennisgewing die tekortkomings en gelas dat die tekortkomings uit die weg geruim word.

(4) 'n Afekrif vir elke kennisgewing kragtens sub-artikel (2) of (3) word deur die opnemer versend aan die bevoegde beampte by elke hawe waar 'n uitklaringsbewys vir daardie skip aangevra mag word, en 'n uitklaringsbewys word nie verleen nie en die skip word aangehou totdat 'n sertifikaat onderteken deur 'n opnemer vertoon word wat meld dat die saak in orde gebring is of die tekortkoming uit die weg geruim is, na gelang van die geval.

(5) As 'n erkende nie-Unio-laslynkonvensiesertifikaat nie aan die opnemer vertoon word wanneer hy soos tevore vermeld daarom versoek nie, het die opnemer dieselfde bevoegdheid om die skip te ondersoek ten einde vas te stel of die bepalings van hierdie Deel nagekom is, asof die skip 'n skip is wat in die Unie geregistreer is.

(6) By die toepassing van hierdie artikel word 'n skip geag gelaai te wees bo die perke wat die sertifikaat veroorloof, as dit op so 'n manier gelaai is dat die toepaslike laslyne aan elke kant van die skip wanneer dit nie oorhel nie, onder die soutwater is, dit wil sê, die laslyne wat volgens die sertifikaat die maksimum diepte aandui waartoe die skip volgens die Laslynkonvensie op die oomblik gelaai mag word.

217. (1) Die Minister kan ten aansien van 'n laslynskip wat nie in die Unie geregistreer is nie, 'n spesiale laslynertifikaat laat uitreik.

Uitreik van laslynertifikaat ten aansien van skepe wat nie in die Unie geregistreer is nie.

(2) Die bepalings van hierdie Hoofstuk betreffende die uitreiking, uitwerking, geldigheidsduur, hernuwing en kansellering van plaaslike laslynertifikaate is, *mutatis mutandis*, van toepassing met betrekking tot spesiale laslynertifikaate: Met dien verstande dat—

- (a) as 'n spesiale laslynertifikaat ten aansien van 'n laslynskip wat geregistreer is in 'n land waarop die Laslynkonvensie nie van toepassing is nie uitgereik is, dit dienstig is ten opsigte van internasionale reise sowel as ander reise, maar as dit uitgereik is ten aansien van 'n laslynskip geregistreer in 'n land waarop die Laslynkonvensie van toepassing is, dit net geldig is solank die skip nie op internasionale reise vaar nie, en dit geëndosseer word met 'n verklaring te dien effekte, en dit deur die Minister gekanselleer kan word as hy oortuig is dat die skip aldus vaar; en
- (b) 'n inspeksie met die doel om vas te stel of die sertifikaat van krag moet bly, plaasvind wanneer ook al die Minister dit vereis.

218. As die Goewerneur-generaal oortuig is—

Erkenning van sertifikaate betreffende laslyne uitgereik in ander lande.

(a) of—

- (i) dat die wette van krag in 'n deel van die Statebond buitekant die Unie vooriening maak vir die heping, merk en sertifisering van laslyne op skepe (of enige kategorie of soort skepe) wat in daardie deel van die Statebond geregistreer is; of

- (ii) that such provision has been made by the law in force in any foreign country with respect to ships (or any class or description of ships) registered in that country, and has also been so made (or it has been agreed that provision shall be so made) for recognizing load line certificates issued in the Union as having the same effect in ports of that country as certificates issued under the said provision; and
- b) that the provision for the fixing, marking and certifying of load lines is based on the same principles as the corresponding provisions of this Chapter and of the load line regulations and is equally effective,

he may, by proclamation, direct that certificates issued in pursuance of that provision in respect of ships (or that class or description of ships) registered in that part of the Commonwealth, or in respect of ships (or that class or description of ships) registered in that foreign country, as the case may be, shall have the same effect, for the purposes of this Chapter as special load line certificates.

Load line ships not registered in the Union not to be taken to sea without load line certificates.

219. The master of a load line ship not registered in the Union shall not cause or permit her to proceed to sea from a port in the Union unless there is on board and in force in respect of that ship—

- (a) if she is registered in a country to which the Load Line Convention applies, and—
 - (i) is engaged in an international voyage, a recognized non-Union load line convention certificate or a certificate issued under sub-section (2) of section *two hundred and fifteen*; or
 - (ii) is not engaged in an international voyage, a certificate referred to in paragraph (i) or a special load line certificate or a certificate which in terms of a proclamation issued under section *two hundred and eighteen* has the same effect as a special load line certificate; or
- (b) if she is not registered in a country to which the Load Line Convention applies, a special load line certificate or a certificate which in terms of a proclamation issued under section *two hundred and eighteen* has the same effect as a special load line certificate.

Subversion of load line on ships not registered in the Union.

220. The provisions of section *two hundred and fourteen* shall apply to load line ships not registered in the Union, while they are at any port in the Union, as they apply to load line ships registered in the Union: Provided that in the application of the said provisions the expression "the load line" shall mean—

- (a) in the case of a ship in respect of which there is produced a recognized non-Union load line convention certificate, the load line appearing by the certificate to indicate the maximum depth to which the ship is for the time being entitled under the Load Line Convention to be loaded; or
- (b) in the case of a ship in respect of which there is produced a certificate which, in terms of a proclamation issued under section *two hundred and eighteen*, has the same effect for the purposes of this Chapter as a special load line certificate, the load line appearing by the certificate to indicate the maximum depth to which the ship is for the time being entitled, under the law in force in the country in which the ship is registered, to be loaded; or
- (c) in any other case, the load line which corresponds with the load line indicating the maximum depth to which the ship is for the time being entitled under the load line regulations to be loaded, or if no load line on the ship corresponds as aforesaid, the lowest load line thereon.

PART III.

Safety of Navigation.

Ship's complement.

221. (1) The owner and the master of every—

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

shall ensure that, in addition to the ships' officers which in terms of section *seventy-three* must be employed on board that ship, there are employed as crew the number and description of persons prescribed.

- (ii) dat sodanige voorsiening gemaak is in die wette van krag in 'n vreemde land ten aansien van skepe (of enige kategorie of soort skepe) wat in daardie land geregistreer is, en voorsiening ook aldus gemaak is (of daar ooreengekom is dat voorsiening aldus gemaak sal word) vir die erkenning van laslynsertifikate wat in die Unie uitgereik is as ewe geldig in hawens van daardie land as sertifikate wat kragtens genoemde voorsiening uitgereik is; en
- (b) dat die voorsiening vir die vasstelling, merk en sertifisering van laslyne gebaseer is op dieselfde beginsels as die ooreenstemmende bepalings van hierdie Hoofstuk en van die laslyn-regulasies en ewe doeltreffend is, kan hy by proklamasie gelas dat sertifikate uitgereik ingevolge daardie voorsiening ten aansien van skepe (of daardie kategorie of soort skepe) wat in daardie deel van die Statebond geregistreer is, of ten aansien van skepe (of daardie kategorie of soort skepe) wat in daardie vreemde land geregistreer is, al na die geval, by die toepassing van hierdie Hoofstuk dieselfde krag sal hê as plaaslike laslynsertifikate.

219. Die gesagvoerder van 'n laslynskip wat nie in die Unie geregistreer is nie, laat nie die skip uit 'n hawe in die Unie uitvaar nie, en laat nie toe dat dit gebeur nie, tensy daar aan boord van daardie skip en ten aansien daarvan van krag is—

Laslynskepe nie in die Unie geregistreer nie maar nie sonder laslyn-sertifikate uit nie.

- (a) as die skip in 'n land waarop die Laslynkonvensie van toepassing is geregistreer is, en—
- (i) op 'n internasionale reis gebruik word, 'n erkende nie-Unie-laslynkonvensiesertifikaat of 'n sertifikaat uitgereik kragtens sub-artikel (2) van artikel tweehonderd-en-vyftien; of
- (ii) nie op 'n internasionale reis gebruik word nie, 'n in paragraaf (i) bedoelde sertifikaat of 'n spesiale laslynsertifikaat of 'n sertifikaat wat ingevolge 'n kragtens artikel tweehonderd-en-agnien uitgevaardigde proklamasie dieselfde krag het as 'n plaaslike laslynsertifikaat; of
- (b) as die skip nie in 'n land waarop die Laslynkonvensie van toepassing is geregistreer is nie, 'n spesiale laslynsertifikaat of 'n sertifikaat wat ingevolge 'n kragtens artikel tweehonderd-en-agnien uitgevaardigde proklamasie dieselfde krag het as 'n plaaslike laslynsertifikaat.

220. Die bepalings van artikel tweehonderd-en-ecertien geld vir laslynskepe wat nie in die Unie geregistreer is nie, terwyl hulle by 'n hawe in die Unie is, net soos hulle geld vir laslynskepe in die Unie geregistreer: Met dien verstande dat by die toepassing van genoemde bepalings die uitdrukking „laslyn” beteken—

Laslyn onder watervlak van skepe nie in Unie geregistreer nie.

- (a) in die geval van 'n skip ten aansien waarvan 'n erkende nie-Unie-laslynkonvensiesertifikaat vertoon word, die laslyn wat volgens die sertifikaat die maksimumdiepte aandui waartoe die skip volgens die Laslynkonvensie op die oomblik gelaaï mag word; of
- (b) in die geval van 'n skip ten aansien waarvan 'n sertifikaat vertoon word wat, volgens 'n proklamasie uitgereik kragtens artikel tweehonderd-en-agnien, by die toepassing van hierdie Hoofstuk dieselfde krag het as 'n plaaslike laslynsertifikaat, die laslyn wat volgens die sertifikaat die maksimumdiepte aandui waartoe die skip volgens die wette van krag in die land waarin die skip geregistreer is, op die oomblik gelaaï mag word.
- (c) in alle ander gevalle, die laslyn wat ooreenstem met die laslyn wat die maksimumdiepte aandui waartoe die skip volgens die laslynregulasies op die oomblik gelaaï mag word, of as geen laslyn op die skip soos vermeld ooreenstem nie, die laagste laslyn daarop.

DEEL III.

Veiligheid met betrekking tot Navigasie.

221. (1) Die eienaar en die gesagvoerder van elke—

Voltallige bemanning van skip.

- (a) Suid-Afrikaanse skip wat van enige hawe waar ook al uitvaar; of
- (b) skip wat nie 'n Suid-Afrikaanse skip is nie wat by 'n hawe in die Unie passasiers aan boord neem en daarvan uitvaar,
- moet sorg dra dat benevens die skeepsaffisiere wat kragtens artikel drie-en-seventig aan boord van daardie skip in diens moet wees, daar as bemanning die voorgeskrewe aantal en soort persone in diens is.

(2) The owner of every Commonwealth ship (other than a ship embarking passengers at a port in the Union) going to sea from any port in the Union shall ensure that, in addition to the ships' officers which in terms of sub-section (4) of section seventy-three must be employed on board that ship, there are employed as crew the number and descriptions of persons which, by the relative laws in force in that part of the Commonwealth in which the ship is registered, she is required to carry when going to sea from a port in that part of the Commonwealth.

(3) Paragraph (a) of sub-section (1) shall not apply in respect of any vessel belonging to the Railway Administration and used by that Administration in connection with the working of its harbours, if that vessel goes to sea in an emergency.

Employment of
radio officers and
operators.

222. (1) No person shall be employed as a radio officer or operator of a radio installation on any South African ship unless he is a South African citizen or a citizen of a country (other than the Union) which is a member of the Commonwealth, and unless he holds an appropriate certificate of proficiency issued or approved in accordance with the radio regulations.

(2) A person employed as a radio officer or operator on board a South African ship shall subscribe to a declaration of secrecy, which shall be in the approved form; and no person, having made the declaration, shall, either directly or indirectly, divulge to any other person unless lawfully authorized to do so, any information which he has acquired by virtue of his employment.

Surveyor may
direct that
defects be made
good.

223. (1) If upon the inspection of a vessel a surveyor find that the provisions of section seventy-three or two hundred and twenty-one are not being complied with, or that the vessel is not equipped as required by the construction regulations, the life-saving equipment regulations, the radio regulations or the collision regulations, or not marked as required by the load line regulations, or that the equipment is not in good condition, or that the deck lines or load lines are not being properly maintained, or that the qualified staff required by the radio regulations for the operation of the radio installation is not provided, he shall give notice in writing to that effect to the owner or master, pointing out the deficiencies or defects and requiring that they be made good.

(2) A copy of every notice so given shall be transmitted by the surveyor to the proper officer at any port at which a clearance for that vessel may be requested, and a clearance shall not be granted, and the vessel shall be detained, until a certificate under the hand of a surveyor is produced stating that the deficiencies or defects have been supplied or made good.

Display of safety
convention
certificate, local
safety certificate
or load line
certificate.

224. Immediately after receipt of a safety convention certificate, a local safety certificate, a load line certificate or a load line exemption certificate, the owner or master shall cause it to be framed and displayed in some conspicuous place on board the vessel for the information of all on board, and shall cause it to be kept so framed and displayed so long as it remains in force and the vessel is in use: Provided that this section shall not apply in respect of any vessel of less than one hundred gross tons, if the Director has exempted her from its provisions.

Printed notices
and diagrams as
to location of
lifeboats, etc.

225. (1) The master of every passenger ship, wherever registered, plying between Union ports or between a Union port and any other port shall cause ample provision to be made, to the satisfaction of a surveyor, by printed notices, and by diagrams where necessary, to enable the passengers to ascertain the position of lifeboats, life-jackets and other life-saving appliances, fire-buckets, axes and fire-extinguishers. He shall also cause to be kept exhibited in each cabin, and throughout the ship to the satisfaction of a surveyor, notices showing the method of adjusting life-jackets to the body.

(2) The master of every passenger ship registered in the Union shall cause to be kept in some conspicuous place accessible to all the passengers a printed copy of this Part.

Information about
stability of ship.

226. (1) The owner of every South African ship built after the coming into operation of this section shall cause to be kept on board the ship such information in writing about the stability

(2) Die eienaar van elke Statebond-skip (behalwe 'n skip wat passasiers by 'n Unie-hawe aan boord neem) wat uit 'n Unie-hawe uitvaar, sorg dat benewens die skeeps-offisiere wat kragtens sub-artikel (4) van artikel drie-en-swentig aan boord van daardie skip in diens moet wees, daar as bemanning die aantal en soort persone in diens is wat, volgens die betrokke wette wat in daardie deel van die Statebond waarin die skip geregistreer is, van krag is, die skip verplig is om aan boord te hê wanneer dit uit 'n hawe in daardie deel van die Statebond uitvaar.

(3) Paragraaf (a) van sub-artikel (1) is nie ten aansien van enige vaartuig wat aan die Spoorwegadministrasie behoort en wat deur daardie Administrasie in verband met sy hawe-bedryf gebruik word, as daardie vaartuig in geval van nood ter see uitvaar, van toepassing nie.

222. (1) Niemand word as radio-offisier of radiotelegrafis of -telefonis by 'n radio-installasie op 'n Suid-Afrikaanse skip gebruik tensy hy 'n Suid-Afrikaanse burger is of 'n burger is van 'n land (behalwe die Unie) wat lid is van die Statebond, en tensy hy 'n gepaste bekwaamheidsertifikaat besit wat volgens die radio-regulasies uitgereik of goedgekeur is nie.

Indien aanneming van radio-offisiere en radiotelegrafiste en -telefoniste.

(2) 'n Persoon wat as radio-offisier of radiotelegrafis of -telefonis aan boord van 'n Suid-Afrikaanse skip gebruik word, lê 'n verklaring van geheimhouding af wat in 'n goedgekeurde vorm moet wees; en niemand wat so 'n verklaring gemaak het, openbaar aan enige ander persoon, regstreks of onregstreks, tensy hy wettiglik daartoe gemaak is, enige inligting wat hy uit hoofde van sy werk bekom nie.

223. (1) Indien by ondersoek van 'n vaartuig 'n opnemer bevind dat aan die bepalinge van artikel drie-en-swentig of tweehonderd een-en-twintig nie voldoen word nie, of dat die vaartuig nie ooreenkomstig die vereistes van die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, die radio-regulasies of die regulasies in verband met botsings toegerus is nie, of nie ooreenkomstig die vereistes van die laslynregulasies gemerk is nie, of dat die uitrusting nie in 'n goeie toestand is nie, of dat die deklare van laslyne nie behoorlik in stand gehou word nie, of dat voorsiening nie gemaak is nie vir die bevoegde personeel wat deur die radio-regulasies vir die hantering van die radio-installasie vereis word, gee hy skriftelik daarvan kennis aan die eienaar of gesagvoerder, vermeld in die kennisgewing die tekortkomings of gebreke en gelas dat hulle aangevul of uit die weg geruim moet word.

Opnemer kan gelas dat gebreke uit die weg geruim word.

(2) 'n Afskrif van elke kennisgewing aldus gegee word deur die opnemer versend aan die bevoegde beampte by enige hawe waar 'n uitklaringsbewys vir daardie vaartuig aangevra mag word, en 'n uitklaringsbewys wat verleen nie en die vaartuig word aangehou totdat 'n sertifikaat onderteken deur 'n opnemer vertoon word waarin verklaar word dat die tekortkomings of gebreke aangevul of uit die weg geruim is.

224. Onmiddellik na ontvangs van 'n veiligheidskonvensie-sertifikaat, 'n plaaslike veiligheidsertifikaat, 'n laslyn-sertifikaat of 'n laslyn-vrystellingsertifikaat, laat die eienaar of gesagvoerder dit raam en tentoonstel op een of ander in-die-oog-lopende plek aan boord van die vaartuig vir die inligting van almal aan boord, en laat hy dit so geraam en tentoon-gestel hou solank dit van krag bly en die vaartuig gebruik word: Met dien verstande dat hierdie artikel nie ten aansien van 'n vaartuig van minder as honderd bruto-ton geld nie, as die Direkteur die vaartuig van die bepalinge daarvan vrygestel het.

Verlating van veiligheidskonvensie-sertifikaat, plaaslike veiligheidsertifikaat of laslyn-sertifikaat.

225. (1) Die gesagvoerder van elke passasierskip, waar dit ookal geregistreer is, wat tussen Unie-hawens of tussen 'n Unie-hawe en enige ander hawe vaar, laat tot die tevredenheid van 'n opnemer voldoende voorsiening maak by wyse van gedrukte kennisgewings en van tekeninge waar dit nodig is, om die passasiers in staat te stel om uit te vind waar reddings-bote, reddingsbuisse en ander reddingstoestelle, brand-emmers, byle en brandblusers is. Hy laat ook kennisgewings wat wys hoe om reddingsbuisse aan te trek in elke kajuit en dwarsdeur die skip tot die tevredenheid van 'n opnemer vertoon hou.

Gedrukte kennisgewings en tekeninge insake plek van reddings-bote, ens.

(2) Die gesagvoerder van elke passasierskip in die Unie geregistreer laat 'n gedrukte afskrif van hierdie Deel op een of ander in-die-oog-lopende plek wat vir alle passasiers toeganklik is, hou.

226. (1) Die eienaar van elke Suid-Afrikaanse skip wat na Gegewens oor die inwerkingtrekking van hierdie artikel gebou word, sorg dat stabiliteit van sodanige gegewens in geskied oor die stabiliteit van die skip aan skip.

of the ship as is necessary for the guidance of the master in loading and ballasting the ship.

(2) The information required in terms of sub-section (1) shall be in the prescribed form, and shall be based upon the determination of the stability of the ship by means of an inclining test of the ship: Provided that the Director may allow the information to be based on a similar determination of the stability of a sister ship.

(3) When any such information is provided concerning any ship, the owner of the ship shall send a copy thereof to the Director: Provided that the owner shall not be required to send a copy of any information to the Director if a copy of the same information has been previously sent to him.

(4) For the purposes of section one hundred and eighty-seven every document containing such information as is referred to in this section shall be deemed to be a document relating to the navigation of the ship.

Production of
certificates to
officers of
customs.

227. (1) The master of any ship which is at any port in the Union shall produce to the officer of customs from whom a clearance for that ship is requested—

- (a) if she is a ship to which section two hundred or two hundred and three applies, the certificate or certificates which in terms of those sections must be on board that ship; or
- (b) if she is a load line ship registered in the Union, the certificate which in terms of section two hundred and twelve must be on board that ship; or
- (c) if she is a load line ship not registered in the Union, the certificate which in terms of section two hundred and nineteen must be on board that ship; or
- (d) if she is a load line ship carrying a deck cargo of timber, a certificate issued under sub-section (1) of section two hundred and thirty-seven.

(2) If the certificate or certificates required to be produced by or under sub-section (1) are not produced, the ship shall be detained until such certificate or certificates are produced.

Compasses to be
adjusted.

228. (1) The master of every ship plying between Union ports or between a Union port and any other port, wherever she may be registered, shall ensure that the compasses on board that ship are properly adjusted from time to time, in accordance with the regulations.

(2) Any person thereto authorized by the Director may at any time inspect the compasses of any ship referred to in sub-section (1) and shall report to the Director the result of his inspection; and the Director may upon such report direct that the compasses of the ship shall be adjusted in accordance with the regulations by an adjuster of compasses licensed under the regulations; and the master of the ship shall ensure that such direction is carried out.

Signalling lamps.

229. The master or owner of a South African ship of one hundred or more gross register tons (or of such lower tonnage gross register as may be prescribed) shall not cause or permit the ship to proceed to sea unless she is provided with a signalling lamp in accordance with the regulations.

No misloading
lights to be
shown.

230. (1) The owner or other person having control of any premises on which any light or signal is shown on shore which is likely to mislead the master of any ship or be mistaken for any light or signal displayed under the authority of any law for the information or safety of ships, or the person having charge of any such light or signal, shall comply with any notice given by the Director requiring the discontinuance of the light or signal or the screening thereof, or other action to be taken to prevent any danger to shipping therefrom.

(2) If the notice is not complied with, any person authorized by the Director may at any time enter on any land or premises and remove the light or signal, together with any apparatus or appliance used in connection therewith, and the Director may recover the expenses of such removal from the owner or other person concerned.

Registration of
private code or
signals.

231. (1) If the owner of a ship, wherever registered, desires to use any signals for the purpose of a private code he may register them with the Director, who may from time to time publish a list of the signals so registered.

boord van die skip bewaar word as wat nodig mag wees vir die inligting van die gesagvoerder by die inlê van 'n vraag of ballas in die skip.

(2) Die ingevolge sub-artikel (1) vereiste gegewens word in die voorgeskrewe vorm opgestel en word op die bepaling van die stabiliteit van die skip deur middel van 'n hellingtoets gebaseer: Met dien verstande dat die Direkteur kan toelaat dat die gegewens op 'n dergelike bepaling van die stabiliteit van 'n susterskip gebaseer word.

(3) Wanneer sodanige gegewens aangaande 'n skip verskaf word, stuur die eienaar van die skip 'n afskrif daarvan aan die Direkteur: Met dien verstande dat die eienaar nie verplig is om 'n afskrif van gegewens aan die Direkteur te stuur nie, as 'n afskrif van dieselfde gegewens tevore aan hom gestuur is.

(4) By toepassing van artikel honderd sewen-en-tagtig word elke dokument wat gegewens wat in hierdie artikel bedoel word bevat, geag 'n dokument betreffende die navigasie van die skip te wees.

227. (1) Die gesagvoerder van 'n skip wat in 'n hawe in die Unie is, vertoon aan die doeanbeampte by wie 'n uitklaringsbewys vir daardie skip aangevra word—

Vertoon van
sertifikate aan
doeanbeamptes.

(a) as dit 'n skip is waarop artikel tweehonderd of tweehonderd-en-drie van toepassing is, die sertifikaat of sertifikate wat ingevolge daardie artikels aan boord van daardie skip moet wees; of

(b) as dit 'n in die Unie geregistreerde laslynskip is, die sertifikaat wat ingevolge artikel tweehonderd-en-twaalf aan boord van daardie skip moet wees; of

(c) as dit 'n laslynskip is wat nie in die Unie geregistreer is nie, die sertifikaat wat ingevolge artikel tweehonderd-en-negentien aan boord van daardie skip moet wees; of

(d) as dit 'n laslynskip is wat 'n houtvrag op dek vervoer, 'n sertifikaat uitgereik kragtens sub-artikel (1) van artikel tweehonderd sewen-en-dertig.

(2) As die sertifikaat of sertifikate wat kragtens sub-artikel (1) vertoon moet word, nie vertoon word nie, word die skip aangehou totdat sodanige sertifikaat of sertifikate vertoon word.

228. (1) Die gesagvoerder van elke skip wat tussen Unie-hawens of tussen 'n Unie-hawe en enige ander hawe vaar, waar die skip ookal geregistreer is, dra sorg dat die kompas aan boord van daardie skip behoorlik van tyd tot tyd volgens die regulasies verstel word.

Kompass
word verstel.

(2) Enige persoon wat daartoe deur die Direkteur gemagtig is, kan te eniger tyd die kompas van 'n in sub-artikel (1) bedoelde skip ondersoek, om te sien of 'n verslag van sy ondersoek aan die Direkteur meedeel; en die Direkteur kan as gevolg van so 'n verslag opdrag gee dat die kompas van die skip ooreenkomstig die bepalinge van die regulasies deur 'n kompasversteller wat kragtens die regulasies gelisensieer is, verstel moet word; en die gesagvoerder van die skip moet sorg dat aan daardie opdrag voldoen word.

229. Die gesagvoerder of eienaar van 'n Suid-Afrikaanse skip seilamp. van eenhonderd of meer bruto-registerton (of van 'n kleiner bruto-registertonmaat wat voorgeskryf mag wees) laat nie die skip uitvaar of laat nie toe dat dit uitvaar tensy dit ooreenkomstig die regulasies van 'n seilamp voorsien is nie.

230. (1) Die eienaar of ander persoon wat beheer het oor 'n perseel waarop aan wal 'n lig of sein vertoon word wat waarskynlik die gesagvoerder van 'n skip sal mislei of wat waarskynlik angesien sal word vir 'n lig of sein wat kragtens 'n wet vir die informasie of veiligheid van skepe vertoon word, of die persoon wat oor sodanige lig of sein toesig het, voldoen aan enige kennisgewing wat die Direkteur gee waarin die staking van die lig of sein of die bedekking daarvan of ander handeling wat gedoen moet word om enige gevaar vir die skeepvaart uit hoofde daarvan te voorkom, gelas word.

Geen misleidende
ligte word
vertoon nie.

(2) As aan die kennisgewing nie voldoen word nie, kan enigeen wat deur die Direkteur gemagtig is, te eniger tyd enige grond of perseel betree om die lig of sein te verwyder, tesame met enige apparaat of toestel wat in verband daarmee gebruik word, en kan die Direkteur die onkoste van sodanige verwydering op die betrokke eienaar of ander persoon verhaal.

231. (1) As die eienaar van 'n skip waar dit ook al geregistreer is, seine vir 'n private kode wil gebruik, kan hy hulle by die Direkteur registreer, wat van tyd tot tyd 'n lys van die seine wat aldus geregistreer is, kan publiseer.

Registrasie van
private seinkode.

(2) The Director may refuse to register any signals which, in his opinion, cannot easily be distinguished from signals generally used as signals of distress, signals for pilots, signals of urgency, signals prescribed for indicating that a message is about to be sent relating to a danger, or from signals registered in the name of any other person.

(3) The Director may, if he think fit, cancel the registration of any signal at any time.

(4) No person shall—

- (a) use any signal so registered, except by the authority of the person in whose name it is registered; or
- (b) use any signal the registration of which has been cancelled by the Director.

Signals of distress.

232. (1) The master of a South African ship shall not, within or outside the Union, and the master of a ship not registered in the Union shall not, within the Union or the territorial waters thereof, use or display or cause or permit any person under his authority to use or display—

- (a) any signal which by regulation is declared to be a signal of distress, except in the circumstances and for the purpose prescribed; or
- (b) any private signal, whether registered or not, which is likely to be mistaken for any such signal of distress.

(2) Any person convicted of contravening sub-section (1) shall be liable, in addition to any penalty imposed under section *three hundred and thirteen*, to pay compensation for any labour undertaken, risk incurred or loss sustained in consequence of the signal used or displayed having been taken to be a signal of distress. Such compensation may, without prejudice to any other remedy, be recovered in the same manner in which salvage is recoverable in terms of this Act.

Boat and fire drills and inspection of life-saving appliances.

233. (1) The master of every—

- (a) passenger ship; or
- (b) ship (other than a passenger ship) of not less than five hundred gross register tons (or of such lower tonnage gross register as may be prescribed),

which is registered in the Union, shall, if it be practicable to do so, cause—

- (i) boat drill and fire drill to be practised, in the case of a passenger ship, at least once in every week, and, in the case of a ship other than a passenger ship, at least once in every month; and
- (ii) the life-saving appliances on board the ship to be inspected to ascertain whether they are fit and ready for use, at least once in every such period as may be prescribed.

(2) The master of every such ship shall cause an entry to be made in the official log-book of every occasion on which boat drill and fire drill are practised or the said appliances are inspected; and if,—

- (a) in the case of a passenger ship, boat drill or fire drill is not practised in any week; or
- (b) in the case of a ship other than a passenger ship, boat drill or fire drill is not practised in any month; or
- (c) in the case of any ship, the said appliances are not inspected in any such period as is prescribed,

the master shall cause a statement to be entered in the official log-book of the reasons why the drill was not practised or the appliances were not inspected in that week, month or period.

Obligation to assist ships in distress.

234. (1) The master of a South African ship, on receiving at sea a signal of distress or information from any source that a ship is in distress, shall proceed with all speed to the assistance of the persons in distress (informing them if possible that he is doing so) unless he is unable, or in the special circumstances of the case considers it unreasonable or unnecessary, to do so, or unless he is released under the provisions of sub-section (3) or (4) from the obligation imposed by this sub-section.

(2) Where the master of any ship in distress has requisitioned any South African ship that has answered his call for assistance, it shall be the duty of the master of the South African ship to comply with the requisition by continuing to proceed

(2) Die Direkteur kan weier om enige sein te registreer wat na sy mening nie maklik onderskei kan word van seine wat in algemene gebruik is as noodseine, seine vir loodse, dringende seine, seine wat voorgeskryf is om aan te dui dat 'n boodskap van gevaar op die punt staan om gestuur te word, of van seine op die naam van 'n ander persoon geregistreer nie.

(3) Die Direkteur kan, as hy dit goed ag, die registrasie van enige sein tot eniger tyd kanselleer.

(4) Niemand—

(a) gebruik 'n aldus geregistreerde sein behalwe op gesag van die persoon op wie se naam dit geregistreer is nie; of

(b) gebruik 'n sein waarvan die registrasie deur die Direkteur gekanselleer is nie.

232. (1) Geen gesagvoerder van 'n Suid-Afrikaanse skip mag binne of buite die Unie, en geen gesagvoerder van 'n skip wat nie in die Unie geregistreer is nie, mag binne die Unie of binne die Unie se territoriale waters, die volgende seine gebruik of vertoon of iemand onder sy gesag hulle laat gebruik of vertoon, of toelaat dat iemand hulle gebruik of vertoon nie, d.w.s.—

(a) 'n sein wat by regulasie tot 'n noodsein verklaar is, behalwe in die omstandighede en vir die doel wat voorgeskryf is; of

(b) 'n private sein, geregistreer of nie, wat waarskynlik vir enige sodanige noodsein aangesien sou kan word.

(2) Enigeen wat skuldig bevind is aan 'n oortreding van sub-artikel (1) is, benewens enige straf opgelê kragtens artikel driehonderd-en-dertien, ook aanspreeklik om vergoeding te betaal vir enige arbeid wat onderneem, risiko wat geloop of verlies wat gely is as gevolg van die feit dat die sein wat gebruik of vertoon is, aangesien is vir 'n noodsein. Sodanige vergoeding kan sonder benadeling van enige ander regs middel op dieselfde manier verhaal word as wat bergloot kragtens hierdie Wet verhaal word.

233. (1) Die gesagvoerder van elke—

(a) passasiërskip; of

(b) skip (behalwe 'n passasiërskip) van nie minder as vyfhonderd bruto-registerton (of van 'n kleiner bruto-registerton nêrens wat voorgeskryf mag wees),

wat in die Unie geregister is, moet, as dit prakties uitvoerbaar is,—

(i) boot- en brandweeroefeninge laat hou, in die geval van 'n passasiërskip, minstens eenkeer in elke week, en, in die geval van 'n ander skip as 'n passasiërskip, minstens eenkeer in elke maand; en

(ii) inspeksie laat doen van die reddingstoestelle aan boord van die skip, om vas te stel of hulle vir gebruik geskik en gereed is, minstens eenkeer in elke voorgeskrewe tydperk.

(2) Die gesagvoerder van 'n sodanige skip laat in die amptelike skeepsjoernaal aantekening hou van elke geleentheid waarby boot- en brandweeroefeninge gehou word of inspeksie van gemelde toestelle gedoen word; en indien—

(a) gedurende 'n week (in die geval van 'n passasiërskip) boot- of brandweeroefening nie gehou word nie; of

(b) gedurende 'n maand (in die geval van 'n ander skip as 'n passasiërskip) boot- of brandweeroefening nie gehou word nie; of

(c) gedurende die voorgeskrewe tydperk (in die geval van enige skip) inspeksie van gemelde toestelle nie gedoen word nie,

moet die gesagvoerder 'n opgawe in die amptelike skeepsjoernaal laat aanteken van die redes waarom gedurende daardie week, maand of tydperk die oefening nie gehou is nie of die inspeksie nie gedoen is nie.

234. (1) Wanneer die gesagvoerder van 'n Suid-Afrikaanse skip uit enige bron 'n noodsein of inligting dat 'n skip in nood verkeer, op die ope see ontvang, moet hy die persone wat in nood verkeer in alleryl te hulp snel en hulle, indien moontlik, in kennis stel dat hy besig is om dit te doen, tensy hy nie daartoe in staat is nie of in die besondere omstandighede van die geval dit onredelik of onnodig ag om dit te doen, of tensy hy ingevolge die bepalinge van sub-artikel (3) of (4) van die verpligting wat hierdie sub-artikel hom ople, onthef word.

(2) Wanneer die gesagvoerder van 'n skip wat in nood verkeer, 'n Suid-Afrikaanse skip wat op sy oproep om hulp geantwoord het, opgevorder het, is dit die plig van die gesagvoerder van die Suid-Afrikaanse skip om aan die opvordering

Boot- en brandweeroefeninge en inspeksie van reddingstoestelle.

Plig om aan skope wat in nood verkeer hulp te verleen.

with all speed to the assistance of the persons in distress unless he is released under the provisions of sub-section (4) from the obligation imposed by this sub-section.

(3) A master shall be released from the obligation imposed by sub-section (1) as soon as he is informed of the requisition of one or more ships other than his own and that the requisition is being complied with by the ship or ships requisitioned.

(4) A master shall be released from the obligation imposed by sub-section (1), and, if his ship has been requisitioned, from the obligation imposed by sub-section (2), if he is informed by the persons in distress, or by the master of any ship that has reached the persons in distress, that assistance is no longer required.

(5) If the master of a South African ship, on receiving at sea a signal of distress or information from any source that a ship is in distress, is unable, or in the special circumstances of the case considers it unreasonable or unnecessary, to go to the assistance of the persons in distress, he shall forthwith cause a statement to be entered in the official log-book, of his reasons for not going to the assistance of those persons.

(6) Compliance by the master of a ship with the provisions of this section shall not affect his right, or the right of any other person, to salvage.

(7) In the application of this section every reference to a ship in distress shall be interpreted so as to include a reference to an aircraft or a survival craft from a vessel or an aircraft in distress.

Dangerous goods
not to be carried.

235. (1) No person shall send by or carry in any ship, except in accordance with the prescribed regulations, as cargo or ballast, any dangerous goods.

(2) No person shall send by any ship, or, if he be not the master or owner of a ship carry in that ship, any dangerous goods without distinctly marking, in one of the official languages of the Union, their nature on the outside of the package containing the same, in accordance with the prescribed regulations, and without giving written notice of the nature of such goods and of the name and address of the sender thereof to the master or owner of a ship at or before the time of sending the same to be taken on board the ship.

(3) The master or owner of any ship may refuse to take on board any package or parcel which he suspects to contain dangerous goods, and may require such package or parcel to be opened to ascertain the fact.

(4) The provisions of this section shall not apply to ships' distress signals, or to the carriage of naval or military stores for the public service under conditions authorized by the Director.

(5) This section shall apply—

- (a) to South African ships wherever they may be; and
- (b) to all other ships while they are within any port in the Union, or are embarking or disembarking passengers within the territorial waters of the Union, or are loading or discharging cargo or fuel within those waters.

Carriage
of grain.

236. (1) Whenever grain is loaded in any port in the Union on board any ship, wherever she may be registered, or is loaded on board a South African ship in any port outside the Union, the owner or the master of the ship, or any agent of the owner who is charged with the loading or with sending the ship to sea laden with the grain, shall take all precautions prescribed by regulation to prevent the grain from shifting and in addition shall take all other precautions to prevent the grain from shifting which in the circumstances are necessary and reasonable; and if all such precautions are not taken, the ship shall be deemed to be unseaworthy.

(2) Whenever any ship, wherever she may be registered, having been loaded with grain outside the Union without the taking of all such precautions as are referred to in sub-section (1), enters any port in the Union so laden, the owner or master of the ship shall be guilty of an offence and the ship shall be deemed to be unseaworthy: Provided that this sub-section shall not have effect if the ship would not have entered any such port but for stress of weather or any other circumstances

gehoor te gee deur sy vaart in alleryl voort te sit om die persone wat in nood verkeer, te hulp te kom, tensy hy ingevolge die bepalings van sub-artikel (1) van die verpligting wat hierdie sub-artikel hom ople, onthef word.

(3) 'n Gesagvoerder word onthef van die verpligting wat sub-artikel (1) hom ople, sodra hy in kennis gestel word dat een of meer skepe, behalwe sy eie skip, opgevorder is, en dat aan die opvordering gevolg gegee word deur die opgevorderde skip of skepe.

(4) 'n Gesagvoerder word onthef van die verpligting wat sub-artikel (1) hom ople, en, indien sy skip opgevorder is, van die verpligting wat sub-artikel (2) hom ople, indien hy in kennis gestel word deur die persone wat in nood verkeer, of deur die gesagvoerder van 'n skip wat die persone bereik het wat in nood verkeer, dat hulp nie meer nodig is nie.

(5) As die gesagvoerder van 'n Suid-Afrikaanse skip, by die ontvangs op die ope see uit enige bron van 'n noodsein of van inligting dat 'n skip in nood verkeer, nie daartoe in staat is nie of in die besondere omstandighede van die geval dit onredelik of onnodig ag om die persone wat in nood verkeer, te hulp te kom, moet hy onverwyld in die amptelike skeepsjoernaal 'n verklaring aanteken van die redes waarom hy daardie persone nie te hulp gekom het nie.

(6) Voldoening deur die gesagvoerder van 'n skip aan die bepalings van hierdie artikel raak nie sy reg of die regte van enige ander persoon op borgloos nie.

(7) By die toepassing van hierdie artikel word 'n verwysing na 'n skip wat in nood verkeer so uitgedruk dat dit 'n verwysing na 'n vliegtuig of 'n reddingsmiddel van 'n vaartuig of 'n vliegtuig wat in nood verkeer insluit.

235. (1) Niemand stuur of vervoer enige gevaarlike goedere in enige skip as vrag of ballas behalwe ooreenkomstig die voorgeskrewe regulasies nie. Gevaarlike goed word nie vervoer nie.

(2) Niemand stuur in 'n skip of, as hy nie die gesagvoerder of eienaar van 'n skip is nie, vervoer in daardie skip enige gevaarlike goedere sonder om duidelik in een van die landstale van die Unie op die buitekant van die houer daarvan die aard van die goedere volgens die voorgeskrewe regulasies aan te dui en sonder om skriftelik kennis van die aard van sodanige goedere en van die naam en adres van die afsonder daarvan aan die gesagvoerder of eienaar van 'n skip te gee ten tyde van of voor die versending van die goedere wat aan boord van die skip geneem moet word nie.

(3) Die gesagvoerder of eienaar van 'n skip kan weier om enige pakkot of pakkie wat na hy vermoel gevaarlike goedere bevat, aan boord te neem en hy kan gelas dat sodanige pakkot of pakkie oopgemaak word om die feit vas te stel.

(4) Die bepalings van hierdie artikel geld nie vir skeepsnoodseine of vir die vervoer van vloot- of militêre voorrade vir die diens van die Staat onder toestande wat die Direkteur magtig nie.

(5) Hierdie artikel is van toepassing—

(a) op Suid-Afrikaanse skepe waar hulle hulle ook al mag bovind; en

(b) op alle ander skepe terwyl hulle in 'n Unie-hawe is, of terwyl hulle in die Unie se territoriale waters passasiers aan boord neem of ontskeep, of in gemelde waters vrag of brandstof laai of aflaai.

236. (1) Wanneer in 'n Unie-hawe graan aan boord van enige skip gelaa word, waar ook al die skip geregistreer mag wees, of wanneer in 'n hawe buite die Unie graan aan boord van 'n Suid-Afrikaanse skip gelaa word, dra die eienaar of die gesagvoerder van die skip of enige agent van die eienaar aan wie dit opgedra is om die skip te lant laai of die met graan bevrachte skip te lant uitvaar, sorg dat allo by regulasie voorgeskrewe voorsorgsmaatreëls om te verhoed dat die graan verskuif, getref word, en dra hy ook sorg dat allo ander voorsorgsmaatreëls om te verhoed dat die graan verskuif wat onder die omstandighede nodig en redelik is, getref word; en as alle sodanige voorsorgsmaatreëls nie getref word nie, word die skip geag onseewaardig te wees. Vervoer van graan.

(2) Wanneer 'n skip, waar dit ook al geregistreer mag wees, waarin graan buite die Unie gelaa is, sonder dat al die in sub-artikel (1) bedoelde voorsorgsmaatreëls getref is, aldus bevrags 'n Unie-hawe binnevaar, is die eienaar of gesagvoerder van die skip aan 'n misdryf skuldig, en word die skip geag onseewaardig te wees. Met dien verstande dat hierdie sub-artikel nie geld nie as die skip nie so 'n hawe sou binnegevaar het nie, was dit nie vir weers- of enige ander omstandighede

that neither the master nor the owner nor the charterer (if any) could have prevented or forestalled.

(3) Sub-sections (1) and (2) shall not apply in respect of a ship loaded in all respects in accordance with any provisions approved by the Minister in the special case.

(4) On the arrival at a port in the Union from a port outside the Union of any ship, wherever she may be registered, carrying a cargo of grain, the master shall cause to be delivered to the proper officer a notice stating—

- (a) the draught of water and freeboard of the said ship after the loading of her cargo was completed at the final port of loading; and
- (b) the following particulars of the grain carried, namely,—
 - (i) the kind of grain and the quantity thereof, stated in cubic feet, bushels, or tons weight;
 - (ii) the mode in which the grain is stowed; and
 - (iii) the precautions taken to prevent the grain from shifting.

(5) In this section the word "grain" includes wheat, maize, oats, rye, barley, rice, pulses and seeds, and in sub-section (4) the expression "ship carrying a cargo of grain" means a ship carrying a quantity of grain exceeding one-third of the ship's net register tonnage, reckoning one hundred cubic feet, or two tons weight, of grain as equivalent to one ton of net register tonnage.

Carriage of
timber deck cargo.

237. (1) Whenever a load line ship carrying a deck cargo of timber is about to make a voyage from a port in the Union the owner or master shall cause the ship to be inspected by a surveyor who, if satisfied that the ship is suitable for the carriage of deck cargoes of timber and that such cargo is properly stowed and secured in accordance with the timber cargo regulations, shall issue a certificate to that effect.

(2) Neither the owner nor the master of any such ship shall cause or permit her to proceed to sea from a port in the Union unless there is on board a certificate issued under sub-section (1) in force in respect of that ship.

(3) In any proceedings against an owner or master in respect of a contravention of the timber cargo regulations, it shall be a good defence to prove that the contravention was due solely to deviation or delay, being deviation or delay caused solely by stress of weather or other circumstances which neither the master nor the owner nor the charterer (if any) could have prevented or forestalled.

(4) This section shall apply to all ships wherever they may be registered.

Marking of heavy
packages or
objects.

238. No person shall in the Union consign to be loaded on any ship, and no owner or master of any ship in the Union, wherever she may be registered, shall cause or permit to be loaded on that ship any package or object of a gross weight of two thousand pounds or more, unless its weight is plainly and durably marked on the outside of the package or object: Provided that in the case of a package or object of such a character that its exact weight would be difficult to ascertain an approximate weight may be so marked accompanied by the word "approximate" or "on average" or any reasonable abbreviation thereof.

Report of
alteration or
damage affecting
seaworthiness,
efficiency or
compliance with
regulations.

239. (1) If any alteration has been made in, or any damage has been sustained by, a South African ship so material as to affect her seaworthiness or her efficiency, whether in her hull, equipment or machinery, or her compliance with such of the construction regulations, the life-saving equipment regulations, the radio regulations, the collision regulations or the load line regulations as apply to her, the owner or master shall, as soon as possible, forward a report to the Director, giving full particulars of the alteration or damage.

(2) If, by reason of the contents of a report made in terms of sub-section (1), or for any other reason, the Director is of the opinion or suspects—

- (a) that a South African ship is unseaworthy; or
- (b) that the hull, equipment or machinery of a South African ship is insufficient; or

wat nie deur die gesagvoerder of die eienaar of die bevrachter (as daar een is) vermy of voorkom kon gewees het nie.

(3) Sub-artikels (1) en (2) is nie ten opsigte van 'n skip wat in alle opsigte ooreenkomstig enige bepalinge wat in die besondere geval deur die Minister goedgekeur is bevestig is, van toepassing nie.

(4) Wanneer 'n skip, waar dit ook al geregistreer mag wees, wat 'n vrag graan vervoer, van 'n hawe buite die Unie by 'n Unie-hawe aankom, laat die gesagvoerder aan die bevoegde beampte 'n kennisgewing oorhandig, waarin vermeld word—

(a) die diepgang van water en die vryboord van die skip na die laai van sy vrag by die laaste lading-hawe voltooi is; en

(b) die volgende besonderhede van die vervoerde graan, te wete—

(i) die soort graan en die hoeveelheid daarvan, in kubieke voet, skepels of tonne aangegee;

(ii) die manier waarop die graan geberg is; en

(iii) die voorsorgsmaatreëls wat getref is om te verhoed dat die graan verskuif.

(5) In hierdie artikel sluit die woord „graan” koring, mielies,

hawer, rog, gars, rys, peulvrugte en sade in, en in sub-artikel

(4) beteken die uitdrukking „skip wat 'n vrag graan vervoer”

'n skip wat 'n hoeveelheid graan vervoer wat een-derde van die skip se netto-registertonneel oorskry, by berekening waarvan eenhonderd kubieke voet of twee tonne in gewig beskon word as gelyk met een ton netto-registerton.

237. (1) Wanneer 'n laslynskip wat 'n vrag hout op dek vervoer, op die punt staan om uit 'n Unie-hawe te vaar, laat die eienaar of gesagvoerder die skip deur 'n opnemer inspekteer wat, as hy oortuig is dat die skip geskik is vir die vervoer van houtvrugte op dek en dat sodanige vrag behoorlik volgens die houtvragregulasies geberg en vasgemaak is, 'n sertifikaat to dien effekte uitreik.

Vervoer van
houtvrugte
op dek.

(2) Nóg die eienaar nóg die gesagvoerder van enige sodanige skip laat die skip uitvaar uit 'n hawe in die Unie of laat dit toe, tensy daar aan boord 'n sertifikaat is wat kragtens sub-artikel (1) uitgevaardig en ten aansien van daardie skip van krag is.

(3) In enige prosesverrigtinge teen 'n eienaar of gesagvoerder ten aansien van 'n oortreding van die houtvragregulasies is dit 'n goeie verweer as bewys word dat die oortreding uitsluitend aan deviasie of vertraging te wyte is en dat daardie deviasie of vertraging uitsluitend deur weers- of ander omstandighede wat nie deur die gesagvoerder of die eienaar of die bevrachter (as daar een is) vermy of voorkom kon gewees het nie, veroorsaak is.

(4) Hierdie artikel is van toepassing op alle skope waar hulle ook al geregistreer mag wees.

238. Niemand versend enige pakket of voorwerp van 'n Merk van bruto-gewig van tweeduisend pond of meer in die Unie om op 'n skip gelaaie te word, en geen eienaar of gesagvoerder van 'n skip in die Unie, waar dit ook al geregistreer mag wees, laat dit op daardie skip laai of laat toe dat dit gedoen word nie, tensy die gewig daarvan duidelik en duursaam op die bitekant van die pakket of voorwerp aangedui is: Met dien verstande dat in die geval van 'n pakket of voorwerp van so 'n aard dat dit moeilik sou wees om sy presiese gewig vas te stel, sy gewig by benadering so aangedui kan word tesame met die woord „ongeveer” of „approximate” of enige redelike afkorting daarvan.

Verslag oor
verandering of
skade rakende
seewaardigheid,
doeltreffendheid,
of voldoende aan
regulasies.

239. (1) Indien 'n verandering aan 'n Suid-Afrikaanse skip aangebring is, of indien 'n Suid-Afrikaanse skip skade opgedoen het van so 'n aard dat dit die skip se seewaardigheid of sy doeltreffendheid wesentlik beïnvloed, het sy in sy romp, uitrusting of masjinerie, of in sy voldoende aan die regulasies in verband met konstruksie, die regulasies vir reddingsuitrusting, radio-regulasies, die regulasies in verband met botsings of die laslynregulasies van toepassing op die skip, stuur die eienaar of gesagvoerder so gou moontlik 'n verslag aan die Direkteur waarin volledige besonderhede van die verandering of skade verstrek word.

(2) As die Direkteur weens die inhoud van 'n verslag ingevolge sub-artikel (1) gedoen, of om enige ander rede, van mening is of vermoed—

(a) dat 'n Suid-Afrikaanse skip onseewaardig is; of

(b) dat die romp, uitrusting of masjinerie van 'n Suid-Afrikaanse skip onvoldoende is; of

- (c) that a South African ship does not comply with such of the regulations referred to in sub-section (1) as apply to her,

he may give special directions for the inspection of the ship by a surveyor, notwithstanding the fact that a safety convention certificate, a local safety certificate or a load line certificate is still in force in respect of that ship.

(3) Any ship in respect of which any such directions as are referred to in sub-section (2) have been given may be detained by the proper officer.

(4) If any such directions are not complied with, the Minister may cancel any certificates issued in respect of that ship under this Chapter.

(5) For the purpose of this section the expression "alteration" in relation to the hull, equipment or machinery of a ship includes the renewal of any part thereof.

Sending
unseaworthy
ships to sea.

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 from any port in the Union;

(b) a South African ship to go to sea from any port whatsoever,

in an unseaworthy state.

Obligation to
secure
seaworthiness of
ship.

241. (1) In every contract of service, express or implied, between the owner of a ship and the master or an apprentice-officer and in every agreement between the master and the crew there shall be implied, notwithstanding any agreement to the contrary, an obligation on the owner of the ship that he and the master and every agent charged with the loading, preparing for sea or sending to sea of the ship shall use all reasonable means to ensure the seaworthiness of the ship for the voyage at the time when the voyage commences, and to keep her in a seaworthy condition for the voyage and during the voyage.

(2) This section shall apply in respect of every contract to serve on a South African ship, wherever the contract be entered into, and in respect of every contract to serve on a ship not registered in the Union, if the contract is entered into in the Union.

Sending
unseaworthy ship
to sea in special
circumstances.

242. Nothing in sections *two hundred and forty and two hundred and forty-one* contained shall subject the owner or master of any ship to any liability, civil or criminal, by reason of the ship being sent or taken to sea in an unseaworthy state, if it be proved—

(a) that he used all reasonable means to ensure the seaworthiness of the ship; and

(b) that, owing to special circumstances, the sending or taking of the ship to sea in such an unseaworthy state was reasonable and justifiable.

Unseaworthy
ships to be
detained.

243. If on complaint made to him in accordance with the provisions hereinafter contained, or without any complaint, a proper officer has reason to believe that a ship at any port in the Union is unseaworthy, he shall, whether or not she is registered in the Union, detain her until he is satisfied that she is in a seaworthy state.

Ships may be
inspected.

244. (1) If any ship is detained in terms of section *two hundred and forty-three*, the proper officer may, before releasing it, require those defects or deficiencies which are believed or alleged to exist to be inspected by a surveyor.

(2) The surveyor who makes the inspection under this section, shall report fully to the proper officer who detained the ship on such supposed or alleged defects or deficiencies.

(3) The proper officer shall transmit a copy of the surveyors' report to the Director and to the master of the ship.

Complaint as to
seaworthiness to
be in writing.

245. Every complaint in respect of the seaworthiness of a ship shall be in writing, stating the name and address of the complainant, and if the ship be detained, a copy of the complaint, including the name and address of the complainant, shall be served on the master of the ship together with the notice of detention issued under section *three hundred and thirty-five*.

Complainant as to
unseaworthiness
may be required
to give security.

246. Before a ship is detained by a proper officer under the provisions of section *two hundred and forty-three* in consequence of a complaint, he shall assure himself by all means at his disposal that the complaint is not vexatious, frivolous or unreasonable, and if he thinks fit so to do, he may, except where

- (c) dat 'n Suid-Afrikaanse skip nie aan die regulasies in sub-artikel (1) vermeld wat op hom van toepassing is, voldoen nie,

kan hy besondere opdragte gee vir die inspeksie van die skip deur 'n opnemer ondanks die feit dat 'n veiligheidskonvensie-sertifikaat, 'n plaaslike veiligheidsortifikaat of 'n lasty-sertifikaat ten aansien van daardie skip nog van krag is.

- (3) 'n Skip ten aansen waarvan enige in sub-artikel (2) bedoelde opdragte gegoe is, kan deur die bevoegde beampte aangehou word.

- (4) As aan enige sodanige opdragte nie voldoen word nie, kan die Minister enige sertifikaat wat ten aansen van daardie skip kragtens hierdie Hoofstuk uitgereik is, intrek.

- (5) By die toepassing van hierdie artikel omvat die uitdrukking „verandering” ten opsigte van die romp, uitrusting of masjinerie van 'n skip, die veruuiing van enige deel daarvan.

240. Niemand, ook nie die eienaar of gesagvoerder nie, laat—

- (a) 'n skip (behalwe 'n Suid-Afrikaanse skip) uit 'n hawe in die Unie;

Uitstuur van onsewaardige skope.

- (b) 'n Suid-Afrikaanse skip uit enige hawe waar ook al, in 'n onsewaardige toestand uitvaar, of laat toe dat dit uitvaar nie.

241. (1) In elke dienskontrak, nitdruklik of stilswyend, tussen die eienaar van 'n skip en die gesagvoerder of 'n leerling-offisier en in elke ooreenkoms tussen die gesagvoerder en die bemanning word dit, ondanks enige andersluidende ooreenkoms, stilswyend aangeneem dat dit 'n verpligting op die eienaar van die skip lê dat hy en die gesagvoerder en elke agent wat helas is met die laai, voorbereiding van die skip vir die reis of uitstuur van die skip op sy reis, alle redelike middele moet aanwond om te verseker dat die skip seewaardig is vir die reis ten tyde van die begin van die reis, en om dit in 'n seewaardige toestand vir die reis en gedurende die reis te hou.

Verpligting om seewaardigheid van skip te verseker.

- (2) Hierdie artikel geld ten aansen van elke kontrak om op 'n Suid-Afrikaanse skip diens te doen, waar die kontrak ook al aangegaan is, en ten aansen van elke kontrak om op 'n skip wat nie in die Unie geregistreer is nie, diens te doen, indien die kontrak binne die Unie aangegaan is.

242. Die bepalinge van artikels tweehonderd-en-veertig en tweehonderd een-en-veertig maak nie die eienaar of gesagvoerder van enige skip aan siviele of kriminele aanspreeklikheid onderhewig nie omdat die skip in 'n onseewaardige toestand uitgestuur of uitgeneem is nie as bewys word—

Uitstuur van onseewaardige skip in besonder omstandighede.

- (a) dat hy alle redelike middele aangewend het om die seewaardigheid van die skip te verseker; en

- (b) dat vanweë besondere omstandighede dit redelik en regverdigbaar was om die skip in so 'n onseewaardige toestand uit te stuur of uit te neem.

243. As 'n bevoegde beampte na die ontvangs van 'n klagte ooreenkomstig die bepalinge hierna, of sonder enige klagte, rede het om te glo dat 'n skip by 'n hawe in die Unie onseewaardig is, hou hy so 'n skip aan, of dit in die Unie geregistreer is al dan nie, totdat hy oortuig is dat die skip in 'n seewaardige toestand verkeer.

Onseewaardige skope word aangehou.

244. (1) As 'n skip kragtens artikel tweehonderd drie-en-veertig aangehou word, kan die bevoegde beampte voordat hy dit vrylaat, gelae dat daardie gebreke of tekortkominge wat na gegoe word of na bewering bestaan, deur 'n opnemer ondersoek word.

Skope kan gesigspekteur word.

- (2) Die opnemer wat die ondersoek kragtens hierdie artikel doen, doen volledig verslag aan die bevoegde beampte wat die skip aangehou het, oor sodanige veronderstelde of beweerde gebreke of tekortkominge.

- (3) Die bevoegde beampte stuur 'n afskrif van die opnemers-verslag aan die Direkteur en aan die gesagvoerder van die skip.

245. Elke klag oor die seewaardigheid van 'n skip moet skriftelik wees op die naam en adres van die klaar vermeld, en as die skip aangehou word, word 'n afskrif van die klag, insluitende die naam en adres van die klaar, op die gesagvoerder van die skip gedien tesame met die kennisgawing van aanhouding wat kragtens artikel driehonderd vyf-en-dertig uitgereik is.

Klagte oor seewaardigheid moet skriftelik wees.

246. Voordat 'n skip deur 'n bevoegde beampte kragtens artikel tweehonderd drie-en-veertig ingevolge 'n klag aangehou word, maak hy met alle middele tot sy beskikking seker dat die klag nie uit kwelug gemaak is nie en nie beuselagtig of onredelik is nie, en as hy dit dienstig ag, kan hy, behalwe waar

Klaar oor onseewaardigheid kan gelae word om sekuriteit te stel.

the complaint is made by three or more of the members of the crew of the ship, require the complainant to give security to his satisfaction for the expenses of the inspection and any loss which may be sustained by the owner on account of the detention of the ship.

Complainant to pay costs if not successful.

247. (1) If, on inspection, it is determined that any ship detained under the provisions of section *two hundred and forty-three* was not an unseaworthy ship, the expenses incurred in connection with the inspection shall be paid to the Director by the person making the complaint, and if it be proved that there was not reasonable cause, by reason of the condition of the ship or the act or default of the owner or master, for the detention of the ship, the Minister shall, out of moneys made available by Parliament for the purpose pay to the owner compensation for any damage suffered by him by reason of the detention or survey.

(2) The provisions of this section in respect of payment of the cost of the inspection shall not have effect where the complaint is made by members of the crew of the ship complained of, unless, in the opinion of the Director, such complaint was frivolous or vexatious.

Expenses to be paid by owner if complaint founded.

248. If, on inspection, it is found that any complaint in respect of a ship detained under section *two hundred and forty-three* was well-founded, all expenses incurred in connection with the inspection shall be paid by the owner, and the ship shall not be released until they are paid.

Reports of dangers to navigation.

249. (1) The master of a South African ship on meeting with dangerous ice, a dangerous derelict, dangerous storm or any other direct danger to navigation, shall forthwith send information accordingly by all means of communication at his disposal and in accordance with the regulations, to ships in the vicinity and to such authorities on shore as may be prescribed.

(2) Any person in charge of a radio station which is under the control of the Postmaster-General or which is carried on under licence issued by the Postmaster-General, shall on receiving the prescribed signal that a message is about to be sent under this section, refrain from sending messages for a time sufficient to allow other stations to receive the message, and shall transmit the message in such manner as may be required by the Director. Compliance with this sub-section shall be deemed to be a condition of every licence granted by the Postmaster-General under the Radio Act, (Act No. 20 of 1926), or any amendment thereto. Nothing in this sub-section shall interfere with the transmission by radio of any signal which by regulation has been declared to be a signal of distress.

(3) For the purpose of this section, the expression "dangerous storm" means a hurricane, typhoon, cyclone, or other storm of a similar nature and the master of a ship shall be deemed to have met with a dangerous storm if he has reason to believe that there is such a storm in his vicinity.

Careful navigation near ice.

250. The master of a South African ship, when ice is reported on or near his course, shall at night either proceed at a moderate speed or change course so as to keep well clear of the ice reported and of the area of danger.

Safety certificates and memoranda issued before commencement of this Act.

251. Any certificate or memorandum issued under the authority of the Government of the Union before the coming into operation of this section, and being of a similar nature to any certificate or memorandum for the issue of which provision is made by this Chapter, shall, during the period for which it is expressed to be valid, be deemed to have been issued under this Act.

Period of grace for compliance with certain provisions.

252. (1) Nothing contained in section *two hundred, two hundred and three, two hundred and twelve* or *two hundred and nineteen* shall prohibit a ship from going to sea without the certificates referred to in those sections until after the expiration of one year from the date on which, in terms of a proclamation issued under section *three hundred and fifty-eight*, those sections are put into operation.

(2) Nothing contained in section *two hundred and twenty-seven* shall require the master of any ship to produce any certificate referred to in that section until after the expiration of one year from the date on which, in terms of a proclamation issued under section *three hundred and fifty-eight*, the first-mentioned section is put into operation.

die klag ingedien word deur drie of meer lede van die skip se bemanning, die klaer gelas om sekuriteit tot sy tevredenheid te verskaf vir die onkoste van die inspeksie en enige verlies wat die eienaar as gevolg van die aanhouding van die skip mag ly.

247. (1) As dit by inspeksie vasgestel word dat enige skip wat kragtens artikel tweehonderd drie-en-veertig aangehou is, nie 'n onseewaardige skip was nie, betaal die klaer aan die Direkteur die onkoste wat in verband met die inspeksie aangegaan is, en as dit bewys word dat geen redelike oorsaak vir die aanhouding van die skip weens die toestand van die skip of die handelinge of versuim van die eienaar of gesagvoerder bestaan het nie, betaal die Minister uit gelde wat vir daardie doel deur die Parlement beskikbaar gestel is, aan die eienaar vergoeding vir skade wat hy gely het omrede dat die skip aangehou is.

Klaer betaal
koste indien
onsuksesvol.

(2) Die bepalings van hierdie artikel betreffende betaling van die koste van die inspeksie geld nie waar die klag deur lede van die betrokke skip se bemanning gemaak is nie tensy sodanige klag na die mening van die Direkteur bevestigend of uit kwelsug gemaak was.

248. As dit by inspeksie vasgestel word dat 'n klagte teen aansien van die skip wat kragtens artikel tweehonderd drie-en-veertig aangehou is, gegrond is, word alle inspeksiekoste deur die eienaar betaal, en word die skip nie vrygelat voordat dit betaal is nie.

Koste word deur
eienaar betaal
as klagte gegrond
is.

249. (1) Die gesagvoerder van 'n Suid-Afrikaanse skip wat govaarlike is, 'n govaarlike wrak, 'n govaarlike storm of enige ander regstreekse gevaar vir die koopvaart teëkom, stuur onmiddellik inligting daaromtrent met alle kommunikasie-middels tot sy beskikking en volgens die regulasies aan skipe in die nabyheid en aan sodanige owerheid op land as wat voorgeskryf is.

Verstae van
gevaar ter see.

(2) Ingeen wat in bevel is van 'n radiostasie wat onder die beheer van die Posmeester-generaal is of wat bestuur word kragtens 'n lisensie deur die Posmeester-generaal uitgeroik, moet, wanneer hy die voorgeskrye sein ontvang dat 'n boodskap op die punt staan om kragtens hierdie artikel gestuur te word, geen boodskappe stuur nie vir 'n tydskuur wat genoeg is om ander stasies in staat te stel om die boodskap op te vang, en so 'n persoon versend die boodskap op sodanige wyse as wat die Direkteur voorskryf. Voldoening aan hierdie sub-artikel word geag 'n voorwaarde te wees van elke lisensie wat deur die Posmeester-generaal kragtens die Radio Wet, 1926 (Wet No. 20 van 1926), of 'n wysiging daarvan, toegeken word. Geen bepaling in hierdie sub-artikel bolemmer die uitsending per radio van enige sein wat by regulasie tot 'n noodsein verklaar is nie.

(3) By toepassing van hierdie artikel beteken die uitdrukking „gevaarlike storm” 'n orkaan, tifoon, sikloon of ander storm van 'n soortgelyke aard, en word die gesagvoerder geag 'n govaarlike storm toe te gekom het as hy rede het om te glo dat daar so 'n storm in sy nabyheid is.

250. Die gesagvoerder van 'n Suid-Afrikaanse skip moet wanneer ys op of naby die koers van sy skip aangemeld word, by nag of teen 'n matige snelheid vaar of van koers verander sodat hy ruim buitekant die gebied van die aangemelde ys en gevaar vaar.

Vorsigtige
navigasie
naby ys.

251. 'n Sertifikaat of memorandum wat voor die inwerking-trede van hierdie artikel op gesag van die Unie-regering uitgereik is, en wat van 'n dergelyke aard is as 'n sertifikaat of memorandum vir die uitroiking waarvan voorsiening deur hierdie Hoofstuk gemaak word, word gedurende die tydperk waarvoor dit verklaar dat dit geldig is, geag kragtens hierdie Wet uitgereik te gewees het.

Veiligheid-
sertifikate en
memoranda uit-
gereik voor
inwerking-trede
van hierdie Wet.

252. (1) Die bepalings van artikel tweehonderd, tweehonderd-en-drie, tweehonderd-en-twaalf of tweehonderd-en-negentien boel nie 'n skip om sonder die in daardie artikels bedoelde sertifikate uit te vaar nie voor verstryking van een jaar vanaf die datum waarop daardie artikels by 'n kragtens artikel tweehonderd agt-en-veertig uitgevaardigde proklamasie in werking gestel word.

Itespytydperk
voor seker
bepalings aangekom
moet word.

(2) Die bepalings van artikel tweehonderd seise-en-twintig verplig nie die gesagvoerder van 'n skip om 'n in daardie artikel bedoelde sertifikaat te vertoon nie voor verstryking van een jaar vanaf die datum waarop by 'n kragtens artikel tweehonderd agt-en-veertig uitgevaardigde proklamasie eersgenoemde artikel in werking gestel word.

Provisions of this Chapter not to be applied to ships not registered in the Union driven into Union ports by stress of weather.

253. Notwithstanding the fact that any provision of this Chapter is expressed to apply to ships not registered in the Union while they are within the Union or within the territorial waters thereof, that provision shall not be applied to a ship not registered in the Union if she would not have been within the Union or within the territorial waters thereof but for stress of weather or any other circumstances that neither the master nor the owner nor the charterer (if any) of the ship could have prevented or forestalled.

Admissibility in evidence of safety and load line certificates and surveyors' reports.

254. Every safety convention certificate, local safety certificate, and load line certificate and every report made by a surveyor in terms of any provision of this Act shall be admissible in evidence.

PART IV.

Collisions, Accidents at Sea, and Limitation of Liability.

Division of loss in case of collision.

255. (1) Whenever by the fault of two or more ships damage or loss is caused to one or more of them or to the cargo or freight of one or more of them or to any property on board one or more of them, the liability to make good the damage or loss shall be in proportion to the degree in which each ship was at fault: Provided that—

- (a) if, having regard to all the circumstances of the case, it is not possible to establish different degrees of fault, the liability shall be apportioned equally; and
- (b) nothing in this section shall operate so as to render any ship liable for any loss or damage to which her fault has not contributed; and
- (c) nothing in this section shall affect the liability of any person under any contract, or shall be construed as imposing any liability upon any person from which he is exempted by any contract or by any provision of law, or as affecting the right of any person to limit his liability in the manner provided by law.

(2) For the purposes of this chapter, references to damage or loss caused by the fault of a ship shall be construed as including references to any salvage or other expenses, consequent upon that fault, recoverable at law by way of damages.

Damages for personal injury.

256. (1) Whenever loss of life or personal injuries are suffered by any person on board a ship owing to the fault of that ship and of any other ship or ships, the liability of the owners of the ships concerned shall be joint and several.

(2) Nothing in this section shall be construed as depriving any person of any right of defence on which, independently of this section, he might have relied in an action brought against him by the person injured, or any person entitled to sue in respect of such loss of life, or shall affect the right of any person to limit his liability in cases to which this section relates in the manner provided by law.

Right of contribution.

257. (1) Whenever loss of life or personal injuries are suffered by a person on board a ship owing to the fault of that ship and of any other ship or ships, and a proportion of the damages is recovered against the owner of one of the ships which exceeds the proportion in which she was in fault, the said owner may recover by way of contribution the amount of the excess from the owners of the other ship or ships to the extent to which those ships were respectively in fault: Provided that no amount shall be so recovered which could not, by reason of any statutory or contractual limitation of, or exemption from, liability, or which could not for any other reason, have been recovered in the first instance as damages by the persons entitled to sue therefor.

(2) In addition to any other remedy provided by law, the person entitled to any contributions under sub-section (1) shall, for the purpose of recovering the contribution, have, subject to the provisions of this Act, the same rights and powers as the persons entitled to sue for damages in the first instance.

253. Ondanks die feit dat een of ander bepaling van hierdie Hoofstuk verklaar dat dit van toepassing is op skepe wat nie in die Unie geregistreer is nie, terwyl hulle in die Unie of in die Unie se territoriale waters is, word daardie bepalings nie op 'n skip wat nie in die Unie geregistreer is nie, toegepas nie, as die skip nie in die Unie of in die Unie se territoriale waters sou gewees het nie. was dit nie vir weers- of enige ander omstandighede wat nie deur die gesagvoerder of die eienaar of die bevrachter (as daar een is) vermy of voorkom kon gewees het nie.

Bepalings van hierdie Hoofstuk word nie op nie in die Unie geregistreerde skepe wat deur weers-omstandighede gedwing word om Unie-hawens binne te vaar, toegepas nie.

254. Elke veiligheidskonvensiesertifikaat, plaaslike veiligheidsertifikaat en laslynsertifikaat en elke verslag wat deur 'n opnemer ingevolge een of ander bepaling van hierdie Wet gesdon is, is as getuenis toelaatbaar.

Toelaatbaarheid van veiligheids- en laslynsertifikaat en verslag deur opnemers as getuenis.

DEEL IV.

Botsings, Ongelukke ter See en Beperking van Aanspreeklikheid.

255. (1) Wanneer vanweë die skuld van twee of meer skepe skade of verlies aan een of meer van hulle of die vraag of vraggeld van een of meer van hulle of aan enige eiendom aan boord van een of meer van hulle veroorsaak is, is die aanspreeklikheid om die skade of verlies te vergoed in verhouding tot die graad waarin elkeen skuld gehad het: Met dien verstande dat—

Verdeling van verlies in geval van botsing.

- (a) as dit met inagneming van al die omstandighede van die geval onmoontlik is om die verskillende grade van skuld te bepaal, die aanspreeklikheid gelykop verdeel word; en
- (b) geen bepaling van hierdie artikel tot gevolg het dat enige skip aanspreeklik gestel word vir enige verlies of skade waartoe sy skuld nie bygedra het nie; en
- (c) geen bepaling van hierdie artikel die aanspreeklikheid van enige persoon uit hoofde van 'n kontrak raak nie, of so uitgelê word dat dit ongiemand aanspreeklikheid opleë waarvan hy deur 'n kontrak of wets- of regsbeperking vrygestel is nie, of dat dit die reg van enigiemand om sy aanspreeklikheid op 'n wyse ooreenkomstig die reg te beperk, raak nie.

(2) By die toepassing van hierdie Hoofstuk word verwysings na skade of verlies, veroorsaak deur die skuld van 'n skip, so uitgelê dat dit verwysings na enige bergloos of ander koste voortvloeiende uit daardie skuld wat by wyse van skadevergoeding regtens verhaal kan word, ook omvat.

256. (1) Wanneer dood of persoonlike beserings 'n persoon aan boord van 'n skip tref weens die skuld van daardie skip en van enige ander skip of skepe, is die eienaar van die betrokke skepe gesamentlik en afsonderlik aanspreeklik.

Skadevergoeding vir persoonlike besering.

(2) Geen bepaling in hierdie artikel word so uitgelê dat dit enigeen enige reg van verweer ontneem waarop hy, afgesien van hierdie artikel, kon gereken het in 'n aksie teen hom ingestel deur die persoon wat beseer is of deur enige persoon wat op grond van sodanige dood 'n aksie kon ingestel het nie, en geen sodanige bepaling raak die reg van enige persoon om sy aanspreeklikheid in gevalle waarop hierdie artikel betrekking het, op 'n wyse ooreenkomstig die reg te beperk nie.

257. (1) Wanneer dood of persoonlike beserings 'n persoon aan boord van 'n skip tref weens die skuld van daardie skip en van enige ander skip of skepe, en 'n groter deel van die skadevergoeding van die eienaar van een van die skepe verhaal word as wat sy proporsionele skuld was, kan genoemde eienaar die verskil op die eienaars van die ander skip of skepe by wyse van kontribusie verhaal in die mate waarin daardie skepe onderskeidelik skuld gehad het: Met dien verstande dat geen bedrag aldus verhaal kan word wat uit hoofde van enige wetteregtelike of kontraktuele beperking of verstelling van aanspreeklikheid of vanweë enige ander rede nie in die eerste instansie as skadevergoeding deur die persone wat geregtig was om dit te eis, verhaal kon word nie.

Reg op bydrae.

(2) Benewens enige ander regsmiddel wat regtens beskikbaar is, het die persoon wat kragtens sub-artikel (1) op enige bydraes geregtig is, vir die verhaal van die bydrae behoudens die bepalings van hierdie Wet dieselfde regte en bevoegdhede as die persone wat in die eerste instansie geregtig was om skadevergoeding te eis.

Duty of masters
of ships in collision
to render
assistance.

258. (1) In every case of collision between two or more ships, it shall be the duty of the master of each ship, if and so far as he can do so without danger to his own ship and its crew and passengers—

- (a) to render to the other ship or ships and the masters, crews and passengers thereof such assistance as may be practicable and necessary to save them from any danger caused by the collision, and to stay by the other ship or ships until he has ascertained that there is no need of further assistance; and
- (b) to give to the masters of the other ship or ships the name of his own ship and of the port to which she belongs, and also the names of the ports from which she comes and to which she is bound.

(2) Compliance by the master of a ship with the provisions of sub-section (1) shall not affect his right, or the right of any other person, to salvage.

(3) This section shall apply to all ships wherever they may be registered.

Report to proper
officer of accidents
to ships.

259. (1) The owner or master of any ship—

- (a) which has been lost, abandoned or stranded; or
- (b) which has been seriously damaged or has caused serious damage to any other ship; or
- (c) on which any casualty resulting in loss of life or serious injury to any person has occurred; or
- (d) which has been in a position of great peril either from the action of some other ship or for any other reason; or
- (e) which, having left any port in the Union has put back to that port; or
- (f) which has fouled or done any damage to any harbour, dock or wharf or to any lightship, buoy, beacon or sea mark,

shall within twenty-four hours after the happening of the event, or as soon thereafter as possible, report it to the nearest proper officer in the form prescribed, stating the nature of the event and of the probable cause thereof, the name of the ship, her official number, the port to which she belongs, the place where the event occurred and the place where the ship then is, and giving all other available relevant information.

(2) Sub-section (1) shall, subject to sub-section (3), apply to every South African ship to or in respect of or on board of which any such event as is referred to in sub-section (1) has occurred anywhere, and it shall apply to a ship not registered in the Union only while she is within the Union or the territorial waters thereof and if any such event has occurred to or in respect of or on board of the ship during a voyage to a port in the Union or within the Union or the territorial waters thereof.

(3) Paragraph (f) of sub-section (1) shall not apply to any vessel belonging to the Railway Administration and used by that Administration in connection with the working of its harbours.

Notice to
Director of loss
of ship.

260. If the owner or the agent of the owner of a South African ship or of a ship plying between Union ports or between a Union port and any other port has reason, owing to the non-appearance of the ship or to any other circumstances, to believe or to fear that the ship has been wholly lost, he shall as soon as conveniently may be notify the Director in writing of the loss or the feared loss and of the probable occasion thereof, stating the name of the ship, her official number, the port to which she belongs, and giving all other available relevant information.

When owner not
liable for whole
damage.

261. (1) The owner of a ship, whether registered in the Union or not, shall not, if any loss of life or personal injury to any person, or any loss of or damage to any property or rights of any kind, whether movable or immovable, is caused without his actual fault or privity—

- (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 fifteen pounds for each ton of the ship's tonnage; or
- (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 eight pounds for each ton of the ship's tonnage; or

258. (1) In elke geval van 'n botsing tussen twee of meer skepe, is dit die plig van die gesagvoerder van elke skip as, en vir sover, hy dit kan doen sonder om sy eie skip en die skip se bemanning en passasiers in gevaar te stel—

Plig van gesagvoorders van skepe wat bots om hulp te verleen.

- (a) om sodanige hulp aan die ander skip of skepe en die gesagvoorders, bemannings en passasiers daarvan te bied as wat doenlik en nodig is om hulle te red van enige gevaar veroorsaak deur die botsing, en om by die ander skip of skepe te vertoef totdat hy vasgestel het dat daar geen behoefte meer aan hulp is nie; en
- (b) om aan die gesagvoorders van die ander skip of skepe die naam van sy eie skip en van die hawe waartoe die skip behoort, te verstrek, asook die name van die hawens vanwaar die skip kom en waarheen dit op pad is.

(2) Voldoening deur die gesagvoerder van 'n skip aan die bepalinge van sub-artikel (1) doen geen afbreuk aan sy reg of die reg van enige ander persoon op bergloot nie.

(3) Hierdie artikel is van toepassing op alle skepe waar hulle ook al geregistreer mag wees.

259. (1) Die eienaar of gesagvoerder van 'n skip—

Verlang na bevoegde beampte oor skepe-ongelukke.

- (a) wat verlore gegaan het, verlaat is of gestrand het; of
- (b) wat ernstig beskadig is, of wat ernstige skade aan 'n ander skip veroorsaak het; of
- (c) waarop 'n ongeval wat lewensverlies of ernstige besering van 'n persoon veroorsaak het, plaasgevind het; of
- (d) wat in groot gevaar verkeer het, hetsy deur die optrede van 'n ander skip, hetsy om 'n ander rede; of
- (e) wat na sy vertrek uit 'n hawe in die Unie na daardie hawe teruggekeer het; of
- (f) wat vasgeloop het in, of skade veroorsaak het aan, enige hawe, dok of kaai of aan enige ligskip, boot, baken of seeteken,

moet binne vier-en-twintig uur na die voorval, of so gou moontlik daarna, dit aan die naaste bevoegde beampte in die voorgeskrewe vorm rapporteer; die rapport vermeld die aard van die voorval en die waarskynlike oorsaak daarvan, die naam van die skip, sy amptelike nommer, die hawe waartoe die skip behoort, die plek waar die voorval gebeur het en die plek waar die skip dan is, en alle ander beskikbare relevante informasie.

(2) Behoudens sub-artikel (3), geld sub-artikel (1) vir elke Suid-Afrikaanse skip ten aansien of aan boord waarvan so 'n voorval as wat in sub-artikel (1) bedoel word, op enige plek gebeur het, en dit geld alleen vir 'n skip wat nie in die Unie geregistreer is nie terwyl dit in die Unie of in die Unie se territoriale waters is en as 'n sodanige voorval ten aansien of aan boord van die skip gebeur het tydens 'n reis na 'n hawe in die Unie of in die Unie of in die Unie se territoriale waters.

(3) Paragraaf (f) van sub-artikel (1) is nie op 'n vaartuig wat aan die Spoorwegadministrasie behoort en wat deur daardie Administrasie in verband met sy hawebedryf gebruik word, van toepassing nie.

260. As die eienaar of die agent van 'n eienaar van 'n Suid-Afrikaanse skip of van 'n skip wat tussen Unie-hawens of tussen 'n Unie-hawe en enige ander hawe vaar, rede het om te glo of te vrees weens die nie-verskyning van die skip of weens enige ander omstandighede dat die skip heeltemal verlore gegaan het, verwittig hy so gou doenlik die Direkteur skriftelik van die verlies of die gevreesde verlies en van die waarskynlike oorsaak daarvan, en hy vermeld daarby die naam van die skip, sy amptelike nommer, die hawe waartoe dit behoort en alle ander beskikbare relevante informasie.

Kenniggewing van verlies van skip aan Direkteur.

281. (1) Geen eienaar van 'n skip, of dit in die Unie geregistreer is al dan nie, is, wanneer lewensverlies of persoonlike besering of verlies van of skade aan enige eiendom of regte van enige soort sonder sy wesenlike skuld of medewete veroorsaak word—

Wanneer eienaar van skip nie vir hele skade aanspreeklik is nie.

- (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 vyftien pond vir elke ton van die skip se tonnemaat nie; of
- (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 agt pond vir elke ton van die skip se tonnemaat nie; of

- (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 fifteen pounds for each ton of the 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 of seven pounds 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 of fifteen pounds 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.

(2) The provisions of this section shall extend and apply to the owners, builders or other persons interested in any ship built at any port or place in the Union, from and including the launching of such ship until the registration thereof under the provisions of this Act.

(3) The provisions of this section shall apply in respect of claims for damages in respect of loss of life, personal injury and loss of or damage to property or rights arising on any single occasion, and in the application of the said provisions claims for damages in respect of loss, injury or damage arising out of two or more distinct occasions shall not be combined.

Tonnage how
calculated.

262. (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.

(2) There shall not be included in such tonnage any space occupied by seamen or apprentice-officers and appropriated to their use which has been certified by a surveyor to comply in all respects with the requirements of this Act.

(3) The measurement of such tonnage shall be—

- (a) in the case of a South African ship, according to the law of the Union;
- (b) in the case of a Commonwealth ship registered elsewhere than in the Union, according to the law of that part of the Commonwealth where the ship is registered;
- (c) in the case of a foreign ship, according to the law of the Union, if capable of being so measured.

(4) In the case of any foreign ship, which is incapable of being measured under the law of the Union, the Minister shall, after consideration of the available evidence concerning the dimensions of the ship, give a certificate under his hand stating what would, in his opinion, have been the tonnage of the ship if she had been duly measured according to the law of the Union; and the tonnage so stated in such certificate shall, for the purpose of section two hundred and sixty-one, be deemed to be the tonnage of the ship.

Application of
this Part to
persons other than
the owners.

263. Any obligation imposed by this Part upon any owner of a ship shall be imposed also upon any person (other than the owner) who is responsible for the fault of the ship; and in any case where, by virtue of any charter or lease, or for any other reason, the owner is not responsible for the navigation and management of the ship, this Part shall be construed to impose any such obligation upon the charterer or other person for the time being so responsible, and not upon the owner.

CHAPTER VI.

SPECIAL SHIPPING ENQUIRIES AND COURTS OF ENQUIRY AND COURTS OF SURVEY.

Preliminary
enquiry into
shipping
casualties.

264. (1) The Director may, in his discretion, appoint any competent person to hold a preliminary enquiry—

- (a) whenever an allegation of incompetency or misconduct is made against the master or any of the ship's officers of a South African ship; or
- (b) whenever—
 - (i) a South African ship has been lost, abandoned or stranded; or

(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 vyftien pond vir elke ton van die skip se tonnemaat nie: 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 van sewe pond vir elke ton van die skip se tonnemaat, en, wat betref die oorskot van die totale bedrag van vyftien pond vir elke ton van die skip se tonnemaat, word die onvoldane deel van die eersvermelde eise gelykop met die laasvermelde eise gerangskik.

(2) Die bepalinge van hierdie artikel omvat en geld vir die eienaars of bouers van of ander belanghebbendes by enige skip wat by 'n hawe of plek in die Unie gebou is, vanaf en insluitende die tewaterlating van sodanige skip totdat dit kragtens die bepalinge van hierdie Wet geregistreer is.

(3) Die bepalinge van hierdie artikel is van toepassing ten opsigte van eise om skadevergoeding weens lewensverlies of persoonlike besering en verlies van of skade aan eiendom of regte wat by een enkele geleentheid voorval, en by die toepassing van gemelde bepalinge word eise om skadevergoeding weens verlies, besering of skade wat by twee of meer afsonderlike gevalle voorval, nie saamgevat nie.

262. (1) By die toepassing van artikel tweehonderd een-en-sestig is die tonnemaat van 'n skip sy registrertonnemaat met die byvoeging van enige masjienkainruimte wat afgetrek was ten einde daardie tonnemaat te bepaal; en die tonnemaat van 'n seilskip is sy registrertonnemaat.

Hoe tonnemaat bereken word.

(2) By sodanige tonnemaat word nie ingesluit enige ruimte wat seelui of leerling-offisiere beset en wat vir hul gebruik aangewys is en waaromtrent 'n opnommer gesertifiseer het dat dit in alle opsigte aan die vereistes van hierdie Wet voldoen nie.

(3) Die maatneming van sodanige tonnemaat geskied—

(a) in die geval van 'n Suid-Afrikaanse skip volgens die wette van die Unie;

(b) in die geval van 'n Statebond-skip wat buite die Unie geregistreer is, volgens die wette van daardie deel van die Statebond waar die skip geregistreer is;

(c) in die geval van 'n vreemde skip, volgens die wette van die Unie as die maat daarvan aldus geneem kan word.

(4) In die geval van 'n vreemde skip waarvan die maat nie volgens die wette van die Unie geneem kan word nie, reik die Minister na oorweging van die beskikbare getuienis oor die afmetings van die skip 'n sertifikaat uit deur hom onderteken wat vermeld wat na sy mening die tonnemaat van die skip sou gewees het as dit volgens die wette van die Unie gemeet was; en die tonnemaat wat aldus in sodanige sertifikaat vermeld staan, word by die toepassing van artikel tweehonderd een-en-sestig gegeng die tonnemaat van die skip te wees.

263. Enige verpligting wat deur hierdie Deel op 'n eienaar van 'n skip gelê word, word ook gelê op enige persoon (behalwe die eienaar) wat verantwoordelik is vir die skuld van die skip, en in enige geval waar uit hoofde van enige cherteparty of huurkontrak, of vanweë enige ander rede, die eienaar nie verantwoordelik is vir die navigasie en bestuur van die skip nie, word hierdie Deel so uitgelê dat dit enige sodanige verpligting op die bevrachter of ander persoon wat vir die oomblik aldus verantwoordelik is, lê en nie op die eienaar nie.

Toepassing van hierdie Deel op nie-eienaars.

HOOFSTUK VI.

SPEZIALE SKEEPSONDERSOEKE EN HOWE VAN ONDERSOEK EN OPNEMINGSHOWE.

264. (1) Die Direkteur kan na goedgevunde 'n bevoegde persoon aanstel om 'n voorlopige ondersoek in te stel—

Voorlopige ondersoek na skeeps-ongevalle.

(a) wanneer 'n bewering van onbevoegdheid of wangedrag teen die gesagvoerder of enigen van die skeeps-offisiere van 'n Suid-Afrikaanse skip gemaak word; of

(b) wanneer—

(i) 'n Suid-Afrikaanse skip verlore gegaan het, verlaat is of gestrand het; of

- (ii) a South African ship has been damaged or has caused damage to any other ship; or
- (iii) loss of life or injury to any person on board a South African ship has occurred, at any place whatsoever.

(2) The Director may, in his discretion, appoint any competent person to hold a preliminary enquiry whenever—

- (a) any such allegation as is referred to in paragraph (a) of sub-section (1) is made against the master or any of the ship's officers of a ship (other than a South African ship) which is wholly engaged in plying between ports in the Union, or any such event as is referred to in paragraph (b) of that sub-section has occurred at any place whatsoever to or in respect of or on board such a ship; or
 - (b) any such event as is referred to in paragraph (b) of sub-section (1) has occurred to or in respect of any ship (other than a South African ship and other than a ship referred to in paragraph (a) of this sub-section) in a Union port or on or near the coasts of the Union.
- (3) The Director may, in his discretion, appoint any competent person to hold a preliminary enquiry whenever any such event as is referred to in paragraph (b) of sub-section (1) has occurred to or in respect of or on board a ship other than a South African ship elsewhere than in a Union port or on or near the coasts of the Union, and—
- (a) the ship subsequently arrives at a port in the Union and an enquiry into the casualty has not been held by any competent court or other investigatory body in any other part of the Commonwealth; or
 - (b) in the case of a Commonwealth ship, evidence is obtainable in the Union as to the circumstances in which the ship proceeded to sea, or was last heard of, or was lost, abandoned or stranded, or suffered or caused damage, or in which loss of life or serious injury to any person on board the ship occurred.

Report to Director by person who has held preliminary enquiry.

265. Upon the conclusion of an enquiry by a person appointed in terms of section two hundred and sixty-four he shall without delay transmit to the Director a report containing a full statement of the case, and of his opinion thereon, accompanied by such report of or extracts from the evidence and such observations as he thinks fit.

Convening of court of marine enquiry in the Union.

266. (1) The Minister may, in his discretion, and whether or not a preliminary enquiry has been made under section two hundred and sixty-four, convene a court (hereinafter referred to as a court of marine enquiry) to hold formal investigation into any such allegation or event as is referred to in that section.

(2) A formal investigation shall not be held into any allegation against the master or a ship's officer of a ship registered in any part of the Commonwealth other than the Union, or into any event that has occurred to or in respect of or on board any such ship, save at the request or with the consent of the Government of that part: Provided that this restriction shall not apply if—

- (a) the allegation relates to the master or a ship's officer of a ship which is wholly engaged in plying between ports in the Union, or the event has occurred at any place whatsoever to or in respect of or on board any such ship; or
- (b) the event has occurred in a Union port or on or near the coasts of the Union to or in respect of or on board a ship other than a ship referred to in paragraph (a).

Constitution of court of marine enquiry.

267. (1) A court of marine enquiry shall consist of a magistrate, who shall be the presiding officer, and either two or four other members.

(2) The members of the court shall be appointed by the Minister, and all members other than the presiding officer shall be persons of suitable nautical, engineering or other special skill, knowledge or experience, and, whenever possible, at least one member shall be in active sea-going service.

(3) The members of the court other than the presiding officer shall be selected from a list of persons approved by the Minister from time to time in accordance with the regulations:

- (ii) 'n Suid-Afrikaanse skip beskadig is of skade aan 'n ander skip veroorsaak het; of
- (iii) lewensverlies of besering van 'n persoon aan boord van 'n Suid-Afrikaanse skip plaasgevind het,

waar die voorval ook al gebeur het.

(2) Die Direkteur kan na goeë dunks 'n bevoegde persoon aanstel om 'n voorlopige ondersoek in te stel wanneer—

(a) so 'n bewering as wat in paragraaf (a) van sub-artikel

(1) bedoel word, teen die gesagvoerder of enigeen van die skeeps-offisiere van 'n skip (behalwe 'n Suid-Afrikaanse skip) wat geheel-en-al gebruik word op reise tussen Unie-hawens, gemaak word, of so 'n voorval as wat in paragraaf (b) van daardie sub-artikel bedoel word, ten aansien of aan boord van so 'n skip plaasgevind het, waar die voorval ook al gebeur het; of

(b) so 'n voorval as wat in paragraaf (b) van sub-artikel (1) bedoel word, ten aansien of aan boord van enige skip (behalwe 'n Suid-Afrikaanse skip en behalwe 'n in paragraaf (a) van hierdie sub-artikel bedoelde skip) in 'n Unie-hawe of aan of naby die kuste van die Unie plaasgevind het.

(3) Die Direkteur kan na goeë dunks 'n bevoegde persoon aanstel om 'n voorlopige ondersoek in te stel wanneer so 'n voorval as wat in paragraaf (b) van sub-artikel (1) bedoel word, ten aansien of aan boord van 'n skip (behalwe 'n Suid-Afrikaanse skip) elders as in 'n Unie-hawe of aan of naby die kuste van die Unie plaasgevind het, en—

(a) die skip later by 'n hawe in die Unie aankom, en geen ondersoek na die ongeval deur 'n bevoegde hof of ander ondersoekingsagisaam in 'n ander deel van die Statebond ingestel is nie; of

(b) in die geval van 'n Statebond-skip, getuionis in die Unie beskikbaar is betreffende die omstandighede waaronder die skip uitgevaar het, of laas daarvan iets verneem is, of die skip verlore gegaan het, verlaat is of gestrand het, of skade opgeloop het of veroorsaak het, of waaronder lewensverlies of ernstige besering aan 'n persoon aan boord van die skip plaasgevind het.

265. Wanneer 'n kragtens artikel tweehonderd vier-en-sestig aangestelde persoon sy ondersoek voltooi het, stuur hy sonder versuim aan die Direkteur 'n verslag bevattende 'n volledige uiteensetting van die geval en van sy mening daaroor, tesame met sodanige verslag oor of uitreksels uit die getuionis en sodanige opmerkings as wat hy goeë dink.

Verslag aan Direkteur deur voorlopige ondersoeker.

266. (1) Die Minister kan na goeë dunks, en afgesien daarvan of 'n voorlopige ondersoek kragtens artikel tweehonderd vier-en-sestig gedoen is al dan nie, 'n hof (hierna genoem 'n hof van marine-onderzoek) byeenroep om 'n formele ondersoek na so 'n bewering of voorval as wat in daardie artikel bedoel word, in te stel.

Byeenroeping van hof van marine-onderzoek in die Unie.

(2) 'n Formele ondersoek na 'n bewering teen die gesagvoerder of 'n skeeps-offisier van 'n skip wat in 'n ander deel van die Statebond as die Unie geregistreer is, of na 'n voorval wat ten aansien of aan boord van so 'n skip plaasgevind het, word nie ingestel nie behalwe op versoek of met die toestemming van die Regering van daardie deel: Met dien verstande dat hierdie beperking nie geld nie as—

- (a) die bewering betrekking het op die gesagvoerder of 'n skeeps-offisier van 'n skip wat geheel-en-al gebruik word op reise tussen Unie-hawens, of die voorval ten aansien of aan boord van so 'n skip plaasgevind het, waar die voorval ook al gebeur het; of
- (b) die voorval ten aansien of aan boord van 'n skip (behalwe in 'n paragraaf (a) bedoelde skip) in 'n Unie-hawe of aan of naby die kuste van die Unie plaasgevind het.

267. (1) 'n Hof van marine-onderzoek bestaan uit 'n magistraat, wat as voorsitter optree, en of twee of vier ander lede.

Samestelling van hof van marine-onderzoek.

(2) Die lede van die hof word deur die Minister aangestel, en alle lede behalwe die voorsitter, moet persone wees met geskikte marine-, ingenieurs- of ander besondere vaardigheid, kennis of ervaring, en waar moontlik moet minstens een lid in aktiewe seediens wees.

(3) Die lede van die hof behalwe die voorsitter, word gekies uit 'n lys van persone van tyd tot tyd deur die Minister goedgekeur in ooreenstemming met die regulasies: Met dien ver-

Provided that the Minister may appoint as a member of the court a person whose name does not appear on the said list, if it appears to him expedient to do so by reason of the special nature of the investigation.

(4) If by death, resignation or any other cause the number of members of the court is reduced, the remaining members shall, if they consist of the presiding officer and at least one other member, constitute the court.

(5) If the court, as originally constituted or as reduced for any reason referred to in sub-section (4), consists of the presiding officer and two other members, the presiding officer and one other member shall form a quorum; and if it consists of the presiding officer and more than two other members, the presiding officer and two other members shall form a quorum.

How decisions
of court of marine
enquiry are
reached and
announced.

268. (1) Any matter of law arising for decision at any investigation held by a court of marine enquiry, and any question arising thereat as to whether a matter for decision is a matter of fact or a matter of law, shall be decided by the presiding officer, and no other member shall have a voice in any such decision.

(2) The presiding officer may adjourn the argument upon any such matter or question as is mentioned in sub-section (1), and may sit alone for the hearing of such argument and the decision of such matter or question.

(3) Whenever the presiding officer gives a decision in terms of sub-section (1), he shall give his reasons for that decision.

(4) Upon all matters of fact the decision of the majority of the members of the court shall be the decision of the court.

(5) The decision of the court upon any matter in terms of sub-section (4) shall be declared by one of the members concurring in that decision, and the reasons therefor shall be stated by at least one such member. Any member who dissents from the decision of the court may declare his dissent and his reasons therefor.

(6) If for any reason a majority of the members of the court (or, if the court consists of only two members, both members) are not agreed upon any matter of fact upon which a decision is necessary in order that the investigation may be completed, the presiding officer shall report that fact to the Director, and thereupon the Minister may refer the matter back to the court for reconsideration or may discharge the members of the court and, if he thinks fit, appoint another court of marine enquiry to hold the formal investigation.

Powers of court
of marine enquiry
as to certificates
of master or ship's
officer.

269. (1) If a court of marine enquiry finds that any master or ship's officer is incompetent or has been guilty of any act of misconduct, or that loss, abandonment or stranding of or serious damage to any ship or loss of life or serious injury to any person has been caused by the wrongful act or default of any master or ship's officer, it may, subject to the provisions of section two hundred and eighty-three, cancel the certificate of competency or service of the master or ship's officer or suspend it for a stated period.

(2) Sub-section (1) shall apply in respect of certificates of masters or ships' officers of all South African ships, and in respect of certificates of masters or ships' officers of ships not registered in the Union only if those ships are wholly engaged in plying between ports in the Union.

Convening of
maritime courts
outside the Union.

270. Whenever—

- (a) a complaint which appears to a proper officer outside the Union to require immediate investigation is made to him by the master or any member of the crew of a South African ship; or
- (b) the interest of the owner of a South African ship or of the cargo thereof appears to such an officer to require it; or
- (c) an allegation of incompetency or misconduct is made to him against the master or any of the ship's officers of a South African ship; or
- (d) any South African ship is lost, abandoned or stranded at or near the place where such an officer may be, or whenever the crew or part of the crew of any South African ship which has been lost, abandoned or stranded arrives at that place; or
- (e) any loss of life or any serious injury to any person has occurred on board a South African ship at or near that place,

he may, in his discretion, convene a court (hereinafter referred to as a maritime court) to investigate the said complaint or

stande dat die Minister 'n persoon wie se naam nie op gemelde lys voorkom nie, as 'n lid van die hof kan aanstel, as dit na sy mening weens die besondere aard van die ondersoek raadsaam is sulks te doen.

(4) As die getal lede van die hof verminder word deur dood, bedanking of enige ander oorsaak, maak die oorblywende lede, as hulle die voorsitter en minstens een ander lid is, die hof uit.

(5) As die hof, soos oorspronklik saamgestel of soos verminder om enige in sub-artikel (4) bedoelde rede, uit die voorsitter en twee ander lede bestaan, is die voorsitter en een ander lid 'n kworum; en as dit uit die voorsitter en meer as twee ander lede bestaan, is die voorsitter en twee ander lede 'n kworum.

288. (1) Enige regspunt wat by 'n ondersoek van 'n hof van marine-ondersoek beslis moet word en enige vraag wat daarby ontstaan oor die vraag of 'n punt wat beslis moet word, 'n feitpunt of 'n regspunt is, word beslis deur die voorsitter, en geen ander lid het aggenskap by so 'n beslissing nie.

(2) Die voorsitter kan die argument oor so 'n punt of vraag as wat in sub-artikel (1) vermeld word, verdaag en alleen sit vir die verhoor van sodanige argument en die beslissing oor sodanige sank of vraag.

(3) Wanneer die voorsitter 'n beslissing kragtens sub-artikel (1) vel, gee hy sy redes vir daardie beslissing.

(4) Op alle feitpunte is die beslissing van die meerderheid van die lede van die hof die beslissing van die hof.

(5) Die beslissing van die hof op enige punt kragtens sub-artikel (4) word bekendgemaak deur een van die lede wat met daardie beslissing saamstem, en die redes daarvoor word deur minstens een sodanige lid verklaar. 'n Lid wat van die hof se beslissing verskil, kan die feit dat hy verskil, bekendmaak en sy redes daarvoor gee.

(6) As die meerderheid van die lede van die hof (of as die hof uit net twee lede bestaan, albei lede) om enige rede nie saamstem oor 'n feitpunt waaroor 'n beslissing nodig is om die ondersoek te kan voltooi nie, rapporteer die voorsitter daardie feit aan die Direkteur en daarop kan die Minister die punt terugverwys na die hof vir heroorweging of kan hy die lede van die hof ontslaan en as hy dit goed vind, kan hy 'n ander hof van marine-ondersoek aanstel om die formele ondersoek waar te neem.

269. (1) As 'n hof van marine-ondersoek bevind dat 'n gesagvoerder of skeepsoffisier onbevoeg is of hom skuldig gemaak het aan 'n daad van wangedrag, of dat die verlies, verlatenheid of stranding van of ernstige skade aan 'n skip, of lewensverlies of ernstige besering van 'n persoon veroorsaak is deur die wederregtelike daad of versuim van 'n gesagvoerder of skeeps-offisier, kan die hof, behoudens die bepalinge van artikel twee-honderd drie-en-tagtig, die bekwaamheid- of dienssertifikaat van die gesagvoerder of skeeps-offisier kanselleer of vir 'n bepaalde tydperk opskort.

(2) Sub-artikel (1) geld ten aansien van sertifikate van gesagvoerders of skeeps-offisiere van alle Suid-Afrikaanse skepe, en ten aansien van sertifikate van gesagvoerders en skeeps-offisiere van skepe wat nie in die Unie geregistreer is nie, alleen as bedoelde skepe geheel-en-al gebruik word op reise tussen Unie-hawens.

270. Wanneer—

- (a) 'n klagte wat 'n bevoegde beampte buite die Unie voorkom as 'n klagte wat onmiddellike ondersoek vereis, aan hom gemaak word deur die gesagvoerder of 'n lid van die bemanning van 'n Suid-Afrikaanse skip; of
- (b) dit vir so 'n beampte voorkom dat die belange van die eienaar van 'n Suid-Afrikaanse skip of van die vraag daarvan dit vereis; of
- (c) 'n bewering van onbevoegdheid of wangedrag teen die gesagvoerder of enigene van die skeeps-offisiere van 'n Suid-Afrikaanse skip aan hom gemaak word; of
- (d) 'n Suid-Afrikaanse skip verlore gaan, verlaat word of strand op of naby die plek waar so 'n beampte mag wees, of wanneer die bemanning of deel van die bemanning van 'n Suid-Afrikaanse skip wat verlore gegaan het, verlaat is of gestrand het, op daardie plek aankom; of
- (e) lewensverlies of ernstige besering van enige persoon aan boord van 'n Suid-Afrikaanse skip op of naby daardie plek plaasgevind het,

kan hy na goëddunke 'n hof byeenroep (hierna 'n seehof genoem) om ondersoek in te stel na genoemde klagte of bewering

Hoe bevindings van hof van marine-ondersoek beslis en bekendgemaak word.

Bevoegdheid van hof van marine-ondersoek insake sertifikate van gesagvoerder of skeeps-offisier.

Byeenroeping van seehof buite die Unie.

allegation or the matter affecting the said interest or the cause of the loss, abandonment or stranding of the ship or of the loss of life or of the injury to the person.

Constitution of
maritime courts.

271. (1) A maritime court shall consist of the proper officer who convenes it and either two or four other members.

(2) The other members of the court shall be appointed by the proper officer who convenes it, and shall be persons of suitable nautical, engineering or other special skill, knowledge or experience, and, whenever possible, at least one member shall be in active sea-going service.

(3) If by death, resignation or any other cause the number of members of the court is reduced to not less than two, the remaining members shall constitute the court.

(4) If the court, as originally constituted, or as reduced for any reason referred to in sub-section (3), consists of three members, two members shall form a quorum; and if it consists of more than three members, three members shall form a quorum.

(5) The proper officer who convened the court shall be the presiding officer unless for any reason referred to in sub-section (3) he ceases to be a member of the court, in which event the proper officer (or his successor) shall appoint one of the other members of the court to be the presiding officer.

How decisions
of maritime courts
are reached and
announced.

272. (1) The decision of the majority of the members of a maritime court shall, subject to the provisions of paragraphs (a) and (b) of sub-section (1) of section *two hundred and seventy-three*, be the decision of the court.

(2) The decision of the court shall be declared by one of the members concurring in that decision, and the reasons therefor shall be stated by at least one such member. Any member who dissents from the decision of the court may declare his dissent and his reasons therefor.

(3) If for any reason a majority of the members of the court (or, if the court consists of only two members, both members) are not agreed upon any matter upon which a decision is necessary in order that the investigation may be completed, the presiding officer, if he is the proper officer, shall discharge the members of the court, and, if he thinks fit, he may summon another maritime court to hold the investigation, or, if he is not the proper officer, he shall report the fact to the proper officer, and thereupon the proper officer may refer the matter back to the court for reconsideration or may discharge the members of the court, and, if he thinks fit, summon another maritime court to hold the investigation.

Powers of
maritime courts.

273. (1) A maritime court may, after hearing and investigating the case, and subject to the provisions of section *two hundred and eighty-three*—

- (a) if unanimous that the safety of a South African ship or her cargo or crew or the interest of the owner of a South African ship or of the cargo thereof requires it, remove the master and appoint another qualified person to act in his stead;
- (b) if unanimous that any master or ship's officer of a South African ship is incompetent or has been guilty of any act of misconduct, or that loss, abandonment or stranding of or serious damage to any ship or loss of life or serious injury to any person has been caused by the wrongful act or default of any master or ship's officer of a South African ship, suspend the certificate of competency or service of that master or ship's officer for a stated period;
- (c) discharge a seaman from a South African ship and order the wages of any seaman so discharged or any part of those wages to be forfeited;
- (d) decide any questions as to wages or fines or forfeitures arising between any of the parties to the proceedings;
- (e) direct that any or all of the costs incurred by the master or owner of a South African ship in procuring the imprisonment of any seaman or apprentice-officer in a port outside the Union, or in his maintenance while so imprisoned, shall be paid out of and deducted from the wages of that seaman or apprentice-officer, whether then or subsequently earned;

of die saak rakende genoemde belang of die oorsaak van die verlies, verlaten of stranding van die skip of van die lewensverlies of van die besering van die persoon.

271. (1) 'n Seehof bestaan uit die bevoegde beampte wat dit byeengeroep het, en of twee of vier ander lede. Samstelling van seehowe.

(2) Die ander lede van die hof word aangestel deur die bevoegde beampte wat dit byeengeroep, en hulle moet persone wees met geskikte marine-, ingenieurs- of ander besondere vaardigheid, kennis of ervaring, en waar moontlik moet minstens een lid in aktiewe seediens wees.

(3) As die getal lede van die hof verminder word deur dood, bedanking of enige ander oorsaak, tot nie minder as twee nie, maak die oorblywende lede die hof uit.

(4) As die hof, soos oorspronklik saamgestel of soos verminder om enige in sub-artikel (3) bedoelde rede, uit drie lede bestaan, is twee lede 'n kworum; en as dit bestaan uit meer as drie lede, is drie lede 'n kworum.

(5) Die bevoegde beampte wat die hof byeengeroep het, moet as voorsitter optree, behalwe wanneer om een of ander van die in sub-artikel (3) bedoelde redes hy ophou om lid van die hof te wees, in welk geval die bevoegde beampte (of sy opvolger) een van die ander lede van die hof as voorsitter moet aanstel.

272. (1) Die beslissing van die meerderheid van die lede van 'n seehof is, behoudens die bepalinge van paragrawe (a) en (b) van sub-artikel (1) van artikel tweehonderd drie-en-sewentig die beslissing van die hof. Die beslissing van seehowe bereik en bekendgemaak word.

(2) Die beslissing van die hof word bekendgemaak deur een van die lede wat met daardie beslissing saamstem, en die redes daarvoor word deur minstens een sodanige lid verklaar. 'n Lid wat van die hof se beslissing verskil, kan die feit dat hy verskil, bekendmaak, en sy redes daarvoor gee.

(3) As die meerderheid van die lede van die hof (of as die hof uit net twee lede bestaan, albei lede) om enige rede nie saamstem oor enige saak waarvoor 'n beslissing nodig is om die ondersoek te kan voltooi nie, moet die voorsitter, as hy die bevoegde beampte is, die lede van die hof ontslaan, en as hy dit goedvind, kan hy 'n ander seehof saamroep om die ondersoek waar te neem, of, as hy nie die bevoegde beampte is nie, rapporteer hy die feit aan die bevoegde beampte, en daarop kan die bevoegde beampte die saak terugverwys na die hof vir heroorweging of kan hy die lede van die hof ontslaan en as hy dit goed vind, kan hy 'n ander seehof saamroep om die ondersoek waar te neem.

273. (1) 'n Seehof kan na die verhoor en ondersoek van 'n saak en behoudens die bepalinge van artikel tweehonderd drie-en-tagtig— Bevoegdheid van seehowe.

(a) as die hof dit eens is dat die veiligheid van 'n Suid-Afrikaanse skip of sy vrag of bemanning of die belang van die eienaar van 'n Suid-Afrikaanse skip of van die vrag daarvan dit vereis, die gesagvoerder verwyder en 'n ander bevoegde persoon aanstel om in sy plek op te tree;

(b) as die hof dit eens is dat 'n gesagvoerder of skeeps-offisier van 'n Suid-Afrikaanse skip onbevoeg of hom skuldig gemaak het aan 'n daad van wangetrag, of dat die verlies, verlaten of stranding van of ernstige skade aan 'n skip of lewensverlies of ernstige besering van 'n persoon veroorsaak is deur die wederregtelike daad of versuim van 'n gesagvoerder of skeeps-offisier van 'n Suid-Afrikaanse skip, die bewaansheid- of dienssertifikaat van daardie gesagvoerder of skeeps-offisier vir 'n bepaalde tydperk opskort;

(c) 'n seeman uit diens op 'n Suid-Afrikaanse skip ontslaan en gelas dat die loon van 'n aldus ontslane seeman of enige deel van sy loon verhoor word;

(d) enige vrage aangaande loon of boetes of verbeurings wat tussen enige van die partye by die voorligings ontstaan, beslis;

(e) gelas dat enige of al die koste opgeleef deur die gesagvoerder of eienaar van 'n Suid-Afrikaanse skip einde die opsluiting van 'n seeman of leerling-offisier in 'n hawe buite die Unie te bewerkstellig, of in verband met sy onderhoud terwyl hy so opgesluit was, betaal moet word uit en afgetrek moet word van die loon van daardie seeman of leerling-offisier, hetsy dit toe of later verdien is;

- (f) exercise the same powers with regard to persons charged before it with the commission of offences at sea or abroad as consular representatives can in terms of section *three hundred and forty-one*;
- (g) punish any master or member of the crew of a South African ship respecting whose conduct a complaint is brought before it for any offence under this Act of which he has been found guilty by the court and shall for that purpose have the same powers as a magistrate's court would have if the case were tried in the Union: Provided that where an offender is sentenced to imprisonment, the proper officer shall approve the place of imprisonment, whether on land or on board ship: Provided, further, that the court may direct that any fine imposed upon an offender shall be paid out of and deducted from his wages and paid over to the proper officer, who shall transmit it to the Director;
- (h) if it considers such a step expedient, order a survey to be made of any South African ship which is the subject of investigation;
- (i) order the costs of proceedings before it, or any part of those costs, to be paid by any of the parties thereto, and may order any person making a frivolous or unjustified complaint to pay compensation for any loss or delay caused thereby; and any costs or compensation so ordered to be paid by any person shall be paid by that person accordingly and may be recovered in the same manner in which wages of seamen are recoverable, or may, if the case admits, be deducted from the wages due to that person.

(2) All orders made by a maritime court shall, whenever practicable, be entered in the official log-book of the ship which forms the subject of investigation or on board which the casualty or occurrence or conduct investigated took place, and be signed by the presiding officer of the court.

Appeal from
surveyor to court
of survey.

274. (1) If a surveyor who has inspected a vessel—

- (a) makes a statement in his report of his inspection with which the owner (or his agent) or the master of the vessel is dissatisfied; or
- (b) gives notice under sub-section (2) of section *two hundred and fourteen*, sub-section (2) or (3) of section *two hundred and sixteen* or sub-section (1) of section *two hundred and twenty-three*; or
- (c) declines to give the certificate referred to in sub-section (3) of section *two hundred and fourteen*, sub-section (4) of section *two hundred and sixteen* or sub-section (2) of section *two hundred and twenty-three*,

the owner (or his agent) or the master, as the case may be, may, subject to the provisions of sub-section (2) of this section and section *two hundred and eighty-two*, appeal to a court of survey.

(2) Whenever a surveyor inspects any vessel, he shall, if the owner (or his agent) or the master of the vessel so requires, be accompanied on the inspection by some person nominated by the owner (or his agent) or the master, as the case may be, and if the person so nominated agrees with the survey as to the statement made or the notice given by the surveyor or the refusal by the surveyor to give a certificate, there shall be no appeal to a court of survey from that statement, notice or refusal.

Convening of
court of survey.

275. Whenever an appeal to a court of survey lies in terms of section *two hundred and seventy-four* and has been duly noted, the Minister shall, subject to the provisions of section *two hundred and eighty-two*, convene a court (hereinafter referred to as a court of survey) to hear the appeal.

Constitution of
court of survey.

276. (1) A court of survey shall consist of a magistrate and either two or four other members.

(2) The members of the court shall be appointed by the Minister, and all members other than the presiding officer shall be persons of suitable nautical, engineering or other special skill, knowledge or experience.

(3) Whenever a foreign ship is the subject of an appeal the Minister may consult a diplomatic or consular representative of the country in which that ship is registered before nominating the members.

- (f) dieselfde magte uitoefen ten aansien van persone wat voor die hof aangeld word van oortredings op see of in die buiteland soos konsulêre verteenwoordigers kragtens artikel *driehonderd een-en-veertig* kan doen;
- (g) 'n gesagvoerder of lid van die bemanning van 'n Suid-Afrikaanse skip ten aansien van wie so gedrag 'n klagte voor die hof gebring is oor 'n oortreding teen hierdie Wet, waarvan hy deur die hof skuldig bevind is, straf, en besit vir daardie doel dieselfde magte as wat 'n magistratshof sonder het as die saak in die Unie verhoor was: Met dien verstande dat waar 'n oortreder tot gevangenisstraf veroordeel word, die bevoegde beampte die plek van gevangenskap goedkeur, hetsy op land of aan boord van 'n skip: Met dien verstande, voorts, dat die hof kan gelas dat enige geldboete wat aan 'n oortreder opgelê word, betaal moet word uit en afgetrek moet word van sy loon en aan die bevoegde beampte oorbetal moet word, wat dit aan die Direkteur moet stuur;
- (h) as dit so 'n stap dienstig ag, gelas dat 'n opnemingshof 'n Suid-Afrikaanse skip wat die voorwerp van ondersoek is, genamk moet word;
- (i) beveel dat die koste van die verrigtings voor die hof, of enige deel van daardie koste, betaal word deur enigeen van die partye by bedoelde verrigtings, en kan 'n persoon wat 'n beuselagtige of ongeregverdigde klag ingedien het, gelas om vergoeding vir enige verlies of vertraging wat daardeur veroorsaak is, te betaal; en enige koste of vergoeding die betaling waarvan deur een of ander persoon aldus gelas is, word deur daardie persoon betaal en kan op dieselfde wyse as die loon van seelui verhaal word, of kan, as die geval dit toelaat, afgetrek word van die loon aan daardie persoon verskuldig.
- (2) Alle bevole van 'n seehof word, waar dit doenlik is, aangeteken in die amptelike skeepsjoernaal van die skip wat die onderwerp van die ondersoek uitmaak of aan boord waarvan die ongeval of voorval of gedrag wat ondersoek word, plaasgevind het, en word deur die voorsitter van die hof onderteken.

274. (1) As 'n opnemer wat 'n vaartuig geïnspekteer het— Appèl teen opnemer na opnemingshof.

- (a) 'n verklaring in sy verslag van sy inspeksie maak waarmee die eienaar (of sy agent) of die gesagvoerder van die vaartuig ontevrede is; of
- (b) kennis gee kragtens sub-artikel (2) van artikel *tweehonderd-en-veertien*, sub-artikel (2) of (3) van artikel *tweehonderd-en-sestien* of sub-artikel (1) van artikel *tweehonderd drie-en-twintig*; of
- (c) weier om die sertifikaat te gee vormeld in sub-artikel (3) van artikel *tweehonderd-en-veertien*, sub-artikel (4) van artikel *tweehonderd-en-sestien* of sub-artikel (2) van artikel *tweehonderd drie-en-twintig*,
- kan die eienaar (of sy agent) of die gesagvoerder na gelang van die geval behoudens die bepalings van sub-artikel (2) van hierdie artikel en artikel *tweehonderd twee-en-tagtig* na 'n opnemingshof appelleer.

(2) Wanneer 'n opnemer 'n vaartuig inspekteer, word hy op die inspeksie, as die eienaar (of sy agent) of die gesagvoerder van die vaartuig dit vereis, vergesel van een of ander persoon wat, al na die geval deur die eienaar (of sy agent) of die gesagvoerder aangewys is, en as die aldus aangewese persoon met die opnemer saamstem oor die gemaakte verklaring of die kennisgewing van die opnemer, of die opnemer se weiering om 'n sertifikaat uit te reik, is daar geen appèl na 'n opnemingshof teen daardie verklaring, kennisgewing of weiering nie.

275. Wanneer daar 'n roep van appèl na 'n opnemingshof Byeenroeping van kragtens artikel *tweehonderd vier-en-seventig* is en appèl behoort opnemingshof.

lik aangeteken is, roep die Minister behoudens die bepalings van artikel *tweehonderd twee-en-tagtig*, 'n hof (hierna 'n opnemingshof genoem) byeen om die appèl te verhoor.

276. (1) 'n Opnemingshof bestaan uit 'n magistrat en of Samestelling van opnemingshof.

twee of vier ander lede.

(2) Die lede van die hof word deur die Minister aangestel en alle lede behalwe die voorsitter moet persone met geskikte marine-, ingenieurs- of ander besondere vaardigheid, kennis of ervaring wees.

(3) Wanneer 'n vreemde skip die onderwerp van 'n appèl is, kan die Minister 'n diplomatieke of konsulêre verteenwoordiger van die land waar die skip geregistreer is, raadpleeg voordat hy die lede benoem.

(4) The members of the court other than the presiding officer shall be selected from a list of persons approved by the Minister from time to time in accordance with the regulations: Provided that the Minister may appoint as a member of the court a person whose name does not appear on the said list, if it appears to him expedient to do so by reason of the special nature of the questions involved in the appeal.

(5) If by death, resignation or any other cause the number of members of the court is reduced to not less than two, the remaining members shall constitute the court.

(6) If the court, as originally constituted, or as reduced for any reason referred to in sub-section (5), consists of three members, two members shall form a quorum; and if it consists of more than three members, three members shall form a quorum.

(7) The magistrate appointed as a member of the court as originally constituted shall be the presiding officer unless for any reason referred to in sub-section (5), he ceases to be a member of the court, in which event the Minister shall appoint one of the other members of the court to be the presiding officer.

How decisions of courts of survey are reached and announced.

277. (1) The decision of the majority of the members of a court of survey shall be the decision of the court.

(2) The decision of the court shall be declared by one of the members concurring in that decision, and the reasons therefor shall be stated by at least one such member. Any member who dissents from the decision of the court may declare his dissent and his reasons therefor.

(3) If for any reason a majority of the members of the court (or, if the court consists of only two members, both members) are not agreed upon the question what the decision upon the appeal should be, the presiding officer shall report the fact to the Director, and thereupon the Minister may refer the appeal back to the court for reconsideration, or may discharge the members of the court and appoint another court of survey to hear the appeal.

(4) Notwithstanding the provisions of this section, if a ship has been detained or it is proposed to detain a ship by reason of a report made or a notice given by a surveyor, or by reason of a refusal by a surveyor to grant a certificate, and appeal is made against the making of the report or the giving of the notice or the refusal to grant the certificate, the ship shall, if she has been detained, be released, and if she has not yet been detained, shall not be detained after the first meeting of the court, unless a majority of the members of the court are in favour of her being detained.

Powers of court of survey.

278. A court of survey or, if an appeal has been referred to an expert or experts under section *two hundred and eighty-two*, that expert or those experts, may, if the appeal is against—

- (a) any statement in a report by a surveyor, dismiss the appeal, in which event the statement shall stand, or uphold the appeal and cancel or vary the statement; or
- (b) any notice given by a surveyor, dismiss the appeal and confirm that notice or uphold the appeal and set aside the notice; or
- (c) the refusal by a surveyor to grant a certificate, dismiss the appeal and confirm that refusal or uphold the appeal and grant the certificate.

Interested persons not to serve on courts of marine enquiry, maritime courts or courts of survey.

279. (1) No person who is connected, directly or indirectly, with the ship which forms the subject of investigation by a court of marine enquiry or a maritime court, or which forms the subject of an appeal to a court of survey, or on board which the casualty or occurrence or conduct to be investigated by a court of marine enquiry or a maritime court took place, or with the owners of that ship, shall be appointed as a member of that court or under section *two hundred and eighty-two*.

(2) Nothing in sub-section (1) contained shall prohibit the appointment as a member of a court of marine enquiry or a maritime court or a court of survey or under section *two hundred and eighty-two* of any person who is in the employ of or entitled to receive a pension from the Government of the Union, merely on the ground that the said Government is the owner of the ship referred to in sub-section (1).

Procedure at court of marine enquiry or maritime court or court of survey.

280. (1) A court of marine enquiry, a maritime court or a court of survey, or an expert or experts to whom an appeal has been referred under section *two hundred and eighty-two* may, subject to the provisions of this Act, determine the procedure to be followed at the investigation or the hearing of the appeal.

(4) Die lede van die hof behalwe die voorsitter, word gekies uit 'n lys van persone van tyd tot tyd deur die Minister goedgekeur in ooreenstemming met die regulasies: Met dien verstande dat die Minister 'n persoon wie se naam nie op gemelde lys voorkom nie, as 'n lid van die hof kan aanstel, as dit na sy mening weens die besondere aard van die vae wat by die appèl betrokke is, raadsaam is sulks te doen.

(5) As die getal lede van die hof verminder word deur dood, bedanking of enige ander oorsaak tot nie minder as twee nie, maak die oorblywende lede die hof uit.

(6) As die hof, soos oorspronklik saamgestel of soos verminder om enige in sub-artikel (5) bedoelde rede, uit drie lede bestaan, is twee lede 'n kworum; en as dit uit meer as drie lede bestaan, is drie lede 'n kworum.

(7) Die magistraat wat aangestel is as lid van die hof soos oorspronklik saamgestel, moet as voorsitter optree, behalwe wanneer om een of ander van die in sub-artikel (5) bedoelde redes hy ophou om lid van die hof te wees, in welk geval die Minister een van die ander lede van die hof as voorsitter moet aanstel.

277. (1) Die beslissing van die meerderheid van die lede van 'n opnemingshof is die beslissing van die hof.

(2) Die beslissing van die hof word bekendgemaak deur een van die lede wat met daardie beslissing saamstem, en die redes daarvoor word deur minstens een sodanige lid verklaar. 'n Lid wat van die hof se beslissing verskil, kan die feit dat hy verskil, bekendmaak, en sy redes daarvoor gee.

(3) As die meerderheid van die lede van die hof (of as die hof uit net twee lede bestaan, albei lede) om enige rede wie saamstem oor die vraag wat die beslissing oor die appèl moet wees nie, rapporteer die voorsitter die feit aan die Direkteur, en daarop kan die Minister die appèl na die hof terugverwys vir heroeweging of kan hy die lede van die hof ontslaan en 'n ander opnemingshof aanstel om die appèl te verhoor.

(4) Ondanks die bepaling van hierdie artikel, as 'n skip aangehou is of die voorneme bestaan om dit aan te hou vanweë 'n verslag of kennisgewing deur 'n opnemer, of vanweë 'n opnemer se weiering om 'n sertifikaat uit te reik, en appèl aangetoek word teen die verslag of kennisgewing of teen die weiering om die sertifikaat uit te reik, word die skip, as dit aangehou is, vrygelaat, en as dit nog nie aangehou is nie, word dit nie na die eerste byeenkoms van die hof aangehou nie, tensy 'n meerderheid van die lede van die hof ten gunste van die skip se aanhouding is.

278. 'n Opnemingshof of, as 'n appèl na 'n deskundige of deskundiges kragtens artikel twee-honderd twee-en-tagtig verwys is, daardie deskundige of deskundiges kan, as geappelleer word teen—

(a) 'n verklaring in 'n verslag van 'n opnemer, die appèl van die hand wys en in daardie geval bly die verklaring staan, of die appèl handhaaf en die verklaring skrap of wysig; of

(b) 'n kennisgewing deur 'n opnemer, die appèl van die hand wys en daardie kennisgewing bevestig, of die appèl handhaaf en die kennisgewing tersyde stel; of

(c) die weiering van 'n opnemer om 'n sertifikaat uit te reik, die appèl van die hand wys en daardie weiering bevestig, of die appèl handhaaf en die sertifikaat uitreik.

279. (1) Niemand wat regstreeks of onregstreeks verband het met die skip wat die onderwerp van 'n ondersoek deur 'n hof van marine-onderzoek of 'n seehof uitmaak of wat die onderwerp van 'n appèl na 'n opnemingshof uitmaak, of aan 'n beord waarvan die ongeval of gebeurtenis of gedrag wat deur 'n hof van marine-onderzoek of 'n seehof ondersoek moet word plaasgevind het, of met die eienaars van daardie skip, word as 'n lid van daardie hof of kragtens artikel twee-honderd twee-en-tagtig aangestel nie.

(2) Die bepaling van sub-artikel (1) verbied nie die aanstelling as lid van 'n hof van marine-onderzoek of 'n seehof of 'n opnemingshof of kragtens artikel twee-honderd twee-en-tagtig van enigiemand wat in die diens is of geregtig is om 'n pensioen te ontvang van die Unie-regering, bloot op grond daarvan dat die gemelde Regering die eienaar van die in sub-artikel (1) bedoelde skip is nie.

280. (1) 'n Hof van marine-onderzoek, 'n seehof of 'n opnemingshof, of 'n deskundige of deskundiges na wie 'n appèl kragtens artikel twee-honderd twee-en-tagtig verwys is, kan met inagneming van die bepaling van hierdie Wet die prosedure bepaal wat by die ondersoek of die verhoor van die appèl sal geld.

Hoe beslissinge van opnemings-hofe bereid en bekendgemaak word.

Bevoegdhede van opnemingshof.

Belanghebbendes dien nie in houe van marine-onderzoek, seehof of opnemingshofe nie.

Prosedure van hof van marine-onderzoek of seehof of opnemingshof.

(2) Every such investigation shall, unless the court decide otherwise, be held in open court, and the hearing of every such appeal shall be held in open court; and the decision or finding shall, at the conclusion of the investigation or hearing, or as soon afterwards as possible, be delivered in open court.

Court of survey may cause ship to be surveyed.

281. (1) A court of survey may appoint a surveyor to inspect the ship which is the subject of appeal and report thereon to the court.

(2) The owner and master of the ship and any person appointed by the owner or master, and also any person appointed by the Director, may attend at any inspection made in terms of this section.

Reference in difficult cases to scientific persons.

282. (1) If the Director is of opinion that an appeal to a court of survey involves a question of construction or design or of scientific difficulty or an important principle, he may refer the appeal to one or more experts approved by the Minister and selected by agreement between the Director and the appellant, or, in default of any such agreement, by the Minister, and thereupon the appeal shall be determined by such experts instead of by the court.

(2) The Director, if the appellant in any appeal so requests and gives security to the satisfaction of the Director to pay any relative costs, shall refer the appeal to one or more experts selected in terms of sub-section (1).

(3) An expert or experts to whom an appeal is referred in terms of sub-section (1) or (2) shall have the same powers as a court of survey.

(4) If an appeal is referred to more than one expert, the provisions of section two hundred and seventy-seven shall apply, *mutatis mutandis*, to the hearing of the appeal.

(5) If an appeal is referred under sub-section (1) to more experts than one, the Director shall appoint one of them as presiding officer.

Opportunity of making a defence.

283. (1) If at an investigation by a court of marine enquiry or a maritime court it is alleged or suggested that the conduct of any person has amounted to a punishable act or omission, that person shall be given a reasonable opportunity for making a defence.

(2) A court of marine enquiry shall not cancel or suspend a certificate, and a maritime court shall not suspend a certificate—

(a) unless the holder of the certificate has been present at the hearing of any evidence on which the decision of the court to cancel or suspend his certificate is based, or, if he has not been so present, unless a transcript of the notes of such evidence has been furnished to him at least forty-eight hours before he is called upon to make his defence; and

(b) unless copies of any written depositions or reports upon which such decision is based have been furnished to him and a copy of the charges laid against him has been served upon him in the manner prescribed, at least forty-eight hours before he is called upon to make his defence, and if after a copy of a charge laid against him has been served upon him the charge is amended, he has been given a reasonable opportunity of making a defence to the amended charge.

(3) If the holder of the certificate concerned has been summoned to attend before the court and has not done so, or if upon being asked in writing or otherwise whether he wishes to make a defence he has not replied that he wishes to do so, it shall not be necessary to furnish to him the notes, depositions or reports referred to in sub-section (2).

Court may require delivery of certificate during course of investigation.

284. A court of marine enquiry or a maritime court may at any time during the progress of the investigation order any master or ship's officer affected by the investigation to deliver his certificate to the court forthwith.

Witnesses to be allowed expenses.

285. Every witness summoned by a person appointed under section two hundred and sixty-four to make a preliminary enquiry or by a court of marine enquiry, a maritime court or a court of survey or an expert or experts to whom an appeal has been referred under section two hundred and eighty-two shall be paid such expenses as would be allowed to any witness attending or subpoenaed to give evidence in a civil case before a magistrate's court.

(2) Elke sodanige ondersoek vind, tensy die hof anders beslis, in die ope hof plaas en die verhoor van elke sodanige appèl vind in die ope hof plaas; en die bevinding of beslissing word by die voltooiing van die ondersoek of verhoor, of so gou moontlik daarna, in die ope hof bekendgemaak.

281. (1) 'n Opnemingshof kan 'n opnemer aanstel om die skip wat die onderwerp van die appèl is te inspekteer en om verslag daaroor aan die hof te doen. Opnemingshof kan skip laat opneem.

(2) Die eienaar en gesagvoerder van die skip en enige persoon aangestel deur die eienaar of gesagvoerder, asook enige persoon deur die Direkteur aangestel, kan enige inspeksie wat kragtens hierdie artikel gedoen word, bywoon.

282. (1) As die Direkteur meen dat by 'n appèl na 'n opnemingshof 'n vraag van konstruksie of outwerp of 'n moeilike wetenskaplike vraag of 'n belangrike beginsel betrokke is, kan hy die appèl na een of meer deskundiges verwys wat deur die Minister goedgekeur is en wat volgens ooreenkoms tussen die Direkteur en die appellant of, by afwesigheid van so 'n ooreenkoms, deur die Minister uitgekies is, en daarna word die appèl deur sodanige deskundiges in stede van deur die hof beslis. Verwysing van moeilike gevalle na wetenskaplikes.

(2) As die appellant in enige appèl dit verlang en sekuriteit tot die toevredenheid van die Direkteur stel om die betrokke koste te betaal, moet die Direkteur die appèl na een of meer deskundiges wat kragtens sub-artikel (1) uitgekies is, verwys.

(3) 'n Deskundige of deskundiges na wie 'n appèl kragtens sub-artikel (1) of (2) verwys is, het dieselfde magte as 'n opnemingshof.

(4) As 'n appèl na meer as een deskundige verwys is, geld die bepalings van artikel tweehonderd sewe-en-sewentig *mutatis mutandis* vir die verhoor van die appèl.

(5) As 'n appèl kragtens sub-artikel (1) na meer as een deskundige verwys is, stel die Direkteur een van hulle as voorsitter aan.

283. (1) As daar by 'n ondersoek deur 'n hof van marine-ondersoek of 'n seehof beweer of aan die hand gedoen word dat die gedrag van enige persoon 'n strafbare handeling of versuim uitmaak, word aan daardie persoon 'n redelike geleentheid gegee om homself te verweer. Geleentheid vir verweer.

(2) 'n Hof van marine-ondersoek kanselleer of skort nie 'n sertifikaat op nie, en 'n seehof skort nie 'n sertifikaat op nie—

(a) tensy die houër van die sertifikaat aanwesig was by die aanhoor van enige getuienis waarop die hof se besluit om sy sertifikaat te kanselleer of op te skort gebaseer is, of, as hy nie aldus aanwesig was nie, tensy 'n afskrif van die aantekeninge van sodanige getuienis minstens agt-en-veertig uur voordat 'n oproep op hom gedoen word om homself te verweer, aan hom verskaf is; en

(b) tensy afskrifte van enige geskrewe getuieneverklaringe of verslae waarop sodanige besluit gebaseer is, aan hom verskaf is, en 'n afskrif van die aanklagte teen hom op die voorgeskrewe wyse op hom gedien is minstens agt-en-veertig uur voordat 'n oproep op hom gedoen word om homself te verweer en indien, nadat 'n afskrif van 'n aanklag teen hom op hom gedien is, die aanklag gewysig word, 'n redelike geleentheid aan hom gegee is om homself teen die gewysigde aanklag te verweer.

(3) Indien die houër van die betrokke sertifikaat gedagvaar is om voor die hof te verskyn en in gebreke gebly het om dit te doen, of indien, nadat aan hom skriftelik of andersins gevra is of hy verlang om homself te verweer, hy nie geantwoord het dat hy dit wel wil doen nie, is dit nie nodig om aan hom die in sub-artikel (2) bedoelde aantekeninge, getuieneverklaringe of verslae te verskaf nie.

284. 'n Hof van marine-ondersoek of 'n seehof kan te eniger tyd tydens 'n ondersoek 'n gesagvoerder of skeepsoffisier wat in die ondersoek betrokke is, gelas om sy sertifikaat onmiddellik by die hof in te lewer. Hof kan tydens ondersoek inlowering van sertifikaat gelas.

285. Aan elke getuie wat opgeroep word deur 'n persoon wat kragtens artikel tweehonderd vier-en-veertig aangestel is om 'n voorlopige ondersoek in te stel, of deur 'n hof van marine-ondersoek, 'n seehof of 'n opnemingshof of 'n deskundige of deskundiges na wie 'n appèl kragtens artikel tweehonderd twee-en-tig verwys is, word sodanige getuiegeld betaal as wat toegestaan word aan enige getuie wat aanwesig is of gedagvaar is om getuienis te gee in 'n siviele saak voor 'n magistratshof Getuiegeld toegestaan.

Transmission to Director of record and decision of court of marine enquiry, maritime court, or court of survey.

286. (1) The presiding officer of a court of marine enquiry, maritime court or court of survey or body of experts to whom an appeal has been referred under section *two hundred and eighty-two*, or, if an appeal has been referred to only one expert that expert shall, at the conclusion of the investigation or hearing transmit to the Director the notes of evidence and as many copies as the Director may require of the record of the proceedings and the report and decisions; and any member of the court or any one of the experts who dissents from any decision may attach to the record his written reasons for so dissenting, and the presiding officer shall transmit such written reasons with the record.

(2) When the investigation affects a master or ship's officer of a ship other than a South African ship the Director shall transmit a copy of the court's finding or decision, together with the notes of the evidence, to the proper authority in the country where the ship is registered.

Effect of cancellation or suspension of certificate.

287. The cancellation or suspension of a certificate by the Minister or a court of marine enquiry, or the suspension of a certificate by a maritime court, shall—

- (a) if the certificate was issued in the Union, be effective everywhere and in respect of all ships; and
- (b) if the certificate was issued elsewhere than in the Union, be effective—
 - (i) within the Union and the territorial waters of the Union in respect of all ships; and
 - (ii) outside the Union and the territorial waters of the Union in respect of South African ships only.

Delivery of Union certificate cancelled or suspended.

288. A master or ship's officer who is the holder of a certificate issued in the Union shall, if such certificate has been cancelled or suspended by the Minister or a court of marine enquiry or suspended by a maritime court, deliver his certificate to the Minister or court on demand, or if it is not demanded by the Minister or court, to the Director.

Suspended certificate not to be endorsed.

289. If the certificate of a master or ship's officer is suspended by the Minister or a court of marine enquiry or a maritime court, or if a direction is given by the Minister under sub-section (2) of section *eighty-seven* in respect of the holder of a certificate, no person shall make any endorsement to that effect on the said certificate.

Powers of Minister in respect of cancelled or suspended certificates.

290. The Minister may, if he thinks the justice of the case requires it—

- (a) set aside the suspension of a certificate suspended by a court of marine enquiry or a maritime court, or shorten or lengthen the period of suspension of, or cancel, a certificate so suspended; or
- (b) grant a new certificate of the same or any lower grade in the place of a certificate cancelled by any such court, if the certificate was issued in the Union, or return any certificate so cancelled, if it was issued elsewhere than in the Union.

Rehearing.

291. (1) Whenever an investigation has been held by a court of marine enquiry or a maritime court, the Minister may order the case to be reheard, either generally or as to any part thereof, and shall so order—

- (a) if new and important evidence which could not be produced at the investigation has been discovered; or
- (b) if for any other reason there has been in his opinion ground for suspicion that a miscarriage of justice has occurred.

(2) The Minister may order the case to be reheard by the court of marine enquiry or the maritime court, as the case may be, consisting (if such is practicable) of the same members who, or other members than, constituted the court when it held the investigation in the first instance; and may, if the investigation was held by a maritime court, order the case to be reheard by a court of marine enquiry.

Appeals against decisions of courts of marine enquiry and maritime courts.

292. (1) Any person aggrieved by any decision of a court of marine enquiry or a maritime court may appeal to the superior court within the area of jurisdiction of which—

- (a) in the case of a court of marine enquiry, the court was held; or

286. (1) Die voorsitter van 'n hof van marine-onderzoek, Versending aan seehof of opnemingshof of van die deskundiges na wie 'n appél Direkteur van kragtens artikel tweehonderd twee-en-tagtig verwys is, of as rekord en 'n appél na slegs een deskundige verwys is, daardie deskundige, beslissing van hof versend aan die einde van die ondersoek of verhoor aan die Direkteur die aantekeninge van die getuienis en soveel afskrifte van marine-onderzoek seehof of opnemingshof as wat die Direkteur gelas, van die rekord van die verrigtings en die verslag en beslissings; en enige lid van die hof of enigeen van die deskundiges wat van 'n beslissing verskil kan sy geskrewe redes waarom hy aldus verskil aan die rekord heg, en die voorsitter versend sodanige geskrewe redes saam met die rekord.

(2) Wanneer die ondersoek 'n gesagvoerder of skeepsaffisier van 'n skip wat nie 'n Suid-Afrikaanse skip is nie raak, stuur die Direkteur 'n afskrif van die hof se bevinding of beslissing tesame met die aantekeninge van die getuienis aan die bevoegde gesag in die land waar die skip geregistreer is.

287. Die kansellering of opskorting van 'n sertifikaat deur die Minister of 'n hof van marine-onderzoek of die opskorting van 'n sertifikaat deur 'n seehof is—

- (a) as die sertifikaat in die Unie uitgereik is, orals en ten aansien van alle skepe van krag; en
- (b) as die sertifikaat elders as in die Unie uitgereik is, van krag—
 - (i) in die Unie en die Unie se territoriale waters ten aansien van alle skepe; en
 - (ii) buite die Unie en die Unie se territoriale waters net ten aansien van Suid-Afrikaanse skepe.

288. 'n Gesagvoerder of skeepsaffisier wat die houer is van 'n sertifikaat wat in die Unie uitgereik is, lower sy sertifikaat op aanvraag aan die Minister of hof af, of as dit nie deur die Minister of hof opeëus word nie, aan die Direkteur, indien sodanige sertifikaat deur die Minister of 'n hof van marine-onderzoek gekanselleer of opgeskort is of deur 'n seehof opgeskort is.

289. As die sertifikaat van 'n gesagvoerder of skeepsaffisier deur die Minister of 'n hof van marine-onderzoek of 'n seehof opgeskort is, of as opdrag deur die Minister kragtens sub-artikel (2) van artikel *sewe-en-tagtig* met betrekking tot 'n houer van 'n sertifikaat gegee is, maak niemand enige ondossament te dien effekte op genoemde sertifikaat nie.

290. Die Minister kan, as hy dit in die omstandighede van die geval billik eg—

- (a) die opskorting van 'n sertifikaat deur 'n hof van marine-onderzoek of 'n seehof tersyde stel, of die tydperk van opskorting van 'n aldus opgeskorte sertifikaat verkort of verleng of 'n aldus opgeskorte sertifikaat kanselleer; of
- (b) 'n nuwe sertifikaat van dieselfde of 'n laer graad nitreik in die plok van 'n sertifikaat deur 'n sodanige hof gekanselleer, as die sertifikaat in die Unie uitgereik is, of 'n sertifikaat wat aldus gekanselleer is, teruggee as dit elders as in die Unie uitgereik is.

291. (1) Wanneer 'n hof van marine-onderzoek of 'n seehof ondersoek gedoen het, kan die Minister gelas dat die saak opnuut verhoor word, of in die algemeen of ten aansien van 'n gedeelte daarvan, en moet hy dit gelas—

- (a) as nuwe en belangrike getuienis wat nie by die ondersoek gelewer kon word nie, ontdek is; of
 - (b) as daar om 'n ander rede na sy mening aanleiding is vir 'n vermoede dat 'n geregtelike dwaling plaasgevind het.
- (2) Die Minister kan gelas dat die saak opnuut verhoor word deur die hof van marine-onderzoek of die seehof, na gelang van die geval, bestaande (as dit doenlik is) uit dieselfde lede, of ander lede as dié wat die hof uitgemaak het toe dit die ondersoek in die eerste instansie gehou het; en as die ondersoek deur 'n seehof gehou is, kan hy gelas dat dit opnuut verhoor word deur 'n hof van marine-onderzoek.

292. (1) 'n Persoon wat hom veronreg voel deur 'n beslissing Appèlle teen van 'n hof van marine-onderzoek of 'n seehof, kan appeller beslissings van na die hof hof in die regsg gebied waarvan— houe van marine-onderzoek en seehoue.

- (a) in die geval van 'n hof van marine-onderzoek, die hof gesit het; of

(b) in the case of a maritime court, the ship which formed the subject of investigation, or on board which the casualty or occurrence investigated by the court took place, is registered.

(2) An appeal to a superior court shall, if the appeal is made merely on a point of law, be heard by a judge of that court, and in every other case by a judge of that court assisted by at least one assessor acting in an advisory capacity, who shall be a person of suitable nautical, engineering or other special skill, knowledge or experience summoned by the judge for the purpose.

(3) The court to which the appeal is made may confirm or quash or vary the decision appealed from, or remit the case for rehearing either generally or as to any part thereof by the court from whose decision the appeal is brought, consisting (if such is practicable) of the same members who, or other members than, constituted that court when it held the investigation in the first instance.

(4) An appeal under this section shall be made in the manner and subject to the conditions and in accordance with the provisions laid down in the regulations

CHAPTER VII.

WRECKS AND SALVAGE.

Application to
aircraft.

293. The provisions of this Act relating to wreck and to salvage of life or property and to the duty to render assistance to ships in distress shall, subject to such modifications and exemptions as may be made by the regulations, apply to aircraft on or over the sea or the tidal waters of the Union as they apply to ships, and the owner of an aircraft shall, subject to the modifications and exemptions so made, be entitled to the award of a reasonable sum for salvage services rendered by the aircraft and be liable to pay a reasonable amount of salvage in respect of services rendered in saving life from the aircraft or in saving the aircraft or any wreck from the aircraft, in any case where the owner of the aircraft would be so entitled or liable had it been a ship.

Salvage officers.

294. (1) The Director may appoint suitable persons to be salvage officers at ports or places in the Union.

(2) An appointment as a salvage officer shall be in respect of a defined area; and if at any time there is no salvage officer for any area, the collector of customs at the principal port in that area shall be the salvage officer for that area.

Power to pass
over adjoining
lands.

295. Whenever a ship is wrecked, stranded or in distress within the territorial waters of or on or near the coasts of the Union, all persons may, for the purpose of rendering assistance to the ship, or of saving the lives of any shipwrecked persons, or of saving any wreck, unless there is some public road or camping site equally convenient, pass and repass either with or without vehicles or animals over any lands, and camp on such lands, without being subject to interruption by the owner or occupier, if they do so with as little damage as possible, and may also, on the like condition, deposit on such lands any goods required for the construction of a camp and their existence thereat, and also any wreck recovered from the ship.

Power of salvage
officer to suppress
plunder and
disorder by force.

296. (1) No person shall, when a ship is wrecked, stranded, or in distress, plunder, create disorder or obstruct the preservation of the ship or of shipwrecked persons or of wreck; and the salvage officer or his authorized representative may cause any person contravening the provisions of this sub-section to be apprehended.

(2) The salvage officer or his authorized representative may use whatever force may be necessary for the suppression of any such plundering, disorder, or obstruction, and may command all persons present to assist him in so doing, and no person shall fail without lawful excuse to obey any such command.

(3) If any person is killed, maimed, or hurt by reason of his resisting a salvage officer or his authorized representative or any person acting under the orders of a salvage officer or such

(b) in die geval van 'n seehof, die skip wat die onderwerp van ondersoek was of aan boord waarvan die ongeval of gebeurtenis, wat deur die hof ondersoek is, plaasgevind het, geregistreer is.

(2) 'n Appèl na 'n hoër hof word deur 'n regter van die hof verhoor as die appèl slegs oor 'n regsput gaan, en in elke ander geval deur 'n regter van daardie hof bygestaan deur minstens een assessor wat in 'n raadgegewende hoedanigheid optree en wat 'n persoon met geskikte marine-, ingenieurs- of ander besondere vaardigheid, kennis of ervaring moet wees wat deur die regter vir daardie doel opgeroep is.

(3) Die hof waarna geappelleer word, kan die beslissing waarteen geappelleer word, bekragtig of tersyde stel of wysig, of dit kan die saak vir herverhoor terugvoer na die hof van waar geappelleer is, of in die algemeen of ten aansien van enige deel daarvan, en die hof van herverhoor bestaan (as dit doenlik is) uit dieselfde lede, of ander lede as dié wat daardie hof uitgemaak het toe dit die ondersoek in die eerste instansie gehou het.

(4) 'n Appèl kragtens hierdie artikel word gevoer op die wyse en met inagneming van die voorwaardes en volgens die bepalings wat in die regulasies voorgeskryf is.

HOOFSTUK VII.

WRASSE EN BERGING.

293. Die bepalings van hierdie Wet betreffende wrak en die berging van mense of eiendom en die plig om hulp aan skepe in nood te verleen geld vir vliegtuie op of oor die see of die getywaters van die Unie net soos hulle vir skepe geld, maar onderworpe aan sodanige modifikasies en vrystellings as wat deur die regulasies gemaak word, en die eienaar van 'n vliegtuig is, onderworpe aan daardie modifikasies en vrystellings, geregtig op toekenning van 'n redelike bedrag vir bergingsdienste wat deur die vliegtuig gelewer is, en aanspreeklik vir die betaling van 'n redelike bedrag aan borgloon ten aansien van dienste gelewer met die redding van mense vanaf die vliegtuig of met die redding van die vliegtuig of wrak afkomstig van die vliegtuig, in elke geval waar die eienaar van die vliegtuig aldus daarop geregtig of daarvoor aanspreeklik sou gewees het as dit 'n skip was.

294. (1) Die Direkteur kan geskikte persone as bergings-beamptes by hawens of plekke in die Unie aanstel. Bergings-beamptes.

(2) 'n Aanstelling as bergingsbeampte is ten aansien van 'n omskrewe gebied; en as daar te eniger tyd geen bergings-beampte vir 'n gebied is nie, is die ontvanger van doeane by die vernaamste hawe in daardie gebied die bergingsbeampte vir daardie gebied.

295. Wanneer 'n skip in die territoriale waters of op of naby die kuste van die Unie skipbreuk ly, strand of in nood verkeer, kan alle persone met die doel om hulp aan die skip te verleen of om die lewens van skipbreukelinge te red of om enige wrak te red, tensy daar een of ander ewe gerieflike openbare pad of kampeerplek bestaan, heen en weer, met of sonder voertuie of diere, oor enige grond gaan en op sodanige grond kampeer, en het die eienaar of okkupeerder nie die reg om hulle te verhinder as hulle dit met so min skade moontlik doen nie, en kan hulle ook met dieselfde voorbehoud op sodanige grond enige goedere plaas wat vir die oprigting van 'n kamp en hul verblyf aldaar nodig is, asook enige wrak wat van die skip gered is.

296. (1) Wanneer 'n skip skipbreuk gely of gestrand het of in nood verkeer, maak niemand hom skuldig aan plundering, die skepping van wanorde of die belemmering van die redding van die skip of van skipbreukelinge of van wrak nie; en die bergingsbeampte of sy gevolmagtigde verteenwoordiger kan enige iemand wat die bepalings van hierdie sub-artikel oortree, laat arresteer. Bovoeagtheid om bergingsbeampte om plundering of wanorde te onderdruk.

(2) Die bergingsbeampte of sy gevolmagtigde verteenwoordiger kan alle nodige geweld aanwend om enige sodanige plundering, wanorde of belemmering te onderdruk, en kan alle aanwesige persone beveel om hom daarin by te staan, en niemand weier sonder wettige verskoning om sodanige bevel te gehoorsaam nie.

(3) As enige persoon gedood, vermink of beseer word weens sy weerstand teen 'n bergingsbeampte of sy gevolmagtigde verteenwoordiger of enige persoon handelende kragtens die

representative in the execution of the powers assigned to such officer or representative by this section, neither the said salvage officer nor his representative nor the person acting under his orders shall be liable to suffer any punishment or to pay any damages by reason of the person being so killed, maimed, or hurt.

Investigation concerning ships wrecked, stranded or in distress.

297. If a ship is wrecked, stranded or in distress within the territorial waters of or on or near the coasts of the Union, a salvage officer or person authorized by him may conduct an investigation into all or any of the following matters :

- (a) the name and description of the ship;
- (b) the name of the master and of the owners;
- (c) the names of the owners of the cargo;
- (d) the ports from and to which the ship was bound;
- (e) the occasion of the wrecking, stranding, or distress of the ship;
- (f) the services rendered; and
- (g) such other relevant matters or circumstances as he deems fit.

Exercise of powers in absence of salvage officer.

298. (1) If a salvage officer or his authorized representative is not present, the following persons in succession (each in the absence of the other, in the order in which they are named) may do anything authorized to be done by the salvage officer :

- (a) any officer of customs;
- (b) any officer of police;
- (c) any officer of the Railways and Harbours Police, appointed under section *fifty-seven* of the Railways and Harbours Regulation, Control and Management Act, 1916 (Act No. 22 of 1916);
- (d) any commissioned officer in the Union Defence Forces.

(2) Any person acting for a salvage officer in terms of sub-section (1) shall in respect of any wreck be considered to be the agent of the salvage officer and shall comply with the provisions of sub-section (2) of section *one hundred* of the Customs Act, 1944 (Act No. 35 of 1944), but shall not be deprived, by reason of his so acting of any right to salvage to which he would otherwise be entitled.

Interfering with wrecked ship or aircraft.

299. (1) No unauthorized person shall board any ship or aircraft wrecked, stranded or in distress within the territorial waters of or on or near the coasts of the Union without the leave of the person in charge of such ship or aircraft, and any person boarding such ship or aircraft without permission may be repelled by force.

(2) No person shall—

- (a) impede or hinder the saving of any ship stranded or in danger of being stranded, or otherwise in distress, or of any life from any such ship, or of any wreck ;
- (b) secrete any wreck, or deface or obliterate any marks thereon; or
- (c) wrongfully carry away or remove any wreck.

Salvage payable for saving life.

300. (1) When services are rendered within the territorial waters of the Union in saving life from any ship, or elsewhere in saving life from any South African ship, there shall be payable to the salvor, by the owner of the ship and the owner of any wreck which may also have been saved, a reasonable amount of salvage, and the salvor shall have a lien upon the ship or wreck for the amount of salvage due to him.

(2) Salvage in respect of the preservation of life, when payable by the owner of a ship, shall be payable in priority to all other claims for salvage.

(3) When the ship or wreck is lost or the value thereof is insufficient, after payment of the actual expenses incurred, to pay the amount of salvage payable in respect of the preservation of life, the Minister may, in his discretion, award to the salvor, out of moneys made available by Parliament for the purpose, such sum as he thinks fit, in whole or part satisfaction of any amount of salvage so left unpaid.

bevele van 'n bergingsbeampte of sodanige verteenwoordiger in die uitvoering van die bevoegdhede wat aan sodanige beampte of sy verteenwoordiger kragtens hierdie artikel verleen is, is nóg genoemde bergingsbeampte nóg sy verteenwoordiger nóg die persoon handelende op sy bevel onderhewig aan enige straf of aan die betaling van enige skadevergoeding op grond van die feit dat die persoon aldus gedood, vermink of beseer is.

297. As 'n skip in die territoriale waters of op of naby die kuste van die Unie skipbreuk gely of gestrand het of in nood verkeer, kan 'n bergingsbeampte of 'n persoon deur hom daartoe gemagtig ondersoek na enige van of al die volgende aangeleenthede instel:

- (a) die naam en beskrywing van die skip;
- (b) die naam van die gesagvoerder en van die eienaars;
- (c) die name van die eienaars van die vrug;
- (d) die hawens vanwaar of waarheen die skip onderweg was;
- (e) die oorsaak van die skipbreuk, stranding of nood-toestand van die skip;
- (f) die dienste gelewer; en
- (g) sodanige ander relevante sake of omstandighede as wat hy goeddink.

Ondersoek in verband met skope wat skipbreuk gely of gestrand het of in nood verkeer.

298. (1) As 'n bergingsbeampte of sy gevolmagtigde verteenwoordiger nie aanwesig is nie, kan die volgende persone in die volgende volgorde (elkeen in die afwesigheid van die ander en wel in die volgorde waarin hulle genoem word) enigiets doen wat die bergingsbeampte gemagtig is om te doen:

- (a) enige doeanebeampte;
- (b) enige polisiebeampte;
- (c) enige beampte van die Spoorweë- en Hawenspolisie aangestel kragtens artikel *eeue-en-veertig* van die „Spoorweë en Havens Reglement, Bestuur en Beheer Wet, 1916“ (Wet No. 22 van 1916);
- (d) enige lid van offisiërsrang in die Unie-verdedigingsmag.

(2) Iemand wat kragtens sub-artikel (1) namens 'n bergingsbeampte optree, word ten aansien van enige wrak as die agent van die bergingsbeampte beskou en hy voldoen aan die bepalinge van sub-artikel (2) van artikel *honderd* van die Doeanewet, 1944 (Wet No. 35 van 1944), maar hy word nie as gevolg van sy optrede aldus enige reg op bergloon ontnem waarop hy anders geregtig sou gewees het nie.

299. (1) Niemand wat nie daartoe gemagtig is nie, gaan aan boord van enige skip of vliegtuig wat skipbreuk gely of gestrand het of verongeluk het of in nood verkeer in die territoriale waters van of op of naby die kuste van die Unie sonder die verloop van die persoon in bevel van sodanige skip of vliegtuig en iemand wat sonder verloop aan boord van sodanige skip of vliegtuig gaan, kan met geweld weerstaan word.

Bemoeling met wrak van skip of verongelukte vliegtuig.

(2) Niemand—

- (a) belemmer of hinder die redding van enige skip wat gestrand het of gevaar loop om te strand of andersins in nood verkeer, of van mense vanaf so 'n skip, of van enige wrak nie;
- (b) verberg enige wrak, of verwyder of wis enige merke daarop nit nie; of
- (c) verwyder wederregtelik enige wrak of dra dit weg nie.

300. (1) Wanneer dienste gelewer word in die territoriale waters van die Unie met die redding van mense vanaf enige skip, of elders met die redding van mense vanaf 'n Suid-Afrikaanse skip, is daar 'n redelike bedrag aan bergloon, betaalbaar aan die borger deur die eienaar van die skip en die eienaar van enige wrak wat ook gered mag wees, en het die berger 'n rentensiereg op die skip of wrak vir die bedrag aan bergloon wat aan hom verskuldig is.

Bergloon betaalbaar vir lewensredding.

(2) Wanneer bergloon deur die eienaar van 'n skip ten aansien van lewensredding betaalbaar is, is dit voor enige ander vorderings vir bergloon betaalbaar.

(3) Wanneer die skip of wrak verlore gaan, of die waarde daarvan ontoereikend is, na betaling van die werklike uitgawes wat aangegaan is, om die bedrag aan bergloon betaalbaar ten aansien van lewensredding te betaal, kan die Minister na goeddunke 'n toekenning aan die berger maak uit geld wat deur die Parlement vir daardie doel beskikbaar gestel is, van sodanige bedrag as wat hy goedvind, ter algehele of gedeeltelike vereffening van enige bedrag aan bergloon wat aldus onbetaald gebly het.

Salvage payable
for saving wreck.

301. When any ship is wrecked, stranded, abandoned or in distress or any wreck is found within the territorial waters of or on or near the coasts of the Union, and services are rendered by any person other than a salvage officer or his authorized representative in saving such ship or wreck, there shall, subject to the provisions of sub-section (2) of section *three hundred*, be paid to that person, by the owner of the ship or wreck, or by the Commissioner of Customs if the ship or wreck is sold by him in terms of sub-section (3) of section *one hundred* of the Customs Act, 1944 (Act No. 35 of 1944), a reasonable amount of salvage.

Expenses incurred
in rendering
salvage services.

302. Any person who is entitled under this Act to payment for salvage services rendered by him shall also be entitled to repayment of all reasonable expenses incurred by him in the performance of those services; and the provisions of this Act relating to payment for salvage services shall apply in respect of the repayment of such expenses.

Duty to render
assistance to
persons in danger
at sea.

303. (1) The master of a ship shall, so far as he can do so without serious danger to his ship, her crew and passengers, render assistance to every person, who is found at sea in danger of being lost, even if that person be a citizen of a country at war with the Union or with the country in which the ship is registered.

(2) Compliance by the master of a ship with the provisions of sub-section (1) shall not affect his right, or the right of any other person, to salvage.

(3) This section shall apply to all ships wherever they may be registered.

Detention of wreck
until salvage is
paid.

304. (1) If the salvage officer is satisfied that salvage is due to any person under this Act, he shall detain the ship or wreck saved or assisted or from which life was saved, until payment is made for the salvage due or process for the arrest or detention thereof by a competent court is served.

(2) The salvage officer may release any ship or wreck detained by him under sub-section (1) if security to his satisfaction is given for the payment of the salvage due.

Law applicable
in apportionment
of salvage amongst
owners, etc. of
ships not registered
in the Union.

305. If any dispute arises as to the apportionment of any amount of salvage among the owners, master, pilot, crew, and other persons in the service of any ship other than a South African ship, the amount shall be apportioned in accordance with the law of the country in which the ship is registered.

Application of this
Chapter.

306. The provisions of this Chapter shall be applied in all cases determined in any court in the Union, in whatever waters the salvage services in question were rendered.

CHAPTER VIII.

CARRIAGE OF GOODS BY SEA.

Application of
Chapter.

307. (1) The provisions of this Chapter shall, subject to the provisions of sub-sections (2), (3) and (4), have effect in relation to and in connection with the carriage of goods by sea in ships carrying goods from any port in the Union to any other port whether in or outside the Union.

(2) Nothing in this Chapter shall affect the operation of any other law for the time being in force limiting the liability of the owners of sea-going ships.

(3) The provisions of this Chapter shall not be applicable to charter parties, but if bills of lading are issued in the case of a ship under a charter party they shall comply with the said provisions.

(4) The provisions of this Chapter shall not apply to any contract for the carriage of goods by sea made before the coming into operation of this Chapter, nor to any bill of lading or similar document of title issued in pursuance of such contract.

(5) Every bill of lading, or similar document of title, issued in the Union which contains or is evidence of any contract to which this Chapter applies shall contain an express statement that it is to have effect subject to the provisions of this Chapter, and shall be deemed to have effect subject thereto, notwithstanding the omission of such express statement.

301. Wanneer enige skip skipbreuk gely of gestrand het, verlaat is of in nood verkoop of enige wrak gevind word binne die territoriale waters van of op of naby die kuste van die Unie on diens toe iemander anders as 'n bergingsbeampte of sy gemagtigde verteenwoordiger met die redding van sodanige skip of wrak gelower word, word daar aan daardie persoon 'n redelike bedrag aan bergloon betaal, behoudens die bepalinge van sub-artikel (2) van artikel driehonderd, deur die eienaar van die skip of wrak of deur die Kommissaris van Doane as die skip of wrak deur hom kragtens sub-artikel (3) van artikel honderd van die Doanowet, 1914 (Wet No. 35 van 1914), verkoop is.

Bergloon betaalbaar vir berging van wrak.

302. Iemand wat kragtens hierdie Wet geregtig is op betaling vir bergingsdienste deur hom gelewer is ook geregtig op terugbetaling van alle redelike onkoste wat deur hom by die verrigting van daardie dienste opgeleef is; en die bepalinge van hierdie Wet wat betrekking het op betaling vir bergingsdienste, geld ten opsigte van die terugbetaling van bedoelde onkoste.

Onkoste opgeleef by die verrigting van bergingsdienste.

303. (1) Die gesagvoerder van 'n skip verleen hulp aan elke persoon wat tot see aangetref word en in lewensgevaar verkeer, selfs al is daardie persoon 'n burger van 'n land wat oorlog voer teen die Unie of teen die land waar die skip geregistreer is, vir sover die gesagvoerder dit kan doen sonder om sy skip, die bemanning of passasiers aan ernstige gevaar bloot te stel.

(2) Die voldoening van 'n skip se gesagvoerder aan die bepalinge van sub-artikel (1) raak nie sy reg, of die reg van enigiemand anders, op bergloon nie.

(3) Hierdie artikel is van toepassing op alle skepe waar hulle ook al geregistreer mag wees.

Plig om hulp te verleen aan persone in gevaar ter see.

304. (1) As die bergingsbeampte oortuig is dat bergloon kragtens hierdie Wet aan iemand betaalbaar is, hou hy die skip of wrak wat gered of gehelp of waarvan mense gered is, aan totdat die verskuldigde bergloon betaal is of proosstukke vir die inbeslagneming of aanhouding daarvan deur 'n bevoegde hof gedien is.

Aanhouding van wrak tot bergloon betaal is.

(2) Die bergingsbeampte kan 'n skip of wrak wat kragtens sub-artikel (1) deur hom aangehou is, vrystel as sekuriteit tot sy tevredeheid vir die betaling van die verskuldigde bergloon gegee word.

305. Indien enige verskil ontstaan oor die verdeling van enige bedrag aan bergloon onder die eienaars, gesagvoerders, loods, bemanning en ander persone in die diens van 'n skip wat nie 'n Suid-Afrikaanse skip is nie, word die bedrag verdeel volgens die wette van die land waarin die skip geregistreer is.

Wet van toepassing by verdeling van bergloon onder eienaars ens. van skepe nie in die Unie geregistreer nie.

306. Die bepalinge van hierdie Hoofstuk is van toepassing op alle gevalle wat in enige hof in die Unie besleg word, onverskillig in welke waters die betrokke bergingsdienste gelewer is.

Toepassing van hierdie Hoofstuk.

HOOFSTUK VIII.

VERVOER VAN GOEDERE OOR SEE.

307. (1) Die bepalinge van hierdie Hoofstuk is, behoudens die bepalinge van sub-artikels (2), (3) en (4), van krag met betrekking tot en in verband met die vervoer van goedere oor see in skepe wat goedere van enige hawe in die Unie na enige ander hawe, hetsy binne of buite die Unie, vervoer.

Toepassing van Hoofstuk.

(2) Geen bepaling in hierdie Hoofstuk raak die geldigheid van enige ander wet wat op die betrokke tydperk van krag is en wat die aanspreeklikheid van die eienaars van seevarende skepe beperk nie.

(3) Die bepalinge van hierdie Hoofstuk is nie van toepassing op chertepartye nie, maar as skeepsvragbriewe in die geval van 'n skip onder 'n cherteparty uitgereik word, moet hulle aan genoemde bepalinge voldoen.

(4) Die bepalinge van hierdie Hoofstuk is nie van toepassing op enige kontrak vir die vervoer van goedere oor see wat voor die inwerkingtreding van hierdie Hoofstuk aangegaan is nie, asook nie op enige skeepsvragbrief of soortgelyke titelbewys wat ingevolge so 'n kontrak uitgereik is nie.

(5) Elke skeepsvragbrief of soortgelyke titelbewys wat in die Unie uitgereik is en wat enige kontrak behels waarop hierdie Hoofstuk van toepassing is, of wat bewys is van so 'n kontrak, bevat 'n uitdruklike verklaring dat dit uitwerking sal hê onderworpe aan die bepalinge van hierdie Hoofstuk, en word geag uitwerking te hê onderworpe daaraan ondanks die wettige lating van so 'n uitdruklike verklaring.

Responsibilities
and liabilities of
carrier.

308. (1) The carrier shall be bound, before and at the beginning of the voyage, to exercise due diligence—

- (a) to make the ship seaworthy;
- (b) to man, equip and supply the ship properly;
- (c) to make the holds, refrigerating and cool chambers, and all other parts of the ship in which goods are carried, fit and safe for their reception, carriage and preservation.

(2) Subject to the provisions of section three hundred and nine, the carrier shall properly and carefully load, handle, stow, carry, keep, care for and discharge the goods carried.

(3) After receiving the goods into his charge, the carrier, or the master or agent of the carrier, shall, on the demand of the shipper, issue to the shipper a bill of lading showing amongst other things:

- (a) the leading marks necessary for identification of the goods as the same are furnished in writing by the shipper before the loading of such goods starts, provided such marks are stamped or otherwise shown clearly upon the goods if uncovered, or on the cases or coverings in which such goods are contained, in such a manner as should ordinarily remain legible until the end of the voyage;
- (b) either the number of packages or pieces, or the quantity, or weight, as the case may be, as furnished in writing by the shipper;
- (c) the apparent order and condition of the goods:

Provided that the carrier, or the master or agent of the carrier, shall not be bound to state or show in the bill of lading any marks, number, quantity, or weight which he has reasonable ground for suspecting do not accurately represent the goods actually received, or which he has had no reasonable means of checking.

(4) Such a bill of lading shall, subject to the provisions of sub-section (6), be *prima facie* evidence of the receipt by the carrier of the goods as therein described in accordance with sub-section (3).

(5) The shipper shall, subject to the provisions of sub-section (6), be deemed to have guaranteed to the carrier the accuracy at the time of shipment of the marks, number, quantity, and weight, as furnished by him, and the shipper shall indemnify the carrier against all loss, damages, and expenses arising or resulting from inaccuracies in such particulars. The right of the carrier to such indemnity shall in no way limit his responsibility and liability under the contract of carriage to any person other than the shipper.

(6) Where under the custom of any trade the weight of any bulk cargo inserted in the bill of lading is a weight ascertained or accepted by a third party other than the carrier or the shipper and the fact that the weight is so ascertained or accepted is stated in the bill of lading, the bill of lading shall not be deemed to be *prima facie* evidence against the carrier of the receipt of goods of the weight so inserted in the bill of lading, and the accuracy thereof at the time of shipment shall not be deemed to have been guaranteed by the shipper.

(7) Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the carrier or his agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, or, if the loss or damage be not apparent, within three days, such removal shall be *prima facie* evidence of the delivery by the carrier of the goods as described in the bill of lading. The notice in writing need not be given if the state of the goods has at the time of their receipt been the subject of joint survey or inspection.

(8) In any event the carrier and the ship shall be discharged from all liability in respect of loss or damage unless suit is brought within one year after delivery of the goods or the date when the goods should have been delivered.

(9) In the case of any actual or apprehended loss or damage the carrier and the receiver shall give all reasonable facilities to each other for inspecting and tallying the goods.

(10) After the goods are loaded the bill of lading to be issued by the carrier, or the master or agent of the carrier to the shipper shall, if the shipper so demands, be a "shipped"

308. (1) Die vervoerder is verplig om voor en by die aanvang van die reis behoorlike sorg daaraan te bestee om—

Verantwoordelike-
heid en
aanspreeklikheid
van vervoerder.

- (a) die skip seewaardig te maak;
 - (b) die skip behoorlik te beman, uit te rus en van voorrade te voorsien;
 - (c) die ruime, koel- en verkoelingskamers en alle ander dele van die skip waarin goedere vervoer word, geskik en veilig vir hul inskeping, vervoer en behoud te maak.
- (2) Behoudens die bepalings van artikel *driehonderd-en-nogelani*, hanteer, berg, dra, hou, versorg en ontskep die vervoerder die vervoerde goedere behoorlik en sorgvuldig.
- (3) Na ontvangs van die goedere in sy bewaring reik die vervoerder of die gesagvoerder of agent van die vervoerder op die versoeker se aanvraag 'n skeepsvragbrief aan die versoeker uit wat onder meer die volgende aantoon:
- (a) die vernaamste merke wat nodig is vir die uitkenning van die goedere soos hierdie merke skriftelik deur die versoeker opgegeë is voordat die inskeping van bedoelde goedere begin, mits bedoelde merke dour stempelinge of op ander wyse duidelik sigbaar aangebring is op die goedere as hulle sonder omhulsel gepak is, of op die omhulsels of kiste waarin die goedere verpak is, en wel op sodanige wyse dat hulle gewoonweg leesbaar sal bly tot aan die einde van die reis;
 - (b) of die aantal pakkette of stukke, of die hoeveelheid of gewig, al na die geval, soos skriftelik deur die versoeker opgegeë;
 - (c) die uiterlik waarneembare ordo en toestand van die goedere:

Met dien verstande dat die vervoerder, of die gesagvoerder of agent van die vervoerder nie verplig is om in die vragbrief enige merke, getal, hoeveelheid of gewig wat na hy op redelike grond vermoed nie presies die goedere wat werklik ontvang is, weergee nie of wat hy op geen redelike manier kon kontroleer nie, te vermeld of aan te toon nie.

(4) So 'n vragbrief is behoudens die bepalings van sub-artikel (6) *prima facie*-bewys van die ontvangs deur die vervoerder van die goedere soos daarin volgens sub-artikel (3) omskrywe.

(5) Die versoeker word behoudens die bepalings van sub-artikel (6) geag aan die vervoerder die juistheid ten tyde van die verskeping van die merke, getal, hoeveelheid en gewig soos deur hom opgegeë, te gewaarborg het, en die versoeker stel die vervoerder skadeloos teen alle verlies, skade en onkoste wat ontstaan uit of die gevolg is van onjuistheid in sodanige besonderhede. Die reg van die vervoerder op sodanige skadeloosstelling beperk geensins sy verantwoordelikheid om aanspreeklikheid kragtens die vervoerkontrak teenoor iemand anders as die versoeker nie.

(6) Waar die gewig van enige vrag in grootmaat wat in die skeepsvragbrief ingevul word, kragtens 'n handelsgebruik deur 'n derde party anders as die vervoerder of versoeker bepaal of aanvaar word, en die feit dat die gewig aldus bepaal of aanvaar is, in die vragbrief vermeld word, word die vragbrief nie beskou as *prima facie*-bewys teen die vervoerder dat hy goedere met die gewig aldus in die vragbrief ingevul, ontvang het nie, en die juistheid daarvan ten tyde van verskeping word nie geag deur die versoeker gewaarborg te gewees het nie.

(7) Tensy kennis van verlies of beskadiging en die algemene aard van sodanige skade of verlies skriftelik aan die vervoerder of sy agent by die ontskepingshawe gegerig word voor of ten tyde van die verwydering van die goedere na die bewaring van die persoon wat kragtens die vervoerkontrak op allewering geregtig is, of as die verlies of beskadiging nie binne drie dae sigbaar is nie, is sodanige verwydering *prima facie*-bewys van die allewering deur die vervoerder van die goedere soos in die skeepsvragbrief omskryf. Die skriftelike kennisgewing hoef nie gegerig te word as die toestand van die goedere ten tyde van hul ontvangs gesamentlik opgeneem of geïnspekteer is nie.

(8) In elke geval word die vervoerder en die skip van alle aanspreeklikheid onthief ten aansien van verlies of beskadiging tensy regsverordening ingestel word binne een jaar na die aflewering van die goedere of die datum waarop die goedere afgelewer moes gewees het.

(9) In die geval van enige werklike of gevreesde verlies of beskadiging verskaf die vervoerder en die ontvanger alle redelike fasiliteite aan mekaar om die goedere te inspekteer en te kontroleer.

(10) Nadat die goedere ingeskoop is, moet die skeepsvragbrief wat deur die vervoerder, of die gesagvoerder of agent van die vervoerder aan die versoeker uitgereik moet word, 'n skeepsvragbrief „vir verskepte goedere” wees as die versoeker dit

bill of lading: Provided that if the shipper shall have previously taken up any document of title to such goods, he shall surrender the same as against the issue of the "shipped" bill of lading, but at the option of the carrier such document of title may be noted at the port of shipment by the carrier, master, or agent with the name or names of the ship or ships upon which the goods have been shipped and the date or dates of shipment, and when so noted the same shall for the purpose of this section be deemed to constitute a "shipped" bill of lading.

(11) A bill of lading issued in accordance with sub-section (3) shall for all purposes be deemed to be a valid bill of lading with the like effect, and capable of negotiation in all respects and with the like consequences, as if it were a "shipped" bill of lading.

(12) Any clause, stipulation or agreement in a contract of carriage relieving the carrier or the ship from liability for loss of or damage to or in connection with goods arising from negligence, fault or failure in the duties and obligations provided in this section or lessening such liability otherwise than as provided in this Chapter, shall be null and void and of no effect. A benefit of insurance or similar clause shall, for the purposes of this sub-section, be deemed to be a clause relieving the carrier from liability.

(13) There shall not be implied in any contract for the carriage of goods by sea any absolute undertaking by the carrier of the goods to provide a seaworthy ship.

Rights and
immunities of
carrier.

309. (1) Neither the carrier nor the ship shall be liable for loss or damage arising or resulting from unseaworthiness, unless caused by want of due diligence on the part of the carrier to make the ship seaworthy, and to secure that the ship is properly manned, equipped and supplied, and to make the holds, refrigerating and cool chambers and all other parts of the ship in which goods are carried fit and safe for their reception, carriage and preservation in accordance with the provisions of sub-section (1) of section *three hundred and eight*. Whenever loss or damage has resulted from unseaworthiness, the burden of proving the exercise of due diligence shall be on the carrier or other person claiming exemption under this sub-section.

(2) Neither the carrier nor the ship shall be responsible for loss or damage arising or resulting from—

- (a) any act, neglect, or default of the master, crew, pilot, or the servants of the carrier in the navigation or in the management of the ship;
- (b) fire, unless caused by the actual fault or privity of the carrier;
- (c) perils, dangers and accidents of the sea or other navigable waters;
- (d) act of God;
- (e) act of war;
- (f) act of public enemies;
- (g) arrest or restraint of princes, rulers or people, or seizure under legal process;
- (h) quarantine restrictions;
- (i) any act or omission of the shipper or owner of the goods, his agent or representative;
- (j) strikes or lock-outs or stoppage or restraint of labour from whatever cause, whether partial or general;
- (k) riots and civil commotions;
- (l) saving or attempting to save life or property at sea;
- (m) wastage in bulk or weight or any other loss or damage arising from inherent defect, quality, or vice of the goods;
- (n) insufficiency of packing;
- (o) insufficiency or inadequacy of marks;
- (p) latent defects not discoverable by due diligence;
- (q) any other cause arising without the actual fault or privity of the carrier, or without the fault or neglect of the agents or servants of the carrier, but the burden of proof shall be on the person claiming the benefit of

verlang, met dien verstande dat as die verskeper tevore reeds enige titelbewys ten aansien van bedoelde goedere aanvaar het, by dit moet afgees teen die uitroiking van die skeepsvragbrief „vir verskepte goedere”, maar as die vervoerder dit verkies, kan in sodanige titelbewys hy die inskepingshawe die naam of name van die skip of skope waarin die goedere verskeep is en die datum of datums van verskeping deur die vervoerder, gesagvoerder of agent vermeld word; en wanneer hierdie besonderhede aldus vermeld is, word dit by die toepassing van hierdie artikel geng 'n skeepsvragbrief „vir verskepte goedere” te wees.

(11) 'n Vragbrief wat ooreenkomstig sub-artikel (3) uitgereik is, word vir alle doeleindes gegag 'n geldige skeepsvragbrief te wees, wat dieselfde uitwerking het, en wat in alle opsigte en met dieselfde gevolg verhandelbaar is, asof dit 'n skeepsvragbrief „vir verskepte goedere” was.

(12) Enige klousule, beding of ooreenkoms in 'n vervoer-kontrak wat die vervoerder of die skip vrystel van aanspreeklikheid vir verlies van of skade aan of in verband met goedere voortspruitende uit nalatigheid, skuld of versuim om die pligte en verpligtinge deur hierdie artikel voorgeskryf na te kom of wat sodanige aanspreeklikheid anders as volgens hierdie Hoofstuk verminder, is niegig en van nul en goner waarde. 'n Klousule waarvolgens voordeel uit 'n verskering ontvang kan word of 'n soortgelyke klousule word by die toepassing van hierdie sub-artikel geng 'n klousule te wees wat die vervoerder van aanspreeklikheid onthouf.

(13) In geen kontrak vir die vervoer van goedere oor see word 'n absolute onderneming van die vervoerder van die goedere om 'n seewarardige skip te verskaf stilswyend opgeneem nie.

309. (1) Nóg die vervoerder nóg die skip is aanspreeklik vir verlies of skade wat ontstaan uit of die gevolg is van onseewarardigheid tansy dit veroorsaak is deur gebrek aan behoorlike voorsorg by die vervoerder om die skip seewarardig te maak en om te sorg dat die skip behoorlik beman, uitgerus en van voorrade voorsien is, en om die ruimte-koel- en verkoelingskamers en alle ander dele van die skip waarin goedere vervoer word, geskik en veilig vir hul inskeping, vervoer en behoud te maak volgens die bepalinge van sub-artikel (1) van artikel driehonderd-en-agt. Wanneer verlies of skade die gevolge is van onseewarardigheid rus die las om bewys te lewer van die uitvoering van behoorlike sorg op die vervoerder of ander persoon wat vrystelling kragtens hierdie sub-artikel eis.

(2) Nóg die vervoerder nóg die skip is verantwoordelik vir verlies of skade wat ontstaan uit of die gevolg is van—

- (a) enige handeling, nalatigheid of versuim van die gesagvoerder, bemanning, loods of die persone in diens van die vervoerder in die navigasie of in die bestuur van die skip;
- (b) brand, tensy dit deur die wesenlike skuld of met die wesenlike medewete van die vervoerder veroorsaak is;
- (c) bedreigings, gevare en onheile van die see of ander bevaarbare waters;
- (d) *force majeure*;
- (e) oorlogsdaad;
- (f) daad van vyande van die staat;
- (g) aanhouding of ophouding deur vorste, regeringe of volkere, of inbeslagneming kragtens geregtelike proses-stukke;
- (h) kwarantynbepelings;
- (i) enige handeling of versuim van die verskeper of eienaar van die goedere, sy agent of verteenwoordiger;
- (j) stakings of uitsluitings of stilstand of belemmering van arbeid om watter rede ook, hetsy gedeeltelik of algemeen;
- (k) oproer en burgerkwis;
- (l) redding of gepoogde redding van mense of eiendom ter see;
- (m) slinking in omvang of gewig of enige ander verlies of skade wat ontstaan uit enige inherente gebrek, hoedanigheid of slegte eienskap van die goedere;
- (n) ontoereikendheid van verpakking;
- (o) ontoereikendheid of onvoldoendheid van merke;
- (p) verborge gebreke wat nie bemerkbaar is nie, ook nie by behoorlike oplettenheid nie;
- (q) enige ander oorsaak wat ontstaan sonder die wesenlike skuld of medewete van die vervoerder, of sonder die skuld of versuim van die agente of die persone in diens van die vervoerder, maar die bewyslas rus op die persoon wat aanspraak maak op die voordeel van

Regte en
vrywaringe van
vervoerder.

this exception to show that neither the actual fault or privity of the carrier nor the fault or neglect of the agents or servants of the carrier contributed to the loss or damage.

(3) The shipper shall not be responsible for loss or damage sustained by the carrier or the ship arising or resulting from any cause without the act, fault or neglect of the shipper, his agents or his servants.

(4) Any deviation in saving or attempting to save life or property at sea, or any reasonable deviation shall not be deemed to be an infringement or breach of the provisions of this Chapter or of the contract of carriage, and the carrier shall not be liable for any loss or damage resulting therefrom.

(5) Neither the carrier nor the ship shall in any event be or become liable for any loss or damage to or in connection with goods in an amount exceeding one hundred pounds per package or unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared by the shipper before shipment and inserted in the bill of lading. This declaration if embodied in the bill of lading shall be *prima facie* evidence, but shall not be binding or conclusive on the carrier.

By agreement between the carrier or the master or agent of the carrier and the shipper another maximum amount than that mentioned in this sub-section may be fixed: Provided that such maximum shall not be less than the amount mentioned in this sub-section. Neither the carrier nor the ship shall be responsible in any event for loss or damage to or in connection with goods if the nature or value thereof has been knowingly mis-stated by the shipper in the bill of lading.

(6) Goods of an inflammable, explosive or dangerous nature to the shipment whereof the carrier or the master or agent of the carrier, has not consented, with knowledge of their nature and character, may at any time before discharge be landed at any place or destroyed or rendered innocuous by the carrier without compensation, and the shipper of such goods shall be liable for all damages and expenses directly or indirectly arising out of or resulting from such shipment. If any such goods shipped with such knowledge and consent shall become a danger to the ship or cargo, they may in like manner be landed at any place or destroyed or rendered innocuous by the carrier without liability on the part of the carrier except to general average, if any.

Miscellaneous provisions as to contents and effect of contracts for carriage of goods by sea.

310. (1) A carrier shall be at liberty to surrender in whole or in part all or any of his rights and immunities or to increase any of his responsibilities and liabilities under the provisions of this Chapter, provided such surrender or increase is embodied in the bill of lading issued to the shipper.

(2) Notwithstanding other provisions contained in this Chapter, a carrier or the master or agent of the carrier, and a shipper shall in regard to any particular goods be at liberty to enter into any agreement in any terms as to the responsibility and liability of the carrier for such goods, and as to the rights and immunities of the carrier in respect of such goods, or his obligation as to seaworthiness (so far as the stipulation regarding seaworthiness is not contrary to public policy), or the care or diligence of his servants or agents in regard to the loading, handling, stowage, carriage, custody, care, and discharge of the goods carried by sea: Provided that in such a case no bill of lading shall be issued and the terms agreed shall be embodied in a receipt which shall be a non-negotiable document and shall be marked as such: Provided, further, that this sub-section shall not apply to ordinary commercial shipments made in the ordinary course of trade, but only to other shipments where the character or condition of the property to be carried or the circumstances, terms and conditions under which the carriage is to be performed, are such as reasonably justify a special agreement.

(3) Sub-section (2) shall, in relation to the carrying of goods by sea from any port in the Union to any other port in the Union, have effect as though the said sub-section referred to goods of any class instead of to particular goods, and as though the second proviso to the said sub-section were omitted.

hierdie uitsondering om te bewys dat nóg die wesentlike skuld of medewete van die vervoerder nóg die skuld of versum van die agente of die persone in diens van die vervoerder tot die verlies of skade bygedra het.

(3) Die verskeper is nie verantwoordelik nie vir verlies of skade wat die vervoerder of die skip gely het en wat ontstaan uit of die gevolg is van enige oorsaak sonder die handeling, skuld of versum van die verskeper, sy agente of die persone in sy diens.

(4) Enige afwyking van die koers by die redding of gepoogde redding van lewens of eiendom ter see, of enige redelike afwyking van die koers word nie geag 'n oortreding of skending van die bepalings van hierdie Hoofstuk of van die vervoerkontrak te wees nie, en die vervoerder is nie aanspreeklik vir enige verlies of skade wat die gevolg daarvan is nie.

(5) Nóg die vervoerder nóg die skip is of word in enige geval aanspreeklik vir enige verlies of skade aan of in verband met goedere tot 'n bedrag van meer as eenhonderd pond (of 'n gelykwaardige bedrag in ander ruilmiddel) per pakket of eenheid, tensy die aard en waarde van bedoelde goedere deur die verskeper voor inskeping verklaar is en in die vragbrief opgeneem is. Hierdie verklaring is, as dit in die vragbrief opgeneem is, *prima facie*-bewys maar is nie bindend op of onvatbaar vir teenbewys deur die vervoerder nie.

By ooreenkomste tussen die vervoerder of die gesagvoerder of agent van die vervoerder en die verskeper kan 'n ander maksimumbedrag as in hierdie sub-artikel vermeld bepaal word, mits sodanige maksimum nie laer is as die bedrag in hierdie sub-artikel vermeld nie. Nóg die vervoerder nóg die skip is verantwoordelik in enige geval vir verlies of skade aan of in verband met goedere as die aard of waarde daarvan wetens deur die verskeper verkeerd in die vragbrief aangegee is.

(6) Goedere van ontvlambare, ontplofbare of gevaarlike aard tot die lading waarvan die vervoerder of die gesagvoerder of agent van die vervoerder, nie met kennis van hul aard en eienskappe toegestem het nie, kan te eniger tyd voor ontskeping op enige plek deur die vervoerder sonder vergoeding aan wal gesit of vernietig of onskadelik gemaak word, en die verskeper van sodanige goedere is aanspreeklik vir alle skade en onkoste wat regstreeks of onregstreeks ontstaan uit of die gevolg is van sodanige lading. As enige sodanige goedere wat met sodanige kennis en toestemming ingeskeep is, 'n gevaar vir die skip of vrag word, kan hulle op dieselfde manier deur die vervoerder op enige plek aan wal gesit of vernietig of onskadelik gemaak word sonder aanspreeklikheid aan die kant van die vervoerder, behalwe awerygros, as daar is.

310. (1) Dit staan 'n vervoerder vry om in sy geheel of gedeeltelik van al sy regte en immunitete of enigeen daarvan afstand te doen of om enigiens van sy verantwoordelike of aanspreeklikheids kragtons die bepalings van hierdie Hoofstuk uit te broid nits sodanige afstand of uitbreiding in die skeeps-vragbrief wat aan die verskeper uitgereik is, opgeneem is.

(2) Ondanks die ander bepalings van hierdie Hoofstuk staan dit 'n vervoerder of die gesagvoerder of agent van die vervoerder en 'n verskeper vry om ten aansien van enige bepaalde goedere 'n ooreenkoms aan te gaan op enige voorwaardes betreffende die verantwoordelikheid en aanspreeklikheid van die vervoerder vir sodanige goedere, en ten aansien van die regte en immunitete van die vervoerder ten aansien van sodanige goedere, of sy verpligting betreffende seewaardigheid (vir sover die stipulasie betreffende seewaardigheid nie in stryd met die openbare belang is nie), of die sorg of voorsorg van persone in sy diens of sy agente betreffende laai, hantering, berging, vervoer, bewaring, sorg, en ontskeping van goedere oor see vervoer: Met dien verstande dat in sodanige geval geen vragbrief uitgereik word nie, en die bepalings waaroor ooreengekom is, vervat word in 'n ontvangsbewys wat 'n nie-verhandelbare dokument is en as sodanig aangedui word: Met dien verstande voorts dat hierdie sub-artikel nie van toepassing is op die gewone handels-verskeppings wat in die gewone loop van sake gemaak word nie maar slegs op ander verskeppings waar die aard of toestand van die eiendom wat vervoer moet word of die omstandighede, bepalings en voorwaardes waaronder die vervoer moet plaasvind, sodanig is dat dit redelikerwys 'n besondere ooreenkoms regverdige.

(3) Sub-artikel (2) is van krag ten aansien van die vervoer van goedere oor see van enige hawe in die Unie na enige ander hawe in die Unie, asof genoemde sub-artikel goedere van enige klas bedoel in stede van besondere goedere en asof die tweede voorbehoudsbepaling van genoemde sub-artikel weggelate was.

Diverse bepalings betreffende inhoud en uitwerking van ooreenkomste vir die vervoer van goedere oorsee.

(4) Nothing in this Chapter contained shall prevent the insertion in a bill of lading of any lawful provision regarding general average.

(5) Nothing in this Chapter contained shall prevent a carrier or a shipper from entering into any agreement, stipulation, condition, reservation or exemption as to the responsibility and liability of the carrier or the ship for the loss or damage to or in connection with the custody and care and handling of goods prior to the loading on and subsequent to the discharge from the ship on which the goods are carried by sea.

(6) Any stipulation or agreement, whether made in the Union or elsewhere, purporting to oust or lessen the jurisdiction of the courts of the Union in respect of any bill of lading or document relating to the carriage of goods by sea from any port in the Union to any other port, whether in or outside the Union, or from any port outside the Union to any port in the Union shall be null and void and of no effect.

Claims for short-delivery, loss or damage of cargo.

311. (1) A ship (other than a South African ship) which at a Union port has discharged cargo carried from a port outside the Union shall not be granted clearance to leave the port unless—

(a) the owner or charterer of the ship has appointed an agent who has been approved by the officer of customs from whom a clearance for the ship is requested and who has undertaken to be liable for receiving and paying all claims to which any person engaged in business in the Union may be entitled against the ship or the owner or charterer of the ship for short-delivery, loss or damage of cargo; or

(b) the master of the ship and some other person approved by the said officer of customs have given security to the satisfaction of the said officer of customs for the payment of all claims to which any person engaged in business in the Union may be entitled against the ship or the owner or charterer of the ship for short-delivery, loss or damage of cargo, together with costs.

(2) The agent referred to in paragraph (a) of sub-section (1) may be appointed generally or in relation to a particular ship or a particular cargo.

(3) Any agent appointed in terms of this section may by notice in writing, delivered to the officer of customs not later than twenty-four hours before the departure of the ship, repudiate any liability for receiving and paying the claims referred to in paragraph (a) of sub-section (1), and in that event the owner or charterer of the ship shall be deemed not to have appointed an agent in terms of that paragraph.

(4) Any person engaged in business in the Union and being entitled to any claim for short-delivery, loss or damage of cargo against the ship or the owner or charterer of the ship may recover such claim against the agent appointed in terms of paragraph (a) of sub-section (1), unless such agent has repudiated liability as provided in sub-section (3), or against any person who has given security in terms of paragraph (b) of that sub-section: Provided that no proceedings for the recovery of any such claim shall be taken unless notice of the claim has been given to the person sued not later than fourteen days after the goods in respect of which the claim is made were delivered or should have been delivered.

CHAPTER IX.

OFFENCES, PENAL PROVISIONS AND LEGAL PROCEDURE.

Offences not expressly mentioned.

312. Any person who contravenes any provision of this Act or who fails to comply with any provision thereof with which it was his duty to comply shall be guilty of an offence.

Penalties for criminal offences.

313. (1) Every person who is guilty of an offence under this Act for which no penalty is specially provided in sub-section (2) or (3) of this section or sub-section (4) of section three hundred and twenty-three or under sub-section (5) of section three hundred and fifty-six shall on conviction be liable to a fine not exceeding fifty pounds.

(2) Every person who is guilty of an offence under this Act mentioned in Column 1 hereunder shall on conviction be liable to a penalty not exceeding the penalty mentioned in Column 2 hereunder opposite the offence:

(4) Geen bepaling in hierdie Hoofstuk verhinder die invoeging in 'n vraghiet van enige wettige bepaling betreffende awery-gros nie.

(5) Geen bepaling in hierdie Hoofstuk verhinder 'n vervoerder of 'n verskeper om enige ooreenkoms, stipulasie, voorwaarde, voorbehoud of vrystelling aangaande die verantwoordelijkheid en aanspreeklikheid van die vervoerder of die skip vir die verlies of skade aan of in verband met die bewaring en sorg en hantering van goedere voor die inskeping en na die ontskeping uit die skip waarin die goedere oor see vervoer word, aan te gaan nie.

(6) Enige stipulasie of ooreenkoms, hetsy in die Unie of elders aangegaan, wat voorgee om die jurisdiksie van die hof van die Unie ten aansien van enige skeepsvraghiet of dokument met betrekking tot die vervoer van goedere oor see van enige hawe in die Unie na enige ander hawe, hetsy binne of buite die Unie, of van enige hawe buite die Unie na enige hawe binne die Unie uit te sluit of te verminder, is nietig en van nul en gener waarde.

311. (1) 'n Uitklaringsbewys om 'n Unie-hawe te verlaat word nie aan 'n skip (behalwe 'n Suid-Afrikaanse skip) wat by daardie hawe goedere afgelaai het wat van 'n hawe buite die Unie vervoer is, verleen nie, tensy—

Eise weens tekort by aflowering van goedere of verlies of beskadiging van goedere.

(a) die eienaar of huurder van die skip 'n agent aangestel het wat deur die doeanbeampte by wie 'n uitklaringsbewys vir die skip aangevra is, goedgekeur is, en wat aanspreeklikheid aanvaar het om alle eise waarop enigeen wat in die Unie sake doen, teen die skip of die skeeps-eienaar of -huurder geregtig mag wees weens 'n tekort by aflowering van goedere of verlies of beskadiging van goedere te ontvang en uit te betaal; of

(b) die gesagvoerder van die skip of 'n ander deur die gemelde doeanbeampte goedgekeurde persoon sekerheid gestel het tot genoeë van gemelde doeanbeampte vir nitbetaling van alle eise waarop enigeen wat in die Unie sake doen, teen die skip of die eienaar of huurder van die skip geregtig mag wees weens 'n tekort by aflowering van goedere of verlies of beskadiging van goedere, tesame met die koste.

(2) Die in paragraaf (a) van sub-artikel (1) bedoelde agent kan oor die algemeen of met betrekking tot 'n besondere skip of 'n besondere lading aangestel word.

(3) 'n Agent wat ingevolge hierdie artikel aangestel is, kan by skriftelike kennisgewing wat nie later as vier-en-twintig uur voor die uitvaart van die skip aan die doeanbeampte oorhandig is, aanspreeklikheid vir die ontvangs en nitbetaling van die in paragraaf (a) van sub-artikel (1) bedoelde eise ontken, en in die geval word dit geges dat die eienaar of huurder van die skip nie 'n agent ingevolge daardie paragraaf aangestel het nie.

(4) Enigeen wat in die Unie sake doen, en wat geregtig is op 'n eis teen die skip of die eienaar of huurder van die skip weens 'n tekort by aflowering van goedere of verlies of beskadiging van goedere, kan bedoelde eis op die in paragraaf (a) van sub-artikel (1) aangestelde agent verhaal, tensy bedoelde agent ooreenkomstig die bepalinge van sub-artikel (3) aanspreeklikheid ontken het, of op enige persoon wat ingevolge paragraaf (b) van daardie sub-artikel sekerheid gestel het: Met dien verstande dat geregtelike stappe nie vir die verhaal van so 'n eis ingestel word nie, tensy kennis van die eis nie later as veertien dae na die goedere ten aansien waarvan die eis ingestel is afgelower was of afgelower moes gewees het, aan die persoon wat gelagvaar word, gegee is nie.

HOOFSTUK IX.

MISDRYWE, STRAFREKLINGS EN REGSPROEDURE.

312. Iemand wat enige bepaling van hierdie Wet oortree of in gebroke bly om aan enige bepaling daarvan te voldoen waarvan dit sy plig was om te voldoen, is aan 'n misdryf skuldig.

Misdrywe nie uitdruklik vermeld nie.

313. (1) Iedereen wat skuldig is aan 'n misdryf ingevolge hierdie Wet waarvoor geen straf spesiaal in sub-artikel (2) of (3) van hierdie artikel of sub-artikel (4) van artikel driehonderd drie-en-twintig of kragtens sub-artikel (5) van artikel driehonderd ses-en-veertig voorgeskryf is nie, is by skuldigbevinding strafbaar met 'n boete van hoogstens vyftig pond.

Strawwe vir kammale misdrywe.

(2) Iedereen wat skuldig is aan 'n misdryf ingevolge hierdie Wet wat in Kolom 1 hieronder gemeld word, is by skuldigbevinding strafbaar met 'n straf wat nie die straf wat in Kolom 2 hieronder teenoor die misdryf gemeld word, te houe gaan nie:

Column 1.	Column 2.
Contravening or failing to comply with the following provisions.	Penalty.
Section <i>two hundred and one</i> ..	Fine of twenty pounds and, in addition, for every passenger in excess of the number permitted by the certificate or memorandum, fine of double the highest fare payable by any passenger on board.
Section <i>sixteen</i> , sub-section (2) of section <i>nineteen</i> , sub-section (2) of section <i>thirty-six</i> , sub-section (2) of section <i>sixty-five</i> , section <i>sixty-eight</i> , section <i>seventy-two</i> , sub-section (1) of section <i>one hundred and seventeen</i> , section <i>one hundred and eighteen</i> , section <i>one hundred and seventy-two</i> , section <i>two hundred and thirteen</i> , sub-section (1) of section <i>two hundred and thirty-two</i> or section <i>two hundred and fifty</i> .	Fine of one hundred pounds.
Sub-section (2) of section <i>nine</i> , paragraph (c) or (e) of sub-section (2) of section <i>one hundred and seventy-four</i> , paragraph (c) or (d) of sub-section (1) of section <i>two hundred</i> , paragraph (b) of section <i>two hundred and twelve</i> , sub-paragraph (ii) of paragraph (a) of section <i>two hundred and nineteen</i> , sub-section (1) of section <i>two hundred and twenty-eight</i> or sub-section (1) of section <i>three hundred and three</i> .	Fine of one hundred pounds or six months' imprisonment or both such fine and imprisonment.
Sub-section (2) of section <i>thirty-two</i> .	Fine of one hundred pounds or six months' imprisonment or both such fine and imprisonment, and, in addition, fine of five pounds for every day during which the offence continues after conviction.
Sub-section (1) of section <i>seventy-three</i> , paragraph (d), (f) or (g) of sub-section (2) of section <i>one hundred and seventy-four</i> , paragraph (a) or (b) of sub-section (1) of section <i>two hundred</i> , paragraph (a) of section <i>two hundred and twelve</i> , sub-paragraph (i) of paragraph (a) or paragraph (b) of section <i>two hundred and nineteen</i> , sub-section (1) of section <i>two hundred and twenty-one</i> , sub-section (1) or (2) of section <i>two hundred and thirty-five</i> , sub-section (1) of section <i>two hundred and thirty-six</i> , sub-section (1) or (2) of section <i>two hundred and thirty-seven</i> , paragraph (a), (b), (c), (f), (g), or (h) of section <i>three hundred and sixteen</i> or section <i>three hundred and twenty</i> .	Fine of two hundred pounds or one year's imprisonment or both such fine and imprisonment.

Kolom 1.	Kolom 2.
Oortreding van of versuim om aan die volgende bepalinge te voldoen.	Straf.
Artikel <i>tweehonderd-en-een</i> ..	Boete van twintig pond en daarbenewens, ten opsigte van elke passasier meer as die aantal wat deur die sertifikaat of memorandum veroorloof is, 'n boete van tweemaal die hoogste bedrag wat deur enige passasier aan boord aan passasiersgeld betaalbaar is.
Artikel <i>sestien</i> , sub-artikel (2) van artikel <i>negentien</i> , sub-artikel (2) van artikel <i>ses-en-dertig</i> , sub-artikel (2) van artikel <i>vyf-en-sestig</i> , artikel <i>agt-en-sestig</i> , artikel <i>twee-en-sewentig</i> , sub-artikel (1) van artikel <i>honderd-en-sewentien</i> , artikel <i>honderd-en-agnien</i> , artikel <i>honderd twee-en-sewentig</i> , artikel <i>tweehonderd-en-dertien</i> , sub-artikel (1) van artikel <i>tweehonderd twee-en-dertig</i> of artikel <i>tweehonderd-en-vyftig</i> .	Boete van honderd pond.
Sub-artikel (2) van artikel <i>nege</i> , paragraaf (c) of (e) van sub-artikel (2) van artikel <i>honderd vier-en-sewentig</i> , paragraaf (c) of (d) van sub-artikel (1) van artikel <i>tweehonderd</i> , paragraaf (b) van artikel <i>tweehonderd-en-twaalf</i> , sub-paragraaf (ii) van paragraaf (a) van artikel <i>tweehonderd-en-negentien</i> , sub-artikel (1) van artikel <i>tweehonderd agt-en-twintig</i> of sub-artikel (1) van artikel <i>driehonderd-en-drie</i> .	Boete van honderd pond of gevangenisstraf van ses maande of beide sodanige boete en gevangenisstraf.
Sub-artikel (2) van artikel <i>twee-en-dertig</i> .	Boete van honderd pond of gevangenisstraf van ses maande of beide sodanige boete en gevangenisstraf, en daarbenewens 'n boete van vyf pond vir elke dag wat die oortreding na skuldigbevinding voortduur.
Sub-artikel (1) van artikel <i>drie-en-sewentig</i> , paragraaf (d), (f) of (g) van sub-artikel (2) van artikel <i>honderd vier-en-sewentig</i> , paragraaf (a) of (b) van sub-artikel (1) van artikel <i>tweehonderd</i> , paragraaf (a) van artikel <i>tweehonderd-en-twaalf</i> , sub-paragraaf (i) van paragraaf (a) of paragraaf (b) van artikel <i>tweehonderd-en-negentien</i> , sub-artikel (1) van artikel <i>tweehonderd een-en-twintig</i> , sub-artikel (1) of (2) van artikel <i>tweehonderd vyf-en-dertig</i> , sub-artikel (1) van artikel <i>tweehonderd ses-en-dertig</i> , sub-artikel (1) of (2) van artikel <i>tweehonderd sewe-en-dertig</i> , paragraaf (a), (b), (e), (f), (g) of (h) van artikel <i>driehonderd-en-sestien</i> of artikel <i>driehonderd-en-twintig</i> .	Boete van tweehonderd pond of gevangenisstraf van een jaar of beide sodanige boete en gevangenisstraf.

Column 1.	Column 2.
Contravening or failing to comply with the following provisions.	Penalty.
Sub-section (3) of section <i>nine</i> , sub-section (2) of section <i>eleven</i> , section <i>twenty-five</i> , sub-section (3) of section <i>sixty-five</i> , section <i>sixty-six</i> , section <i>sixty-seven</i> , sub-section (1) of section <i>one hundred and seventy-four</i> , sub-section (3) of section <i>two hundred and four</i> , sub-section (1) or (2) of section <i>two hundred and thirty-four</i> , section <i>two hundred and ninety-six</i> , sub-section (2) of section <i>two hundred and ninety-nine</i> , section <i>three hundred and fourteen</i> , section <i>three hundred and fifteen</i> or paragraph (c) of section <i>three hundred and sixteen</i> .	Fine of five hundred pounds or two years' imprisonment or both such fine and imprisonment.
Sub-section (1) of section <i>two hundred and fourteen</i> .	Fine of five hundred pounds or two years' imprisonment or both such fine and imprisonment, and, in addition, fine of two hundred pounds for every inch or fraction of an inch by which the appropriate load line on each side of the ship was submerged or would have been submerged if the ship had had no list.
Section <i>two hundred and forty</i> .	Fine of one thousand pounds or three years' imprisonment or both such fine and imprisonment.
Paragraph (d) of section <i>three hundred and sixteen</i> .	Fine of treble the value of the ship or goods received or had in possession or one thousand pounds, whichever is the greater, or three years' imprisonment or both such fine and imprisonment.

(3) Every person who, being the master of a ship involved in a collision, fails to comply with the provisions of sub-section (1) of section *two hundred and fifty-eight*, or who, being the master of a ship to which any provision of the collision regulations applies, without reasonable cause contravenes or fails to comply with that provision, shall on conviction be liable to a fine not exceeding five hundred pounds or imprisonment for a period not exceeding two years, or both such fine and imprisonment.

Bribery.

314. No person shall, in respect of a matter relating to this Act—

- (a) not being authorized so to do, give or promise to give, directly or indirectly, any reward to an officer or a person who is employed by the Government, or upon whom any duty is imposed or to whom any function is entrusted by or under this Act, in respect of the performance or non-performance, by any such officer or person, of his employment, duty or function; or

Kolom 1.	Kolom 2.
Oortreding van of versuim om aan die volgende bepalings te voldoen.	Straf.
Sub-artikel (3) van artikel <i>nege</i> , sub-artikel (2) van artikel <i>elf</i> , artikel <i>vyf-en-twintig</i> , sub-artikel (3) van artikel <i>vyf-en-sestig</i> , artikel <i>sas-en-sestig</i> , artikel <i>saw-en-sestig</i> , sub-artikel (1) van artikel <i>honderd vier-en-sewentig</i> , sub-artikel (3) van artikel <i>tweehonderd-en-vier</i> , sub-artikel (1) of (2) van artikel <i>tweehonderd vier-en-dertig</i> , artikel <i>tweehonderd sas-en-negentig</i> , sub-artikel (2) van artikel <i>tweehonderd negen-en-negentig</i> , artikel <i>driehonderd-en-veertien</i> , artikel <i>driehonderd-en-vyftien</i> of paragraaf (c) van artikel <i>driehonderd-en-sestien</i> .	Boete van vyfhonderd pond of gevangenisstraf van twee jaar of beide sodanige boete en gevangenisstraf.
Sub-artikel (1) van artikel <i>tweehonderd-en-veertien</i> .	Boete van vyfhonderd pond of gevangenisstraf van twee jaar of beide sodanige boete en gevangenisstraf, en daarbenewens 'n boete van tweehonderd pond vir elke duim of gedeelte van 'n duim waarmee die toepaslike lastyde aan weerskante van die skip, onder die water was of onder die water sou gewees het as die skip nie oorgohel het nie.
Artikel <i>tweehonderd-en-veertig</i> .	Boete van duisend pond of gevangenisstraf van drie jaar of beide sodanige boete en gevangenisstraf.
Paragraaf (d) van artikel <i>driehonderd-en-sestien</i> .	Boete van driemaal die waarde van die skip of goeder wat ontvang is of wat in besit gewees het, of eenduisend pond, water ookal die grootste is, of gevangenisstraf van drie jaar of beide sodanige boete en gevangenisstraf.

(3) Iedereen wat die gesagvoerder is van 'n skip wat in 'n botsing betrokke is, en wat in gebreke bly om aan die bepalings van sub-artikel (1) van artikel *tweehonderd agt-en-egyftig* te voldoen, of wat die gesagvoerder van 'n skip is waarop enige bepaling van die regulasies in verband met botsings van toepassing is, en wat sonder redelike oorsaak daardie bepaling oortree of in gebreke bly om daaraan te voldoen, is by skuldige bevinning strafbaar met 'n boete van hoogstens vyfhonderd pond of met gevangenisstraf van hoogstens twee jaar of met beide sodanige boete en sodanige gevangenisstraf.

314. Niemand mag, ten opsigte van 'n aangeleentheid in Onskopery, verband met hierdie Wet--

(a) sonder dat hy daartoe gemagtig is, registreer of ooreg-streks, 'n beloning aan 'n beampte of 'n persoon in diens van die Regering of aan wie deur of kragtens hierdie Wet 'n plig opgedra is of 'n verbaanheid toevertrou is, gee of beloof om te gee nie, ten opsigte van die verrigting of nie-verrigting deur so 'n beampte of persoon van sy werk, plig of werksaamheid; of

- (b) agree with or propose to any such officer or person to do, or permit anything in contravention or evasion of this Act; or
- (c) being an officer or a person referred to in paragraph (a)—
 - (i) demand or receive except from or through the Government or in accordance with the provisions of this Act, any reward in respect of the performance or non-performance of his employment, duty or function; or
 - (ii) by any wilful act, neglect or default do or permit or agree to do or permit anything in contravention or evasion of this Act.

**Forgery and other
fraudulent acts.**

315. No person shall—

- (a) forge any document issued under this Act; or
- (b) make any false representation for the purpose of procuring the issue of any document under this Act, or for the purpose of inducing any person to do any act which by this Act he is authorized to do; or
- (c) produce or otherwise put off any forged document purporting to be a document issued under this Act, which he knows to be forged; or
- (d) knowingly produce or otherwise use any document issued under this Act which has been cancelled or suspended or which has expired or to which he is not entitled; or
- (e) make in any document, produced or delivered to any person authorized to receive it under this Act, any statement which he knows is untrue in any particular; or
- (f) produce or deliver any document which contains any statement which he knows is untrue in any particular to any person authorized to receive it under this Act; or
- (g) lend to any person who he knows is not entitled thereto a document issued under this Act or allow any such document to be used by any such person.

**Obstructing
administration of
Act.**

316. No person shall—

- (a) damage, destroy, conceal or dispose of any vessel or goods to prevent the detention, forfeiture or seizure thereof under this Act; or
- (b) rescue, damage or destroy any vessel or goods detained, forfeited or seized under this Act; or
- (c) being the owner or master of a vessel which has been detained under this Act, or any other person under the control of either of them, cause or permit the vessel to proceed to sea without the permission of the proper officer; or
- (d) knowingly receive or have in his possession any vessel or goods forfeited under this Act; or
- (e) being the master of a vessel proceeding to sea, wrongfully take to sea any officer authorized to detain the vessel or any surveyor or other officer when on board the vessel in the execution of his duty; or
- (f) insult, resist, hinder or mislead any person or court upon whom any duty is imposed or any power is conferred or to whom any function is entrusted by or under this Act, in the discharge of that duty or the exercise of that power or the performance of that function, or refuse or fail to give all reasonable assistance, when called upon to do so, to any such person or court in such discharge, exercise or performance, or hinder or prevent any other person from assisting any such person or court in such discharge, exercise or performance; or
- (g) hinder or prevent any witness from attending in obedience to any summons issued under this Act; or
- (h) hinder or prevent the service of any document under this Act.

- (b) met so 'n beamppte of persoon ooreenkom of aan hom voorstel dat hy enigiets sou doen of toelaat in stryd met of ter ontduiking van hierdie Wet nie; of
- (c) as hy 'n in paragraaf (a) bedoelde beamppte of persoon is—
 - (i) 'n beloning ten opsigte van die verrigting of nie-verrigting van sy werk, plig of werksaamheid eis of ontvang nie, behalwe van of deur die Regering of ooreenkomstig die bepalings van hierdie Wet; of
 - (ii) deur een of ander opsetlike handeling, verontagsaming of versuim enigiets in stryd met of ter ontduiking van hierdie Wet doen of toelaat of ooreenkom om te doen of toe te laat nie.

315. Niemand mag—

- (a) 'n dokument wat kragtens hierdie Wet uitgereik is, vervals nie; of
- (b) enige valse voorstelling maak nie met die doel om die uitreiking van 'n dokument kragtens hierdie Wet te verkry of met die doel om enige persoon oor te haal om 'n handeling te verrig wat hy kragtens hierdie Wet gemagtig is om te verrig; of
- (c) 'n vervalste dokument wat heet 'n dokument te wees wat kragtens hierdie Wet uitgereik is, vertoon of andersins misgebruik terwyl hy weet dat dit vervals is nie; of
- (d) 'n dokument wat kragtens hierdie Wet uitgereik is en wat gekanselleer of opgeskort is of wat verstryk het of waarop hy nie geregtig is nie, wetens vertoon of andersins gebruik nie; of
- (e) in 'n dokument wat vertoon of afgelewer is aan 'n persoon wat kragtens hierdie Wet gemagtig is om dit te ontvang, enige verklaring maak nie waarvan hy weet dat dit in enige besonderheid onwaar is; of
- (f) 'n dokument wat 'n verklaring bevat waarvan hy weet dat dit in enige besonderheid onwaar is vertoon of aflewer aan 'n persoon wat kragtens hierdie Wet gemagtig is om dit te ontvang nie; of
- (g) 'n dokument wat kragtens hierdie Wet uitgereik is, aan 'n persoon leen van wie hy weet dat hy nie daarop geregtig is nie, of toelaat dat 'n sodanige persoon sodanige dokument gebruik nie.

Vervalsing en ander bedrieglike handelinge.

316. Niemand mag—

- (a) 'n vaartuig of goedere beskadig, vernietig, verberg of van die hand sit ten einde die aanhouding of verbod daarvan of beslaglegging daarop kragtens hierdie Wet te verhinder nie; of
- (b) 'n vaartuig of goedere wat kragtens hierdie Wet aangehou of verhoor is of waarop beslag geld is, ontset, beskadig of vernietig nie; of
- (c) as hy die eienaar of gesagvoerder van 'n vaartuig is wat kragtens hierdie Wet aangehou word, of terwyl hy onder die beheer van 'n sodanige eienaar of gesagvoerder staan, die vaartuig sonder die verlof van die bevoegde beamppte laat uitvaar of dit toelaat nie; of
- (d) 'n vaartuig of goedere wat kragtens hierdie Wet verhoor is, wetens ontvang of in sy besit hê nie; of
- (e) as hy die gesagvoerder van 'n vaartuig is wat uitvaar, wederregtelik 'n beamppte wat gemagtig is om die vaartuig aan te hou of 'n opnemer of ander beamppte wanneer hy aan boord van die vaartuig is in die uitvoering van sy plig, met die vaartuig saamvoer nie; of
- (f) 'n persoon of hof op wie enige plig geld is of aan wie enige mag toegeken is of enige werksaamheid toevertrou is deur of kragtens hierdie Wet, in die uitvoering van daardie plig of daardie mag of die verrigting van daardie werksaamheid bedadig, weerstaan, hinder of mislei nie, of weder of versuim om aan so 'n persoon of hof by sodanige uitvoering of verrigting alle redelike hulp te verleen wanneer hy opgeroep word om dit te doen nie, of 'n ander persoon hinder of verhinder om hulp te verleen aan sodanige persoon of hof by sodanige uitvoering of verrigting nie; of
- (g) 'n getuie hinder of verhinder in verband met sy gehoor-saming aan 'n oproep kragtens hierdie Wet uitgereik nie; of
- (h) die diening van 'n dokument kragtens hierdie Wet hinder of verhinder nie.

Belemmering van uitvoering van Wet.

Stowaways.

317. (1) No person shall go to sea in a ship without the consent of the owner, master, a ship's officer or some other person entitled to give that consent, or secrete himself for the purpose of going to sea without that consent.

(2) Every person who goes to sea in a ship without the consent mentioned in sub-section (1) shall so long as he remains in the ship be deemed to belong to the ship and be subject to the same laws and regulations for preserving discipline as if he were a member of the crew and had signed the agreement with the crew.

(3) Sub-sections (1) and (2) shall apply to any person who goes to sea or secretes himself for the purpose of going to sea—

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

(b) in a ship (other than a South African ship) going to sea from a Union port; or

(c) in a ship (other than a South African ship) going to sea from a port outside the Union and bound for a Union port.

(4) The master of any South African ship arriving at any harbour within or outside the Union, and the master of any ship other than a South African ship arriving at a Union harbour, shall, if any person has gone to sea in that ship without the consent mentioned in sub-section (1), report the fact in writing to the proper officer as soon as practicable after the arrival of the ship.

Ships not to be boarded without authority.

318. No person not being duly authorized by or under this Act or any other law shall—

(a) without the permission of the owner or master, go on board any ship, whether registered in the Union or not, which is about to arrive, is arriving or has arrived in the Union; or

(b) remain on board any such ship at a port in the Union, after being required to leave by the owner or master or by a police officer, an officer of customs or proper officer.

Offences in connection with passenger ships.

319. (1) No person shall—

(a) if, on account of his being drunk or disorderly, he has been refused admission to a passenger ship by the owner thereof or any person in his employ, and if he has received or been tendered a refund of his fare (if he has paid it), go on board the ship; or

(b) if, on account of his being drunk or disorderly on board any passenger ship, he has been requested by the master or any other person employed in the ship to leave the ship at any place in the Union at which he can conveniently do so, and if he has received or been tendered a refund of his fare (if he has paid it), refuse or fail to comply with the request; or

(c) after warning by the master of or any other person employed in a passenger ship, molest or continue to molest any passenger on the ship; or

(d) after having been refused admission to a passenger ship by the owner thereof or any person in his employ on account of the ship being full, and having received or been tendered a refund of his fare (if he has paid it), go on board the ship; or

(e) if, having gone on board a passenger ship at any place in the Union, he has been requested, on account of the ship being full, by the master of or any other person employed in the ship to quit the ship, before it has left that place, and has received or been tendered a refund of his fare (if he has paid it), refuse or fail to comply with the request; or

(f) travel in any passenger ship without first paying his fare, and with intent to evade payment thereof; or

(g) if he has paid his fare for a certain distance, knowingly proceed in a passenger ship beyond that distance

317. (1) Niemand vaar in 'n skip uit sonder die toestemming van die eienaar, gesagvoerder, 'n skeepsoffisier of een of ander persoon wat geregtig is om daardie toestemming te gee, of versteek homself met die doel om sonder daardie toestemming uit te vaar nie.

Verstekelinge.

(2) Elke persoon wat in 'n skip uitvaar sonder die in sub-artikel (1) bedoelde toestemming, word vir solank hy in die skip bly, geag tot daardie skip te behoort en is aan dieselfde wette en regulasies vir die handhawing van die tug onderworpe asof hy 'n lid van die bemanning is en die ooreenkoms met die bemanning onderteken het.

(3) Sub-artikels (1) en (2) is van toepassing op elkeen wat ter see uitvaar of homself versteek met die doel om ter see uit te vaar—

(a) in 'n Suid-Afrikaanse skip wat uit enige hawe waar ook al uitvaar; of

(b) in 'n skip (behalwe 'n Suid-Afrikaanse skip) wat uit 'n Unie-hawe uitvaar; of

(c) in 'n skip (behalwe 'n Suid-Afrikaanse skip) wat uit 'n hawe buite die Unie uitvaar met 'n Unie-hawe as bestemming.

(4) Die gesagvoerder van 'n Suid-Afrikaanse skip wat by 'n hawe aankom, hetsy binne of buite die Unie, on die gesagvoerder van 'n skip (behalwe 'n Suid-Afrikaanse skip) wat by 'n Unie-hawe aankom, moet, indien enige persoon in daardie skip sonder die in sub-artikel (1) bedoelde toestemming uitgaan, dit, die feit skriftelik so gou doenlik na die aankoms van die skip aan die bevoegde beampte rapporteer.

318. Niemand wat nie behoorlik daartoe deur of kragtens hierdie Wet of 'n ander wet gemagtig is nie—

Niemand mag aan boord van 'n skip sonder skepe sonder magtiging gaan nie.

(a) gaan sonder die toestemming van die eienaar of gesagvoerder aan boord van 'n skip, hetsy in die Unie geregistreer al dan nie, wat op die punt staan om in die Unie aan te kom, besig is om daarin aan te kom of daarin aangekom het nie; of

(b) bly aan boord van 'n skip in 'n hawe in die Unie nadat hy deur die eienaar of gesagvoerder of deur 'n polisiebeampte, doeanbeampte of bevoegde beampte gelas is om die skip te verlaat nie.

319. (1) Niemand mag—

Misdrywe in verband met passasierskippe.

(a) indien, omrede dat hy dronk of wanordelik is, toegang tot 'n passasierskip aan hom ontsê is deur die eienaar daarvan of enigiemand in sy diens, en indien sy reisgeld (as hy dit betaal het) aan hom terugbetaal is of terugbetaling daarvan aan hom aangebied is, aan boord van die skip gaan nie; of

(b) indien, omrede dat hy aan boord van 'n passasierskip dronk of wanordelik is, hy deur die gesagvoerder of enige ander persoon wat aan boord van die skip diens doen, versoek word om die skip te verlaat te enige plek in die Unie waar hy dit sonder ongerief kan doen, en indien sy reisgeld (as hy dit betaal het) aan hom terugbetaal is of terugbetaling daarvan aan hom aangebied is, weier of versuim om aan die versoek te voldoen nie; of

(c) na waarskuwing deur die gesagvoerder van 'n passasierskip of enige ander persoon wat aan boord daarvan diens doen, 'n passasier op die skip molesteer of aanhou om hom te molesteer nie; of

(d) nadat aan hom toegang tot 'n passasierskip deur die eienaar of enigiemand in sy diens ontsê is, omrede dat die skip vol is, en nadat sy reisgeld (as hy dit betaal het) aan hom terugbetaal is of terugbetaling daarvan aan hom aangebied is, aan boord van die skip gaan nie; of

(e) indien, nadat hy te enige plek in die Unie aan boord van 'n passasierskip gegaan het, hy deur die gesagvoerder of enige ander persoon wat aan boord van die skip diens doen, versoek word om die skip te verlaat voordat dit van daardie plek wegvaar, omrede dat dit vol is, en nadat sy reisgeld (as hy dit betaal het) aan hom terugbetaal is of terugbetaling daarvan aan hom aangebied is, weier of versuim om aan die versoek te voldoen nie; of

(f) in 'n passasierskip reis, sonder om eers sy reisgeld te betaal, met die voorneme om betaling daarvan te ontdruk nie; of

(g) as hy sy reisgeld tot op 'n sekere afstand betaal het, verder as daardie afstand in 'n passasierskip wetens

without first paying the additional fare for the additional distance, and with intent to evade payment thereof; or

- (h) if he has arrived in a passenger ship at a place to which he has paid his fare, knowingly refuse or fail to quit the ship; or
- (i) being on board a passenger ship, and being requested by the master of or any other person employed in the ship, either to pay his fare or exhibit his ticket or other document showing payment of his fare, refuse or fail to comply with the request; or
- (j) being on board a passenger ship, and being requested by the master or any other person employed in the ship to furnish his name and address, refuse or fail to comply with the request or furnish a false name or address.

(2) The provisions of sub-section (1) shall apply in respect of all passenger ships wherever registered while they are in the Union or the territorial waters thereof.

Obstruction of navigation of ship.

320. No person shall without reasonable excuse do anything to obstruct or injure any of the equipment of any ship wherever registered, or obstruct, impede or molest any of the crew in the navigation and management of the ship or otherwise in the execution of their duties about the ship.

Conveyance of deserter on board ship.

321. Whenever any seaman or apprentice-officer of a South African ship or other Commonwealth ship is convicted by any court of the Union, or any seaman or apprentice-officer of a South African ship is convicted by a court of a part of the Commonwealth other than the Union, of desertion or absence without leave or other breach of discipline, the court shall, if the voyage has not yet been completed, and if the master or any ship's officer or the owner or his agent so requires, instead of imposing upon him any fine or sentence of imprisonment, cause him to be conveyed on board for the purpose of proceeding on the voyage: Provided that the court may decline to exercise this power in any particular case, if for any reason it thinks it advisable so to decline.

Imprisoned seamen may be sent back on board.

322. If a seaman or apprentice-officer of a South African ship or other Commonwealth ship is undergoing a sentence of imprisonment in the Union, or if a seaman or apprentice-officer of a South African ship is undergoing a sentence of imprisonment in a part of the Commonwealth other than the Union, for the offence of desertion or absence without leave or other breach of discipline, any person who is a judicial officer of a court within whose area of jurisdiction the place of imprisonment is situated may, during his imprisonment, and before his engagement is at an end, and on the application of the master or owner or agent of the ship, and notwithstanding that the period of imprisonment has not concluded, cause the seaman or apprentice-officer to be conveyed on board his ship for the purpose of proceeding on the voyage, and the seaman or apprentice-officer shall not thereafter be required to serve the remaining portion of the period of imprisonment.

Deduction from wages and payment to proper officers, etc. of fines.

323. (1) Every fine imposed on a seaman belonging to a South African ship for any act of misconduct for which his agreement prescribes a fine in accordance with the regulations shall be deducted as follows:

- (a) if the seaman is discharged in the Union, and the act of misconduct and the entry in the log-book required by this Act in respect thereof are proved to the satisfaction of the proper officer before whom the discharge takes place, the master or owner shall deduct the fine from the wages of the seaman concerned;
- (b) if the seaman is discharged outside the Union, and the act of misconduct and the entry as aforesaid are proved to the satisfaction of the proper officer by whose sanction he is discharged, the master or owner shall deduct the fine as aforesaid,

and an entry shall be made in the official log-book of the ship and signed by the proper officer referred to, and the master or owner shall pay over the amount of the fine deducted to that proper officer.

(2) A proper officer shall remit any amounts received by him under this section to the Director and render such accounts in respect thereof, as the Director requires.

reis, sonder om eers die ekstra reisgeld vir die ekstra distansie te betaal, met die voorneme om betaling daarvan te ontduik nie; of

(h) as hy in 'n passasierskip aangekom het op 'n plek waar- toe hy sy reisgeld betaal het, wetens weier of versuim om die skip te verlaat nie; of

(i) indien hy op 'n passasierskip is, en deur die gesagvoerder of enige ander persoon wat aan boord van die skip diens doen, versoek word om of sy reisgeld te betaal of sy kaartjie of ander dokument wat bewys dat sy reisgeld betaal is, te vertoon, weier of versuim om aan die versoek te voldoen nie; of

(j) indien hy op 'n passasierskip is, en deur die gesagvoerder of enige ander persoon wat aan boord van die skip diens doen, versoek word om sy naam en adres op te gee, weier of versuim om aan die versoek te voldoen of 'n valse naam of adres opgee nie.

(2) Die bepalinge van sub-artikel (1) geld vir alle passasierskepe waar hulle ook al geregistreer is, terwyl hulle in die Unie of die Unie se territoriale waters is.

320. Niemand doen sonder redelike verskoning enigiets om enige uitrusting van 'n skip waar dit ook al geregistreer is, te belemmer of te beskadig, of enige lid van die bemanning in die navigasie en beheer van die skip of andersins in die uitvoering van sy pligte op die skip te belemmer, te verhinder of te molesteer nie.

Belemmering van navigasie van skip.

321. Wanneer 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip of 'n ander Statebond-skip deur 'n hof van die Unie, of wanneer 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip deur 'n hof van 'n ander deel van die Statebond as die Unie, aan drosting of afwesigheid sonder verlof of 'n ander oortreding van tug skuldig bevind is, lant die hof, as die reis nog nie voltooi is nie en as die gesagvoerder of 'n skeeps-offisier of die eienaar of sy agent dit verlang, kom aan boord vervoer ten einde die reis voort te sit, in plaas van hom 'n boete of gevangenisstraf op te lê: Met dien verstande dat die hof kan weier om hierdie bevoegdheid in enige besondere geval uit te oefen as dit om enige rede meen dat dit raadzaam is om aldus te weier.

Vervoer van droster aan boord van skip.

322. As 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip of van 'n ander Statebond-skip besig is om 'n vonnis van gevangenisstraf uit te dien binne die Unie, of as 'n seeman of leerling-offisier van 'n Suid-Afrikaanse skip besig is om 'n vonnis van gevangenisstraf uit te dien binne 'n ander deel van die Statebond as die Unie weens die oortreding van drosting of afwesigheid sonder verlof of ander oortreding van tug, kan enige persoon wat 'n regterlike amptenaar van 'n hof is in die regsgebied waarvan die plek van opsluiting geleë is, gedurende sy gevangenskap en voordat sy dienskontrak ten einde loop, op versoek van die gesagvoerder of eienaar of agent van die skip, en hoewel die tydperk van gevangenisstraf nog nie beëindig is nie, die seeman of leerling-offisier aan boord van sy skip laat vervoer met die doel dat hy die reis moet voortsit, en van die seeman of leerling-offisier word daarna nie vereis om die oorblywende gedeelte van sy gevangenisstraf uit te dien nie.

Seelui wat gevangenisstraf uitdien kan aan boord teruggestuur word.

323. (1) Elke boete wat 'n seeman wat tot 'n Suid-Afrikaanse skip behoort, opgelê word vir enige daad van wangedrag waarvoor sy ooreenkomstig 'n boete ooreenkomstig die regulasies voorskryf, word as volg afgetrek:

Afrecking van loon en betaling van boetes aan bevoegde beamptes ens.

(a) as die seeman in die Unie ontslaan word en die daad van wangedrag en die aantekening in die skeepsjoernaal deur hierdie Wet ten aansien daarvan voorgeskryf bewys word tot oortuiging van die bevoegde beampte voor wie die ontslag plaasvind, trek die gesagvoerder of eienaar die boete af van die loon van die betrokke seeman;

(b) as die seeman buite die Unie ontslaan word en die daad van wangedrag en die aantekening voornoemd bewys word tot oortuiging van die bevoegde beampte op wies gesag hy ontslaan word, trek die gesagvoerder of eienaar die boete af soos voormeld,

en 'n aantekening word in die amptelike skeepsjoernaal van die skip gemaak en deur die gemelde bevoegde beampte onderteken, en die gesagvoerder of eienaar betaal die bedrag van die boete wat afgetrek is aan daardie bevoegde beampte oor.

(2) 'n Bevoegde beampte versend enige bedrag wat deur hom krugens hierdie artikel ontvang is, aan die Direkteur en lower sodanige rekening in verband daarmee as wat die Direkteur gelas.

(3) The Director, if he is satisfied that any such act of misconduct was committed and that the deduction of a fine was properly made, shall cause the amount of the fine to be paid into the Consolidated Revenue Fund; and if the Director is not so satisfied, he shall cause the amount deducted to be refunded to the seaman.

(4) If a master or owner fails without reasonable cause to pay over to the proper officer any fine as required by this section, he shall be guilty of an offence and liable on conviction to a fine not exceeding six times the amount of the unpaid fine.

(5) An act of misconduct for which a fine has been imposed and deducted from the wages of the seaman, shall not be otherwise punished under this Act.

Director may impose penalty upon admission of guilt.

324. (1) If any person—

- (a) admits to the Director that he has contravened any provision of this Act, or that he has failed to comply with any such provision with which it was his duty to comply; and
- (b) agrees to abide by the decision of the Director; and
- (c) deposits with the Director such sum as that officer may require of him, but not exceeding the maximum fine which may be imposed upon a conviction for the contravention or failure in question,

the Director may, after such enquiry as he deems necessary, determine the matter summarily and may, as penalty, without legal proceedings, order forfeiture of the whole or any part of the said deposit.

(2) From a determination or order of the Director under sub-section (1), when the penalty imposed by him exceeds one hundred pounds, an appeal shall lie to the Minister, whose decision shall be final.

(3) The imposition of a penalty under sub-section (1) shall not be deemed to be a conviction of a criminal offence, but no prosecution for the relative offence shall thereafter be competent.

(4) Nothing in this section shall in any way affect liability to forfeiture of ships, shares therein or goods.

Release from forfeiture or mitigation of penalties.

325. The Minister, or the Director in cases where the power of release or mitigation of penalties has been delegated to him by the Minister, may—

- (a) direct that any ship or any share in a ship or any goods detained, seized or forfeited under this Act be released or delivered to the owner thereof; or
- (b) mitigate or remit any penalty incurred under this Act, not being a sentence imposed after conviction by a court of law,

on such conditions as to him appear proper: Provided that if the owner of any ship, share or goods referred to in paragraph (a) accepts such conditions he shall not thereafter be entitled to institute or maintain any action or other proceedings for damages on account of the detention, seizure or forfeiture.

Appropriation of wages to satisfy award of compensation in offences against discipline.

326. When a seaman or apprentice-officer has been convicted of desertion as defined by section *one hundred and seventy-five* or of absence without leave as defined by section *one hundred and seventy-six* or of contravening any of the provisions of sub-section (1), (2) or (3) of section *one hundred and seventy-four*, and the court trying the case has made an award of compensation under section *three hundred and sixty-three* of the Criminal Procedure and Evidence Act, 1917 (Act No. 31 of 1917), any wages that have accrued or that may thereafter accrue to him may be applied to the satisfaction of the award.

Jurisdiction in respect of offences committed outside the Union.

327. (1) If any person—

- (a) being a South African citizen, is charged with having committed an offence on board a South African ship on the high seas, or on board a South African ship in any port outside the Union, or on board any ship (other than a South African ship) to which he does not belong; or
- (b) not being a South African citizen is charged with having committed an offence on board a South African ship on the high seas,

and that person is found within the area of jurisdiction of any court in the Union which would have had jurisdiction to try the

(3) Die Direkteur laat die bedrag van die boete in die Gekonsolideerde Inkomstefonds stort as hy oortuig is dat enige sodanige daad van wangedrag gepleeg was en dat die aftrekking van 'n boete behoorlik gedoen is; en as die Direkteur nie aldus oortuig is nie, laat hy die bedrag wat afgetrek is, aan die seeman terugbetaal.

(4) As 'n gesagvoerder of eienaar sonder redelike oorsaak in gebreke bly om enige boete soos deur hierdie artikel voorgeskryf aan die bevoegde beampte oor te betaal, is hy aan 'n misdryf skuldig on by skuldigbevinding strafbaar met 'n boete van hoogstens ses maal die bedrag van die onbetaalde boete.

(5) 'n Daad van wangedrag waarvoor 'n boete opgelê en van die loon van die seeman afgetrek is, word nie andersins kragtens hierdie Wet gestraf nie.

324. (1) As iemand—

- (a) aan die Direkteur erken dat hy enige bepaling van hierdie Wet oortree het, of dat hy in gebreke gobly het om aan so 'n bepaling waaraan dit sy plig was om te voldoen, te voldoen; on
- (b) instem om hom aan die Direkteur se beslissing te onderwerp; on
- (c) sodanige bedrag by die Direkteur deponeer as wat daardie beampte van hom verlang, maar nie meer as die maksimum boete wat by 'n skuldigbevinding weens die betrokke oortreding of versuim opgelê kan word nie,

kan die Direkteur na sodanige ondersoek as wat hy nodig ag, die saak summier beles en as boete kan hy sonder regsproes gelas dat die geheel of enige gedeelte van genoemde deposito verbeur word.

(2) Daar is 'n reg van appél na die Minister, wie se beslissing afdoende is, teen 'n beslissing of bevel van die Direkteur kragtens sub-artikel (1), as die boete deur hom opgelê, honderd pond oorskry.

(3) Die oplegging van 'n boete kragtens sub-artikel (1) word nie geag 'n skuldigbevinding aan 'n kriminele misdryf te wees nie, maar geen vervolging ten opsigte van die betrokke misdryf kan daarna ingestel word nie.

(4) Geen bepaling in hierdie artikel raak op enige wyse die vatbaarheid vir verbouring van skepe, aandele daarin of goedere nie.

325. Die Minister, of die Direkteur in gevalle waar die bevoegdheid van vrylating of van vermindering van strawwe te verleen aan hom deur die Minister oorgedra is, kan—

- (a) gelas dat 'n skip of 'n aandeel in 'n skip of enige goedere wat kragtens hierdie Wet aangehou, in beslag geneem of verbeur is, vrygelaat of aan die eienaar daarvan gelewer word; of
- (b) enige straf ingevolge hierdie Wet opgeleef, verminder of kwytgeld as dit nie 'n vonnis is wat deur 'n hof na skuldigbevinding opgelê is nie,

en wel op sodanige voorwaardes as wat vir hom as geskik voorkom: Met dien verstande dat as die eienaar van enige in paragraaf (a) bedoelde skip, aandeel of goedere bedoelde voorwaardes aanvaar, hy daarna nie geregtig is om enige aksie of ander proses vir skadevergoeding vanweë die aanhouding, beslaglegging of verbouring in te stel of te handhaaf nie.

326. Wanneer 'n seeman of leerling-offisier skuldig bevind is aan drosting soos omskryf in artikel honderd vyf-en-sewentig of aan afwesigheid sonder verlof soos omskryf in artikel honderd ses-en-sewentig, of aan oortreding van enige bepaling van sub-artikel (1), (2) of (3) van artikel honderd vier-en-sewentig, en die hof wat die saak verhoor het 'n toekenning van vergoeding kragtens artikel driehonderd drie-en-sestig van die „Wet op de Kriminele Procedure on Bewyslewering, 1917” (Wet No. 31 van 1917), gemaak het, kan enige loon wat hom toekom of hom daarna mag toekom, aangewend word om die toekenning te betaal.

327. (1) As iemand—

- (a) wat 'n Suid-Afrikaanse burger is daarvan aangekla word dat hy 'n misdryf aan boord van 'n Suid-Afrikaanse skip op die ope see, of aan boord van 'n Suid-Afrikaanse skip in enige hawe buite die Unie, of aan boord van enige skip (behalwe 'n Suid-Afrikaanse skip) waartoe hy nie behoort nie, gepleeg het; of
- (b) wat nie 'n Suid-Afrikaanse burger is nie, daarvan aangekla word dat hy 'n misdryf aan boord van 'n Suid-Afrikaanse skip op die ope see gepleeg het, en daardie persoon gevind word binne die regsgebied van enige hof in die Unie wat jurisdiksie sou gehad het om daardie

Direkteur kan straf opleë na erkenning van skuld.

Vrystelling van verbouring of vermindering van strawwe.

Aanwending van loon om toekenning van vergoeding by oortredings teen tug te betaal.

Jurisdiksie ten aansien van oortredings buite die Unie gepleeg.

offence if it had been committed within the said area, that court shall have jurisdiction to try the offence.

(2) If any South African citizen—

- (a) is charged with having committed an offence on board a South African ship during a voyage to a port in any part of the Commonwealth outside the Union, or on board a South African ship in a port in any part of the Commonwealth outside the Union; or
- (b) who is a seaman belonging to a South African ship which is in a port in any part of the Commonwealth outside the Union, is charged with having committed an offence in that part of the Commonwealth,

and he is found within the area of jurisdiction of any court in that part of the Commonwealth which, according to the laws in force in that part of the Commonwealth, would have had jurisdiction to try the offence if the act or omission which under the laws in force in the Union constitutes the offence were also punishable under the criminal law in force in that part of the Commonwealth, and if the act had been committed or the omission had occurred on board a ship registered in that part of the Commonwealth or within the said area, that court shall have jurisdiction to try the offence, provided the Minister has generally or in the particular case requested that the courts of that part of the Commonwealth shall exercise such jurisdiction.

(3) The Governor-General may by proclamation in the *Gazette* declare that the provisions of sub-section (2) shall apply in respect of the courts of any foreign country mentioned in that proclamation as if that foreign country were a member of the Commonwealth; and thereupon the said provisions shall apply in respect of the courts of that foreign country as if it were a member of the Commonwealth.

(4) In this section the expression "offence" means any act or omission which is punishable under the criminal law in force in the Union.

Jurisdiction of magistrates' courts to impose punishment.

328. Notwithstanding anything to the contrary contained in any other law, a magistrate's court shall have jurisdiction to impose any punishment prescribed by this Act: Provided that this section shall not apply in respect of any compensation referred to in sub-section (2) of section two hundred and thirty-two or to any forfeiture under section three hundred and thirty-four.

Court may consolidate claims.

329. Whenever any liability is alleged to have been incurred by the owner of any ship whether registered in the Union or not in respect of salvage, loss of life, personal injury or loss of or damage to vessels or other property or rights, and several claims are made or apprehended in respect of such liability, any superior court having jurisdiction to try any such claim may, on the application of that owner, determine the amount of his liability under all or any of such claims, and direct that that amount be distributed *pro rata* among the several claimants. Such court may stay any proceedings pending in any other court in relation to the same matter, and may proceed in such manner and subject to such directions as to making interested persons parties to the proceedings, and as to the exclusion of any claimants who do not commence proceedings within a certain time, as it thinks just.

Jurisdiction of superior courts in actions for salvage.

330. (1) Any superior court shall have jurisdiction to decide upon any claim relating to salvage—

- (a) in the case of a ship or an aircraft registered in the Union or wreck which formed part of or was on board a ship or aircraft so registered when it was lost, abandoned, stranded or in distress, if the services in respect of which salvage is claimed were rendered or the wreck forming the subject of the claim was found outside the Union and the territorial waters of the Union; or
- (b) in the case of any ship or aircraft or wreck whatsoever, if the services in respect of which salvage is claimed were rendered or the wreck forming the subject of the claim or a part thereof was found or was brought within the area of jurisdiction of the court or within the territorial waters of the Union bordering that area of jurisdiction.

misdryf te verhoor as dit binne genoemde gebied gepleeg was, het daardie hof jurisdiksie om die misdryf te verhoor.

(2) As 'n Suid-Afrikaanse burger—

(a) daarvan aangekla word dat hy 'n misdryf aan boord van 'n Suid-Afrikaanse skip gedurende 'n reis na 'n hawe in 'n deel van die Statebond buitekant die Unie, of aan boord van 'n Suid-Afrikaanse skip in 'n hawe in 'n deel van die Statebond buitekant die Unie, gepleeg het; of

(b) wat 'n seeman is wat tot 'n Suid-Afrikaanse skip behoort wat in 'n hawe in 'n deel van die Statebond buitekant die Unie is, daarvan aangekla word dat hy 'n misdryf in daardie deel van die Statebond gepleeg het,

en hy word gevind binne die regsgebied van enige hof in daardie deel van die Statebond wat, volgens die wette wat van krag is in daardie deel van die Statebond, jurisdiksie sou gehad het om daardie misdryf te verhoor as die handeling of versuim wat kragtens die wette van die Unie die misdryf uitmaak, ook strafbaar is volgens die strafbepalings wat in daardie deel van die Statebond van krag is, en as die handeling gepleeg is of die versuim plaasgevind het aan boord van 'n skip wat in daardie deel van die Statebond geregistreer is, of binne genoemde gebied, het daardie hof jurisdiksie om die misdryf te verhoor, mits die Minister oor die algemeen of in die besondere geval versoek het dat die hof van daardie deel van die Statebond bedoelde jurisdiksie uitoefen.

(3) Die Goewerneur-generaal kan by proklamasie in die *Staatskoerant* verklaar dat die bepaling van sub-artikel (2) ten aansien van die hof van 'n in daardie proklamasie genoemde vreemde land van toepassing is, asof daardie vreemde land lid van die Statebond was; en daarop is gemaakte bepalinge ten aansien van die hof van daardie vreemde land van toepassing asof dit lid van die Statebond was.

(4) In hierdie artikel beteken die uitdrukking „misdryf” 'n handeling of versuim wat strafbaar is volgens die strafbepalinge wat in die Unie van krag is.

328. Ondanks enige andersluidende wetsbepaling, het 'n Jurisdiksie van magistratshof jurisdiksie om enige straf deur hierdie Wet voorgeskryf op te lê: Met dien verstande dat hierdie artikel nie van toepassing is nie met betrekking tot enige in sub-artikel (2) van artikel tweehonderd twee-en-dertig bedoelde vergoeding of tot enige verbeuring kragtens artikel driehonderd vier-en-dertig.

329. Wanneer die eienaar van enige skip, hetsy dit in die Unie geregistreer is al dan nie, na bewering aanspreeklikheid opgeloopt het ten aansien van berging, lewensverlies, persoonlike besering of verlies van of skade aan vaartuie of ander eiendom of regte, en verskeie eise gemaak of verwag word ten aansien van sodanige aanspreeklikheid, kan enige hof wat regsag het om so 'n eis te verhoor, op aansoek van daardie eienaar die bedrag van sy aanspreeklikheid vasstel ten opsigte van alle of sommige van bedoelde eise en gelas dat daardie bedrag *pro rata* onder die verskeie eisers verdeel word. Sodanige hof kan enige prosesverrigtings wat in enige ander hof ten aansien van dieselfde saak hangende is, skors, en kan op sodanige wyse en onderworpe aan sodanige voorskrifte aangaande die sitasie van belanghebbende persone tot partye in die proses, en aangaande die uitsluiting van enige eisers wat nie binne 'n seker tyd prosesverrigtings instel nie, handel, as wat dit goedvind.

Hof kan eise konsolideer.

330. (1) Enige hof wat regsbevoeg is om te beslis oor enige eis aangaande bergloos—

Jurisdiksie van hof hof in aksies om bergloos.

(a) in die geval van 'n skip of 'n vliegtuig wat in die Unie geregistreer is, of van wrak wat deel uitgemaak het van of aan boord was van 'n aldus geregistreerde skip of vliegtuig toe dit verlore gegaan het, verlaat is, gestrand is of in nood verkeer het, as die dienste ten aansien waarvan bergloos geëis word, verrig is of die wrak wat die onderwerp van die eis is, gevind is buite die Unie en die Unie se territoriale waters; of

(b) in die geval van enige skip of vliegtuig of wrak hoo-genaamd, as die dienste ten aansien waarvan bergloos geëis word, verrig is of die wrak wat die onderwerp van die eis is, of 'n deel daarvan, gevind is binne die regsgebied van die hof of binne die Unie se territoriale waters grensende aan bedoelde regsgebied, of veronderstel wrak of 'n deel daarvan in bedoelde regsgebied of waters ingevoer word.

(2) Sub-section (1) shall not deprive any court of any jurisdiction which may be vested in it by virtue of any other law.

Court trying
salvage claim may
be assisted by
assessors.

331. The court in which proceedings on a claim relating to salvage have been instituted may, in its discretion, for the purpose of determining the claim, summon to its assistance one or more assessors acting in an advisory capacity, who shall be persons conversant with maritime affairs.

Jurisdiction of
Union courts
exercising
Admiralty
jurisdiction in
cases of loss of
life or personal
injury.

332. Notwithstanding the provision in section nine of the Maritime Conventions Act, 1911 (1 and 2 Geo. V, C.57), of the Parliament of the United Kingdom, that that Act should not extend to the Union of South Africa, in the construction of any enactment of the said Parliament which conferred on any court of law Admiralty jurisdiction in respect of damage, and which is in force in the Union, reference to damage shall be deemed to include reference to damage for loss of life or personal injury.

Inquiry into cause
of death on board
ship.

333. (1) If any person dies on board any foreign-going South African ship the proper officer at the port where the crew of the ship is discharged, or the proper officer at any earlier port of call in the Union, shall, on the arrival of the ship at that port, inquire into the cause of the death, and shall make in the official log-book an endorsement to the effect, either that the statement of the cause of death in the book is in his opinion true, or the contrary, according to the result of the inquiry.

(2) If in the course of an inquiry it appears to the proper officer that a death has been caused on board the ship by violence or other improper means, he shall either report the matter to the Director, or if the emergency of the case so requires, take immediate steps for bringing the offender or offenders to justice.

Forfeiture of ships,
shares in ships
and goods.

334. All ships, shares or interests in ships or goods which are dealt with contrary to the provisions of this Act, or by means of which any offence under this Act is committed, or in connection with which or concerning which any false statement is made or any forged document or any document containing any false statement is produced or used for any purpose of this Act, or in connection with which an offence is committed under sub-section (2) of section eleven, section twenty-five, sub-section (3) of section sixty-five, section sixty-six, section sixty-seven, section two hundred and forty or paragraph (c) of section three hundred and sixteen, read with section three hundred and twelve, shall be liable to forfeiture.

Method of
detaining a vessel
or a share in a
ship or goods.

335. (1) Whenever under sub-section (1) of section nineteen, sub-section (2) of section sixty-three, sub-section (2) of section seventy-one, sub-section (3) of section eighty-six, sub-section (2) of section one hundred and five, sub-section (4) of section one hundred and fifty-eight, sub-section (3) of section one hundred and sixty-two, sub-section (2) of section one hundred and sixty-three, sub-section (2) of section one hundred and sixty-eight, sub-section (2) of section one hundred and eighty-eight, sub-section (2) of section one hundred and ninety-nine, sub-section (2) of section two hundred and eleven, sub-section (3) of section two hundred and fourteen, sub-section (4) of section two hundred and sixteen, sub-section (2) of section two hundred and twenty-three, sub-section (2) of section two hundred and twenty-seven, sub-section (3) of section two hundred and thirty-nine, section two hundred and forty-three, sub-section (1) of section three hundred and four, or sub-section (1) or (2) of section three hundred and thirty-nine, a vessel or a share in a ship or any goods must or may be detained, a proper officer may cause that vessel or share in a ship or those goods to be detained.

(2) The detention shall be effected by the service of a notice of detention in accordance with the provisions of this section.

(3) A notice of detention shall be in the prescribed form, shall be signed by the proper officer, shall declare that the vessel or share or goods are thereby detained, and shall set forth the grounds of detention.

(4) A notice of detention of a vessel or share in a ship shall be served upon the master of the vessel, and a notice of detention of goods shall be served upon the person in whose physical possession they are, and thereupon the vessel or share or goods shall be deemed to be detained for the purposes of this Act.

(2) Sub-artikel (1) ontleem aan geen hof enige jurisdiksie waarmee dit uit hoofde van enige ander wet bekleed mag wees nie.

331. Die hof waarin 'n geding betreffende bergloos ingestel is, kan na goeddunke met die doel om die geding te besleg, een of meer assessore, wat in 'n adviserende hoedanigheid optree, tot sy bystand oproep, en hulle moet persone wees wat goed op hoogte van marine-aangeleenthede is.

Hof wat eis om bergloos verhoor
kan hulp van
assessor inroep.

332. Ondanks die bepaling in artikel nege van die „Maritime Conventions Act, 1911” (1 en 2 Geo. V., C.57), van die Parlement van die Verenigde Koninkryk, dat daardie Wet nie van toepassing is op die Unie van Suid-Afrika nie, word 'n verwysing na skade by die uitlé van enige maatregel van genoemde Parlement wat aan enige geregtshof Admiraliteits-jurisdiksie ten aansien van skade toegeken het, en wat in die Unie van krag is, geag 'n verwysing na skadevergoeding vir lewensverlies of persoonlike besering te omvat.

Jurisdiksie van
Unie-howe wat
admiraliteits-
jurisdiksie
uitoefen in gevalle
van lewensverlies
of persoonlike
besering.

333. (1) As enige persoon aan boord van 'n Suid-Afrikaanse skip op vreemde vaart sterf, stel die bevoegde beampte by die hawe waar die bemanning van die skip ontslaan word, of die bevoegde beampte by 'n Unie-hawe waarby die skip eerder aangaan, by die aankoms van die skip by daardie hawe ondersoek na die oorsaak van die dood in, en bring hy 'n ondossesment in die amptelike skeepsjoernaal aan dat die verklaring van die oorsaak van die dood in die joernaal na sy mening juist is, of die teenoorgestelde, volgens die uitslag van die ondersoek.

Ondersoek na
oorsaak van
sterfgeval aan
boord van skip.

(2) As dit in die loop van 'n ondersoek aan die bevoegde beampte blyk dat 'n sterfgeval aan boord van die skip geweldadig of andersins onbehoorlik veroorsaak is, meld hy die saak by die Direkteur aan of as die dringende aard van die geval dit vereis, tref hy onmiddellik maatreëls om die oortreder of oortreders voor die gereg te bring.

334. Alle skepe, aandeel of belange in skepe of goedere waarmee strydig met die bopalinge van hierdie Wet gehandel word of deur middel waarvan enige misdryf ingevolge hierdie Wet gepleeg word, of in verband waarmee of aangaande waarvan enige valsde verklaring gemaak word of enige vervalste dokument of enige dokument bevatteende enige valsde verklaring vertoon of gebruik word vir enige doel van hierdie Wet, of in verband waarmee 'n misdryf gepleeg word ingevolge sub-artikel (2) van artikel elf, artikel vyf-en-twintig, sub-artikel (3) van artikel vyf-en-estig, artikel ses-en-estig, artikel sewe-en-estig, artikel tweehonderd-en-veertig of paragraaf (c) van artikel driehonderd-en-sestien, gelees saam met artikel driehonderd-en-twaalf, is aan verbodding onderhewig.

Verbodding van
skepe, aandeel in
skepe en goedere.

335. (1) Wanneer kragtens sub-artikel (1) van artikel negentien, sub-artikel (2) van artikel drie-en-estig, sub-artikel (2) van artikel een-en-sewentig, sub-artikel (3) van artikel ses-en-tagtig, sub-artikel (2) van artikel honderd-en-vyf, sub-artikel (4) van artikel honderd agt-en-vyftig, sub-artikel (3) van artikel honderd twee-en-estig, sub-artikel (2) van artikel honderd agt-en-estig, sub-artikel (2) van artikel honderd agt-en-tagtig, sub-artikel (2) van artikel honderd nege-en-negentig, sub-artikel (2) van artikel tweehonderd-en-elf, sub-artikel (3) van artikel tweehonderd-en-veertien, sub-artikel (4) van artikel tweehonderd-en-sestien, sub-artikel (2) van artikel tweehonderd drie-en-twintig, sub-artikel (2) van artikel tweehonderd sewe-en-twintig, sub-artikel (3) van artikel tweehonderd nege-en-dertig, artikel tweehonderd drie-en-veertig, sub-artikel (1) van artikel driehonderd-en-vier of sub-artikel (1) of (2) van artikel driehonderd nege-en-dertig, 'n vaartuig of 'n aandeel in 'n skip of enige goedere aangehou mag of moet word, kan 'n bevoegde beampte daardie vaartuig of aandeel in 'n skip of daardie goedere laat aanhou.

Metode van
aanhouding van
'n vaartuig of 'n
aandeel in 'n
skip of goedere.

(2) Die aanhouding word uitgevoer deur die bopalinge van hierdie artikel.

(3) 'n Aanhoudingskennisgewing moet in die voorgeskrewe vorm wees, deur die bevoegde beampte onderteken wees, verklaar dat die vaartuig of aandeel of goedere daarby aangehou word, en die grond vir aanhouding uiteensit.

(4) 'n Aanhoudingskennisgewing ten aansien van 'n vaartuig of aandeel in 'n skip word op die gesagvoerder van die vaartuig gedien en 'n aanhoudingskennisgewing ten aansien van goedere word gedien op die persoon in wie se fisiese besit hulle is, en daarop word die vaartuig of aandeel of goedere by die toepassing van hierdie Wet geag aangehou te wees.

(5) A copy of every notice of detention shall forthwith be transmitted by the officer who issued it to the Director.

(6) Whenever the Director directs the proper officer to release a detained vessel or share in a ship or any detained goods, the proper officer shall issue a notice declaring that that vessel or share or those goods are released.

(7) A notice of release shall be in the prescribed form and shall be signed by the proper officer.

(8) A notice of release of a vessel or a share in a ship shall be served upon the master of the vessel, and a notice of release of goods shall be served upon the person in whose possession they are, and thereupon the vessel or share or goods shall be deemed to be released.

Procedure in
forfeiture of a
ship, a share in a
ship or goods.

336. (1) Whenever under sub-section (2) of section *twelve*, sub-section (9) of section *forty-three* or section *three hundred and thirty-four* a ship or a share in a ship is or any goods are liable to forfeiture, the Director may direct the proper officer to issue a notice of forfeiture of that ship or share or those goods in pursuance of that provision.

(2) A notice of forfeiture shall—

- (a) be in the prescribed form;
- (b) be signed by the proper officer;
- (c) set forth the grounds on which, and refer to the provisions of this Act under which, the forfeiture is claimed; and
- (d) state that unless the ship or share is or the goods are released in accordance with the provisions of sub-section (8) or under an order of court, the ship, share or goods will be forfeited;
- (e) be served, in the case of a ship or share in a ship, upon the master of the ship, and, in the case of goods, upon the owner or if he is not within the Union or his address is not known, upon the person in whose physical possession they are.

(3) The owner or any other person interested in any ship, share in a ship or goods in respect of which a notice of forfeiture has been issued, who objects to the forfeiture thereof, shall, within the period of thirty days from the date upon which the notice of forfeiture was served, or within such further period as may be fixed by the court under sub-section (7), give notice in writing to the Director or to the proper officer who issued the notice, that he claims the release of the ship, share or goods, as the case may be.

(4) If notice is not given by the owner or interested person in terms of sub-section (3), no legal proceedings shall thereafter be instituted by him against the State, the Minister, the Director or any other officer for the release of the ship, share or goods or based merely upon the detention, seizure or forfeiture thereof.

(5) When notice has been given in terms of sub-section (3), the person giving such notice may, within the period of ninety days from the date on which it was delivered to the Director, or within such further period as may be fixed by the court under sub-section (7), but not earlier than thirty days from the date upon which the said notice was so delivered, institute proceedings in a court of competent jurisdiction for the release of the ship, share or goods.

(6) If—

- (a) notice is not given in terms of sub-section (3); or
- (b) such notice having been given, proceedings are not instituted in terms of sub-section (5); or
- (c) such proceedings having been instituted, the court dismisses the claim for release,

the ship, share or goods shall be forfeited and become the property of the State—

- (i) upon expiry of the period of thirty days from the date upon which the notice of forfeiture was served, or upon expiry of such further period as may be fixed by the court under sub-section (7); or
 - (ii) upon expiry of the period of ninety days from the said date, or upon expiry of such further period as may be fixed by the court under sub-section (7); or
 - (iii) upon dismissal by the court of the claim for release,
- respectively.

(5) 'n Afskrif van elke aanhoudingskennisgewing word onverwyld deur die beampte wat dit uitgereik het, aan die Direkteur gestuur.

(6) Wanneer die Direkteur die bevoegde beampte gelas om 'n aangehoue vaartuig of aandeel in 'n skip of enige aangeboue goedere vry te laat, reik die bevoegde beampte 'n kennisgewing uit dat daardie vaartuig of aandeel of daardie goedere vrygelaat is.

(7) 'n Kennisgewing van vrylating moet in die voorgeskrewe vorm wees en deur die bevoegde beampte onderteken word.

(8) 'n Kennisgewing van vrylating van 'n vaartuig of aandeel in 'n skip word op die gesagvoerder van die vaartuig gedien, en 'n kennisgewing van vrylating van goedere word op die persoon in wie se besit hulle is, gedien, en daarop word die vaartuig of aandeel of goedere geag vrygelaat te wees.

336. (1) Wanneer 'n skip of 'n aandeel in 'n skip of enige goedere kragtens sub-artikel (2) van artikel twaalf, sub-artikel (3) van artikel drie-en-veertig of artikel driehonderd vier-en-dertig aan verbeuring onderhewig is, kan die Direkteur die bevoegde beampte gelas om 'n kennisgewing van verbeuring van daardie skip of aandeel of goedere ingevolge daardie bepaling uit te reik.

Prosedure by verbeuring van 'n skip, 'n aandeel in 'n skip of goedere.

(2) 'n Kennisgewing van verbeuring—

(a) moet in die voorgeskrewe vorm wees;

(b) moet deur die bevoegde beampte onderteken word;

(c) sit die gronde uitoen waarop, en verwys na die bepalinge van hierdie Wet waarkragtens, die verbeuring geëis word;

(d) verklaar dat tensy die skip of aandeel of die goedere volgens die bepalinge van sub-artikel (8) of kragtens 'n hofbevel vrygelaat word, die skip, aandeel of goedere verbeur sal word; en

(e) word gedien in die geval van 'n skip of aandeel in 'n skip op die gesagvoerder van die skip, en in die geval van goedere op die eienaar of as hy nie in die Unie is nie of sy adres nie bekend is nie, op die persoon in wie se fisiese besit hulle is.

(3) Die eienaar of enige ander persoon wat belang in enige skip, aandeel in 'n skip of goedere het ten aansien waarvan 'n kennisgewing van verbeuring uitgereik is, wat teen die verbeuring daarvan beswaar maak, moet binne die tydperk van dertig dae vanaf die datum waarop die kennisgewing van verbeuring gedien is, of binne sodanige langer tydperk as wat deur die hof kragtens sub-artikel (7) bepaal mag word, skriftelik aan die Direkteur of aan die bevoegde beampte wat die kennisgewing uitgereik het, kennis gee dat hy die vrylating van die skip, aandeel of goedere, na gelang van die geval, eis.

(4) As die eienaar of belanghebbende persoon geen kennis kragtens sub-artikel (3) gegee het nie, word daarna deur hom teen die Staat, die Minister, die Direkteur of enige ander beampte geen regsgeding ingestel nie vir die vrylating van die skip, aandeel of goedere of wat uitsluitend op die aanhouding, beslaglegging of verbeuring daarvan gegrond is nie.

(5) Wanneer kennis volgens sub-artikel (3) gegee is, kan die persoon wat sodanige kennis gee binne die tydperk van negentig dae vanaf die datum waarop dit aan die Direkteur afgelewer is of binne sodanige langer tydperk as wat deur die hof kragtens sub-artikel (7) bepaal mag word, maar nie vroeër as dertig dae na die datum waarop genoemde kennisgewing aldus afgelewer is nie, 'n geding in 'n hof van bevoegde jurisdiksie vir die vrylating van die skip, aandeel of goedere instel.

(6) As—

(a) kennis nie volgens sub-artikel (3) gegee is nie; of

(b) nadat sodanige kennis gegee is, 'n geding nie volgens sub-artikel (5) ingestel word nie; of

(c) nadat sodanige geding ingestel is, die hof die eis vir vrylating van die hand wys,

word die skip, aandeel of goedere verbeur en word dit die eiendom van die Staat—

(i) na verstryking van die tydperk van dertig dae vanaf die datum waarop die kennisgewing van verbeuring gedien is, of na die verloop van sodanige langer tydperk as wat deur die hof kragtens sub-artikel (7) bepaal mag word; of

(ii) na verstryking van die tydperk van negentig dae vanaf genoemde datum of na verloop van sodanige langer tydperk as wat deur die hof kragtens sub-artikel (7) bepaal mag word; of

(iii) wanneer die eis vir vrylating deur die hof van die hand gewys is,

onderskeidelik.

(7) A court having jurisdiction to try a claim for the release of the ship, share or goods, may, before or after the expiry of the period referred to in sub-section (3) or (5), extend such period, if it thinks that the interests of justice so require.

(8) The Director may at any time before the forfeiture has become effective in terms of sub-section (6) direct that a notice of forfeiture be withdrawn, and thereupon the provisions of sub-sections (6), (7) and (8) of section *three hundred and thirty-five* shall, *mutatis mutandis*, apply.

Seizure of a ship,
a share in a ship
or goods detained
or liable to
forfeiture.

337. (1) The Director or proper officer may, if he deems it expedient to do so, in order that any ship, share in a ship or goods in respect of which a notice of detention or of forfeiture has been served in terms of section *three hundred and thirty-five* or *three hundred and thirty-six*, or in respect of which it is intended to cause such a notice to be so served, may be secured against damage, destruction, concealment, removal or rescue, cause that ship or share or those goods, as the case may be, to be seized by a person thereto authorized by him in writing under his hand.

(2) The seizure of a ship or goods shall be effected by the physical taking possession thereof, and the seizure of a share in a ship shall be effected by the physical taking possession of that ship.

(3) The person effecting seizure of any ship, share in a ship or goods shall, upon demand, exhibit his written authority to do so, and, if at the time of seizure a notice of detention or forfeiture has not yet been served, shall serve upon the person in whose possession the ship or goods are seized a notice setting forth that it is intended to cause a notice of detention or forfeiture to be served and the grounds on which that intention is based.

No clearance
to be granted to
detained ship.

338. Whenever in terms of this Act a ship must be or has been detained an officer of customs shall, and whenever in terms of this Act a ship may be detained an officer of customs may, refuse to grant a clearance to that ship.

Detention of
foreign ship that
has occasioned
damage.

339. (1) Whenever injury has in any part of the world been caused to property belonging to the Government of the Union or the Government of any other country which is a member of the Commonwealth or to a South African citizen or a citizen of any country (other than the Union) which is a member of the Commonwealth by a foreign ship, and at any time thereafter that ship is found within the Union or the territorial waters thereof, a superior court may, upon the application of any person who alleges that the injury was caused by the misconduct or want of skill of the master or any member of the crew of the ship, issue an order directed to any proper officer or other officer named, requiring that officer to detain the ship until such time as the owner, master or consignee thereof has satisfied any claim in respect of the injury, or has given security to the satisfaction of the court, to pay all costs and damages that may be awarded in any legal proceedings that may be instituted in respect of the injury. Any proper officer or other officer to whom the order is directed shall detain the ship accordingly.

(2) Whenever it appears that, before an application can be made under this section, the ship in respect of which the application is to be made will have departed from the Union or the territorial waters thereof, any proper officer may detain the ship for such time as will allow the application to be made and the result thereof to be communicated to the officer detaining the ship, and that officer shall not be liable for any costs or damages in respect of the detention unless the same is proved to have been made without reasonable grounds.

(3) In any legal proceedings in relation to any such injury aforesaid, the person giving security shall be made defendant and shall be stated to be the owner of the ship that has occasioned the damage.

Notice to be given
to consular
representative of
proceedings taken
in respect of
foreign ships.

340. If any foreign ship is detained under this Act, or if any proceedings are taken under this Act against the master or owner of any foreign ship, notice shall forthwith be served on the consular representative of the country in which the ship is registered at or nearest to the port where the ship is for the time being, and such notice shall specify the grounds on which the ship has been detained or the proceedings have been taken.

(7) 'n Hof wat jurisdiksio het om 'n eis vir die vrylating van die skip, aandeel of goedere te verhoor, kan voor of na die verstrikking van die tydperk in sub-artikel (3) of (5) bedoel sodanige tydperk verleng as hy meen dat billikheid dit vereis.

(8) Die Direkteur kan te eniger tyd voordat die verbeuring volgens sub-artikel (6) in werking getree het, gelas dat 'n kennisgewing van verbeuring ingetrek moet word, ou dan is die bopelings van sub-artikels (6), (7) on (8) van artikel driehonderd vyf-en-dertig *mutatis mutandis* van toepassing.

337. (1) Die Direkteur of bevoegde beampte kan, as hy dit dienstig ag ten einde enige skip, aandeel in 'n skip of goedere ten aansien waarvan 'n kennisgewing van aanhouding of van verbeuring ingevolge artikel driehonderd vyf-en-dertig of driehonderd ses-en-dertig gedien is, of ten opsigte waarvan die voorneme bestaan om so 'n kennisgewing te laat dien, teen beskadiging, vernietiging, verberg, verwydering of uitsetting te versoek, op daardie skip of aandeel of daardie goedere, na gelang van die geval, beslag laat lê deur 'n persoon wat deur hom by 'n deur hom ondertekende geskrif daartoe gemagtig is.

Beslaglegging op skip, aandeel in skip of goedere aangehou of vatbaar vir verbeuring.

(2) Die beslaglegging op 'n skip of goedere word uitgevoer deur die fisiese inbesitneming daarvan, en die beslaglegging op 'n aandeel in 'n skip word uitgevoer deur die fisiese inbesitneming van daardie skip.

(3) Die persoon wat op 'n skip, 'n aandeel in 'n skip of goedere beslag lê, moet op aanvraag sy magtigingsbrief daartoe toon, en indien ten tyde van die beslaglegging 'n kennisgewing van aanhouding of verbeuring nog nie gedien is nie, moet hy op die persoon wat dan in besit is van die skip of goedere 'n kennisgewing dien waarin verklaar word dat die voorneme bestaan om 'n kennisgewing van aanhouding of verbeuring te laat dien en die grond waarop daardie voorneme gebaseer is.

338. Wanneer 'n skip ingevolge hierdie Wet aangehou moet word of aangehou is, moet 'n doeanbeampte, en wanneer 'n skip ingevolge hierdie Wet aangehou kan word, kan 'n doeanbeampte, weier om 'n uitklaringsbewys aan daardie skip te voorlees.

Geen uitklaringsbewys word aan aangehoue skip voorlees nie.

339. (1) Wanneer skade in enige deel van die wêreld deur 'n vreemde skip veroorsaak is aan eiendom behorende aan die Unie-regering of die Regering van enige ander land wat lid is van die Statebond, of aan 'n Suid-Afrikaanse burger of 'n burger van 'n land (behalwe die Unie) wat lid is van die Statebond, deur 'n vreemde skip en daardie skip te eniger tyd daarna in die Unie of die Unie se territoriale waters aangetref word, kan 'n hof op aansoek van enigeen wat beweer dat die skade veroorsaak is deur die wangedrag of gebrek aan vaardigheid van die gesagvoerder of 'n lid van die bemanning van die skip, 'n bevel aan enige bevoegde beampte of ander aangewese beampte uitreik waarin daardie beampte gelas word om die skip aan te hou tot tyd en wyl die eienaar, gesagvoerder of gekonsigneerde daarvan enige eis ten aansien van die skade voreffen het of sekuriteit gestel het tot bevrediging van die hof om alle koste en skadevergoeding wat in enige regsgeeding ingestel ten aansien van die skade toegeken mag word, te betaal. 'n Bevoegde beampte of ander beampte aan wie die bevel gerig is, hou die skip dienoreenkomstig aan.

Aanhouding van vreemde skip wat skade veroorsaak het.

(2) Wanneer dit blyk dat die skip ten aansien waarvan die aansoek gedoen sal word, buite die Unie of die Unie se territoriale waters sal gevaar het voordat 'n aansoek kragtens hierdie artikel gedoen kan word, kan enige bevoegde beampte die skip aanhou vir sodanige tydperk as wat dit noodtlik sal maak om die aansoek te doen en die uitslag daarvan aan die beampte wat die skip aanhou, mee te deel, en daardie beampte is nie aanspreeklik vir enige koste of skade ten aansien van die aanhouding tensy bowys word dat dit sonder redelike grond gedoen was nie.

(3) In enige regsgeeding in verband met enige sodanige skade voornoemd word die persoon wat die sekuriteit gee, die verveerder gemaak en verklaar die eienaar te wees van die skip wat die skade veroorsaak het.

340. As 'n vreemde skip kragtens hierdie Wet aangehou word of as geregtelike stappe kragtens hierdie Wet teen die geregtelike stappe gesagvoerder of eienaar van 'n vreemde skip ingestel word, word 'n kennisgewing sonder versuim op die konsuêre verteenwoordiger van die land waarin die skip geregistreer is, by of naaste digter van die hawe waar die skip dan is, gedien, en bedoelde kennisgewing vermeld die grond waarop die skip aangehou is of die geregtelike stappe ingestel is.

Kennis van geregtelike stappe teen die geregtelike stappe gesagvoerder of eienaar van 'n vreemde skip moet aan konsuêre verteenwoordiger van die land waarin die skip geregistreer is, by of naaste digter van die hawe waar die skip dan is, gedien word.

Conveyance of
accused persons
and witnesses to
the Union.

341. (1) Whenever any complaint is made to any consular representative of the Union or of any other country which is a member of the Commonwealth—

- (a) that any offence against property or person has been committed at any place, either ashore or afloat, outside the Commonwealth by any master, seaman, or apprentice-officer who at the time when the offence was committed, or within three months before that time, was employed in any South African ship; or
- (b) that any offence on the high seas has been committed by any master, seaman, or apprentice-officer belonging to any South African ship,

that consular representative may inquire into the case and may, if in his opinion reasonable grounds of suspicion exist against the alleged offender, take any steps in his power for the purpose of placing him under the necessary restraint and of sending him as soon as practicable in safe custody to the Union.

(2) The consular representative may order the master of any ship registered in and bound to the Union to receive and afford a passage and subsistence during the voyage to any such alleged offender as aforesaid and also to any persons who in the opinion of the consular representative are material witnesses to the offence. The master shall comply with any such order. The consular representative may endorse upon the agreement with the crew such particulars with respect to any alleged offenders or witnesses sent in the ship as he considers advisable.

(3) The master of a ship to whose charge an alleged offender has been so committed shall, on his ship's arrival in the Union hand the alleged offender over to a member of the police who shall take him to a police station or charge office. The alleged offender shall thereafter be detained until a warrant is obtained for his further detention upon a charge of an offence or until he is released by reason that no charge is to be brought against him, and unless so released he shall as soon as possible be brought before a judicial officer upon a charge of an offence: Provided that he shall not be so detained for a longer period than forty-eight hours unless a warrant for his further detention is obtained.

(4) The expense of imprisoning any such alleged offender and of conveying him and the witnesses to a port in the Union in any manner other than in the ship to which they respectively belong, shall be paid out of moneys provided by Parliament for that purpose.

Service of
documents.

342. Where for the purposes of this Act any document is to be served on any person, that document may be served—

- (a) in any case by delivering a copy thereof personally to the person on whom the document is to be served; or by sending such copy to him, in accordance with the regulations, by registered post, enclosed in an envelope upon which is written his name and address; or by leaving such copy for him with a member of his household at his dwelling; or, if no person belonging to his household can be found there, then by affixing such copy to the principal outer door of the said dwelling or of any place where he actually resides or was last known to reside; or
- (b) if the document is to be served on the master of a ship or on a person belonging to a ship, by leaving a copy thereof for him on board that ship with the person being or appearing to be in command or charge of the ship; and,
- (c) if the document is to be served on the master of a ship, and there is no master, and the ship is within the Union or the territorial waters thereof, by serving it on the owner of the ship, if he is within the Union, or on an agent of the owner residing in the Union, or if no such agent is known or can be found, by affixing a copy thereof to the mast of the ship.

Notice of action
against
Government to be
given.

343. (1) No legal proceedings shall be instituted against the State, the Minister, the Director or any officer of the State in his capacity as such for anything done in pursuance of any

341. (1) Wanneer 'n klag by 'n konsulêre verteenwoordiger van die Unie of 'n ander land wat lid is van die Statebond, ingedien word—

Vervoer van beskuldigdes en getuies na die Unie.

(a) dat enige misdryf teen eiendom of persoon gepleeg is op enige plek, of op land of op see, buite die Statebond deur 'n gesagvoerder, seeman of leerling-offisier wat toe die misdryf gepleeg is of binne drie maande voor daardie tyd op 'n Suid-Afrikaanse skip in diens was; of

(b) dat enige misdryf op die oop see gepleeg is deur 'n gesagvoerder, seeman of leerling-offisier behorende tot 'n Suid-Afrikaanse skip,

kan daardie konsulêre verteenwoordiger ondersoek instel na die saak en kan hy as daar na sy mening redelike grond vir agterdog teen die beweerde oortreder bestaan, enige stappe in sy mag doen ten einde hom onder die nodige dwang te plaas en ten einde hom so gou doenlik in veilige bewaring na die Unie te stuur.

(2) Die konsulêre verteenwoordiger kan die gesagvoerder van enige skip wat geregistreer is in en onderweg is na die Unie gelas om so 'n beweerde oortreder soos voornoemd te ontvang en passaat en onderhoud gedurende die reis aan hom te verskaf, asook aan persone wat na die mening van die konsulêre verteenwoordiger materiële getuies is oor die oortreding kan af lê. Die gesagvoerder voldoen aan enige sodanige bevel. Die konsulêre verteenwoordiger kan op die ooreenkoms met die bemanning sodanige besonderhede endosseer in verband met enige beweerde oortreders of getuies wat in die skip gestuur word, as wat hy raadsaam ag.

(3) Die gesagvoerder van 'n skip aan wie se sorg 'n beweerde oortreder aldus toevertrou is, oorbändig by die skip se aankoms in die Unie die beweerde oortreder aan 'n lid van die polisie, wat hom na 'n polisiokantoor of aanklagtekantoor neem. Die beweerde oortreder word daarna aangehou totdat 'n lasbrief verky is vir sy verdere aanhouding op 'n aanklag van 'n misdryf of totdat hy vrygelaat word omdat geen aanklag teen hom ingebring sal word nie, en tensy hy aldus vrygelaat word, word hy so gou moontlik voor 'n regterlike amptenaar op 'n aanklag van 'n misdryf gebring: Met dien verstande dat hy nie vir 'n langer tydperk as agt-en-veertig uur aangehou word tensy 'n lasbrief vir sy verdere aanhouding verky is nie.

(4) Die onkoste verbonde aan die gevangesetting van so 'n beweerde oortreder en aan die vervoer van hom en die getuies na 'n hawe in die Unie op enige ander manier as met die skip waartoe hulle onderskeidelik behoort, word betaal uit goud wat vir daardie doel deur die Parlement beskikbaar gestel is.

342. In die gevalle waar enige dokument by die toepassing van hierdie Wet op iemand gedien moet word, kan daardie dokument gedien word—

Diening van dokumente.

(a) in enige geval deur aflewering van 'n afskrif daarvan persoonlik aan die persoon op wie die dokument gedien moet word; of deur sodanige afskrif in 'n koevert waarop sy naam en adres geskryf is, aan hom per geregistreerde pos ooreenkomstig die regulasies te stuur; of deur sodanige afskrif vir hom te laat by 'n lid van sy huisgesin by sy woonplek; of as niemand wat tot sy huisgesin behoort aldaar gevind kan word nie, deur sodanige afskrif aan die hoofbuitendeur van gemelde woonplek of van enige plek waar hy werklik woon of (sover bekend is) laas gewoon het, te heg; of

(b) as die dokument gedien moet word op die gesagvoerder van 'n skip of op 'n persoon behorende tot 'n skip, deur 'n afskrif daarvan vir hom aan boord van daardie skip te laat by die persoon wat werklik of blykbaar gesag voer of toetsig het oor die skip; en

(c) as die dokument gedien moet word op die gesagvoerder van 'n skip en daar geen gesagvoerder is nie en die skip binne die Unie of die Unie se territoriale waters is, deur dit te dien op die eienaar van die skip as hy in die Unie is of op 'n agent van die eienaar wat in die Unie woonagtig is, of as geen sodanige agent bekend is of gevind kan word nie, deur 'n afskrif daarvan aan die mas van die skip te heg.

343. (1) Geen geregtelike stappe word teen die Staat, die Minister, die Direkteur of enige beampte van die Staat in sy hoedanigheid as sodanig ingestel weens ongiets gedoen inge-

Kennis van aksie teen Regering moet gegee word.

provisions of this Act until one month after delivery of notice in writing.

(2) In the notice shall be clearly and explicitly stated the cause of action, the name and address of the person who is to institute proceedings, and the name and address of his attorney or agent, if any.

Prescription.

344. (1) The period of extinctive prescription in respect of legal proceedings to enforce any claim or lien against a ship or her owners in respect of any damage to or loss of another ship, her cargo or freight, or any goods on board her, or damage for loss of life or personal injury suffered by any person on board her, caused by the fault of the former ship, whether such ship be wholly or partly in fault, or in respect of any salvage services shall be two years and shall begin to run on the date when the damage or loss or injury was caused or the salvage services were rendered.

(2) The period of extinctive prescription in respect of legal proceedings under this Act to enforce any contribution in respect of an overpaid proportion of any damages for loss of life or personal injury shall be one year and shall begin to run on the date of payment.

(3) Any court having jurisdiction to try proceedings referred to in sub-section (1) or (2) shall, before or after the expiry of such period, if it is satisfied that owing to the absence of the defendant ship from the Union and its territorial waters and from the country to which the plaintiff's ship belongs or in which the plaintiff resides or carries on business and its territorial waters, the plaintiff has not during such period had a reasonable opportunity of arresting the defendant ship, extend such period sufficiently to give him such reasonable opportunity.

(4) The period of extinctive prescription in respect of legal proceedings against the State, the Minister, the Director or any officer of the State in his capacity as such on a cause of action arising out of the provisions of this Act, other than a cause of action referred to in sub-section (1) or (2), shall be one year, and shall begin to run on the date when the right of action first arose.

Payment of allowances to persons appointed to make preliminary enquiries into shipping casualties, to members of courts of marine enquiry, maritime courts or courts of survey, assessors and salvage officers.

345. Any person appointed under section two hundred and sixty-four, any member of a court of marine enquiry, maritime court or court of survey, any expert to whom an appeal has been referred under section two hundred and eighty-two, any assessor summoned under sub-section (2) of section two hundred and ninety-two or section three hundred and thirty-one and any salvage officer shall, if he is in the employ of the Government of the Union, be paid such allowances towards subsistence and transport as may be prescribed (otherwise than under this Act) for Government employees of his class, and if he is not in the employ of the Government of the Union, or if no such allowances have been prescribed for Government employees of his class, he shall be paid such allowances towards subsistence and transport as may be prescribed by the regulations made under this Act.

Presumption of knowledge.

346. Whenever at the trial of any person charged under this Act the question arises whether the accused knew at any particular time that a statement referred to in the indictment, summons or charge was untrue, and it is proved or admitted that that statement was untrue, the accused shall be presumed to have known at the particular time referred to that the statement was untrue, unless the contrary is proved, and unless it is proved also that his ignorance was not due to negligence on his part.

Presumption in case of collision.

347. If any damage to person or property arises from the non-observance by any ship of any of the collision regulations, the damage shall be deemed to have been caused by the wilful default of the person in charge of the deck of the ship at the time, unless it is proved that the circumstances of the case made a departure from the regulations necessary.

Mode of making declaration.

348. Declarations required by this Act shall be made in the Union before a proper officer or commissioner of oaths, and outside the Union before a proper officer or any person who by the law of the place where it is made is authorized to administer an oath, and may be made on behalf of a corporate body by

volge enige bepaling van hierdie Wet voordat 'n maand na die aflewering van 'n skriftelike kennisgewing verstryk het nie.

(2) In die kennisgewing word die skuldoorsaak duidelik en uitdruklik vermeld sowel as die naam en adres van die persoon wat die proses gaan instel, en die naam en adres van sy prokureur of agent, as daar een is.

344. (1) Die termyn ten opsigte van bevrydende verjaring ten aansien van regsgedinge om enige vordering of renteniersereg teen 'n skip of sy eiensmaars af te dwing ten aansien van enige skade aan of verlies van 'n ander skip, sy vrug of vraggeld of enige goedere aan boord van die skip, of skadevergoeding weens lewensverlies of persoonlike besering deur enige persoon aan boord daarvan gely, wat veroorsaak is deur die toedoen van eersgenoemde skip, onverskillig of sodanige skip geheel of gedeeltelik die skuld daarvan het, of ten aansien van enige bergingsdienste, is twee jaar en loop vanaf die datum waarop die skade of verlies of besering veroorsaak is of die bergingsdienste gelewer is.

Verjaring.

(2) Die termyn ten opsigte van bevrydende verjaring ten aansien van regsgedinge kragtens hierdie Wet om enige hydrae af te dwing ten aansien van 'n oorbetalende deel van enige skadevergoeding vir lewensverlies of persoonlike besering, is een jaar en loop vanaf die datum van betaling.

(3) Enige hof wat jurisdiksie het om 'n in sub-artikel (1) of (2) bedoelde saak te verhoor, moet voor of na die verstryking van sodanige termyn, as dit oortuig is dat, weens die afwesigheid van die verweerder-skip uit die Unie en sy territoriale waters en uit die land waartoe die eiser se skip behoort of waarin die eiser woon of sake doen en die territoriale waters daarvan, die eiser gedurende sodanige termyn geen redelike geleentheid gehad het om die verweerder-skip te arresteer nie, sodanige termyn voldoende verleng om hom sodanige redelike geleentheid te gee.

(4) Die termyn ten opsigte van bevrydende verjaring ten aansien van gedinge teen die Staat, die Minister, die Direkteur of enige beampte van die Staat in sy hoedanigheid as sulks op 'n skuldoorsaak wat uit die bepalings van hierdie Wet ontstaan, maar wat nie 'n in sub-artikel (1) of (2) bedoelde skuldoorsaak is nie, is een jaar en loop vanaf die datum wanneer die skuldoorsaak eers ontstaan het.

345. Iemand wat kragtens artikel tweehonderd vier-en-estig aangestel is, enige lid van 'n hof van marine-ondersoek, seehof of opnemingshof, enige deskundige na wie 'n appél kragtens artikel tweehonderd twee-en-tagtig verwys is, enige assessor wat kragtens sub-artikel (2) van artikel tweehonderd twee-en-negentig of artikel driehonderd een-en-dertig opgeroep is, en enige bergingsbeampte ontvang, as hy in die diens van die Unie-regering is, sodanige toeloes vir onderhoud en vervoer as wat voorgeskryf is (anders as kragtens hierdie Wet) vir Staatsdienare van sy klas, en as hy nie in die diens van die Unie-regering is nie of as geen sodanige toeloes vir Staatsdienare van sy klas voorgeskryf is nie, ontvang hy sodanige toeloes vir onderhoud en vervoer as wat voorgeskryf is deur die regulasies kragtens hierdie Wet gemaak.

Betaling van toeloes aan persone aangestel om vooropgevoerde ondersoek na skoenpangervallio in te stel, aan lede van hof van marine-ondersoek, seehof of opnemingshof, assessore en bergingsbeampte.

346. Wanneer die vraag by die verhoor van enige persoon wat kragtens hierdie Wet aangeklaai, ontstaan of die beskuldigde op enige bepaalde tydstop gewest het dat 'n verklaring in die akte van beskuldiging, dagvaarding of aanklag vermeld onwaar was, en daar bewys of erken word dat daardie verklaring onwaar was, word vermoed dat die beskuldigde op daardie bepaalde tydstop gewest het dat die verklaring onwaar was tensy die teenoorgestelde bewys word en tensy ook bewys word dat sy onkunde nie aan nalatigheid aan sy kant te wyte was nie.

Vermoede van kennis.

347. As enige skade aan persoon of eiendom daardeur ontstaan dat 'n skip in gebroke bly om die regulasies in verband met botsings na te kom, word vermoed dat die skade deur die opsetlike versuim van die persoon in bevel van die skip se dek op daardie tydstop veroorsaak is, tensy bewys word dat die omstandighede van die geval 'n afwyking van die regulasies genoodsaak het.

Vermoede in geval van botsing.

348. Verklarings wat deur hierdie Wet vereis word, word in die Unie voor 'n bevoegde beampte of kommissaris van ede gemaak, en buite die Unie voor 'n bevoegde beampte of enige persoon wat kragtens die wette van die plek waar dit gemaak word, genagtig is om 'n eed af te neem, en kan namens 'n regs persoon gemaak word deur die sekretaris of enige ander

Hoe verklaring gemaak word.

the secretary or any other officer of that body authorized by it for the purpose.

Power to
dispense with
declarations
and other
evidence.

349. When in terms of this Act any person is required to make a declaration, or any documentary or oral evidence is required to be produced to the proper officer, and it is shown to the satisfaction of that officer that for reasonable cause that person is unable to make the declaration, or that the evidence cannot be produced, the said officer may, with the approval of the Director, and on the production of such other evidence, and subject to such terms as he may think fit, dispense with the declaration or evidence.

Admissibility of
documents in
evidence.

350. (1) Any document which is by this Act declared to be admissible in evidence shall on production from the proper custody be admissible in evidence, and shall be *prima facie* evidence of the particulars stated therein in pursuance of this Act or in pursuance of any duty under this Act.

(2) A copy of or extract from any such document shall also be admissible in evidence and be *prima facie* evidence of the particulars stated in such copy or extract, if it purports to be signed and certified as a true copy or extract by the officer to whose custody the original document has been entrusted; and that officer shall, upon payment of the prescribed fee, furnish a copy or extract so certified to any person applying for it.

Evidence as to
agreement with
crew.

351. In any legal or other proceedings a seaman may bring forward evidence to prove the contents of any agreement with the crew, without producing or giving notice to produce the agreement or any copy thereof.

Acts done by
courts and
functionaries of
the Union in
relation to
Commonwealth
ships other than
South African
ships.

352. Whenever any law enacted before or after the coming into operation of this section and in force in any part of the Commonwealth other than the Union provides that any court or functionary of the Union may or shall exercise any authority or perform any act in relation to ships registered or entitled to be registered in that part of the Commonwealth, their owners, masters, seamen or apprentice-officers, such court or functionary may exercise any such authority or perform any such act, and all things done by such court or functionary under this section shall have the same effect as if that law had been enacted in the Union.

Acts done by
courts and
functionaries of
any part of the
Commonwealth
in relation to
South African
ships.

353. (1) Every provision of this Act which purports to require any court or functionary of any part of the Commonwealth other than the Union or any person other than a South African citizen to exercise any authority or perform any act outside the Union in relation to South African ships, their owners, masters, seamen or apprentice-officers shall be construed as being permissive only and to mean that any such court or functionary or person is thereby empowered so to exercise such authority or perform such act.

(2) If any court or functionary of any part of the Commonwealth exercises any authority or performs any act in relation to any ship registered or entitled to be registered in the Union, her owner, master, seamen or apprentice-officers, which by any statutory enactment in force in that part of the Commonwealth such court or functionary is empowered to exercise or perform, all things done outside the Union by such court or functionary in accordance with the said enactment shall have the same effect as if they had been done in accordance with an Act of the Parliament of the Union, provided the Minister has generally or in the particular case requested that the courts or functionaries of that part of the Commonwealth shall exercise such authority or perform such act or has in manner prescribed by regulation recognized the exercise of the authority or the performance of the act or adopted any decision made in the exercise of the authority.

CHAPTER X.

GENERAL.

Recognition of
certificates of
competency or
qualification
granted in other
Commonwealth
countries.

354. (1) If provision is made by the laws in force in any part of the Commonwealth other than the Union for the grant of certificates of competency or qualification similar to those referred to in this Act, and the Minister is satisfied—

beaampte van daardie regpersoon wat deur laaagenoemde daartoe gemagtig is.

349. Wanneer volgens hierdie Wet 'n persoon 'n verklaring moet maak, of skriftelike bewyse voorgelê of mondelinge getuienis gelewer moet word aan die bevoegde beaampte, en dit word tot daardie beaampte se oortuiging getoon dat weens redelike oorsaak daardie persoon nie in staat is om die verklaring te maak nie, of dat die bewyse nie voorgelê of die getuienis nie gelewer kan word nie, kan genoemde beaampte met die goedkeuring van die Direkteur en by die voorlegging van sodanige ander bewyse of die aanvoer van sodanige ander getuienis en onderworpe aan sodanige voorwaardes as wat hy dienatig mag ag, van die verklaring of bewyse of getuienis afsien.

Bevoegdheid om af te sien van verklarings en ander bewyse.

350. (1) Enige dokument wat deur hierdie Wet verklaar word as getuienis toelaatbaar te wees, is by oorlegging uit die behoorlike bewaring daarvan as getuienis toelaatbaar, en is *prima facie*-bewys van die besonderhede wat daarin ingevolge hierdie Wet of ingevolge enige plig kragtens hierdie Wet vermeld staan.

Toelaatbaarheid van dokumente as getuienis.

(2) 'n Afskrif van of uittreksel uit enige sodanige dokument is ook toelaatbaar as getuienis en is *prima facie*-bewys van die besonderhede wat in sodanige afskrif of uittreksel vermeld staan as dit heet onderteken en gesertifiseer te wees as 'n ware afskrif of uittreksel deur die beaampte aan wie se bewaring die oorspronklike dokument toevertrou is; en daardie beaampte verskaf 'n afskrif of uittreksel aldus gesertifiseer aan enige persoon wat daarom aansoek doen by betaling van die voorgeskrewe godelo.

351. In enige geregtelike of ander verrigting kan 'n seeman getuienis aanvoer om die inhoud van enige ooreenkoms met die bemanning te bewys sonder om die ooreenkoms of enige afskrif daarvan oor te lê of kennis vir die oorlegging daarvan te gee.

Bewys van ooreenkoms met bemanning.

352. Wanneer 'n wet wat voor of na die inwerkingtreding van hierdie artikel gemaak is, en wat in enige deel van die Statebond (behalwe die Unie) van krag is, bepaal dat 'n hof of ampsbekleër van die Unie enige gesag of enige daad moet of kan uitoefen of verrig ten aansien van skepe geregistreer of geregig om geregistreer te word in daardie deel van die Statebond, hul eiennars, gesagvoerders, seelui of leerling-offisiere kan bedoelde hof of ampsbekleër enige sodanige gesag uitoefen of enige sodanige daad verrig, en alle dinge deur bedoelde hof of ampsbekleër kragtens hierdie artikel gedaan, het dieselfde regsgevolge asof daardie wet in die Unie gemaak is.

Handelinge verrig deur hof of ampsbekleërs van die Unie in verband met Statebondskope wat nie Suid-Afrikaanse skope is nie.

353. (1) Elke bepaling van hierdie Wet wat hoër om 'n hof of ampsbekleër van enige deel van die Statebond (behalwe die Unie) of enige ander persoon as 'n Suid-Afrikaanse burger te gelas om enige gesag uit te oefen of enige handeling te verrig buite die Unie in verband met Suid-Afrikaanse skope, hul eiennars, gesagvoerders, seelui of leerling-offisiere, word nigelê dat dit slegs veroorlowend is en beteken dat enige sodanige hof of ampsbekleër of persoon daarby gemagtig word om aldus sodanige gesag uit te oefen of sodanige handeling te verrig.

Handelinge verrig deur hof of ampsbekleërs van enige deel van die Statebond in verband met Suid-Afrikaanse skope.

(2) As 'n hof of ampsbekleër van enige deel van die Statebond enige gesag uitoefen of enige handeling verrig in verband met 'n skip wat in die Unie geregistreer is of geregig is om aldus geregistreer te word, sy eiennar, gesagvoerder, seelui of leerling-offisiere, wat bedoelde hof of ampsbekleër deur 'n wetlike bepaling wat van krag is in daardie deel van die Statebond gemagtig is om uit te oefen of te verrig, het alle dinge wat gedoen word buite die Unie deur bedoelde hof of ampsbekleër volgens bedoelde bepaling, dieselfde regsgevolge asof hulle gedoen is volgens 'n Wet van die Parlement van die Unie mits die Minister oor die algemeen of in die besondere geval versoek het dat die hof of ampsbekleër van daardie deel van die Statebond bedoelde gesag uitoefen of bedoelde handeling verrig of op by regulasie voorgeskrewe wyse die uitoefening van die gesag of die verrigting van die handeling erken het of 'n beslissing wat by die uitoefening van die gesag gedoen is, aanvaar het.

HOOFSTUK X.

ALGEMEEN.

354. (1) As voorsiening gemaak word deur die wette wat in 'n deel van die Statebond (behalwe die Unie) van krag is vir die toekenning van soortgelyke bekwaamheid- of bevoegdheidsertifikate as die wat in hierdie Wet genoem word, en die Minister oortuig is—

Erkenning van bekwaamheid- of bevoegdheidsertifikate wat in ander Statebondlande toegekien word.

- (a) that the conditions under which any such certificates are granted in that part of the Commonwealth require standards of competency not lower than those required for the grant under this Act of corresponding certificates; and
- (b) that certificates of competency or qualification granted under this Act are accepted in that part of the Commonwealth in lieu of the corresponding certificates granted under the laws of that part,

he may by notice in the *Gazette* declare that any certificate of competency or qualification granted under the laws in force in that part of the Commonwealth and specified in that notice shall for the purposes of this Act be recognized as equivalent to a certificate of competency or qualification granted under this Act and specified in the notice.

(2) Whenever the provisions of this Act require that a person employed in any capacity on board any ship shall be the holder of a specified certificate of competency or qualification granted under this Act, any person employed in that capacity shall, if he is the holder of a certificate recognized under sub-section (1) as equivalent to the first-mentioned certificate or to a certificate of higher grade granted under this Act, and still in force, be deemed to be duly certificated under this Act.

Application of
certain industrial
laws to seamen.

355. (1) Nothing in this Act contained shall affect the application of the provisions of the Industrial Conciliation Act, 1937 (Act No. 36 of 1937), or of the Wage Act, 1937 (Act No. 44 of 1937), or of War Measure No. 145 of 1942, to seamen in respect of their employment as such.

(2) To the extent to which any provisions of this Act which, but for the provisions of this section, would apply to any seamen are inconsistent with any agreement or award under the Industrial Conciliation Act, 1937, or any determination under the Wage Act, 1937, or any award under the regulations made by War Measure No. 145 of 1942, which is binding in respect of those seamen, the provisions of this Act referred to shall not apply in respect of those seamen.

(3) Any agreement or award under the Industrial Conciliation Act, 1937, or any determination under the Wage Act, 1937, or any award under the regulations made by War Measure No. 145 of 1942, which is binding in respect of any seamen employed on board any ship which is registered in the Union or on board any ship which is not registered in the Union and is wholly engaged in plying between ports in the Union, while the ship is in the Union, shall be binding in respect of such seamen while the ship is outside the Union.

(4) No seaman who is an employee, as defined in section one of the Industrial Conciliation Act, 1937, who is not a person referred to in sub-section (2) of section two of that Act, and who is engaged on or belongs to any South African ship, shall be guilty of an offence under paragraph (b), (c), (d) or (f) of sub-section (2) of section one hundred and seventy-four, section one hundred and seventy-five or section one hundred and seventy-six merely by reason of the fact that he has taken part in a strike or in the continuation of a strike, as defined in section one of that Act, in such circumstances that the act or omission by which he has taken part therein does not constitute an offence under section sixty-five of that Act: Provided that this sub-section shall not apply in respect of any act which is committed or any omission which occurs while the ship is at sea.

(5) In this section the expression "seamen" includes all persons employed or engaged in any capacity on board any ship.

Regulations.

356. (1) The Governor-General may make regulations—

- (i) prescribing the books, forms and other documents to be used for the convenient and effective carrying out of the provisions of this Act, and the particulars which shall be contained therein;
- (ii) prescribing the powers and duties of officers or other persons employed in the administration of this Act;

- (a) dat die voorwaardes waaronder enige sodanige sertifikato in daardie deel van die Statebond toegeken word, 'n peil van bekwaamheid vereis wat nie laer is as dié wat vir die toekennning van dergelike sertifikato kragtens hierdie Wet vereis word; en
- (b) dat bekwaamheid- of bevoegdheidsertifikate wat kragtens hierdie Wet toegeken word, in daardie deel van die Statebond aanvaar word in die plek van dergelike sertifikato kragtens die wette van daardie land toegeken,

kan hy by kennisgewing in die *Staatskoerant* verklaar dat 'n bekwaamheid- of bevoegdheidsertifikaat wat verleen word kragtens die wette wat in daardie deel van die Statebond van krag is, en wat in daardie kennisgewing vermeld word, by toepassing van hierdie Wet erken word as gelykwaardig met 'n bekwaamheid- of bevoegdheidsertifikaat wat kragtens hierdie Wet toegeken word, en wat in die kennisgewing vermeld word.

(2) Wanneer deur die bepalings van hierdie Wet vereis word dat 'n persoon wat in een of ander hoedanigheid aan boord van 'n skip diens doen, die besitter moet wees van 'n bepaalde bekwaamheid- of bevoegdheidsertifikaat wat toegeken word kragtens hierdie Wet, word enigeen wat in daardie hoedanigheid diens doen, gegaug behoorlik gediplomeerd te wees volgens hierdie Wet as hy die besitter is van 'n sertifikaat wat kragtens sub-artikel (1) erken is as gelykwaardig met eersgenoemde sertifikaat of met 'n kragtens hierdie Wet toegekende sertifikaat van hoër graad wat nog geldig is.

355. (1) Die bepalings van hierdie Wet raak nie die toepaslik-
heid van die bepalings van die Nywerheid-versoeningswet, 1937
heid van die bepalings van die Nywerheid-versoeningswet, 1937
(Wet No. 36 van 1937), of van die Loonwet, 1937 (Wet No. 44
van 1937), of van Oorlogsmaatreël No. 145 van 1942 op seelui
ten opsigte van hul diens as sulks nie.

Toepaslikheid
van sekere
industriële
wette op seelui.

(2) Vir sover enige van die bepalings van hierdie Wet wat op enige seelui van toepassing sou wees, was dit nie vir die bepalings van hierdie artikel nie, teenstrydig is met 'n ooreenkoms of uitspraak kragtens die Nywerheid-versoeningswet, 1937, of 'n vasstelling kragtens die Loonwet, 1937, of 'n uitspraak kragtens die regulasies uitgevaardig by Oorlogsmaatreël No. 145 van 1942, wat ten opsigte van daardie seelui bindend is, is bedoelde bepalings van hierdie Wet nie op daardie seelui van toepassing nie.

(3) 'n Ooreenkoms of uitspraak kragtens die Nywerheid-versoeningswet, 1937, of 'n vasstelling kragtens die Loonwet, 1937, of 'n uitspraak kragtens die regulasies uitgevaardig by Oorlogsmaatreël No. 145 van 1942, wat bindend is ten opsigte van enige seelui in diens aan boord van 'n skip wat nie in die Unie geregistreer is, of aan boord van 'n skip wat nie in die Unie geregistreer is nie en wat geheel-en-al gebruik word op reise tussen Unie-hawens, terwyl die skip in die Unie is, is bindend ten opsigte van bedoelde seelui terwyl die skip buite die Unie is.

(4) Geen seeman wat 'n werknemer is, soos in artikel een van die Nywerheid-versoeningswet, 1937, omskryf, wat nie 'n in sub-artikel (2) van artikel twee van gemelde Wet bedoelde persoon is nie, en wat op 'n Suid-Afrikaanse skip in diens geneem is of daartoe behoort, is aan 'n misdryf skuldig ingevolge paragraaf (b), (c), (d) of (f) van sub-artikel (2) van artikel honderd vier-en-sewentig, artikel honderd vyf-en-sewentig of artikel honderd ses-en-sewentig nie slegs onreeds dat hy aan 'n staking of aan die voortsetting van 'n staking, soos in artikel een van daardie Wet omskryf, deelgeneem het, onder sodanige omstandighede dat die daad of versuim waardeur hy daaraan deelgeneem het, nie 'n misdryf ingevolge artikel vyf-en-sestig van daardie Wet uitmaak nie: Met dien verstande dat hierdie sub-artikel nie op 'n daad wat gepleeg word of 'n versuim wat plaasvind terwyl die skip op die ope see is, van toepassing is nie.

(5) In hierdie artikel omvat die uitdrukking „seelui” alle persone wat gebruik word of diens doen in enige hoedanigheid aan boord van 'n skip.

356. (1) Die Goewerneur-generaal kan regulasies uitvaardig—*Regulasies.*

- (i) wat die boeke, vorme en ander dokumente voorskryf wat gebruik moet word vir die gerioflike en doeltreffende uitvoering van die bepalings van hierdie Wet, en die besonderhede wat daarin vervat moet wees;
- (ii) wat die bevoegdheide en pligte van beamptes en ander persone wat in diens is, vir die uitvoering van hierdie Wet voorskryf;

- (iii) prescribing the services rendered or work done in pursuance of this Act for which fees shall be paid, the amount of such fees, and when and by whom such fees shall be paid;
- (iv) as to the manner in which a ship registered or a vessel licensed under this Act shall be marked;
- (v) as to the manner in which application for the registry of a ship shall be made, and the declarations to be made and the documents to be produced in support of such application;
- (vi) as to the procedure to be followed in the event of a certificate issued under this Act being mislaid, lost or destroyed;
- (vii) prescribing the rules to be observed in regard to the names of ships registered in the Union;
- (viii) as to the procedure to be followed in transferring the registry of a ship from one port to another;
- (ix) prescribing the manner in which a ship shall be inspected, surveyed and measured for any purpose under this Act, and the particulars and statements which shall be contained in the report or certificate of a surveyor;
- (x) prescribing the minimum numbers of the several classes of seamen required to be engaged as part of the crew of a ship;
- (xi) prescribing what proportion of any of the several classes of seamen comprising the crew of a South African ship shall be South African citizens;
- (xii) prescribing the qualifications which any person employed on board a ship in a particular capacity is required to hold;
- (xiii) prescribing—
 - (a) the scope and conduct of examinations to be passed by a person desiring the grant under this Act of a certificate of competency or qualification as a ship's officer, an able seaman, a lifeboatman, a ship's cook or a ship's steward, or any other certificate of competency or qualification testifying to his ability to perform work or duties of a particular kind on board a ship, and the standards required for passing;
 - (b) the age and qualifications of the candidates, including the service at sea and other service which they must have performed and the training which they must have undergone;
 - (c) the fees to be paid by candidates for examination; and
 - (d) the qualifications of examiners and the conditions under which they are appointed, including the remuneration to be paid to them;
- (xiv) as to the inspection of certificates which in terms of this Act any person employed on board a ship in any particular capacity is required to hold;
- (xv) prescribing the classes of South African ships on which cadets or apprentice-officers may be employed as such, the maximum number of cadets or apprentice-officers which may be employed as such on different classes of South African ships, the terms of indentures of apprentice-officers, the minimum wages which such apprentice-officers shall be paid and the manner of payment thereof;
- (xvi) regulating the manner and extent to which a ship shall be manned;
- (xvii) as to the medical examination of persons engaged to serve in ships, including the particulars to be contained in medical certificates;
- (xviii) as to the relief, maintenance and return to a proper return port of shipwrecked seamen and apprentice-officers and seamen and apprentice-officers found otherwise in distress in any place outside the Union;

- (iii) wat die dienste wat gelewer word of werk wat gedoen word ingevolge hierdie Wet waarvoor gelde betaal moet word, die bedrag van sulke gelde, en wanneer en deur wie sulke gelde betaal moet word, voorskryf;
- (iv) wat betref die manier waarop 'n kragtens hierdie Wet geregistreerde skip of gelisensieerde vaartuig gemerk moet word;
- (v) wat voorskryf hoe 'n aansoek om die registrasie van 'n skip gedoen moet word en die verklarings wat gemaak moet word en die dokumente wat vertoon moet word ter ondersteuning van so 'n aansoek;
- (vi) wat betref die prosedure wat gevolg moet word vir geval 'n kragtens hierdie Wet uitgereikte sertifikaat verlé, verloor of vernietig word;
- (vii) wat die reëls voorskryf wat nagekom moet word in verband met die name van skepe wat in die Unie geregistreer is;
- (viii) wat betref die prosedure wat gevolg moet word by die oordrag van die registrasie van 'n skip van een hawe na 'n ander;
- (ix) wat die manier voorskryf waarop 'n skip geïnspekteer, opgeneem en gemeet moet word vir enige doel ingevolge hierdie Wet, en die besonderhede en opgewas wat in die verslag of sertifikaat van 'n opneemer vervat moet word;
- (x) wat die minimum van die verskeie kategorieë van seelui voorskryf wat in diens geneem moet word as deel van die bemanning van 'n skip;
- (xi) wat voorskryf watter deel van enige van die verskeie kategorieë van seelui, waartoe die bemanning van 'n Suid-Afrikaanse skip bestaan, Suid-Afrikaanse burgers moet wees;
- (xii) wat voorskryf watter kwalifikasies 'n persoon wat aan boord van 'n skip in 'n bepaalde hoedanigheid in diens is, moet besit;
- (xiii) wat voorskryf—
 - (a) die veld en afneem van eksamens waarin 'n persoon moet slaag wat die toekenning kragtens hierdie Wet van 'n bekwaamheid- of bevoegdheidsertifikaat as skeepsassistent, volle seeman, reddingsbootman, skeepskok of skeepskelner, of van enige ander bekwaamheid- of bevoegdheidsertifikaat wat getuig dat hy in staat is om enige bepaalde soort werk of pligte aan boord van 'n skip te verrig, verlang, en die standaarde wat vereis word om te kan slaag;
 - (b) die ouderdom en kwalifikasies van die kandidaat, asook die diens ter see en ander diens wat hulle moet verrig het, en die opleiding wat hulle moet ondergaan het;
 - (c) die gelde wat deur kandidaat vir 'n eksamen betaal moet word; en
 - (d) die kwalifikasies van eksaminatore en die voorwaardes waaronder hulle aangestel word, inbegrepe die vergoeding wat aan hulle betaal moet word;
- (xiv) wat betref die inspeksie van sertifikate wat volgens hierdie Wet 'n persoon wat aan boord van 'n skip in 'n bepaalde hoedanigheid in diens is, moet besit;
- (xv) wat voorskryf die klasse van Suid-Afrikaanse skepe waarop kadette of leerling-offisiere as sodanig in diens gehou mag word, die maksimum aantal kadette of leerling-offisiere, wat op verskillende klasse Suid-Afrikaanse skepe as sodanig in diens gehou mag word, die bepalinge van leerkontrakte van leerling-offisiere, die minimum loon wat sodanige leerling-offisiere moet ontvang en die manier van betaling daarvan;
- (xvi) wat die manier en die mate waarin 'n skip benam moet word, reël;
- (xvii) wat betref die mediese ondersoek van persone wat in diens geneem word om in skepe te dien, met inbegrip van die besonderhede wat in mediese sertifikate vervat moet word;
- (xviii) wat betref uoedleniging aan, onderhoud en terugsending na 'n tuisland van skipbreukelinge seelui en leerling-offisiere en seelui en leerling-offisiere wat andersins in nood op enige plek buite die Unie gevind word;

- (xix) prescribing the crew accommodation and the accommodation for passengers to be provided on board a South African ship;
- (xx) prescribing the class or classes of ships on which qualified and approved medical practitioners shall be employed as such;
- (xxi) as to the licensing and conduct and inspection of houses in which seamen and apprentice-officers are lodged, the charges that may be made in such houses for food and lodging, and the payment of fees for such licences;
- (xxii) providing for the care and treatment of sick seamen (including masters and apprentice-officers) in hospitals, and for the recovery of expenses in connection therewith;
- (xxiii) providing for the maintenance by the master in respect of every seaman on his ship of a card on which shall be made a copy of every entry made in respect of the seaman in the official log-book in terms of paragraph (d) of section one hundred and eighty-three;
- (xxiv) providing for the vaccination against smallpox and the inoculation against yellow fever and typhoid fever of seamen (including masters and apprentice-officers) at the expense of the owner of the ship on which they serve;
- (xxv) prescribing the precautions to be taken in connection with the design and construction of ships and in respect of other matters to prevent the entrance of rats into ships;
- (xxvi) as to the ventilation to be provided when coal is loaded or carried in a ship as cargo or ballast;
- (xxvii) as to the dissemination of information concerning dangers to navigation;
- (xxviii) prescribing what signals are to be regarded as signals of distress, and the circumstances in and the purposes for which such signals are to be used;
- (xxix) as to the examination and licensing of adjusters of compasses;
- (xxx) prescribing the class or quantity of goods which may be carried in ships, and the manner in which such goods may be so carried;
- (xxxi) as to the carriage of ballast and the precautions to be taken to prevent shifting thereof;
- (xxxii) as to the conditions governing the installation, working and use of any anchors, chains, cables, and loading and discharging gear and any other machinery whatsoever on board or in connection with ships, and the strength and quality thereof, and the precautions to be taken to prevent persons being injured thereby or by falling articles;
- (xxxiii) prescribing with what radio and other navigational aids ships must be provided;
- (xxxiv) as to the inspection of equipment on ships;
- (xxxv) prescribing, in regard to courts of marina enquiry, maritime courts or courts of survey appointed in terms of this Act, rules to be followed in respect of—
 - (a) the summoning of such courts;
 - (b) the procedure to be followed by such courts;
 - (c) the noting and prosecution of appeals;
 - (d) security for costs or damages; and
 - (e) tariffs of fees;
- (xxxvi) prescribing the standards of seaworthiness to be observed in respect of fishing boats and ships engaged in sealing or whaling, and regarding the marking and inspection of such boats and ships and the life-saving appliances and first-aid apparatus with which such boats and ships shall be equipped;

- (xix) wat die akkommodasie vir die bemanning en vir passasiers voorskryf wat aan boord van 'n Suid-Afrikanse skip verskaf moet word;
- (xx) wat die klas of klasse skepe voorskryf waarop gekwalifiseerde en goedgekeurde geneeshere as sodanig in diens gehou moet word;
- (xxi) wat betref die lisensiering en bestuur en inspeksie van huise waarin seelui en leerling-offisiere gehuise word, watter betaling in sodanige huise vir voedsel en losies gevra mag word, en die betaling van geldo vir sodanige lisensies;
- (xxii) wat voorsiening maak vir die versorging en behandeling van siek seelui (insluitende gesagvoerders en leerling-offisiere) in hospitale, en vir die verhaal van onkoste in verband daarmee;
- (xxiii) wat voorsiening maak vir die aanhou deur die gesagvoerder ten aansien van elke seeman op sy skip van 'n kaartjie waarop 'n afskrif gemaak moet word van elke aantekening wat ten aansien van die seeman in die amptelike skeepsjoernaal ingevolge paragraaf (d) van artikel honderd drie-en-tagtig gemaak word;
- (xxiv) wat voorsiening maak vir die inenting teen pokkies en die inspuiting teen geelkoors en maagkoors van seelui (insluitende gesagvoerders en leerling-offisiere) op koste van die eienaar van die skip waarop hulle in diens is;
- (xxv) wat voorskryf watter voorsorgsmaatreëls in verband met die ontwerp en bou van skepe en ten opsigte van ander sake geneem moet word om te verhoed dat rotte tot skepe toegang kan vind;
- (xxvi) wat betref die ventilasie waarvoor gesorg moet word wanneer steenkool as vrug of ballas in 'n skip gelaaai of vervoer word;
- (xxvii) wat betref die verspreiding van inligting aangaande gevare vir navigasie;
- (xxviii) wat voorskryf watter seine beskou moet word as noodseine, en die omstandighede waarin en die doeleindes waarvoor sodanige seine gebruik moet word;
- (xxix) wat betref die eksaminering en lisensiering van verstellers van kompasse;
- (xxx) wat die klas of hoeveelheid goedere wat met skepe vervoer mag word, en die manier waarop sodanige goedere vervoer mag word, voorskryf;
- (xxxi) wat betref die vervoer van ballas en die voorsorgsmaatreëls wat getref moet word om te verhoed dat dit verskuif;
- (xxxii) wat betref die voorskrifte met betrekking tot die inrigting, werking en gebruik van ankers, kottings, kables en inskepings- en ontskepingstoerusting, en enige ander masjinerie hoegenaamd aan boord van of in verband met skepe, en die sterkte en gehalte daarvan, en die voorsorgsmaatreëls wat getref moet word ten einde te voorkom dat persone daardeur of deur vallende voorwerpe beseer word;
- (xxxiii) wat voorskryf met watter radio- en ander navigasiehulpmiddels skepe voorsien moet word;
- (xxxiv) wat betref die inspeksie van uitrusting op skope;
- (xxxv) wat in verband met houe van marine-onderzoek, seehoue of opnemingshoue aangestel kragtens hierdie Wet, die reëls voorskryf wat nagekom moet word in verband met—
 - (a) die sameroeping van sodanige houe;
 - (b) die prosedure wat deur sulke houe gevolg moet word;
 - (c) die aantekening en deurvoering van appèlle;
 - (d) sekuriteit vir koste of skade; en
 - (e) skale van gelde;
- (xxxvi) wat die standaarde van seewaardigheid wat nagekom moet word ten aansien van vissersbote en skepe wat vir robbe- en walvisvangs gebruik word, voorskryf en aangaande die merk en inspeksie van sodanige bote en skepe en die reddingstoestelle en noodhulpuitrusting waarmee sodanige bote en skepe voorsien moet wees;

- (xxxvii) prescribing the period of pre-sea training required of seamen and apprentice-officers;
- (xxxviii) requiring ships, vessels or other craft which are not by this Act required to comply with any of its provisions, to comply with such of the said provisions as may be specified, subject to such exemptions, restrictions or modifications as may be prescribed; and
- (xxxix) prescribing such other matters as are necessary or useful to be prescribed for carrying out the purposes of this Act.

(2) The Governor-General may make such notifications, declarations and regulations as may appear to him to be necessary to give effect, subject to such exemptions, restrictions and modifications as appear to him to be desirable, to the provisions of—

- (a) the Safety Convention;
- (b) the International Collision Regulations; and
- (c) the Load Line Convention.

The regulations made under this sub-section may include other and more extensive provisions than those contained in the said conventions, provided they relate to the same or similar matters as are dealt with in the said conventions.

(3) The Governor-General may by regulation apply, subject to such exemptions, restrictions and modifications as appear to him to be desirable, any of the regulations made under sub-section (2), or deemed in terms of sub-section (4) to have been so made, to ships to which and in circumstances in which the provisions of the Safety Convention, the International Collision Regulations and the Load Line Convention do not apply.

(4) The regulations for preventing collisions at sea and the rules as to signals of distress, made by Order of the King in Council dated the thirteenth day of October, 1910, which were applied in the Union by regulation 21 of the regulations made under section four of the Railways and Harbours Regulation, Control and Management Act, 1916 (Act No. 22 of 1916), and published under Government Notice No. 1064 dated the nineteenth day of August, 1932, as amended by Government Notice No. 1590 dated the second day of December, 1932, and Government Notice No. 1135 dated the seventeenth day of August, 1934, which regulations were published in the *Gazette* as an annexure to the last-mentioned Government Notice, shall be deemed to have been made under paragraph (b) of sub-section (2), and, until superseded by other regulations made under the said paragraph, shall apply to all ships (other than South African ships) while they are in the Union or the territorial waters thereof and to all South African ships and ships (other than South African ships) wholly employed in plying between ports in the Union, wherever they may be.

(5) Any regulations made under sub-sections (1) and (2) may prescribe penalties for contravention thereof or failure to comply therewith, but no such penalty shall exceed a fine of two hundred pounds or imprisonment for the period of one year or both such fine and such imprisonment: Provided that if by any such regulation a penalty is prescribed for any act or omission for which a different penalty is prescribed by section three hundred and thirteen or three hundred and twenty-three, the provisions of the said sections shall prevail.

(6) Different regulations may be made under sub-sections (1) and (2) in respect of ships falling within different classes or categories or of different tonnage or in respect of ships built before or after a date stated in the regulations.

(7) If a resolution is passed by both Houses of Parliament within thirty days after the date on which, in accordance with the provisions of section seventeen of the Interpretation Act, 1910 (Act No. 5 of 1910), any regulation made under sub-section (1), (2) or (3) of this section was laid upon the Tables, or, if the session during which any such regulation was so laid upon the Tables terminated within thirty days after it was so laid upon the Tables, then within thirty days after the com-

- (xxxvii) wat die tydperk van voorsee-opleiding wat vereis word van seelui en leerling-offisiere voorskryf;
- (xxxviii) wat vereis dat skepe, vaartuie of ander bodems wat nie deur hierdie Wet verplig word om aan enige bepaling daarvan te voldoen nie, wel aan sodanige van bedoelde bepalings as wat genoem word, moet voldoen, onderworpe aan sodanige vrystellings, beperkings en wysigings as wat voorgeskryf word; en
- (xxxix) wat sodanige ander sake voorskryf as wat nodig of nuttig is om voorgeskryf te word vir die uitvoering van die doeleindes van hierdie Wet.

(2) Die Goewerneur-generaal kan sodanige kennisgewings, verklarings en regulasies uitvaardig as wat vir hom noodsaaklik voorkom om onderworpe aan sodanige vrystellings, beperkings, en wysigings as wat vir hem wenslik voorkom, gevolg te gee aan die bepalings van—

- (a) die Veiligheidskonvensie;
- (b) die Internasionale Regulasies in Verband met Botsings;
en
- (c) die Laslynkonvensie.

Die regulasies wat kragtens hierdie sub-artikel uitgevaardig word, kan ander en meer omvangryke bepalings insluit as dié wat in genoemde konvensies vervat is, mits hulle betrekking het op dieselfde of soortgelyke aangeleenthede as dié waaroor genoemde konvensies handel.

(3) Die Goewerneur-generaal kan by regulasie enigeen van die regulasies wat kragtens sub-artikel (1) uitgevaardig is, of wat ingevolge sub-artikel (4) geag word aldus uitgevaardig te gewees het, van toepassing maak, onderworpe aan sodanige vrystellings, beperkings en wysigings as wat vir hom wenslik voorkom, op skepe waarop en in omstandighede waarin die bepalings van die Veiligheidskonvensie, die Internasionale Regulasies in Verband met Botsings en die Laslynkonvensie nie van toepassing is nie.

(4) Die regulasies vir die voorkoming van botsings ter see en die reëls betreffende noodseine uitgevaardig op las van die Koning-in-Rade gedateer die dertiende dag van Oktober 1910 wat in die Unie van toepassing gemaak is by regulasie 21 van die regulasies uitgevaardig kragtens artikel vier van die „Spoorwag en Havens Reglement, Bestuur en Beheer Wet, 1916” (Wet No. 22 van 1916), en gepubliseer by Goewermementskennisgewing No. 1064 gedateer die negentiende dag van Augustus 1932, soos gewysig deur Goewermementskennisgewing No. 1590 gedateer die tweede dag van Desember 1932 en Goewermementskennisgewing No. 1135 gedateer die sewentiende dag van Augustus 1934, welke regulasies in die Staatskoerant gepubliseer is as ’n byvoegsel by laasgenoemde Goewermementskennisgewing, word geag uitgevaardig te gewees het kragtens paragraaf (b) van sub-artikel (2), en totdat hulle vervang word deur ander regulasies kragtens genoemde paragraaf uitgevaardig, is hulle van toepassing op alle skepe (behalwe Suid-Afrikaanse skepe) terwyl hulle in die Unie of die Unie se territoriale waters is, en op alle Suid-Afrikaanse skepe en skepe (behalwe Suid-Afrikaanse skepe) wat geheel-en-al gebruik word op reise tussen Unie-hawens, waar hulle ook al mag bevind.

(5) Enige regulasies wat kragtens sub-artikels (1) en (2) uitgevaardig word, kan strawwe voorskryf vir ’n oortreding daarvan of ’n versuim om daaraan te voldoen, maar geen sodanige straf gaan ’n boete van tweehonderd pond of gevangenisstraf van een jaar of beide sodanige boete en sodanige gevangenisstraf te bewoë nie: Met dien verstande dat as ’n straf deur ’n sodanige regulasie voorgeskryf word vir ’n handeling of versuim waarvoor ’n ander straf deur artikel drie-honderd-en-dertien of drie-honderd drie-en-twintig voorgeskryf is, dan geld die bepalinge van gemelde artikels.

(6) Verskillende regulasies kan kragtens sub-artikels (1) en (2) ten aansien van skepe in verskillende klasse of kategorieë begrepe of van verskillende tonnement of ten aansien van skepe gebou voor of na ’n datum wat in die regulasies genoem word, uitgevaardig word.

(7) Indien albei Huisse van die Parlement binne dertig dae na die datum waarop ooreenkomstig die bepalings van artikel sewentien van die „Interpretatiewe Wet, 1910” (Wet No. 5 van 1910), ’n regulasie kragtens sub-artikel (1), (2) of (3) van hierdie artikel uitgevaardig, ter Tafel gelê is, of, as die sessie waarin so ’n regulasie aldus ter Tafel gelê is, geëindig het binne dertig dae nadat dit aldus ter Tafel gelê is, dan binne dertig dae na die

mencement of the next ensuing session, disapproving of such regulation, that regulation shall lapse as from a date to be specified in the resolution.

Exemption from
stamp duty.

357. Notwithstanding anything to the contrary in any law in force relating to stamp duty, any affidavit, certificate, receipt or other document required or issued under any provisions of this Act shall be exempt from stamp duty.

Short title and
commencement.

358. This Act shall be called the Merchant Shipping Act, 1951, and shall come into operation on a date to be fixed by the Governor-General by proclamation in the *Gazette*: Provided that the Governor-General may from time to time by proclamation in the *Gazette* bring into operation only such portions of this Act as he may specify in such proclamation.

aanvang van die oorsvolgende sessie, 'n besluit aanneem waarby so 'n regulasie afgekeur word, vervel daardie regulasie vanaf 'n datum in die besluit vermeld te word.

357. Nieteenstaande enige andersluidende bepaling in enige wet betreffende seëlregte, is 'n beëdigde verklaring, sertifikaat, ontvangsbewys of ander dokument voorgeskryf of uitgereik kragtens 'n bepaling van hierdie Wet van seëlregte vrygestel.

Vrystelling van seëlregte.

358. Hierdie Wet word genoem die Handelskeepvaartwet, 1951, en tree in werking op 'n datum wat die Goewerneur-generaal by proklamasie in die *Staatskoerant* bepaal: Met dien verstande dat die Goewerneur-generaal van tyd tot tyd by proklamasie in die *Staatskoerant* net sulke gedeeltes van hierdie Wet in werking kan lant tree as wat hy in bedoelde proklamasie mag bepaal.

Kort titel en inwerkingtreding.

First Schedule.

LAWS REPEALED OR AMENDED BY SECTION ONE.

Country, Province or Territory.	No. and Year.	Title or Subject.	Extent of Repeal or Amendment.
United Kingdom.	Chapter 60, 1894.	Merchant Shipping Act, 1894.	The repeal of the whole of the Act mentioned and of all Acts adding to or amending it in so far as they are in force in the Union.
Cape of Good Hope.	Act No. 13 of 1855.	Local Merchant Seaman's Act, 1855.	The repeal of the whole.
"	Act No. 3 of 1863.	Local Merchant Seaman's Amendment Act, 1863.	The repeal of the whole.
"	Act No. 13 of 1874.	Local Merchant Shipping Act, 1874.	The repeal of the whole.
"	Act No. 18 of 1905.	Merchant Shipping Act, 1905.	The repeal of the whole.
Natal.	Law No. 4 of 1871.	To facilitate the carrying out in the Colony of the provisions of the Foreign Deserters Act, 1852, of the Parliament of the United Kingdom.	The repeal of the whole.
"	Law No. 23 of 1875.	Local Merchant Seamen's Law.	The repeal of the whole.
"	Law No. 10 of 1883.	Shipping Casualties Law, 1883.	The repeal of the whole.
"	Law No. 4 of 1884.	To amend the Shipping Casualties Law, 1883.	The repeal of the whole.
"	Law No. 1 of 1890.	To make provision in respect of the appliances to be carried by certain ships for saving life at sea.	The repeal of the whole.
"	Act No. 5 of 1895.	To amend certain Natal Laws relating to shipping.	The repeal of the whole.
"	Act No. 50 of 1903.	To amend the law relating to foreign seamen.	The repeal of the whole.
Union.	Act No. 22 of 1916.	Railways and Harbours Regulation, Control and Management Act, 1916.	The deletion of paragraph (g)bis of section three; the deletion of all words after the word "harbour," where it occurs the second time in paragraph (10), and of paragraph (15) of section four; and the amendment of section forty-four by the substitution for all words occurring therein after the words "inspection and" and before the words "shall be liable" of the words "any master who fails to do so".
"	Act No. 17 of 1923.	Births, Marriages and Deaths Registration Act, 1923.	The repeal of sections thirty-six and thirty-seven.
"	Act No. 45 of 1925.	Merchant Shipping (Certificates of Competency) Act, 1925.	The repeal of the whole.
"	Act No. 40 of 1927.	Union Nationality and Flags Act, 1927.	The deletion of the words "on ships on the high seas or" in sub-section (3) of section seven.
"	Act No. 16 of 1929.	Merchant Shipping Act, 1929.	The repeal of the whole.

Eerste Bylae.

WETTE HERROEP OF GEWYSIG DEUR ARTIKEL EEN.

Land, Provinsie of Gebied.	No. en Jaar.	Titel of Onderwerp.	Omvang van Herroeping of Wysiging.
Verenigde Koninkryk.	Hoofdstuk 60, 1894.	„Merchant Shipping Act, 1894.”	Herroeping van die hele genoemde Wet en van alle wette wat iets daaraan toevoeg of wat dit wysig vir sover hulle in die Unie van krag is.
Kaap die Gooie Roop.	Wet No. 13 van 1855.	„Local Merchant Seaman's Act, 1855.”	Herroeping van die geheel.
„	Wet No. 3 van 1863.	„Local Merchant Seaman's Amendment Act, 1863.”	Herroeping van die geheel.
„	Wet No. 13 van 1874.	„Local Merchant Shipping Act, 1874.”	Herroeping van die geheel.
„	Wet No. 18 van 1905.	„Merchant Shipping Act, 1905.”	Herroeping van die geheel.
Natal.	Wet No. 4 van 1871.	Om die uitvoering in die Kolonie van die bepalings van die „Foreign Deserters Act, 1852”, van die Parlement van die Verenigde Koninkryk te vergemaklik.	Herroeping van die geheel.
„	Wet No. 23 van 1875.	„Local Merchant Seaman's Law.”	Herroeping van die geheel.
„	Wet No. 10 van 1883.	„Shipping Casualties Law, 1883.”	Herroeping van die geheel.
„	Wet No. 4 van 1884.	Tot wysiging van die „Shipping Casualties Law, 1883”.	Herroeping van die geheel.
„	Wet No. 1 van 1890.	Om voorsiening te maak ten opsigte van die uitrusting vir die redding van menselwone ter see wat aan boord van sekere skope gedra moet word.	Herroeping van die geheel.
„	Wet No. 5 van 1895.	Tot wysiging van sekere Natalse Wette met betrekking tot skeepvaart.	Herroeping van die geheel.
„	Wet No. 50 van 1903.	Tot wysiging van die wetsbepalings met betrekking tot vroeende seelui.	Herroeping van die geheel.
Unie.	Wet No. 22 van 1916.	„Spoorwege en Havens Reglement, Bestuur en Beheer Wet, 1916.”	Skrapping van paragraaf (g)bis van artikel drie; skrapping in artikel vier van alle woorde na die woord „meren” in paragraaf (10), en van paragraaf (15); en wysiging van artikel vier-en-dertig deur die vervanging van alle woorde wat na die woord „vertrouen” en voor die woord „wordt” daarin voorkom, deur die woorde „en ieder gezagvoerder die nalaat zulks te doen”.
„	Wet No. 17 van 1923.	„Wet op die Registrasie van Geboortes, Huweliken en Sterfgevallen, 1923.”	Herroeping van artikel <i>ses-en-dertig</i> en <i>sewe-en-dertig</i> .
„	Wet No. 45 van 1925.	„Koopvaardy (Certifikate van Bekwaamheid) Wet, 1925.”	Herroeping van die geheel.
„	Wet No. 40 van 1927.	Unie Nasionaliteit en Vloot Wet, 1927.	Skrapping in sub-artikel (3) van artikel <i>seer</i> van die woorde „op skope in volle see of”.
„	Wet No. 16 van 1929.	Koopvaardy wet, 1929.	Herroeping van die geheel.

Country, Province or Territory.	No. and Year.	Title or Subject.	Extent of Repeal or Amendment.
Union	Act No. 42 of 1934.	Merchant Shipping (Certificates of Competency) Amendment Act, 1934.	The repeal of the whole.
"	Act No. 24 of 1936.	Insolvency Act, 1936.	The insertion after sub-paragraph (ii) of paragraph (b) of sub-section (1) of section <i>seventeen</i> of the following new sub-paragraph:— "(ii) <i>bis</i> every officer having charge of a register of ships kept at a port of registry appointed as such in terms of paragraph (c) of section <i>four</i> of the Merchant Shipping Act, 1951, for the registration of ships"; and the insertion after sub-section (3) of section <i>seventeen</i> of the following new sub-section:— "(3) <i>bis</i> . Upon the receipt by any officer referred to in sub-paragraph (ii) <i>bis</i> of paragraph (b) of sub-section (1) of a sequestration order he shall enter a caveat against the transfer of every ship or share in a ship or the cancellation or cessation of every deed of mortgage of a ship or share in a ship registered in the name of or belonging to the insolvent or his or her spouse".
"	Act No. 17 of 1938.	Finance Act, 1938.	The repeal of sections <i>sixteen</i> and <i>seventeen</i> .
"	Act No. 36 of 1939.	Railways and Harbours Regulation, Control and Management Amendment Act, 1939.	The deletion of paragraph (c) of section <i>two</i> .
"	Act No. 10 of 1940.	Sea Fisheries Act, 1940.	The addition at the end of section <i>five</i> of the following new sub-section:— "(4) Any vessel registered or deemed to be registered in terms of section <i>thirteen</i> or <i>fourteen</i> of the Merchant Shipping Act, 1951, or licensed in terms of section <i>sixty-eight</i> of that Act shall be deemed to be licensed in terms of this section: Provided that— (a) in the case of a vessel registered or deemed to be registered as aforesaid but not licensed in terms of this section, the fee that would be payable in terms of sub-section (2) of this section in respect of the licensing of that vessel for any year shall be payable in respect of that vessel for that year; and (b) in the case of a vessel licensed in terms of section <i>sixty-eight</i> of the said Act but not licensed in terms of this section, if the amount of the fee paid in respect of the licensing of that vessel under that Act for any year is less than the amount of the fee that would be payable in terms of sub-section (2) of this section in respect of the licensing of that vessel for that year, the difference between those amounts shall be payable in respect of that vessel for that year"; and the deletion of paragraph (f) of sub-section (1) of section <i>eleven</i> .
"	Act No. 35 of 1944.	Customs Act, 1944.	The substitution in sub-section (2) of section <i>one hundred</i> for the words "has in his possession any wreck, shall without delay give notice thereof to the nearest officer and" of the words "finds or takes possession of any wreck within the Union, or having found or taken possession of any wreck outside the Union subsequently brings it into the Union, shall without delay give notice thereof to the nearest officer and, if he is in possession of such wreck".

Land, Provinsie of Gebied.	No. en Jaar.	Titel of Onderwerp.	Omvang van Herroeping of Wysiging.
Unie.	Wet No. 42 van 1934.	Koopvaardy (Sertifikaat van Bekwaamheid) Wysigingswet, 1934.	Herroeping van die geheel.
"	Wet No. 24 van 1936.	Inasolvensiowet, 1936.	Die invoeging na sub-paragraaf (ii) van paragraaf (b) van sub-artikel (1) van artikel <i>seewien</i> van die volgende nuwe sub-paragraaf:— „(ii) <i>bi</i> elke amptenaar wat die toewig dra oor 'n skepperegister aangehou by 'n registrasieskema wat kragtens paragraaf (c) van artikel vier van die Handelskoopvaartwet, 1951, as sodanig vir die registrasie van skepe aangewys is;” en die invoeging na sub-artikel (3) van artikel <i>seewien</i> van die volgende nuwe sub-artikel:— „(3) <i>bi</i> . Wanneer 'n amptenaar bedoel in sub-paragraaf (ii) <i>bi</i> van paragraaf (b) van sub-artikel (1) 'n sekwestrasie-orde ontvang het, moet hy 'n caveat aanteken teen die oordrag van elke skip of aandiel in 'n skip of teen roëring of cessie van elke verbandakte van 'n skip of aandiel in 'n skip wat op naam van die insolvent of sy vrou of haar man geregistreer is of aan hom of haar behoort”.
"	Wet No. 17 van 1938.	Finansiowet, 1938.	Herroeping van artikels <i>seewien</i> en <i>seewien</i> .
"	Wet No. 36 van 1939.	Spoorwet en Hawens Reglement, Bestuur en Beheer Wysigingswet, 1939.	Skryping van paragraaf (c) van artikel twee.
"	Wet No. 10 van 1940.	Wet op Seevisasorye, 1940.	Die toevoeging aan die end van artikel <i>vyf</i> van die volgende nuwe sub-artikel:— „(4) 'n Vaartuig wat kragtens artikel <i>derden</i> of <i>veertien</i> van die Handelskoopvaartwet, 1951, geregistreer is of gong word geregistreer te wees of, wat kragtens artikel <i>agt-en-sestig</i> van bedoelde Wet gelisensieer, is word gong gelisensieer te wees kragtens hierdie artikel: Mot dien verstaande dat— (a) in die geval van 'n vaartuig wat soos voormeld geregistreer is of gong word geregistreer te wees, maar wat nie kragtens hierdie artikel gelisensieer is nie, is die gong wat kragtens sub-artikel (2) van hierdie artikel ten opsigte van die lisensieëring van daardie vaartuig vir een of ander jaar betaalbaar sou wees, ten aansien van daardie vaartuig vir daardie jaar betaalbaar; en (b) in die geval van 'n vaartuig wat kragtens artikel <i>agt-en-sestig</i> van bedoelde Wet gelisensieer is, maar wat nie kragtens hierdie artikel gelisensieer is nie, indien die bedrag van die gong wat ten opsigte van die lisensieëring kragtens bedoelde Wet van daardie vaartuig vir een of ander jaar betaalbaar sou wees, is die bedrag van die gong wat kragtens sub-artikel (2) van hierdie artikel ten opsigte van die lisensieëring van daardie vaartuig vir daardie jaar betaalbaar sou wees, is die verskil tussen bedoelde bedrae ten aansien van daardie vaartuig vir daardie jaar betaalbaar;” en die skryping van paragraaf (f) van sub-artikel (1) van artikel <i>elf</i> .
"	Wet No. 36 van 1944.	Doenwet, 1944.	Vervanging in sub-artikel (2) van artikel <i>hondend</i> van die woorde „sy besit het, moet onverwyld die naaste amptenaar daarvan verwittig” deur die woorde „die Unie vind of in sy besit het, of as hy buite die Unie enige wrak gevind het of in sy besit gouem het die daarna in die Unie invoer, moet onverwyld die naaste amptenaar daarvan verwittig, en as hy in besit van sodanige wrak is”.

Country, Province or Territory.	No. and Year.	Title or Subject.	Extent of Repeal or Amendment.
Union.	Act No. 53 1946.	Unemployment Insurance Act, 1946.	The insertion after sub-section (5) of section <i>thirty-nine</i> of the following new sub-section:— “(5)bis. A contributor shall be deemed to have been employed during any period for which he receives wages under section <i>one hundred and forty</i> of the Merchant Shipping Act, 1951.”
South-West Africa.	Administrator's Proclamation No. 12 of 1929.	Merchant Shipping (Walvis Bay) Proclamation, 1929.	The repeal of the whole.

Second Schedule.

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1948.

ARTICLE I.

(a) The Contracting Governments undertake to give effect to the provisions of the present Convention and of the Regulations annexed thereto, which shall be deemed to constitute an integral part of the present Convention. Every reference to the present Convention implies at the same time a reference to these Regulations.

(b) The Contracting Governments undertake to promulgate all laws, decrees, orders and regulations and to take all other steps which may be necessary to give the present Convention full and complete effect, so as to ensure that, from the point of view of safety of life, a ship is fit for the service for which it is intended.

ARTICLE II.

The ships to which the present Convention applies are ships registered in countries the Governments of which are Contracting Governments, and ships registered in territories to which the present Convention is extended under Article XIII.

ARTICLE III.

Laws, Regulations, Reports.

The Contracting Governments undertake to communicate to the Intergovernmental Maritime Consultative Organisation (hereinafter called the Organisation)—

- the text of laws, decrees, orders and regulations which shall have been promulgated on the various matters within the scope of the present Convention;
- all available official reports or official summaries of reports in so far as they show the results of the provisions of the present Convention, provided always that such reports or summaries are not of a confidential nature; and
- a sufficient number of specimens of their Certificates issued under the provisions of the present Convention for circulation to the Contracting Governments for the information of their officers.

ARTICLE IV.

Cases of Force Majeure.

(a) No ship, which is not subject to the provisions of the present Convention at the time of its departure on any voyage, shall become subject to the provisions of the present Convention on account of any deviation from its intended voyage due to stress of weather or any other cause of *force majeure*.

(b) Persons who are on board a ship by reason of *force majeure* or in consequence of the obligation laid upon the master to carry shipwrecked or other persons shall not be taken into account for the purpose of ascertaining the application to a ship of any provisions of the present Convention.

ARTICLE V.

Carriage of Persons in Emergency.

(a) For the purpose of moving persons from any territory in order to avoid a threat to the security of their lives a Contracting Government may permit the carriage of a larger number of persons in its ships than is otherwise permissible under the present Convention.

Land, Provinsie of Gebied.	No. on Jaar.	Titel of Onderwerp.	Omvang van Herroeping of Wysiging.
Unie.	Wet No. 53 van 1946.	Werkloosheidsvermoeringswet, 1946.	Die invoeging na sub-artikel (5) van artikel <i>neg-en-dertig</i> van die volgende nuwe sub-artikel:— „(5) <i>bis</i> . 'n Bydraer word gong gedurende enige tydperk waarvoor hy kragtens artikel <i>honderd-en-veertig</i> van die Handelskoopvaartwet, 1951, loon ontvang in diens te gewees het.”
Suidwes-Afrika.	Administratiewe Proklamasie No. 12 van 1929.	Koopvaardy. (Wisselbevi) Proklamasie, 1929.	Herroeping van die geheel.

Tweede Bylae.

INTERNASIONALE KONVENSIË VIR DIE BEVEILIGING VAN MENSELEWENS OP SEE, 1948.

ARTIKEL I.

(a) Die Kontrakterende Regerings verbind hulle om uitvoering te gee aan die bopalinge van die huidige Konvensie en van die Regulasies wat na aanleiding daarvan aangegoo word en wat gong moet word 'n integrale deel van die huidige Konvensie te vorm. Elke verwysing na die huidige Konvensie veronderstel togelykertyd 'n verwysing na hierdie Regulasies.

(b) Die Kontrakterende Regerings verbind hulle om al die wette, bevels, orders en Regulasies uit te vaardig en om al die ander stappe te doen wat nodig mag wees om aan hierdie Konvensie volledig uitvoering te gee ten einde te verseker dat, wat betref die veiligheid van menselewens, 'n skip geskik is vir die diens waarvoor dit bedoel is.

ARTIKEL II.

Die skope waarop die huidige Konvensie van toepassing is, is skeep wat geregistreer is in lande waarvan die Regerings Kontrakterende Regerings is asook skope geregistreer in gebiede waarop die huidige Konvensie kragtens Artikel XIII van toepassing gemaak is.

ARTIKEL III.

Wette, Regulasies, Verslae.

Die Kontrakterende Regerings verbind hulle om aan die Raadgewende Interregeringsorganisasie vir Maritieme Sake (hierna die Organisasie genoem) die volgende te laat toekom:—

- die teks van wette, bevels, orders en regulasies wat in verband met die verskillende aangeleenthede binne die bestek van die huidige Konvensie, uitgevaardig is;
- alle beskikbare amptelike verslae of amptelike opsommings van verslae vir sover hulle die resultate van die bopalinge van die huidige Konvensie weegse, met dien verstaande dat sulke verslae of opsommings nie van 'n vertroulike aard is nie; en
- 'n voldoende aantal eksemplare van hul Sertifikate uitgereik ooreenkomstig die bopalinge van die huidige Konvensie vir verspreiding onder die Kontrakterende Regerings wat dit onder die aandag van hul amptenare moet bring.

ARTIKEL IV.

Gevalle van Oormag.

(a) 'n Skip wat op die tydstip van sy vertrek op 'n reis nie aan die bopalinge van hierdie Konvensie onderworpe is nie, word nie woens 'n afwyking van die voorgenoemde reis as gevolg van siekte weer of 'n ander geval van oormag aan die bopalinge van hierdie Konvensie onderwerp nie.

(b) By die beoordeling van die vraag of die bopalinge van hierdie Konvensie op 'n skip van toepassing is, word geen rekening gehou met persone wat hulle as gevolg van oormag of van die verpligting van die gesagvoerder om skipbreukelinge of ander persone te vervoer, aan boord van 'n skip bevind nie.

ARTIKEL V.

Vervoer van Persone in Noodgevalle.

(a) Met die oog op die ontruiming van persone uit 'n gebied ten einde te verhoed dat hul lewens in 'n gevaar gestel word, kan 'n Kontrakterende Regering toelaat dat 'n groter aantal persone in sy skope vervoer word as wat anders kragtens hierdie Konvensie toelaatbaar is.

(b) Such permission shall not deprive other Contracting Governments of any right of control under the present Convention over such ships which come within their ports.

(c) Notice of any such permission, together with a statement of the circumstances, shall be sent to the Organisation by the Contracting Government granting such permission.

ARTICLE VI.

Suspension in Case of War.

(a) In case of war, Contracting Governments which consider that they are affected, whether as belligerents or as neutrals, may suspend the whole or any part of the Regulations annexed hereto. The suspending Government shall immediately give notice of such suspension to the Organisation.

(b) Such suspension shall not deprive other Contracting Governments of any right of control under the present Convention over the ships of the suspending Government when such ships are within their ports.

(c) The suspending Government may at any time terminate such suspension and shall immediately give notice of such termination to the Organisation.

(d) The Organisation shall notify all Contracting Governments of any suspension or termination of suspension under this Article.

ARTICLE VII.

Prior Treaties and Conventions.

(a) As between the Contracting Governments the present Convention replaces and abrogates the International Convention for the Safety of Life at Sea which was signed in London on the 31st May, 1929.

(b) All other treaties, conventions and arrangements relating to safety of life at sea, or matters appertaining thereto, at present in force between Governments parties to the present Convention, shall continue to have full and complete effect during the terms thereof as regards:—

(i) ships to which the present Convention does not apply;

(ii) ships to which the present Convention applies, in respect of matters for which it has not expressly provided.

(c) To the extent, however, that such treaties, conventions or arrangements conflict with the provisions of the present Convention, the provisions of the present Convention shall prevail.

(d) All matters which are not expressly provided for in the present Convention remain subject to the legislation of the Contracting Governments.

ARTICLE VIII.

Special Rules Drawn up by Agreement.

When in accordance with the present Convention special rules are drawn up by agreement between all or some of the Contracting Governments, such rules shall be communicated to the Organisation for circulation to all Contracting Governments.

ARTICLE IX.

Amendments.

(a) (i) The present Convention may be amended by unanimous agreement between the Contracting Governments.

(ii) Upon the request of any Contracting Government a proposed amendment shall be communicated by the Organisation to all Contracting Governments for consideration and acceptance under this paragraph.

(b) (i) An amendment to the present Convention may be proposed to the Organisation at any time by any Contracting Government, and such proposal if adopted by a two-thirds majority of the Assembly of the Organisation (hereinafter called the Assembly), upon recommendation adopted by a two-thirds majority of the Maritime Safety Committee of the Organisation (hereinafter called the Maritime Safety Committee), shall be communicated by the Organisation to all Contracting Governments for their acceptance.

(ii) Any such recommendation by the Maritime Safety Committee shall be communicated by the Organisation to all Contracting Governments for their consideration at least six months before it is considered by the Assembly.

(c) (i) A conference of Governments to consider amendments to the present Convention proposed by any Contracting Government shall at any time be convened by the Organisation upon the request of one-third of the Contracting Governments.

(ii) Every amendment adopted by such conference by a two-thirds majority of the Contracting Governments shall be communicated by the Organisation to all Contracting Governments for their acceptance.

(d) Any amendment communicated to Contracting Governments for their acceptance under paragraph (b) or (c) of this Article shall come into force for all Contracting Governments, except those which before it comes into force make a declaration that they do not accept the amendment, twelve months after the date on which the amendment is accepted by two-thirds of the Contracting Governments including two-thirds of the Governments represented on the Maritime Safety Committee.

(e) The Assembly, by a two-thirds majority vote, including two-thirds of the Governments represented on the Maritime Safety Committee, and subject to the concurrence of two-thirds of the Contracting Governments to the present Convention, or a conference convened under paragraph (c) of this Article by a two-thirds majority vote, may determine at the time of its adoption that the amendment is of such an important nature that any Contracting Government which makes a declaration under paragraph (d) of this Article and which does not

- (b) Sodanige verloff onttreem onder Kontrakterende Regerings nie die reg om ingevolge die huidige Konvensie beheer uit te oefen oor sulke skeep wat hul hawens binnekom nie.
- (c) Kennisgewing van sodanige verloff, tesame met 'n uitsenetting van die omstandighede, moet deur die Kontrakterende Regering wat sodanige verloff toestaan, aan die Organisasie gestuur word.

ARTIKEL VI.

Opkorting in die Geval van Oorlog.

- (a) In die geval van oorlog kan Kontrakterende Regerings wat meen dat hulle, hetsy as oorlogvoerendes of as neutrals, gemaak word, die Regulasies wat as aanhangsel hiervan verskyn, in die geheel of gedeeltelik opskort. Die Regering wat van hierdie bevoegdheid gebruik maak, moet die Organisasie onverwyld van sodanige opskorting in kennis stel.
- (b) Dour sodanige opskorting word ander Kontrakterende Regerings nie die reg onttreem om kragtens die huidige Konvensie beheer uit te oefen oor die skeep van die Regering wat van die genoemde bevoegdheid gebruik maak, wanneer sulke skeep in hul hawens is nie.
- (c) Die Regering wat die Regulasies soos voornoemd opskort, kan te eniger tyd die opskorting beëindig en moet die Organisasie onverwyld van die beëindiging van die opskorting in kennis stel.
- (d) Die Organisasie moet al die Kontrakterende Regerings van die opskorting of beëindiging daarvan ingevolge hierdie Artikel, in kennis stel.

ARTIKEL VII.

Vroeëre Verdrne en Konvensies.

- (a) Vir sover dit die Kontrakterende Regerings betref, word die Internasionale Konvensie vir die Bevoeging van Menselwens op See wat op 31 Mei 1929 in Londen onderteken is, deur die huidige Konvensie vervang en heroop.
- (b) Alle ander verdrae, konvensies of ooreenkomste betreffende die veiligheid van menselwens op see of sake wat daarop betrekking het, wat tans van krag is tussen Regerings wat partye is by hierdie Konvensie, bly ten volle van krag tydens hul geldigheidsduur, ten aansien van:—
- (i) skeep wapen hierdie Konvensie nie van toepassing is nie.
 - (ii) skeep waarop hierdie Konvensie van toepassing is ten aansien van sake waarvoor daar in die Konvensie nie uitdruklik voorsiening gemaak is nie.
- (c) Vir sover sulke verdrae, konvensies of ooreenkomste egter in stryd is met die bepalings van hierdie Konvensie, gee die bepalings van hierdie Konvensie die deurslag.
- (d) Alle sake waarvoor daar in hierdie Konvensie nie uitdruklik voorsiening gemaak is nie, bly onderworpe aan die wetgewing van die Kontrakterende Regerings.

ARTIKEL VIII.

Spesiale Reëls by Ooreenkomste Opgestel.

Wanneer daar ooreenkomstig die huidige Konvensie spesiale reëls by ooreenkomste tussen al die Kontrakterende Regerings of sommige van hulle opgestel word, moet sodanige reëls aan die Organisasie gestuur word vir verspreiding onder al die Kontrakterende Regerings.

ARTIKEL IX.

Wysigings.

- (a) (i) Die huidige Konvensie kan by eenstemmige ooreenkomste tussen die Kontrakterende Regerings gewysig word.
- (ii) Op versoek van 'n Kontrakterende Regering moet 'n voorgestelde wysiging deur die Organisasie aan al die Kontrakterende Regerings vir oorweging en goedkeuring ingevolge hierdie paragraaf, voorgestuur word.
- (b) (i) 'n Kontrakterende Regering kan te eniger tyd 'n wysiging van die huidige Konvensie aan die Organisasie voorstel en indien so 'n voorstel deur 'n twee-derde meerderheid van die Vergadering van die Organisasie (hierna genoem die Vergadering) aangeneem word op 'n aanbeveling goedgekeur deur 'n twee-derde meerderheid van die Maritieme Veiligheidskomitee van die Organisasie (hierna genoem die Kontrakterende Regerings vir hul goedkeuring deurstuur.
- (ii) So 'n aanbeveling van die Maritieme Veiligheidskomitee moet minstens ses maande voordat dit deur die Vergadering oorwoeg word, deur die Organisasie aan al die Kontrakterende Regerings vir oorweging meegedeel word.
- (c) (i) 'n Konferensie van Regerings om oorweging te skenk aan wysigings van die huidige Konvensie deur 'n Kontrakterende Regering voorgestel, moet te eniger tyd op versoek van een-derde van die Kontrakterende Regerings, deur die Organisasie belê word.
- (ii) Elke wysiging wat op so 'n konferensie met 'n meerderheid van twee-derdes van die Kontrakterende Regerings aangeneem word, moet deur die Organisasie aan al die Kontrakterende Regerings vir goedkeuring meegedeel word.
- (d) Elke wysiging wat ooreenkomstig paragraaf (b) of (c) aan Kontrakterende Regerings vir hul goedkeuring meegedeel word, worl van krag vir al die Kontrakterende Regerings, behalwe vir dié wat voor die inwerkingtreding daarvan 'n verklaaring uitreik dat hulle die wysiging nie goedgekeur nie, twaalf maande na die datum waarop die wysiging deur twee-derdes van die Kontrakterende Regerings, met inbegrip van die Regerings wat op die Maritieme Veiligheidskomitee verteenwoordig is, goedgekeur is.
- (e) Met 'n meerderheidstem van twee-derdes, met inbegrip van twee-derdes van die Regerings verteenwoordig op die Maritieme Veiligheidskomitee en onderworpe aan die instemming van twee-derdes van die Regerings wat Kontraktante is by die huidige Konvensie, kan die Vergadering of kan 'n konferensie wat ooreenkomstig paragraaf (c) van hierdie artikel deur 'n twee-derde meerderheid belê is, ten tyde van die aanneme van die wysiging besluis dat die wysiging so belangrik is dat 'n Kontrakterende Regering wat ooreenkomstig paragraaf (d)

accept the amendment within a period of twelve months after the amendment comes into force, shall, upon the expiry of this period, cease to be a party to the present Convention.

(f) Any amendment to the present Convention made under this Article which relates to the structure of a ship shall apply only to ships the keels of which are laid after the date on which the amendment comes into force.

(g) The Organisation shall inform all Contracting Governments of any amendments which come into force under this Article, together with the date on which such amendments shall come into force.

(h) Any acceptance or declaration under this Article shall be made by a notification in writing to the Organisation, which shall notify all Contracting Governments of the receipt of the acceptance or declaration.

ARTICLE X.

Signature and Acceptance.

(a) The present Convention shall remain open for signature for one month from this day's date and shall thereafter remain open for acceptance. Governments of States may become parties to the Convention by:—

- (i) signature without reservation as to acceptance;
- (ii) signature subject to acceptance followed by acceptance; or
- (iii) acceptance.

(b) Acceptance shall be effected by the deposit of an instrument with the Organisation, which shall inform all Governments that have already accepted the Convention of each acceptance received and of the date of its receipt.

ARTICLE XI.

Coming into Force.

(a) The present Convention shall come into force on the 1st January, 1951, provided that, at least 12 months before that date, not less than 15 acceptances, including 7 by countries each with not less than one million gross tons of shipping, have been deposited in accordance with Articles X and XV.

(b) Should 15 acceptances in accordance with paragraph (a) of this Article not have been deposited 12 months before the 1st January, 1951, the present Convention shall come into force 12 months after the date on which the last of such acceptances is deposited. The Organisation shall inform all Governments which have signed or accepted the present Convention of the date on which it comes into force.

(c) Acceptances deposited after the date on which the present Convention comes into force shall take effect three months after the date of their deposit.

ARTICLE XII.

Denunciation.

(a) The present Convention may be denounced by any Contracting Government at any time after the expiry of five years from the date on which the Convention comes into force for that Government.

(b) Denunciation shall be effected by a notification in writing addressed to the Organisation which shall notify all the other Contracting Governments of any denunciation received and of the date of its receipt.

(c) A denunciation shall take effect one year, or such longer period as may be specified in the notification, after its receipt by the Organisation.

ARTICLE XIII.

Territories.

(a) (i) The United Nations in cases where they are the administering authority for a territory, or any Contracting Government responsible for the international relations of a territory, may at any time by notification in writing given to the Organisation declare that the present Convention shall extend to such territory.

(ii) The present Convention shall from the date of the receipt of the notification or from such other date as may be specified in the notification extend to the territory named therein.

(b) (i) The United Nations or any Contracting Government which has made a declaration under paragraph (a) of this Article, at any time after the expiry of a period of five years from the date on which the Convention has been so extended to any territory, may by a notification in writing given to the Organisation declare that the present Convention shall cease to extend to any such territory named in the notification.

(ii) The present Convention shall cease to extend to any territory mentioned in such notification one year, or such longer period as may be specified therein, after the date of receipt of the notification by the Organisation.

(c) The Organisation shall inform all the Contracting Governments of the extension of the present Convention to any territories under paragraph (a) of this Article, and of the termination of any such extension under the provisions of paragraph (b), stating in each case the date from which the present Convention has been or will cease to be so extended.

ARTICLE XIV.

Registration.

As soon as the present Convention comes into force it shall be registered by the Organisation with the Secretary-General of the United Nations.

van hierdie artikel 'n verklaring uitreik en wat die wysiging nie binne 'n tydperk van twaalf maande na die inwerkingtreding daarvan goedkeur nie, na afloop van bedoelde tydperk moet ophou om 'n party by die huidige Konvensie te wees.

(f) 'n Wysiging van die huidige Konvensie wat ooreenkomstig hierdie artikel aangebring is wat betrekking het op die bou van die skip, is slegs van toepassing op skepe waarvan die kieler geleë is na die datum waarop die wysiging van krag geword het.

(g) Die Organisasie moet al die Kontrakterende Regerings in kennis stel van wysigings wat kragtens hierdie artikel van krag word asook van die datum waarop hierdie wysigings van krag word.

(h) 'n Aanneming of verklaring ooreenkomstig hierdie artikel geskied deur skriftelike kennisgewing aan die Organisasie wat al die ander Kontrakterende Regerings in kennis moet stel van die ontvangs van die aanneming of van die verklaring.

ARTIKEL X.

Ondertekening en Aanneming.

(a) Hierdie Konvensie bly vir een maand vanaf vandag so datum beskikbaar vir ondertekening en bly daarna beskikbaar vir aanneming. Regerings van State kan tot die Konvensie toetree deur:—

- (i) ondertekening sonder voorbehoud wat betref aanneming;
- (ii) ondertekening onderworpe aan aanneming gevolg deur aanneming; of
- (iii) aanneming.

(b) Aanneming geskied deur die indiening by die Organisasie van 'n dokument waarvoor al die Regerings wat die Konvensie reeds aangevaar het, in kennis gestel word van elke aannemingsbesluit wat ontvang is en van die datum van ontvangs.

ARTIKEL XI.

Inwerkingtreding.

(a) Hierdie Konvensie tree op 1 Januarie 1951 in werking, met dien verstande dat minstens 12 maande voor daardie datum nie minder as 15 aannemingsbesluite, met inbegrip van 7 deur lande wat elk nie minder as eenmiljoen bruto ton skepe het nie, ooreenkomstig Artikels X en XV ingedien is.

(b) Indien daar nie 12 maande voor 1 Januarie 1951 vyftien aannemingsbesluite ooreenkomstig paragraaf (a) van hierdie Artikel ingedien is nie, tree hierdie Konvensie in werking 12 maande na die datum waarop die laaste van hierdie aannemingsbesluite ingedien is. Die Organisasie moet al die Regerings wat hierdie Konvensie onderteken of aangevaar het, in kennis stel van die datum waarop dit in werking tree.

(c) Aannemingsbesluite wat ingedien is na die datum waarop hierdie Konvensie van krag word, tree in werking drie maande na die datum waarop hul ingedien is.

ARTIKEL XII.

Opsegging.

(a) Hierdie Konvensie kan te eniger tyd na verstryking van 'n tydperk van vyf jaar vanaf die datum waarop die Konvensie vir daardie Regering in werking getree het, deur 'n Kontrakterende Regering opgesê word.

(b) Opsegging geskied deur skriftelike kennisgewing aan die Organisasie wat al die ander Kontrakterende Regerings in kennis moet stel van opseggings wat ontvang is asook van die datum van hul ontvangs.

(c) 'n Opsegging tree in werking een jaar nadat dit deur die Organisasie ontvang is of na sedanige langer tydperk as wat in die kennisgewing aangegee word.

ARTIKEL XIII.

Gebiede.

(a) (i) Die Verenigde Nasies, in gevalle waar hulle die besturendeowerheid van 'n gebied is, of 'n Kontrakterende Regering wat verantwoordelik is vir die internasionale betrekkinge van 'n gebied, kan te eniger tyd by skriftelike kennisgewing aan die Organisasie verklaar dat hierdie Konvensie ook op so 'n gebied van toepassing sal wees.

(ii) Die huidige Konvensie is vanaf die datum van ontvangs van die kennisgewing of vanaf sedanige ander datum as wat in die kennisgewing aangegee mag word, ook van toepassing op die gebied wat daarin genoem is.

(b) (i) Die Verenigde Nasies of 'n Kontrakterende Regering wat ooreenkomstig paragraaf (a) van hierdie Artikel 'n verklaring uitgereik het, kan te eniger tyd na afloop van 'n tydperk van vyf jaar vanaf die datum waarop die Konvensie aldus ook op 'n gebied van toepassing gemaak is, by skriftelike kennisgewing aan die Organisasie verklaar dat hierdie Konvensie sal ophou om op so 'n gebied in die kennisgewing vermeld, van toepassing te wees.

(ii) Na een jaar, of na sedanige langer tydperk as wat in die kennisgewing aangegee word, vanaf die datum van ontvangs van die kennisgewing deur die Organisasie, hou hierdie Konvensie op om van toepassing te wees op 'n gebied wat daarin genoem is.

(c) Die Organisasie van hierdie Konvensie op gebiede ooreenkomstig paragraaf (a) van hierdie Artikel asook van die beëindiging van sodanige kennisgewing deur die Organisasie, moet al die Kontrakterende Regerings in kennis stel van die toepassing van hierdie Konvensie op gebiede ooreenkomstig paragraaf (a) van hierdie Artikel asook van die beëindiging van sodanige kennisgewing deur die Organisasie, moet al die Kontrakterende Regerings in kennis stel van die toepassing van hierdie Konvensie aldus goval vermeld moet word vanaf watter datum hierdie Konvensie aldus van toepassing gemaak is of sal ophou om van toepassing te wees.

ARTIKEL XIV.

Registrasie.

Sodra hierdie Konvensie van krag word, moet dit deur die Organisasie by die Sekretaris-generaal van die Verenigde Nasies geregistreer word.

ARTICLE XV.

Interim Arrangements.

(a) Unless and until the Organisation, in accordance with the Convention on the Intergovernmental Maritime Consultative Organisation signed at Geneva on the 6th March, 1948, takes over the duties assigned to it under the present Convention, the following provisions shall apply:—

- (i) All duties which are assigned to the Organisation, other than those set forth in Article IX, shall be carried out by the Government of the United Kingdom of Great Britain and Northern Ireland (hereinafter called the Government of the United Kingdom).
- (ii) Amendments to the present Convention may be proposed at any time by any Contracting Government to the Government of the United Kingdom and such proposals shall be communicated by the latter to the other Contracting Governments for their consideration and acceptance. If any such amendment is unanimously accepted by the Contracting Governments, the present Convention shall be amended accordingly.
- (iii) A Conference for the purpose of revising the present Convention shall be convened by the Government of the United Kingdom whenever, after the present Convention has been in force for five years, one-third of the Contracting Governments express a desire to that effect.
- (iv) The present Convention shall be deposited in the archives of the Government of the United Kingdom, which shall transmit certified true copies thereof to all Signatory Governments.

(b) When the Organisation takes over the duties assigned to it under the present Convention, the Government of the United Kingdom will transmit to the Organisation any documents which have been deposited with or received by the Government of the United Kingdom under the present Convention.

In witness whereof the undersigned Plenipotentiaries have signed the present Convention.

Done in London this tenth day of June, 1948, in a single copy in English and French, each text being equally authoritative.

CHAPTER I.—GENERAL PROVISIONS.

PART A.—APPLICATION, DEFINITIONS, &c.

REGULATION 1.

Application.

(a) Unless expressly provided otherwise, the present Regulations apply only to ships engaged on international voyages.

(b) The classes of ships to which each Chapter applies are more precisely defined, and the extent of the application is shown, in each Chapter.

REGULATION 2.

Definitions.

For the purpose of the present Regulations, unless expressly provided otherwise:—

- (a) "Regulations" means the Regulations referred to in Article I (a) of the present Convention.
- (b) "Administration" means the Government of the country in which the ship is registered.
- (c) "Approved" means approved by an Administration.
- (d) "International voyage" means a voyage from a country to which the present Convention applies to a port outside such country, or conversely; and for this purpose every territory for the international relations of which a Contracting Government is responsible or for which the United Nations are the administering authority is regarded as a separate country.
- (e) A passenger is every person other than:—
 - (i) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and
 - (ii) a child under one year of age.
- (f) A passenger ship is a ship which carries more than 12 passengers.
- (g) A cargo ship is any ship which is not a passenger ship.
- (h) A tanker is a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature.
- (i) "New ship" means a ship the keel of which is laid on or after the date of coming into force of the present Convention.
- (j) "Existing ship" means a ship which is not a new ship.
- (k) A mile is 6,080 feet or 1,852 metres.

REGULATION 3.

Exceptions.

(a) The present Regulations, unless expressly provided otherwise, do not apply to:—

- (i) Ships of war and troopships.
- (ii) Cargo ships of less than 500 tons gross tonnage.
- (iii) Ships not propelled by mechanical means.
- (iv) Wooden ships of primitive build, such as dhows, junks, &c.
- (v) Pleasure yachts not engaged in trade.
- (vi) Fishing vessels.

(b) Notwithstanding any provision of the present Regulations, nothing herein shall apply to ships solely navigating the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of theachine Canal at Montreal in the Province of Quebec, Canada.

Trasentylae Reclinger.

Gedoen te Londen op hede die tiende dag van Junie 1948 in 'n enkele eksemplaar in Engels en Frans waarvan albei tekste ewo outentiek is.

Provincia Quebec, Canada.

REGULATION 4.

Exemptions.

(a) A ship which is not normally engaged on international voyages but which, in exceptional circumstances, is required to undertake a single international voyage may be exempted by the Administration from any of the requirements of the present Regulations provided that it complies with safety requirements which are adequate in the opinion of the Administration for the voyage which is to be undertaken by the ship.

(b) Each Administration shall submit to the Organisation as soon as possible after the 1st of January each year a report showing the number of voyages of this nature for which exemptions have been granted in the previous calendar year.

REGULATION 5.

Equivalents.

(a) Where in the present Regulations it is provided that a particular fitting, appliance or apparatus, or type thereof, shall be fitted or carried in a ship, or that any particular arrangement shall be adopted, an Administration may accept in substitution therefor any other fitting, appliance or apparatus, or type thereof, or any other arrangement, provided that the Administration shall have been satisfied by suitable trials that the fitting, appliance or apparatus, or type thereof, or the arrangement substituted is at least as effective as that specified in the present Regulations.

(b) Any Administration which so accepts, in substitution, a fitting, appliance or apparatus, or type thereof, or other arrangement, shall inform the Organisation, and, upon request, shall communicate to the Organisation particulars thereof together with a report on the trials made.

PART B.—SURVEYS AND CERTIFICATES.

REGULATION 6.

Inspection and Survey.

The inspection and survey of ships, so far as regards the enforcement of the provisions of the present Regulations and the granting of exemptions therefrom, shall be carried out by officers of the country in which the ship is registered, provided that the Government of each country may entrust the inspection and survey either to surveyors nominated for the purpose or to organisations recognised by it. In every case the Government concerned fully guarantees the completeness and efficiency of the inspection and survey.

REGULATION 7.

Initial and Subsequent Surveys of Passenger Ships.

(a) A passenger ship shall be subjected to the surveys specified below:—

- (i) A survey before the ship is put in service.
- (ii) A periodical survey once every 12 months.
- (iii) Additional surveys, as occasion arises.

(b) The surveys referred to above shall be carried out as follows:—

- (i) *The survey before the ship is put in service* shall include a complete inspection of its structure, machinery and equipments, including the outside of the ship's bottom and the inside and outside of the boilers. This survey shall be such as to ensure that the arrangements, material, and scantlings of the structure, boilers and their appurtenances, main and auxiliary machinery, electrical installation, radio installation, life saving appliances, fire detecting and extinguishing appliances, and other equipments, fully comply with the requirements of the present Convention, and of the laws, decrees, orders and regulations promulgated as a result thereof by the Administration for ships of the service for which it is intended. The survey shall also be such as to ensure that the workmanship of all parts of the ship and its equipments is in all respects satisfactory.
- (ii) *The periodical survey* shall include an inspection of the structure, boilers, machinery and equipments, including the outside of the ship's bottom. The survey shall be such as to ensure that the ship, as regards the structure, boilers and their appurtenances, main and auxiliary machinery, electrical installation, radio installation, life-saving appliances, fire detecting and extinguishing appliances, and other equipments, is in satisfactory condition and fit for the service for which it is intended, and that it complies with the requirements of the present Convention, and of the laws, decrees, orders and regulations promulgated as a result thereof by the Administration.
- (iii) *A survey either general or partial*, according to the circumstances, shall be made every time an accident occurs or a defect is discovered which affects the safety of the ship or the efficiency or completeness of its life-saving appliances or other equipments, or whenever any important repairs or renewals are made. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory, and that the ship complies in all respects with the provisions of the present Convention and of the laws, decrees, orders and regulations promulgated as a result thereof by the Administration.

REGULASIE 4.

Vrystellings.

(a) 'n Skip wat nie normaal op internasionale reise gebruik word nie maar wat onder buitengewone omstandighede 'n enkele internasionale reis moet onderneem, kan deur die Administrasie vrystel word van enigeen van die vereistes van die huidige Regulasies. Met dien verstande dat dit voldoen aan die veiligheidsvereistes wat na die mening van die Administrasie voldoende is vir die reis wat deur die skip onderneem moet word.

(b) Elke Administrasie moet so spoedig moontlik na 1 Januarie van elke jaar aan die Organisasie 'n verslag voorlê wat die totale reise van hierdie aard aangee waarvoor vrystellings gedurende die vorige kalenderjaar verleen is.

REGULASIE 5.

Gelykwaardigheid.

(a) Waar in hierdie Konvensie bepaal word dat 'n besondere uitrusting, toestel of apparaat of 'n tipe daarvan op 'n skip aangebring of aan boord daarvan moet wees, of dat 'n besondere reëling aangeleë moet word, kan 'n Administrasie ter vervanging daarvan enige ander uitrusting, toestel of apparaat of tipe daarvan of enige ander inrigting aanneem op voorwaarde dat daardie Administrasie hom deur middel van geskikte proewe daarvan oortuig het dat die uitrusting, toestel of apparaat of tipe daarvan of die inrigting wat ter vervanging dien, minstens so doeltreffend is as dié wat in hierdie Regulasies in besonderhede vermeld is.

(b) 'n Administrasie wat elkeen 'n uitrusting, toestel of apparaat of tipe daarvan of 'n ander inrigting ter vervanging aanneem, moet die Organisasie daarvan in kennis stel en moet, op versoek, besonderhede daarvan tesame met 'n verslag oor die proewe wat gemaak is, aan die Organisasie moeddel.

DEEL B.—ONDERSOEK EN SERTIFIKATE.

REGULASIE 6.

Inspeksie en ondersoek.

Die inspeksie en ondersoek van skipe, vir sover dit die toepassing van die bepalinge van die huidige Regulasies en die verlening van vrystelling daarvan betref, moet uitgevoer word deur amptenare van die land waarin die skip geregistreer is, met dien verstande dat die Regering van elke land die inspeksie en ondersoek kan toevertrou of aan ondersoekers wat vir die doel benoem is of aan organisasies wat deur hom erken word. In elke geval waarborg die betrokke Regering die volledigheid en doeltreffendheid van die inspeksie en ondersoek ten volle.

REGULASIE 7.

Eerste en daaropvolgende ondersoek van passasierskepe.

(a) 'n Passasierskip moet onderwerp word aan die onderstaande ondersoek:—

- (i) 'n Ondersoek voordat die skip in diens gestel word.
- (ii) 'n Periodieke ondersoek al om die twaalf maande.
- (iii) Addisionele ondersoeke na gelang van omstandighede.

(b) Die ondersoek waarna hierbo verwys word, moet as volg uitgevoer word:—

- (i) *Die ondersoek van die skip voordat dit in diens gestel word*, moet 'n volledige inspeksie omvat van sy bou, masjinerie en uitrusting, met inbegrip van die vlak van die skip aan die buitekant en die binne- en buitekant van die ketels. Hierdie ondersoek moet van so 'n aard wees dat daar vasgestel kan word dat die inrigtings, materiaal en afmetings van die bouwerk, ketels en hul toebehore, hoof- en hulpmasjinerie, elektriese installasie, radio-installasie, reddingstoestelle, brandopsporinge en blusapparate en ander uitrusting ten volle voldoen aan die voorskrifte van hierdie Konvensie en van die wette, bevels, orders en regulasies wat na aanleiding daarvan uitgevaardig is deur die Administrasie vir skipe in die diens waarvoor hulle bestem is. Die ondersoek moet voorts sodanig wees dat vasgestel kan word dat die afwerking van alle dele van die skip en sy uitrusting in alle opsigte bevredigend is.
- (ii) *Die periodieke ondersoek* moet 'n inspeksie omvat van die bouwerk, ketels, masjinerie en uitrusting, met inbegrip van die vlak van die skip aan die buitekant. Die ondersoek moet van so 'n aard wees dat vasgestel kan word dat die skip, wat betref die bouwerk, ketels en hul toebehore, hoof- en hulpmasjinerie, elektriese installasie, radio-installasie, reddingstoestelle, brandopsporinge en blusapparate en ander uitrusting in 'n bevredigende toestand is en geskik is vir die diens waarvoor hulle bedoel is en dat dit voldoen aan die voorskrifte van hierdie Konvensie en van die wette, bevels, orders en regulasies wat na aanleiding daarvan deur die Administrasie uitgevaardig is.
- (iii) 'n *Algemene of gedeeltelike ondersoek* moet, na gelang van omstandighede, gelêu word telkens wanneer daar 'n ongewoon plaasvind of 'n gebrek ontdek word wat die volheid van die skip of die doeltreffendheid of volheid van sy reddingstoestelle of ander uitrusting aantaf of wanneer belangrike herstelwerk of vernuwings plaasvind. Die ondersoek moet van so 'n aard wees dat vasgestel kan word dat die nodige herstelwerk of vernuwings op deugdelike wyse uitgevoer is, dat die materiaal en die wyse van uitvoering van die herstelwerk of vernuwings in alle opsigte bevredigend is en dat die skip in alle opsigte voldoen aan die bepalinge van hierdie Konvensie en van die wette, bevels, orders en regulasies wat na aanleiding daarvan deur die Administrasie uitgevaardig is.

(c) (i) The laws, decrees, orders and regulations referred to in paragraph (b) shall be in all respects such as to ensure that, from the point of view of safety of life, the ship is fit for the service for which it is intended.

(ii) They shall among other things prescribe the requirements to be observed as to the initial and subsequent hydraulic tests to which the main and auxiliary boilers, connections, steam pipes, high pressure receivers, and fuel tanks for internal combustion engines are to be submitted, including the test pressure to be applied and the intervals between two consecutive tests.

(d) The main and auxiliary boilers, connections, tanks and receivers, also steam-piping of more than 3 inches (or 76 millimetres) internal diameter shall be satisfactorily tested by hydraulic pressure when new. Steam pipes of more than 3 inches (or 76 millimetres) internal diameter shall be tested by hydraulic pressure periodically.

REGULATION 8.

Surveys of Life Saving Appliances and other Equipments of Cargo Ships.

The life saving and fire extinguishing appliances of cargo ships to which Chapters II and III of the present Regulations apply shall be subject to initial and subsequent surveys as provided for passenger ships in paragraph (a) of Regulation 7 with the substitution of 24 months for 12 months in sub-paragraph (a) (ii), and in paragraph (b) of that Regulation so far as it relates to life saving and fire extinguishing appliances. The lights and means of making sound signals and distress signals carried by the ship shall also be included in the surveys for the purpose of ensuring that they comply fully with the requirements of the present Convention and the International Collision Regulations.

REGULATION 9.

Surveys of Radio Installations of Cargo Ships.

The radio installations of cargo ships to which Chapter IV of the present Regulations applies shall be subject to initial and subsequent surveys as provided for passenger ships in paragraph (a) of Regulation 7 and in paragraph (b) of that Regulation so far as it relates to radio installations.

REGULATION 10.

Maintenance of Conditions after Survey.

After any survey of the ship under Regulation 7, 8 or 9 has been completed, no change shall be made in the structural arrangements, machinery, equipments, &c., covered by the survey, without the sanction of the Administration.

REGULATION 11.

Issue of Certificates.

(a) (i) A certificate called a Safety Certificate shall be issued after inspection and survey to a passenger ship which complies in an efficient manner with the requirements of Chapters II, III, and IV, and any other relevant requirements of the present Regulations.

(ii) A certificate called a Safety Equipment Certificate shall be issued after inspection to a cargo ship which complies in an efficient manner with the relevant requirements of Chapters II and III and any other relevant requirements of the present Regulations.

(iii) A certificate called a Safety Radiotelegraphy Certificate shall be issued after inspection to a cargo ship, fitted with a radiotelegraph installation, which complies in an efficient manner with the requirements of Chapter IV and any other relevant requirements of the present Regulations.

(iv) A certificate called a Safety Radiotelephony Certificate shall be issued after inspection to a cargo ship, fitted with a radiotelephone installation, which complies in an efficient manner with the requirements of Chapter IV and any other relevant requirements of the present Regulations.

(v) A certificate called an Exemption Certificate shall be issued to every ship to which exemption is granted by a Contracting Government under, and in accordance with, any of the provisions of the present Regulations.

(vi) Safety Certificates, Safety Equipment Certificates, Safety Radiotelegraphy Certificates, Safety Radiotelephony Certificates and Exemption Certificates shall be issued either by the Government of the country in which the ship is registered or by any person or organisation duly authorised by that Government. In every case that Government assumes full responsibility for the certificate.

(b) Notwithstanding any other provision of the present Convention, any certificate issued under, and in accordance with, the provisions of the International Convention for the Safety of Life at Sea, 1929, which is current when the present Convention comes into force in respect of the Administration by which the certificate is issued, shall remain valid until it expires under the terms of Article 52 of the Convention of 1929.

REGULATION 12.

Issue of Certificate by another Government.

A Contracting Government may, at the request of the Administration, cause a ship to be surveyed, and, if satisfied that the requirements of the present Regulations are complied with, issue certificates to the ship in accordance with the present Regulations. Any certificate so issued must contain a statement to the effect that it has been issued at the request of the Government of the country in which the ship is registered, and it shall have the same force and receive the same recognition as a certificate issued under Regulation 11.

(e) (i) Die wetto, bevelo, orders en regulasies waarin in paragraaf (b) verwys word, moet in alle opsigte van so 'n aard wees dat daardeur geskik is vir die diens waarvoor hy bedoel is.

(ii) Hulle moet onder andere die vereistes voorskryf wat in ag geneem moet word by die eerste en daaropvolgende hidroliese toetse waaraan die hoof- en hulpketels, verbindings, stoompype, hoëdrukvalve en handstoftekens vir binnebrandmasjiene onderwerp moet word, met inbegrip van die toetsdrukking wat toegepas moet word op die tussenposes tussen twee opeenvolgende toetse.

(d) Hoof- en hulpketels, verbindings, tenke en valve, asook stoompype moet 'n inwendige middellyn van 3 duim (70 millimeters) moet, voordat hulle in gebruik geneem word, op bevredigende wyse deur middel van hidroliese druk getoets word. Stoompype moet 'n inwendige middellyn van meer as drie duim (70 millimeters) moet periodiek deur middel van hidroliese druk getoets word.

REGULASIE 8.

Ondersoek van reddingsstelselle en ander uitrusting op vrageskepe.

Die reddings- en brandblustoestelle van vrageskepe waarop Hoofstuk II en III van die huidige Regulasies van toepassing is, moet onderwerp word aan die eerste en daaropvolgende ondersoek soos vir passasierskepe voorgeskryf in paragraaf (a) van Regulasie 7 behalwe dat 12 maande deur 24 maande vervang word in sub-paragraaf (a) (ii) en in paragraaf (b) van daardie Regulasie vir sover dit betrekking het op reddings- en brandblustoestelle. Die ligte en die middels aan boord waardeur klanksigale op noodseine gegoe kan word, moet ook deur die ondersoek gedek word sodat versker kan word dat hulle ten volle voldoen aan die vereistes van die huidige Konvensie en van die Internasionale Botsingeregulasies.

REGULASIE 9.

Ondersoek van radio-installasie op vrageskepe.

Die radio-installasies op vrageskepe waarop Hoofstuk IV van die huidige Regulasies van toepassing is, moet onderwerp word aan die eerste en daaropvolgende ondersoek soos vir passasierskepe voorgeskryf in paragraaf (a) van Regulasie 7 en in paragraaf (b) van daardie Regulasie vir sover dit op radio-installasies betrekking het.

REGULASIE 10.

Handhawing van die toestand na die ondersoek.

Nadat die ondersoek ingevolge Regulasies 7, 8 of 9 voltooi is, mag geen verandering in die konstruksie, masjinerie, uitrusting, ens., wat deur die ondersoek gedek is, sonder magtiging van die Administrasie aangebring word nie.

REGULASIE 11.

Uitreiking van sertifikate.

(a) (i) 'n Sertifikat, genoem 'n Voiligheidsertifikaat, word uitgereik na inspeksie op ondersoek van 'n passasierskip wat op doeltreffende wyse voldoen aan die voorskrifte van Hoofstukke II, III en IV en aan ander toepaslike voorskrifte van die huidige Regulasies.

(ii) 'n Sertifikat, genoem 'n Voiligheidsuitrustingsertifikaat, word na inspeksie uitgereik aan 'n vrageskip wat op doeltreffende wyse voldoen aan die toepaslike voorskrifte van Hoofstukke II en III en aan ander toepaslike voorskrifte van die huidige Regulasies.

(iii) 'n Sertifikat, genoem 'n Radiotelegrafie-voiligheidsertifikaat, word na inspeksie uitgereik aan 'n vrageskip wat met 'n radiotelegrafiese installasie toegerus is en wat op doeltreffende wyse voldoen aan die voorskrifte van Hoofstuk IV en aan ander toepaslike voorskrifte van die huidige Regulasies.

(iv) 'n Sertifikat, genoem 'n Radiotelefonie-voiligheidsertifikaat, word na inspeksie uitgereik aan 'n vrageskip wat met 'n radiotelefooninstallasie toegerus is en wat op doeltreffende wyse voldoen aan die voorskrifte van Hoofstuk IV en aan ander toepaslike voorskrifte van die huidige Regulasies.

(v) 'n Sertifikat, genoem 'n Vrystellingertifikaat, word uitgereik aan elke skip waarvan vrystelling verleen is deur 'n Kontrakterende Regering ingevolge en ooreenkomstig ongoen van die bepalinge van die huidige Regulasies.

(vi) Voiligheidsertifikaate, Voiligheidsuitrustingsertifikaate, Radiotelegrafie-voiligheidsertifikaate, Radiotelefonie-voiligheidsertifikaate en Vrystellingertifikaate word uitgereik of deur die Regering van die land waarin die skip geregistreer is of deur 'n persoon of organisasie wat deur daardie Regering beoordeel daartoe gemaagtig is. In elke geval neem daardie Regering volle verantwoordelikheid vir die sertifikate.

(b) Nietoestande enige ander bepaling van die huidige Konvensie, lity 'n sertifikate wat uitgereik is ingevolge en ooreenkomstig die bepalinge van die Internasionale Konvensie vir die Beveiliging van Menselovens op See, 1929, wat geldig is wanneer die huidige Konvensie van krag word ten anseien van die Administrasie waardeur die sertifikate uitgereik is, geldig totdat dit verskryk ingevolge die bepalinge van Artikel 52 van die Konvensie van 1929.

REGULASIE 12.

Uitreiking van sertifikate deur 'n ander regering.

'n Kontrakterende Regering kan op versoek van die Administrasie 'n skip laat ondersoek en indien hy toevrede is dat aan die voorskrifte van die huidige Regulasies voldoen is, kan hy ooreenkomstig die huidige Regulasies sertifikate aan die skip uitreik. 'n Sertifikat wat aldus uitgereik is, moet 'n verklaring bevat ten effekte dat dit uitgereik is op versoek van die Regering van die land waarin die skip geregistreer is. Hierdie sertifikate het dieselfde krag en ontvang dieselfde erkenning as 'n sertifikate wat ingevolge Regulasie 11 uitgereik is.

REGULATION 13.

Duration of Certificates.

(a) Certificates shall be issued for a period of not more than 12 months, except Safety Equipment Certificates which shall be issued for a period of not more than 24 months.

(b) If a ship at the time when its certificate expires is not in a port of the country in which it is registered, the certificate may be extended by a duly authorised officer of that country; but such extension shall be granted only for the purpose of allowing the ship to complete its return voyage to the country in which it is registered, and then only in cases where it appears proper and reasonable so to do.

(c) No certificate shall be thus extended for a longer period than five months, and a ship to which such extension is granted shall not, on returning to the country in which it is registered, be entitled by virtue of such extension to leave that country again without having obtained a new certificate.

(d) A certificate which has not been extended under the foregoing provisions of this Regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it.

REGULATION 14.

Form of Certificates.

(a) All certificates shall be drawn up in the official language or languages of the country by which they are issued.

(b) The form of the certificates shall be that of the models given in the Appendix to the present Regulations. The arrangement of the printed part of the model certificates shall be exactly reproduced in the certificates issued, or in certified copies thereof, and the particulars inserted in the certificates issued, or in certified copies thereof, shall be in Roman characters and Arabic figures.

REGULATION 15.

Posting-up of Certificates.

All certificates or certified copies thereof issued under the present Regulations, except Exemption Certificates or certified copies thereof, shall be posted up in a prominent and accessible place in the ship.

REGULATION 16.

Acceptance of Certificates.

Certificates issued under the authority of a Contracting Government shall be accepted by the other Contracting Governments for all purposes covered by the present Convention. They shall be regarded by the other Contracting Governments as having the same force as the certificates issued by them to their own ships.

REGULATION 17.

Qualification of Certificates.

(a) If in the course of a particular voyage a ship has on board a number of persons less than the total number stated in the Safety Certificate and is in consequence, in accordance with the provisions of the present Regulations, free to carry a smaller number of lifeboats and other life-saving appliances than that stated in the certificate, a memorandum may be issued by the Government, officer, person, or organisation referred to in Regulation 11 and Regulation 13.

(b) This memorandum shall state that in the circumstances there is no infringement of the provisions of the present Regulations. It shall be annexed to the certificate and shall be substituted for it in so far as the life saving appliances are concerned. It shall be valid only for the particular voyage for which it is issued.

REGULATION 18.

Control.

Every ship holding a certificate issued under Regulation 11 or Regulation 12 is subject in the ports of the other Contracting Governments to control by officers duly authorised by such Governments in so far as this control is directed towards verifying that there is on board a valid certificate and, if necessary, that the conditions of the ship's seaworthiness corresponds substantially with the particulars of that certificate. Such certificate shall be accepted unless, in the opinion of the officer carrying out the control, the conditions of the ship's seaworthiness do not correspond substantially with the particulars of that certificate and the ship cannot proceed to sea without danger to the passengers or the crew, when he shall take such steps as will ensure that the ship shall not sail until it can proceed to sea without danger to the passengers or the crew. In the event of this control giving rise to intervention of any kind, the officer carrying out the control shall inform the Consul of the country in which the ship is registered in writing forthwith of all the circumstances in which intervention was deemed to be necessary, and the facts shall be reported to the Organisation.

REGULATION 19.

Privileges.

The privileges of the present Convention may not be claimed in favour of any ship unless it holds appropriate valid certificates.

REGULASIE 13.

Geldigheidaduur van sertifikate.

(a) Sertifikate word uitgereik vir 'n tydperk van hoogstens 12 maande behalwe Veiligheidsuitrustingsertifikate wat vir 'n tydperk van hoogstens 24 maande uitgereik word.

(b) Indien 'n skip op die tydstip waarop sy sertifikant verstrik kan nie in 'n hawe bevind van die land waarin hy geregistreer is nie, kan die sertifikant deur 'n bevoegde gemagtigde amptenaar van daardie land verleng word; so 'n verlenging word egter slegs toegestaan vir die doel om die skip in staat te stel om sy toerreis na die land waarin hy geregistreer is, te voltooi en dan slegs in gevalle waar dit gepas en redelik blyk om dit te doen.

(c) Geen sertifikant word aldus vir 'n tydperk van langer as vyf maande verleng nie en 'n skip waarvan so 'n verlenging toegestaan is, is nie by sy terugkeer na die land waarin hy geregistreer is, op grond van sodanige verlenging geregtig om daardie land weer te verlaat sonder dat hy 'n nuwe sertifikant verkry het nie.

(d) 'n Sertifikant wat nie kragtens die voorgaande bepaling van hierdie Regulasie verleng is nie, kan deur die Administrasie verleng word vir 'n grasietydperk van hoogstens een maand vanaf die verstrikingsdatum wat daarop aangegee is.

REGULASIE 14.

Vorm van sertifikate.

(a) Alle sertifikate word opgestel in die amptelike taal of tale van die land wat hulle uitreik.

(b) Die vorm van die sertifikate moet dieselfde wees as dié van die modelsertifikate wat in die Aanhangsel van die huidige Regulasies aangegee word. Die rangskikking van die gedrukte deel van die modelsertifikate moet presies weergegee word in die sertifikate wat uitgereik word of in gesertifiseerde afskrifte daarvan en die besonderhede wat aangegee word op die sertifikate wat uitgereik word of op gesertifiseerde afskrifte daarvan, moet in Romeinse letters en Arabiese syfers wees.

REGULASIE 15.

Die aanplak van sertifikate.

Alle sertifikate of gesertifiseerde afskrifte daarvan uitgereik ingevolge die huidige Regulasies, behalwe Vrystellingsertifikate of gesertifiseerde afskrifte daarvan, moet op 'n prominente en toeganklike plek op die skip aangeplak word.

REGULASIE 16.

Erkenning van sertifikate.

Sertifikate wat uitgereik is op gesag van 'n Kontrakterende Regering moet vir alle doeleindes wat deur die huidige Konvensie gedek word, deur die ander Kontrakterende Regerings erken word. Dit moet deur die ander Kontrakterende Regerings beskou word dat hulle netso geldig is as die sertifikate wat hulle vir hul eie sake uitgereik het.

REGULASIE 17.

Wysiging van sertifikate.

(a) Indien 'n skip gedurende 'n besondere reis 'n kleiner aantal persone aan boord het as die totale getal wat op die Veiligheidsertifikant aangegee word en gevolglik volgens die bepalinge van die huidige Regulasies vry is om 'n kleiner aantal reddingsbote en ander reddingstoestelle aan boord te hê as dié wat op die sertifikant aangegee word, kan 'n memorandum uitgereik word deur die Regering, amptenaar, persoon of organisasie waarna in Regulasie 11 en Regulasie 13 verwys word.

(b) Hierdie memorandum moet verklaar dat daar onder die omstandighede geen oortreding van die bepalinge van die huidige Regulasies plaasgevind het nie. Dit moet aan die sertifikant geheg word en vorm van die sertifikant vir sover dit die reddingstoestelle betref. Dit is slegs geldig vir die besondere reis waarvoor dit uitgereik is.

REGULASIE 18.

Toesig.

Elke skip wat in besit is van 'n sertifikant uitgereik ingevolge Regulasie 11 of Regulasie 12, is in die hawens van die ander Kontrakterende Regerings onderworpe aan toesig deur die amptenare wat bevoegde deur sulke Regerings aangestel is vir sover hierdie toesig daarop gerig is en vas te stel dat daar 'n geldige sertifikant aan boord is en, indien nodig, dat die skip in 'n toestand van seewaardigheid is wat wesenlik ooreenstem met die besonderhede op hierdie sertifikant. So 'n sertifikant moet aangevoerd word, na die ineen van die amptenaar wat die toesig uitoefen, die toestand van die skip se seewaardigheid nie wesenlik ooreenstem met die besonderhede op die sertifikant nie en dat die skip nie na die see kan uitvaar sonder dat die passasiers of die bemanning in gevaar gestel word nie; in hierdie geval moet hy stappe doen waardeur verseker sal word dat die skip nie sal vertrek voordat dit die see kan invaar sonder dat die passasiers of die bemanning in gevaar gestel word nie. Indien hierdie toesig aanleiding kan gee tot ingryping van water aard oorkal, moet die amptenaar wat die toesig uitoefen die Konsul van die land waarin die skip geregistreer is onmiddellik skriftelik in kennis stel van al die omstandighede wat hierdie ingryping noodsaaklik laat blyk het en die feite moet aan die Organisasie gerapporteer word.

REGULASIE 19.

Voorreële.

Daar kan nie ten gunste van 'n skip op die voorreële van hierdie Konvensie aanspraak gemaak word nie tensy dit in besit is van toepaslike geldige sertifikate.

PART C.—CASUALTIES.

REGULATION 20.

Casualties.

(a) Each Administration undertakes to conduct an investigation of any major marine casualty occurring to any of its ships subject to the provisions of the present Convention. Such investigation, in addition to any other purpose, shall have the object of determining whether any changes in the present Regulations are desirable.

(b) Each Contracting Government undertakes to supply the Organisation with pertinent information concerning such casualties. No reports or recommendations of the Organisation based upon such information shall disclose the identity or nationality of the ships concerned or in any manner fix or imply responsibility upon any ship or person.

CHAPTER II.—CONSTRUCTION.

PART A.—GENERAL.

REGULATION 1.

Application.

(a) (i) Unless expressly provided otherwise, this Chapter applies to new ships.

(ii) In the case of existing passenger ships and cargo ships which do not already comply with the provisions of this Chapter relating to new ships, the arrangements on each ship shall be considered by the Administration, with a view to improvements being made to provide increased safety where practicable and reasonable.

(b) For the purpose of this Chapter:—

(i) A new passenger ship is a passenger ship the keel of which is laid on or after the date of coming into force of the present Convention, or a cargo ship which is converted to a passenger ship on or after that date, all other passenger ships being described as existing passenger ships.

(ii) A new cargo ship is a cargo ship the keel of which is laid on or after the date of coming into force of the present Convention.

(c) Each Administration may, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of this Chapter unreasonable or unnecessary, exempt from those requirements individual ships or classes of ships belonging to its country which, in the course of their voyage, do not proceed more than 20 miles from the nearest land.

(d) In the case of a passenger ship which is permitted under Regulation 22 of Chapter III to carry a number of persons on board in excess of the life-boat capacity provided, it shall comply with the special standards of sub-division set out in Regulation 5 (e), and the associated special provisions regarding permeability in Regulation 4 (d), unless the Administration is satisfied that, having regard to the nature and conditions of the voyage, compliance with the other provisions of the Regulations of this Chapter is sufficient.

(e) In the case of passenger ships which are employed in the carriage of large numbers of unberthed passengers in special trades, such, for example, as the pilgrim trade, the Administration, if satisfied that it is impracticable to enforce compliance with the requirements of this Chapter, may exempt such ships, when they belong to its country, from those requirements on the following conditions:—

(i) That the fullest provision which the circumstances of the trade will permit shall be made in the matter of construction.

(ii) That steps shall be taken to formulate general rules which shall be applicable to the particular circumstances of those trades. Such rules shall be formulated in concert with such other Contracting Governments, if any, as may be directly interested in the carriage of such passengers in such trades.

Notwithstanding any provisions of the present Convention, the Sirmia Rules, 1931, shall continue in force as between the parties to those Rules until the rules formulated under sub-paragraph (e) (ii) of this Regulation shall come into force.

REGULATION 2.

Definitions.

For the purpose of this Chapter, unless expressly provided otherwise:—

(a) (i) The *sub-division loadline* is the waterline used in determining the sub-division of the ship.

(ii) The *deepest sub-division loadline* is the waterline which corresponds to the greatest draught.

(b) The *length of the ship* is the length measured between perpendiculars taken at the extremities of the deepest sub-division loadline.

(c) The *breadth of the ship* is the extreme width, from outside of frame to outside of frame at or below the deepest sub-division loadline.

(d) The *bulkhead deck* is the uppermost deck up to which the transverse watertight bulkheads are carried.

(e) The *margin line* is a line drawn at least 2 inches (or 76 millimetres) below the upper surface of the bulkhead deck at side.

(f) The *draught* is the vertical distance from the moulded base line amidships to the sub-division loadline in question.

DEEL C.—ONGELUKKE.

REGULASIE 20.

Ongevalle.

(a) Elke Administrasie verbind hom om ondersoek in te stel na elke ernstige see-ongeluk wat ontegen van sy skope, waarop die bepaling van die huidige Konvensie van toepassing is, oorkom. So 'n ondersoek word onder andere ingestel met die doel om vas te stel of 'n wysiging van die huidige Regulasies wettig is.

(b) Elke Kontrakterende Regering verbind hom om inligting ontrent sulke ongelukke wat ter sake is, aan die Organisasie te verstrek. Verslae of aanbevelings van die Organisasie wat op sodanige inligting berus, mag nie die identiteit of nasionaliteit van die betrokke skope openbaar of op enigerlei wyse 'n skop of persoon die verantwoordelijkheid vir die ongeluk ten laste lê of die vermoede dat hulle verantwoordelik is, laat ontstaan nie.

HOOFSTUK II.—BOU.

DEEL A.—ALGEMEEN.

REGULASIE 1.

Toepassing.

(a) (i) Tensy uitdruklik anders bepaal, is hierdie Hoofstuk van toepassing op nuwe skope.

(ii) In die geval van bestaande passasierskope of vragskope wat nie reeds voldoen aan die bepalinge van hierdie Hoofstuk ten aanva van nuwe skope nie, moet die maatskaps wat ten aanva van elke skop getref word, deur die Administrasie oorweeg word met die oog op die aanbreng van verbeterings om, waar dit prakties uitvoerbaar en redelik is, groter veiligheid te verseker.

(b) Vir die doeleindes van hierdie Hoofstuk:—

(i) Is 'n nuwe passasierskip 'n passasierskip waarvan die kiel gelê is op of na die datum waarop die huidige Konvensie in werking getree het, of 'n vragskip wat op of na daardie datum in 'n passasierskip omgebou is. Alle ander passasierskope word beskryf as bestaande passasierskope.

(ii) 'n Nuwe vragskip is 'n vragskip waarvan die kiel gelê is op of na die datum waarop die huidige Konvensie in werking getree het.

(c) Elke Administrasie kan, indien hy meen dat die besluite aard van die reis of die reistoestand van 'n aard is dat dit die toepassing van besondere voorskrifte van hierdie Hoofstuk onredelik of onnodig maak, verstelling van daardie voorskrifte verleen aan bepaalde skope of klasse van skope wat aan sy land behoort en wat gedurende hul reis nie verder as 20 myl van die naaste land af vaar nie.

(d) In die geval van 'n passasierskip wat kragtens Regulasie 22 van Hoofstuk III toegelaat word om 'n groter aantal persone aan boord te vervoer as wat die beskikbare plaasruimte op die redelingsbete toelaat, moet dit voldoen aan die spesiale indelingsverreëls soos in Regulasie 5.

(e) aangegeef en aan die verbandhoudende spesiale bepalinge betreffende deurdringbaarheid in Regulasie 4 (d), tensy die Administrasie toevrede is dat, met inagneming van die aard en toestand van die reis, dit voldoende is dat die ander bepalinge van die Regulasies van hierdie Hoofstuk nagekom word.

(f) In die geval van passasierskope wat gebruik word vir die spesiale vervoer van groot getalle passasiers vir wie daar nie slaapperiewe beskikbaar is nie, soos in die geval van die pelgrinvervoer, kan die Administrasie, indien hy toevrede is dat dit prakties onmoontlik is om die voorskrifte van hierdie Hoofstuk toe te pas, sulke skope, indien hulle aan sy land behoort, op die volgende voorwaardes van daardie voorskrifte vrystel:—

(i) Dat die voorskrifte betreffende bou, vir sover die omstandighede van die besondere vervoer dit toelaat, so volledig moontlik toegepas word.

(ii) Dat stappe gedoen sal word vir die opstel van algemene reëls wat van toepassing moet wees op die besondere omstandighede van hierdie vervoer. Sulke reëls moet opgestel word in ooreenstemming met sodanige ander Kontrakterende Regerings, indien daar is, as wat belang mag lê by die vervoer van sulke passasiers.

Nieteenstaande die bepalinge van die huidige Konvensie, bly die Simla-reëls, 1931, van krag tussen die partye wat hierdie Reëls onderskryf het, totdat die reëls wat ingevolge sub-paragraaf (e) (ii) van hierdie Regulasie opgestel is, in werking tree.

REGULASIE 2.

Woordbepaling.

Tensy uitdruklik anders bepaal, beteken in hierdie Hoofstuk—

(a) Die *indelingaslyn* die waterlyn wat gebruik word by die vaststelling van die indeling van die skip.

(ii) Die *boonste indelingaslyn* dié wat ooreenkom met die grootste diepgang.

(b) Die *lengte van die skip* die lengte gemeet tussen die loodlyne aan die uite van die boonste indelingaslyn.

(c) Die *breedte van die skip* die grootste breedte gemeet op die buitekant van die spante op of onderkant die boonste indelingaslyn.

(d) Die *beskroefde* die boonste dek tot waar die waterdichte dwarsbeskroefde opgetrek is.

(e) Die *indompelingsgrenslyn* 'n lyn minstens 3 duim (of 76 millimetre) onderkant die boonste oppervlakte van die beskroefde aan die kant getrek.

(f) Die *diepgang* is die vertikale afstand vanaf die grondlyn na die skeeps tot by die betrokke indelingaslyn.

- (g) The permeability of a space is the percentage of that space which can be occupied by water.
The volume of a space which extends above the margin line shall be measured only to the height of that line.
- (h) The machinery space is to be taken as extending from the moulded base line to the margin line and between the extreme main transverse watertight bulkheads bounding the spaces devoted to the main and auxiliary propelling machinery, boilers when installed, and all permanent coal bunkers.
In the case of unusual arrangements, the Administration may define the limits of the machinery spaces.
- (i) Passenger spaces are those which are provided for the accommodation and use of passengers, excluding baggage, store, provision and mail rooms.
For the purpose of Regulations 4 and 5, spaces provided below the margin line for the accommodation and use of the crew shall be regarded as passenger spaces.
- (j) In all cases volumes shall be calculated to moulded lines.

PART B.—SUB-DIVISION AND STABILITY.

(Part B applies to passenger ships only except that Regulation 18 also applies to cargo ships.)

REGULATION 3.

Floodable Length.

- (a) The floodable length at any point of the length of a ship shall be determined by a method of calculation which takes into consideration the form, draught and other characteristics of the ship in question.
- (b) In a ship with a continuous bulkhead deck, the floodable length at a given point is the maximum portion of the length of the ship, having its centre at the point in question, which can be flooded under the definite assumptions hereafter set forth in Regulation 4 without the ship being submerged beyond the margin line.
- (c) (i) In the case of a ship not having a continuous bulkhead deck the floodable length at any point may be determined to an assumed continuous margin line which at no point is less than 3 inches (or 76 millimetres) below the top of the deck (at side) to which the bulkheads concerned and the shell are carried watertight.
- (ii) Where a portion of an assumed margin line is appreciably below the deck to which bulkheads are carried, the Administration may permit a limited relaxation in the watertightness of those portions of the bulkheads which are above the margin line and immediately under the higher deck.

REGULATION 4.

Permeability.

- (a) The definite assumptions referred to in Regulation 3 relate to the permeabilities of the spaces below the margin line.

In determining the floodable length, a uniform average permeability shall be used throughout the whole length of each of the following portions of the ship below the margin line:—

- (i) the machinery space as defined in Regulation 2;
- (ii) the portion forward of the machinery space; and
- (iii) the portion abaft the machinery space.

- (b) (i) For steamships the uniform average permeability throughout the machinery space shall be determined from the formula:—

$$80 + 12.5 \left(\frac{a-c}{v} \right), \text{ where}$$

a = volume of the passenger spaces, as defined in Regulation 2, which are situated below the margin line within the limits of the machinery space.

c = volume of between deck spaces below the margin line within the limits of the machinery space which are appropriated to cargo, coal or stores.

v = whole volume of the machinery space below the margin line.

- (ii) For ships propelled by internal combustion engines, the uniform average permeability shall be taken as 5 greater than that given by the above formula.

(iii) Where it is shown to the satisfaction of the Administration that the average permeability as determined by detailed calculation, is less than that given by the formula, the detailed calculated value may be used. For the purpose of such calculation, the permeabilities of passenger spaces, as defined in Regulation 2, shall be taken as 95, that of all cargo, coal and store spaces as 60, and that of double bottom, oil fuel and other tanks at such values as may be approved in each case by the Administration.

- (c) Except as provided in paragraph (d) below, the uniform average permeability throughout the portion of the ship before (or abaft) the machinery space shall be determined from the formula:—

$$63 + 35 \frac{a}{v}$$

where:—

a = volume of the passenger spaces, as defined in Regulation 2, which are situated below the margin line, before (or abaft) the machinery space, and

- (g) Die *deurdringbaarheid* van 'n ruimte is die persentasie van daardie ruimte wat deur water ingeneem kan word.
Die inhoud van 'n ruimte wat hom tot bo die indompelingsgrenslyn uitstrekt, moet slegs gemeet word tot op die hoogte van daardie lyn.
- (h) Dit moet beskou word dat die *masjienruim* hom uitstrekt vanaf die grondlyn tot by die indompelingsgrenslyn en tussen die buitenste waterdichte hoofwandskeutte wat die ruimtes begrens wat bestaan is vir die hoof- en hulpspandrywingsmasjinerie, stoomketels, as daar is, en alle blywende koolbunkers.
- In die geval van buitengewone reëlings, kan die Administrasie die grense van die masjienruime bepaal.
- (i) *Passasiersruimtes* is die ruimtes wat ingerig is vir die huisvesting van en gebruik deur passasiers met uitsondering van ruimte vir bagasie, voornede, lewensmiddels en pos.
Vir die toepassing van Regulasies 4 en 5 moet die ruimtes wat onder die indompelingsgrenslyn vir die huisvesting van en gebruik deur die bemanning ingerig is, as passasiersruimtes beskou word.
- (j) In alle gevalle moet *inhoud* tot buitekant die spante gemeet word.

DEEL B.—INDELING EN STABILITEIT.

(Deel B is slegs van toepassing op passasierskepe behalwe dat Regulasie 18 ook op vragskepe van toepassing is.)

REGULASIE 3.

Vulbare lengte.

- (a) Die vulbare lengte op enige punt van die lengte van 'n skip word bepaal volgens 'n metode van berekening waarby die vorm, diepgang en ander kenmerke van die betrokke skip in aanmerking geneem word.
- (b) In 'n skip moet 'n deurlopende besketdek is die vulbare lengte op 'n bepaalde punt die maksimum gedeelte van die skepplengte wat die bedoelde punt as middelpunt het, wat onder die bepaalde veronderstellings in Regulasie 4 vervat, geval kan word sonder dat die skip dieper as tot die indompelingsgrenslyn insink.
- (c) (i) In die geval van 'n skip wat nie 'n deurlopende besketdek het nie, kan die vulbare lengte op enige punt bepaal word tot 'n aangenome deurlopende indompelingsgrenslyn wat op geen punt minder as 3 duim (of 76 millimeters) luer is as die bodem van die dek (aan die kant) tot waar die betrokke beskette en die huid waterdig gehou word nie.
- (ii) Wanneer 'n gedeelte van 'n aangenome indompelingsgrenslyn aansienlik luer geleë is as die dek tot waar die beskette hulle uitstrekt, kan die Administrasie in beperkte mate 'n minder streng toepassing toelate van die voorsate vir daardie gedeeltes van die beskette wat bo die indompelingsgrenslyn en onmiddellik onder die dek geleë is.

REGULASIE 4.

Deurdringbaarheid.

- (a) Die bepaalde veronderstellings waarvan in Regulasie 3 verwaas word, het betrekking op die deurdringbaarheid van die ruimtes onder die indompelingsgrenslyn.
- By die bepaling van die vulbare lengte moet 'n uniforme gemiddelde deurdringbaarheid vir die gehele lengte van elk van die navolgende gedeeltes van die skip onderkant die indompelingsgrenslyn gebruik word:—
- (i) die masjienruim soos omskryf in Regulasie 2;
- (ii) die gedeelte wat voor die masjienruim geleë is; en
- (iii) die gedeelte wat agter die masjienruim geleë is.
- (b) (i) Vir steenkope moet die uniforme gemiddelde deurdringbaarheid oor die gehele masjienruim volgens die onderstaande formule bepaal word:—

$$80 + 12.5 \left(\frac{a-v}{v} \right) \text{ waarin}$$

- a = die volume van die passasiersruimtes, soos omskryf in Regulasie 2, wat binne die grense van die masjienruim onderkant die indompelingsgrenslyn geleë is;
- v = die volume van die tussendeurruimtes wat binne die grense van die masjienruim onderkant die indompelingsgrenslyn geleë is en aangewend word vir die oorgang van vrug, steenkool of voorrade.
- v = die gehoue volume van die masjienruim onderkant die indompelingsgrenslyn.

- (ii) In die geval van skepe wat deur middel van binnebrandmasjiens aangedryf word, moet die uniforme gemiddelde deurdringbaarheid 5 groter geneem word as dié wat deur die bogaande formule aangegoe word.
- (iii) Wanneer daar tot tevredenheid van die Administrasie aangegoe word dat die gemiddelde deurdringbaarheid soos deur registreer berekening bepaal, kleiner is as dié wat deur die formule aangegoe word, kan die registreer berekende waarde gebruik word. Vir die doel van so 'n berekening moet die deurdringbaarheid van passasiersruimtes, soos omskryf in Regulasie 2, geset word op 0, dié van alle vrug-, steenkool- en voornadruime op 0, en dié van dubbelbodem-, brandstofolie- en ander tenke op redonige sifere as wat in elke geval deur die Administrasie goedgekeur mag word.
- (c) Behalwe soos in paragraaf (d) hieronder bepaal, moet die uniforme gemiddelde deurdringbaarheid oor die hele gedeelte van die skip voor (of agter) die masjienruim volgens die onderstaande formule bereken word:—

$$63 + 35 \frac{a}{v}$$

waarin:—

- a = die volume van die passasiersruimtes soos omskryf in Regulasie 2, wat onder die indompelingsgrenslyn voor (of agter) die masjienruim geleë is; en

v = whole volume of the portion of the ship below the margin line before (or abaft) the machinery space.

(d) In the case of a ship which is permitted under Regulation 22 of Chapter III to carry a number of persons on board in excess of the life-boat capacity provided, and is required under paragraph (d) of Regulation 1 in this Chapter to comply with special provisions, the uniform average permeability throughout the portion of the ship before (or abaft) the machinery space shall be determined from the formula:—

$$95 - 35 \frac{b}{v}$$

where:—

h = the volume of the spaces below the margin line and above the tops of floors, inner bottom, or peak tanks, as the case may be, which are appropriated to and used as cargo spaces, coal or oil fuel bunkers, store rooms, baggage and mail rooms, chain lockers and fresh water tanks, before (or abaft) the machinery space; and

v = whole volume of the portion of the ship below the margin line before (or abaft) the machinery space.

In the case of ships engaged on services where the cargo holds are not generally occupied by any substantial quantities of cargo, no part of the cargo spaces is to be included in calculating "b".

(e) In the case of unusual arrangements the Administration may allow, or require, a detailed calculation of average permeability for the portions before or abaft the machinery space. For the purpose of such calculation the permeability of passenger spaces as defined in Regulation 2 shall be taken as 95, that of spaces containing machinery as 80, that of all cargo, coal and store spaces as 60, and that of double bottom, oil fuel and other tanks at such value as may be approved in each case by the Administration.

(f) If a between-deck compartment between two water-tight transverse bulkheads contains any passenger or crew space, the whole of that compartment, less any space completely enclosed within permanent steel bulkheads and appropriated to other purposes, shall be regarded as passenger space. If, however, the passenger or crew space in question is completely enclosed within permanent steel bulkheads, only the space so enclosed need be considered as passenger space.

REGULATION 5.

Permissible Length of Compartments.

(a) Ships shall be as efficiently subdivided as is possible having regard to the nature of the service for which they are intended. The degree of subdivision shall vary with the length of the ship and with the service, in such manner that the highest degree of subdivision corresponds with the ships of greatest length, primarily engaged in the carriage of passengers.

(b) *Factor of Subdivision.*—The maximum permissible length of a compartment having its centre at any point in the ship's length is obtained from the floodable length by multiplying the latter by an appropriate factor called the *factor of subdivision*.

The factor of subdivision shall depend on the length of the ship, and for a given length shall vary according to the nature of the service for which the ship is intended. It shall decrease in a regular and continuous manner:—

- (i) as the length of the ship increases, and
- (ii) from a factor A, applicable to ships primarily engaged in the carriage of cargo, to a factor B, applicable to ships primarily engaged in the carriage of passengers.

The variations of the factors A and B shall be expressed by the following formulae (I) and (II) where L is the length of the ship as defined in Regulation 2:—

L in foot

$$A = \frac{100}{L - 198} + \cdot 18 \quad (L = 430 \text{ and upwards})$$

L in metres

$$A = \frac{58 \cdot 2}{L - 60} + \cdot 18 \quad (L = 131 \text{ and upwards}) \dots \dots \dots (I)$$

L in foot

$$B = \frac{100}{L - 138} + \cdot 18 \quad (L = 260 \text{ and upwards})$$

L in metres

$$B = \frac{30 \cdot 3}{L - 42} + \cdot 18 \quad (L = 79 \text{ and upwards}) \dots \dots \dots (II)$$

(c) *Criterion of Service.*—For a ship of given length the appropriate factor of subdivision shall be determined by the Criterion of Service Numerical (hereinafter called the Criterion Numerical) as given by the following formulae (III) and (IV) where:—

- C_s = the Criterion Numerical;
- L = length of the ship, as defined in Regulation 2;
- M = the volume of the machinery space, as defined in Regulation 2; with the addition thereto of the volume of any permanent oil fuel bunkers which may be situated above the inner bottom and before or abaft the machinery space;
- v' = the whole volume of the passenger spaces below the margin line, as defined in Regulation 2;
- v = the whole volume of the ship below the margin line;

v = die hele volume van die gedeelte van die skip wat onder die indompelingsgrenslyn voor (of agter) die masjienruim geleë is.

(d) In die geval van 'n skip wat ingevolge Regulasie 22 van Hoofstuk II toegelaat word om 'n groter aantal passasiers aan boord te vervoer as wat die beskikbare pleasseuntes op die reddingsboot toelaat en ten aansien waarvan krugters paragraaf (d) van Regulasie 1 van hierdie Hoofstuk vereis word dat dit aan besondere bepalinge moet voldoen, met die uniforme gemiddelde deurdringbaarheid waardeur die gedeelte van die skip (voor of agter) die masjienruim ooreenkomstig die volgende formule bepaal word:—

$$95 - 33 \frac{b}{v}$$

waarin:—

b = die volume van die ruimte onderkant die indompelingsgrenslyn en bo die boonste vlak van vloere, binneboords of piektenke, na gelang van die geval, wat bedoel is vir en gebruik word as vragruime, steenkoel of oliebrandstoftankers, voorraadruime, bagasie- en posruime, toesluitkaste met kettings en varswaterenke (of agter) die masjienruim; en

v = die hele volume van die gedeelte van die skip onderkant die indompelingsgrenslyn voor (of agter) die masjienruim.

In die geval van skepe wat in gebruik is op dienste waar die vragruime nie gewoonlik deur aansienlike hoeveelhede vrag in beslag geneem word nie, moet geen deel van die vragruime by die berekening van „b“ ingesluit word nie.

(e) In die geval van buitengewone reëlings kan die Administrasie 'n uitvoerige berekening van die gemiddelde deurdringbaarheid van die gedeeltes voor of agter die masjienruime toelaat of vereis. Vir die doel van so 'n berekening moet die deurdringbaarheid van passasiersruimtes soos in Regulasie 2 omskryf, as 95 beskou word, dié van ruimtes wat masjinerie bevat as 80, dié van alle vrag-, koel- en voorraadruime as 60 en dié van dubbelbodems-, oliebrandstof- en ander tenke op so 'n waarde as wat in elke geval deur die Administrasie goedgekeur mag word.

(f) Indien 'n tussendekafdeling tussen twee waterdichte dwarsbeskotte 'n passasiers- of bemanningsruimte bevat, moet die hele afdeling met aftrekking van elke ruimte wat volkome ingesluit is deur blywende staalbeskotte en vir ander doeleindes aangewend word, as passasiersruimte beskou word. Indien die betrokke passasiers- of bemanningsruimte volkome binne blywende staalbeskotte ingesluit is, hoef slegs die ruimte wat op hierdie wyse ingesluit is as passasiersruimte beskou te word.

REGULASIE 5.

Toelaatbare Lengte van Afdelings.

(a) Skepe moet, met inagneming van die aard van die diens waarvoor hulle bedoel is, so doeltreffend moontlik ingedeel word. Die mate van indeling wissel met die lengte van die skip en met die diens, op so 'n wyse dat die hoogste mate van indeling ooreenkom met die skape van die grootste lengte wat hoofsaaklik vir passasiersvervoer gebruik word.

(b) *Indelingsfaktor*.—Die maksimum toelaatbare lengte van 'n afdeling wat enige punt in die skepelengte as middelpunt het, word uit die vulbare lengte verkry deur laasgenoemde met 'n toepasselijke faktor, wat die *indelingsfaktor* genoem word, te vermenigvuldig.

Die indelingsfaktor is afhanklik van die lengte van die skip en verander vir 'n gegewe lengte ooreenkomstig die aard van die diens waarvoor die skip bestem is. Dit moet op 'n reëlmatige wyse deurlopend afneem:—

- (i) Na mate die skepelengte toeneem, en
- (ii) van 'n faktor A wat van toepassing is op skepe wat hoofsaaklik gebruik word vir die vervoer van vrag, tot 'n faktor B wat van toepassing is op skepe wat hoofsaaklik gebruik word vir die vervoer van passasiers.

Die veranderinge van die faktore A en B word uitgedruk deur die volgende formules (I) en (II) waarin L die lengte is van die skip soos omskryf in Regulasie 2:—

$$\begin{aligned} & \text{L in voet} \\ A &= \frac{190}{L - 198} + \cdot 18 \quad (L = 430 \text{ en groter}) \\ & \text{L in meters} \\ A &= \frac{58 \cdot 2}{L - 60} + \cdot 18 \quad (L = 131 \text{ en groter}) \quad (I) \\ & \text{L in voet} \\ B &= \frac{100}{L - 138} + \cdot 18 \quad (L = 260 \text{ en groter}) \\ & \text{L in meters} \\ B &= \frac{30 \cdot 3}{L - 42} + \cdot 18 \quad (L = 70 \text{ en groter}) \quad (II) \end{aligned}$$

(c) *Kriterium van diens*.—Vir 'n skip van gegewe lengte moet die toepasselijke indelingsfaktor bepaal word deur middel van die getal wat die kriterium van diens (hieronder kriteriumgetal genoem), aandui, soos deur die volgende formules (III) en (IV) aangegee, waarin:—

- Ca = die kriteriumgetal;
- L = die lengte van die skip soos omskryf in Regulasie 2;
- M = die volume van die masjienruim soos omskryf in Regulasie 2; met die toevoeging daarvan van die volume van alle blywende brandstofruimtes wat bo die binnebodems en voor of agter die masjienruim geleë mag wees;
- V = die gehele volume van die passasiersruimtes onder die indompelingsgrenslyn, soos omskryf in Regulasie 2;
- V = die gehele volume van die skip onder die indompelingsgrenslyn.

$P_1 = KN$ where:—

N = number of passengers for which the ship is to be certified, and

K has the following values:—

	Value of K .
Length in feet and volumes in cubic feet	.6 L.
Length in metres and volumes in cubic metres	.056 L.

Where the value of KN is greater than the sum of P and the whole volume of the actual passenger spaces above the margin line, the figure to be taken as P_1 is that sum or $\frac{2}{3} KN$, whichever is the greater.

When P_1 is greater than P —

$$C_s = 72 \frac{M + 2P_1}{V + P_1 - P} \quad \text{..... (III)}$$

and in other cases—

$$C_s = 72 \frac{M + 2P}{V} \quad \text{..... (IV)}$$

For ships not having a continuous bulkhead deck the volumes are to be taken up to the actual margin lines used in determining the floodable lengths.

(d) *Rules for Subdivision of Ships other than those covered by paragraph (c) of this Regulation.*—(i) The subdivision abaft the forepeak of ships 430 feet (or 131 metres) in length and upwards having a criterion numeral of 23 or less shall be governed by the factor A given by formula (I); of those having a criterion numeral of 123 or more by the factor B given by formula (II); and of those having a criterion numeral between 23 and 123 by the factor F obtained by linear interpolation between the factors A and B , using the formula:—

$$F = A - \frac{(A - B)(C_s - 23)}{100} \quad \text{..... (V)}$$

Where the factor F is less than .40 and it is shown to the satisfaction of the Administration to be impracticable to comply with the factor F in a machinery compartment of the ship, the subdivision of such compartment may be governed by an increased factor, which, however, shall not exceed .40.

(ii) The subdivision abaft the forepeak of ships less than 430 feet (or 131 metres) but not less than 260 feet (or 79 metres) in length having a criterion numeral equal to S , where—

$$S = \frac{9,282 - 20L}{34} \text{ (L in feet)} = \frac{3,574 - 25L}{13} \text{ (L in metres)}$$

shall be governed by the factor unity; of those having a criterion numeral of 123 or more by the factor B given by the formula (II); of those having a criterion numeral between S and 123 by the factor F obtained by linear interpolation between unity and the factor B using the formula:—

$$F = 1 - \frac{(1 - B)(C_s - S)}{123 - S} \quad \text{..... (VI)}$$

(iii) The subdivision abaft the forepeak of ships less than 430 feet (or 131 metres) but not less than 260 feet (or 79 metres) in length and having a criterion numeral less than S , and of all ships less than 260 feet (or 79 metres) in length shall be governed by the factor unity, unless, in either case, it is shown to the satisfaction of the Administration to be impracticable to comply with this factor in any part of the ship, in which case the Administration may allow such relaxation as may appear to be justified, having regard to all the circumstances.

(iv) The provisions of sub-paragraph (d) (iii) shall apply also to ships of whatever length, which are to be certified to carry a number of passengers exceeding 12 but not exceeding—

$$\frac{L^2}{7,000} \text{ (in feet)} = \frac{L^2}{660} \text{ (in metres)} \text{ or } 50, \text{ whichever is the less.}$$

(e) *Special Standards of Subdivision for Ships which are permitted under Regulation 22 of Chapter II to carry a number of persons on board in excess of the lifeboat capacity provided and are required under paragraph (d) of Regulation 1 in this Chapter to comply with special provisions.*

(i) (a) In the case of ships primarily engaged in the carriage of passengers, the subdivision abaft the forepeak shall be governed by a factor of .50 or by the factor determined according to paragraphs (c) and (d) of this Regulation, if less than .50.

(b) In the case of such ships less than 300 feet (or 91.5 metres) in length, if the Administration is satisfied that compliance with such factor would be impracticable in a compartment, it may allow the length of that compartment to be governed by a higher factor provided the factor used is the lowest that is practicable and reasonable in the circumstances.

(ii) If, in the case of any ship whether less than 300 feet (or 91.5 metres) or not, the necessity of carrying appreciable quantities of cargo makes it impracticable to require the subdivision abaft the forepeak to be governed by a factor not exceeding .60 the standard of subdivision to be applied shall be determined in accordance with the following sub-paragraphs (a) to (c), subject to the condition that where the Administration is satisfied that insistence on strict compliance in any respect would be unreasonable, it may allow such alternative arrangement of the watertight bulkheads as appears to be justified on merits and will not diminish the general effectiveness of the subdivision.

P_1 = KN waarin:—

N = aantal passasiers waarvoor die skip 'n sertifikaat moet lê,
on

K die volgende waardes het:—

Waarde
van K.
Lengte in voet en volumes in kubieke voet . . . 6 L.
Lengte in meters en volumes in kubieke meters . . . 0.66 L.

Wanneer die waarde van KN groter is as die som van P en die hele volume van die werklike passasiersnombes bo die indompelingsgrenslyn, is die syfer wat vir P_1 geneem moet word daardie som of $\frac{2}{3}$ KN, watter ook al die grootste is.

Wanneer P_1 groter is as P—

$$Cs = 72 \frac{M + 2P_1}{V + P_1 - P} \quad \text{..... (III)}$$

en in ander gevalle—

$$Cs = 72 \frac{M + 2P}{V} \quad \text{..... (IV)}$$

Vir skepe wat nie 'n dourlappende beskedok het nie, moet die volumes geneem word tot op die werklike indompelingsgrenslyn wat gebruik word vir die bepaling van die vulbare langes.

(d) *Reël vir indeling van skepe behuys die wat deur paragraaf (c) van hierdie Regulasie gedek word.*—(i) Die indeling agter die voorpiek van skepe met 'n lengte van 430 voet (131 meters) en groter wat 'n kriteriumgetal van 23 of kleiner het, moet gereël word deur middel van die faktor A soos aangegee in formule (I); dié van skepe wat 'n kriteriumgetal van 123 of groter het, deur middel van faktor B soos aangegee in formule (II); en dié van skepe met 'n kriteriumgetal tussen 23 en 123 deur middel van die faktor F wat verkry word deur middel van lineêre interpolasie tussen die faktore A en B met gebruikneming van die volgende formule:—

$$F = A - \frac{(A - B)(Cs - 23)}{100} \quad \text{..... (V)}$$

Wanneer die faktor F kleiner is as .40 en dit tot tevreedenheid van die Administrasie aangestoon word dat dit prakties onuitvoerbaar is om in 'n masjienafdeling van die skip aan die faktor F te voldoen, mag die beskedindeling van so 'n afdeling gereël word deur middel van 'n groter faktor wat egter nie groter as .40 mag wees nie.

(ii) *Die indeling agter die voorpiek van skepe met 'n lengte van minder as 430 voet (131 meters) maar nie minder as 260 voet (79 meters) nie, waarvan die kriteriumgetal gelyk is aan S, waarby:—*

$$S = \frac{9,382 - 20L}{34} \quad (\text{L in voet}) = \frac{3,574 - 25L}{13} \quad (\text{L in meters})$$

moet gereël word deur middel van die faktor een; van dié met 'n kriteriumgetal van 123 of groter, deur die faktor B soos aangegee in formule (II); van dié waarvan die kriteriumgetal tussen S en 123 gelyk is, deur die faktor F wat bepaal word deur lineêre interpolasie tussen een en die faktor B met gebruikneming van die formule:—

$$F = 1 - \frac{(1 - B)(Cs - S)}{123 - S} \quad \text{..... (VI)}$$

(iii) *Die indeling agter die voorpiek van skepe met 'n lengte van minder as 430 voet (131 meters) maar nie minder as 260 voet (79 meters) nie en met 'n kriteriumgetal wat kleiner is as S, en voorts van alle skepe met 'n lengte van minder as 260 voet (79 meters), word gereël deur middel van die faktor een, tenytrek in die een as in die ander geval tot tevreedenheid van die Administrasie aangestoon word dat dit prakties onuitvoerbaar is om in enige deel van die skip aan hierdie faktor te voldoen, in welke geval die Administrasie, met inagneming van al die omstandighede, 'n minder strengere toepassing, wat regverdiging mag blyk, kan toelaat.*

(iv) *Die bepaling van subparagraaf (d) (iii) is ook van toepassing op skepe, ongehoor hul lengte, wat volgens hul sertifikaat 'n aantal passasiers mag vervoer wat groter is as 12 maar nie groter nie as—*

$$\frac{L^2}{7,000} \quad (\text{in voet}) = \frac{L^2}{650} \quad (\text{in meters}) \quad \text{of } 60, \text{ watter getal ook al die kleinste is.}$$

(e) *Spesiale reël van indeling vir skepe wat kragtens Regulasie 22 van Hoofstuk III toegelaat word om 'n groter aantal persone aan boord te vervoer as wat die beskikbare plaasruimte in die reddingsbote toelaat en wat ingevolge paragraaf (d) van Regulasie 1 van hierdie Hoofstuk aan besondere bepalinge moet voldoen.*

(i) (a) In die geval van skepe wat hoofsaaklik gebruik word vir die vervoer van passasiers, moet die indeling agter die voorpiek bepaal word deur middel van 'n faktor van .50 of deur middel van die faktor wat bepaal word ooreenkomstig paragrafe (e) en (d) van hierdie Regulasie, indien dit minder is as .50.

(b) In die geval van sulke skepe met 'n lengte van minder as 300 voet (of 91.5 meters) kan die Administrasie, indien hy tevrede is dat dit onuitvoerbaar sou wees om in 'n afdeling aan so 'n faktor te voldoen, toelaat dat die lengte van daardie afdeling bepaal word deur 'n hoër faktor, met dien verstande dat die faktor wat gebruik word die laagste is wat onder die omstandighede prakties moontlik en redelik is.

(ii) Indien, in die geval van 'n skip hoër as 300 voet (of 91.5 meters) of nie, die noodsaaklikheid om aanseemlike hoeveelhede vrug te vervoer dit onuitvoerbaar maak om te vering dat die indeling agter die voorpiek bepaal word deur 'n faktor van hoogstens .50, moet die mate van indeling bepaal word ooreenkomstig die onderstaande subparagrafe (a) tot (e), onderworpe aan die voorwaarde dat waar die Administrasie tevrede is dat die strenge toepassing in elke opsig oorendelk sou wees, by voldoende alternatiewe reëling van die waterligte beskedote kan toelaat as wat op die meriete regverdig blyk en wat nie die algemene doeltreffendheid van die indeling sal verminder nie.

- (a) The provisions of paragraph (c) of this Regulation relating to the criterion numeral shall apply with the exception that in calculating the value of P, for berthed passengers K is to have the value defined in paragraph (c) of this Regulation or 125 cubic feet (or 3.55 cubic metres), whichever is the greater, and for unberthed passengers K is to have the value 125 cubic feet (or 3.55 cubic metres).

- (b) The factor B in paragraph (b) of this Regulation shall be replaced by the factor BB determined by the following formula:—

L in feet

$$BB = \frac{57.6}{L - 108} + .20 \quad (L = 180 \text{ and upwards})$$

L in metres

$$BB = \frac{17.6}{L - 33} + .20 \quad (L = 55 \text{ and upwards})$$

- (c) The subdivision abaft the forepeak of ships 436 feet (or 131 metres) in length and upwards having a criterion numeral of 23 or less shall be governed by the factor A given by formula (I) in paragraph (b) of this Regulation; of those having a criterion numeral of 123 or more by the factor BB given by the formula in sub-paragraph (ii) (b) of this paragraph; and of those having a criterion numeral between 23 and 123 by the factor F obtained by linear interpolation between the factors A and BB, using the formula:—

$$F = A - \frac{(A - BB)(Cs - 23)}{100}$$

except that if the factor F so obtained is less than .50 the factor to be used shall be either .50 or the factor calculated according to the provisions of paragraph (d) (i) of this Regulation, whichever ever is the smaller.

- (d) The subdivision abaft the fore peak of ships less than 430 feet (or 131 metres) but not less than 180 feet (or 55 metres) in length having a criterion numeral equal to S_1 where—

$$S_1 = \frac{1,050 - 4L}{10} \quad (L \text{ in feet})$$

$$S_1 = \frac{3,712 - 26L}{10} \quad (L \text{ in metres})$$

shall be governed by the factor unity; of those having a criterion numeral of 123 or more by the factor BB given by the formula in sub-paragraph (ii) (b) of this paragraph; of those having a criterion numeral between S_1 and 123 by the factor F obtained by linear interpolation between unity and the factor BB, using the formula:—

$$F = 1 - \frac{(1 - BB)(Cs - S_1)}{123 - S_1}$$

except that in either of the two latter cases if the factor so obtained is less than .50 the subdivision may be governed by a factor not exceeding .50.

- (e) The subdivision abaft the fore peak of ships less than 430 feet (or 131 metres) but not less than 180 feet (or 55 metres) in length and having a criterion numeral less than S_1 , and of all ships less than 180 feet (or 55 metres) in length shall be governed by the factor unity, unless it is shown to the satisfaction of the Administration to be impracticable to comply with this factor in particular compartments, in which event the Administration may allow such relaxations in respect of those compartments as appear to be justified, having regard to all the circumstances, provided that the aftermost compartment and as many as possible of the forward compartments (between the forepeak and the after end of the machinery space) shall be kept within the floodable length.

REGULATION 6.

Special Rules concerning Subdivision.

- (a) Where in a portion or portions of a ship the watertight bulkheads are carried to a higher deck than in the remainder of the ship, and it is desired to take advantage of this higher extension of the bulkheads in calculating the floodable length, separate margin lines may be used for each such portion of the ship, provided that—

- (i) the sides of the ship are extended throughout the ship's length to the deck corresponding to the upper margin line and all openings in the shell plating below this deck throughout the length of the ship are treated as being below a margin line, for the purposes of Regulation 13; and
- (ii) the two compartments adjacent to the "stop" in the bulkhead deck are each within the permissible length corresponding to their respective margin lines and, in addition, their combined length does not exceed twice the permissible length based on the lower margin line.

- (b) (i) A compartment may exceed the permissible length determined by the rules of Regulation 5 provided the combined length of each pair of adjacent compartments to which the compartment in question is common does not exceed either the floodable length or twice the permissible length, whichever is the less.

- (a) Die bepallings van paragraaf (c) van hierdie Regulasie wat betrekking het op die kriteriumgetal, is van toepassing behalwe dat by die berekening van die waarde van P_1 vir passasiers met slaappergiewe K die waarde moet hó soos bepaal in paragraaf (c) van hierdie Regulasie of 125 kubieke voet (of 3.55 kubieke meters), watter ook al die grootste is, en vir passasiers sonder slaappergiewe moet K 'n waarde hó van 125 kubieke voet (of 3.55 kubieke meters).
- (b) Die faktor B in paragraaf (b) van hierdie Regulasie moet vervang word deur die faktor BB wat deur middel van die onderstaande formule bepaal word:—

$$L \text{ in voet}$$

$$BB = \frac{57.6}{L - 108} + .20 \text{ (L = 180 en groter)}$$

$$L \text{ in meters}$$

$$BB = \frac{17.6}{L - 33} + .20 \text{ (L = 55 en groter)}$$

- (c) Die indeling agter die voorpiek van skope met 'n lengte van 430 voet (of 131 meters) en groter wat 'n kriteriumgetal van 23 of kleiner het, word gereël deur middel van die faktor A wat verkry word deur formule (I) in paragraaf (b) van hierdie Regulasie; van dié met 'n kriteriumgetal van 123 of groter deur die faktor BB verkry deur die formule in subparagraaf (ii) (b) van hierdie paragraaf; en van dié met 'n kriteriumgetal van tussen 23 en 123 deur die faktor F wat verkry word deur middel van lineêre interpolasie tussen die faktore A en BB met gebruikmaking van die formule:—

$$F = A - \frac{(A - BB)(Ca - 23)}{100}$$

behalwe dat, indien die faktor F aldus verkry minder is as .50, die faktor wat gebruik moet word óf .50 is of die faktor bereken ooreenkomstig die bepallings van paragraaf (d) (i) van hierdie Regulasie, watter ook al die kleinste is.

- (d) Die indeling agter die voorpiek van skope met 'n lengte van 430 voet (of 131 meters) maar nie minder as 180 voet (of 55 meters) 'n kriteriumgetal wat gelyk is aan S_1 waarby—

$$S_1 = \frac{1,960 - 4L}{10} \text{ (L in voet)}$$

$$S_1 = \frac{3,712 - 25L}{19} \text{ (L in meters)}$$

moet bepaal word deur middel van die faktor één; van dié met 'n kriteriumgetal van 123 of groter deur die faktor BB verkry deur die formule in subparagraaf (ii) (b) van hierdie paragraaf; van dié met 'n kriteriumgetal van tussen S_1 en 123 deur die faktor F verkry deur middel van lineêre interpolasie tussen één en die faktor BB met gebruikmaking van die formule—

$$F = 1 - \frac{(1 - BB)(Ca - S_1)}{123 - S_1}$$

behalwe dat in albei die laasgenoemde gevalle, indien die faktor aldus verkry minder is as .50, die indeling bepaal kan word deur 'n faktor wat .50 nie te hoër gaan nie.

- (e) Die indeling agter die voorpiek van skope met 'n lengte van minder as 430 voet (of 131 meters) maar nie minder as 'n 180 voet (of 55 meters) met 'n kriteriumgetal kleiner as S_1 , en van alle skope met 'n lengte van minder as 180 voet (of 55 meters) moet bepaal word deur middel van die faktor één, tensy dit tot toevredenheid van die Administrasie nagegaan word dat in die geval van besondere afdelings voldoende aan hierdie faktor prakties ouitvoerbaar is, in welke geval die Administrasie, met inagneming van al die omstandighede, ten aansien van daardie afdelings 'n minder strenge toepassing, wat geregtiglik mag blyk, kan toelaat, met dien verstande dat die agterste afdeling en sover as moontlik van die voorste afdelings (tussen die voorpiek en die agterste end van die masjienruim) nie die vulbare lengte mag oorskryk nie.

REGULASIE 6.

Beondere Voorskrifte betreffende Indeling.

- (a) Wanneer die waterdigte beskotte in 'n gedeelte of in gedeeltes van die skip tot 'n hoër dek uitstrekk as in die orige gedeelte van die skip en daar verlang word dat die dek by die berekening van die vulbare lengte van die skip gebruik word, moet die dek hulle hoër uitstrekk, kan afsonderlike indompelingsgrenslyne vir elke sodanige gedeelte van die skip gebruik word, met dien verstande dat—

- (i) die skeepsboorde dwarsdeur die hele lengte van die skip uitstrekk tot by die dek wat ooreenkom met die boonste indompelingsgrenslyn en al die openinge in die huidbeplating onderkni hierdie dek dwarsdeur die hele lengte van die skip vir die toepassing van Regulasie 13 beskou word as onder 'n indompelingsgrenslyn geleë; en
- (ii) die twee afdelings wat grens aan die „verspringsing” in die beskottek albei die toelaatbare lengte wat ooreenkom met hul onderskeie indompelingsgrenslyne nie oorskryk nie, en dantehowens hul gesamentlike lengte nie groter is nie as twee maal die toelaatbare lengte bereken volgens die hier geleë indompelingsgrenslyn.

- (b) (i) 'n Afdeling mag langer wees as die toelaatbare lengte soos bepaal volgens die voorskrifte van Regulasie 5, mits die gesamentlike lengte van elke paar aangrensende afdelings waarvan die betrokke afdelings 'n deel uitmaak, nie groter is nie as die vulbare lengte of twee maal die toelaatbare lengte, watter ook al die kleinste is.

(ii) If one of the two adjacent compartments is situated inside the machinery space, and the second is situated outside the machinery space, and the average permeability of the portion of the ship in which the second is situated differs from that of the machinery space, the combined length of the two compartments shall be adjusted to the mean average permeability of the two portions of the ship in which the compartments are situated.

(iii) Where the two adjacent compartments have different factors of subdivision, the combined length of the two compartments shall be determined proportionately.

(c) In ships 430 feet (or 131 metres) in length and upwards, one of the main transverse bulkheads abaft the fore peak shall be fitted at a distance from the forward perpendicular which is not greater than the permissible length.

(d) A main transverse bulkhead may be recessed provided that all parts of the recess lie inboard of vertical surfaces on both sides of the ship, situated at a distance from the shell plating equal to one-fifth the breadth of the ship, as defined in Regulation 2, and measured at right angles to the centre line at the level of the deepest subdivision loadline.

Any part of a recess which lies outside these limits shall be dealt with as a step in accordance with the following paragraph.

(e) A main transverse bulkhead may be stepped provided that it meets one of the following conditions:—

(i) The combined length of the two compartments, separated by the bulkhead in question, does not exceed either 90 per cent. of the floodable length or twice the permissible length, except that in ships having a factor of subdivision greater than .9, the combined length of the two compartments in question shall not exceed the permissible length.

(ii) Additional subdivision is provided in way of the step to maintain the same measure of safety as that secured by a plane bulkhead.

(iii) The compartment over which the step extends does not exceed the permissible length corresponding to a margin line taken 3 inches (or 76 millimetres) below the step.

(f) Where a main transverse bulkhead is recessed or stepped, an equivalent plane bulkhead shall be used in determining the subdivision.

(g) If the distance between two adjacent main transverse bulkheads, or their equivalent plane bulkheads, or the distance between the transverse planes passing through the nearest stepped portions of the bulkheads, is less than 10 feet (or 3.05 metres) plus 3 per cent. of the length of the ship, or 35 feet (or 10.67 metres) whichever is the less, only one of these bulkheads shall be regarded as forming part of the subdivision of the ship in accordance with the provisions of Regulation 5.

(h) Where a main transverse watertight compartment contains local subdivision and it can be shown to the satisfaction of the Administration that, after any assumed side damage extending over a length of 10 feet (or 3.05 metres) plus 3 per cent. of the length of the ship, or 35 feet (or 10.67 metres) whichever is the less, the whole volume of the main compartment will not be flooded, a proportionate allowance may be made in the permissible length otherwise required for such compartment. In such a case the volume of effective buoyancy assumed on the undamaged side shall not be greater than that assumed on the damaged side.

REGULATION 7.

Stability of Ships in Damaged Condition.

(a) Sufficient intact stability shall be provided in all service conditions so as to enable the ship to withstand the final stage of flooding of any one main compartment which is required to be within the floodable length.

Where two adjacent main compartments are separated by a bulkhead which is stepped under the conditions of sub-paragraph (e) (i) of Regulation 6, the intact stability shall be adequate to withstand the flooding of these two adjacent main compartments.

Where the required factor of subdivision is .60 or less the intact stability shall be adequate to withstand the flooding of any two adjacent main compartments.

(b) (i) The requirements of paragraph (a) of this Regulation shall be determined by calculations which are in accordance with paragraphs (c), (d) and (f), following, and which take into consideration the proportions and design characteristics of the ship and the arrangement and configuration of the damaged compartments. In making these calculations the ship is to be assumed in the worst anticipated service condition as regards stability.

(ii) Where it is proposed to fit decks, inner skins or longitudinal bulkheads of sufficient tightness to seriously restrict the flow of water, the Administration shall be satisfied that proper consideration is given to such restrictions in the calculations.

(c) For the purpose of making damage stability calculations the volume and surface permeabilities shall be as follows:—

Spaces.	Permeability.
Occupied by cargo, coal or stores	60
Occupied by accommodations	95
Occupied by machinery	85
Intended for liquids	0 or 95*

* Whichever results in the more severe requirements.

(ii) Indien een van die twee aangrensende afdelings binne die masjien-ruim en die tweede buite die masjienruim geleë is en die gemiddelde deurdringbaarheid van dié gedeelte van die skip waarin die tweede geleë is, verskil van dié van die masjienruim, moet die gesamentlike lengte van die twee afdelings aangepas word by die gemiddelde deurdringbaarheid van die twee gedeeltes van die skip waarin die afdeling geleë is.

(iii) Wanneer die twee aangrensende afdelings verskillende indelings-faktore het, moet die gesamentlike lengte van die twee afdelings na oweredigheid bepaal word.

(c) In skepe met 'n lengte van 430 voet (of 131 meters) en groter moet een van die hoofdwarsbeskotte agter die voorskiel aangebring word op 'n afstand van die voorloedlyn wat nie groter is as die toelaatbare lengte nie.

(d) In 'n hoofdwarsbeskot mag 'n nis voorkom mits alle dele van die nis binnewaarts geleë is van vertikale oppervlaktes aan albei kante van die skip en geleë is op 'n afstand van die luiddaak wat gelyk is aan een-vyfde van die breedte van die skip soos omskryf in Regulasie 2 en regioekig gemeet met die middellyn op die pool van die boonste indelingsanalyn.

Enige gedeelte van 'n nis wat buite hierdie grenslyne lê, moet behandel word as 'n deel van 'n beskot wat trapsgewys verspring, ooreenkomstig die bepalinge van die volgende paragraaf.

(e) 'n Hoofdwarsbeskot mag trapsgewys verspring met dien verstande dat dit voldoen aan een van die onderstaande voorwaardes, nl. dat:—

(i) Die gesamentlike lengte van die twee afdelings wat deur die betrokke beskot geskei word of 90 persent van die vulbare lengte of tweemaal die toelaatbare lengte nie oorskry nie behalwe dat in skepe met 'n indelingsfaktor van groter as 0, die gesamentlike lengte van die twee betrokke afdelings die toelaatbare lengte nie mag oorskry nie.

(ii) Voorsiening gemaak is vir addisionele indeling by wyse van 'n verspringing ter handhawing van dieselfde mate van veiligheid as dié wat deur middel van 'n vlak beskot verkry word.

(iii) Die afdeling waaroor die verspringing hom uitstrekk die toelaatbare lengte wat ooreenkom met 'n indelpelingsgrenslyn geneem 3 duim (of 76 millimeters) onderkant die verspringing, nie oorskry nie.

(f) Indien 'n hoofdwarsbeskot van 'n nis voorsien is of trapsgewys verspring, moet ter bepaling van die indeling 'n gelykwaardige vlak beskot gebruik word.

(g) Indien die afstand tussen twee aangrensende hoofdwarsbeskotte of tussen hul gelykwaardige vlak beskotte, of die afstand tussen die dwarsvlakke wat loop deur dié gedeeltes van die beskotte wat die naaste aan mekaar lê, minder is as 10 voet (of 3.05 meters) plus 3 persent van die lengte van die skip, of 35 voet (of 10.67 meters), wat ook al die kleinste is, moet dit beskot word dat slegs een van hierdie beskotte 'n deel uitmaak van die indeling van die skip ooreenkomstig die bepalinge van Regulasie 5.

(h) Wanneer die hoofdwarskeeps waterdichte afdeling planslik onderverdeel is en tot tevredeheid van die Administrasie bewys kan word dat by veronderstelde beskadiging van die boord oor 'n lengte van 10 voet (3.05 meters), plus 3 persent van die lengte van die skip of 35 voet (of 10.67 meters), water ook al die kleinste is, die gehele volume van die hoofafdeling nie sal volloop nie, kan daar 'n verhouding 'n verhoging van die toelaatbare lengte wat anders vir so 'n afdeling vereis word, toestaan word. In so 'n geval mag die volume van die effektiewe dryfvermoë wat aan die onbeskadigde kant veronderstel word, nie groter wees as dié wat aan die beskadigde kant veronderstel word nie.

REGULASIE 7.

Stabiliteit van Skepe in Beskadigde Toestand.

(a) Daar moet vir die intakte skip in alle dienstoevende voorsiening gemaak word vir voldoende stabiliteit sodat, na die oorstroming van enige hoofafdeling ten opsigte waarvan vereis word dat dit die vulbare lengte nie sal oorskry nie, die skip in die finale stadium van oorstroming aan die onderstaande voorwaardes sal kan voldoen.

Wanneer twee aangrensende hoofafdelings geskei word deur 'n beskot met 'n verspringing, ooreenkomstig die voorskrifte van sub-paragraaf (e) (i) van Regulasie 6, moet die stabiliteit van die intakte skip sodanig wees dat dit die oorstroming van daardie twee aangrensende hoofafdelings kan weerstaan.

Wanneer die vereiste indelingsfaktor 50 of kleiner is, moet die stabiliteit van die intakte skip sodanig wees dat dit die oorstroming van enige twee aangrensende hoofafdelings kan weerstaan.

(b) (i) Die vereistes van paragraaf (a) van hierdie Regulasie moet bepaal word deur middel van berekenings wat in ooreenstemming is met paragrafe (c), (d) en (f) hieronder en waarby die verhoudings en ontwerpkenmerke van die skip en die inrigting en vorm van die beskadigde afdelings in aanmerking geneem word. By hierdie berekenings moet daar veronderstel word dat die skip in die slegste dienstoevende toestand betreffende stabiliteit verkeer.

(ii) Wanneer dit die bedoeling is om dekke, binneluide of langaskeeps beskotte van voldoende digtheid aan te bring ten einde die vloei van die water aansienlik te beperk, moet die Administrasie tevrede wees dat by die berekenings voldoende aandag aan sulke beperkings geskenk word.

(c) Vir die deel van die berekening van die volume en die oppervlakte soos volg wees:—

Ruimtes.	Deurdringbaarheid.
In beslag geneem deur vrag, kool of voorrade ..	60
In beslag geneem deur onderdak ..	95
In beslag geneem deur masjinerie ..	85
Bedoel vir vloeiwater ..	0 of 95*

* Water ook al die strengste vereistes tot gevolg het.

- (d) Minimum assumed extent of damage shall be as follows:—
- (i) *Longitudinal extent*: 10 feet (or 3.05 metres) plus 3 per cent. of the length of the ship, or 35 feet (or 10.67 metres) whichever is the less.
 - (ii) *Transverse extent* (measured inboard from the ship's side, at right angles to the centre line at the level of the deepest subdivision load line): a distance of one-fifth of the breadth of the ship, as defined in Regulation 2.
 - (iii) *Vertical extent*: From top of double bottom up to the margin line.
 - (iv) If any damage of lesser extent than that indicated in the foregoing sub-paragraphs (i), (ii) and (iii), would result in a more severe condition regarding heel or loss of metacentric height such damage shall be assumed in the calculations.
 - (e) Unsymmetrical flooding is to be kept to a minimum consistent with efficient arrangements. Where special cross-flooding fittings are provided these, together with the maximum heel before equalisation, shall be acceptable to the Administration. Suitable information concerning the use of such fittings shall be supplied to the master of the ship.
 - (f) The final conditions of the ship after damage and after equalisation measures have been taken shall be as follows:—
 - (i) In the case of symmetrical flooding the residual metacentric height shall be positive, except that, in special cases, the Administration may accept a negative metacentric height (upright) provided the resulting heel is not more than seven degrees.
 - (ii) In the case of unsymmetrical flooding the total heel shall not exceed seven degrees, except that, in special cases, the Administration may allow additional heel due to the unsymmetrical moment, but in no case shall the final heel exceed fifteen degrees.
 - (iii) In no case shall the margin line be submerged in the final stage of flooding. If it is considered that the margin line may become submerged during an intermediate stage of flooding, the Administration may require such investigations and arrangements as it shall consider necessary for the safety of the ship.
 - (g) The master of the ship shall be supplied with the data necessary to maintain sufficient intact stability under service conditions to enable the ship to withstand the critical damage. In the case of ships requiring cross-flooding the master of the ship shall be informed of the conditions of stability on which the calculations of heel are based and be warned that excessive heeling might result should the ship sustain damage when in a less favourable condition.
 - (h) (i) No relaxation from the requirements for damage stability may be considered by an Administration unless it is shown that the intact metacentric height in any service condition necessary to meet these requirements is excessive for the service intended.
 - (ii) Relaxations from the requirements for damage stability shall be permitted only in exceptional cases and subject to the condition that the Administration is to be satisfied that the proportions, arrangements and other characteristics of the ship are the most favourable to stability after damage which can practically and reasonably be adopted in the particular circumstances.

REGULATION 8.

Peak and Machinery Space Bulkheads, Shaft Tunnels, etc.

- (a) (i) A ship shall have a forepeak or collision bulkhead, which shall be watertight up to the bulkhead deck. This bulkhead shall be fitted not less than 5 per cent. of the length of the ship, and not more than 10 feet (or 3.05 metres) plus 5 per cent. of the length of the ship from the forward perpendicular.
- (ii) If the ship has a long forward superstructure, the forepeak bulkhead shall be extended watertight to the deck next above the bulkhead deck. The extension need not be fitted directly over the bulkhead below, provided it is at least 5 per cent. of the length of the ship from the forward perpendicular, and the part of the bulkhead deck which forms the step is made effectively watertight.
- (b) An afterpeak bulkhead, and bulkheads dividing the machinery space, as defined in Regulation 2, from the cargo and passenger spaces forward and aft, shall also be fitted and made watertight up to the bulkhead deck. The afterpeak bulkhead may, however, be stepped below the bulkhead deck, provided the degree of safety of the ship as regards subdivision is not thereby diminished.
- (c) In all cases stern tubes shall be enclosed in watertight spaces of moderate volume. The stern gland shall be situated in a watertight shaft tunnel or other watertight space separate from the stern tube compartment and of such volume that, if flooded by leakage through the stern gland, the margin line will not be submerged.

REGULATION 9.

Double Bottoms.

- (a) A double bottom should be fitted extending from the forepeak bulkhead to the afterpeak bulkhead as far as this is practicable and compatible with the design and proper working of the ship.
- (i) In ships 200 feet (or 61 metres) and under 249 feet (or 76 metres) in length a double bottom shall be fitted at least from the machinery space to the forepeak bulkhead, or as near thereto as practicable.
- (ii) In ships 249 feet (or 76 metres) and under 339 feet (or 100 metres) in length a double bottom shall be fitted at least outside the machinery space, and shall extend to the fore and after peak bulkheads, or as near thereto as practicable.

- (d) Minimum aangewone mate van skade moet soos volg wees:—
- (i) In die lengte: 10 voet (of 3.05 meters) plus 3 persent van die lengte van die skip of 35 voet (of 10.67 meters), wat ook al die kleinste is.
 - (ii) In die dwars (binneboords gemeet vanaf die skeepsboord regloekig met die middellyn op die hoogte van die diepste indolingsgelyn) 'n Afstand van een-vyfde van die breedte van die skip soos bepaal in Regulasie 2.
 - (iii) Vertikaal: Vanaf die boedel van die dubbelbodem tot by die indompelingsgrenslyn.
 - (iv) Indien geringer skade as dié wat in die voorgaande subparagrafe (i), (ii), en (iii) aangegee word, 'n ernstiger toestand wat betref helling of verlies van metasentriese hoogte tot goewig sou is, moet sodanige skade by die berekenings veronderstel word.
- (e) Onsimmetriese oorstrooming moet beperk word tot 'n minimum wat bestaanbaar is met doeltreffende inrigtings. Wanneer daar spesiale dwarskepepe oorvloeiingsinrigtings aangebring is, moet dit tesame met die maksimum helling voor herstel van die ewewig vir die Administrasie aanneemlik wees. Geskikte inligting betreffende die gebruik van sulke inrigtings moet aan die gesagvoerder van die skip verstrek word.
- (f) In die finale toestand van die skip na beskadiging en nadat maatreëls getref is om die oewrig te herstel, moet die skip aan die volgende voorwaardes voldoen:—
- (i) In die geval van onsimmetriese oorstrooming moet die oorblywende metasentriese hoogte positief wees behalwe dat in besonderse gevalle die Administrasie 'n negatiewe metasentriese hoogte (negop) kan aanneem, met dien verstande dat die gevolglike helling hoogstens sewo grade is.
 - (ii) In die geval van onsimmetriese oorstrooming mag die totale helling hoogstens sewo grade wees, behalwe dat in besonderse gevalle die Administrasie sodanige oorsake tot reëlings voorskrif as wat hy vir die veiligheid van die skip nodig mag ag.
 - (iii) In geen geval mag die indompelingsgrenslyn in die finale stadium van die oorstrooming onder die water wees nie. Indien dit gemeen word dat die indompelingsgrenslyn gedurende 'n intermedie stadium van die oorstrooming onder water mag sink, kan die Administrasie sodanige oorsake tot reëlings voorskrif as wat hy vir die veiligheid van die skip nodig mag ag.
- (g) Die gesagvoerder van die skip moet voorsien word van die nodige gegewens om voldoende stabiliteit van die intakte skip onder diens-toestande te handhaaf ten einde te verseker dat die skip die kritieke skade kan weerstaan. In die geval van skope waarin dwarskepepe oorvloeiingsinrigtings vereis word, moet die gesagvoerder van die skip in kennis gestel word van die stabiliteitsvoorwaardes waarop die berekening van die helling gebaseer is en hy moet goewarig word dat indien die skip beskadig sou word wanneer dit in 'n minder gunstige toestand is, dan 'n oormatige helling mag intree.
- (h) (i) 'n Administrasie mag nie 'n minder strenge toepassing van die vereistes vir stabiliteit van 'n beskadigde skip oorweeg nie tensy aangetoon word dat die metasentriese hoogte van 'n intakte skip en enige diens-toestand wat noodsaaklik is vir voldoende aan hierdie vereistes, vir die bedoelde diens oormatig is.
- (ii) 'n Minder strenge toepassing van die vereistes vir stabiliteit van 'n beskadigde skip mag slegs toegelaat word in buitengewone gevalle en onderworpe aan die voorwaarde dat die Administrasie tevrede moet wees dat die verhoudings, inrigtings en ander kenmerkende eienskappe van die skip die gunstigste is vir die stabiliteit van die skip na die beskadiging, wat onder die besondere omstandighede prakties uitvoerbaar en redelik is.

REGULASIE 8.

Piek- en Masjienruimbeskotte, Astonnets, ens.

- (i) 'n Skip moet 'n voorspek- of anuvaringsbeskott hê wat waterdig moet wees tot by die beskottdek. Hierdie beskott moet op 'n afstand van minstens 5 persent van die lengte van die skip en hoogstens 10 voet (3.05 meters) plus 5 persent van die lengte van die skip van die voorboordlyn aangebring wees.
- (ii) Indien 'n skip 'n lang bobon op die voorspek liet, moet die voorspekbeskott deurloopt tot die dek bo die beskottdek en bestand wees teen wind en weer. Die verlenging hoef nie bo die beskott damponder aangebring te word nie mits dit minstens 5 persent van die lengte van die skip van die voorboordlyn verwyder is en die beskottdek wat die trapsgewyse versprying vorm, doeltreffend teen wind en weer bestand is.
- (b) 'n Agterpijksbeskott en beskott wat die masjienruim, soos omskryf in Regulasie 2, van die brug en passasieeruiteite voor en niger skei, moet ook aangebring en tot by die beskottdek waterdig gemaak word. Die agterpijksbeskott mag egter benede die beskottdek eindig mits die veiligheid van die skip, wat die waterdige inleiding betref, nie daardeur verminder word nie.
- (c) In alle gevalle moet skroefskaklers in waterdige ruimtes van middelmagte volume ingesluit wees. Die skroefswelbus moet gaspas wees in 'n waterdige astonnol of 'n ander waterdige ruimte wat ononderlik is van die skroefskakelafdeling en moet so 'n volume het, indien dit as gevolg van lekkasie deur die skroefswelbus sou vloopp, die indompelingsgrenslyn nie onder die water sal wees nie.

REGULASIE 9.

Dubbele Bodems.

- (a) 'n Dubbele bodem moet aangebring word wat loop vanaf die voorspekbeskott tot by die agterpijksbeskott vir sover dit prakties uitvoerbaar en bestaanbaar is met die ontwerp en beoogde gebruik van die skip.
- (i) In skope met 'n lengte van 200 voet (of 61 meters) en onder 240 voet (of 73 meters) moet 'n dubbele bodem minstens vanaf die masjienruim tot by die voorspekbeskott aangebring word of so naby daarvan as wat prakties moontlik is.
- (ii) In skope met 'n lengte van 240 voet (of 73 meters) en minder as 330 voet (of 100 meters) moet 'n dubbele bodem minstens buite die masjienruim aangebring word wat tot die voor- en agterpijksbeskott reik of tot so naby daarvan as wat prakties moontlik is.

- (iii) In ships 330 feet (or 100 metres) in length and upwards a double bottom shall be fitted amidships, and shall extend to the fore and after peak bulkheads, or as near thereto as practicable.
- (b) Where a double bottom is required to be fitted the inner bottom shall be continued out to the ship's sides in such a manner as to protect the bottom to the turn of the bilge. Such protection will be deemed satisfactory if the line of intersection of the outer edge of the margin plate with the bilge plating is not lower at any part than a horizontal plane passing through the point of intersection with the frame line amidships of a transverse diagonal line inclined at 25 degrees to the base line and cutting it at a point one-half the ship's moulded breadth from the middle line.
- (c) Small wells constructed in the double bottom in connection with drainage arrangements of holds, etc., shall not extend downwards more than necessary, nor shall they be less than 18 inches (or 457 millimetres) from the outer bottom or from the inner edge of the margin plate. A well extending to the outer bottom is, however, permitted at the after end of the shaft tunnel of screw ships. Other wells (e.g., for lubricating oil under main engines) may be permitted by the Administration, if satisfied that the arrangements give protection equivalent to that afforded by a double bottom complying with this Regulation.
- (d) A double bottom need not be fitted in way of watertight compartments of moderate size used exclusively for the carriage of liquids, provided the safety of the ship, in the event of bottom or side damage, is not, in the opinion of the Administration, thereby impaired.
- (e) In the case of ships to which the provisions of paragraph (d) of Regulation 1 of this Chapter apply and which are engaged on regular service within the limits of a short international voyage as defined in Regulation 2 of Chapter III, the Administration may permit a double bottom to be dispensed with in any part of the ship which is sub-divided by a factor not exceeding .50, if satisfied that the fitting of a double bottom in that part would not be compatible with the design and proper working of the ship.

REGULATION 10.

Assigning, Marking and Recording of Subdivision Load Lines.

- (a) In order that the required degree of subdivision shall be maintained, a loadline corresponding to the approved subdivision draught shall be assigned and marked on the ship's sides. A ship having spaces which are specially adapted for the accommodation of passengers and the carriage of cargo alternatively may, if the owners desire, have one or more additional loadlines assigned and marked to correspond with the subdivision draughts which the Administration may approve for the alternative service conditions.
- (b) The subdivision loadlines assigned and marked shall be recorded in the Safety Certificate, and shall be distinguished by the notation C.1 for the principal passenger condition, and C.2, C.3, etc., for the alternative conditions.
- (c) The freeboard corresponding to each of these loadlines shall be measured at the same position and from the same deck line as the freeboards determined in accordance with the International Convention respecting Load Lines, 1930.
- (d) The freeboard corresponding to each approved subdivision loadline and the conditions of service for which it is approved, shall be clearly indicated on the Safety Certificate.
- (e) In no case shall any subdivision loadline mark be placed above the deepest loadline in salt water as determined by the strength of the ship and/or the International Convention respecting Load Lines, 1930.
- (f) Whatever may be the position of the subdivision loadline marks, a ship shall in no case be loaded so as to submerge the load line mark appropriate to the season and locality as determined in accordance with the International Convention respecting Load Lines, 1930.
- (g) A ship shall in no case be so loaded that when she is in salt water the subdivision loadline mark appropriate to the particular voyage and condition of service is submerged.

REGULATION 11.

Construction and Initial Testing of Watertight Bulkheads, etc.

- (a) Watertight subdivision bulkheads, whether transverse or longitudinal, shall be constructed in such a manner that they shall be capable of supporting, with a proper margin of resistance, the pressure due to a head of water up to the margin line in way of each bulkhead. The construction of these bulkheads shall be to the satisfaction of the Administration.
- (b) (i) Steps and recesses in bulkheads shall be watertight and as strong as the bulkhead at the place where each occurs.
- (ii) Where frames or beams pass through a watertight deck or bulkhead, such deck or bulkhead shall be made structurally watertight without the use of wood or cement.
- (c) Testing main compartments by filling them with water is not compulsory. A complete examination of the bulkheads shall be made by a surveyor; and, in addition, a hose test shall be made in all cases.
- (d) The forepeak, double bottoms (including duct keels) and inner skins shall be tested with water to a head up to the margin line.
- (e) Tanks which are intended to hold liquids, and which form part of the subdivision of the ship, shall be tested for tightness with water to a head up to the deepest subdivision loadline or to a head corresponding to two-thirds of the depth from the top of keel to the margin line in way of the tanks, whichever is the greater; provided that in no case shall the test head be less than 3 feet (or 0.92 metres) above the top of the tank.

- (iii) In skepe met 'n lengte van 330 voet (of 100 meters) en meer moet 'n dubbele bodem midskips aangebring word wat tot by die voor- en agterpiekbeskot reik of tot so naby daaraan as wat prakties inoontlik is.
- (b) Waar 'n dubbele bodem aangebring moet word, moet die binneste bodem tot by die skepsboorde reik op so 'n wyse dat dit die bodem tot by die ronding van die kim sal beskerm. Soeknige beskerming sal as bevredigend beskou word indien die alylyn van die buitenste rand van die kantplaat in die huid op geen plek hier is nie as 'n horisontale vlak wat loop deur die alypunt tussen die spantlyn op die grootpant en 'n dwarskeopse diagonaal wat onder 'n hoek van 25 grade met die baselyn getrek is en dit any op 'n punt wat op 'n afstand van helfte van die grootspantbreedte van die middellyn geleë is.
- (c) Klein putte wat in verband met die afvoeruitrigting van die skepsruime, ens., in die dubbele bodem aangebring is, mag nie dieper wees as wat nodig is nie en mag ook nie minder as 18 duim (of 457 millimeters) van die skepsvlak of van die binneste rand van die kantplaat wees nie. 'n Put wat tot op die skepsvlak deurloep, word egter toegestaan aan die agterwand van die skommel van skroefskope. Ander putte (b.v. vir smeerolie onder die hoofmasjiene) kan deur die Administrasie toegelaat word indien hy tevrede is dat hierdie inrigtings beskerming verleen wat ooreenkom met dié wat verleen word deur 'n dubbele bodem wat aan die bopalings van hierdie Regulasie voldoen.
- (d) 'n Dubbele bodem hoef nie aangebring te word op die plek waar daar waterdigte afdelings van middelmatige grootte is wat uitdruklik vir die vervoer van vloeistowwe gebruik word nie, met dien verstande dat die veiligheid van die skip in die geval van bodem- of boordskade na die mening van die Administrasie nie daartoe verminder word nie.
- (e) In die geval van skepe waarop die bopalings van paragraaf (d) van Regulasie 1 van hierdie Hoofstuk van toepassing is en wat binne die grense van 'n kort internasionale reis, soos in Regulasie 2 van Hoofstuk III bepaal op gereelde diens gebruik word, kan die Administrasie toestaan dat daar afgesien word van 'n dubbele bodem in enige gedeelte van die skip wat ingedeel is deur middel van 'n faktor wat 50 nie oorskry nie, indien hy tevrede is dat die aanbring van 'n dubbele bodem in daardie gedeelte nie bestaanbaar sou wees met die ontwerp en die behoorlike eksploitasie van die skip nie.

REGULASIE 10.

Toewysing, Merk en Aantekens van Indelingslaslyne.

- (a) Ten einde te verseker dat die vereiste mate van indeling gehandhaaf word, moet 'n laslyn wat ooreenkom met die goedgekeurde indelingsdiopgang aan die skepsboorde toegewys en daarop gemerk word. Aan 'n skip moet ruimtes wat spesiaal ingerig is om in die alternatiewe passasiers en vrug te vervoer, kan, indien die eienaars dit verhuig, een of meer addisionele laslyne toegewys en daarop gemerk word sodat dit ooreenkom met die indelingsdiopgange wat die Administrasie vir die alternatiewe diensdoelstelling mag goedkeur.
- (b) Die indelingslaslyne wat aan 'n skip toegewys en daarop gemerk is, moet op die Veiligheidsertifikaat aangeteken word en moet onderskei word deur die aanwysing C.I vir die geval dat die skip hoofsaaklik vir die passasiersdiens gebruik word en deur die aanwysings C.2, C.3, ens., in die geval van alternatiewe gebruiksomstandighede.
- (c) Die vryboord wat ooreenkom met elke van hierdie laslyne moet op dieselfde plek en vanaf dieselfde deklin gemeet word as die vryboorde wat ooreenkomstig die bopalings van die Internasionale Laslynkonvensie, 1930, bepaal is.
- (d) Die vryboord wat ooreenkom met elke goedgekeurde indelingslaslyn en die diensdoelstelling waarvoor dit goedgekeur is, moet duidelik op die Veiligheidsertifikaat aangegee word.
- (e) In geen geval mag 'n indelingslaslynmmerk geplaas word bo die hoogte-laslyne in soutwater nie soos bepaal volgens die sterte van die skip ontfang die Internasionale Laslynkonvensie, 1930.
- (f) Wat ook al die posisie van die indelingslaslynmmerke mag wees, mag 'n skip in geen geval so gelaa word dat die laslynmmerk wat pas by die jangtey en die vaargebied, soos bepaal ooreenkomstig die Internasionale Laslynkonvensie, 1930, onder die water sal wees nie.
- (g) 'n Skip mag in geen geval so gelaa word dat wanneer hy in soutwater is die indelingslaslynmmerk wat by die besondere reis en diensdoelstelling pas, onder die water sal wees nie.

REGULASIE 11.

Konstruksie en Eerste Toetsing van Waterdigte Beskotte, ens.

- (a) Waterdigte indelingsbeskotte, hetsy langskoppe of dwarsskoppe, moet op so 'n wyse gebou wees dat hulle voldoende weerstandvorming sal lê om die drukking te weerstaan wat ooreenkom met dié van 'n kolom water tot op die indompelingsgrenslyn by elke beskot. Hierdie beskotte moet tot toevredenheid van die Administrasie gebou wees.
- (b) (i) Trapsigewyse verspruitings en die plek waar elkeen voorkom, moet so sterk wees as die beskot op die plek waar elkeen voorkom.
- (ii) Wanneer spanne of bakke deur 'n waterdigte dek of beskot loop, moet so 'n dek of beskot uit houde van sy linn, sonder die inwending van hout of sement, waterdig wees.
- (c) Dit is nie verpligtend om hoofafdelings te toets deur hulle met water te vul nie. 'n Volledige ondersoek van die beskotte moet deur 'n ondersoeker uitgevoer word en howendat moet in alle gevalle 'n toets deur middel van bespuiting uitgevoer word.
- (d) Die voorpiek, dubbele bodem (met inbegrip van kokervormige triellkonstruksies) en binnehuide moet deur middel van 'n waterdrukking toets op die hoogte van die indompelingsgrenslyn getoets word.
- (e) Elke wat bediel is om vloeistowwe te bevat en wat deel uitmaak van die indeling van die skip, moet, met die oog op die vasstelling van hul waterdigtheid, getoets word deur middel van 'n waterdrukking wat ooreenkom met dié van 'n kolom water tot by die bopale indelingsdoelstelling met dié van 'n kolom water wat ooreenkom met tweederdes van lyn of met dié van 'n kolom water van die kiel tot die indompelingsgrenslyn die diepte vanaf die bokant van die grootste is, met dien verstande dat die toetskolom water in geen geval minder as 3 voet (of 0.92 meters) by die bokant van die tenk mag wees nie.

(f) The tests referred to in paragraphs (d) and (e) are for the purpose of ensuring that the subdivision structural arrangements are watertight and are not to be regarded as a test of the fitness of any compartment for the storage of oil fuel or for other special purposes for which a test of a superior character may be required depending on the height to which the liquid has access in the tank or its connections.

REGULATION 12.

Openings in Watertight Bulkheads.

(a) The number of openings in watertight bulkheads shall be reduced to the minimum compatible with the design and proper working of the ship; satisfactory means shall be provided for closing these openings.

(b) (i) Where pipes, scuppers, electric cables, etc., are carried through watertight subdivision bulkheads, arrangements shall be made to ensure the integrity of the watertightness of the bulkheads.

(ii) Valves and cocks not forming part of a piping system shall not be permitted in watertight subdivision bulkheads.

(c) (i) No doors, manholes, or access openings are permitted—

(a) in the collision bulkhead below the margin line;

(b) in watertight transverse bulkheads dividing a cargo space from an adjoining cargo space or from a permanent or reserve bunker, except as provided in paragraph (g) of this Regulation.

(ii) Except as provided in sub-paragraph (c) (iii) below, the collision bulkhead may be pierced below the margin line by not more than one pipe for dealing with fluid in the forepeak tank, provided that the pipe is fitted with a screwdown valve capable of being operated from above the bulkhead deck, the valve chest being secured inside the forepeak to the collision bulkhead.

(iii) If the forepeak is divided to hold two different kinds of liquids, the Administration may allow the collision bulkhead to be pierced below the margin line by two pipes, each of which is fitted as required by the preceding clause, provided the Administration is satisfied that there is no practical alternative to the fitting of such second pipe and that, having regard to the additional subdivision provided in the forepeak, the safety of the ship is maintained.

(d) (i) Watertight doors fitted in bulkheads between permanent and reserve bunkers, shall be always accessible, except as provided in sub-paragraph (i) (ii) for between deck bunker doors.

(ii) Satisfactory arrangements shall be made by means of screens or otherwise, to prevent the coal from interfering with the closing of watertight bunker doors.

(e) Within the machinery space and apart from bunker and shaft tunnel doors, not more than one door may be fitted in each main transverse bulkhead for intercommunication. These doors shall be of the sliding type and shall be located so as to leave the sills as high as practicable. The hand gear for operating these doors from above the bulkhead deck shall be situated outside the machinery space if this is consistent with a satisfactory arrangement of the necessary gearing.

(f) (i) The only types of watertight doors permissible are hinged doors, sliding doors, and doors of other equivalent patterns, excluding plate doors secured only by bolts and doors required to be closed by dropping or by the action of a dropping weight.

(ii) A hinged door shall be fitted with catches workable from each side of the bulkhead.

(iii) A sliding door may have a horizontal or vertical motion. If required to be hand operated only, the gearing shall be operated with an all round crank motion, both at the door and at an accessible position above the bulkhead deck.

(iv) If a door is required to be power operated from a central control, the gearing shall be so arranged that the door can be operated by power also at the door itself. The arrangement shall be such that the door will close automatically if opened by the local control after being closed from the central control and also such that any door can be kept closed by local arrangements which will prevent that door from being opened from the central control. Local control handles in connection with the power gear shall be provided at each side of the bulkhead and shall be so arranged as to enable persons passing through the doorway to hold both handles in the open position. Such power operated doors shall be provided with hand gear, workable both at the door itself and from an accessible position above the bulkhead deck. At the latter position the hand gear shall be operated with an all round crank motion. Provision shall be made to give warning by sound signal when the door is about to be closed; the signal shall precede the movement of the door by a safe interval.

(v) In all classes of doors indicators shall be fitted at all operating stations other than at the door itself, showing whether the door is opened or closed.

(g) (i) Hinged watertight doors in passenger, crew, and working spaces are only permitted above a deck the underside of which, at its lowest point at side, is at least 7 feet (or 2.13 metres) above the deepest subdivision loadline, and they are not permitted in those spaces below such deck.

(ii) Hinged watertight doors of satisfactory construction may be fitted in bulkheads dividing cargo between deck spaces, at the highest level consistent with practicability. The outboard vertical edges of such doors shall be situated at a distance from the shell plating which is not less than one-fifth the breadth of the ship, as defined in Regulation 2, such distance being measured at right angles to the centre line of the ship at the level of the deepest subdivision load line. These doors shall be closed before the voyage commences and shall be kept closed during navigation,

(f) Die toets waarin in paragraaf (d) en (e) verwa word, word aangewend met die doel om te verduidelik dat die indelingsinrigtings waterdig is en moet nie beskou word as toets vir die vaststelling van geskiktheid van 'n afdeling vir die opslag van oorskoude of vir ander spesiale doeleindes waarvoor, met inagneming van die hoogte wat die vloerplaf in die tonk of sy verbindinge mag bereik, 'n strengere toets vereis mag word nie.

REGULASIE 12.

Openings in Waterdige Beskotte.

(a) Die getal openings in waterdige beskotte moet vermindert word tot die minimum wat bestaanbaar is met die ontwerp en behoorlike gebruik van die skip; bovredigende middels moet versaf word vir die afsluiting van hierdie openings.

(b) (i) Wanneer pyp, spuipyp, elektriese kabelle, ens., deur waterdige indelingsbeskotte gevoer word, moet maatreels getref word om te verseker dat die beskotte inderdaad waterdig is.

(ii) Afsluitklappe en krane wat nie 'n deel vorm van die pypsluitingstelsel nie, word nie in waterdige indelingsbeskotte toegelaat nie.

(c) (i) Geen deure, mangate of toegangsopeninge word toegelaat nie—

(a) in die botsingsbeskot onder die indompelingsgrenslyn;

(b) in waterdige dwarsbeskotte wat 'n laaiuim van 'n aangrensende laaiuim of van 'n vaste of reservebunker stei, behalwe soos in paragraaf (d) van hierdie Regulasie bepaal is.

(ii) Behalwe soos in subparagraaf (c) (ii) hieronder bepaal, mag die botsingsbeskot onder die indompelingsgrenslyn deur nie meer as een pyp vir behandeling van die vloerplaf in die voorplektonk deurbore word nie, nits die pyp voorsien is van 'n nooerstroefbare afsluitklep wat van die beskotdek gehanteer kan word, terwyl die klep in die voorplek teen die botsingsbeskot bevestig moet wees.

(iii) Indien die voorplek verdeel is om twee verskillende soorte vloerplaf te hou, kan die Administrasie toelaat dat die botsingsbeskot onder die indompelingsgrenslyn deurbore word deur twee tipes wat elk voldoen aan die vereistes van die voorgaande klausule, met dien verstande dat die Administrasie toevrede is dat daar geen ander praktiese alternatief is as om so 'n tweede pyp aan te bring nie en dat, wanneer die addisionele indeling waarvoor daar in die voorplek voorsiening gemaak is, in ag geneem word, die voligheid van die skip gehandhaaf word.

(d) (i) Waterdige deure wat in beskotte tussen vaste en reservebunkers aangebore word, moet steeds toeganklik wees behalwe soos in sub-paragraaf (i) (ii) ten aansien van tussenbunkerdeure bepaal is.

(ii) Bovredigende maatreels moet deur middel van skroef of andersins getref word om te verhoed dat die steenkool die sluiting van waterdige bunkerdeure sal bemoeier.

(e) Binne die masjienruim en afgesien van bunker- en atonmeldeure, mag daar vir die doel van interkommunikasie nie meer as een deur in elke hoofdwarsbeskot aangebore word nie. Hierdie deure moet van 'n skuif tipe of so geleë wees dat die draampels so hoog as moontlik sal wees. Die handinrigting wat gebruik word om hierdie deure van bo die beskotdek in werking te bring, moet buitekant die masjien ruimtegeleë wees indien dit bestaanbaar is met 'n bovredigende phasing van die nodige inrigting.

(f) (i) Die enigste tipes waterdige deure wat toelaatbaar is, is skarniordoure, skuifdeure en deure van ander gelykwaardige tipes met afsluiting van deure wat alleen deur middel van hanteerbare deure is en deure wat deur middel van hul eie gewig of deur middel van 'n vulgewig gesluit moet word.

(ii) 'n Skarniordour moet voorsien word van knippe wat vanaf weerskante van die beskot beweeg kan word.

(iii) 'n Skuifdeur kan vir horisontale of vertikale beweging ingerig wees. Indien die deur slegs met die hand beweeg moet word, moet die bewegingsinrigting sowel aan die deur self as op 'n toeganklike plek bo die beskotdek deur middel van 'n aanhouende slingerbeweging in werking gestel kan word.

(iv) Wanneer 'n deur vanaf 'n sentrale punt meganies geopen en gesluit moet word, moet die bewegingsinrigting sodanig wees dat die deur ook aan die deur self meganies geopen en gesluit kan word. Die inrigting moet sodanig wees dat die deur outomaties sal sluit indien dit plaaslik geopen is nadat dit vanaf die sentrale punt gesluit is en ook sodanig dat enige deur deur middel van die sentrale punt geopen sal gehou kan word sodat die deur nie vanaf die sentrale punt geopen sal kan word nie. Daar moet na elke kant van die beskot voorsiening gemaak word vir plaaslike beheerhandvatsels wat in verband staan met die kruisgangedrewe inrigting om dit moet so ingerig wees dat persone wat deur die deur loop, in staat sal wees om albei handvatsels in die oop posisie vas te hou. Sulke deure wat meganies beweeg, moet voorsien wees van handinrigtings wat sowel aan die deur self as aan 'n toeganklike plek bo die beskotdek gehanteer kan word. Op die laasgenoemde plek moet die handinrigting deur 'n aanhouende slingerbeweging in werking gestel word. Daar moet voorsiening gemaak word dat waar-skuiving deur middel van 'n klankteken gegee kan word wanneer die deur op die punt staan om gesluit te word; die teken moet die beweging van die deur met 'n veilige tussenpose voorafgaan.

(v) Alle soorte deure moet voorsien wees van stankaanwysers op alre plekke waar die deure beweeg kan word, behalwe by die deur self, wat aangewend of die deur oop of gesluit is.

(g) (i) Waterdige draaideure in passasiers-, bemanings- en werkruimtes word slegs toegelaat bo 'n dek waarvan die onderkant op sy laagste punt aan die kant minstens 7 voet (of 2-13 meters) bo die boonste indelingsaal is en hulle word nie in daardie ruimtes wat onder so 'n dek geleë is, toegelaat nie.

(ii) Waterdige draaideure van bovredigende konstruksie kan in beskotte wat tussenbunkers laaiuime van mekaar stei so hoog aangebring word as wat prakties moontlik is. Die buitendeure vertikale kante van sulke deure moet geleë wees op 'n afstand van die handbeplating wat nie minder is as die een-vyftede van die breedte van die skip, soos outstryf in Regulasie 2, en daardie afstand moet regdelekking gemaak word met die middellyn van die skip op die hoogte van die deure en moet gesloteerde. Hierdie deure moet gesluit word voordat die reis begin en moet gesloteerde die vaart gesluit gehou word en die tye waarop sulke deure in die hawe

and the time of opening such doors in port and of closing them before the ship leaves port shall be entered in such log book as may be prescribed by the Administration. Where it is proposed to fit such doors, the number and arrangements shall receive the special consideration of the Administration, and a statement shall be required from the owners certifying as to the absolute necessity of such doors.

(h) All other watertight doors shall be sliding doors.

(i) (i) When any watertight doors which may be sometimes opened at sea, excluding those at the entrances of tunnels, are fitted in the main transverse watertight bulkheads at such a height that their sills are below the deepest subdivision loadline, the following rules shall apply:—

(I) When the number of such doors exceeds 5 all the watertight sliding doors shall be power operated and shall be capable of being simultaneously closed from a station situated on the bridge.

(II) When the number of such doors does not exceed 5—

(a) if the criterion numeral does not exceed 30 all the watertight sliding doors may be operated by hand only;

(b) if the criterion numeral exceeds 30 all the watertight sliding doors shall be operated by power;

(c) in any ship, of whatever criterion numeral, if there is only one watertight door apart from the tunnel door, and it is in the machinery space the Administration may allow these two doors to be operated by hand only.

(ii) If watertight doors which have sometimes to be open at sea for the purpose of trimming coal are fitted between bunkers in the between-decks below the bulkhead deck, these doors shall be operated by power. The opening and closing of these doors shall be recorded in such log book as may be prescribed by the Administration.

(iii) When trunkways in connection with refrigerated cargo are carried through more than one main transverse watertight bulkhead and the sills of the openings are less than 7 feet (or 2.13 metres) above the deepest subdivision loadline, the watertight doors at such openings shall be operated by power.

(j) Portable plates on bulkheads shall not be permitted except in machinery spaces. Such plates shall always be in place before the ship leaves port, and shall not be removed during navigation except in case of urgent necessity. The necessary precautions shall be taken in replacing them to ensure that the joints shall be watertight.

(k) All watertight doors shall be kept closed during navigation except when necessarily opened for the working of the ship, and shall always be ready to be immediately closed.

(l) (i) Where trunkways or tunnels for access from crew's accommodation to the stokehold, for piping, or for any other purpose are carried through main transverse watertight bulkheads, they shall be watertight and in accordance with the requirements of Regulation 15. The access to at least one end of each such tunnel or trunkway, if used as a passage at sea, shall be through a trunk extending watertight to a height sufficient to permit access above the margin line. The access to the other end of the trunkway or tunnel may be through a watertight door of the type required by its location in the ship. Such trunkways or tunnels shall not extend through the first sub-division bulkhead abaft the collision bulkhead.

(ii) Where it is proposed to fit tunnels or trunkways for forced draft, piercing main transverse watertight bulkheads, these shall receive the special consideration of the Administration.

REGULATION 13.

Openings in the Shell Plating below the Margin Line.

(a) The number of openings in the shell plating shall be reduced to the minimum compatible with the design and proper working of the ship.

(b) The arrangement and efficiency of the means for closing any opening in the shell plating shall be consistent with its intended purpose and the position in which it is fitted and generally to the satisfaction of the Administration.

(c) (i) If in a between decks, the sills of any sidescuttles are below a line drawn parallel to the bulkhead deck at side and having its lowest point $2\frac{1}{2}$ per cent. of the breadth of the ship above the deepest subdivision loadline, all sidescuttles in that between deck shall be of a non-opening type.

(ii) All sidescuttles the sills of which are below the margin line, other than those required to be of a non-opening type by sub-paragraph (c) (i), shall be of such construction as will effectively prevent any person opening them without the consent of the master of the ship.

(iii) (a) If in a between decks, the sills of any of the sidescuttles referred to in sub-paragraph (c) (i) are below a line drawn parallel to the bulkhead deck at side and having its lowest point $4\frac{1}{2}$ feet (or 1.37 metres) plus $2\frac{1}{2}$ per cent. of the breadth of the ship above the waterline when the ship departs from any port, all the sidescuttles in that between decks shall be closed watertight and locked before the ship leaves port, and they shall not be opened before the ship arrives at the next port. In the application of this sub-paragraph the appropriate allowance for fresh water may be made when applicable.

(b) The time of opening such sidescuttles in port and of closing and locking them before the ship leaves port shall be entered in such log book as may be prescribed by the Administration.

(c) For any ship that has one or more sidescuttles so placed that the requirements of the first clause of this sub-paragraph would apply when she was floating at her deepest subdivision load line, the Administration may indicate the limiting mean draught at which these sidescuttles will have their sills above the line drawn parallel to the bulk-

ooggemaak word en waarop hulle gesluit word voordat die skip die hawe verlaat, moet ingeskryf word in sodanige skeepsdagboek as wat die Administrasie mag voorskryf. Wanneer dit die voorneme is om sulke die deure aan te bring, moet die getal en inrigtings die besondere aandag van die Administrasie geniet en word 'n verklaring van die redery voorsien noodsaaklik is.

(h) Alle ander waterdigte deure moet skuifdeure wees.

(i) (i) Wanneer waterdigte deure wat soms op see geopen mag word, met uitsondering van die aan die ingange van tunnels, in die waterdigte hoofdwarsbeskotte aangebring is op so 'n hoogte dat hulle drompels onder die boonste indelingslaaij geleë is, geld die volgende voorwaarde—

(I) Wanneer die getal van sulke deure groter is as 5 moet alle waterdigte skuifdeure meganies beweeg word en moet hulle vanaf 'n plek op die brug gelyktydig gesluit kan word.

(II) Wanneer die getal van sulke deure nie groter is as 5 nie—

(a) mag, indien die kriteriumgetal nie groter is as 30 nie, alle waterdigte skuifdeure uitsluitlik met die hand beweeg word;

(b) moet, indien die kriteriumgetal groter is as 30, alle waterdigte skuifdeure meganies beweeg word;

(c) kan die Administrasie, indien daar op 'n skip, wat ook al sy kriteriumgetal, slegs een waterdigte deur is, afgesien van die tonneldeur, en dit in die masjienruim geleë is, toelaat dat hierdie twee deure slegs met die hand ooggemaak word.

(ii) Indien waterdigte deure wat soms op see met die oog op die tromping van stonkool oop moet wees, tussen bunkers in die tussen-dokke onder die beskotte aangebring is, moet hierdie deure meganies beweeg word. Die oopmaak en sluit van hierdie deure moet ingeskryf word in sodanige skeepsdagboek as wat die Administrasie mag voorskryf.

(iii) Wanneer verkeersgange in verband met verkoelde vrug deur meer as een waterdigte hoofdwarsbeskotte loop en die drompels van die openings minder as 7 voet (of 2.13 meters) bo die boonste indelingslaaij geleë is, moet die waterdigte deure by sulke openings meganies beweeg word.

(z) Behalwe in masjienruime word verplaanbare plate op beskotte nie toegelaat nie. Sulke plate moet altyd op hul plek wees voordat die skip die hawe verlaat en mag nie gedurende die vaart verwyder word nie behalwe wanneer dit gebiedend noodsaaklik is. Wanneer hulle teruggeplaas word, moet die nodige voorsorgsmaatreëls getref word om te verseker dat die nute waterdig is.

(k) Alle waterdigte deure moet gedurende die vaart gesluit word behalwe wanneer hulle noodsaaklikewys ooggemaak word vir die bediening van die skip en moet altyd onmiddellik gesluit kan word.

(l) (i) Wanneer verkeersgange of tunnels vir toegang vanaf die bemanningsverblywe na die stookruim vir pypleiding of vir enige ander doel deur waterdigte hoofdwarsbeskotte loop, moet hulle waterdig wees en voldoen aan die vereistes van Regulasie 16. Die toegang tot minstens een van elke sodanige tonnel of verkeersgang moet, indien dit ter see as 'n daagse gebruik word, deur 'n loker wees wat waterdig is tot op 'n hoogte wat voldoende is om toegang bo die indompelingsgrenslyn te verleen. Die toegang tot die ander end van die verkeersgang of tonnel kan deur 'n waterdigte deur wees van die tipe wat op grond van sy posisie in die skip vereis word. Sulke verkeersgange of tunnels mag nie deur die eerste indelingsbeskotte agter die botsingsbeskotte loop nie.

(ii) Wanneer dit die voorneme is om tunnels of verkeersgange wat deur waterdigte hoofdwarsbeskotte loop, vir kunsmatige trek aan te bring, moet hulle die besondere aandag van die Administrasie geniet.

REGULASIE 13.

Openings in die Huidbeplating Onderkant die Indompelingsgrenslyn.

(a) Die aantal openings in die huidbeplating moet verneder word tot die minimum wat bestaansbaar is met die ontwerp en die behoorlike bediening van die skip.

(b) Die inrigting en die doeltreffendheid van die middels tot sluiting van openings in die huidbeplating moet bestaansbaar wees met die doel waarvoor dit bestem is en die plek waar dit aangebring word en moet in die algemeen die Administrasie tevredestel.

(c) (i) Indien in 'n tussenbek die laagste punt van die opening van 'n patrysport laer geleë is as 'n lyn wat ewewydig getrek is aan die beskotte op die skeepsboord en wat sy laagste punt het op 'n hoogte wat gelyk is aan 2½ persent van die breedte van die skip bo die boonste indelingslaaij, moet alle patrysporte in daardie tussenbek van 'n tipe wees wat nie ooggemaak kan word nie.

(ii) Alle patrysporte waarvan die laagste punt van hul openings onderkant die indompelingsgrenslyn geleë is, behalwe dié wat ooreenkomstig sub-paragraaf (c) (i) van 'n tipe is wat nie ooggemaak kan word nie, moet van so 'n aard wees dat enigeen doeltreffend verhoed sal word om hulle sonder die toestemming van die goingsvoerder van die skip oop te maak.

(iii) (a) Indien in 'n tussenbek die laagste punt van die opening van 'n patrysport waarvan die laagste punt van die opening van 'n sub-paragraaf (c) (ii) verwyd word, laer geleë is as 'n lyn wat ewewydig getrek is aan die beskotte op die skeepsboord en wat sy laagste punt het 4½ voet (of 1.37 meters) plus 2½ persent van die breedte van die skip bo die water wanneer die skip 'n hawe verlaat, moet al die patrysporte in daardie tussenbek waterdig tooggemaak, en moet al die patrysporte in daardie tussenbek waterdig tooggemaak word voordat die skip die hawe verlaat en hulle mag nie ooggemaak word voordat die skip by die volgende hawe aankom nie. By die toepassing van hierdie sub-paragraaf kan, wanneer die skip lout in warmwater bevind, behoorlik rekening gehou word met hierdie feit.

(b) Die tyd waarop hierdie patrysporte in die hawe ooggemaak word asook die tyd waarop hulle tooggemaak en gesluit word voordat die skip die hawe verlaat, moet aangeleë word in sodanige skeepsdagboek as wat die Administrasie mag voorskryf.

(c) Ten aansien van 'n skip waarvan een of meer patrysporte so geleë is dat die voorafre van paragraaf (c) (iii) (a) van toepassing sou wees wanneer die skip op sy boonste indelingslaaij sou lê, kan die Administrasie die hoogste gemiddelde diepgang aandui waarop die laagste punt van die openings van hierdie patrysporte geleë sal wees bokaan die lyn wat ewewydig getrek is aan die beskotte op die skeeps-

head deck at side, and having its lowest point $4\frac{1}{2}$ feet (or 1.37 metres) plus $2\frac{1}{2}$ per cent. of the breadth of the ship above the waterline corresponding to the limiting mean draught, and at which it will therefore be permissible to depart from port without previously closing and locking them and to open them at sea on the responsibility of the master during the voyage to the next port. In tropical zones as defined in the International Convention respecting Load Lines, 1930, this limiting draught may be increased by 1 foot (or 0.305 metres).

(d) Efficient hinged inside deadlights arranged so that they can be easily and effectively closed and secured watertight shall be fitted to all sidescuttles, except that abaft one-eighth of the ship's length from the forward perpendicular and above a line drawn parallel to the bulkhead deck at side and having its lowest point at a height of 12 feet (or 3.66 metres) plus $2\frac{1}{2}$ per cent. of the breadth of the ship above the deepest subdivision load line, the deadlights may be portable in passenger accommodation other than that for steerage passengers, unless the deadlights are required by the International Convention respecting Load Lines, 1930, to be permanently attached in their proper positions. Such portable deadlights shall be stowed adjacent to the sidescuttles they serve.

(e) Sidescuttles and their deadlights, which will not be accessible during navigation, shall be closed and secured before the ship leaves port.

(f) (i) No sidescuttles shall be fitted in any spaces which are appropriated exclusively to the carriage of cargo or coal.

(ii) Sidescuttles may, however, be fitted in spaces appropriated alternatively to the carriage of cargo or passengers, but they shall be of such construction as will effectively prevent any person opening them or their deadlights without the consent of the master of the ship.

(iii) If cargo is carried in such spaces, the sidescuttles and their deadlights shall be closed watertight and locked before the cargo is shipped and such closing and locking shall be recorded in such logbook as may be prescribed by the Administration.

(g) Automatic ventilating sidescuttles shall not be fitted in the shell plating below the margin line without the special sanction of the Administration.

(h) The number of scuppers, sanitary discharges and other similar openings in the shell plating shall be reduced to the minimum either by making each discharge serve for as many as possible of the sanitary and other pipes, or in any other satisfactory manner.

(i) (i) All inlets and discharges in the shell plating shall be fitted with efficient and accessible arrangements for preventing the accidental admission of water into the ship.

(ii) (a) Except as provided in sub-paragraph (i) (iii), each separate discharge led through the shell plating from spaces below the margin line shall be provided either with one automatic non-return valve fitted with a positive means of closing it from above the bulkhead deck, or, alternatively, with two automatic non-return valves without such means, the upper of which is so situated above the deepest subdivision loadline as to be always accessible for examination under service conditions, and is of a type which is normally closed.

(b) Where a valve with positive means of closing is fitted, the operating position above the bulkhead deck shall always be readily accessible, and means shall be provided for indicating whether the valve is open or closed.

(iii) Main and auxiliary sea inlets and discharges in connection with machinery shall be fitted with readily accessible cocks or valves between the pipes and shell plating or between the pipes and fabricated boxes attached to the shell plating.

(j) (i) Gangway, cargo and coaling ports fitted below the margin line shall be of sufficient strength. They shall be effectively closed and secured watertight before the ship leaves port, and shall be kept closed during navigation.

(ii) Such ports shall be in no case fitted so as to have their lowest point below the deepest subdivision loadline.

(k) (i) The inboard opening of each ash-shoot, rubbish-shoot, etc., shall be fitted with an efficient cover.

(ii) If the inboard opening is situated below the margin line, the cover shall be watertight, and in addition an automatic non-return valve shall be fitted in the shoot in an easily accessible position above the deepest subdivision loadline. When the shoot is not in use both the cover and the valve shall be kept closed and secured.

REGULATION 14.

Construction and Initial Tests of Watertight Doors, Sidescuttles, etc.

(a) (i) The design, materials and construction of all watertight doors, sidescuttles, gangway, cargo and coaling ports, valves, pipes, ash-shoots and rubbish-shoots referred to in these Regulations shall be to the satisfaction of the Administration.

(ii) The frames of vertical watertight doors shall have no groove at the bottom in which dirt might lodge and prevent the door closing properly.

(iii) Watertight doors giving direct access to any space containing bunker coal shall, together with the frames, be made of cast or wrought steel.

(iv) Cocks or valves of more than 3 inches bore (or 76 millimetres) for main and auxiliary sea inlets and discharges in connection with machinery shall be of steel or bronze as applicable, or other approved ductile material.

(v) Ordinary cast iron shall not be used for the other cocks and valves of any size, which are fitted to the shell plating below the bulkhead deck or which affect the subdivision arrangements of the ship.

boord en waarvan die langste punt geleë sal wees 4½ voet (of 1.37 meters) plus 2½ persent van die breedte van die skip bo die waterlyn wat ooreensou wees om die hawe te verlaat sonder om hulle voornf toe te maak en te sluit en om hulle ter see op verantwoordelikeheid van die gasvervoerder soos omskryf in die Internasionale Lasiyskonvensie van 1930, kan hierdie hoogte diepgang met 1 voet (of 0.305 meters) vergroot word.

(d) Dooitreffende geskurnerde inwendige blinde ligte wat op so 'n kan word, moet aangebring word op alle patryspoorte behalwe dat agter een-ugste van die skeepslenste vanaf die voorste loodlyn en bokant 'n lyn wat ewewydig getrek is met die beskottelk op die skeepsboord en waarvan die langste punt geleë is op 'n hoogte van 12 voet (of 3.66 meters) plus 2½ persent van die breedte van die skip bo die waterlyn in delingselalyn, die blinde ligte verwyderbaar kan wees op plekke wat bedoel is vir passasiers, behalwe tussendeke passasiers, tensy daar dat die blinde ligte liggend op hul plekke bevestig moet word. Sulke patryspoorte waarvan hulle bedoel is, geleë word.

(e) Patryspoorte en hul blinde ligte wat gedurende die vaart nie toeganklik sal wees nie, moet toegemaak en bevestig word voordat die skip die hawe verlaat.

(f) (i) Geen patryspoorte mag aangebring word in ruimtes wat uitsluitlik vir die vervoer van vrug of steenkool bestem is nie.

(ii) Patryspoorte kan egter aangebring word in ruimtes wat in die alternatief vir die vervoer van vrug of passasiers gebruik word, maar hulle moet van so 'n aard wees dat niemand in staat sal wees om sulke patryspoorte of hul blinde ligte sonder die toestemming van die gasvervoerder van die skip oop te maak nie.

(iii) Indien vrug in sulke ruimtes vervoer word, moet die patryspoorte en hul blinde ligte waterdig toegemaak en gesluit word voordat die vrug gelaaai word en die feit dat hulle toegemaak en gesluit word, moet aange- teken word in sodanige skeepsdagboek as wat die Administrasie mag voorskryf.

(g) Patryspoorte met outomatiese ventilasie mag nie sonder die spesiale magtiging van die Administrasie in die huidigeplating onder die indompelingsgrenslyn aangebring word nie.

(h) Die aantal spuigate, sanitêre afvoerpype en ander soortgelyke openinge in die huidigeplating moet tot 'n minimum verminder word of deur elke afvoeropening vir die grootste moontlike aantal sanitêre en ander pype to lant dien of op 'n ander bevredigende wyse.

(i) (i) Alle inlat- en afvoerpype in die huidigeplating moet voorsien word van doeltreffende en toegniddike middels om te verhoed dat water die skip per ongeluk binnekom.

(ii) (a) Behalwe soos in sub-paragraaf (i) (iii) bepaal, moet elke afsonderlike afvoerpype wat vanaf ruimtes onder die indompelingsgrenslyn deur die huidigeplating loop, voorsien word van 'n outomatiese terugslagklep met 'n inrigting waardeur dit regstreeks van bo die beskottelk toegemaak kan word, of, in plaas daarvan, van twee outomatiese terugslagkloppes sonder so 'n inrigting, sodat die boonste klep bo die boonste indelingselalyn so geleë is dat dit met die oog op die nasien daarvan onder werkomstandighede altyd toeganklik sal wees, en dit moet van 'n tipe wees wat normaal gesluit is.

(b) Wanneer 'n klep met regstreeks bediening aangebring word, moet die bedienplek bo die beskottelk altyd maklik toeganklik wees en 'n inrigting moet aangebring word wat sal aandui of die klep oop of toe is.

(iii) Hoof- en hulpinlat- en afvoerpype wat in verband staan met masjinerie moet voorsien word van geredelike toeganklike kranes en kleppe tussen die pype en die huidigeplating of tussen die pype en kuste wat aan die huidigeplating bevestig is.

(j) (i) Dourings-, lui- en steenkoolpoorte wat onder die indompelingsgrenslyn aangebring is, moet sterk genoeg wees. Hulle moet doeltreffend gesluit en waterdig bevestig word voordat die skip die hawe verlaat en moet gedurende die vaart gesluit bly.

(ii) Sulke poorte moet onder geen omstandighede so aangebring word dat hul langste punt onderkant die boonste indelingselalyn geleë sal wees nie.

(k) (i) Die binneboorde openinge van elke startloker vir as, vuil, ens., moet van 'n deugdelike deksel voorsien word.

(ii) Indien die binneboorde opening onder die indompelingsgrenslyn geleë is, moet die deksel waterdig wees en bowendien moet 'n outomatiese terugslagklep op 'n maklik toeganklike plek bo die boonste indelingselalyn in die koker aangebring word. Wanneer die koker nie in gebruik is nie moet sowel die deksel as die klep gesluit en bevestig gehou word.

REGULASIE 14.

Konstruksie en Eerste Toetsing van Waterdige Deure, Patryspoorte, ens.

(a) (i) Die ontwerp, materiaal en konstruksie van alle waterdige deure, patryspoorte, dourings-, lui- en steenkoolpoorte, kleppe, pype, as- en vuilgootsterkokers vanna in hierdie Regulasies verwyd word, moet die Administrasie tevrede stel.

(ii) Daar mag nie onder die ruime van vertikale waterdige deure groeiwe wees waarin vuilgoed kan versamel wat kan verhoed dat die deure behoorlik toegaan nie.

(iii) Waterdige deure wat direkte toegang verleen tot 'n ruim wat bunkerhoel bevat, asook die ruime, moet van gegote of smeltstal ver- vvaardig wees.

(iv) Kranes of kleppe van 'n kaliber van meer as 3 duim (of 76 milli- meters) wat bedoel is vir hoof- en hulpinlat- en afvoerpype vir afwater- ing, in verband met masjinerie, moet vervaardig wees van staal of brons, na gelang van die geval, of van 'n ander goedgekeurde smeltbare stof.

(v) Gewone gietyster mag nie gebruik word vir die ander kranes of kleppe, van watter grootte ook, wat aan die huidigeplating onderkant die beskottelk aangebring is of wat met die indelingsinrigting van die skip in verband staan nie.

(b) Each watertight door shall be tested by water pressure to a head up to the margin line. The test shall be made before the ship is put in service, either before or after the door is fitted.

REGULATION 15.

Construction and Initial Tests of Watertight Decks, Trunks, etc.

(a) Watertight decks, trunks, tunnels, duct keels and ventilators shall be of the same strength as watertight bulkheads at corresponding levels. The means used for making them watertight, and the arrangement adopted for closing openings in them, shall be to the satisfaction of the Administration. Watertight ventilators and trunks shall be carried at least up to the bulkhead deck.

(b) After completion, a hose or flooding test shall be applied to watertight decks and a hose test to watertight trunks, tunnels and ventilators.

REGULATION 16.

Side and Other Openings, etc., above the Margin Line.

(a) Sidescuttles, gangway, cargo and coaling ports, and other means for closing openings in the shell plating above the margin line shall be of efficient design and construction and of sufficient strength having regard to the spaces in which they are fitted and their positions relative to the deepest subdivision loadline.

(b) The bulkhead deck or a deck above it shall be watertight in the sense that in ordinary sea conditions water will not penetrate in a downward direction. All openings in the exposed weather deck shall have coverings of ample height and strength and shall be provided with efficient means for expeditiously closing them watertight.

(c) Freeing ports and/or scuppers shall be fitted as necessary for rapidly clearing the weather deck of water under all weather conditions.

REGULATION 17.

Pumping Arrangements.

(a) Ships shall be provided with an efficient pumping plant, capable of pumping from and draining any watertight compartment under all practicable conditions after a casualty whether the ship is upright or listed. For this purpose wing suction will generally be necessary except in narrow compartments at the ends of the ship, where one suction may be sufficient. In compartments of unusual form, additional suctions may be required. Arrangements shall be made whereby water in the compartment may find its way to the suction pipes. Efficient means shall be provided for draining water from insulated holds.

(b) (i) Except as provided elsewhere in this Regulation, ships shall have at least three power pumps connected to the bilge main, one of which may be attached to the propelling unit. Where the criterion numeral is 30 or more, one additional independent power pump shall be provided. In ships less than 300 feet (or 91.5 metres) in length and having a criterion numeral less than 30, two efficient hand pumps of the crank type, fitted one forward and one aft, may be substituted for one of the independent power pumps.

(ii) The requirements are summarised in the following table:—

Length of ship.	Less than 300 feet (or 91.5 metres).		300 feet (or 91.5 metres) and over.	
Criterion numeral.	Less than 30.	30 and over.	Less than 30.	30 and over.
Hand pumps (may be replaced by one independent pump) . . .	2	—	—	—
Main engine pump (may be replaced by one independent pump)	1	1	1	1
Independent pumps	1	3	2	3

(iii) Sanitary, ballast and general service pumps may be accepted as independent power bilge pumps if fitted with the necessary connections to the bilge pumping system.

(c) Where practicable, the power bilge pumps shall be placed in separate watertight compartments so arranged or situated that these compartments will not readily be flooded by the same damage. If the engines and boilers are in two or more watertight compartments, the pumps available for bilge service shall be distributed through these compartments as far as is possible.

(d) On ships 300 feet (or 91.5 metres) or more in length or having a criterion numeral of 30 or more, the arrangements shall be such that at least one power pump will be available for use in all ordinary circumstances in which a ship may be flooded at sea. This requirement will be satisfied if—

(i) one of the required pumps is an emergency pump of a reliable submersible type having a source of power situated above the bulkhead deck, or

(ii) the pumps and their sources of power are so disposed throughout the length of the ship that under any condition of flooding which the ship is required to withstand, at least one pump in an undamaged compartment will be available.

(b) Elke waterdigte deur moet getoets word deur middel van waterdruk wat gelykstaan aan die drukking van 'n kolom water tot by die indompelingsgrenslyn. Die toets moet uitgevoer word voordat die skip in diens geneem word, voor of nadat die deur aangebring is.

REGULASIE 15.

Konstruksie en Eerste Toetsing van Waterdigte Dekke, Kokers, ens.

(a) Waterdigte dekke, kokers, tunnels, kokerkielie en lugskagte moet net so sterk wees as waterdigte beskotte op ooreenkomstige hoogtes. Die middels wat gebruik word om hulle waterdig te maak en die inrigtings wat aangewend word om die openinge daarin te sluit, moet die Administrasie bevredig. Watdigte lugskagte en kokers moet minstens op hoogte van die beskotte geklas wees.

(b) Na voltooiing moet 'n spuit- of oorstromingstoets op watdigte dekke en 'n spuittoets op waterdigte kokers, tunnels en lugskagte toegepas word.

REGULASIE 16.

Openings, ens., in die Skeepsboord en elders bo die Indompelingsgrenslyn.

(a) Patrysporte, doorgangs, laai en steenkoolporte en ander middels om openinge in die skeepsboord bo die indompelingsgrenslyn te sluit, moet van doegdelike ontwerp en konstruksie wees en met inagneming van die ruimtes waarin hulle aangebring word en van hul posisie met betrekking tot die boonste indolingslyn, sterk genoeg wees.

(b) Die beskottelok of 'n dek wat daarbo geleë is, moet dig wees teen wind en weer in die sin dat onder normale omstandighede op wat die water nie na onder sal doordring nie. Alle openinge in die dek wat aan wind en weer blootgestel is, moet voorsien wees van lantioffoode wat ruim hoog en sterk genoeg is en moet voorts voorsien wees van doeltreffende middels om hulle vinnig teen wind en weer af te sluit.

(c) Waterafvoerpoorte en/of spuipyp moet aangebring word vir sover dit nodig is om onder alle weeromstandighede water van die dek wat aan wind en weer blootgestel is, te laat afstrom.

REGULASIE 17.

Pompinstallasies.

(a) Elke skip moet voorsien word van 'n doeltreffende pompinrigting wat in staat is om onder alle omstandighede wat in die praktyk na 'n ongeluk voorkom, hetsy die skip regop is of na die een kant oorhul, uit enige watdigte afdeling te pomp en dit te dreineer. Vir hierdie doel is suigopenings aan die kante gewoonlik noodsaaklik behalwe in die nou afdelings aan die ene van die skip waar een suigopening voldoende kan wees. In afdelings met 'n buitengewone vorm kan addisionele suigopenings vereis word. Maatreëls moet getref word om te verseker dat die water in die afdeling sy weg na die spuipyp sal vind. Doeltreffende middels moet voorsien word om die water uit geïsoleerde ruimtes te dreineer.

(b) (i) Behalwe soos elders in hierdie Regulasie bepaal, moet skope minstens drie kragpompe hê wat met die hoofafleiding verbind is, minstens een met die dryfinrigting verbind kan wees. Wanneer die kriteriumgetal 30 of groter is, moet daar nog een onafhanklike kragpomp voorsien word. In skope met 'n lengte van minder as 300 voet (of 91.5 meters) met 'n kriteriumgetal van minder as 30, kan een of twee doeltreffende handpompe van die kruiktype, een voor en een agter, in die plek gestel word van een van die onafhanklike kragpompe.

(ii) Die vereistes word in die onderstaande tabel opgesom:—

Lengte van skip.	Minder as 300 voet (of 91.5 meters).		300 voet (of 91.5 meters) en groter.	
	minder as 30.	30 en groter.	minder as 30.	30 en groter.
Hendpomp (kan vervang word deur een onafhanklike pomp)	2	—	—	—
Hoofmasjienpomp (kan vervang word deur een onafhanklike pomp)	1	1	1	1
Onafhanklike pompe	1	3	2	3

(iii) Sanitêre, ballas- en algemene dienspompe kan beskou word as onafhanklike kragpompe mits hulle uitgerus is met die nodige aansluitings by die lompingsleiding.

(c) Wanneer dit prakties uitvoerbaar is, moet die kragpompe geklas word in afsonderlike watdigte afdelings wat so ingerig of geleë is dat hierdie afdelings nie maklik as gevolg van dieselfde skade sal is dat hierdie masjiene en stoomketels in twee of meer water-volloop nie. Indien die masjiene en stoomketels in twee of meer watdigte afdelings geklas is, moet die pompe wat vir lewidiens beskikbaar is sover moontlik oor hierdie afdelings verdeel word.

(d) Op skope met 'n lengte van 300 voet (of 91.5 meters) of groter of wat 'n kriteriumgetal van 30 of groter het, moet die rollings sodanig wees dat daar minstens een kragpomp beskikbaar sal wees vir gebruik onder alle gewone omstandighede waarin 'n skip ter see oorstroom kan word. Daar sal aan hierdie vereiste voldoen wees indien—

(i) een van die vereiste pompe 'n noodpomp wat bo die beskottelok onderdompelbare tipe met 'n kragbron wat bo die beskottelok geleë is, of

(ii) die pompe en hul kragbronne so verdeel is oor die hele lengte van die skip dat daar in enige oorstromingstoestand wat die skip moet weerstaan, minstens een pomp in 'n onbeskadigde afdeling beskikbaar sal wees.

(e) With the exception of pumps which may be provided for peak compartments only, each bilge pump, whether operated by hand or by power shall be arranged to draw water from any hold or machinery compartment in the ship.

(f) (i) Each independent power bilge pump shall be capable of giving a speed of water through the main bilge pipe of not less than 400 feet (or 122 metres) per minute. Independent power bilge pumps situated in machinery spaces shall have direct suction from these spaces, except that not more than two such suction shall be required in any one space. The Administration may require independent power bilge pumps situated in other spaces to have separate direct suction. Direct suction shall be suitably arranged and those in a machinery space shall be of a diameter not less than that of the bilge main.

(ii) In coal-burning ships there shall be provided in the stokehold, in addition to the other suction required by this Regulation, a flexible suction hose of suitable diameter and sufficient length, capable of being connected to the suction side of an independent power pump.

(g) Main circulating pumps shall have direct suction connections, provided with non-return valves, to the lowest drainage level in the machinery space, and of a diameter at least two-thirds that of the main sea inlet. Where the fuel is, or may be, coal and there is no watertight bulkhead between the engines and the boilers, a direct discharge overboard shall be fitted from at least one circulating pump, or alternatively, a by-pass may be fitted to the circulating discharge. The spindles of the sea inlet and direct suction valves shall extend well above the engine room platform.

(h) (i) All pipes from the pumps which are required for draining cargo or machinery spaces shall be entirely distinct from pipes which may be used for filling or emptying spaces where water or oil is carried.

(ii) Lead pipes shall not be used in or under coal bunkers or oil fuel storage tanks, or in boiler or machinery spaces, including motor rooms in which oil settling tanks or oil fuel pumping units are situated.

(i) The Administration shall make rules relating to the diameters of the bilge main and branch pipes. The diameter of the bilge main may be determined approximately from the following formulae:—

$$d = \sqrt{\frac{L(B + D)}{2,500}} + 1$$

where d = internal diameter of the bilge main in inches

L = length of ship in feet

B = breadth of ship in feet

D = moulded depth of ship at bulkhead deck in feet;

$$\text{or}$$

$$d = 1.68 \sqrt{L(B + D) + 25}$$

where d = internal diameter of the bilge main in millimetres

L = length of ship in metres

B = breadth of ship in metres

D = moulded depth of ship at bulkhead deck in metres.

(j) The arrangement of the bilge and ballast pumping system shall be such as to prevent the possibility of water passing from the sea and from water ballast spaces into the cargo and machinery spaces, or from one compartment to another. Special provision shall be made to prevent any deep tank having bilge and ballast connections being inadvertently run up from the sea when containing cargo, or pumped out through a bilge pipe when containing water ballast.

(k) Provision shall be made to prevent the compartment served by any bilge suction pipe being flooded in the event of the pipe being severed, or otherwise damaged by collision or grounding, in any other compartment. For this purpose, where the pipe is at any part situated nearer the side of the ship than one-fifth the breadth of the ship (measured at right angles to the centre line at the level of the deepest subdivision at loadline), or in a duct keel, a non-return valve shall be fitted to the pipe in the compartment containing the open end.

(l) All the distribution boxes, cocks, and valves in connection with the bilge pumping arrangements shall be in positions which are accessible at all times under ordinary circumstances. They shall be so arranged that, in the event of flooding, one of the bilge pumps may be operative on any compartment. If there is only one system of pipes common to all the pumps, the necessary cocks or valves for controlling the bilge to the main bilge pumping system an emergency bilge pumping system is provided, it shall be independent of the main system and so arranged that a pump is capable of operating on any compartment under flooding conditions.

REGULATION 18.

Stability Tests for Passenger Ships and Cargo Ships.

(a) Passenger ships and cargo ships shall be insured upon their completion and the elements of their stability determined. The master shall be supplied with such information on this subject as is necessary to permit efficient handling of the ship, and a copy shall be furnished to the Administration concerned.

(b) The Administration may allow the inclining test of an individual ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the exempted ship can be obtained from such basic data.

(e) Met uitsondering van pompe wat slegs vir piekfelings aangebring mag word, moet elke lenspomp, hetsy dit met die hand of met enige beweg word, ingerig wees om water uit enige ruim of masjiensafdeling in die skip te pomp.

(f) (i) Elke onafhanklike kraglenspomp moet in staat wees om water teen 'n snelheid van nie minder as 400 voet (of 122 meters) per minuut nie deur die hoofleiding te pomp. Onafhanklike kraglenspompe wat in die masjiensruime geleë is, moet van regstreekse suigleidinge uit hierdie ruimtes voorsien word behalwe dat daar nie meer as twee sulke suigleidings in een ruim voorsien word nie. Die Administrasie kan voorsien dat onafhanklike kraglenspompe wat in ander ruime geleë is, afsonderlike regstreekse suigleidings moet lê. Direkto suigleidings moet op geskikte wyse ingorig wees om die suigleidings in 'n masjiensruim moet 'n middellyn hê wat nie kleiner is as dié van die hoofleiding nie.

(ii) In skepe wat stookkool as brandstof gebruik, moet daar, benevens die ander suigleidinge wat by hierdie Regulasie voorsien word, in die stookruim 'n buigbare suigslang met 'n geskikte middellyn en voldoende langte aangebring word wat met die suigslang van 'n onafhanklike kragpomp verbind kan word.

(g) Die hoofkirkulasiepomp moet regstreekse suigverbindinge hê, met terugslagkleppe, na die langste dreineerwyl in die masjiensruim en met 'n middellyn van minstens twee-dorres van dié van die hoofkirkulasie-inlaat. Wanneer stookkool as brandstof gebruik word of gebruik kan word en daar nie 'n waterdigte beslot tussen die masjiene en die stookkotele is nie, moet 'n regstreekse uitlaat na buiteboord vanaf minstens een kirkulasiepomp aangebring word, of, in plaas daarvan, kan 'n regstreekse aansluiting op die kirkulasie-uitlaatleiding aangebring word. Die stange van die hoofkirkulasie-inlaat en van die regstreekse suigkleppe moet goed by die platform van die masjiensruim uitatrek.

(h) (i) Alle pype vanaf die pompe wat vir die dreinerings van vrag- of masjiensruime nodig is, moet geheel en al afsonderlik wees van dié pype wat gebruik kan word om ruimtes waarin water of olie vervoer word, to vul of loeg te maak.

(ii) Loodpype mag nie gebruik word onder steenkoolbunkers of brandstoftankke en ook nie in ketel- of masjiensruime, met inbegrip van motorkamers, waarin oliebesluitings of olietankpomphele geleë is nie.

(i) Die Administrasie moet voorskrifte maak met betrekking tot die middellyn van loof- en newelensleidings. Die middellyn van die hoofleiding kan min of meer volgens die onderstaande formules bepaal word:—

$$d = \sqrt{\frac{L(B+D)}{2,500}} + 1$$

waarin d = binneste middellyn van die hoofleiding in duim

L = lengte van skip in voet

B = breedte van skip in voet

D = holte ooreenkomstig dié mal van skip gemeet op dié beslotdek, in voet

$$d = 1.68 \sqrt{\frac{L(B+D)+25}{\text{of}}}$$

waarin d = binneste middellyn van die hoofleiding in millimeters

L = lengte van skip in meters

B = breedte van skip in meters

D = Holte ooreenkomstig dié mal van skip gemeet op beslotdek, in meters.

(j) Die inrigting van die leidinge in die ballasleiding moet sodanig wees dat dit sal verhoed dat water vanaf die see en vanaf waterballasruime die vrag- en masjiensruime en binnekom of uit die een afdeling na die ander sal stroom. Besonder voorsiening moet gemaak word om te verhoed dat 'n dieptepunt met leidinge in ballasleiding deur ongesaamheid met seewater volloop wanneer dié vrag bevat of deur 'n lenspyp leegpomp word wanneer dit waterballas bevat.

(k) Maatreëls moet getref word om te voorkom dat 'n afdeling wat deur 'n lenspyp bedien word, sal volloop as gevolg van die broek of ander beskadiging van die pyp in 'n ander afdeling as gevolg van 'n botsing of van die feit dat die skip op die grond geloop het. Vir hierdie doel moet, wanneer die pyp op enige plek nader aan die skeepsboord geleë is as op vyfde van die breedte van die skip (reghoekig gemeet met die middellyn op die hoogte van die boonste indelingslagn) of wanneer dit in 'n kokerkel geleë is, 'n terugslagklep aangebring word aan die pyp in die afdeling wat die oop end bevat.

(l) Alle verdeelkaste, kraane en kleppe wat met die lenspompinrigting in verband staan, moet op plekke wees wat to alle tye onder gewone omstandighede toeganklik is. Hierdie moet so ingerig wees dat in die geval van oorstrooming een van die lenspompe op enige afdeling kan werk. Indien daar alreeds een pypleidingstelsel deur al die pompe bedien word, moet die nodige leeno of kleppe vir die beheer deur benevens die hoof van bo dié beslotdek gemaak kan word. Indien daar benevens die hoof lenspompinrigting 'n noodloos-pompinrigting aangebring is, moet dit onafhanklik wees van die hoofstelsel en so ingerig wees dat in geval van oorstrooming 'n pomp op enige afdeling kan werk.

REGULASIE 18.

Stabiliteitsreëls vir Passasiers- en Vragkepe.

(a) Passasiers- en vragkepe moet na voltooiing aan 'n hellingtoets onderwerp word om die stabiliteitsgegewens in verband met sulke skepe moet bepaal word. Sodanige inligting oor hierdie onderwerp as wat nodig mag wees om die doeltreffende hantering van die skip moontlik te maak, moet aan die gesagvoerder verskaf word en 'n afskrif daarvan moet aan die betrokke Administrasie gestuur word.

(b) Die Administrasie kan toelaat dat daar in verband met 'n besondere skip van die hellingtoets afgesien word mits basiese stabiliteitsgegewens in verband met die hellingtoets wat op 'n susterskip toegepas is, beskikbaar is en tot toevredening van die Administrasie aangetoon word dat betroubare stabiliteitsgegewens in verband met die vry- gestelde skip uit sulke basiese gegewens verkry kan word.

REGULATION 19.

Periodical Operation and Inspection of Watertight Doors, etc.

(a) In new and existing ships drills for the operating of watertight doors, sidescuttles, valves and closing mechanisms of scuppers, ash-shoots and rubbish-shoots, shall take place weekly. In ships in which the voyage exceeds one week in duration a complete drill shall be held before leaving port, and others thereafter at least once a week during the voyage, provided that all watertight power doors and hinged doors, in main transverse bulkheads, in use at sea, shall be operated daily.

(b) The watertight doors and all mechanism and indicators connected therewith, all valves the closing of which is necessary to make a compartment watertight and all valves the operation of which is necessary for damage control cross connections shall be periodically inspected at sea, at least once a week.

REGULATION 20.

Entries in Log.

(a) In new and existing ships hinged doors, portable plates, sidescuttles, gangway, cargo and coaling ports and other openings, which are required by these Regulations to be kept closed during navigation, shall be closed before the ship leaves port. The time of closing and the time of opening (if permissible under these Regulations), shall be recorded in such log book as may be prescribed by the Administration.

(b) A record of all drills and inspections required by Regulation 19 shall be entered in the log book with an explicit record of any defects which may be disclosed.

PART C.—ELECTRICAL INSTALLATIONS.

(Part C applies to passenger ships only.)

REGULATION 21.

General.

(a) Electrical installations in ships shall be such that:—

- (i) services essential for safety will be maintained under various emergency conditions; and
- (ii) the safety of passengers, crew and ship from electrical hazards will be assured.

(b) Every ship, the electrical power of which constitutes the only means of maintaining the auxiliary services indispensable for the propulsion and the safety of the ship, shall be provided with at least two main generating sets. The power of these sets shall be such that it shall still be possible to ensure the functioning of the said services in the event of any one of these generating sets being stopped.

REGULATION 22.

Emergency Source of Power.

(a) There shall be above the bulkhead deck a self-contained emergency source of electrical power. It shall be situated outside the machinery coasings. The power available shall be sufficient to supply all those services that are, in the opinion of the Administration, necessary for the safety of the passengers and the crew in an emergency, due regard being paid to such services as may have to be operated simultaneously. Special consideration shall be given to emergency lighting at every boat station on deck and overboards, in all alleyways, stairways and exits, in the machinery spaces and in the control stations as defined in Regulation 26, and to navigation lights if solely electric. The power shall be adequate for a period of 36 hours, except that, in the case of ships engaged regularly on voyages of short duration, the Administration may accept a lesser supply if satisfied that the same standard of safety would be attained. The source of emergency power may be either:—

- (i) an accumulator (storage) battery capable of carrying the emergency load without recharging or excessive voltage drop; or
- (ii) a generator driven by a suitable type of compression ignition engine, with an independent fuel supply and with starting arrangements approved by the Administration. The fuel used shall have a flash point of not less than 110° F. (or 43.3° C.).

(b) Arrangements shall be such that the emergency plant will function efficiently when the ship is inclined 22½° and/or when the trim of the ship is 10° from an even keel.

(c) (i) Where the emergency power is derived from an accumulator battery, arrangements shall be made to ensure that emergency lighting will automatically come into operation in the event of failure of the main lighting supply.

(ii) Where the emergency source of power is a generator, there shall be provided a temporary source of emergency power from an accumulator battery of sufficient capacity:—

- (a) to supply emergency lighting continuously for half-an-hour; and
- (b) to close the watertight doors (if electrically operated) but not necessarily to close them all simultaneously.

The arrangements shall be such that the temporary source of emergency power will come into operation automatically in the event of failure of the main supply.

(iii) Provision shall be made for the periodic testing of automatic arrangements.

REGULASIE 19.

Periodieke Beweging en Inspeksie van Waterdige Deure.

- (a) Op nuwe en bestaande skope moet daar weekliks oefeninge plaasvind vir die bediening van waterdige deure, patrysporte, kleppe en sluitingsinrigtings van spuipype, as- en vuilgoedstortkokers. Op skope gehou word voordat die skip die hawe verlaat; daarna moet oefeninge minstens eenmaal per week gedurende die reis gehou word, met dien verstande dat alle waterdige meganiese deure en geskarnierde deure in hoofdwarsbeskotte, wat op see in gebruik is, dangliks beweeg word.
- (b) Die waterdige deure en alle meganismes en aanwysers wat daarom 'n afdeling waterdig te maak en alle kleppe waarvan die inwerking stelling noodsaaklik is vir die beheer van dwarsverbindings in geval van beskadiging, moet periodiek minstens eenmaal per week op see nagesien word.

REGULASIE 20.

Inskrywings in Skeepsdagboek.

- (a) Op nuwe en bestaande skope moet geskarnierde deure, verplaaibare plate, patrysporte, deurgange, laas- of steenkoolpoorte en ander openinge wat ingevolge die bepalinge van hierdie Regulasie gedurende die vaart gesluit moet bly, gesluit word voordat die skip die hawe verlaat. Die tyd van sluiting en die tyd van oopmaak (indien dit volgens die Skeepsdagboek as wat die Administrasie mag voorskryf.
- (b) 'n Voorstel van alle oefeninge en inspeksies wat kragtens Regulasie 19 vereis word, moet in die Skeepsdagboek ingeskryf word met duidelike vermelding van alle gebreke wat aan die lig gebring mag word.

DEEL C.—ELEKTRIESE INSTALLASIES.

(Dool C is slegs van toepassing op passasierskepe.)

REGULASIE 21.

Algemeen.

- (a) Elektriese installasies op skope moet sodanig wees dat—
- (i) dienste wat noodsaaklik is vir die veiligheid in die verskillende noodtoestande in stand gehou sal word; en
 - (ii) die veiligheid van passasiers, bemanning op die skip teen die gevaar van elektrisiteit verseker sal wees.
- (b) Elke skip waarvan die elektriese krag die enigste middel is tot instandhouding van die hulpdienste wat noodsaaklik is vir die aandriwing en die veiligheid van die skip, moet voorsien wees van minstens twee hoofopwekkingstoestelle. Die krag van hierdie toestelle moet sodanig wees dat wanneer een van hierdie opwekkingstoestelle nie in werking is nie, dit nog moontlik sal wees om te verseker dat die genoemde dienste sal funksioneer.

REGULASIE 22.

Noodkragbron.

- (a) Daar moet by die beskotelik 'n outonome elektriese noodkragbron wees. Dit moet buiten die masjienkaste geleë wees. Die beskikbare krag moet voldoende wees om, met behoorlike insameling van sulke dienste as wat moontlik gelyktydig in werking gestel moet word, al daardie dienste te voorsien wat, na die mening van die Administrasie in 'n noodgeval noodsaaklik is vir die veiligheid van die passasiers op die bemanning. Besondere aandag moet geskenk word aan noodverligting by elke inskepingsplek op die dek en aan die buiteboorde, in alle dourange, op trappe en by uitgange, in die masjienruime en in die beheerstoelste as in Regulasie 26 omskryf, en aan vaarligte indien dit uitsluitlik elektriese ligte is. Die krag moet voldoende wees vir 'n tydperk van 36 uur behalwe dat in die geval van skope wat gereeld op reise van korte duur gebruik word, die Administrasie 'n kleiner kragvoorraad kan aanvaar indien by tevrede is dat dieselfde standaard van veiligheid bereik sal word. Die noodkragbron kan een van die volgende wees—
- (i) 'n opgaarbattery wat in staat is om die noodligting te dra sonder dat dit weer gelaaie moet word of dat daar 'n verlaging van die stroomspanning plaasvind; of
 - (ii) 'n generator wat aangedryf word deur middel van 'n geskikte tipe van kompresie-ontstekingsmasjien, met 'n onafhanklike brandstofvoorraad en met 'n aansluiting wat deur die Administrasie goedgekeur is. Die brandstef wat gebruik word, moet 'n ontvlammingspunt hê van minstens 110° F. (of 43.3° C.).
- (b) Die inrigtinge moet sodanig wees dat die noodinstallasie doeltreffend sal funksioneer wanneer die skip 'n helling het van 22½° en/of wanneer die trim van die skip 10° afwyk van gelyktydigheid.
- (c) (i) Wanneer die noodkrag van 'n opgaarbattery afkomstig is, moet reëlins getref word om te verseker dat die noodverligting outomaties in werking sal tree wanneer die hoofkragbron defek raak.
- (ii) Wanneer die noodkragbron 'n generator is, moet daar voorsiening gemaak word vir 'n tydelike noodkragbron uit 'n opgaarbattery met 'n voldoende vermoë—
- (a) om noodverligting onafgebreke vir 'n halfuur te verskaf; en
 - (b) om die waterdige deure toe te maak (indien hul elektriese beweging word) maar nie noodwendig om hulle altyd gelyktydig toe te maak nie.
- Die reëlins moet sodanig wees dat die tydelike noodkragbron outomaties in werking sal tree wanneer die hoofkragbron defek raak.
- (iii) Voorsiening moet gemaak word vir die periodieke toetsing van outomatiese inrigtinge.

(d) Electrically operated steering gears shall be served by two sets of feeder cables from the main switchboard. Each feeder shall have adequate capacity for serving all motors which may operate simultaneously, and these feeders shall be separated throughout their length as widely as is practicable. Short circuit protection only shall be provided for these circuits and motors.

REGULATION 23.

Precautions for Safety of Passengers and Crew.

(a) (i) All exposed metal parts of electrical machines or equipment which are not intended to be "live", but are liable to become "live" under fault conditions, shall be earthed (grounded); and all apparatus shall be so constructed and so installed that danger of injury in ordinary handling shall not exist.

(ii) Metal frames of all portable lamps, tools, and similar apparatus supplied as ship's equipment and rated 100 volts or more shall be earthed (grounded) through a suitable conductor in the supply cable.

(b) Open type switchboards shall be arranged to give easy access back and front without danger to attendants. The sides and backs of switchboards shall be suitably guarded and there shall be a non-conducting mat or grating. Exposed current-carrying parts at voltages to earth (ground) in excess of 250 volts direct current or 150 volts alternating current shall not be installed on the face of any switchboard or controlled panel.

REGULATION 24.

Precautions against Fire.

(a) Hull return shall not be used for power, heat and light distribution systems.

(b) Distribution systems shall be so arranged that fire in any main fire zone will not interfere with essential services in any other main fire zone. This requirement will be met if main and emergency feeders passing through any zone are separated both vertically and horizontally as widely as is practicable.

(c) (i) All metal sheaths and armour of cables shall be electrically continuous and shall be earthed (grounded).

(ii) Where the cables are neither metal sheathed nor armoured and there might be risk of fire in the event of an electrical fault, precautions shall be required by the Administration.

(iii) Metal sheathed or armoured cables may be required by the Administration in certain compartments or sections of the ship, with a view to the prevention of fire.

(d) (i) Joints in all conductors except for low voltage communication circuits shall be made only in junction or outlet boxes. All such boxes or wiring devices shall be so constructed as to prevent the spread of fire from the box or device.

(ii) Lighting fittings shall be arranged to prevent temperature rises that would be injurious to the wiring, and to prevent surrounding material from becoming excessively hot.

(c) Wiring shall be supported in such a manner as to avoid chafing or other injury.

(f) Except as provided in paragraph (d) of Regulation 22, each separate circuit shall be protected against overload. The current-carrying capacity of each circuit shall be permanently indicated, together with the rating or setting of the appropriate overload protective device.

(g) (i) Accumulator batteries shall be suitably housed, and compartments used primarily for their accommodation shall be properly constructed and efficiently ventilated.

(ii) Devices liable to fire shall not be installed in a compartment assigned principally to accumulator batteries unless the devices are flameproof (explosion proof).

PART D.—FIRE PROTECTION IN ACCOMMODATION AND SERVICE SPACES.

(Part D applies to passenger ships only.)

REGULATION 25.

Application and General.

(a) The application of this Part of this Chapter is subject to the condition that a ship carrying not more than 30 passengers need comply only with Regulations 28 and 29, provided that, in addition to complying with paragraph (b) of Regulation 50, it is fitted with a fire detection system of a type approved by the Administration, which will automatically indicate at one or more points or stations, where it can be most quickly observed by officers and crew, the presence or indication and location of fire in all enclosed spaces appropriated to the use or service of passengers and crew, except spaces which afford no substantial fire risk.

(b) The main structure, including decks and deck houses, shall be of steel except where the Administration may sanction the use of other suitable material in special cases. It shall be divided into main vertical zones by "A" class bulkheads (as defined later) and further divided by similar bulkheads forming the boundaries protecting spaces which provide vertical access, and the boundaries separating spaces which accommodate spaces from the machinery, cargo and service spaces and others. In addition, and supplementary to the patrol systems, alarm systems and fire extinguishing apparatus required by Part E of this Chapter,

(d) Stuurinrigtings wat elektries beweeg word, moet gevoed word deur twee stello voedingstelsels vanaf die hoofskakelbord. Elke voedingstelsel moet in staat wees om al die motore wat gelyktydig mag werk, te voed en hierdie voedingkabels moet oor hul hele lengte sover as moontlik van mekaar gelou word. Die voernemde stroomkringe en motore moet slegs teen kortsluitings beskerm word.

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Voorsorgmaatstreefs vir die Veiligheid van Passasiers en Besetting.

(a) (i) Alle blootgestelde metaal dele van elektriese masjiene en uitrusting wat nie bedoel is om onder stroom te wees nie maar onder stroom kan kom as gevolg van 'n fout, moet gewaard word: voorts moet alle apparate so gehou en so geïnstalleer word dat daar by die gewone hantering geen gevaar van besering sal wees nie.

(ii) Metaalrame van draagbare lampen, gereedschap en soortgelijke apparatuur wat deel uitmaakt van die scheepsuusrusting en wat onder 'n stroom van 100 volt en hoër gebruik word, moet deur middel van 'n geslechte geleider in die toevoerkabel waard word.

(b) Skakelbord van die oop tipe moet so ingerig word dat hulle van voor en van agter maklik toeganklik is sonder gevaar vir dié wat daarmee werk. Die aye en agterkant van skakelbord moet op geskikte wys beskerm word om daar moet 'n nie-geleidende laag of traliewerk wees. Daar mag geen hoogteskeie stroomdraende dele met 'n gevaarlike spanning van meer as 250 volt gelykstrom of 150 volt wisselstrom op 'n skakelbord of 'n reëlbord aangebring word nie.

REVULASIN: 24.

Voorsorgsmaatregelen tegen Brand.

(a) Terugleiding oor die romp mag nie vir krag-, warmte- en ligverspreidingsdoelels gebruik word nie.

(c) Strooi-verdelingselsels moes so ingerig wees dat 'n brand in 'n hoofbrandseksie nie die noodnadelike dienste in 'n ander hoofbrandseksie sal belommer nie. Daar sal aan hierdie vereiste voldoen woe indien die hoof-en noodtoevredede van deur 'n sone loop sowel vertikaal as horisontaal sover doenlik van mekaar geskei is.

(c) (i) Alle metaalomhulsels en beschermingsdrade van kabels moeten elektrisch doorlopend en geaard wees.

(ii) Wanneer die kokers geen metaalkorshulsels of beskermingsdrade het nie en daar in die geval van 'n elektriese font brandgevaar mag ontstaan, moet die Administrasie vereis dat daar voorsorgsmaatreëls getref word.

(iii) Die Administrasie kan, met die oog op die voorkoming van brand, vereis dat die kabela in sekere afdelings of indelings van die skip van metaanloophulsel en beskermingsdrade voorsien sal word.

(d) (i) Laase in alle getiers, behalve in dié vir laagspanning-verbindingsstroombane, mag slegs in verdeelkaste of uitlaatkaste gemaak word. Sulke kaste of bedradingsinrigtings moet van so 'n aard wees dat die verspreiding van die brand vanaf sulke kaste of inrigtings voorkom sal word.

(ii) Die monterings van ligte moet van so 'n aard wees dat temperatuurstygings wat vir die bedrading gevaarlik sal wees asook oorverhitting van die omringende dele verhoed sal word.

(c) Die drade moet op so 'n wyse bevestig word dat hulle nie as gevolg van wrywing of 'n ander oorsaak beskadig sal worl nie.

(f) Behalve zoals in paragraaf (d) van Reguleisio 22, moet elke afsonderlijke stroomlijn teen oordlaaiing beskerm word. Die stroomsterkte

van elke stroomkring naek die verhoudsyfer of die instelsyfer van die toepaslike toestel vir die beskerming teen oorlading, moet blywend getoonedui word.

(g) (i) Opnaarbatterye moet op 'n geskikte wyse onderdak gebring word, en afdelings wat hoofsaaklik vir die huisvesting van hierdie batterye gebruik word, moet behoorlik gebou en doeltreffend goventileer word.

(ii) Toestelle wat moontlik elektriese boe kan vorm, moet nie geïnstalleer word in 'n afdeling wat hoofsaaklik vir opgaarbatterye bedoel is nie tensy die toestel vlamproof is (bestand is teen ontploffing).

DEEL D.—BESCHERMING TEGEN BRAND IN VERBLYF EN DIENSRUIMTES.

(Deel D is slegs van toepassing op passasierskepo.)

REGULAS 25.

Toepassing en Algemene Bepalingen.

(a) Die toepassing van hierdie Doel van hierdie Hoofstuk is onderworpe aan die voorwaarde dat 'n slegs wat hoogstens 38 passasiers, vervoer slegs aan die bepalinge van Regulasies 25 en 29 hoef te voldoen, met dien verstande dat, behalwe Regulasie 59, hy toegerus word met 'n brandoppringsinrigting wat 'n tipe wat deur die Administrasie goedgekeur is en wat outomaties op een of meer plekke of poste, waar dit die grootste aantal passasiers kan oopsluit, 'n tipe wat deur die Administrasie goedgekeur deur offisier en brenning opgevoer sal word, 'n wandaandig sal goeie van die aanwezigheid of tekens en die plek van die brand in die wandaandig van die ruimte wat vir die gebruik of diens van passasiers en bemanning bedoel is, behalwe in ruimtes waar daar geen gevaar bestaan is, dat 'n brand tag uitbreek nie, en 'n tipe wat deur die Administrasie goedgekeur is, met 'n brand

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either of the following methods of protection, or a combination of these methods to the satisfaction of the Administration, shall be adopted in accommodation and service spaces with a view to preventing the spread of incipient fires from the spaces of their origin:—

METHOD I.—The construction of internal divisional bulkheading of "B" class divisions (as defined later) generally without the installation of a detection or sprinkler system in the accommodation and service spaces; or

METHOD II.—The fitting of an automatic sprinkler and fire alarm system for the detection and extinction of fire in all spaces in which a fire might be expected to originate generally with no restriction on the type of internal divisional bulkheading in spaces so protected; or

METHOD III.—A system of sub-division within each main vertical zone using "A" and "B" class divisions distributed according to the importance, size, and nature of the various compartments, with an automatic fire detection system in all spaces in which a fire might be expected to originate, and with restricted use of combustible and highly inflammable materials and furnishings; but generally without the installation of a sprinkler system.

The detailed requirements are set out in Regulations 27 to 44. The heading of each indicates under which method or methods the Regulation is a requirement.

REGULATION 26.

Definitions.

Wherever the phrases defined below occur throughout this Part of this Chapter they shall be interpreted in accordance with the following definitions:—

- (a) "Incombustible Material" means a material which neither burns nor gives off inflammable vapours in sufficient quantity to ignite at a pilot flame when heated to approximately 1,362° F. (or 750° C.). Any other material is a "Combustible Material".
- (b) "A Standard Fire Test" is one which develops in the test furnace a series of time temperature relationships approximately as follows:—

At the end of the first 5 minutes—1,000° F. (or 538° C.).
At the end of the first 10 minutes—1,300° F. (or 704° C.).
At the end of the first 30 minutes—1,650° F. (or 843° C.).
At the end of the first 60 minutes—1,700° F. (or 927° C.).
- (c) "'A' Class or Fire-resisting Divisions" are those divisions formed by bulkheads and decks which comply with the following:—
 - (i) They shall be constructed of steel or other equivalent material.
 - (ii) They shall be suitably stiffened.
 - (iii) They shall be so constructed as to be capable of preventing the passage of smoke and flame up to the end of the one-hour standard fire test.
 - (iv) They shall have an insulating value to the satisfaction of the Administration, having regard to the nature of the adjacent spaces. In general, where such bulkheads and decks are required to form fire-resisting divisions between spaces either of which contains adjacent woodwork, wood lining, or other combustible material, they shall be so insulated that, if either face is exposed to the standard fire test for one hour, the average temperature on the unexposed face will not increase at any time during the test by more than 250° F. (or 139° C.) above the initial temperature nor shall the temperature at any one point rise more than 325° F. (or 180° C.) above the initial temperature. Reduced amounts of insulation or none at all may be provided where in the opinion of the Administration a reduced fire hazard is present.
- (d) "'B' Class or Fire-retarding Divisions" are those divisions formed by bulkheads which are so constructed that they will be capable of preventing the passage of flame up to the end of the first one-half hour of the standard fire test. In addition they shall have an insulating value to the satisfaction of the Administration, having regard to the nature of the adjacent spaces. In general, where such bulkheads are required to form fire-retarding divisions between cabins, they shall be of material which, if either face is exposed for the first one-half hour period of the standard fire test, will prevent the temperature on the unexposed side from increasing during the test by more than 250° F. (or 139° C.) above the initial temperature. For panels which are of incombustible materials it will only be necessary to comply with the above temperature rise limitation during the first 15-minute period of the standard fire test, but the test shall be continued to the end of the one-half hour to test the panels integrity in the usual manner. Reduced amounts of insulation or none at all may be provided where in the opinion of the Administration a reduced fire hazard is present.
- (e) "Main Vertical Zones" are those sections into which the hull, superstructure, and deck houses are divided by main fire-resisting bulkheads, the mean length of which above the bulkhead deck does not, in general, exceed 131 feet (or 40 metres).
- (f) "Control Stations" are those spaces in which radio, main navigating or central fire-recording equipment or the emergency generator is located.

verre word, moet die een of die ander van die onderstaande beskermingsmetodes, of 'n kombinasie van hierdie metodes deur die Administrasie goedgekeur, in bewoende en diensruimtes aangewend word met die oog op die voorkoming van die verspreiding van brande wat ontstaan het vanaf die ruimtes waarin hulle ontstaan het:—

Metode I.—Die bou van inwendige verdelingsbeskotte van die „B”-klas (wanneer later omskryf), gewoonlik sonder die installering van 'n opsporing- of sproeiistelsel in die verbylf- en diensruimtes; of

Metode II.—Die installering van 'n outomatiese sproei- of brandalarmstelsel vir die opsporing en blussing van brand in alle ruimtes waarin die ontstaan van 'n brand verwag kan word, sonder enige beperking in die algemeen op die tipe inwendige verdelingsbeskotte in ruimtes wat aldus beskerm word; of

Metode III.—'n Stelsel van indeling binne elke vertikale hoofstelsel met gebruikmaking van beskotte van die „A”- en „B”-klas wat verdeel word ooreenkomstig die belangrikheid, grootte en aard van die verskillende afdelings, met 'n outomatiese brandopsporingstelsel in alle ruimtes waarin die ontstaan van 'n brand verwag kan word en met 'n beperkte gebruik van ontplofbare en hoogs ontvlambare materiaal en toebehore, maar in die algemeen sonder dat 'n sproeiistelsel geïnstalleer word.

Die voorskrifte word in besonderhede uiteengeset in Regulasie 27 tot 44. Die opskrifte van elk dui die metode of metodes aan waarop die Regulasie van toepassing is.

REGULASIE 26.

Woordbepaling.

Oral waar die uitdrukkings wat hieronder omskryf word in hierdie Deel van hierdie Hoofstuk voorkom, moet hulle ooreenkomstig die onderstaande omskrywing vertolk word:—

- (a) „Vuurvaste materiaal” beteken 'n materiaal wat nie brand nie en wat ook nie ontvlambaar damps in genoegsame hoeveelheid afgee om te ontvlam wanneer dit met 'n proefvlam in aanraking kom en tot ongeveer 1,382° F. (of 760° C.) verhit word nie. Alle ander materiaal is „brandbare materiaal”.
- (b) „'n Standaardvuurtoets” is 'n toets in die loop waarvan daar in die toetsond ongeveer die volgende tydsverlooptemperature bereik word:—
Aan die end van die eerste 5 minute—1,000° F. (of 538° C.).
Aan die end van die eerste 10 minute—1,300° F. (of 704° C.).
Aan die end van die eerste 30 minute—1,550° F. (of 843° C.).
Aan die end van die eerste 60 minute—1,700° F. (of 927° C.).
- (c) „Afdelings van die „A”-klas of brandwerende afdelings” is daardie afdelings wat gevorm word deur beskotte of dekke wat aan die onderstaande vereistes voldoen:—
 - (i) Hulle moet van staal of 'n ander soortgelyke materiaal gebou wees.
 - (ii) Hulle moet op geskikte wyses versterk wees.
 - (iii) Hulle moet so gebou wees dat hulle in staat sal wees om tot aan die einde van die standaardvuurtoets van een uur die doorgang van rook en vlamme te verhoed.
 - (iv) Hulle moet, met inagneming van die aard van die aangrensende ruimtes, tot tevredenheid van die Administrasie geïsoleer wees. In die algemeen, wanneer sulke beskotte en dekke brandwerende afdelings moet vorm tussen ruimtes waarvan die een of die ander aangrensende hot- of koue, houtvoering of ander brandbare materiaal bevat, moet hulle in so 'n mate geïsoleer wees dat wanneer die een of die ander kant vir die tydperk van een uur aan die standaardvuurtoets onderwerp word, die gemiddelde temperatuur aan die kant wat nie blootgestel is nie, op geen tydstip gedurende die toets met meer as 250° F. (of 139° C.) bo die aanvanklike temperatuur sal styg nie en dat die temperatuur op geen plek met meer as 325° F. (of 180° C.) bo die aanvanklike temperatuur sal styg nie. Die isolasie kan verminder word of geheel en al weggelaat word op plekke waar, na die mening van die Administrasie, daar 'n verminderde brandgevaar bestaan.
- (d) „Afdelings van die „B”-klas of brandvertragende afdelings” is daardie afdelings wat gevorm word deur beskotte wat so gebou is dat hulle in staat sal wees om tot aan die einde van die eerste halfuur van die standaardvuurtoets die doorgang van vuur te verhoed. Hierbenewens moet hulle, met inagneming van die aard van die aangrensende ruimtes, tot tevredenheid van die Administrasie geïsoleer wees. In die algemeen, wanneer sulke beskotte brandvertragende afdelings tussen kajuite moet vorm, moet hulle van 'n materiaal wees wat, wanneer die een of die ander kant gedurende die eerste halfuur van die standaardvuurtoets blootgestel word, sal verhoed dat die temperatuur aan die kant wat nie blootgestel is nie, gedurende die toets met meer as 250° F. (of 139° C.) bo die aanvanklike temperatuur styg. In die geval van panele wat van vuurvaste materiaal gemaak is, sal dit slegs nodig wees om gedurende die eerste vyftien minute van die standaardvuurtoets aan die bepalinge hierbo betreffende die maksimum vuurtoets aan die bepalinge voortgegaan word om op die einde van die halfuurtijdperk die toets met die paneel te toets. Die isolasie kan verminder word of geheel en al weggelaat word op plekke waar, na die mening van die Administrasie, daar 'n verminderde brandgevaar bestaan.
- (e) „Hoof-vertikale sones” is daardie afdelings waarin die romp, behou en dekhuis deur hoof-brandwerende beskotte verdeel is. Hul gemiddelde lengte bo die beskotte is, oor die algemeen, nie langer as 131 voet (of 40 meters) nie.
- (f) „Beheerpost” is daardie ruimtes waarin radio-, hoofstuurtoerusting of die sentrale brandopsporingstoerusting of die noodgenerator geleë is.

- (g) "Accommodation" spaces are those used for public spaces, corridors, inventories, cabins, offices, crew quarters, barber shops, isolated pantries and lockers, and similar spaces.
- (h) "Public Spaces" are those portions of the accommodation which are used for halls, dining rooms, lounges, and similar permanently enclosed spaces.
- (i) "Service Spaces" are those used for galloys, main pantries, stores (except isolated pantries and lockers), mail and specie rooms, and similar spaces and trunks to such spaces.
- (j) "Cargo Spaces" are all spaces used for cargo (including cargo oil tanks) and trunks to such spaces.
- (k) "Machinery Spaces" include all spaces used for propelling, auxiliary or refrigerating machinery, boilers, pumps, work-shops, generators, ventilation and air conditioning machinery, oil filling stations, and similar spaces and trunks to such spaces.
- (l) "Steel or Other Equivalent Material."—Where the words "steel or other equivalent material" occur "equivalent material" means any material which, by itself or due to insulation provided, has integrity properties equivalent to steel at the end of the applicable fire exposure (e.g., aluminium with appropriate insulation).

REGULATION 27.

Structure (Methods I, II and III).

The hull, superstructure, structural bulkheads, decks and deckhouses shall be constructed of steel, except where the Administration may sanction the use of other suitable material in special cases.

REGULATION 28.

Main Vertical Zones (Methods I, II and III).

- (a) The hull, superstructure and deck houses shall be subdivided by "A" class divisions into main vertical zones, the mean length of which, above the bulkhead deck shall not in general exceed 131 feet (or 40 metres). Where steps are necessary they shall be of "A" class divisions.
- (b) As far as practicable the portions of such bulkheads above the bulkhead deck shall be in line with watertight subdivision bulkheads situated immediately below the bulkhead deck.
- (c) Such bulkheads shall extend from deck to deck and to the shell or other boundaries.
- (d) On ships designed for special purposes, such as automobile or railroad car ferries, where installation of such bulkheads would defeat the purpose for which the ship is intended, equivalent means for controlling and limiting a fire shall be substituted and specifically approved by the Administration.

REGULATION 29.

Openings in Main Vertical Zone Bulkheads (Methods I, II and III).

- (a) Where main vertical zone bulkheads are pierced for the passage of electric cables, pipes, trunks, etc., or for girders, beams or other structures, arrangements shall be made to ensure that the fire-resistance of the bulkheads is not impaired.
- (b) Dampers are to be fitted in trunks passing through main vertical zone bulkheads and shall be fitted with suitable local control capable of being operated from both sides of the bulkhead. The operating positions shall be readily accessible and marked in red. Indicators shall be fitted to show whether the dampers are open or shut.
- (c) All openings shall be provided with permanently attached means of closing which shall be at least as effective for resisting fires as the bulkheads in which they are fitted.
- (d) The construction of all doors and doorways in main vertical zone bulkheads, with the means of securing them when closed, shall provide fire-resistance at least as effective as the bulkheads in which the doors are situated and must be capable of resisting the passage of smoke and flame. Watertight doors need not be insulated.
- (e) It shall be possible to open each door from either side of the bulkhead by one person only. Fire doors other than watertight doors shall be of the self-closing type with simple and easy means of release from the open position. These doors shall be of types and designs approved by the Administration.

REGULATION 30.

Bulkheads within Main Vertical Zones (not required for Method II).

(a) Method I.

- (i) Within the accommodation spaces, all enclosure bulkheads, other than those required to be of "A" class divisions, shall be constructed of "B" class divisions and assembled in such a manner as to ensure the integrity of the unit. The Administration may require an assembly test. On ships which carry more than 100 passengers the "B" class divisions shall be of incombustible materials which may, however, be faced with combustible materials in accordance with Regulation 39.
- (ii) All corridor bulkheads shall extend from deck to deck. Ventilation openings will be permitted in the corridor bulkheads, preferably in the lower portion. All other enclosure bulkheads shall extend from deck to deck vertically, and to the shell or other boundaries transversely, unless incombustible ceilings or linings are fitted, in which case the bulkheads may terminate at the ceilings or linings.

- (g) „Verbyfruimtes“ is dié wat na openbare ruimtes, gange, toilet-kamers, kjuite, kantore, besanningsverbywe, haanryens-winkels, gaeoelorde aanrekaners en bergplekke en soortgelyke ruimtes gebruik word.
- (h) „Openbare ruimtes“ is daardie dele van die verbywat gebruik word as sale, eetkamers, sitkamers en soortgelyke blywend en diensruimtes.
- (i) „Aanrekaners“ is dié wat gebruik word vir kombuise, hoof-inrekaners, voorruide (buislike gaeoelorde aanrekaners en bergplekke), pos- en bagasiaruimtes en soortgelyke ruimtes en kokers na sulke ruimtes.
- (j) „Vuurgruim“ is alle ruimtes wat gebruik word vir vrag (met inbegrip van vragtoetens) en kokers na sulke ruime.
- (k) „Vragruim“ is dié van die ruimtes wat gebruik word vir aanrekaners, koele, pamp, seel-dryf, hulp- of verkoelings-agente, koele, pamp, seel-winkels, generators, ventilasies- en lugreelings-aginasie, olievuipens en soortgelyke ruimtes en kokers na sulke ruimtes.
- (l) „Staal of ander ekwivalente materiaal“—„Waar die woorde „staal“ of ander ekwivalente materiaal“ voorkom, beteken „ekwivalente“ die volgende materiaal self of as gevolg van insake integriteiteienskap, wat wnt niks anders as staal (bv. aluminium wat op gepaste wys geoleer is)

REGULAND: 27.

Bou (Methodes I, II en III).

Die romp, bobou, houbeskotte, dekke en deklinise moet van staal wees behalwe wanneer die Administrasie in besondero gevalla die gebruik van ander geskikte materiaal goedkeur.

REOULASIE 28.

Hoof-vertikale Sones (Metodea I, II en III).

- (a) Die romp, behou on deklussie moet deur middel van beskotte van die „A“-klus ingedool word in hoef-vertikale sones waarvan die gemiddelde lengte by die beskotte in die reël 131 voet (of 40 ueters) nie meer oorskryn nie. Waar trappe nodig is, moet hulle van die „A“-klus veele.
- (b) Vir sover die praktiese uitvoerbaarheid is, moet die goedkeure van sulke beskotte in die „A“-klus, in 'n tyd wat nie langer as 180 dae indelingsbeskotte wat onmiddellik ondorkant die beskotte geleë is.
- (c) Sulke beskotte moet hulle uitstrek van dek tot dek en tot by die huid of ander grense.
- (d) Op slope wat vir 'n spesiale doel ontwerp is soos bv. vir die vervoer van motorkarre of spoorwagwag, waar die instellings van sulke beskotte slegs vir die vervoer van die spoor ingesig is, sou verby, moet eksperimente middels vir die behoor on omlaatsing van 'n brand ter vervanging aangebring word en spesiaal deur die Administrasie goedgekeur word.

REGULARE 29.

Openings in Hoof-vertikale Sondebrakotte (Methodes I, II en III).

- (a) Wanneer hoof-vertikale sesenokskotte duurboor word vir die lû van elektriese kabelle, pype, tokere, ens., of vir draagballe, dwarsballe of ander dore van die bouwerke, moet gesorg word dat die vuurvasteheid van die beskotte nie daardurde verminder word nie.
- (b) Dempers moet aangebring word in kokere wat deur hoof-vertikale sesenokskotte gesien word, om te voorkom dat die lûde die kokere belyermeigens wat van alle kante van die besotte belien kan word. Die bodienposte moet geradelyk toeganklik wees en rooi getek word. Daar moet aanwysers aangebring word wat sal aandui of die dempers oop of toe is.
- (c) Al die openings moet voorsien word van sluitingsmismaske wat blywende bewysig is en wat minstens so doeltreffend vuurvast is as die beskotte waarin hulle aangebring is.
- (d) Al die deure en deurginge in hoof-vertikale sesenokskotte asook die middels om hulle te sluit wanner hulle toe is, moet minstens net so doeltreffend vuurvast wees as die beskotte waarin die deure aangebring is. Die deure moet in die geslote toestand die vuur lûde en vlamme te verhoed. Waterdige deure hoef nie geslote te word nie.
- (e) Elke deur moet vanaf alle kante van die besotte deur slegs een persoon oopgemaak kan word. Branddore wat nie waterdige deure is nie moet van 'n tipe wees wat outomaties toegaan. Daar moet 'n eenvoudige en maklike middel wees om die deure te oop te maak en te sluit. Die deure moet van 'n tipe wees wat oop en toe kan word deur die Admittensie goedgekeur word.

REGULAM 30.

Beskotte binne die Hoof-vertikale Sones (nie vereis vir Metode II nie).

(a) *Métode I.*

- [illegible]

(b) Method III.

(i) Within the accommodation spaces enclosure bulkheads other than those required to be of "A" class divisions shall be constructed of "B" class divisions so as to form a continuous network of fire retarding bulkheads within which the area of any one compartment shall not in general exceed 1,300 square feet (or 120 square metres) with a maximum of 1,600 square feet (or 150 square metres).

(ii) All public spaces without interior subdivisions shall be surrounded by "B" class bulkheads. The insulation of "A" class and "B" class divisions except those constituting the separation of the main vertical zones, the control stations, the stairway enclosures, and the corridors, may be omitted where the divisions constitute the outside part of the ship or when the adjoining compartment does not contain fire hazard.

(iii) All corridor bulkheads shall be of "B" class divisions and shall extend from deck to deck. When no ceilings are fitted or when the ceilings are of incombustible materials ventilation openings having grilles of incombustible material will be permitted. All other enclosure bulkheads shall also extend intact from deck to deck.

(iv) The "B" class divisions shall be of a type having incombustible cores or of an assembled type having internal layers of sheet asbestos or similar incombustible material, and the temperature rise limitation referred to in the definition of "B" class divisions in Regulation 26 shall apply at the end of the half-hour test.

REGULATION 31.

Separation of Accommodation Spaces from Machinery, Cargo and Service Spaces (Methods I, II and III).

The boundary bulkheads and decks separating accommodation spaces from machinery, cargo and service spaces shall be constructed as "A" class divisions, and these bulkheads and decks shall have an insulation value to the satisfaction of the Administration having regard to the nature of the adjacent spaces.

REGULATION 32.

Deck Coverings (Methods I, II and III).

Primary deck coverings within accommodation spaces, control stations, stairways and corridors shall be of material which will not readily ignite and as approved by the Administration.

REGULATION 33.

*Protection of Vertical Stairways.**(a) Methods I and III.*

(i) All stairways shall be of steel frame construction and shall be within enclosures formed of "A" class divisions, with positive means of closure at all openings from the lowest accommodation deck at least to a level which is directly accessible to the open deck, except that:—

(a) a stairway serving only two decks need not be enclosed provided the integrity of the deck is maintained by proper bulkheads or doors at one level;

(b) stairways may be fitted in the open in a public space provided they lie wholly within such public space.

(ii) Stairway enclosures shall have direct communication with the corridors and be of sufficient area to prevent congestion having in view the number of persons likely to use them in an emergency, and shall contain as little accommodation or other enclosed space in which a fire may originate as practicable.

(iii) Stairway enclosure bulkheads shall have an insulation value to the satisfaction of the Administration, having regard to the nature of the adjacent spaces. The means for closure at openings in stairway enclosures shall be at least as effective for resisting fire as the bulkheads in which they are fitted. Doors other than watertight doors shall be of the self-closing type, as required for the main vertical zone bulkheads.

(b) Method II.

(i) Main stairways shall be of steel frame construction and shall be within enclosures formed of "A" class divisions with positive means of closure at all openings from the lowest accommodation deck at least to a level which is directly accessible to the open deck except that:—

(a) a stairway serving only two decks need not be enclosed provided the integrity of the deck is maintained by proper bulkheads or doors at one level;

(b) stairways may be fitted in the open in a public space provided they lie wholly within such public space.

(ii) Stairway enclosures shall have direct communication with the corridors and be of sufficient area to prevent congestion having in view the number of persons likely to use them in an emergency, and shall contain as little accommodation or other enclosed space in which a fire may originate as practicable.

(iii) Stairway enclosure bulkheads shall have an insulation value to the satisfaction of the Administration, having regard to the nature of the adjacent spaces. The means for closure at openings in stairway enclosures shall be at least as effective for resisting fire as the bulkheads in which they are fitted. Doors other than watertight doors shall be of the self-closing type, as required for the main vertical zone bulkheads.

(iv) Auxiliary stairways shall be of steel frame construction but need not be within enclosures provided the integrity of the deck is maintained by the fitting of sprinklers at the auxiliary stairways.

(b) *Metode III.*

(i) Binne die verblyfruimtes moet insluitingsbeskotte, wat nie van die „A“-klas hoof te wees nie, van die „B“-klas wees sodat hulle 'n aaneenlopende netwerk van brandvertragende beskotte sal vorm waarbinne die oppervlakte van enige afdeling oor die algemeen nie 1,300 vierkant voet (of 120 vierkant meters) mag oorskry nie terwyl die maksimum 1,600 vierkante voet (of 150 vierkant meters) is.

(ii) Alle openbare ruimtes wat nie inwendige indelings het nie, moet omring word deur beskotte van die „B“-klas. Daar kan van die isolasie van beskotte van die „A“-klas en die „B“-klas, behalwe die wat die skeiding vorm van die hoof-vertikale sones, die behoerpaste, die trapomsluitings en die gange, afgesien word wanneer die beskotte die buitekanstante deel van die skip vorm of wanneer die aangrensende afdeling nie aan brandgevaar blootgestel is nie.

(iii) Al die doorgangsbeskotte moet van die „B“-klas wees en moet hulle van dek tot dek uitstrekk. Wanneer daar geen plafonne aangebring is nie of wanneer die plafonne van vuurvaste materiaal is, sal ventilasie-openings met traliemampies van vuurvaste materiaal toegelaat word. Alle ander insluitingsbeskotte moet ook dourlopend van dek tot dek strek.

(iv) Die beskotte van die „B“-klas moet van 'n tipe wees met vuurvaste kornas of van 'n samogestelde tipe met inwendige las plantasies of soortgelyke vuurvaste materiaal en die temperatuurstygingsgrens waarna in die emalsering van beskotte van die „B“-klas in Regulasie 26 verwys word, is aan die einde van die halfuurtoets van toepassing.

REGULASIE 31.

Skeiding van Verblyfruimtes van Masjien-, Vrag- en Dienaruime (Metodes I, II en III).

Die grensbeskotte en dekke wat verblyfruimtes van masjien-, vrag- en diensruime skei, moet as beskotte van die „A“-tipe gebou word en hierdie beskotte en dekke moet, met inagneming van die aard van die aangrensende ruimtes, tot toevredenheid van die Administrasie geïsoleer word.

REGULASIE 32.

Dekbedekkings (Metodes I, II en III).

Primêre dekbedekkings binne die verblyfruimtes, behoerpaste, trappe en doorgange moet van 'n materiaal wees wat nie goedelik sal ontvlam nie en moet deur die Administrasie goedgekeur word.

REGULASIE 33.

Beskerming van Vertikale Trappe.

(a) *Metodes I en III.*

(i) Alle trappe moet staalframe hê en moet gelei wees binne omsluitings wat deur beskotte van die „A“-klas gevern word met doeltreffende sluitingsmiddels by alle openings vanaf die laagste verbyflek minstens tot op 'n hoogte wat regstreeks toeganklik is vanaf die oop dek, behalwe dit:—

(a) 'n Trap wat slegs twee dekke dien nie omsluit hoof te word nie, mits die integriteit van die dek gehandhaaf word deur middel van behoerlike beskotte of deure op een dek.

(b) Trappe aangebring kan word sonder omsluiting in 'n openbare ruim, mits hulle geheel en al binne so 'n openbare ruim gelei is.

(ii) Trapomsluitings moet regstreeks met die doorgange verbind wees en van 'n voldoende oppervlakte wees om, met inagneming van die aantal persone wat in 'n noodgeval waarskynlik daarvan gebruik sal maak, samedromming te voorkom en die verblyfruimte of ander omslote ruimte daarop waarin 'n brand mag ontstaan, moet tot so 'n minimum beperk word as wat prakties inoortlik is.

(iii) Trapomsluitingsbeskotte moet, met inagneming van die aard van die aangrensende ruimtes, tot toevredenheid van die Administrasie geïsoleer wees. Die sluitingsmiddels by openings in trapomsluitings moet minstens so doeltreffend vuurvast wees as die beskotte waarin hulle aangebring is. Deure wat nie waterdigte deure is nie moet, soos voorsien in die geval van hoof-vertikale sones, beskotte, van die selfsluitende tipe wees.

(b) *Metode II.*

(i) Hooftrappe moet staalframe hê en moet gelei wees binne omsluitings wat deur beskotte van die „A“-klas gevern word, met doeltreffende sluitingsmiddels by alle openings vanaf die laagste verbyflek minstens tot op 'n hoogte wat regstreeks toeganklik is vanaf die oop dek behalwe dit:—

(a) 'n Trap wat slegs twee dekke dien nie omsluit hoof te word nie, mits die integriteit van die dek gehandhaaf word deur middel van behoerlike beskotte of deure op een dek.

(b) Trappe aangebring kan word sonder omsluiting in 'n openbare ruim, mits hulle geheel en al binne so 'n openbare ruim gelei is.

(ii) Trapomsluitings moet regstreeks met die doorgange verbind wees en van 'n voldoende oppervlakte wees om, met inagneming van die aantal persone wat in 'n noodgeval waarskynlik daarvan gebruik sal maak, samedromming te voorkom en die verblyfruimte of ander omslote ruimte daarop, waarin 'n brand mag ontstaan, moet tot so 'n minimum beperk word as wat prakties inoortlik is.

(iii) Trapomsluitingsbeskotte moet, met inagneming van die aard van die aangrensende ruimtes, tot toevredenheid van die Administrasie geïsoleer wees. Die sluitingsmiddels by openings in trapomsluitings moet minstens so doeltreffend vuurvast wees as die beskotte waarin hulle aangebring is. Deure wat nie waterdigte deure is nie moet, soos voorsien in die geval van hoof-vertikale sones, beskotte, van die selfsluitende tipe wees.

(iv) Hulptrappe moet staalframe hê maar hoef nie binne omsluitings gelei te wees nie, mits die integriteit van die dek gehandhaaf word deur die installering van sproeiërs by die hulptrappe.

REGULATION 34.

Protection of Lifts (Passenger and Service), Vertical Trunks for Light and Air, &c. (Methods I, II and III).

(a) Passenger and service lift trunks, vertical trunks for light and air to passenger spaces, etc., shall be of "A" class divisions. Doors shall be of steel or other incombustible material and when closed shall provide fire resistance at least as effective as the trunks in which they are fitted.

(b) Lift trunks shall be so fitted as to prevent the passage of smoke and flame from one between deck to another and shall be provided with means of closing so as to permit of draught and smoke control. The insulation of lift trunks which are within stairway enclosures shall not be compulsory.

(c) Where a trunk for light and air communicates with more than one between deck space, and in the opinion of the Administration, smoke and flame are likely to be conducted from one between deck to another, smoke shutters, suitably placed, shall be fitted so that each space can be isolated in case of fire.

(d) Any other trunks (e.g., for electric cables) shall be so constructed as not to afford passage for fire from one between deck or compartment to another.

REGULATION 35.

Protection of Control Stations (Methods I, II and III).

Control stations shall be separated from the remainder of the ship by "A" class bulkheads and decks.

REGULATION 36.

Protection of Store Rooms, &c. (Methods I, II and III).

The boundary bulkheads of baggage rooms, mail rooms, store rooms, paint and lamp lockers, galleys, and similar spaces shall be of "A" class divisions. Spaces containing highly inflammable stores shall be so situated as to minimise the danger to passengers or crew in the event of fire.

REGULATION 37.

*Windows and Sidescuttles.**(a) Methods I and III.*

All windows and sidescuttles within accommodation spaces shall be constructed with metal frames or equivalent material. The glass shall be retained by a metal glazing bead or equivalent means. All windows or sidescuttles opening on to corridors or stairways shall conform to the integrity requirements of the type of bulkheads in which they are fitted.

(b) Method II.

All windows or sidescuttles opening on to corridors or stairways shall conform to the integrity requirements of the type of bulkhead in which they are fitted.

REGULATION 38.

Ventilation Systems (Methods I, II and III).

(a) The main inlets and outlets of all ventilation systems shall have accessible means of closure which can be shut in the event of fire. In general, the ventilating fans shall be so disposed that the ducts reaching the various quarters shall remain within the same main vertical zone.

(b) All power ventilation, except machinery space ventilation, shall be fitted with master controls so that all fans may be stopped from either of two control stations which should be situated as far apart as practicable. One of the master controls of the power ventilation serving machinery spaces shall be operable from a position outside the machinery spaces. Efficient insulation shall be provided for exhaust ducts from galley ranges where the ducts pass through accommodation spaces.

REGULATION 39.

*Details of Construction (not required for Method II).**(a) Method I.*

Except in cargo spaces, mail rooms, baggage rooms or refrigerated compartments of service spaces, all linings, grounds, ceilings and insulations, shall be of incombustible materials, but in ships carrying not more than 100 passengers the linings, grounds and ceilings need not be of incombustible materials provided they conform to the conditions applicable to the bulkheads of the spaces in which they are situated. The total volume of combustible facings, mouldings, decorations, and veneers in any accommodation or public space shall not exceed a volume equivalent to one-tenth inch (or 2.54 millimetres) veneer on the combined area of the walls and ceiling. Combustible facings, mouldings, decorations or veneers shall not be used in corridors or stairway enclosures.

(b) Method III.

The use of combustible materials of all kinds such as untreated wood, veneers, ceilings, curtains, carpets, &c., shall be reduced in so far as it is reasonable and practicable. In large public spaces the grounds and supports to the linings and ceilings, shall be of steel or equivalent material.

REGULATION 40.

Miscellaneous Items (Methods I, II and III).

(a) (i) Air spaces enclosed behind ceilings, panellings or linings shall be suitably divided by close-fitting draught stops not more than 45 feet (or 13.73 metres) part in the fore and after direction.

(ii) In the vertical direction, such spaces, including those behind linings of stairways, trunks, &c., shall be closed at each deck.

(b) The construction of ceiling and bulkheading shall be such that it will be possible for the fire patrols to detect any smoke originating in concealed and inaccessible spaces without impairing the efficiency of the fire protection.

(c) The concealed surfaces of all bulkheads, linings, panellings, stairways, wood grounds, etc., in accommodation spaces shall be such as will, in the opinion of the Administration, restrict the spread of flame to a satisfactory degree.

(d) Paints, varnishes and similar preparations having a nitro-cellulose base shall not be used.

(e) Lead shall not be used for overboard scuppers, sanitary discharges and other outlets which are close to the water line nor where the fusing of the lead in the event of fire would give rise to danger of flooding.

(f) Electric radiators, if used, must be fixed in position and so constructed as to reduce fire risks to a minimum. Electric radiators of the exposed element type shall not be used.

Required only for Method III.

(g) All exposed surfaces and their coatings in accommodation spaces shall be of limited flame-spreading power to the satisfaction of the Administration.

REGULATION 41.

Cinematograph Apparatus (Methods I, II and III).

Except where only "non-inflammable" film is used the installation and use of cinematograph apparatus on ships shall be subject to special fire precautions to be prescribed by the Administration. Lockers for the storage of highly inflammable film shall have an outlet to the open air with a total area of 1 square inch for each 6 lbs. (10 square centimetres for each 3.5 kilogrammes) reel of film or equivalent stored therein.

REGULATION 42.

Automatic Sprinkler and Fire Alarm and Detection Systems (Method II).

In ships in which Method II is adopted, an automatic sprinkler and fire alarm system of a type approved by the Administration and complying with the requirements of Regulation 48 shall be installed and so arranged as to protect all enclosed spaces appropriated to the use or service of passengers or crew, except spaces which afford no substantial fire risk.

REGULATION 43.

Automatic Fire Alarm and Fire Detection Systems (Method III).

In ships in which Method III is adopted a fire detecting system of a type approved by the Administration shall be installed and so arranged as to detect the presence of fire in all enclosed spaces appropriated to the use or service of passengers or crew (except spaces which afford no substantial fire hazard) and automatically to indicate at one or more points or stations, where it can be most quickly observed by officers and crew, the presence or indication and location of fire.

REGULATION 44.

Plans (Methods I, II and III).

There shall be permanently exhibited, for the guidance of the officer in charge of the ship, general arrangement plans showing for each deck the various fire sections enclosed by fire-resisting bulkheads, the sections enclosed by the fire-retarding bulkheads (if any), together with particulars of the fire alarms, detecting systems, the sprinkler installation (if any), the fire-extinguishing appliances, means of ingress to and egress from different compartments, decks, etc., and the ventilating system including the positions of dampers and identification numbers of the ventilating fans serving each section.

PART E.—FIRE DETECTION AND EXTINCTION IN PASSENGER SHIPS AND CARGO SHIPS.

(Part E applies to passenger ships and cargo ships except that Regulation 50 applies only to passenger ships and Regulation 51 applies only to cargo ships.)

NOTE.—Regulations 45 to 49 inclusive set forth the conditions with which the appliances mentioned in Regulations 50 and 51 are required to comply.

REGULATION 45.

Pumps, Water Service Pipes, Hydrants and Hoses.

(a) Fire pumps shall be independently driven. Sanitary, ballast, bilge or general service pumps may be accepted as fire pumps. In any ship the capacity of the pumps designated for fire-fighting purposes

REGULASIE 40.

Diverse Besonderhede (Metodes I, II en III).

- (a) (i) Omalote lugruimtes agter plafonne, paneelwerk of bekledings, moet op doeltreffende wyse deur middel van nousluitende trekverende middels wat in die voorste en oterste gedeelte nie meer as 45 voet (of 13-73 meters) van mekaar geleë is nie, onderskeidelik word.
- (ii) In die vertikale rigting moet sulke ruimtes, met inbegrip van die agter trapbekledings, kokerbekledings, ens., op elke dek gesluit wees.
- (b) Die bou van die plafon- en beskotwerk moet van so 'n aard wees dat dit vir die brandrondelings moontlik sal wees om rook wat in verstoete en ontoeganklike ruimtes ontstaan, op te spoer sonder om die doeltreffendheid van die brandbeskerming te verminder.
- (c) Die verstoete oppervlakte van alle beskotte, bekledings, paneelwerk, trappe, houtstye, ens., in verblyfruimtes moet van so 'n aard wees dat hulle, na die mening van die Administrasie, die verspreiding van vlamme op bevestigende wyse sal beperk.
- (d) Verf, vernis en soortgelyke preparate met 'n nitro-cellulose-basis mag nie gebruik word nie.
- (e) Lood mag nie gebruik word vir buiteloordse spuigante, sanitêre en ander afvoertipes wat naby die waterlyn geleë is nie en ook nie waar die smelt van die lood as gevolg van brand die gevaar van oerstrooming kan meebring nie.
- (f) Indien elektriese verwarmers gebruik word, moet hulle bevestig word en so gebou wees dat brandgevaar tot 'n minimum verminder word. Elektriese verwarmers van die tipe met 'n blootgestelde element mag nie gebruik word nie.

Voorskrif wat slegs op Metode III van toepassing is.

(g) Alle blootgestelde oppervlaktes en hul bekledings in verblyfruimtes moet tot tevredenheid van die Administrasie 'n beperkte brandverspreidingsvormoë hê.

REGULASIE 41.

Cinematografiese Uitrusting (Metodes I, II en III).

Behalwe wanneer slegs „nie-ontvlambaar” films gebruik word, is die installering en gebruik van cinematografiese uitrusting op skepe onderwerpe aan spesiale voorsorgmaatreke teen brand wat deur die Administrasie voorgeskryf moet word. Toesluitruime vir die opberging van hoogs ontvlambare films moet 'n uitlaatopening hê na die buitlug met 'n totale oppervlakte van 1 vierkante duim vir elke 5 lb. (10 vierkante sentimeters vir elke 3-5 kilogram) filmspoel of ekwivalent daarvan wat daarin opgeborg word.

REGULASIE 42.

Automatiese Sproei-, Brandalarm- en Opsporingsstelsel (Metode II).

Op skepe waarin Metode II gebruik word, moet 'n automatiese sproei- en brandalarm- en 'n tipe wat deur die Administrasie goedgekeur is en wat voldoen aan die voorskrifte van Regulasie 48, geïnstalleer en so ingerig word dat dit beskerming sal verleen aan alle omslote ruimtes wat aangewend word vir die gebruik of diens van passasiers of bemanning, behalwe ruimtes waarin daar geen wesenlike brandgevaar is nie.

REGULASIE 43.

Automatiese Brandalarm- en Brandopsporingsstelsel (Metode III).

Op skepe waarin Metode III gebruik word, moet 'n brandopsporingsstelsel van 'n tipe deur die Administrasie goedgekeur, geïnstalleer en so ingerig word dat dit die aanwezigheid van brand in alle omslote ruimtes wat aangewend word vir die gebruik of diens van passasiers of bemanning (behalwe ruimtes waarin daar geen wesenlike brandgevaar is nie) sal opspoor en die aanwezigheid of aanduiding en die plek van 'n brand outomaties sal aangee op een of meer plekke of poste waar dit die gouste deur offisiere op bemanning opgemerk sal word.

REGULASIE 44.

Planne (Metodes I, II en III).

Daar moet vir die leiding van die offisier in bevel van die skip algemene planne blywend aangeplak word waarin die volgende aangedui word: die verskillende brandafdelings wat op elke dek deur vuurvaste beskotte omsluit word, die afdelings wat omsluit word deur brandvertragende beskotte (as daar is) asook besonderhede van die brandalarms, opsporingstelsels, die sproeiinstallasie (as daar is), die brandblusstoel, die middels van toegang tot en uitgang uit die verskillende afdelings, dekke, ens., en die ventilasiestelsel asook die plekke waar die deursers op identifikasienommers van die waaers wat elke afdeling dien, geleë is.

DEEL E.—DIE OPSPOORTO EN BLUSSING VAN BRAND IN PASSASIER- EN VRAAGSKEPE.

(Doel E is van toepassing op passasierskepe en vragkepe behalwe dat Regulasie 60 slegs op passasierskepe en Regulasie 51 slegs op vragkepe van toepassing is.)

OPMERKING.—Regulasie 45 tot en met Regulasie 49 bevat die voorskrifte waaraan die toestelle in Regulasie 60 en 51 genoem, moet voldoen.

REGULASIE 45.

Pompe, Brandblusleidings, Brandkrane en Brandlange.

(a) Brandpompe moet onafhanklik aangedryf word. Sanitêre, ballast-, leun- of algemene dienspompe kan na brandpompe beskou word. Op 'n skip moet die vermoë van die pompe wat vir brandbestryding bedoel

shall be at least two-thirds the capacity of the bilge pumps required for the particular ship. Each pump shall be capable of producing at least the two powerful jets to which reference is made in these Regulations. The throw at any nozzle shall be about 40 feet (or 12 metres).

(b) Relief valves shall be provided in connection with all fire pumps. These valves shall be so placed and adjusted as to prevent excessive pressure in any part of the fire main system.

(c) The diameter of the water service pipes shall be sufficient to ensure an adequate supply of water for the simultaneous operation of at least two fire hoses, and shall be based on the required capacity of the pumps designated for fire-fighting purposes.

(d) The number and position of the hydrants shall be such that at least two streams of water, one of which shall be from a single length of hose, may be directed into any part of the ship.

(e) The pipes and hydrants shall be so placed that the fire hoses may be easily coupled to them. In ships where deck cargo may be carried, the positions of the hydrants shall be such that they are always readily accessible and the pipes shall be arranged as far as practicable to avoid risk of damage by such cargo.

(f) Cocks or valves shall be fitted in such positions on the pipes that any of the fire hoses may be removed while the fire pumps are at work.

(g) Fire hoses shall be of material approved by the Administration, and sufficient in length to project a jet of water to any of the spaces in which they may be required to be used. They shall be provided with the necessary fittings. The internal diameter of the nozzle shall be not less than $\frac{1}{2}$ inch (or 12 millimetres).

(h) Hoses specified in these Regulations as "fire hoses" shall, together with any necessary fittings and tools, be kept ready for use in conspicuous positions near the water service hydrants or connections.

REGULATION 46.

Fire Extinguishers.

(a) All fire extinguishers shall be of types and designs approved by the Administration. The capacity of portable extinguishers shall be not more than 3 gallons (or 13½ litres) and not less than 2 gallons (or 9 litres).

(b) Spare charges shall be provided in accordance with requirements to be specified by the Administration.

(c) Extinguishers in which the medium is stored under pressure shall not be kept in passenger or crew accommodation.

(d) Portable fire extinguishers shall be periodically examined and subjected to such test as the Administration may require.

(e) One of the portable fire extinguishers intended for use in any space shall be stowed near the entrance to that space.

(f) The control valves for fixed extinguishing apparatus shall be so placed that they will be easily accessible and not readily cut off from use by an outbreak of fire.

REGULATION 47.

Fire-smothering Gas or Steam for Cargo Spaces and Boiler Rooms.

(a) Where provisions is made for the injection of gas or steam into cargo spaces or boiler rooms for fire extinguishing purposes, the necessary pipes for conveying the gas or steam shall be provided with control valves or cocks which shall be readily accessible from the deck in any circumstances, and so marked as to indicate clearly the compartments to which the pipes are led. Suitable provision shall be made to prevent inadvertent admission of the gas or steam to any compartment. If any pipe is led to a space to which passengers may have access, it shall be furnished with an additional stop valve or cock suitably protected.

(b) The piping shall be arranged so as to provide effective distribution of the fire smothering gas or steam. In large holds there shall be at least two pipes, one of which shall be fitted at the forward part and one at the after part. Where steam is used, the pipes shall be led well down into the space.

(c) (i) When carbon dioxide is supplied as the extinguishing medium in cargo spaces, the quantity of gas available shall be sufficient to give a minimum volume of free gas equal to 30 per cent. of the gross volume of the largest cargo compartment in the ship which is capable of being sealed.

(ii) When carbon dioxide is supplied as an extinguishing medium for boiler rooms, the quantity of gas carried shall be sufficient to give a minimum quantity of free gas equal to 30 per cent. of the gross volume of the largest boiler room measured to the top of the boilers. If the engine and boiler rooms are not entirely separate and fuel oil can drain from the boiler room into the engine room bilges, the combined engine and boiler rooms shall be considered as one compartment.

(iii) When carbon dioxide is supplied as the extinguishing medium both for cargo spaces and for boiler rooms, the quantity of gas need not be more than that required for the largest compartment protected in this way, whether cargo compartment or boiler room.

(iv) For the purpose of this paragraph (c), the volume of gas shall be calculated at 9 cubic feet to the pound (or 0.50 cubic metres to the kilogramme).

(d) When steam is the extinguishing medium in holds, the boiler or boilers available for supplying steam shall have an evaporation of at least 1 lb. of steam per hour for each 12 cubic feet (or 1 kilogramme for each 0.75 cubic metres) of the gross volume of the largest cargo compartment in the ship.

(e) Means shall be provided for stopping ventilating fans from outside the space and for closing all doorways, ventilators, airlock spaces around funnels and other openings to spaces in which fire smothering gas or steam may be used as a fire extinguishing medium.

(f) Means shall be provided for giving audible warning of the release of carbon dioxide to any working space.

is, minstens twee-dordes wees van die vermoed van die lenspomp wat vir die besondere skip voorgeskryf word. Elke pomp moet in staat wees om minstens die twee kragtige strale water waarna in hierdie Regulasies verwys word, te lower. Die spuitafstand by enige straalpyp moet omrent 40 voet (of 12 meters) wees.

(b) Alle brandpomp moet van ontlaskleppie voorsien word. Hierdie kleppie moet so gelei wees en so gereguleer word dat hulle 'n te hoë druk in die hoofbrandstoot sal voorkom.

(c) Die middellyn van die brandblusleidings moet voldoende wees om 'n toereikende watervoorraad vir die gelyktydige gebruik van minstens twee brandlange te verskaf op dit moet bereken word op basis van die vereiste vermoed van die pomp wat vir brandbestryding bedoel is.

(d) Die getal brandkrane en die plekke waar hulle gelei is, moet sodanig wees dat minstens twee strome water waarvan een van 'n brandlang uit een stuk afkomstig is, op enige deel van die skip gerig kan word.

(e) Die pype en brandkrane moet so gelei wees dat die brandlange maklik aan hulle gekoppel kan word. Op skope waarop delwag vervoer kan word, moet die brandkrane so gelei wees dat hulle altyd goedelik toeganklik is en die pype moet so gelei wees dat die goewar van beskadiging deur sodanige wag sover moontlik vermy kan word.

(f) Krane of kleppie moet op sulke plekke aan die pype aangebring word dat enigeen van die brandlange verwyder kan word terwyl die brandpomp in gebruik is.

(g) Brandlange moet vervaardig wees van 'n materiaal wat deur die Administrasie goedgekeur word en hulle moet so lank wees dat hulle 'n straal water kan spuit op enige ruimte waarin hulle vir gebruik benodig mag word. Hulle moet van die nodige onderdele voorsien wees. Die binneste middellyn van die straalpyp moet minstens $\frac{1}{2}$ duim (of 12 millimeters) wees.

(h) Slango wat in hierdie Regulasies as „brandlange” aangedui word, moet, tesame met die nodige onderdele en gereedskap op opvallende plekke naby die brandkrane of hul verbindings vir gebruik gereed gehou word.

REGULASIE 40.

Brandblussers.

(a) Alle brandblussers moet van tipes en ontwerpe wees wat deur die Administrasie goedgekeur word. Die inhoudsvermoed van draagbare blussers moet hoogstens 3 gellings (of 13½ liter) en minstens 2 gellings (of 9 liter) wees.

(b) Die aantal reservoerladings wat voorsien moet word, word deur die Administrasie vasgestel.

(c) Blussers waarin die blusmiddel onder druk gehou word, mag nie in passasiers- of bemanningverhulwe gehou word nie.

(d) Draagbare vuurblussers moet periodiek ondersoek en aan sodanige toetse onderwerp word as wat die Administrasie mag vereis.

(e) Een van die draagbare brandblussers wat vir gebruik in die een of ander ruimte bedoel is, moet naby die ingang na daardie ruimte geplase word.

(f) Die roëkleppie vir vaste blustoestelle moet maklik toeganklik wees en moet nie maklik deur die uitbreek van 'n brand buite gebruik gestel kan word nie.

REGULASIE 47.

Smoorgas of Stoom vir Vragruime en Ketelkamers.

(a) Waar voorsiening gemaak word vir die inpomp van gas of stoom in vragruime of ketelkamers vir brandblusdoelendes, moet die pype wat nodig is om die gas of die stoom te vervoer, voorsien word van reël-kleppie of krane wat onder alle omstandighede vanaf die dek goedelik toeganklik sal wees en alle moet so gemerk wees dat die afdelings waartoe die pype lei, duidelik aangedui word. Geskikte voorsorg-maatreëls moet getref word om te verhoed dat gas of stoom per ongeluk 'n afdeling binnekom. Indien 'n pyp goewar word na 'n ruimte waartoe passasiers toegang kan hê, moet dit voorsien word van 'n addisionele afsluitklep of kraan wat op geskikte wyse beskerm is.

(b) Die pypleiding moet so ingerig wees dat dit 'n doeltreffende verspreiding van die smoorgas of stoom sal verskaf. In groot ruimte moet daar minstens twee pype wees waarvan die een in die voorste gedeelte en die ander in die agterste gedeelte aangebring is. Wanneer stoom gebruik word, moet die pype laag genoeg in die ruim afgevoer word.

(c) (i) Wanneer koalsuurgas as 'n blusmiddel in vragruime verskaf word, moet die hoeveelheid beskikbare gas voldoende wees om ooreen te kom met 'n minimum volume vrye gas wat gelyk is aan 30 persent van die brute volume van die grootste vragruim in die skip wat geseleer kan word.

(ii) Wanneer koalsuurgas as 'n blusmiddel vir ketelkamers verskaf word, moet die hoeveelheid gas wat vervoer word voldoende wees om ooreen te kom met 'n minimum hoeveelheid vrye gas wat gelyk is aan 30 persent van die brute volume van die grootste ketelkamer gemeet tot by die bodem van die ketel. Indien die masjien- en ketelkamers nie geheel en al afsonderlik van mekaar is nie en brandstof-olie vanaf die ketelkamer tot in die masjienkamer kan deureik, moet die masjien- en ketelkamers gesamentlik as een afdeling beskou word.

(iii) Wanneer koalsuurgas vir sowel vragruime as ketelkamers as blusmiddel verskaf word, leëf die hoeveelheid gas nie meer te wees na 30 persent van die brute volume van die grootste afdeling wat vir brandblusdoelendes voorsien word, lousy dit 'n vragruim of 'n ketelkamer is.

(iv) Vir die toepassing van hierdie paragraaf (c), moet die volume van die gas bereken word teen 9 kubieke voet per pond (of 0.58 kubieke meter per kilogram).

(d) Wanneer stoom die blusmiddel in ruime is, moet daar in die ketel of ketel wat beskikbaar is, stoom per uur vir elke 12 kubieke voet (of 1 kilogram vir elke 0.76 kubieke meters) van die brute volume van die grootste afdeling in die skip.

(e) Middels moet voorsien word vir die afskakeling van waaiers van huite die ruimte asook vir die sluiting van alle deure, ventilators, ring-voornig ruimtes rondom skroefstene en ander opeings na ruimtes waarin smoorgas of stoom as 'n brandblusmiddel gebruik kan word.

(f) Middels moet voorsien word om hoërbaars waarskuwing te gee van die vrylating van koalsuurgas na 'n werkruimte.

REGULATION 48.

Automatic Sprinkler Systems.

(a) Water sprinkler systems automatic in operation may be accepted as satisfactory means for fire extinguishing. Where such a system is fitted it shall be kept charged at the necessary pressure and shall have provision for a continuous supply of water.

(b) The system shall be subdivided into a number of sections to be decided by the Administration, and automatic alarms shall be provided to indicate at one or more suitable points or stations the occurrence or indication of fire, and its location.

(c) The pump or pumps to provide the discharge from sprinkler heads shall be so connected as to be brought into action automatically by a pressure drop in the system.

(d) Each pump shall be capable of maintaining a sufficient supply of water at the appropriate pressure, at the sprinkler heads, while such number of sprinkler heads as will be decided by the Administration are in operation.

(e) There shall be not less than two sources of power supply for sea-water pumps, air compressors and automatic alarms. Where the power is electrical the supply shall be taken through the emergency switchboard by a feeder reserved solely for that purpose. There shall be no switch in the circuit other than that at the switchboard. The switch shall be clearly labelled and shall normally be kept closed.

(f) Sprinkler heads shall be required to operate at temperatures that will be decided by the Administration. Suitable means for the periodic testing of all automatic arrangements shall be provided.

REGULATION 49.

Breathing Apparatus, Smoke Helmets and Safety Lamps.

(a) A breathing apparatus or smoke helmet shall be of a type approved by the Administration.

(b) In order to avoid smoke being breathed by the wearer of a smoke helmet or mask fitted with an air hose, the length of air hose supplied shall be sufficient to reach from the open deck, well clear of hatch or doorway, to any part of the hold or machinery spaces.

(c) Safety lamps shall have a minimum burning period of three hours and be of a type approved by the Administration.

REGULATION 50.

*Requirements for Passenger Ships.**Patrols and Detection.*

(a) An efficient patrol system shall be maintained in all passenger ships so that any outbreak of fire may be promptly detected. Manual fire alarms are to be fitted throughout the passenger and crew accommodation to enable the fire patrol to give an alarm immediately to the bridge or fire control station.

(b) An approved fire alarm or fire-detecting system shall be provided which will automatically indicate at one or more suitable points or stations, where it can be most quickly observed by officers and crew, the presence or indication and location of fire in any part of the ship which, in the opinion of the Administration, is not accessible to the patrol system; except where it is shown to the satisfaction of the Administration that the ship is engaged on voyages of such short duration that it would be unreasonable to apply this requirement.

Spaces Used by Passengers and Crew.

(c) A passenger ship shall be provided with appliances whereby at least two powerful jets of water can be rapidly and simultaneously directed on any part of such deck or space used by passengers or crew when all watertight doors and all doors in the main fire-resisting bulkheads are closed. Doors in intermediate bulkheads may be provided with suitable apertures fitted with covers.

(d) A passenger ship shall be provided with such approved portable fire extinguishers as the Administration may deem to be appropriate and sufficient.

Cargo Spaces.

(e) A passenger ship shall be provided with appliances whereby at least two powerful jets of water can be rapidly and simultaneously directed into any cargo space.

(f) (i) A passenger ship of 1,000 tons gross tonnage or over shall be provided with appliances whereby fire smothering gas, sufficient to give a minimum volume of free gas equal to 30 per cent. of the gross volume of the largest hold in the ship which is capable of being sealed, can be promptly conveyed by a permanent piping system into any compartment in which cargo may be carried. The Administration may allow the use of steam in lieu of smothering gas in steamships and in ships propelled by internal combustion machinery if the arrangements comply with paragraph (d) of Regulation 47.

(ii) Where it is shown to the satisfaction of an Administration that a ship is engaged on voyages of such short duration that it would be unreasonable to apply the above requirement; also in passenger ships of less than 1,000 tons gross tonnage the arrangements in cargo spaces shall be to the satisfaction of the Administration.

Machinery and Bunker Spaces.

(g) A passenger ship shall be provided with appliances whereby at least two powerful jets of water can be rapidly and simultaneously directed into any part of the coal bunker spaces, boiler rooms and engine rooms.

(h) A passenger ship fitted with oil-fired boilers or internal combustion propelling machinery shall be provided in the machinery spaces with at least two fire hydrants, one port and one starboard, and fire hoses for

REGULERIE 48.

Automatiese Sproeiistelsels.

- (a) Outomatiese watersproeiistelsels kan aangeneem word as bevestigende middels vir die blus van brand. Waar so 'n stelsel aangebring is, moet dit gereed gehou word op die nodige drukking en voorsiening moet gemaak word om 'n aanhoudende watervoorrud te verseker.
- (b) Die stelsel moet onderverdeel word in 'n aantal afdelings 2004 deur die Administrasie goedgekeur en daar moet outomatiese alarms aangebring word waardeur op een of meer geskikte plekke of poste die ontstaan of bestaan van 'n brand asook die plek waar dit voorkom, aangegee sal word.
- (c) Die pomp of pompe wat die uitstroming van water uit die sproeikrano moet bewerkstellig, moet so gekoppel wees dat dit by 'n verlaging van die drukking in die stelsel outomaties in werking sal tree.
- (d) Elke pomp moet in staat wees om 'n voldoende hoeveelheid water onder 'n geskikte druk deur die sproeikrano te verskaf terwyl so 'n aantal sproeikrano as wat die Administrasie sal vasstel, in werking is.
- (e) Daar moet minstens twee kragbronne vir aewaterpompe, lugkompressors en outomatiese alarmtoestelle wees. Waar die krag elektriese krag is, moet die voorraad deur die noodskakelbord gevoer word deur middel van 'n voedingleiding wat uitsluitlik vir daardie doel gereserveer is. Daar moet geen ander skakelaar in die stroomlyn wees nie behalwe dié by die skakelbord. Die skakelaar moet duidelik aangeui word om moet onder normale omstandighede gesluit gehou word.
- (f) Sproeikrano moet in werking gestel word by temperatuur wat deur die Administrasie bepaal word. Daar moet voorsiening gemaak word vir geskikte middels vir die periodieke toetsing van alle outomatiese inrigtings.

REGULERIE 49.

Aanholingstoestelle, Rookhelms en Veiligheidslampe.

- (a) 'n Aanholingstoestel of rookhelm moet van 'n tipe wees wat deur die Administrasie goedgekeur word.
- (b) Ten einde te verhoed dat die draer van 'n rookhelm of van 'n masker wat van 'n lugtjyp voorsien is, rook insaem, moet die lugtjyp lank genoeg wees om te reik vanaf die oopdek, ver genoeg van die luikgang of die deur, tot by enige deel van die ruime of die masjienruime.
- (c) Veiligheidslampe moet vir minstens drie uur kan brand en moet van 'n tipe wees wat die Administrasie goedgekeur.

REGULERIE 50.

Bepalinge betreffende Passasierskepe.

Rondediens en opsporing van Brand.

- (a) Daar moet op alle passasierskepe 'n doeltreffende rondediens in stand gehou word sodat elke uitbreek van brand onmiddellik ontdek kan word. Brandalarmeringstoestelle wat met die hand bedien word, moet diens deur die passasiers, en bemaningsverlyste aangebring word om diegene wat rondediens doen in staat te stel om onmiddellik by die brug of brandbeheerspos die alarm te gee.
- (b) Daar moet voorsiening gemaak word vir 'n goedgekeurde brandalarm- of 'n brandsporinginrigting wat outomaties op een of meer geskikte plekke of poste waar dit die grootste deur omlisere en bemanning opgemerk kan word, 'n aansluiting sal gee van die aanwezigheid van 'n brand en van die plek waar dit in die skip voorkom wanneer laasgenoemde plek na die mening van die Administrasie nie vir die rondediens toeganklik is nie, behalwe wanneer dit tot toevredenheid van die Administrasie bewys word dat die skip gebruik word op reise wat so kort is dat dit onredelik sou wees om hierdie voorskrif van toepassing te maak.

Ruimtes Gebruik deur Passasiers en Bemanning.

- (c) 'n Passasierskip moet toegestaan word met toestelle waardeur minstens twee kragtige strome water vinnig en gelyktydig gerig kan word op enige deel van elke dek of ruimte wat deur passasiers of bemanning gebruik word wanneer al die waterdichte deure en al die deure in die hoof-vuurwiste beskotte toe is. Deure in tussenbeskotte kan voorsien word van geskikte openings waarby luiko aangebring is.
- (d) 'n Passasierskip moet voorsien word van sodanige goedgekeurde draagbare brandblussers as wat die Administrasie as toepaslik en voldoende mag beskou.

Vragruime.

- (e) 'n Passasierskip moet voorsien word van toestelle deur middel waarvan minstens twee kragtige strome water vinnig en gelyktydig op enige vragruim gerig kan word.

- (f) (i) 'n Passasierskip van 'n 1,000 ton bruto tonnemaat of groter moet voorsien word van toestelle deur middel waarvan smoorgas wat veldende is om saamen te kom met 'n minimum hoeveelheid vrye gas wat gelyk is aan 30 persent van die bruto volume van die grootste ruim in die skip wat gesleper kan word, onmiddellik deur middel van 'n permanente pypleidingstelsel gevoer kan word na enige afdeling waarin vrye vervoer kan word. Die Administrasie kan toeliet dat stoom in plaas van smoorgas gebruik word in atoomskepe en in skipe wat deur middel van binnebrandsmasjinerie aangedryf word, mits die installasies voldoen aan die bepalinge van paragraaf (d) van Regulasie 47.
- (ii) Wanneer dit tot toevredenheid van 'n Administrasie bewys word dat 'n skip gebruik word op reise wat van so 'n kort duur is dat dit onredelik sou wees om die bogenoemde voorskrif van toepassing te maak en in die geval van passasierskepe van minder as 'n 1,000 ton bruto tonnemaat, moet die installasies in vragruime die Administrasie toevrede stel.

Masjien- en Bunkerruime.

- (g) 'n Passasierskip moet voorsien word van toestelle deur middel waarvan minstens twee kragtige strome water vinnig en gelyktydig op enige deel van die koelbunkerruime, ketelkamers en masjienkamers gerig kan word.

- (h) Op 'n passasierskip wat toegestaan is met ketels wat deur middel van olie gestook word of wat deur binnebrandsmasjinerie aangedryf word, moet daar in die masjienruime minstens twee brandkrane, een

each hydrant complete with couplings and conductors, together with nozzles suitable for spraying water on oil.

(f) A passenger ship in which the main or auxiliary boilers are oil-fired shall comply with paragraphs (g) and (h) of this Regulation and with the following:—

- (i) In each firing space there shall be a receptacle containing sand, sawdust impregnated with soda or other approved dry material, in such quantity as may be required by the Administration.
- (ii) There shall be at least two approved portable extinguishers discharging froth or other approved medium suitable for quenching oil fires, in each firing space in each boiler room and each space in which a part of the oil fuel installation is situated.
- (iii) There shall be approved appliances whereby froth can be rapidly discharged and distributed over the boiler room or rooms and any space in which oil fuel units or settling tanks are situated. The quantity of froth available for discharge shall be sufficient to cover to a depth of 6 inches (or 15 centimetres) the largest area over which oil fuel is liable to spread in the event of an accidental leakage. Alternatively, smothering gas or a fixed high-pressure water spraying system may be employed. If the engine and boiler rooms are not entirely separate, and fuel oil can drain from the boiler room into the engine room bilges, the combined engine and boiler rooms shall be considered as one compartment. Apparatus shall be controlled from an easily accessible position or positions, which will not be readily cut off by an outbreak of fire.
- (iv) There shall be one approved froth extinguisher of at least 30 gallons (or 136 litres) capacity in the case of ships having one boiler room, and two such extinguishers in the case of ships with more than one boiler room. These extinguishers shall be provided with hoses on reels suitable for reaching any part of the boiler room and spaces containing any part of the oil fuel installations. A 100 lbs. (or 45 kilogrammes) carbon dioxide extinguisher may be accepted as an alternative to a 30 gallons (or 136 litres) froth extinguisher.

(j) A passenger ship propelled by internal combustion machinery shall, in addition to complying with paragraphs (g) and (h) of this Regulation, be provided in each of the machinery spaces with at least one approved froth extinguisher of not less than 10 gallons (or 45 litres) capacity, and also with one approved portable froth extinguisher for each 1,000 h.p. of the engines or part thereof; but the total number of portable extinguishers so supplied shall be not less than two and need not exceed six. A 35 lbs. (or 16 kilogrammes) carbon dioxide extinguisher may be accepted as an alternative to the 10 gallons (or 45 litres) froth extinguisher.

(k) If in a passenger ship propelled by internal combustion machinery a donkey boiler is fitted, sub-paragraph (i) shall be complied with. If the donkey boiler is situated in a machinery space, there shall be provided in that space, in place of the large extinguisher required by the preceding paragraph, an approved froth extinguisher of at least 30 gallons (or 136 litres) capacity fitted with suitable hose attachments or other approved means for distributing froth. A 100 lbs. (or 45 kilogrammes) carbon dioxide extinguisher may be accepted as an alternative to a 30 gallons (or 136 litres) froth extinguisher.

Pumps.

(l) A passenger ship of 4,000 tons gross tonnage or over shall be provided with at least three fire pumps operated by steam or other motive power, and every passenger ship of under 4,000 tons gross tonnage, with at least two such fire pumps. Each fire pump shall be capable of delivering such quantity of water as the Administration may deem sufficient in at least two powerful jets simultaneously in any part of the ship.

(m) In a passenger ship of 300 feet (or 91.5 metres) in length or over, fitted with oil fired boilers or internal combustion machinery, the arrangements of sea connections, pumps and sources of power for operating them shall be such as to ensure that a fire in any one compartment will not put all the fire pumps out of action. In a ship less than 300 feet (or 91.5 metres) in length, if a fire in any one compartment could put all the pumps out of action, there shall be an alternative means of extinguishing the fire.

Water Service Pipes and Hydrants.

(n) A passenger ship shall be provided with water service pipes and hydrants complying with the relevant requirements of Regulation 45.

Fire Hoses.

(o) A passenger ship shall be provided with such number of fire hoses as the Administration may deem sufficient. There shall be at least one fire hose for each hydrant and these hoses shall be used only for the purpose of extinguishing fires or testing the fire-extinguishing apparatus at fire drills and surveys.

Smoke Helmets and Safety Lamps.

(p) A passenger ship shall carry at least two outfits each consisting of a breathing apparatus or smoke helmet, a safety lamp and a fireman's axe. These outfits shall be kept in widely separated places ready for use. A portable electric drilling machine to provide emergency means of access to fires through decks, casings or bulkheads, shall be available.

REGULATION 51.

Requirements for Cargo Ships of 1,000 Tons Gross Tonnage or Over.

(a) (i) A cargo ship of 2,000 tons gross tonnage or over shall be provided with apparatus whereby fire smothering gas sufficient to give a minimum volume of free gas equal to 30 per cent. of the gross volume

aan die bakboord op een een die stuurboord, en brandslange vir elke brandkraan met die nodige koppellings en leidings, tesame met straalspype wat geskik is vir die sproei van water op die aangegring word.

(i) 'n Passasiërskip waarin die hoof- of hulpkotels deur middel van olie gestook word, moet voldoen aan die bepalinge van paragraaf (g) en (h) van hierdie Regulasie en aan die volgende:—

(i) In elke stookruim moet daar 'n louter wees met sand, aangedat wat deurtrek is met sodanig 'n ander goedgekeurde droë stof in sodanige hoeveelheid as wat deur die Administrasie vereis mag word.

(ii) Daar moet in elke stookruim, in elke kotelkamer en in elke ruimte waarin 'n gedeelte van die brandstofolie-installasie geleë is, voorsiening gemaak word vir minstens twee goedgekeurde draagbare blussers wat skuin of 'n ander goedgekeurde blusmiddel, geskik om oliebrande te blus, uitspuit.

(iii) Daar moet goedgekeurde toestelle wees deur middel waarvan skuin vinnig uitgepuit en versproei kan word oor die kotelkamer of -kamers en oor enige ruimte waarin oliebrandstof-eenhede of besikentke geleë is. Die hoeveelheid skuin wat vir uitpuiting beskikbaar is, moet voldoende wees om die grootste oppervlakte waaroor oliebrandstof in die geval van toevallige lekkasie kan versproei, tot op 'n diepte van 6 duim (of 15 sentimeters) te bedek. In die alternatief kan smoorgas of 'n vaste hoëdruk-watersproei-toelae gebruik word. Indien die masjien- of kotelkamers nie geleë is al afsonderlik van rookruim is nie en brandstofskepe die kotelkamer tot in die masjienkamer kan deurlik, moet die masjien- en kotelkamers gesamentlik as een afdeling beskou word. Toestelle moet behoor word vanaf 'n maldik toeganklike plek of plekke wat nie gereedlik deur die uitbreuk van 'n brand gesoleer sal word nie.

(iv) Daar moet een goedgekeurde skuimblusser met 'n inhoud van minstens 30 gellings (of 136 liter) wees in die geval van skepe met een kotelkamer, en twee sulke blussers in die geval van skepe met meer as een kotelkamer. Hierdie blussers moet voorsien word van brandslange op hupels wat geskik is om enige deel van die kotelkamers en van ruimtes waarin 'n gedeelte van die oliebrandstofskepe geïnstalleer geleë is, te bereik. 'n Koalsuurgasblusser van 100 lb. (of 45 kilogram) kan aangeneem word in plaas van 'n skuimblusser van 30 gellings (of 136 liter).

(j) Op 'n passasiërskip wat deur middel van binnobrandmasjinerie aangedryf word, moet daar, behalwe dat die skip aan die bepalinge van paragraaf (g) en (h) van hierdie Regulasie moet voldoen, in elkeen van die masjienruimtes voorsiening gemaak word vir minstens een skuimblusser met 'n inhoud van minstens 10 gellings (of 45 liter) en ook vir een goedgekeurde draagbare skuimblusser vir elke 1,000 r.p.k. van die masjien- of gedoolte daarvan; maar die totale aantal draagbare blussers wat aldus verskaf word, moet nie minder as twee en hoof nie meer as ses te wees nie. 'n Koalsuurgasblusser van 35 lb. (of 16 kilogram) kan aangeneem word in plaas van 'n skuimblusser van 10 gellings (of 45 liter).

(k) Indien daar in 'n passasiërskip wat deur binnobrandmasjinerie aangedryf word, 'n hulpkotel aangeblyng is, moet daar aan die bepalinge van sub-paragraaf (i) (i) voldoen word. Indien die hulpkotel in 'n masjienruimte geleë is, moet in daardie ruim in plaas van die groot blusser wat ingevolge die voorgeskrede paragraaf verskaf word, 'n goedgekeurde skuimblusser van minstens 30 gellings (of 136 liter) met geskikte slang-aansluitings of ander goedgekeurde middels om skuin te versprei, aangeblyng word. 'n Koalsuurgasblusser van 100 lb. (of 45 kilogram) kan in die plek van 'n skuimblusser van 30 gellings (of 136 liter) aangeneem word.

Pompe.

(l) 'n Passasiërskip van 4,000 ton bruto tonnement moet voorsien word van minstens drie brandpompe wat deur middel van stroom of ander dryfkrag aangedryf word en elke passasiërskip van minder as 4,000 ton bruto tonnement van minstens twee sulke brandpompe. Elke brandpomp moet in staat wees om so 'n hoeveelheid water te lewer as wat die Administrasie voldoende mag beskou, in minstens twee kragtige strale wat gelyktydig op enige gedeelte van die skip gerig kan word.

(m) In 'n passasiërskip met 'n lengte van 300 voet (of 91.6 meters) of groter wat toegerus is met ketels wat met olie gestook word of met binnobrandmasjinerie, moet die waterpype, die pompe en die kragbronne deur middel waarvan hulle aangedryf word van so 'n aard wees dat 'n brand in die een of ander afdeling nie al die brandpompe buite werking sal stel nie. In 'n skip met 'n lengte van minder as 300 voet (of 91.6 meters) moet daar, vir die geval dat 'n brand in die een of ander afdeling al die pompe buite werking mag stel, alternatiewe middels vir die blus van die brand beskikbaar wees.

Brandblusleidings en Brandkrane.

(n) 'n Passasiërskip moet voorsien word van brandblusleidings en brandkrane wat voldoen aan die betrokke vereistes van Regulasie 45.

Brandslange.

(o) Op 'n passasiërskip moet daar soveel brandslange wees as wat die Administrasie voldoende mag beskou. Daar moet vir elke brandkraan minstens een brandslang wees en hierdie brandslange moet slegs gebruik word vir die blus van brande of vir die toetsing van brandblus-toestelle tydens brandtoetsings en wanneer daar opnames gemaak word van die brandinstallasies.

Rookhelms en Veiligheidslampe.

(p) Aan boord van 'n passasiërskip moet daar minstens twee uitrustings wees waarvan elk bestaan uit 'n asemhalings-toestel of rookhelm, 'n veiligheidslamp en 'n brandblyl. Hierdie uitrustings moet gereed vir gebruik gehou word op plekke wat ver van melang geleë is. 'n Draagbare elektriese boormasjien moet beskikbaar wees as 'n noodmiddel om deur dekke, omhuise of beskutte toegang tot brande te verkry.

REGULASIE 51.

Bepalings Betreffende Vragakepe van 1,000 ton bruto Tonnement of Groter.

(a) (i) 'n Vragakepe van 2,000 ton bruto tonnement of groter moet voorsien word van 'n toestel deur middel waarvan smoorgas wat voldoende is om ooreen te kom met 'n minimum hoeveelheid vrye gas wa

of the largest hold in the ship which is capable of being sealed, can be promptly conveyed by a permanent piping system into any compartment in which cargo may be carried. The Administration may allow the use of steam in lieu of smothering gas in steamships and in motorships if the arrangements comply with paragraph (d) of Regulation 47. In tankers, froth may be accepted as a suitable alternative to smothering gas or steam.

(ii) The Administration may exempt from this requirement cargo holds of any ship (other than the tanks of a tanker)—

(a) if they are provided with steel hatch covers and effective means of closing all ventilators and other openings leading to the holds;

(b) if the ship is constructed and intended solely for carrying such cargoes as ore or coal;

(c) where it is shown to the satisfaction of the Administration that the ship is engaged on voyages of such short duration that it would be unreasonable to apply the requirement.

(b) A cargo ship of 1,000 tons gross tonnage or over shall comply with the following:—

(i) (a) There shall be two power pumps each capable of providing a full supply of water to the fire hoses together with appliances whereby at least two powerful jets of water can be rapidly and simultaneously directed into any part of the ship; such appliances to include as many fire hoses, each complete with couplings and conductor, as the Administration may deem sufficient.

(b) In such ships fitted with oil-fired boilers or internal combustion machinery, if a fire in any one compartment could put all the pumps out of action, there must be an alternative means of extinguishing the fire.

(ii) There shall be portable fire extinguishers available for immediate use in the spaces used by crew and passengers, if any, and in any case a minimum of five such extinguishers.

(iii) There shall be an outfit consisting of a breathing apparatus or smoke helmet, a safety lamp, a fireman's axe and, in except in tankers, a portable electric drilling machine to provide emergency means of access to fires through decks, casings or bulkheads.

(c) A cargo ship of 1,000 tons gross tonnage or over with oil-fired boilers or internal combustion propelling machinery shall be provided in the machinery spaces with at least two fire hydrants, one port and one starboard, and for each hydrant a fire hose, complete with couplings and conductor together with a nozzle suitable for spraying water on oil.

(d) A cargo ship of 1,000 tons gross tonnage or over in which oil is used as fuel for the main or auxiliary boilers shall also comply in the boiler and machinery spaces with the following:—

(i) In each firing space there shall be a receptacle containing sand, sawdust impregnated with soda, or other approved dry material in such quantity as may be required by the Administration.

(ii) There shall be at least two approved portable extinguishers discharging froth or other approved medium suitable for quenching oil fires, in each firing space in each boiler room and each space in which a part of the oil fuel installation is situated. In addition, there shall be at least one extinguisher of the same description with a capacity of 2 gallons (or 9 litres) for each burner, provided that the total capacity of the additional extinguisher(s) need not exceed 10 gallons (or 45 litres) for any one boiler room.

(iii) There shall be approved appliances whereby froth can be rapidly discharged and distributed over the boiler room and any space in which oil fuel units or settling tanks are situated. The quantity of froth available for discharge shall be sufficient to cover to a depth of 6 inches the largest area over which oil fuel is liable to spread in the event of an accidental leakage. Alternatively, smothering gas or steam or a fixed high pressure water-spraying system may be employed. If the engine and boiler rooms are not entirely separate and fuel oil can drain from the boiler room into the engine room bilges, the combined engine and boiler rooms shall be considered as one compartment. Apparatus shall be controlled from an easily accessible position or positions, which will not be readily cut off by an outbreak of fire.

(c) The Administration shall give special consideration to the fire extinguishing arrangements to be provided in the engine and boiler spaces of cargo ships of 1,000 tons gross tonnage or over in which oil and coal are used as fuel simultaneously.

(f) A cargo ship of 1,000 tons gross tonnage or over propelled by internal combustion machinery, shall be provided in the machinery spaces with—

(i) appliances in accordance with paragraph (e) of this Regulation;

(ii) one approved froth extinguisher of at least 10 gallons (or 45 litres) capacity or a 35 lbs. (or 10 kilograms) carbon dioxide extinguisher;

(iii) portable extinguishers in such number and so distributed as may be required by the Administration having regard to the size and lay-out of the engine room and to the horse-power of the engines, it being understood that the number of extinguishers may not be less than two and need not exceed six.

Where an oil-fired boiler is fitted, the requirements of paragraph (d) of this Regulation are applicable.

REGULATION 52.

Ready Availability of Appliances.

Fire extinguishing appliances in new and existing passenger ships and cargo ships shall be kept in good order and available for immediate use at all times during the voyage.

gelyk is aan 30 persent van die bruto volume van die grootste ruim in die skip wat geoleer kan word, onmiddellik deur middel van 'n permanente pyppingsstelsel gevoer kan word na enige afdeling waarin vrag vervoer kan word. Die Administrasie kan toelaat dat stoom in plaas van smoorgas gebruik word in stoonskepe en in motorskepe, mits die installasies voldoen aan die bepalings van paragraaf (d) van Regulasie 47. In tenkskepe kan die gebruik van skuim toegestaan word as 'n geskikte alternatiewe middel in die plek van gas of stoom.

(ii) Die Administrasie kan vragruime van enige skip (behalwe die tenks van 'n tenkskip) vrystel van hierdie vereiste—

- (a) Indien hulle voorsien is van stanklootels en doeltreffende sluitingsmiddels vir alle ventilators en ander openinge wat na die ruimte lei;
- (b) indien die skip uitsluitlik gebou en bedoel is vir die vervoer van sulke vragskepe soos eris of steenkool;
- (c) waar dit tot toerekenbaarheid van die Administrasie aangewys word dat die skip gebruik word op ruime wat van so 'n korto duur is dat dit onredelik sou wees om hierdie vereiste van toepassing te maak.

(b) 'n Vragskip van 'n 1,000 ton bruto tonnemaat of groter moet aan die volgende vereistes voldoen:—

- (i) (a) Daar moet twee kragpompe wees wat elk in staat is om die brandslange van 'n volle voorraad water te voorsien asook toestelle deur middel waarvan minstens twee kragtige strale water veilig en gelyktydig op enige deel van die skip gerig kan word; sulke toestelle moet soveel brandslange insluit, elk volledig met koppellings en 'n leiding, as wat die Administrasie voldoende mag beskou.
- (b) In sulke skope wat toegorus is met ketels wat deur middel van olie gestook word of wat toegorus is met binnebrandmasjinerie moet daar, indien brand in die een of ander afdeling of die pompe buite voorkom, 'n alternatiewe middel vir die blus van die brand beskikbaar wees.
- (ii) Daar moet draagbare vuurblussers beskikbaar wees vir onmiddellike gebruik in die ruimtes wat deur die bemanning of passasiers gebruik word, as daar is, en in elke geval 'n minimum van vyf sulke blussers.
- (iii) Daar moet 'n uitrusting wees wat bestaan uit 'n asemhalings-toestel of 'n rookholm, 'n veiligheidslamp, 'n brandyl en, behalwe in tenkskepe, 'n draagbare elektriese boormasjien wat as noodmiddel sal dien om deur dakte, omlaatsels of besette toegang tot brande te verleen.

(c) Op 'n vragskip van 1,000 ton bruto tonnemaat of groter wat ketels met olie gestook of wat deur middel van binnebrandmasjinerie aangedryf word, moet daar in die masjienruimte minstens twee brandfrans aangebring word, een aan die bakboord en een aan die stuurboord en vir elke brandkraan moet daar 'n brandslang wees met volledige koppellings en leiding asook 'n staalpypp wat geskik is om water op olie te sprei.

(d) Op 'n vragskip van 1,000 ton bruto tonnemaat of groter waarin olie gebruik word as brandstof vir die hoof- of hulpketels, moet die ketel- en masjienruimte ook aan die onderstaande voorskrifte voldoen:—

- (i) In elke stookruim moet daar 'n houer wees wat sand, asagel wat met soot deurwees is of ander goedgekeurde droë stowwe bevat in sulke hoeveelhede as wat die Administrasie mag vereis.
- (ii) In elke stookruim, in elke ketelkamer en in elke ruimte waarin 'n goedcelte van die oliebrandstoftinstallasie geleë is, moet daar minstens twee goedgekeurde draagbare blussers wees wat skuim of 'n ander goedgekeurde middel uitspuit wat geskik is om oliebrande te blus. Bewendings moet daar minstens een blusser van dieselfde tipe wees met 'n inhoud van 2 gellings (of 9 liters) vir elke brander, mits die totale inhoud van die addisionele blusser(s) nie 10 gellings (of 45 liters) vir een ketelkamer te bowe hoef te gaan nie.
- (iii) Daar moet goedgekeurde toestelle aangebring word deur middel waarvan skuim veilig uitgespuit en versprei kan word oor die ketelkamer en enige ruimte waarin oliebrandstoestel of besinkenke geleë is. Die hoeveelheid skuim wat vir uitspuiting beskikbaar is, moet voldoende wees om die grootste oppervlakte waaroor oliebrandstof in die geval van 'n toevallige lekkasie moontlik kan versprei, tot op 'n diepte van 6 duim te bedek. In plaas daarvan kan smoorgas of stoom of 'n vaste hoëdrukwaterprociestelsel gebruik word. Indien die masjien- of ketelkamers nie heeltemal geskei is nie en die oliebrandstof vanaf die ketelkamer na die masjienruim kan lek, moet die masjienruim en die ketelruim gesamentlik as een afdeling beskou word. Toestelle moet boveer word vanaf 'n maklik toeganklike plek of plekke wat nie geradikale deur die uitbroek van 'n brand afgesny kan word nie.

(e) Die Administrasie moet spesiale oorweging skenk aan die brandblussers wat aangebring moet word in die masjien- en ketelruime van vragskippe van 1,000 ton bruto tonnemaat of groter waarin olie en steenkool gelyktydig as brandstof gebruik word.

(f) Op 'n vragskip van 1,000 ton bruto tonnemaat of groter wat deur binnebrandmasjinerie aangedryf word, moet daar in die masjienruimte voorsiening gemaak word vir—

- (i) toestelle soos voorgeskryf in paragraaf (c) van hierdie Regulasie;
- (ii) een goedgekeurde skuimblusser van minstens 10 gellings (of 45 liters) of 'n koolaanragsblusser van 35 lb. (of 16 kilogram);
- (iii) draagbare blussers waarvan die aantal en die verspreiding deur die Administrasie voorgesel word met inagneming van die grootte en die ontwerp van die masjienkamer en van die perdekrag van die masjien, met dien verstande dat die getal blussers minstens twee en hoogstens ses sal wees.

Wanneer daar 'n ketel aangebring word wat met olie gestook word, is die voorskrifte van paragraaf (d) van hierdie Regulasie van toepassing.

REGULASIE 52.

Gereelike Beschikbaarheid van Toestelle.

Brandblustoestelle in nuwe en bestaande passasierskepe en vragkepe moet in goeie orde en beskikbaar gehou word vir onmiddellike gebruik tot alle tye gedurende die reis.

REGULATION 53.

Acceptance of Substitutes.

Where in this Part of this Chapter any special type of appliance, apparatus, extinguishing medium or arrangement is specified, any other type of appliance, etc., may be allowed, provided the Administration is satisfied that it is not less effective.

PART F.—MISCELLANEOUS.

(Part F applies only to passenger ships).

REGULATION 54.

Means of Escape.

(a) In and from all passenger and crew spaces, stairways and ladders shall be arranged so as to provide a ready means of escape to the lifeboat embarkation deck. In particular the following provisions shall be complied with:—

- (i) Below the bulkhead deck sufficient exit facilities shall be provided from each watertight compartment independent of watertight doors to provide adequate means of escape and shall be arranged so as to be readily accessible.
 - (ii) Above the bulkhead deck there shall be at least two practicable means of escape from each space bounded by main fire-resisting bulkheads, at least one of which shall give access to a stairway forming a vertical escape.
 - (iii) The width, number and arrangement of the stairways shall be to the satisfaction of the Administration.
- (b) Practicable means of escape for the crew shall be provided from each engine room, shaft tunnel, stokehold compartment, and other working spaces, independent of watertight doors.

REGULATION 55.

Power for Going Astern.

A passenger ship shall have sufficient power for going astern to secure proper control of the ship in all normal circumstances.

REGULATION 56.

Steering Gear.

(a) A passenger ship shall be provided with main steering gear and auxiliary steering gear to the satisfaction of the Administration.

(b) The auxiliary apparatus shall be capable of being brought speedily into action in an emergency and shall be of adequate strength and of sufficient power to steer the ship at navigable speed. It shall be operated by power in any ship in which the Administration would require a rudder stock of over 9 inches (or 22.86 centimetres) diameter in way of the tiller.

(c) A duplicate main steering gear power unit and connections shall be acceptable as an auxiliary apparatus.

CHAPTER III.—LIFE SAVING APPLIANCES, ETC.

REGULATION 1.

Application.

(a) This Chapter, except where it is otherwise expressly provided, applies as follows to new ships engaged on international voyages:—

Part A.—Passenger ships and cargo ships.

Part B.—Passenger ships.

Part C.—Cargo ships.

(b) In the case of existing ships engaged on international voyages and which do not already comply with the provisions of this Chapter relating to new ships, the arrangements on each ship shall be considered by the Administration with a view to securing, so far as this is practicable and reasonable, compliance with the general principles set out in Regulation 4 not later than the 1st January, 1951, and substantial compliance with the other requirements of this Chapter.

PART A.—GENERAL.

(Part A applies to both passenger ships and cargo ships).

REGULATION 2.

Definitions.

For the purposes of this Chapter the expression "short international voyage" means an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 miles in length between the last port of call in the country in which the voyage begins and the final port of destination.

REGULASIE 53.

Aanneming van Gelykwaardige Toestelle.

Waar daar in hierdie Deel van hierdie Hoofstuk 'n spesiale tipe van toestel, apparaat, blusmiddel of installasie gespesifiseer word, kan enige ander tipe toestel, ens., toegelaat word, mits die Administrasie tevrede is dat dit nie minder doeltreffend is nie.

DEEL F.—DIVERSE BEPALINGS.

(Deel F is slegs op passasierskepe van toepassing).

REGULASIE 54.

Nooduitgange.

(a) In en vanaf alle passasiers- en bemanningsruimtes moet trappe en lero op so 'n wyse inrigting word dat dit moontlik sal wees om vinnig te ontspan na die reddingsboetdek. In die besonder moet daar aan die onderstaande bepalings voldoen word:—

(i) Onderkant die beskotsdek moet daar toereikende voorsiening gemaak word vir uitgange vanuit elke waterdichte afdeling afgesien van waterdichte deure, sodat daar toereikende nooduitgange sal wees en hierdie uitgange moet so gelei wees dat hulle maklik toeganklik sal wees.

(ii) Bekant die beskotsdek moet daar minstens twee geskikte nooduitgange wees vanaf elke ruimte wat met hoof-brandwerende beskotte begrens is, waarvan minstens een uitgang toegang sal verleen tot 'n trap wat 'n vertikale nooduitgang vorm.

(iii) Die wyde, getal en inrigting van die trappe moet die Administrasie tevrede stel.

(b) Daar moet, afgesien van waterdichte deure, voorsiening gemaak word vir geskikte nooduitgange vir die bemanning vanaf elke masjiën-kamer, astonneel, stookruim en ander werkplekke.

REGULASIE 55.

Krag om Agteruit te Vaar.

'n Passasierskip moet voldoende krag hê om agteruit te vaar ten einde te verseker dat die skip onder alle normale omstandighede behoorlik behoer kan word.

REGULASIE 56.

Stuurinrigting.

(a) 'n Passasierskip moet tot tevredehoed van die Administrasie toegerus wees met 'n hoofstuurinrigting en 'n hulpstuurinrigting.

(b) Die hulpstool moet in 'n noodgeval vinnig in werking gestel kan word en dit moet sterk genoeg wees en genoeg krug hê om die skip te stuur teen 'n snelheid waarop die skip nog manoeuvreerbaar sal wees. Dit moet kragenaangedrewe wees in elke skip waarin die Administrasie 'n roorkering met 'n middellyn van meer as 9 duim (of 22-86 sentimeters) op die hoogte van die holmatok sou voorsien.

(c) 'n Duplikant-hoofstuurtoestel met verbindinge moet aangeneem word as 'n hulpstool.

HOOFSTUK III.—REDDINGSUITRUSTING, ENS.

REGULASIE 1.

Toepassing.

(a) Behalwe wanneer dit uitdruklik anders bepaal word, is hierdie Hoofstuk as volg van toepassing op nuwe skepe wat op internasionale reise gebruik word:—

Deel A.—Passasierskepe en vragskepe.

Deel B.—Passasierskepe.

Deel C.—Vragskepe.

(b) In die geval van bestaande skepe wat op internasionale reise gebruik word en wat nie reeds aan die bepalinge van hierdie Hoofstuk betreffende nuwe skepe voldoen nie, moet die maatskappij wat op elke skip getref moet word, deur die Administrasie oerwoeg word met die oog daarop om te verseker dat, vir sover dit prakties uitvoerbaar en redelik is, nie later nie as 1 Januarie 1951 aan die algemene bepalings in Regulasie 4 vervat, voldoen sal word en daar in hoofsaak voldoen sal word aan die ander vereistes van hierdie Hoofstuk.

DEEL A.—ALGEMEEN.

(Deel A is op sowel passasierskepe as vragskepe van toepassing).

REGULASIE 2.

Woordbepaling.

Vir die toepassing van hierdie Hoofstuk beteken die uitdrukking „kort internasionale reis” 'n internasionale reis waarop 'n skip nie meer as 200 myl vanaf 'n hawe af 'n plek waarop die passasiere en bemanning in veiligheid gebring sou kan word, sal wees nie op waarop die afstand tussen die laaste aanloophawe van die land waarin die reis 'n aanvang geneem het en die uiteindelijke bestemmingshawe, nie meer as 600 myl sal wees nie.

REGULATION 3.

Exemptions.

(a) Each Administration, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of the full requirements of this Chapter unreasonable or unnecessary, may to that extent exempt from the requirements of this Chapter individual ships or classes of ships belonging to its country which, in the course of their voyage, do not go more than 20 miles from the nearest land.

(b) In the case of passenger ships engaged on international voyages which are employed in the carriage of large numbers of unberthed passengers in special trades, such, for example, as the pilgrim trade, the Administration, if satisfied that it is impracticable to enforce compliance with the requirements of this Chapter, may exempt such ships, when they belong to its country, from those requirements on the following conditions:—

- (i) That the fullest provision which the circumstances of the trade will permit shall be made in the matter of lifeboats and other life-saving appliances and fire protection.
- (ii) That all such boats and apparatus shall be readily available within the meaning of Regulation 4.
- (iii) That a lifejacket shall be provided for every person on board.
- (iv) That steps shall be taken to formulate general rules which shall be applicable to the particular circumstances of these trades. Such rules shall be formulated in concert with such other Contracting Governments, if any, as may be directly interested in the carriage of such passengers in such trades.

Notwithstanding any provisions of the present Convention the Simla Rules, 1931, shall continue in force as between the Parties to those Rules until the rules formulated under sub-paragraph (b) (iv) of this Regulation come into force.

REGULATION 4.

Ready Availability of Lifeboats and Buoyant Apparatus.

(a) The general principles governing the provision of lifeboats and buoyant apparatus in a ship to which this Chapter applies are that they shall be readily available in case of emergency.

(b) To be readily available, the lifeboats and buoyant apparatus must comply with the following conditions:—

- (i) They must be capable of being put into the water safely and rapidly even under unfavourable conditions of list and trim.
- (ii) It must be possible to effect embarkation into the lifeboats rapidly and in good order.
- (iii) The arrangement of each lifeboat and article of buoyant apparatus must be such that it will not interfere with the operation of other boats and buoyant apparatus.

(c) All life-saving appliances shall be kept in working order and available for immediate use before the ship leaves port and at all times during the voyage.

REGULATION 5.

Construction of Lifeboats.

(a) All lifeboats must be properly constructed and shall be of such form and proportions that they shall have ample stability in a seaway, and sufficient freeboard when loaded with their full complement of persons and equipment.

(b) All lifeboats must be open boats with rigid sides having internal buoyancy only. They shall be not less than 24 feet (or 7.3 metres) in length, except where owing to the size of the ship, or for other reasons, the Administration considers the carriage of such lifeboats unreasonable or impracticable. In no ship shall the lifeboats be less than 16 feet (or 4.9 metres) in length.

(c) No lifeboat may be approved the weight of which when fully laden with persons and equipment exceeds 20 tons (or 20,300 kilograms).

(d) All lifeboats certified to carry more than 60 persons shall be either motor lifeboats of Class A or Class B, complying with the requirements of Regulation 9 or be lifeboats fitted with other approved means of mechanical propulsion complying with the requirements of Regulation 10.

(e) All lifeboats must be of sufficient strength to enable them to be safely lowered into the water when loaded with their full complement of persons and equipment.

(f) All lifeboats must have a mean sheer at least equal to 4 per cent. of their length.

(g) In lifeboats certified to carry 100 or more persons the volume of the buoyancy shall be increased to the satisfaction of the Administration.

(h) The buoyancy of a wooden lifeboat shall be provided by watertight air-cases, the total volume of which shall be at least equal to one-tenth of the cubic capacity of the boat.

(i) The buoyancy of a metal lifeboat shall not be less than that required above for a wooden lifeboat of the same cubic capacity, the volume of watertight air-cases being increased accordingly.

(j) All thwarts and side-seats shall be fitted as low in the lifeboat as practicable, and bottom boards shall be fitted so that the thwarts shall not be more than 2 feet 9 inches (or 84 centimetres) above them.

REGULATION 6.

Cubic Capacity of Lifeboats.

(a) The cubic capacity of a lifeboat shall be determined by Stirling's (Simpson's) Rule or by any other method giving the same degree of accuracy. The capacity of a square-sterned lifeboat shall be calculated as if the lifeboat had a pointed stern.

REGULASIE 3

Vrystellings.

- (a) Elke Administrasie kan, indien hy van mening is dat die beskutte aard en omstandighede van die reis sodanig is dat dit die toepassing van die volle vereistes van hierdie Hoofstuk onredelik en onnodig sou maak, in daardie mate afsonderlike skope of klasse van skope wat aan sy land behoort en wat gedurende hul reis nie verder as 20 myl van die naaste land vaar nie, van die bepalinge van hierdie Hoofstuk vrystel.
- (b) In die geval van passasierskpe wat op internasionale reise gebruik word en wat gebruik word vir die spesiale vervoer van groot getal passasiers sonder slaappriewo, soos bv. die pelgrimvervoer, kan die Administrasie, indien hy tevrede is dat dit onprakties is om die vereistes van hierdie Hoofstuk toe te pas, sulke skope, wanneer hulle aan sy land behoort, op die onderstaande voorwaardes van daardie vereistes vrystel:—
- Dat in die hoogs moontlike mate wat die omstandighede van die vervoer toelaat, voorsiening gemaak word vir reddingsbote en ander reddingstoestelle en vir beskerming teen brand.
 - Dat al sulke bote en toestelle ooreenkomstig die betekenis van Regulasie 4 gereedlik beskikbaar sal wees.
 - Dat daar vir elkeen aan boord 'n reddingsbuis sal wees.
 - Dat maatreëls getref sal word vir die opstelling van algemene reëls wat op die besondere omstandighede van hierdie vervoer van toepassing sal wees. Sulke reëls moet geformuleer word in ooreenstemming met sodanige ander Kontrakterende Regerings, as daar is, as wat regstreeks belang sal hê by die vervoer van sulke passasiers op sulke reise.
- Nieteenstaande die bepalinge van die huidige Konvensie bly die Simla-reëls, 1931, van krag tussen die Partye wat daardie Reëls onderteken het, totdat die reëls wat kragtens subparagraaf (b) (iv) van hierdie Regulasie opgestel is, in werking tree.

REGULASIE 4

Gereedte Beskikbaarheid van Reddingsbote en Drywende Toestelle.

- (a) Die algemene beginsels van die verskaffing van reddingsbote en drywende toestelle op 'n skip waarop hierdie Hoofstuk van toepassing is, is dat hulle in 'n noodgeval gereedlik beskikbaar sal wees.
- (b) Ten einde gereedlik beskikbaar te wees, moet die reddingsbote en drywende toestelle aan die onderstaande voorwaardes voldoen:—
- Hulle moet selfs onder ongunstige omstandighede van slagwy en stuur- of koplus veilig en vinnig te water gelaat kan word.
 - Dit moet moontlik wees om die passasiers vinnig en ordelik in die bote in te skep.
 - Elke boot of drywende toestel moet so geplaas wees dat dit nie die hantering van ander bote en drywende toestelle sal belemmer nie.
- (c) Alle reddingsuitrusting moet in orde en vir onmiddellike gebruik beskikbaar gehou word voordat die skip die hawe verlaat en te alle tye gedurende die reis.

REGULASIE 5.

Bou van Reddingsbote.

- (a) Alle reddingsbote moet behoerlik gebou wees en so 'n vorm en sulke afmetings hê dat hulle voldoende stabiliteit ter see sal hê en voldoende vryboord wanneer hulle die volle aantal persone en volledige toerusting aan boord het.
- (b) Alle reddingsbote moet oop bote wees met stewige sye wat slegs inwendige dryfvermoë het. Hulle moet 'n lengte hê van nie minder as 24 voet (of 7,3 meters) nie behalwe wanneer die Administrasie die vervoer van sulke bote weens die grootte van die skip of om ander redes, onredelik of onuitvoerbaar beskou. Op geen skip mag die reddingsbote minder as 16 voet (of 4,9 meters) lank wees nie.
- (c) Geen reddingsboot wat met sy volle lading persone en uitrusting 20 ton (of 20,300 kilogram) oorskry, mag goedgekeur word nie.
- (d) Alle reddingsbote wat gesertifiseer is om nie meer as 60 persone te vervoer, moet 86 meterreddingsbote van Klas A of Klas B wees wat voldoen aan die voorskrifte van Regulasie 9, of reddingsbote wat toegesien is met ander goedgekeurde middels vir meganiese aandrywing wat voldoen aan die voorskrifte van Regulasie 10.
- (e) Alle reddingsbote moet sterk genoeg wees om veilig te water gelaat te kan word wanneer hulle die volle getal persone en volledige toerusting aan boord het.
- (f) Alle reddingsbote moet 'n gemiddelde seeg hê wat minstens gelyk is aan 4 persent van hulle lengte.
- (g) In reddingsbote wat gesertifiseer is om 100 of meer persone te vervoer, moet die volume van die dryfmiddels tot toevredenheid van die Administrasie vergroot word.
- (h) Die dryfvermoë van 'n houtreddingsboot moet verskaf word deur waterdichte lugkaste waarvan die totale volume minstens gelyk is aan een-tienste van die kubieke inhoud van die boot.
- (i) Die dryfvermoë van 'n metaalreddingsboot moet nie minder wees nie as die wat hierbo vir 'n houtreddingsboot van dieselfde kubieke inhoud vereis word terwyl die volume van die waterdichte lugkaste dienooreenkomstig vergroot moet word.
- (j) Alle dwarsbanke en nybanke moet so laag as moontlik in die reddingsboot aangebring word en die buikdenningsplanke moet so aangebring word dat die dwarsbanke nie meer as 2 voet 9 duim (of 84 sentimeter) bo hulle sal wees nie.

REGULASIE 6.

Kubieke Inhoud van Reddingsbote.

- (a) Die kubieke inhoud van 'n reddingsboot moet bepaal word volgens die reël van Stirling (Simpson) of volgens enige ander metode wat dieselfde mate van onsekerheid gee. Die inhoud van 'n reddingsboot moet 'n plat agterstewo moet bereken word asof die reddingsboot 'n skerp agterstewo het.

(b) For example, the capacity in cubic feet (or cubic metres) of a lifeboat, calculated by the aid of Stirling's Rule, may be considered as given by the following formula:—

$$\text{Capacity} = \frac{L}{12} (4A + 2B + 4C)$$

L being the length of the lifeboat in feet (or metres) from the inside of the planking or plating at the stem to the corresponding point at the stern post; in the case of a lifeboat with a square stern, the length is measured to the inside of the transom.

A, B, C denote respectively the areas of the cross-sections at the quarter-length forward, amidships, and the quarter-length aft, which correspond to the three points obtained by dividing into four equal parts (the areas corresponding to the two ends of the lifeboat are considered negligible).

The areas A, B, C shall be deemed to be given in square feet (or cross square metres) by the successive application of the following formula to each of the three cross-sections—

$$\text{Area} = \frac{b}{12} (a + 4b + 2c + 4d + e)$$

b being the depth measured in feet (or in metres) inside the planking or plating from the keel to the level of the gunwale, or, in certain cases, to a lower level as determined hereafter.

a, b, c, d, e denote the horizontal breadths of the lifeboat measured in feet (or in metres) at the upper and lower points of the depth and at the three points obtained by dividing b into four equal parts (a and e being the breadths at the extreme point, and c at the middle point of b).

(c) If the sheer of the gunwale, measured at the two points situated at a quarter of the length of the lifeboat from the ends, exceeds 1 per cent. of the length of the lifeboat, the depth employed in calculating the area of the cross-sections A or C shall be deemed to be the depth amidships plus 1 per cent. of the length of the lifeboat.

(d) If the depth of the lifeboat amidships exceeds 45 per cent. of the breadth, the depth employed in calculating the area of the amidships cross-section B shall be deemed to be equal to 45 per cent. of the breadth, and the depth employed in calculating the areas of the quarter-length sections A and C is obtained by increasing this last figure by an amount equal to 1 per cent. of the length of the lifeboat, provided that in no case shall the depths employed in the calculation exceed the actual depths at those points.

(e) If the depth of the lifeboat is greater than 4 feet (or 122 centimetres) the number of persons given by the application of this rule shall be reduced in proportion to the ratio of 4 feet (or 122 centimetres) to the actual depth, until the lifeboat has been satisfactorily tested afloat with that number of persons on board, all wearing life-jackets.

(f) Each Administration shall impose, by suitable formulae, a limit for the number of persons allowed in lifeboats with very fine ends and in lifeboats very full in form.

(g) Each Administration may assign to a lifeboat, capacity equal to the product of the length, the breadth and the depth multiplied by 0.6 if it is evident that this formula does not give a greater capacity than that obtained by the above method. The dimensions shall then be measured in the following manner:—

Length.—From the intersection of the outside of the planking with the stem to the corresponding point at the stern post or, in the case of a square-sterned boat, to the after side of the transom.

Breadth.—From the outside of the planking at the point where the breadth of the boat is greatest.

Depth.—Amidships inside the planking from the keel to the level of the gunwale, but the depth used in calculating the cubic capacity may not in any case exceed 45 per cent. of the breadth.

In all cases the shipowner has the right to require that the cubic capacity of the lifeboat shall be determined by exact measurement.

(h) The cubic capacity of a motor boat is obtained from the gross capacity by deducting a volume equal to that occupied by the motor and its accessories, and, when carried, the radiotelegraph installation and the searchlight with their accessories.

REGULATION 7.

Carrying Capacity of Lifeboats.

(a) The number of persons which a lifeboat can accommodate is equal to the greatest whole number obtained by dividing the capacity in cubic feet by 10 (or in cubic metres by 0.283).

(b) This number shall be reduced when it is greater than the number of persons for which there is proper seating accommodation; the latter number shall be determined in such a way that the persons when seated do not interfere in any way with the use of the oars.

(c) In the test for determining the number of persons which lifeboat can accommodate each person shall be assumed to be an adult person wearing a lifejacket.

REGULATION 8.

Proportion of motor Lifeboats and Other Mechanically Propelled Lifeboats to be Carried.

(a) Where the number of lifeboats required to be carried in a ship is 20 or more, two shall be motor lifeboats of Class A complying with the requirements of Regulation 9.

(b) As voorbeeld kan die inhoud in kubieke voet (of kubieke meters) van 'n reddingsboot wat met behulp van die reël van Stirling bereken word, beskou word as uitgedruk deur die volgende formule:—

$$\text{Inhoud} = \frac{L}{12} (4A + 2B + 4C)$$

waarby L die lengte van die reddingsboot in voet (of meters) is, gemeet vanaf die binnokant van die hout- of metaalhuid aan die voorskote tot die ooreenkomstige punt op die agterstewo; in die geval van 'n reddingsboot met 'n plat agterstewo, word die lengte gemeet tot die binnokant van die spiël.

A, B, C gee onderskeidelik die oppervlakte van die dwarsdeursnee aan op 'n kwart van die lengte voor midskoeps, en 'n kwart van die lengte agter wat ooreenkom met die drie punte wat verkry word deur L in vier gelyke dele te verdeel (die oppervlakte aan die twee ente van die reddingsboot word as onbeduidend beskou).

Die oppervlakte A, B, C moet beskou word in vierkante voet (of vierkante meters) nagegooi te wees deur agterteenvolgens die volgende formule op elk van die drie dwarsdeursnee toe te pas—

$$\text{Oppervlakte} = \frac{h}{12} (a + 4b + 2c + 4d + e)$$

waarby h die holte in voet (of in meters) is, gemeet van die binnokant van die hout- of metaalhuid van die kiel tot op die hoogte van die dolboord of in sekere gevalle tot op 'n laer hoogte, soos hierna bepaal.

a, b, c, d, e gee die horisontale breedtes van die reddingsboot aan in voet (of in meters) gemeet op die boonste en onderste punte van die holte en op die drie punte wat verkry word deur h in vier gelyke dele te verdeel (a en e is die breedte aan die uiteinde en c dié in die middel van h).

(c) Indien die soeg van die dolboord, gemeet op die twee punte wat gelos is op 'n kwart van die lengte van die reddingsboot vanaf die uiteindes, 1 persent van die lengte van die reddingsboot oorskry, moet die holte wat gebruik word by die berekening van die oppervlakte van die dwarsdeursnee a of e beskou word as die holte midskoeps plus 1 persent van die lengte van die reddingsboot.

(d) Indien die holte van die reddingsboot midskoeps 45 persent van die breedte oorskry, moet die holte wat gebruik word by die berekening van die oppervlakte van die midskoeps deursnee b, beskou word as gelyk aan 45 persent van die breedte en die holte wat gebruik word by die berekening van die oppervlakte van die deursnee a en e, gelos op 'n kwart van die lengte, word verkry deur die laasgenoemde syfer te vermeerder met 'n syfer wat gelyk is aan 1 persent van die lengte van die reddingsboot, met dien verstande dat die holtes wat gebruik word by die berekening in geen geval die werklike holtes op hierdie punte mag oorskry nie.

(e) Indien die holte van 'n reddingsboot groter is as 4 voet (of 122 sentimeters), moet die getal persone wat deur die toepassing van hierdie reël verkry word, owerdig met die verhouding van 4 voet (of 122 sentimeters) tot die werklike holte verminder word totdat 'n bevredigende toets met die reddingsboot op die water met daardie persone aan boord, wat almal reddingsbuie dra, uitgevoer is.

(f) Elke Administrasie moet met behulp van geskikte formules 'n beperking stel op die getal persone wat toegeluat word in reddingsbote met buie skerp ente en in reddingsbote wat 'n buie vel vorm het.

(g) Elke Administrasie kan aan 'n reddingsboot 'n inhoud toewys wat gelyk is aan 0.8 maal die produk van die lengte, die breedte en die holte, indien die blyk dat hierdie formule nie 'n groter inhoud gee as dié wat volgens die bogenoemde metode verkry word nie. Die afmetings moet dan op die volgende wyse gemeet word:—

Lengte.—Van die anypunt van die buitekant van die huid en die voorskote na die ooreenkomstige punt op die agterstewo of, in die geval van bote met 'n plat agterstewo, tot die agterkant van die spiël.

Breedte.—Van die buitekant van die huid op die punt waar die breedte van die boot die grootste is.

Holte.—Midskoeps aan die binnokant van die huid vanaf die kiel tot die hoogte van die dolboord, maar die holte wat gebruik word by die berekening van die kubieke inhoud mag in geen geval 45 persent van die breedte oorskry nie.

In alle gevalle het die reder die reg om te eis dat die kubieke inhoud van die reddingsboot deur juiste meting vasgestel moet word.

(h) Die kubieke inhoud van 'n motorboot word verkry van die brute inhoud deur aftrekking van 'n volume wat gelyk is aan dié wat deur die motor en sy toebehore, die radiotelegrafiese installasie en die soeklig met hul toebehore, indien hulle aan boord is, in beslag geneem word.

REGULASIE 7.

Draagvermoë van Reddingsbote.

(a) Die getal persone wat 'n reddingsboot kan opneem, is gelyk aan die grootste heel getal wat verkry word deur die inhoud in kubieke voet deur 10 (of in kubieke meters deur 0.283) te deel.

(b) Hierdie getal moet verminder word wanneer dit groter is as die getal persone vir wie daar behoorlike sitplek is; laasgenoemde getal moet op so 'n wyse bepaal word dat die persone, wanneer hulle sit, op gemaklike wyse die gebruik van die roeispanne en bemoeilik nie.

(c) By die toets vir die vasstelling van die getal persone wat deur 'n reddingsboot opgeneem kan word, word elke persoon geg 'n volwasse persoon te wees wat 'n reddingsbuis dra.

REGULASIE 8.

Verhouding van Motorreddingsbote en ander Meganiese-aangedrewe Reddingsbote wat aan Boord moet wees.

(a) Wanneer die getal reddingsbote wat aan boord van 'n skip vervoer moet word 20 of meer is, moet twee daarvan motorreddingsbote van Klas A wees wat aan die voorskrifte van Regulasie 9 voldoen.

(b) Where the number of lifeboats to be carried in a ship is more than 13 but less than 20, one shall be a motor lifeboat of Class A and a second shall be a motor lifeboat of Class A or Class B complying with the requirements of Regulation 9 or an approved mechanically propelled lifeboat complying with the requirements of Regulation 10.

(c) All passenger ships not provided under the foregoing provisions with a motor lifeboat shall carry a motor lifeboat of either Class A or Class B, complying with the requirements of Regulation 9 or an approved mechanically propelled lifeboat complying with the requirements of Regulation 10.

(d) All cargo ships of 1,600 tons gross tonnage and upwards shall carry a motor lifeboat of Class A or Class B complying with the requirements of Regulation 9 or a mechanically propelled lifeboat complying with the requirements of Regulation 10.

REGULATION 9.

Specification of Motor Lifeboat.

(a) Class A.

A motor lifeboat of Class A shall comply with the following conditions:

- (i) It shall be fitted with an approved type of compression ignition engine and be provided with fuel sufficient for 24 hours continuous operation, and kept so as to be at all times ready for use.
- (ii) The engine and its accessories shall be suitably enclosed to ensure operation under adverse weather conditions, and provision shall be made for going astern.
- (iii) The speed ahead shall be at least six knots in smooth water when loaded with its full complement of persons and equipment.

(b) Class B.

A motor lifeboat of Class B shall comply with the following conditions:

- (i) It shall be adequately provided with fuel, and kept so as to be at all times ready for use.
- (ii) The engine and its accessories shall be suitably enclosed to ensure operation under adverse weather conditions, and provision shall be made for going astern.
- (iii) The speed ahead shall be at least four knots in smooth water when loaded with its full complement of persons and equipment.

(c) The volume of the internal buoyancy appliances of a motor lifeboat shall be at least equal to that of the buoyancy appliances which would be required under these Regulations if the boat were not a motor lifeboat, and shall be increased above that volume, if, and to the extent that such increase is necessary to compensate for the difference between—

- (i) the weight of the engine and its accessories, and, if fitted, the searchlight and the radiotelegraph installation and their accessories, and
- (ii) the weight of the additional persons which the lifeboat could accommodate if the motor and its accessories, and, if fitted, the searchlight and the radiotelegraph installation and their accessories, were removed.

(d) Where a Class A motor lifeboat is carried voluntarily in place of a Class B motor lifeboat, or other type of approved mechanically propelled lifeboat, in excess of the numbers required, the requirements of paragraph (b) (i) of this Regulation in regard to fuel shall apply.

REGULATION 10.

Specification of a Mechanically Propelled Lifeboat other than a Motor Lifeboat.

A mechanically propelled lifeboat, other than a motor lifeboat, shall comply with the following conditions:—

- (a) The propelling gear shall be of an approved type and shall have sufficient power to enable the lifeboat to be readily cleared from the ship's side when launched and to be able to hold course under adverse weather conditions. If the gear is manually operated it shall be capable of being worked by persons untrained in its use and shall be capable of being operated when the lifeboat is flooded.
- (b) Provision shall be made for going astern.
- (c) The volume of the internal buoyancy of a mechanically propelled lifeboat, other than a motor lifeboat, shall be increased to compensate for the weight of the propelling gear.

REGULATION 11.

Equipment of Lifeboats.

(a) The normal equipment of every lifeboat shall consist of—

- (i) a single banked complement of oars, two spare oars, and a steering oar; one set and a half of thole pins or crutches, attached to the lifeboat by lanyard or chain; a bunt hook;
- (ii) two plugs for each plug hole (plugs are not required when proper automatic valves are fitted) attached to the lifeboat by lanyards or chains; a tiler, and two buckets of approved material;
- (iii) a rudder attached to the lifeboat and a tiller;
- (iv) two buclelets, one at each end of the lifeboat;

(b) Wanneer die getal reddingsbote wat aan boord van 'n skip moet wees meer as 13 maar minder as 20 is, moet een daarvan 'n motorreddingsboot van Klas A en 'n tweede 'n motorreddingsboot van Klas A of Klas B wees wat voldoen aan die voorskrifte van Regulasie 9, of 'n goedgekeurde meganies-aangedrewe reddingsboot wat aan die voorskrifte van Regulasie 10 voldoen.

(c) Alle passasierskepe wat nie ooreenkomstig die voorafgaande bepalinge van 'n motorreddingsboot voorsien is nie, moet 'n motorreddingsboot van of Klas A of Klas B aan boord hê wat voldoen aan die voorskrifte van Regulasie 9, of 'n goedgekeurde meganies-aangedrewe reddingsboot wat aan die voorskrifte van Regulasie 10 voldoen.

(d) Alle vragskepe van 1,600 ton bruto tonnemaat en groter moet 'n motorreddingsboot van Klas A of Klas B aan boord hê wat voldoen aan die voorskrifte van Regulasie 9 of 'n meganies-aangedrewe reddingsboot wat aan die voorskrifte van Regulasie 10 voldoen.

REGULASIE 9.

Spesifikasie van Motorreddingsboot.

(a) Klas A.

'n Motorreddingsboot van Klas A moet aan die onderstaande voorwaardes voldoen:—

- (i) Dit moet toegerus wees met 'n goedgekeurde tipe binnobrand-masjien om voorsien word van voldoende brandstof om dit vir 24 uur onafgebroke te laat werk en dit moet in so 'n toestand gehou word dat dit te alle tye vir gebruik gereed sal wees.
- (ii) Die masjien en sy onderdele moet op geskikte wyse omsluit wees ten einde te verseker dat dit onder slegte weersomstandighede sal werk en dit moet so ingorig wees dat die boot agteruit kan vaar.
- (iii) Wanneer die boot die volle nantal persone en volledige toerusting aan boord het, moet dit in kalm water teen minstens ses knope voortuit kan vaar.

(b) Klas B.

'n Motorreddingsboot van Klas B moet aan die onderstaande voorwaardes voldoen:—

- (i) Daar moet voldoende brandstof aan boord wees en die boot moet te alle tye vir gebruik gereed wees.
- (ii) Die masjien en sy onderdele moet op geskikte wyse omsluit wees ten einde te verseker dat dit onder slegte weersomstandighede sal werk en dit moet so ingorig wees dat die boot agteruit kan vaar.
- (iii) Wanneer die boot die volle nantal persone en volledige toerusting aan boord het, moet dit in kalm water teen minstens vier knope voortuit kan vaar.
- (c) Die volume van die inwendige dryfmiddels van 'n motorreddingsboot moet minstens gelyk wees aan dié van die dryfmiddels wat ooreenkomstig hierdie Regulasie vereis sou word indien die boot nie 'n motorreddingsboot was nie, en dit moet vergroot word indien en in die mate waarin sodanige vergroting nodig is om die verskil op te maak tussen—
- (i) die gewig van die masjien en sy onderdele en indien aangebring, die seeklig en die radiotelegrafiese installasie en hul onderdele, en
- (ii) die gewig van die addisionele getal persone wat die reddingsboot sou kon opneem indien die masjien en sy onderdele en, indien aangebring, die seeklig en die radiotelegrafiese installasie op hul onderdele verwyder sou word.

(d) Wanneer 'n motorreddingsboot van Klas A in plaas van 'n motorreddingsboot van Klas B of 'n ander tipe goedgekeurde meganies-aangedrewe reddingsboot vrywillig aan boord geneem word bo en behalwe die getalle wat vereis word, moet daar aan die bepalinge van paragraaf (b) (i) van hierdie Regulasie betreffende brandstof voldoen word.

REGULASIE 10.

Spesifikasie van 'n Meganies-aangedrewe Reddingsboot wat nie 'n Motorreddingsboot is nie.

'n Meganies-aangedrewe reddingsboot, wat nie 'n motorreddingsboot is nie, moet aan die onderstaande voorwaardes voldoen:—

- (a) Die skroefinrigting moet van 'n goedgekeurde tipe wees en moet voldoende krag hê om die reddingsboot in staat te stel om wanneer dit te water gelat word onmiddellik van die skip af weg te seil en om onder ongunstige weersomstandighede koers te hou. Indien die skroefinrigting met die hand bedien word, moet dit deur ongeoefende persone bedien kan word en moet dit bedien kan word wanneer die reddingsboot oorstroom is.
- (b) Daar moet gesorg word dat die boot agteruit kan vaar.
- (c) Die volume van die inwendige dryfmiddels van 'n meganies-aangedrewe reddingsboot wat nie 'n motorreddingsboot is nie, moet vergroot word om op te weeg teen die gewig van die skroefinrigting.

REGULASIE 11.

Uitrusting van Reddingsbote.

(a) Die normale uitrusting van elke reddingsboot omvat die volgende:—

- (i) een roeispaan per roeibank, twee orige roeispanne en 'n stuurspan; 'n anderhalf stel roeidolle of -nikke wat deur middel van 'n talieriep of ketting aan die reddingsboot bevestig is; 'n boothak;
- (ii) twee proppe vir elke propant (proppe word nie vereis wanneer behoorlike outomatiese kloppe aangebring is nie) wat deur middel van twee of kottings aan die reddingsboot bevestig is; 'n hoosvat en twee emmers van goedgekeurde materiaal;
- (iii) 'n roer wat aan die reddingsboot bevestig is en 'n helmstok;
- (iv) twee handbyls, een aan elke ont van die reddingsboot;

- (v) a lamp, with oil sufficient for 12 hours; two boxes of suitable matches in a water-tight container;
- (vi) a mast or masts, with galvanised wire stays together with sails (coloured orange);
- (vii) an efficient compass in binnacle, to be luminised or fitted with suitable means of illumination;
- (viii) a life-line becketed round the outside of the lifeboat;
- (ix) a sea-anchor of approved size;
- (x) two painters of sufficient length. One shall be secured to the forward end of the lifeboat with strap and toggle so that it can be released, and the other shall be firmly secured to the stem of the lifeboat and be ready for use;
- (xi) a vessel containing one gallon (or four and one-half litres) of vegetable, fish or animal oil. The vessel shall be so constructed that the oil can be easily distributed on the water, and so arranged that it can be attached to the sea-anchor;
- (xii) an air-tight receptacle containing two pounds (or one kilogramme) of provisions for each person;
- (xiii) one pound (or half a kilogramme) of condensed milk or its equivalent for each person;
- (xiv) water-tight receptacles containing three quarts (or three litres) of fresh water for each person; a dipper with lanyard;
- (xv) two parachute signals of approved type capable of giving a bright red light at a high altitude; six hand flares of an approved type giving a bright red light;
- (xvi) two buoyant smoke signals of an approved type (for day-time use) capable of giving off a volume of orange-coloured smoke;
- (xvii) approved means to enable persons to cling to the boat should it be overturned, in the form of bilge keels or keel rails, together with grab line secured from gunwale to gunwale under the keel, or other approved arrangements;
- (xviii) an approved first aid outfit in a watertight case;
- (xix) an electric torch suitable for morse-signalling together with two spare batteries and two spare bulbs;
- (xx) a daylight-signalling mirror of an approved type;
- (xxi) a jack-knife fitted with a tin opener to be kept attached to the boat with a lanyard;
- (xxii) two light buoyant heaving lines;
- (xxiii) a manual pump of an approved type; and
- (xxiv) a suitable locker for stowage of small items of equipment.

(b) In the case of ships engaged on voyages of such duration that in the opinion of the Administration concerned the items specified in subparagraphs (vi), (xii), (xiii), (xx) and (xxi) of paragraph (a) of this Regulation are unnecessary, the Administration may allow them to be dispensed with.

(c) Notwithstanding the provisions of paragraph (a) of this Regulation, motor lifeboats or other approved mechanically propelled lifeboats need not carry a mast or sails or more than half the complement of oars, but they shall carry two boat hooks.

(d) All lifeboats certified to carry more than 60 persons shall be fitted with suitable means to enable persons in the water to climb into the lifeboat.

REGULATION 12.

Security of Lifeboat Equipment.

All items of lifeboat equipment not kept in the lockers, with the exception of the boat hook which shall be kept free for fending off purposes, shall be suitably secured within the lifeboat. The lashing shall be carried out in such a manner as to ensure the security of the equipment and so as not to interfere with the lifting hooks or to prevent ready loading of, or impede ready entry into, the lifeboat.

REGULATION 13.

Lifeboat Portable Radio Apparatus.

(a) Ships carrying less than 20 lifeboats shall be provided with an approved portable radiotelegraph apparatus complying with the requirements set out in Regulation 14 of Chapter IV. All this equipment shall be kept together in the chart room or other suitable place ready to be moved to one or other of the lifeboats in the event of an emergency.

(b) In the case of ships engaged on voyages of such duration that, in the opinion of the Administration, lifeboat portable radio apparatus is unnecessary, the Administration may allow such equipment to be dispensed with.

REGULATION 14

Embarkation into the Lifeboats.

Suitable arrangements shall be made for embarkation into the lifeboats, which shall include—

- (a) a suitable ladder at each set of davits, to afford access to the lifeboats when waterborne;
- (b) suitable means for illuminating the launching gear and lifeboats during the process of launching;
- (c) suitable arrangements for warning the passengers and crew that the ship is about to be abandoned; and
- (d) suitable means situated outside the engine room whereby any discharge of water into the lifeboats can be prevented.

- (v) 'n lamp met genoeg olie vir 12 uur; twee dosies geskikte vuurhouties in 'n waterdichte houer;
- (vi) 'n mas of masie mot gegalvaniseerde draadankers asook seile (oranjekleurig);
- (vii) 'n doeltreffende kompas in 'n kompashuis wat veilig is of voorsien is van geskikte middels vir verligting;
- (viii) 'n reddingslyn wat buite-om die reddingsboot vasgestrop is;
- (ix) 'n dryfanker van goedgekeurde grootte;
- (x) twee vaaglyne wat lank genoeg is. Die een moet met strop en knouel aan die voorwand van die reddingsboot bevestig word sodat dit vryglank kan word en die ander moet stewig aan die voorwand van die reddingsboot bevestig word en vir gebruik gereed wees;
- (xi) 'n vaatjie wat een gelling (of vier en 'n half liter) plantaardige olie, visolie of diëriko olie bevat. Die vaatjie moet so vervaardig wees dat die olie maklik op die water uitgestort kan word en moet sodanig ingerig wees dat dit aan die dryfanker vasgemaak kan word;
- (xii) 'n lugdigte houer wat twee pond (of een kilogram) lowenamiddels vir elke persoon bevat;
- (xiii) een pond (of 'n halwe kilogram) gekondenseerde melk of die ekwivalent daarvan vir elke persoon;
- (xiv) waterdigte houteers wat drie kwarte (of drie liters) vars water vir elke persoon bevat; 'n skeppert met 'n touljie;
- (xv) twee valskermainjale van 'n goedgekeurde tipe wat in staat is om op 'n groot hoogte 'n hielder rooi lig af te gee; ses lundainjaalfakkels van 'n goedgekeurde tipe wat 'n holder rooi lig afgee;
- (xvi) twee drywende rookainjale van 'n goedgekeurde tipe (vir gebruik gedurende die dag) wat in staat is om 'n hoeveelheid oranjekleurige rook af te gee;
- (xvii) goedgekeurde middels om persone in staat te stel om aan die boot vas te klem ingeval dit omkeer, in die vorm van klinkklole of klinkreling, asook gryplyne wat van delboord na delboord onder die kiel bevestig is, of ander goedgekeurde middels;
- (xviii) 'n goedgekeurde eerstehulpuitrusting in 'n waterdichte kistie;
- (xix) 'n elektriese flitslig wat geskik is vir die gee van morse-seine asook twee oranje batterye op twee oranje lampies;
- (xx) 'n spieël van 'n goedgekeurde tipe om seine gedurende die dag te gee;
- (xxi) 'n groot knipmes wat voorsien is van 'n blikanyer wat met 'n koord aan die boot bevestig gehou moet word;
- (xxii) twee ligte drywende worglyne;
- (xxiii) 'n handpomp van 'n goedgekeurde tipe; en
- (xxiv) 'n geskikte toeluitkistie vir die opberging van klein uitrustingsartikels.

(b) In die geval van skope wat gebruik word op reise van so 'n duur dat na die moning van die betrekke Administrasie die artikels wat aangegee is in paragraaf (vi), (xii), (xiii), (xx) en (xxi) van paragraaf (a) van hierdie Regulasie onnodig is, kan die Administrasie toelate dat van genoemde artikels afgesien word.

(c) Nieteenstaande die bepalinge van paragraaf (a) van hierdie Regulasie hoef motorreddingsbote of ander goedgekeurde meganiese-aangedrewe reddingsbote nie 'n mas of seil of meer as die helfte van die aantal roeispanne aan boord te hê nie, maar hulle moet twee boothake aan boord hê.

(d) Alle reddingsbote wat gesertifiseer is om meer as 40 persone aan boord te neem, moet toegerus word met geskikte middels om persone wat in die water is, in staat te stel om in die reddingsboot te klim.

REGULASIE 12.

Bevestiging van Reddingsbootuitrusting.

Al die reddingsbootuitrusting wat nie in die toeluitkiste gehou word nie, behalwe die boothak wat vir wegverdoelendes vry gehou moet word, moet op geskikte wyse binne die reddingsboot bevestig word. Die vasjorring moet op so 'n wyse uitgevoer word dat die uitrusting veilig sal wees en dat dit nie die gebruik van die hysake sal belemmer of die vinnig laai van of die onmiddellike toegang tot die reddingsboot sal verhinder nie.

REGULASIE 13.

Draagbare Radiotelefoon vir die Reddingsboot.

(a) Skope wat minder as 20 reddingsbote aan boord het, moet voorsien word van 'n goedgekeurde radiotelefoonapparaat wat voldoen aan die voorskrifte van Regulasie 14 van Hoofstuk IV. Al hierdie uitrusting moet bymekaar gehou word in die kantelkamer of op 'n ander geskikte plek gereed om in 'n noodgeval na die een of ander reddingsboot geneem te word.

(b) In die geval van skope wat gebruik word op reise van so 'n duur dat, na die moning van die Administrasie, 'n draagbare radio-apparaat vir die reddingsboot onnodig is, kan die Administrasie toelate dat van sulke uitrusting afgesien word.

REGULASIE 14.

Inskeping in die Reddingsbote.

Geskikte maatreëls moet getref word vir inskeping in die reddingsbote en daar moet o.a. vir die volgende voorsiening gemaak word:—

- (a) 'n geskikte leër by elke stel davyts om toegang tot die reddingsbote te verkien wanneer hulle op die water is;
- (b) geskikte middels om die toestelle vir die te waterlatting asook die reddingsbote tydens hulle towaterlating te veilig;
- (c) geskikte middels om die passasiers en bemanning te waarsku dat die skip op die punt staan om verlaten te word; en
- (d) geskikte middels buite die masjienkamer waardeur die stert van water in die reddingsbote verhoed kan word.

REGULATION 15.

Marking of Lifeboats and Buoyant Apparatus.

(a) The dimensions of a lifeboat and the number of persons which it is authorized to carry shall be marked on it in clear permanent characters. The name of the ship to which the lifeboat belongs shall be painted on the bows.

(b) Buoyant apparatus (and life rafts carried in lieu of buoyant apparatus) shall be marked with the number of persons in the same manner.

(c) No lifeboat or buoyant apparatus shall be marked for a greater number of persons than that obtained in the manner specified in these Regulations.

REGULATION 16.

Specification of a Lifebuoy.

(a) A lifebuoy shall satisfy the following requirements:—

(i) It shall be of solid cork or any other equivalent material;

(ii) It shall be capable of supporting in fresh water for 24 hours at least 32 pounds (or 14.5 kilogrammes) of iron.

Lifebuoys filled with rushes, cork shavings or granulated cork, or any other loose granulated material, or whose buoyancy depends upon air compartments which require to be inflated, are prohibited.

(b) Lifebuoys shall be fitted with hooks securely seized. At least one lifebuoy on each side shall be fitted with a life-line of at least 15 fathoms (or 27.5 metres) in length. Not less than one-half of the total number of lifebuoys, and in no case less than six shall be provided with efficient self-igniting lights which cannot be extinguished by water, and these shall be kept near the buoys to which they belong, with the necessary means of attachment.

(c) All lifebuoys shall be so placed as to be readily accessible to the persons on board.

(d) Lifebuoys shall always be capable of being rapidly cast loose and shall not be permanently secured in any way.

REGULATION 17.

Lifejackets.

(a) Ships shall carry for every person on board a lifejacket of a type approved by the Administration, and in addition, unless those lifejackets can be adapted for use by children, a sufficient number of lifejackets suitable for children.

(b) A lifejacket shall not be approved by an Administration unless it satisfies the following requirements:—

(i) It shall be constructed with proper workmanship and materials.

(ii) It shall be capable of supporting in fresh water for 24 hours 16.5 pounds (or 7.5 kilogrammes) of iron.

(iii) It shall be reversible.

(iv) It shall be capable of holding up the head of an unconscious person in the water.

Lifejackets, the buoyancy of which depends on air compartments, are prohibited.

(c) Lifejackets shall be so placed as to be readily accessible and their position shall be plainly indicated.

REGULATION 18.

Line-throwing Appliances.

(a) Ships shall carry a line-throwing appliance of a type approved by the Administration.

(b) The appliance shall be capable of carrying a line not less than 250 yards (or 230 metres) with reasonable accuracy, and shall include not less than four projectiles and four lines.

REGULATION 19.

Ships' Distress Signals.

Ships shall be provided, to the satisfaction of the Administration, with means of making effective distress signals by day and by night, including parachute signals capable of giving a bright red light at a high altitude.

REGULATION 20.

Muster List and Emergency Procedure.

(a) Special duties to be undertaken in the event of an emergency, shall be allotted to each member of the crew.

(b) The muster list shall show all these special duties and shall indicate, in particular, the station to which each member must go, and the duties that he has to perform.

(c) Before the vessel sails, the muster list shall be drawn up. Copies shall be posted in several parts of the ship, and in particular in the crew's quarters.

(d) The muster list shall assign duties to the different members of the crew in connection with—

(i) the closing of the watertight doors, valves and closing mechanism of scuppers, ash-hoots, etc.;

(ii) the equipping of the lifeboats, including the portable radio apparatus, and buoyant apparatus generally;

(iii) the launching of the lifeboats attached to davits;

(iv) the general preparation of the other boats, and buoyant apparatus;

REGULASIE 15.

Die Merk van Reddingsbote en Drywende Toestelle.

- (a) Die afmetings van 'n reddingsboot en die getal persone wat dit gemagtig is om aan boord te neem, moet in duidelike blywende syfers daaronder gemerk word. Die naam van die skip waarvan die reddingsboot behoort, moet op die boei geverf word.
- (b) Die getal persone moet op dieselfde wyse op drywende toestelle (en reddingsvlotte wat in plaas van drywende toestelle aan boord is) gemerk word.
- (c) Daar mag nie op 'n reddingsboot of op 'n drywende toestel 'n groter getal persone gemerk word as die getal wat ooreenkomstig hierdie Regulasies verkry word nie.

REGULASIE 16.

Spesifikasie van 'n Reddingsboei.

- (a) 'n Reddingsboei moet aan die onderstaande vereistes voldoen:—
 - (i) Dit moet van soliede kerk of 'n ander ekwivalente materiaal vervaardig wees.
 - (ii) Dit moet in staat wees om minstens 32 pond (of 14.5 kilogram) yster vir 24 uur in verswater te dra.Reddingsboei wat gevul is met riet, kurkval of los kurkkorrels of 'n ander los kerrelrige stof of waarvan die dryfvermoë nfunctlik is van lugkompartemente wat opgepomp moet word, word verbied.
- (b) Reddingsboei moet voorsien wees van 'n gryplyn met bogte wat stewig vasgebond is. Minstens een reddingsboei aan elke kant moet toegesig wees met 'n reddingslyn wat minstens 15 vmdms (of 27.5 meters) lank is. Minstens die helfte van die totale getal reddingsboei, maar nie minder as ses nie, moet voorsien wees van doeltreffende outomatiese ligte wat nie deur water uitgedoof kan word nie; hierdie ligte moet, tesame met die nodige aanhegsmiddels naby die boei waarby hulle behoort, gehou word.
- (c) Alle reddingsboei moet so geplaas word dat hulle geradiklik vir die persone aan boord bereikbaar sal wees.
- (d) Reddingsboei moet altyd vinnig losgemaak kan word en moet hoegenaamd nie blywend bevestig word nie.

REGULASIE 17.

Reddingsbuis.

- (a) Skepe moet vir elkeen aan boord 'n reddingsbuis hê van 'n tipe wat deur die Administrasie goedgekeur is en tansy hierdie reddingsbuis vir gebruik deur kinders geskik gemaak kan word, moet daar 'n voldoende aantal reddingsbuis wat vir kinders geskik is, aan boord wees.
- (b) 'n Reddingsbuis mag nie deur 'n Administrasie goedgekeur word nie tansy dit aan die onderstaande vereistes voldoen:—
 - (i) Dit moet behoorlik van geskikte materiaal vervaardig wees.
 - (ii) Dit moet in staat wees om in verswater 16.5 pond (of 7.5 kilogram) yster vir 24 uur te dra.
 - (iii) Dit moet omkeerbaar wees.
 - (iv) Dit moet in staat wees om die kop van 'n bewuste persoon bo water te hou.Reddingsbuis waarvan die dryfvermoë deur middel van niet lug gevulde afdelings verkry word, word verbied.
- (c) Reddingsbuis moet so geplaas word dat hulle geradiklik bereikbaar sal wees op die plek waar hulle te vind is, moet duidelik aangedui word.

REGULASIE 18.

Lynwerptoestelle.

- (a) Elke skip moet 'n lynwerptoestel van 'n tipe deur die Administrasie goedgekeur, aan boord hê.
- (b) Die toestel moet in staat wees om met redelike akkuraatheid 'n lyn minstens 260 tree (of 230 meters) ver te werp en moet minstens vier projektiële en vier lyne insluit.

REGULASIE 19.

Noodstelsel van 'n Skip.

- (a) Skepe moet tot tevredenheid van die Administrasie voorsien wees van middels waardeur in die dag en in die nag doeltreffende noodstelsel gegee kan word, met inbegrip van vlnskermseinsjale wat in staat is om op 'n groot hoogte 'n helder rooi lig af te gee.

REGULASIE 20.

Monstertel en Noodprosedure.

- (a) Besondere pligte moet vir die geval van 'n noodtoestand aan elke lid van die bemanning toegewys word.
- (b) Al hierdie besondere pligte moet in die monstertel vermeld word en in die besonder moet die pos waarheen elkeen moet gaan en die pligte wat hy moet vervul, daarop aangedui word.
- (c) Voordat die skip uitvaar moet die monstertel opgestel word. Keptel moet in verskillende dele van die skip en veral in die bemanningsverbywe aangeplak word.
- (d) Die monstertel moet aan die verskillende lede van die bemanning pligte toewys in verband met—
 - (i) die sluit van die waterdige deure, kleppe en sluitingsmeganismes van spuigate, astomels, ens.;
 - (ii) die afsluit van die reddingsbote, met inbegrip van die draagbare radiotoestel, en drywende toestelle in die algemeen;
 - (iii) die toewerping van reddingsbote wat nan davis bevestig is;
 - (iv) die gereedmaking in die algemeen van die ander bote en drywende toestelle;

- (v) the muster of the passengers; and
- (vi) the extinction of fire.
- (e) The muster list shall assign to the members of the stewards' department their several duties in relation to the passengers in time of emergency. These duties shall include:—
 - (i) warning the passengers;
 - (ii) seeing that they are dressed and have put on their lifejackets in a proper manner;
 - (iii) assembling the passengers at muster stations;
 - (iv) keeping order in the passages and on the stairways, and, generally, controlling the movements of the passengers; and
 - (v) seeing that a supply of blankets is taken to the lifeboats.
- (f) The muster list shall specify definite signals for calling all the crew to their boat and fire stations, and shall give full particulars of these signals.

REGULATION 21.

Practice Musters and Drills.

- (a) (i) In passenger ships, musters of the crew for boat drill and fire drill shall take place weekly when practicable. In passenger ships in which the voyage exceeds one week, there shall be such a muster before the ship leaves the final port of departure.
- (ii) In cargo ships, a muster of the crew for boat drill and fire drill shall take place at intervals of not more than one month.
- (iii) The dates upon which musters are held shall be recorded in such log book as may be prescribed by the Administration; and, if in any week (for passenger ships) or month (for cargo ships) a muster is not held, an entry shall be made stating why a muster was not practicable.
- (b) In passenger ships, except those engaged on short international voyages, a muster of the passengers shall be held within twenty-four hours after leaving port.
- (c) Different groups of lifeboats shall be used in turn at successive boat drills. The drills and inspections shall be so arranged that the crew thoroughly understand and are practised in the duties they have to perform.
- (d) The emergency signal for summoning passengers to muster stations shall be a succession of more than six short blasts followed by one long blast on the whistle or siren. This shall be supplemented on passenger ships, except those engaged in short international voyages, by other electrically operated signals throughout the ship controlled from the bridge. The meaning of all signals affecting passengers, with precise instructions on what they are to do in an emergency, shall be clearly stated in appropriate languages on cards posted in their cabins and in conspicuous places in other passenger quarters.

PART B.—PASSENGER SHIPS ONLY.

(Part B applies to Passenger Ships only.)

REGULATION 22.

Lifeboats and Buoyant Apparatus.

- (a) Subject to the provisions of the following paragraphs of this Regulation, there must, in passenger ships, be accommodation in lifeboats for all persons on board, and there must, in addition, be buoyant apparatus for 25 per cent. of the persons on board. No more lifeboats shall be required on any passenger ship than are sufficient to accommodate all persons on board.
- (b) In the case of passenger ships engaged on short international voyages, lifeboats and buoyant apparatus must be provided in accordance with the requirements set out for such ships in Regulations 23 and 24. If the Administration considers that the carriage of passengers in excess of the lifeboat capacity so provided is necessitated by the volume of traffic, the Administration may permit this if the ship complies with the provisions applicable to this class of ship laid down in Regulation 1 (d) of Chapter II.
- (c) An Administration may permit individual ships or classes of ships with short international voyage certificates to proceed on voyages in excess of 600 miles, but not exceeding 1,200 miles, if such ships comply with the provisions of paragraph (b) of this Regulation and if they carry lifeboats which provide for at least 75 per cent. of the persons on board.

REGULATION 23.

Number of Davits and Capacity of Lifeboats and Buoyant Apparatus.

- (a) (i) A passenger ship shall be provided with sets of davits in accordance with its length as provided in Column A of the Table in Regulation 24 except that a number of sets of davits greater than the number of lifeboats necessary for the accommodation of all the persons on board shall not be required.
- (ii) Each set of davits shall have a lifeboat attached. If these lifeboats do not provide sufficient accommodation for all persons on board, additional sets of davits with lifeboats attached shall be fitted if practicable. If the lifeboats attached to davits do not provide accommodation for all persons on board, additional lifeboats shall be carried under the lifeboats attached to davits so that accommodation for all persons is provided.

- (v) die saamroep van passasiers; en
- (vi) die blus van brand.
- (e) Die monsterrol moet aan die personeel van die algemene diens hul onderskeie pligte ten aansien van die passasiers in tyd van nood toewys. Hierdie pligte omvat die volgende—
 - (i) waarskuwing van die passasiers;
 - (ii) toetsen dat hulle gekleed is en hul reddingsbuis reg aangetrek het;
 - (iii) die saamroep van die passasiers op die monsterposte;
 - (iv) die handhawing van orde in die gange en op die trappe en in die algemeen die reëling van die verkeer van die passasiers;
 - (v) toetsen dat 'n voornamde komberse na die reddingsbote genoem word.
- (f) Die monsterrol moet bepaalde reëls aangee vir die oproep van al die lede van die bemanning na hul boot- en brandweerposte en moet volle besonderhede van hierdie reëls aangee.

REGULASIE 21.

Monsterings en Oefeninge.

- (a) (i) In passasierskepe moet monsterings van die bemanning vir boot- en brandweeroefeninge weekliks gehou word indien dit prakties uitvoerbaar is. Op passasierskepe waarvan die reis langer as 'n week duur, moet daar so 'n monstering gehou word voordat die skip die laaste afvaarhawe verlaat.
- (ii) Op vragskepe moet 'n monstering van die bemanning vir boot- en brandweeroefeninge met tussenposes van hoogstens een maand plaasvind.
- (iii) Die datums waarop monsterings gehou word, moet aangeek word in sodanige dagboek as wat die Administrasie mag voorskryf; en indien gedurende 'n week (in die geval van passasierskepe) of 'n maand (in die geval van vragskepe) 'n monstering nie gehou word nie, moet 'n aantekening gemaak word waarin vermeld word waarom 'n monstering nie prakties uitvoerbaar was nie.
- (b) Op passasierskepe, behalwe dié wat op kort internasionale reise gebruik word, moet 'n monstering van die passasiers gehou word binne vier-en-twintig uur nadat die skip die hawe verlaat het.
- (c) By agtereenvolgende bootoefeninge moet verskillende groepe bote om die beurt gebruik word. Die oefeninge en inspeksies moet op so 'n wyse gereël word dat die bemanning op hoogte is van en geïnteresseerd is in die pligte wat hulle moet vervul.
- (d) Die noodsein om die passasiers op te roep na monsterposte moet bestaan uit meer as ses opeenvolgende kort stote gevolg deur een lang stoot op die fluit of die sirene. Hierdie sein moet op passasierskepe, behalwe dié wat op kort internasionale reise gebruik word, aangevul word deur ander elektriese werkende seine wat vanaf die brug dwarsdeur die skip gegaan word. Die betekenis van alle seine wat vir die passasiers van belang is, moet uitvoerige instruksies oor wat hulle in 'n noodgeval moet doen, moet duidelik in gepaste tale aangegee word op kaarte wat in hul kajuite en op prominente plekke in ander passasiersverblywe aangebring moet word.

DEEL B.—SLEGS PASSASIERSCHEPE.

(Deel B is slegs op passasierskepe van toepassing.)

REGULASIE 22.

Reddingsbote en Drywende Toestelle.

- (a) Onderwerpe aan die bepalinge van die onderstaande paragrafe van hierdie Regulasie, moet daar op passasierskepe in die reddingsbote plek wees vir almal wat aan boord is en howerdien moet daar drywende toestelle wees vir 25 persent van die persone aan boord. Daar word op geen passasierskepe meer reddingsbote vereis as wat voldoende is om almal aan boord op te neem nie.
- (b) In die geval van passasierskepe wat op kort internasionale reise gebruik word, moet daar voorsiening gemaak word vir reddingsbote en drywende toestelle ooreenkomstig die vereistes wat in Regulasie 23 en 24 ten aansien van sulke skepe vervat is. Indien die Administrasie meen dat die vervoer van 'n groter getal passasiers as wat die reddingsbote aldus verskaf kan opneem, noodsaaklik is as gevolg van die hoeveelheid verkeer, kan die Administrasie dit toelaat indien die skip voldoen aan die bepalinge wat op hierdie klas van skip van toepassing is soos vervat in Regulasie I (d) van Hoofstuk II.
- (c) 'n Administrasie kan afsonderlike skepe of klasse van skepe wat in besit is van sertifikate vir kort internasionale reise, toelaat om reise in meer as 600 myl, maar hoogstens 1,200 myl, te onderneem indien sulke skepe voldoen aan die bepalinge van paragraaf (b) van hierdie Regulasie en indien hulle reddingsbote aan boord het wat minstens 75 persent van die persone wat aan boord is, kan opneem.

REGULASIE 23.

Getal Davits en Inhoud van Reddingsbote en Drywende Toestelle.

- (a) (i) 'n Passasierskip moet voorsien wees van stello davits ooreenkomstig sy lengte soos aangegee in Kolom A van die Tabel in Regulasie 24, behalwe dat dit nie vereis word dat die getal stello davits groter moet wees as die getal reddingsbote wat nodig is om al die opvarendes op te neem nie.
- (ii) Aan elke stello davits moet 'n reddingsboot bevestig wees. Indien hierdie reddingsbote nie voldoende ruimte bied vir almal aan boord nie, moet daar, indien prakties uitvoerbaar, addisionele stello davits met bote wat aan davits bevestig is nie ruimte bied vir almal aan boord nie, moet daar addisionele reddingsbote inbegrepen word onder die reddingsbote wat aan davits bevestig is sodat daar vir almal plek sal wees.

(iii) When in the opinion of the Administration it is impracticable or unreasonable to place on a ship the number of sets of davits required by Column A of the Table in Regulation 24, the Administration may authorize, under exceptional conditions, a smaller number of sets of davits as specified in Column B of the Table.

(b) (i) A passenger ship engaged on a short international voyage shall be provided with sets of davits in accordance with its length as specified in Column A of the Table in Regulation 24. Each set of davits shall have a lifeboat attached to it and these lifeboats shall provide at least the minimum capacity required by Column C of the Table or the capacity required to provide accommodation for all persons on board if less. In the case of ships certified to carry a number of persons in excess of the lifeboat capacity specified in Column C, additional lifeboats under davits or approved buoyant apparatus shall be provided so that the total accommodation afforded by all the lifeboats, together with the buoyant apparatus, shall be sufficient for all on board. In addition there shall be buoyant apparatus for 10 per cent. of all on board.

(ii) When in the opinion of the Administration it is impracticable or unreasonable to place on a ship engaged on short international voyages the number of sets of davits required by Column A of the Table in Regulation 24, the Administration may authorize, under exceptional conditions, a smaller number of sets of davits, except that this number shall never be less than the minimum number fixed by Column B of the Table, and that the total capacity of the lifeboats on the ship will be at least up to the minimum capacity required by Column C or the capacity required to provide for all persons on board if less.

(c) Passenger ships shall carry two boats attached to davits—one on each side of the ship—for use in an emergency. These boats shall be of a type approved by the Administration and shall normally be not more than 26 feet (or 8 metres) in length. They may be counted for the purposes of Regulation 22, provided that they comply fully with the requirements of this Chapter for lifeboats. They shall be kept ready for immediate use while the ship is at sea. In ships in which the requirements of Regulation 26 (j) are met by means of appliances fitted to the sides of the lifeboats, such appliances shall not be required to be fitted to the two boats provided to meet the requirements of this Regulation.

REGULATION 24.

Table Relating to Davits and Lifeboat Capacity.

The following table fixes according to the length of the ship—

- (A) the minimum number of sets of davits to be provided to each of which must be attached a lifeboat in accordance with Regulation 23 above;
- (B) the smaller number of sets of davits which may be authorized exceptionally under Regulation 23; and
- (C) the minimum lifeboat capacity required for a ship engaged on short international voyages.

Registered Length of Ship		(A) Minimum Number of Sets of Davits		(B) Smaller Number of Sets of Davits authorized exception- ally	(C) Minimum Capacity of Lifeboats	
Feet	Metres				Cubic Feet	Cubic Metres
100 and under 120	31 and under 37	2	2	2	400	11
120 "	140 37 "	2	2	2	650	18
140 "	160 43 "	2	2	2	900	26
160 "	176 49 "	3	3	3	1,150	33
176 "	190 53 "	3	3	3	1,400	38
190 "	205 58 "	3	3	3	1,650	44
205 "	220 63 "	4	4	4	1,750	50
220 "	230 67 "	4	4	4	1,850	52
230 "	245 70 "	5	5	5	2,150	61
245 "	255 75 "	5	5	5	2,400	68
255 "	270 78 "	5	5	5	2,700	76
270 "	285 82 "	6	6	6	3,000	85
285 "	300 87 "	6	6	6	3,300	94
300 "	315 91 "	6	6	6	3,500	102
315 "	330 96 "	7	7	7	3,800	110
330 "	350 101 "	7	7	7	4,200	122
350 "	370 107 "	8	8	8	4,750	136
370 "	390 113 "	9	9	9	5,150	146
390 "	410 119 "	10	10	10	5,550	157
410 "	435 126 "	11	11	11	6,050	171
435 "	460 133 "	12	12	12	6,550	185
460 "	490 140 "	13	13	13	7,150	202
490 "	520 149 "	14	14	14	7,800	221
520 "	550 159 "	15	15	15	8,400	238
550 "	580 167 "	16	16	16		
580 "	610 177 "	17	17	17		
610 "	640 186 "	18	18	18		
640 "	670 195 "	19	19	19		
670 "	700 204 "	20	20	20		
700 "	730 213 "	21	21	21		
730 "	760 223 "	22	22	22		
760 "	790 232 "	23	23	23		
790 "	820 241 "	24	24	24		
820 "	852 250 "	25	25	25		
855 "	890 261 "	26	26	26		
890 "	925 271 "	27	27	27		
925 "	960 282 "	28	28	28		
960 "	995 293 "	29	29	29		
995 "	1,030 303 "	30	30	30		

Note on (A) and (B).—When the length of the ship exceeds 1,030 feet (or 314 metres) the Administration shall determine the minimum number of sets of davits for that ship.

Note on (C).—When the length of the ship is under 100 feet (or 31 metres) or over 550 feet (or 168 metres) the cubic capacity of the lifeboats shall be prescribed by the Administration.

(iii) Wanneer dit na die mening van die Administrasie ondoenlik of onredelik sou wees om die getal stello davits wat in Kolom A van die Tabel in Regulasie 24 vereis word aan boord te bring, kan die Administrasie onder buitengewone omstandighede magtiging verleen vir die aanbring van 'n kleiner getal stello davits, soos aangegee in Kolom B van die Tabel.

(b) (i) 'n Passasierskip wat op 'n kort internasionale reis gebruik word, moet ooreenkomstig sy lengte voorsien word van stello davits soos aangegee in Kolom A van die Tabel in Regulasie 24. Aan elke stel davits moet daar 'n reddingsboot bevestig wees en hierdie reddingsbote moet minstens die minimum inhoud hê wat in Kolom C van die Tabel vereis word of indien die inhoud kleiner is, die inhoud wat vereis word om vir almal aan boord plek te bied. In die geval van skope wat gesaais is om 'n groter getal persone te vervoer as die waarvoor die inhoud van die reddingsbote in Kolom C aangegee, voorsiening maak, moet addisionele reddingsbote onder davits of goedgekeurde drywende toestelle verskaf word sodat die totale ruimte op al die reddingsbote, met inbegrip van die drywende toestelle, voldoende sal wees vir almal aan boord. Bovendien moet daar drywende toestelle wees vir 10 persent van almal aan boord.

(ii) Wanneer dit volgens die oordeel van die Administrasie ondoenlik of onredelik is om die getal stello davits wat in Kolom A van die Tabel in Regulasie 24 vereis word, op 'n skip wat op kort internasionale reise gebruik word, te plans, kan die Administrasie onder buitengewone omstandighede magtiging verleen vir die aanbring van 'n kleiner getal stello davits, behalwe dat hierdie skip nooit kleiner mag wees nie as die minimum getal wat in Kolom B van die Tabel voorgesien is en dat die totale inhoud van die reddingsbote op die skip minstens gelyk sal wees aan die minimum inhoud wat in Kolom C vereis word of, indien die inhoud kleiner is, die inhoud wat vereis word om almal aan boord op te neem.

(c) Passasierskope moet vir gebruik in 'n noodgeval twee bote vervoer wat aan davits bevestig is, een aan elke kant van die skip. Hierdie bote moet van 'n tipe wees wat deur die Administrasie goedgekeur is en moet normaal hoogstens 20 voet (of 8 meters) lank wees. Hulle kan vir die toepassing van Regulasie 22 in aanmerking geneem word mits hulle ten volle voldoen aan die vereistes wat in hierdie Hoofstuk ten aanskyn van reddingsbote gestel word. Hulle moet vir onmiddellike gebruik gereed gelêu word terwyl die skip op see is. Op skope waarop daar aan die vereistes van Regulasie 26 (j) voldoen word deur die gebruik van toestelle wat aan die kante van die reddingsbote aangebring is, word daar nie vereis dat sulke toestelle aangebring word aan die twee bote wat aan boord geneem word om aan die vereistes van hierdie Regulasie te voldoen nie.

REGULASIE 24.

Tabel Betreffende Davits en Inhoud van Reddingsbote.

Die onderstaande tabel gee 'n gelang van die lengte van die skip aan—

- (A) Die minimum getal stello davits wat aangebring moet word op aan elk waarvan 'n reddingsboot ooreenkomstig Regulasie 23 hierbo bevestig moet word;
(B) die kleinste getal stello davits wat by uitsondering gemagtig mag word ingevolge Regulasie 23; en
(C) die minimum inhoud van reddingsbote wat vereis word vir 'n skip wat op kort internasionale reise gebruik word.

Geregistreerde lengte van skip		(A) Minimum getal stello davits		(B) Minimum getal stello davits by uit- sondering gemagtig		(C) Minimum inhoud van reddingsbote	
Voet	Metres					Kubieke voet	Kubieke metres
100	30	120	31	en onder	37	400	11
120	36	140	37	"	43	550	15
140	43	160	43	"	49	700	20
160	49	176	49	"	53	1,100	31
176	53	190	53	"	58	1,350	39
190	58	205	58	"	63	1,550	44
205	63	220	63	"	67	1,750	50
220	67	230	67	"	70	1,850	52
230	70	245	70	"	75	1,950	55
245	75	255	75	"	78	2,000	57
255	78	270	78	"	82	2,100	60
270	82	285	82	"	87	2,200	62
285	87	300	87	"	91	2,300	65
300	91	315	91	"	96	2,400	67
315	96	330	96	"	101	2,500	70
330	101	350	101	"	107	2,600	73
350	107	370	107	"	113	2,700	76
370	113	390	113	"	119	2,800	79
390	119	410	119	"	125	2,900	82
410	125	435	125	"	133	3,000	85
435	133	460	133	"	140	3,100	88
460	140	490	140	"	149	3,200	91
490	149	520	149	"	158	3,300	94
520	158	550	158	"	168	3,400	97
550	168	580	168	"	177	3,500	100
580	177	610	177	"	186	3,600	103
610	186	640	186	"	195	3,700	106
640	195	670	195	"	204	3,800	109
670	204	700	204	"	213	3,900	112
700	213	730	213	"	222	4,000	115
730	222	760	222	"	231	4,100	118
760	231	790	231	"	240	4,200	121
790	240	820	240	"	249	4,300	124
820	249	855	249	"	258	4,400	127
855	258	890	258	"	267	4,500	130
890	267	925	267	"	276	4,600	133
925	276	960	276	"	285	4,700	136
960	285	995	285	"	294	4,800	139
995	294	1,030	294	"	303	4,900	142

Aantekening by (A) en (B).—Wanneer die lengte van die skip groter is as 1,030 voet (of 314 meters) moet die Administrasie die minimum getal stello davits vir daardie skip bepaal.

Aantekening by (C).—Wanneer die lengte van 'n skip kleiner is as 100 voet (of 31 meters) of groter as 350 voet (of 106 meters) moet die kubieke inhoud van die reddingsbote deur die Administrasie voorgeskryf word.

REGULATION 25.

Radio Apparatus and Searchlights in Motor Lifeboats.

(a) Every motor lifeboat of Class A, required to be carried in compliance with paragraphs (a) and (b) of Regulation 8, must be fitted with a radiotelegraph installation complying with the requirements set out in this Regulation and in Regulation 13 of Chapter IV, and also with a searchlight complying with paragraph (f) of this Regulation.

(b) The radio installation shall be installed in a cabin large enough to accommodate both the equipment and the person using it.

(c) The arrangements shall be such that the efficient operation of the transmitter and receiver shall not be interfered with by the engine while it is running, whether a battery is on charge or not.

(d) The radio battery shall not be used to supply power to any engine-starting motor or ignition system.

(e) The motor lifeboat engine shall be fitted with a dynamo for recharging the radio battery, and for other services.

(f) The searchlight shall include a lamp of at least 80 watts, an efficient reflector and a source of power which will give effective illumination of a light-coloured object having a width of about 80 feet (or 18 metres) at a distance of 200 yards (or 180 metres) for a total period of six hours and shall be capable of working for at least three hours continuously.

REGULATION 26.

Stowage and Handling of Lifeboats.

(a) Lifeboats shall be stowed to the satisfaction of the Administration in such a way that—

- (i) they can be launched in the shortest possible time;
- (ii) they will not impede in any way the prompt handling of any of the other lifeboats attached to davits or stowed under lifeboats attached to davits or the buoyant apparatus or the marshalling of the persons on board at the launching stations, or their embarkation; and
- (iii) even under conditions of list and trim unfavourable from the point of view of the handling of the lifeboats, as large a number of persons as possible can be embarked in them

(b) Where practicable not more than one lifeboat shall be served by a single set of davits. In ships where this arrangement is impracticable, the lifeboats may, subject to the foregoing provisions, be stowed one above the other, or they may, subject to such conditions as the Administration may impose, be fitted one within another, but where lifeboats so fitted require lifting before being launched mechanical power appliances for lifting shall be provided.

(c) Where a lifeboat is stowed underneath another lifeboat, there shall be provided approved removable supports or other approved appliances so as to secure that the weight of a lifeboat is not unduly supported by the lifeboat underneath it.

(d) Lifeboats may only be stowed on more than one deck on condition that proper measures are taken to prevent lifeboats on a lower deck being fouled by those stowed on a deck above.

(e) Lifeboats shall not be placed in the bows of the ship. They shall be stowed in such positions as to ensure safe launching.

(f) Davits shall be of approved form and shall be suitably placed to the satisfaction of the Administration. They shall be so disposed on one or more decks that the lifeboats placed under them can be safely lowered without interference from the operation of any other davits.

(g) In ships over 150 feet (or 46 metres) in length, the davits shall be as follows:—

(i) Luffing or gravity type for operating lifeboats weighing not more than 4 tons (or 4,004 kilogrammes) in their turning out condition.

(ii) Gravity type for operating lifeboats weighing more than 4 tons (or 4,004 kilogrammes) in their turning out condition.

(h) In ships not exceeding 150 feet (or 46 metres) in length, the davits if of radial type shall be fitted with approved means to prevent them from being jerked from their sockets.

(i) The davits, falls, blocks and all other gear shall be of such strength that the lifeboats can be safely lowered with the full complement of persons and equipment, with the ship listed at 15 degrees either way.

(j) In ships in which the boat deck is more than 15 feet (or 4.6 metres) above the deepest sea-going draught arrangements shall be made to facilitate launching the lifeboats against an adverse list.

(k) The lifeboats, except the emergency boats referred to in Regulation 23 shall be served by wire rope falls, together with winches of an approved type, but the Administration may allow manila rope falls with or without winches to be fitted in ships where, having regard, for example, to the height of the boat deck above the lightest sea-going draught, they are satisfied that manila rope falls are adequate.

(l) Two lifelines shall be fitted to the davit apiece, and the falls and lifelines shall be long enough to reach the water with the ship at its lightest sea-going draught and listed to 15 degrees either way. Lower fall blocks shall be fitted with a suitable ring or long link for attaching to the slung hooks unless an approved type of disengaging gear is fitted.

(m) Lifeboats attached to davits shall have the falls ready for service, and arrangements shall be made for speedily, but not necessarily simul-

REGULASIE 25.

Radio-toestel en Soekligte in Motorreddingsbote.

- (a) Elke motorreddingsboot van Klas A wat ooreenkomstig paragrawe (a) en (b) van Regulasie 8 aan boord vervoer moet word, moet toegerus wees met 'n radiotelegrafiese installasie wat voldoen aan die voorskrifte van hierdie Regulasie en van Regulasie 13 van Hoofstuk IV, soosook met 'n soeklig wat voldoen aan die voorskrifte van paragraaf (f) van hierdie Regulasie.
- (b) Die radio-installasie moet aangebring word in 'n kajuit wat groot genoeg is om sowel die toerusting as die persoon wat dit gebruik, te bevat.
- (c) Manteels moet getref word om te verseker dat die doeltreffende werking van die sender en die ontvangtoestel nie belemmer word deur die motor terwyl laangenoemde in werking is nie, hetas 'n battery gelaaie word of nie.
- (d) Die radiobattery moet nie gebruik word om 'n masjiennansiometer of 'n ontstekingsel van 'n motor te voorsien nie.
- (e) Die masjien van die motorreddingsboot moet toegerus word met 'n dinamometer vir die herlaai van die radiobattery en vir ander diensies.
- (f) Die soeklig moet insluit 'n lamp van minstens 80 watt, 'n doeltreffende reflektor en 'n kragbron wat 'n voorwerp van 'n ligte kleur met 'n breedte van sowat 60 voet (of 18 meters) op 'n afstand van 200 tree (of 180 meters) vir 'n totale tydperk van ses uur doeltreffend sal verlig en dit moet in staat wees om vir minstens drie uur aan te werk.

REGULASIE 26.

Plasing en Huitering van Reddingsbote.

- (a) Reddingsbote moet tot tevredenheid van die Administrasie op so 'n wyse geplaat word dat—
- (i) hulle so vinnig moontlik te water gelaat kan word;
- (ii) hulle op generlei wyse die vinnigste huitering van die ander reddingsbote wat aan davits bevestig is, of die drywende toestelle of die ordelike verkeer van die persone aan boord by die inkoop-poste of hul inkoopings sal belemmer nie; en
- (iii) selfs onder toestande van helling en trim wat ongunstig is vir die huitering van die reddingsbote, so 'n groot aantal persone as moontlik daarin geskik kan word.
- (b) Vir sover dit prakties uitvoerbaar is, moet daar nie meer as een reddingsboot deur 'n enkele stel davits bedien word nie. Op skope waar hierdie reëling nie prakties uitvoerbaar is nie kan die reddingsbote, onderworpe aan die voorgaande bepalings, die een bo die ander geplaat word of hulle kan, onderworpe aan sodanige voorwaardes as wat die Administrasie mag voorskryf, die een binne die ander geplaat word, maar wanneer reddingsbote wat aldus in mekaar geplaat word, opgelys moet word voordat hulle te water gelaat word, moet daar meganiese krugtoestelle vir die lysing verskaf word.
- (c) Wanneer 'n reddingsboot onder 'n ander reddingsboot opgeberg word, moet daar goedgekeurde verwyderbare stutte of ander goedgekeurde toestelle verskaf word ten einde te verseker dat die gewig van 'n reddingsboot nie te swaar op die reddingsboot daaronder druk nie.
- (d) Die plasing van reddingsbote op moer as een dek word slegs toegelate op voorwaarde dat behoorlike manteels getref word om te verhoed dat reddingsbote op 'n lae dek deur dié wat op 'n hoër dek geplaat is, verspor word.
- (e) Reddingsbote mag nie op die boeg van die skip geplaat word nie. Hulle moet in sulke posisies geplaat word dat hulle veilig te water gelaat kan word.
- (f) Davits moet van 'n goedgekeurde vorm wees en moet tot tevredenheid van die Administrasie op geskikte wyse opgeberg word. Hulle moet op so 'n wyse op een of meer dekke geplaat word dat die reddingsbote wat onder hulle geplaat is, veilig neergelate kan word sonder om deur die bodiening van ander davits belemmer te word.
- (g) Op skope moet 'n lengte van meer as 150 voet (of 46 meters) moet die davits van die volgende tipes wees:—
- (i) vertikale draanbure of swaartelagdavits vir die bediening van reddingsbote wat hoogstens 4 ton (of 4,004 kilogram) weeg wanneer hulle sonder passasiers te water gelaat word;
- (ii) swaartelagdavits vir die bediening van reddingsbote wat meer as 4 ton (of 4,004 kilogram) weeg wanneer hulle sonder passasiers te water gelaat word.
- (h) Op skope met 'n lengte van hoogstens 150 voet (of 46 meters) moet die davits, indien hulle van die radiale tipe is, toegerus word met goedgekeurde middels om te verhoed dat hulle uit hul posisie goriek word.
- (i) Die davits, sloepstakels, blokke en ander tuig moet so sterk wees dat die reddingsbote met die volle getal persone en volledige uitrusting, veilig te water gelaat kan word ook wanneer die skip aan die een of die ander kant 'n hellingshoek van 15 grade het.
- (j) Op skope waarop die bootdek meer as 15 voet (of 4.6 meters) bo die diepste diepgang in seewater geleë is, moet manteels getref word om die toewerping van die reddingsbote teen 'n ongunstige helling te voorkom.
- (k) Die reddingsbote, behalwe die noodbote waarna in Regulasie 23 verwys word, moet deur middel van mekaar tussendeur met windasies of 'n goedgekeurde tipe bodiening, maar die Administrasie kan toelaat dat manila-toutkels met of sonder windasies aangebring word op skope wanneer hy, met ingreeping o.a. van die hoogte van die bootdek bo die kleinste diepgang in seewater, tevrede is dat manila-toutkels toereikend is.
- (l) Twee reddingslyne moet aan die middelsteier tussen die davits aangebring word om die takels en reddingslyne moet lank genoeg wees om die water te bereik wanneer die skip op sy kleinste diepgang in seewater is en aan die een of die ander kant 'n hellingshoek van 15 grade word.
- (m) Die onderste takelblokke moet toegerus wees met 'n geskikte ring of lank skakel sodat dit aan die slingerlank gehak kan word tensy daar 'n goedgekeurde ontkoppeling-inrigting aangebring is.
- (n) Die takels vir reddingsbote wat aan davits bevestig is, moet gereed wees vir gebruik en manteels moet getref word om die bote

taneously, detaching the lifeboats from the falls. The points of attachment of the lifeboats to the falls shall be so situated as to ensure the lifeboats being easily swung clear of the davits.

(n) If more than one lifeboat is served by the same set of davits, separate falls shall be provided to serve each lifeboat, unless the falls are of wire rope. The appliances used shall be such as to ensure lowering the lifeboats rapidly and in turn. Where mechanical power appliances are fitted for the recovery of the falls, efficient hand gear shall also be provided.

REGULATION 27.

Lighting for Decks, Lifeboats, Etc.

(a) Provision shall be made for an electric or other system of lighting, sufficient for all requirements of safety, in the different parts of a passenger ship, and particularly upon decks on which the lifeboats are stowed. Provision shall also be made for the illumination of the launching gear, and the lifeboats in process of, and immediately after, being launched. The self-contained emergency source of electrical power required by Regulation 22 of Chapter II shall be capable of supplying, when necessary, this lighting system.

(b) The exit from every main compartment occupied by passengers or crew shall be continuously lighted by an emergency lamp. The power for these emergency lamps shall be so arranged that they will be supplied from the emergency source of power referred to in paragraph (a) of this Regulation in the event of failure of the main generating plant.

REGULATION 28.

Manning of Lifeboats.

(a) A deck officer or certificated lifeboatman shall be placed in charge of each lifeboat and a second-in-command shall also be nominated. The person in charge shall have a list of the lifeboat's crew, and shall see that the men placed under his orders are acquainted with their several duties.

(b) A man capable of working the motor shall be assigned to each motor lifeboat.

(c) A man capable of working the radio and searchlight installations shall be assigned to each lifeboat carrying this equipment in accordance with Regulation 25.

REGULATION 29.

Certificated Lifeboatmen.

(a) In passenger ships there must be, for every lifeboat carried in order to comply with this Chapter, a number of lifeboatmen at least equal to that specified in the following table:—

<i>Prescribed Complement of Lifeboat.</i>	<i>The Minimum Number of Certificated Lifeboatmen shall be.</i>
Less than 41 persons	2
From 41 to 61 persons	3
From 62 to 85 persons	4
Above 85 persons	5

(b) The allocation of the certificated lifeboatmen to each lifeboat remains within the discretion of the master.

(c) By "certificated lifeboatman" is meant any member of the crew who holds a certificate of efficiency issued under the authority of the Administration.

(d) In order to obtain this certificate, the applicant must prove that he has been trained in all the operations connected with launching lifeboats and the use of ours; that he is acquainted with the practical handling of the boats themselves; and, further, that he is capable of understanding and answering the orders relative to lifeboats.

REGULATION 30.

Buoyant Apparatus and Liferrafts.

(a) The expression "buoyant apparatus" means flotation equipment (other than lifeboats, lifebuoys and life-jackets) designed to support a specified number of persons who are in the water and of such construction that it retains its shape and properties.

(b) No type of buoyant apparatus may be approved unless it satisfies the following conditions:—

- (i) It shall be of such size and strength that it can be thrown from the place where it is stowed into the water without being damaged.
- (ii) It shall not exceed 400 lb. in weight (or 180 kilogrammes) unless suitable means to the satisfaction of the Administration are provided to enable it to be launched without lifting by hand.
- (iii) It shall be of approved material and construction.
- (iv) It shall be effective and stable when floating either way up.
- (v) The air cases or equivalent buoyancy shall be placed as near as possible to the sides of the apparatus, and such buoyancy shall not be dependent upon inflation.
- (vi) It shall be fitted with a painter and have a line securely becketed round the outside.

(c) The number of persons for which buoyant apparatus is certified shall be the number—

vinnig, maar nie noodwendig gelyktydig nie, van die takels los te maak. Die punte waar die reddingsbote aan die takels bevestig is, moet so geleë wees dat die reddingsbote maklik vry van die klavisse af gewas kan word.

(n) Indien meer as een reddingsboot deur middel van dieselfde stel klavisse bedien word, moet afsonderlike takels vir die bediening van elke reddingsboot verskaf word tensy die takels uit metaal vervaardig is. Die inrigtings wat gebruik word, moet van so 'n aard wees dat die reddingsbote vinnig en om die beurt neergelaa kan word. Wanneer meganiese kraginrigtings vir die ophaal van die takels aangebring is, moet daar ook inrigtings wat met die hand beweeg kan word, verskaf word.

REGULASIE 27.

Verligting van Dekke, Reddingsbote, ens.

(a) 'n Elektriese of ander verligtingstelsel wat aan al die veiligheidsveroeies voldoen, moet in die verskillende dele van 'n passasierskip en veral op dekke waarop die reddingsbote opgeberg word, aangebring word. Daar moet ook voorsiening gemaak word vir die verligting van die towaterlufstuiting en van die reddingsbote terwyl hulle te water gelaat word en onmiddellik daarna. Die outonome elektriese noodkragbron wat by Regulasie 22 van Hoofstuk II voorgeskryf word moet, indien nodig, hierdie verligtingstelsel kan voed.

(b) Die uitgang uit elke hoofafdeling wat deur passasiere of bemanning gebruik word, moet voortdurend deur middel van 'n noodlamp verlig word. Ingeval die hoofverligtingsinstallasie buite werking raak, moet hierdie noodlanpe deur middel van die noodkragbron waarna in paragraaf (a) van hierdie Regulasie verwys word, van krag voorsien kan word.

REGULASIE 28.

Bemannig van Reddingsbote.

(a) 'n Dekoffisier of 'n gediplomeerde reddingsbootman moet in bevel van elke reddingsboot opslaan word en daar moet ook 'n tweede gesagvoerder benoem word. Die persoon in bevel moet 'n lys van die reddingsbootbemannig hê en moet toesien dat die persone onder sy bevel met hul onderskeie pligte vertrou is.

(b) Aan elke motorreddingsboot moet 'n man wat in staat is om die motor te bedien, toegewys word.

(c) 'n Man wat in staat is om die radio- en soeklig-installasies te bedien, moet toegewys word aan elke reddingsboot wat hierdie uitrusting ooreenkomstig Regulasie 25 aan boord het.

REGULASIE 29.

Gediplomeerde Reddingsbootlui.

(a) Op passasierskepe moet daar vir elke reddingsboot wat ter verdoening aan die bepalinge van hierdie Hoofstuk aan boord vervuur word, 'n getal reddingsbootlui wees wat minstens gelyk is aan die getalle wat in die onderstaande tabel nagegee word:—

<i>Voorgeskrywe getal opvarendes op reddingsboot.</i>	<i>Die minimum getal gediplomeerde reddingsbootlui moet die volgende wees.</i>
Minder as 41 persone	2
Van 41 tot 61 persone	3
Van 62 tot 85 persone	4
Bo 85 persone	5

(b) Die toewysing van die gediplomeerde reddingsbootlui aan elke reddingsboot word aan die oordeel van die gesagvoerder oorgelaat.

(c) „Gediplomeerde reddingsbootman” beteken 'n lid van die bemanning wat in besit is van 'n bekwaamheidsertifikant wat op gesag van die Administrasie uitgereik is.

(d) Ten einde hierdie sertifikant te verkry, moet die applikant bewys lewer dat hy opgelei is in al die werksaamhede wat in verband staan met die towaterlufstuiting van reddingsbote en die gebruik van roeispane; dat hy vertrou is met die praktiese hantering van die bote self, en voorts dat hy in staat is om die bevels betreffende reddingsbote te verstaan en te beantwoord.

REGULASIE 30.

Drywende Toestelle en Reddingsbote.

(a) Die uitdrukking „drywende toestelle” beteken drywende uitrusting (behalwe reddingsbote, reddingsbote en reddingsbote) wat bedoel is om 'n gespesifiseerde getal persone wat in die water is te dra en wat so gebou is dat dit sy vorm en eienskappe behou.

(b) Geen tipe drywende toestel mag goedgekeur word nie tensy dit aan die onderstaande voorwaardes voldoen:

- (i) Dit moet sodanige afmetings hê en so sterk wees dat dit vanaf die plek waar dit bewaar word in die water gegooi kan word sonder dat dit beskadig word.
- (ii) Dit moet 'n gewig hê van hoogstens 400 lb. (of 180 kilogram) tensy geskikte middels tot toevrodenheid van die Administrasie verskaf word om dit moontlik te maak om dit te water te laat sonder om dit met die hand op te tel.
- (iii) Dit moet van goedgekeurde materiaal en bou wees.
- (iv) Dit moet doeltreffend en stabiel wees wanneer dit met die een of die ander kant na bo drywe.
- (v) Die lugkante of gelykwaardige dryfmiddels moet so na na moontlik aan die kante van die toestelle opslaan word en die dryflik aan die kante van die toestelle opslaan word en die dryflik vermoë van hierdie middels moet nie van oppomping afhanglik wees nie.
- (vi) Dit moet voorsien wees van 'n vanglyn en daar moet 'n lyn stewig buite-om vasgastrop word.
- (c) Die getal persone waarvoor drywende toestelle goedgekeur is, moet die getal wees—

- (i) ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by 32 (or the number of kilograms divided by 14.6), or
- (ii) equal to the number of feet (equivalent to 30.5 centimetres) in the perimeter
- whichever is the less.

(d) Liferafts may be carried in lieu of buoyant apparatus, provided that, in addition to complying with the requirements of sub-paragraph (ii), (iii), (iv), (v) and (vi) of paragraph (b) of this Regulation each liferaft satisfies the following conditions:—

- (i) It shall be of such strength that it can be launched or thrown from the place where it is stowed into the water without being damaged.
- (ii) It shall have not less than three cubic feet (or 85 cubic decimetres) of air cases or equivalent buoyancy for each person it is certified to carry.
- (iii) It shall have a deck area of not less than four square feet (or 3.720 square centimetres) for each person it is certified to carry, and it shall effectively support the occupants out of the water.
- (iv) It shall be equipped with two paddles.

REGULATION 31.

Number of Lifebuoys to be Provided.

The minimum number of lifebuoys with which passenger ships are to be provided is fixed by the following table:—

<i>Length of Ship.</i>		<i>Minimum Number of Buoys.</i>
<i>In Feet.</i>	<i>In Metres.</i>	
Under 200	Under 61	8
200 and under 406	61 and under 122	12
400 and under 600	122 and under 183	18
600 and under 800	183 and under 244	24
800 and over	244 and over	30

PART C.—CARGO SHIPS ONLY.

(Part C applies to cargo ships only.)

REGULATION 32.

Number and Capacity of Lifeboats.

(a) Cargo ships, except those employed as whale factory ships, shall carry lifeboats attached to davits on each side of the ship of such aggregate capacity as will accommodate all persons on board.

(b) Every ship employed as a whale factory ship shall carry lifeboats attached to davits on each side of the ship of such aggregate capacity as will accommodate every member of the crew engaged to work the ship. In addition, every such ship shall carry lifeboats of aggregate capacity sufficient to accommodate the total number of additional persons which the ship carries. These additional lifeboats shall, where practicable, be attached to davits. If not attached to davits, they shall be stowed under lifeboats attached to davits.

(c) Every tanker of 3,000 tons gross tonnage and upwards shall carry not less than four lifeboats attached to davits, two of which shall be carried aft and two amidships.

REGULATION 33.

Davits and Launching Arrangements.

(a) In cargo ships lifeboats attached to davits shall be stowed to the satisfaction of the Administration.

(b) Lifeboats shall not be placed in the bows of the ship. They shall be stowed in such positions as to ensure safe launching.

(c) Davits shall be of approved form and shall be suitably placed to the satisfaction of the Administration.

(d) In ships of over 150 feet (or 46 metres) in length the davits shall be as follows:—

- (i) Luffing or gravity type for operating lifeboats weighing not more than 4 tons (or 4,064 kilograms) in their turning out condition;
- (ii) gravity type for operating lifeboats weighing more than 4 tons (or 4,064 kilograms) in their turning out condition.

(e) In cargo ships not exceeding 150 feet (or 46 metres) in length, the davits if of radial type shall be fitted with approved means to prevent them from being jerked from their sockets.

(f) The davits, falls, blocks and all other gear shall be of such strength that the lifeboats can be safely lowered with the full complement of persons and equipment, with the ship listed to 15 degrees either way.

(g) In cargo ships in which the boat deck is more than 15 feet above the deepest sea-going draught arrangements shall be made to facilitate launching the lifeboats against an adverse list.

(h) The lifeboats shall be served by wire rope falls together with winches of an approved type, but the Administration may allow manila rope falls with or without winches to be fitted in ships where, having regard, for example, to the height of the boat deck above the lightest sea-going draught, they are satisfied that manila rope falls are adequate.

(i) Two lifelines shall be fitted to the davit spans and the falls and lifelines shall be long enough to reach the water with the ship at her

- (i) wat verkry word deur die getal ponde yster wat dit in verswater kan dra, deur 32 (of die getal kilogramme deur 14.5) te deel; of
(ii) wat gelyk is aan die getal voet (gelyk aan 30.5 sentimeters) in die omtrek

water oorkal die kleinste is.

(d) Reddingsvloette kan in plans van drywende toestelle gebruik word, met dien verstande dat elke reddingsvloet benevens aan die vereistes van sub-paragrafe (ii), (iii), (iv), (v) en (vi) van paragraaf (b) van hierdie Regulasie te voldoen, ook aan die onderstaande voorwaardes moet voldoen:—

- (i) Dit moet so sterk wees dat dit vanaf die plek waar dit gehou word, te water gelaat of in die water gowerp kan word sonder dat dit beskadig word.
(ii) Dit mag vir elke persoon wat dit gesertifiseer is om te dra, nie minder as drie kubieke voet (of 85 kubieke decimeters) aan lugkaste of gelykwaardige dryfmiddels hê nie.
(iii) Dit moet 'n dekoppervlakte hê van minstens vier vierkante voet (of 3,720 vierkante sentimeters) vir elke persoon wat dit gesertifiseer is om te dra en dit moet die opwarendes doel-treffend bo water kan hou.
(iv) Dit moet toegorus wees met twee paganie.

REGULASIE 31.

Voorgeskrewe getal Reddingsbote.

Die minimum getal reddingsbote waarmee passasierskepe toegorus moet wees, word in die onderstaande tabel aangegee:—

In voet.	Langte van Skip.	In metre.	Minimum getal bote.
Onder 200		Onder 61	8
200 en onder 400		61 en onder 122	12
400 en onder 600		122 en onder 183	18
600 en onder 800		183 en onder 244	24
800 en groter		244 en groter	30

DEEL C.—SLEGS VRAGSKEPE.

(Deel C is slegs op vragkepe van toepassing.)

REGULASIE 32.

Getal en Inhoud van Reddingsbote.

- (a) Vragkepe, met uitsondering van fabriekskope wat vir die walvis-vangs gebruik word, moet aan elke kant van die skip reddingsbote aan boord hê wat aan davits bevestig is en wat van so 'n totale inhoud is dat al die opwarendes opgeberg kan word.
(b) Elke skip wat as 'n fabriekskip vir die walvisvangs gebruik word, moet aan elke kant van die skip reddingsbote aan boord hê wat aan davits bevestig is en wat van so 'n totale inhoud is dat elke lid van die bemanning wat in verband met die skip werkzaam is, opgeneem kan word. Bovendien moet elke sodanige skip reddingsbote aan boord hê met 'n totale inhoud wat voldoende is om al die orige opwarendes te kan opneem. Hierdie addisionele reddingsbote moet, wanneer dit uitvoerbaar is, aan davits bevestig word. Indien hulle nie aan davits bevestig is, moet hulle geplaas word onder reddingsbote wat aan davits bevestig is.
(c) Elke tenkekip van 3,000 ton bruto tonnemaat en groter moet minstens vier reddingsbote wat aan davits bevestig is, aan boord hê, waarvan twee op die agterskip en twee midskope geplaas moet word.

REGULASIE 33.

Davits en Middels vir die Tewaterlating.

- (a) Op vragkepe moet reddingsbote wat aan davits bevestig is tot tevredenheid van die Administrasie opgeberg word.
(b) Reddingsbote moet nie op die boeg van die skip geplaas word nie. Hulle moet op so 'n wyse opgeberg word dat hulle veilig te water gelaat kan word.
(c) Davits moet van 'n goedgekeurde vorm wees en moet tot tevredenheid van die Administrasie op geskikte wyse op die skip geplaas word.
(d) Op skope met 'n langte van meer as 150 voet (of 46 meters) moet die davits as volg wees:—
(i) Dwaarskepe draabare of swartokragdavits vir die bediening van reddingsbote wat, soos hulle buiteboords gebring word, hoogstens 4 ton (of 4,064 kilogram) weeg;
(ii) swartokragdavits vir die bediening van reddingsbote wat, soos hulle buiteboords gebring word, meer as 4 ton (of 4,064 kilogram) weeg.
(e) Op vragkepe met 'n langte van hoogstens 150 voet (of 46 meters), moet die davits, indien hulle van die radiale tipe is, toegorus word met goedgekeurde middels om te verhoed dat hulle uit hul potte gelig word.
(f) Die davits, takels, blokke en alle ander tuig moet so sterk wees dat die reddingsbote met volle besetting en uitrusting by slay van 15 grade aan die een of die ander kant, veilig te water gelaat kan word.
(g) Op vragkepe waarvan die bootdek meer as 15 voet bo die grootste toegestane diepgang in seewater lê, moet manreëls getref word om die tewaterlating van reddingsbote by ongunstige slay te vergemaklik.
(h) Die reddingsbote moet bedien word met staaldradtakels met behulp van windas van 'n goedgekeurde tipe, maar die Administrasie behou die reg om te bepaal dat skope toegorus word met manlike takels of ander kan toelaat dat skope toegorus word met manlike takels met of sonder windas wanneer hy byvoorbeeld met inagneming van die hoogte van die bootdek bo die kleinste diepgang in seewater, is tevrede dat manlike takels voldoende is.
(i) Twee reddingslyne moet aan die middelsteië tussen die davits en die takels aangebring word en die reddingslyne moet lank genoeg

lightest sea-going draught and listed to 15 degrees either way. Lower fall blocks shall be fitted with a suitable ring or long link for attaching to the sling hooks unless an approved type of disengaging gear is fitted.

(j) Lifeboats attached to davits shall have the falls ready for service, and arrangements shall be made for speedily, but not necessarily simultaneously, detaching the lifeboats from the falls. The points of attachment of the lifeboats to the falls shall be so situated as to ensure the lifeboats being easily swung clear of the davits.

REGULATION 34.

Number of Lifebuoys to be Provided.

(a) At least eight approved lifebuoys of a type which satisfies the requirements of Regulation 16 shall be carried. All the lifebuoys shall be fitted with becketts securely seized.

(b) At least half the lifebuoys shall be provided with approved self-igniting lights which cannot be extinguished by water. Self-igniting lights shall be kept near the lifebuoys to which they belong, with the necessary means of attachment. At least one lifebuoy on each side of the ship shall be fitted with a lifeline at least 15 fathoms (or 27.5 metres) in length.

(c) In the case of tankers, the self-igniting lights shall be of the electric battery type.

CHAPTER IV.—RADIOTELEGRAPHY AND RADIOTELEPHONY.

PART A.—APPLICATION AND DEFINITIONS.

REGULATION 1.

Application.

(a) Unless expressly provided otherwise, this Chapter applies to all ships to which the present Convention applies.

(b) No provision in this Chapter shall prevent the use by a ship of survival craft in distress of any means at its disposal to attract attention, make known its position and obtain help.

REGULATION 2.

Definitions.

For the purpose of this Chapter, unless expressly provided otherwise—

- (a) "Radio Regulations" means the General Radiocommunication Regulations annexed to the International Telecommunication Convention (Madrid, 1932) or any regulations which have been, or which from time to time in the future may be, substituted for such regulations.
- (b) "Alarm Signal" means the automatic alarm signal prescribed by the Radio Regulations for radiotelegraphy.
- (c) "Auto Alarm" means an automatic alarm receiver which responds to the alarm signal and has been approved.
- (d) "Distress frequencies" means the distress frequencies designated for radiotelegraphy and radiotelephony respectively by the Radio Regulations.*
- (e) "Distress Signal" means a distress signal prescribed by the Radio Regulations.
- (f) "Qualified Operator" means a person holding an appropriate certificate complying with the provisions of the Radio Regulations.
- (g) An existing installation is one already installed on board a ship at the time the present Convention comes into force.
- (h) A new installation is an installation which replaces an existing installation or one installed on a ship after the date on which the present Convention comes into force.

REGULATION 3.

Radiotelegraph Installation.

Passenger ships irrespective of size and cargo ships of 1,600 tons gross tonnage and upwards, unless exempted under Regulation 5, shall be fitted with a radiotelegraph installation complying with the provisions of Regulations 9 and 10.

REGULATION 4.

Radiotelephone Installation.

Cargo ships of 500 tons gross tonnage and upwards but less than 1,600 tons gross tonnage, unless fitted with a radiotelegraph installation complying with the provisions of Regulations 9 and 10, shall, provided

*NOTE.—The frequencies prescribed at the present time are 500 kc/s (Radiotelegraphy) and, when the Radio Regulations annexed to the International Telecommunication Convention (Atlantic City, 1917) came into force, 2,182 kc/s (Radiotelephony).

wees om die water te bereik met die skip op sy geringste diepgang en 'n slag van 15 grade na die een of die ander kant. Die onderste takelblokke moet toegerus wees met 'n geskikte ring of lang skakel sodat dit aan die slingerhake gehêl kan word, tensy daar 'n goedgekeurde ontkoppelinginrigting aangebring is.

(j) Die takels vir reddingsbote wat aan davits bevestig is, moet gered wees vir gebruik op maatruils moet getrof word om die bote veilig, maar nie noodwendig gelyktydig nie, van die takels los te maak. Die punte waar die reddingsbote aan die takels bevestig is, moet so geleë wees dat die reddingsbote maklik vry van die davits af geswaai kan word.

REGULASIE 34.

Voorgeskrewe Getel Reddingsbote.

(a) Daar moet minstens agt goedgekeurde reddingsbote van 'n tipe wat voldoen aan die vereistes van Regulasie 16, aan boord wees. Alle reddingsbote moet voorsien wees van stewig aangeheuwelse trypleine.

(b) Minstens die helfte van die reddingsbote moet voorsien wees van goedgekeurde selfontbrandende ligte wat nie deur water uitgedoof kan word nie. Selfontbrandende ligte moet gehou word naby die reddingsbote waarby hulle behoort tesame met die nodige middele waarmee hulle daarvan verbind kan word. Minstens een reddingsbot aan elke kant van die skip moet toegerus wees met 'n reddingslyn wat minstens 15 vadem (of 27-6 meters) lank is.

(c) In die geval van tenkskepe moet die selfontbrandende ligte van die elektriese batterijtype wees.

HOOFSTUK IV.—RADIOTELEGRAFIE EN RADIOTELEFONIE.

DEEL A.—TOEPASSING EN WOORDEBETALING.

REGULASIE 1.

Toepassing.

(a) Tensy uitdruklik anders bopas, is hierdie Hoofstuk van toepassing op alle skepe waarop die huidige Konvensie van toepassing is.

(b) Geen bepaling in hierdie Hoofstuk mag 'n skip of reddingsmiddel wat in nood verkeer, verhinder om van enige middel tot sy beskikking gebruik te maak om die aandag te trek, sy posisie bekend te maak en hulp te vercry nie.

REGULASIE 2.

Woordbepaling.

Vir die toepassing van hierdie Hoofstuk, tensy uitdruklik anders bopas, beteken—

- (a) „Radioregulasies“, die Algemene Regulasies betreffende Radiobrigging wat as bylaw verskyn van die Internasionale Konvensie betreffende Telekommunikasie (Madrid, 1932) of regulasies wat in die plek van sodanige regulasies gestel is of van tyd tot tyd in die toekomst in die plek daarvan gestel mag word.
- (b) „Alarmsein“, die outomatiese alarmsein wat deur die Radioregulasies vir radiotelegrafiese voorgeskryf word.
- (c) „Auto-alarmtoestel“, 'n outomatiese alarmtoestel wat reageer op die alarmsein en goedgekeur is.
- (d) „Noodfrekwensies“, die noodfrekwensies wat deur die Radioregulasies* onderskeidelik vir radiotelegrafie en radiotelefonie vasgestel is.
- (e) „Noodsein“, 'n noodsein wat deur die Radioregulasies voorgeskryf word.
- (f) „Bevoegde Radiotelegrafiese of Radiotelefoniese“, 'n persoon wat in besit is van die vereiste sertifikaat ooreenkomstig die bepalinge van die Radioregulasies.
- (g) 'n Bestaande installasie is 'n installasie wat alreeds aan boord van 'n skip aangebring is op die tydstip waarop die huidige Konvensie in werking tree.
- (h) 'n Nuwe installasie is 'n installasie wat 'n bestaande installasie of 'n installasie wat op 'n skip aangebring is na die datum waarop die huidige Konvensie in werking tree, vervang.

REGULASIE 3.

Radiotelegrafiese Installasie.

Passasierskepe, ongens hul grootte, en vragskepe van 1,600 ton bruto tonnemaat en groter moet, tensy hulle ingevolge Regulasie 5 vrygestel word, toegerus wees met 'n radiotelegrafiese installasie wat voldoen aan die bepaling van Regulasies 9 en 10.

REGULASIE 4.

Radiotelefoniese Installasie.

Vragskepe van 500 ton bruto tonnemaat en groter maar minder as 1,600 ton bruto tonnemaat moet, tensy hulle toegerus is met 'n radiotelegrafiese installasie wat voldoen aan die bepalinge van Regulasies 9

*NOT.—Die frekwensie wat tans voorgeskryf word is 200 ke/s (radiotelegrafie) en wanneer die Radioregulasies wat 'n bylaw vorm van die Internasionale Konvensie betreffende Telekommunikasie (Atlantic City, 1917) in werking tree, 2,132 ke/s (radiotelefonie).

they are not exempted under Regulation 6, be fitted with a radiotelephone installation complying with the provisions of Regulation 15.

REGULATION 5.

Exemptions from Regulation 3.

(a) The Contracting Governments consider it highly desirable not to deviate from the application of Regulation 3, nevertheless each Administration may grant to individual passenger and cargo ships belonging to its country exemptions of a partial and/or conditional nature, or complete exemption from the requirements of Regulation 3.

(b) The exemptions permitted under paragraph (a) of this Regulation shall be granted only to a ship engaged on a voyage where the maximum distance of the ship from the shore, the length of the voyage, the absence of general navigational hazards, and other conditions affecting safety are such as to render the full application of Regulation 3 unreasonable or unnecessary.

(c) Each Administration shall submit to the Organisation as soon as possible after the first of January in each year a report showing all exemptions granted under sub-paragraphs (a) and (b) of this Regulation during the previous calendar year.

REGULATION 6.

Exemptions from Regulation 4.

Each Administration may, if it considers that the route and conditions of the voyage are such as to render a radiotelephone installation unreasonable or unnecessary, exempt ships belonging to its country from the requirements of Regulation 4.

PART B.—WATCHES.

REGULATION 7.

Watches—Radiotelegraph.

(a) (i) Each ship which in accordance with Regulation 3 is required to be fitted with a radiotelegraph installation shall, while at sea, carry at least one qualified operator* and, if not fitted with an auto alarm, shall, subject to the provisions of paragraph (d) of this Regulation, listen continuously on the radiotelegraph distress frequency in the medium frequency band by means of a qualified operator using some aural method.

(ii) However, in order to permit the installation of auto alarms developed in accordance with the specification in Regulation 11 in existing passenger ships below 3,000 tons gross tonnage and existing cargo ships below 5,500 tons gross tonnage, not fitted with an auto alarm, Administrations may on such ships permit the hours of listening to be limited to those shown in paragraphs (b) and (c) (i) of this Regulation for a period not exceeding two years from the date of coming into force of the present Convention.

Passenger Ships.

(b) Each passenger ship which in accordance with Regulation 3 is required to be fitted with a radiotelegraph installation, if fitted with an auto alarm shall, subject to the provisions of paragraph (d) of this Regulation, and while at sea, listen on the radiotelegraph distress frequency in the medium frequency band by means of a qualified operator using some aural method, as follows:—

- (i) if carrying or certificated to carry 250 passengers or less, at least 8 hours listening a day in the aggregate;
- (ii) if carrying or certificated to carry more than 250 passengers and engaged on a voyage exceeding 16 hours duration between two consecutive ports, at least 16 hours listening a day in the aggregate. In this case the ship shall carry at least two qualified operators;
- (iii) if carrying or certificated to carry more than 250 passengers and engaged on a voyage of less than 16 hours duration between two consecutive ports, at least 8 hours listening a day in the aggregate.

Cargo Ships.

(c) (i) Each cargo ship which in accordance with Regulation 3 is required to be fitted with a radiotelegraph installation, if fitted with an auto alarm shall, subject to the provisions of paragraph (d) of this Regulation and, while at sea, listen on the radiotelegraph distress frequency in the medium frequency band by means of a qualified operator using some aural method, as follows:—

- (a) if of 5,500 tons gross tonnage and upwards, for at least 8 hours a day in the aggregate;
- (b) if of 1,600 tons gross tonnage and upwards but less than 5,500 tons gross tonnage for at least 8 hours a day in the aggregate. Administrations which on account of their special conditions

* NOTE.—In some countries called radio officer.

en 10 en mits hul nie ingevolge Regulasie 6 vrystel is nie, toegerus word met 'n radiotelefoniese installasie wat voldoen aan die bepalinge van Regulasie 16.

REGULASIE 5.

Vrystellings van Regulasie 3.

(a) Die Kontrakterende Regerings ag dit hoogs gewens dat daar nie van die bepalinge van Regulasie 3 afgewyk word nie, maar nietemin kan elke Administrasie aan bepaalde passasier- en vrageskepe wat aan sy land behoort, gedeeltelike en/of voorwaardelike of algehele vrystelling verleen van die voorskrifte van Regulasie 3.

(b) Die vrystellings wat kragtens paragraaf (a) van hierdie Regulasie toegelaat word, mag slegs verleen word aan 'n skip wat gebruik word op 'n reis waarop die maksimum afstand van die skip vanaf die kus, die lengte van die reis, die afwesigheid van algemene skeepvaartgare en ander omstandighede wat die veiligheid raak, van so 'n aard is dat die volledige toepassing van Regulasie 3 onredelik of onnodig is.

(c) Elke Administrasie moet so spoedig moontlik na 1 Januarie van elke jaar aan die Organisasie 'n verslag voorlê waarin al die vrystellings wat gedurende die vorige kalenderjaar ingevolge sub-paragrafe (a) en (b) van hierdie Regulasie verleen is, aangegee word.

REGULASIE 6.

Vrystelling van Regulasie 4.

Elke Administrasie kan, indien hy van oordeel is dat die roete en die omstandighede van die reis sodanig is dat 'n radiotelefoniese installasie onredelik of onnodig is, skepe wat aan sy land behoort, vrystel van die voorskrifte van Regulasie 4.

DEEL B.—LUISTERDIENS.

REGULASIE 7.

Luisterdiens—radiotelegrafie.

(a) (i) Elke skip wat ooreenkomstig die bepalinge van Regulasie 3 met 'n radiotelegrafiese installasie toegerus moet wees, moet wanneer hy op see is minstens een gekwalifiseerde radiotelegrafis* aan boord hê en indien dit nie met 'n outo-alarmtoeestel toegerus is nie, moet daar, onderworpe aan die bepalinge van paragraaf (d) van hierdie Regulasie deur middel van 'n gekwalifiseerde radiotelegrafis wat van die een of ander gehoor-toeestel gebruik maak, 'n onafgebroke luisterdiens in stand gehou word op die noodfrekwensie vir radiotelegrafie in die middelfrekwensieband.

(ii) Ten einde ogter die installasie van outo-alarmtoeestelle, uitgevoer ooreenkomstig die spesifikasie in Regulasie 11, aan boord van bestaande passierskepe van minder as 3,000 ton bruto tonneermat en bestaande vrageskepe van minder as 5,500 ton bruto tonneermat, wat nie reeds met 'n outo-alarmtoeestel toegerus is nie, moontlik te maak, kan Administrasies toelaat dat op sulke skope die luisteruro beperk word tot dié wat in paragrafe (b) en (c) (i) van hierdie Regulasie aangegee word vir 'n tydperk van hoogstens twee jaar vanaf die datum waarop die huidige Konvensie in werking getree het.

Passasierskepe.

(b) Elke passasierskip wat ooreenkomstig die bepalinge van Regulasie 3 met 'n radiotelegrafiese installasie toegerus moet wees en 'n outo-alarmtoeestel het, moet, onderworpe aan die bepalinge van paragraaf (d) van hierdie Regulasie en terwyl dit op see is, deur middel van 'n gekwalifiseerde radiotelegrafis wat van die een of ander gehoor-toeestel gebruik maak, 'n luisterdiens in stand hou op die noodfrekwensie vir radiotelegrafie in die middelfrekwensieband en wel as volg:—

- (i) indien dit 250 passasiers of minder aan boord het of gesertifiseer is om hierdie getal te vervoer, minstens 8 luisteruro per dag in die geheel;
- (ii) indien dit meer as 250 passasiers aan boord het of gesertifiseer is om daardie getal te vervoer en die skip 'n reis maak wat langer as 16 uur duur tussen twee opeenvolgende hawens, minstens 16 luisteruro per dag in die geheel. In hierdie geval moet die skip minstens twee gekwalifiseerde radiotelegrafiste aan boord hê;
- (iii) indien dit meer as 250 passasiers aan boord het of gesertifiseer is om daardie getal te vervoer en 'n reis onderneem wat korter as 16 uur duur tussen twee opeenvolgende hawens, minstens 8 luisteruro per dag in die geheel.

Vrageskepe.

(c) (i) Elke vrageskip wat ooreenkomstig die bepalinge van Regulasie 3 met 'n radiotelegrafiese installasie toegerus moet wees en 'n outo-alarmtoeestel het, moet, onderworpe aan die bepalinge van paragraaf (d) van hierdie Regulasie en terwyl dit op see is, deur middel van 'n gekwalifiseerde radiotelegrafis wat van die een of ander gehoor-toeestel gebruik maak, 'n luisterdiens in stand hou op die noodfrekwensie vir radiotelegrafie in die middelfrekwensieband en wel as volg:—

- (a) indien dit 5,500 ton bruto tonneermat en groter is, vir minstens 8 uur per dag in die geheel;
- (b) indien dit 1,600 ton bruto tonneermat en groter is, maar kleiner as 5,500 ton bruto tonneermat, vir minstens 8 uur per dag in die geheel. Administrasies wat weens hul besondere omstandig-

*Noor.—In sommige lande radio-offiser genoem.

find it impracticable to impose 8 hours listening shall take steps to ensure the maximum hours of listening possible and not less than 2 hours a day in the aggregate.*

(ii) Each cargo ship of 500 tons gross tonnage and upwards but less than 1,600 tons gross tonnage and fitted with a radiotelegraph installation as a consequence of Regulation 4, shall carry at least one qualified operator and shall, subject to the provisions of paragraph (d) of this Regulation, and while at sea, listen on the radiotelegraph distress frequency in the medium frequency band, by means of a qualified operator using some aural method, during such periods as may be determined by the Administration.

(d) During the period when a qualified operator is required by this Regulation to listen on the distress frequency the operator may discontinue such listening during the time when he is handling traffic on other frequencies, or performing other essential radio duties, but only if it is impracticable to listen by some aural means such as split headphones or loudspeaker. When this aural listening is impracticable, the auto alarm if fitted shall be in operation. The provisions of this paragraph shall not relieve the ship from compliance with the provisions of the Radio Regulations in regard to the "silence periods".

(c) In all ships fitted with an auto alarm this auto alarm shall, while the ship is at sea, be in operation whenever there is no listening being done under paragraph (b), (c) or (d).

(f) The listening periods provided for by this Regulation, including those which are determined by the Administration, should be maintained preferably during periods prescribed for radiotelegraph service by the Radio Regulations.

REGULATION 8.

Watches—Radiotelephone.

Each ship which is fitted with a radiotelephone installation in accordance with Regulation 4 shall, for safety purposes, carry at least one qualified operator (who may be a member of the crew holding only a certificate for radiotelephony) and shall, while at sea, listen on the radiotelephone distress frequency in the medium frequency band during such periods as may be determined by the Administration.

PART C.—TECHNICAL REQUIREMENTS.

REGULATION 9.

Radiotelegraph Stations.

(a) The ship's radiotelegraph station shall be so located that no harmful interference from extraneous mechanical or other noise will be caused to the proper reception of radio signals. The station shall be placed as high in the ship as is practicable, so that the greatest possible degree of safety may be secured.

(b) There shall be provided between the radiotelegraph operating room and the bridge and one other place, if any, from which the ship is navigated, an efficient two-way system for calling and voice communication which shall be independent of the main communication system on the ship.

(c) A reliable clock, equipped with a dial not less than 5 inches in diameter and provided with a concentric seconds hand, shall be securely mounted in the radiotelegraph operating room in such a position that the entire dial can be easily and accurately observed by the operator from the telegraph operating position and the auto alarm testing position.

(d) A reliable emergency light shall be provided in the radiotelegraph operating room permanently arranged so as to provide satisfactory illumination of the operating controls of the main and emergency radiotelegraph installations and of the clock required by paragraph (c) of this Regulation.

(e) If a separate emergency radiotelegraph operating room is provided the requirements of paragraphs (b), (c) and (d) shall apply to it.

(f) The ship's radiotelegraph station shall be provided with such spare parts, tools and testing equipment as will enable the radiotelegraph installation to be maintained in efficient working condition while at sea.

REGULATION 10.

Radiotelegraph Installations.

(a) Except as otherwise expressly provided in this Regulation:—

(i) The radiotelegraph installation shall comprise a main installation and an emergency (reserve) installation, electrically separate and electrically independent of each other.

(ii) A main and an emergency aerial shall be provided and installed, provided that the Administration may exempt any ship from the provision of an emergency aerial if it is satisfied that the fitting of such an aerial is impracticable or unreasonable, but in such case a spare aerial completely assembled for immediate replacement shall be carried.

The main aerial shall be suitably protected against breakage caused by whipping of the mast or masts.

(iii) The main installation shall include a main transmitter, main receiver, and main source of energy.

(iv) The emergency (reserve) installation shall include an emergency transmitter, emergency receiver, and emergency source of energy.

* NOTE.—The Netherlands Administration find it impracticable to comply entirely with this sub-paragraph, in respect of cargo ships of 1,600 tons gross tonnage and upwards but less than 3,500 tons gross tonnage. Nevertheless this Administration agrees to take steps to ensure the maximum possible hours of listening in such ships.

hede vind dat dit onuitvoerbaar is om 'n luisterdiens van 8 uur voor te skryf, moet stappe doen om te verseker dat daar gedurende die maksimum aantal ure en nie minder as 2 uur per dag in die geheel nie, geluister word.*

(ii) Elke vrgskip van 500 ton bruto tonnage en groter maar kleiner as 1,500 ton bruto tonnage wat ingevolge Regulasie 4 toegesien is met 'n radiotelegrafiese installasie, moet minstens een gekwalifiseerde radiotelegrafis aan boord hê en moet, onderworpe aan die bepalinge van paragraaf (d) van hierdie Regulasie en terwyl dit op see is, gedurende sodanige tydperke as wat die Administrasie mag bepaal, deur middel van 'n gekwalifiseerde radiotelegrafis wat van die een of ander gehoor-toestel gebruik maak, 'n luisterdiens in stand hou op die noodfrekwensie vir radiotelegrafiese in die middelfrekwensieband.

(d) Gedurende die tyd wat 'n gekwalifiseerde radiotelegrafis ooreenkomstig hierdie Regulasie op die noodfrekwensie moet luister, mag die telegrafis hierdie luisterdiens onderbreek gedurende die tyd waarop hy die verkeer op ander frekwensies afhandel of ander noodseelike radio-werksaamhede moet uitvoer, maar slegs wanneer dit onmoontlik is om deur middel van die een of ander gehoor-toestel soos gespligte hooftelefoons of 'n luisterpreke te luister. Wanneer dit onmoontlik is om deur middel van 'n gehoor-toestel te luister, moet die outo-alarmttoestel, indien daar een aan boord is, in werking gestel word. Die bepalinge van hierdie paragraaf onthou die skip nie van nakoming van die bepalinge van die Radioregulasies betreffende die „stilteperiodes" nie.

(e) Op alle skope wat van 'n outo-alarmttoestel voorsien is, moet hierdie outo-alarmttoestel, terwyl die skip op see is, in werking gestel word gedurende die tyd waarop daar nie kringtons paragraaf (b), (c) of (d) geluister word nie.

(f) Die luister tyd wat by hierdie Regulasie bepaal word, moet inbegrip van dié wat deur die Administrasie bepaal word, moet by voorkour in stand gehou word gedurende die tyd wat by die Radioregulasies vir radiotelegrafiese diens voorgeskryf word.

REGULASIE 8.

Luisterdiens—Radiotelefonie.

Elke skip wat ooreenkomstig Regulasie 4 met 'n radiotelefoniese installasie toegesien is, moet veiligheidsinligte minstens een gekwalifiseerde radiotelegrafis (wat 'n lid van die bemanning kan wees wat in besit is van slegs 'n sertifikaat vir radiotelefonie) aan boord hê en moet, terwyl dit op see is, gedurende sodanige tydperke as wat die Administrasie mag bepaal, 'n luisterdiens in stand hou op die noodfrekwensie vir radiotelegrafiese in die middelfrekwensieband.

DEEL C.—TEENRESE VEREENIGTES.

REGULASIE 9.

Radiotelegraafstasies.

(a) Die skip se radiotelegraafstasie moet so geleë wees dat geen hinderlike stoorings van meganiese of ander aard van buite af wat die behoorlike ontvangs van radioseine sal belemmer, ondervind sal word nie. Die stasie moet so hoog as wat prakties moontlik is in die skip opgestel word sodat die groots moontlike grand van veiligheid gowaarborg kan word.

(b) Tussen die radiotelegraafiese seinhut en die brug en een ander plek, indien daar so 'n plek is, vanwaar die skip bestuur word, moet die doeltreffende tweesydige stabel vir oproep en meedelingse verbinding wees wat onafhanklik is van die hoofkommunikasiesstelsel op die skip.

(c) 'n Betroubare uurwerk met 'n wysersplaat van nie minder as 5 duim in deursnee wat voorsien is van 'n konsentriese sekondewysers moet op so 'n plek vas opgestel word dat die hele wysersplaat maklik en noukeurig deur die radiotelegrafis vanaf sy stelsel en vanaf die plek waar die outo-alarmttoestel geïnstalleer is, kan word.

(d) 'n Betroubare noodlig moet in die radiotelegraafiese seinhut sodanig permanent aangebring word dat die kontrole van die hoof- en nood-radiotelegraafinrigtinge en van die uurwerk wat in paragraaf (c) van hierdie Regulasie verord word, op bevredigende wyse verlig word.

(e) Indien daar 'n afsonderlike nood-radiotelegraafiese seinhut aan boord is, is die bepalinge van paragraaf (b), (c) en (d) daarop van toepassing.

(f) Die skip se radiotelegraafstasie moet voorsien wees van sodanige onderdele, gereedskap en toelatings wat dit moontlik sal wees om die radiotelegraafiese installasie tot soos in goeie werkende orde te hou.

REGULASIE 10.

Radiotelegraafiese Installasies.

(a) Tensy uitdruklik in hierdie Regulasie anders bepaal, moet—

(i) Die radiotelegraafiese installasie 'n hoofinstallasie en 'n nood- (reserve-) installasie omvat wat elektriese geskei en elektriese onafhanklik van mekaar is.

(ii) 'n Hoof- en 'n noodantenne verskakel en aangebring word, met dien verstande dat die Administrasie enige skip kan vrystel van die bepalinge betreffende 'n noodantenne indien hy toevrede is dat die aanbring van so 'n antenne onprakties of onredelik is, maar in so 'n geval moet daar 'n kompleet reserve-antenne ter onmiddellike vervanging aan boord wees.

Die hoofantenne moet op doeltreffende wyse beskerm wees teen breuk wat deur die swaap van die mas of inasle veroorsaak word.

(iii) Die hoofinstallasie 'n hoofsender, 'n hoofontvanger en 'n hoofkringbron omvat.

(iv) Die nood- (reserve-) installasie 'n noodsender, 'n noodontvanger en 'n noodkringbron omvat.

*Noot.—Die Nederlandse Administrasie as dit prakties onuitvoerbaar om in die seker te voldoen aan hierdie sub-paragraaf wat betref vrgskope van 1,500 ton bruto tonnage en groter maar kleiner as 1,500 ton bruto tonnage. Hierdie Administrasie is egter bereid om maatstaf te trek om te verseker dat daar op hierdie skope gedurende die maksimum aantal ure wat moontlik is, geluister word.

(b) In the case of existing installations on passenger ships the application of the requirement for a separate emergency transmitter and a separate emergency source of energy may, if the main transmitter and main source of energy comply with all the requirements for the emergency transmitter and emergency source of energy as defined in this Regulation, be delayed for a period not exceeding three years from the coming into force of the present Convention.

(c) In the case of—

(i) existing installations on cargo ships, and

(ii) new installations on cargo ships of 500 tons gross tonnage and upwards but less than 1,000 tons gross tonnage, if the main transmitter and main source of energy comply with all the requirements for the emergency transmitter and the emergency source of energy, the latter are not obligatory.

(d) The main and emergency (reserve) installations shall be capable of being quickly connected with either the main aerial or the emergency aerial if installed.

(e) All parts of the emergency (reserve) installation shall be placed as high in the ship as is practicable so that the greatest possible degree of safety may be secured.

(f) The main and emergency (reserve) transmitter shall be capable of transmitting on the radiotelegraph frequency, and of using a class of emission, assigned by the Radio Regulations for the purpose of distress in the medium frequency band, and shall have a depth of modulation of not less than 70 per cent. In addition, the main transmitter shall be capable of transmitting on the frequencies, and of using a class of emission, assigned by the Radio Regulations for the purpose of safety of navigation in the medium frequency band.

(g) In new installations the main and emergency (reserve) transmitters shall have a note frequency of more than 450 and less than 1,350 cycles per second.

(h) The main and emergency (reserve) transmitters shall have a minimum normal range as specified below, that is to say, they must be capable of transmitting clearly perceptible signals from ship to ship by day and under normal conditions and circumstances over the specified ranges.* (Clearly perceptible signals will normally be received if the R.M.S. value of the field strength at the receiver is at least 50 microvolts per metre.)

	Minimum normal range in miles.	
	Main transmitter.	Emergency transmitter.
All passenger ships, and cargo ships of 1,600 tons gross tonnage and over ..	150	100
Cargo ships below 1,600 tons gross tonnage	100	75

(i) (i) The main and emergency receivers shall be capable of receiving the radiotelegraph frequency, and the classes of emission, assigned by the Radio Regulations for the purpose of distress in the medium frequency band.

(ii) In addition, the main receiver shall permit of the reception of such of the frequencies and classes of emission used for the transmission of time signals, meteorological messages and such other communications relating to safety of navigation as may be considered necessary by the Administration.

(iii) The auto alarm receiver may be used as the emergency receiver.

(j) The main receiver shall have sufficient sensitivity to produce signals in headphones or by means of a loudspeaker when the receiver input is as low as 100 microvolts. The emergency receiver shall have the same sensitivity except in cases where an approved auto alarm is used as the emergency receiver.

(k) There shall be available at all times, while the ship is at sea, a supply of electrical power sufficient for operating the main installation over the normal range required by paragraph (h) of this Regulation as well as for the purpose of charging any batteries forming part of the radiotelegraph installation. The voltage of the supply for the main installation shall be maintained as near the rated voltage as possible, and if practicable within ± 10 per cent.

* In the absence of a direct measurement of the field strength the following data may be used as a guide for approximately determining the normal range:—

Normal range in miles.	Metro-amperes.†	Total aerial power (watts).‡
200	128	200
175	102	125
150	76	71
125	58	41
100	45	25
75	34	14

† This figure represents the product of the maximum height of the aerial above the deepest load water line in metres and the aerial current in amperes (R.M.S. value).

The values given in the second column of the table correspond to an average value of the ratio

$$\frac{\text{effective aerial height}}{\text{maximum aerial height}} = 0.47$$

This ratio varies with local conditions of the aerial and may vary between about 0.3 and 0.7.

‡ The values given in the third column of the table correspond to an average value of the ratio

$$\frac{\text{radiated aerial power}}{\text{total aerial power}} = 0.08$$

This ratio varies considerably according to the values of effective aerial height and aerial resistance.

(b) Indien die hoof-sender en die hoof-kragbron voldoen aan al die vereistes betreffende die nood-sender en die nood-kragbron soos in hierdie Regulasie omskryf, kan in die geval van bestaande installasies op passasierskepe die toepassing van die vereiste van 'n afsonderlike nood-sender en 'n afsonderlike nood-kragbron uitgestel word vir 'n tydelik van hoogstens drie jaar vanaf die inwerking-treding van die huidige Konvensie.

(c) In die geval van—

(i) bestaande installasies op vragskepe, en

(ii) nuwe installasies op vragskepe van 500 tot bruto tonne-maat en groter maar kleiner as 1,600 ton bruto tonne-maat, is, indien die hoof-sender en die hoof-kragbron voldoen aan al die vereistes vir die nood-sender en die nood-kragbron, die laasgenoemde nie ver-pligtend nie.

(d) Die hoof- en nood- (reserwe-) installasies moet vinnig met of die hoof-antenne of die nood-antenne, indien daar een is, verbind kan word.

(e) Alle dele van die nood- (reserwe-) installasies moet so hoog moontlik in die skip opgestel word sodat die groots moontlike graad van veiligheid verseker kan word.

(f) Die hoof- en nood- (reserwe-) senders moet in staat wees om uit te send op die radiotelegrafiefrekwensie en om gebruik te maak van 'n klas uitsending soos in die Radioregulasies voorgeskryf vir noodgevulle in die middelfrekwensieband en moet 'n modulasiediepte hê van minstens 70 persent. Bovendien moet die hoof-sender ingerig wees vir uitsending op die frekwensies en om gebruik te maak van 'n klas uitsending soos in die Radioregulasies voorgeskryf vir die veiligheid van navigasie in die middelfrekwensieband.

(g) In die geval van nuwe installasies moet die hoof- en nood- (reserwe-) senders 'n toonfrekwensie hê van meer as 450 en minder as 1,350 periodes per sekonde.

Alle passasierskepe en vragskepe van 1,600 ton bruto tonne-maat en groter Vragskepe kleiner as 1,600 ton bruto tonne-maat	Minimum normale reikwydte in myle.	
	Hoof-sender.	Nood-sender.
	150	100
	100	75

(i) (i) Die hoof- en noodontvangers moet in staat wees om die radio-telegrafiese frekwensie en die klasse van uitsending te ontvang wat in die Radioregulasies voorgeskryf word vir die geval van nood in die middelfrekwensieband.

(ii) Bovendien moet die hoofontvanger in staat wees om sodanige van die frekwensies en klasse van uitsending te ontvang wat gebruik word vir die uitsending van tydsein, meteorologiese berigte en sodanige ander modelasies betreffende die veiligheid van navigasie as wat die Administrasie nodig mag ag.

(iii) Die auto-alarmentvanger kan as noodontvanger gebruik word.

(j) Die hoofontvanger moet govoelig genoeg wees om sein in die hooftelefoons of deur middel van 'n luidspreker hoorbaar te maak wanneer die ingangsstroom by die ontvanger slegs 100 microvolts bedra. Die noodontvanger moet net so govoelig wees behalwe in gevalle waar 'n goedgekeurde auto-alarmentstel as die noodontvanger gebruik word.

(k) Terwyl die skip op see is moet daar te alle tye voldoende elektriese krag beskikbaar wees om die hoofinstallasie oor die normale reikwydte wat in paragraaf (h) van hierdie Regulasie voorgeskryf word, te laat werk asook om batterye wat 'n deel vorm van die radiotelegrafiese installasie te laai. Die stroomspanning van die kragtoevoer vir die hoofinstallasie moet so na as moontlik aan die normale spanning gehou word en indien moontlik binne ± 10 persent daarvan.

* By afwysing van 'n direkte veldsterkte-meting kan die onderstaande gegewens gebruik word as 'n leidraad om die normale reikwydte by benadering te bepaal:—

Normale reikwydte in myle.	Meter-ampères.†	Totale antennevermoë (watt).‡
200	128	200
175	102	125
150	76	71
125	55	41
100	45	25
75	34	14

† Hierdie syfer verteenwoordig die produk van die maksimum hoogte van die antenne bo die digste laayn in meters en die stroomsterkte in die antenne in ampères (effektiewe waarde).

‡ Die waardes wat in die tweede kolom van die tabel aangegee word, kom ooreen met die gemiddelde waarde van die verhouding

$$\frac{\text{effektiewe antennehoogte}}{\text{maksimum antennehoogte}} = 0.47$$

Hierdie verhouding wissel met plastiese omstandighede van die seisoen en kan lê tussen ongeveer 0.3 en 0.7.

‡ Die waardes wat in die derde kolom van die tabel aangegee word, kom ooreen met die gemiddelde waarde van die verhouding

$$\frac{\text{uitgestraalde antennevermoë}}{\text{totale antennevermoë}} = 0.08$$

Hierdie verhouding wissel aansienlik na gelang van die waardes van effektiewe antennehoogte en antennevermoë.

(l) The emergency (reserve) installation shall be provided with a source of energy independent of the propelling power of the ship and of the ship's electricity system. The source of energy shall preferably consist of accumulator batteries and shall under all circumstances be capable of being put into operation rapidly and of operating the emergency (reserve) transmitter and receiver for at least six hours continuously under normal working conditions besides any of the additional loads mentioned below.

(m) The emergency source of energy may be used only to supply:

- (i) the emergency installation and the automatic alarm signal keying device specified in paragraph (a) of this Regulation;
- (ii) the emergency light specified in paragraph (d) of Regulation 9;
- (iii) the auto alarm; and
- (iv) the direction finder.

(n) Notwithstanding the provisions of paragraph (m) of this Regulation, in cargo ships, an Administration may authorize the use of the emergency source of energy for a small number of low-power emergency circuits which are wholly confined to the upper part of the ship, such as emergency lighting on the boat deck, on condition that these can be readily disconnected if necessary.

(o) The emergency source of energy and its switchboard shall be readily accessible to the radio operator and shall wherever possible be placed in close proximity to a radio room.

(p) While the ship is at sea, accumulator batteries, whether forming part of the main installation or emergency (reserve) installation, shall be brought up to the normal fully-charged condition daily.

(q) The radiotelegraph installation shall be provided with a device permitting changeover from transmission to reception and vice versa without manual switching. The application of this requirement may be delayed for one year after the date of the coming into force of the present Convention.

(r) All steps shall be taken to eliminate so far as is possible the causes of, and to suppress, radio interference from electrical and other apparatus on board.

(s) In addition to means for manually transmitting the auto alarm signal, an automatic alarm signal keying device shall be provided, capable of automatically keying the main and the emergency (reserve) installation so as to transmit the alarm signal. If electrically operated, this keying device shall be capable of operation from the emergency power supply. The application of this requirement may be delayed for two years after the date of the coming into force of the present Convention.

(t) At sea, if not used for communications, the emergency transmitter shall be tested daily using a suitable artificial aerial, and at least once during each voyage using the emergency aerial if installed. The emergency power supply shall also be tested daily.

(u) Notwithstanding the provisions of Regulation 4, an Administration may, in the case of cargo ships below 1,000 tons gross tonnage, relax the full requirements of Regulation 9 and this Regulation, provided that the standard of the installation shall in no case fall below the equivalent of that prescribed under Regulation 15 for radiotelephone installations so far as applicable.

REGULATION 11.

Auto Alarms.

(a) Any new type of auto-alarm which is approved after the date of coming into force of the present Convention for use in accordance with the present Regulations shall comply with the following minimum requirements:—

- (i) In the absence of interference of any kind it must be capable of being operated, without manual adjustment, by any alarm signal transmitted on the radio telegraph distress frequency in the medium frequency band using the clauses of omission assigned by the Radio Regulations for the alarm signal, provided that the frequency does not vary more than 8 kc/s from the nominal frequency and the strength of the signal at the receiver input is greater than 100 microvolts and less than 1 volt.
- (ii) In the absence of interference of any kind it shall be operated by either three or four consecutive dashes when the dashes vary in length from 3.5 to as near 6 seconds as possible and the spaces vary in length between 1.5 seconds and the lowest practicable value, preferably not greater than 10 milliseconds.
- (iii) It must not be actuated by atmospherics or by any signal other than the alarm signal, provided that the received signals do not in fact constitute a signal falling within the tolerance limits indicated in (ii).
- (iv) The selectivity of the auto alarm shall be such as to provide a practically uniform sensitivity within 8 kc/s on each side of the distress frequency and to provide outside this band a sensitivity which decreases as rapidly as possible, in conformity with the best engineering practice.
- (v) If practicable, the auto alarm in the presence of atmospherics or interfering signals shall automatically adjust itself so that within a reasonably short time it approaches the condition in which it can most readily distinguish the alarm signal.
- (vi) When operated by an alarm signal, or in the event of failure of the apparatus, the auto alarm shall cause a continuous audible warning to be given in the radiotelegraph operating room, in the radio operator's cabin, and on the bridge. If practicable, warning shall also be given in the case of failure of any part of the whole alarm receiving system. Only one switch for stopping the warning shall be provided and this shall be situated in the radiotelegraph operating room.
- (vii) For the purpose of regularly testing the auto alarm, the apparatus shall include a generator pre-tuned to the distress frequency and a keying device by means of which an alarm signal of the minimum strength indicated in (i) is produced.

(f) Die nood- (reserve-) installasie moet gevoed word deur 'n kragbron wat onafhanklik is van sowel die aandryfing van die skip as van die elektriese stelsel van die skip. Die kragbron moet by voorkeur bestaan uit opgaarbatterye en moet onder alle omstandighede vinnig in werking gestel kan word en die nood- (reserve-) sender en ontvanger vir minstens 6 uur onder normale diens toestande onafgebroken kan lant werk benuttenis eien van die addisionele voorrigtings hieronder genoem.

(m) Die noodkragbron mag slegs gebruik word vir die voeding van:

- (i) die noodinstallasie en die outomatiese alarmsein-uriging wat in paragraaf (e) van hierdie Regulasie gespesifiseer word;
- (ii) die noodverligting gespesifiseer in paragraaf (d) van Regulasie 9;
- (iii) die outo-alarmsisteel; en
- (iv) die rigtingsoeker.

(n) Nietoestaan die bopalings van paragraaf (m) van hierdie Regulasie kan 'n Administrasie magtiging verleen vir die gebruik op vragkope van die noodkragbron vir 'n klein aantal noodtoette wat uitsluitlik beoog is tot die boonste deel van die skip soos noodverligting op die bootdek, mits hierdie notte indien nodig vinnig ontkoppel kan word.

(e) Die noodkragbron en sy skakelbord moet vir die radiotelegrafiese gerodelliek toeganklik wees en moet, waar moontlik, in die onmiddellike nabyheid van 'n seinhut ogestel word.

(f) Terwyl die skip op see is, moet die opgaarbatterye, hetsy hulle deel vorm van die hoofinstallasie of van die nood- (reserve-) installasie, daaglik ten volle gelaa word.

(g) Die radiotelegrafiese installasie moet voorsien wees van 'n urigting wat van so 'n aard is dat dit sonder bediening met die hand van uitend aan ontvang en omgekeer oorgekan kan word. Die toepassing van hierdie voorskrif kan uitgestel word vir een jaar na die datum waarop die huidige Konvensie in werking tree.

(f) Alle moontlike stappe moet gedoen word om sover moontlik die oorsake van radiostourings wat veroorsaak word deur elektriese en nade-toestelle aan boord, uit te skakel en uit die weg te ruim.

(e) Benewens die middels wat aangewend word om die outo-alarmssein met die hand uit te send, moet daar 'n outomatiese alarmseinuriging aangebring word ten einde die alarmssein sowel met die hoof- as met die nood- (reserve-) installasie uit te send. Indien hierdie seinuriging elektriese werk, moet dit deur middel van die noodkragbron in werking gestel kan word. Die toepassing van hierdie voorskrif kan uitgestel word vir twee jaar na die datum waarop die huidige Konvensie in werking tree.

(f) Terwyl die skip op see is, moet die noodsender, indien dit nie vir verbindingsdoelendes gebruik word nie, daaglikse getoets word met gebruikmaking van 'n geskikte kunsantenne of minstens eenmaal gedurende elke reis met gebruikmaking van die woontantenne indien daar een is. Die noodkragbron moet ook daaglikse getoets word.

(u) Nietoestaan die bopalings van Regulasie 4 kan 'n Administrasie, in die geval van vragkope van minder as 1,000 ton bruto tonne-maat, 'n minder streng toepassing van die voorskrifte van Regulasie 9 en van hierdie Regulasie toestaan. Met dien verstande dat die standaard van die installasie in geen geval laer mag wees nie as dié wat ingevolge Regulasie 16 vir radiotelefoniese installasies voorgeskryf word, vir sover hierdie Regulasie van toepassing is.

REGULASIE 11.

Auto-alarmsisteel.

(a) Elke nuwe tipe outo-alarmsisteel wat goedgekeur word na die datum van die inwerkingtreding van die huidige Konvensie vir gebruik ooreenkomstig die huidige Regulasies, moet aan die onderstaande minimum vereistes voldoen:—

- (i) By afwesigheid van sturing van watter aard ook al, moet dit, sonder reëling met die hand, in werking gestel kan word deur elke alarmssein wat uitgesoek word op die radiotelegrafiese noodfrekwensie op die middelfrekwensieband terwyl gebruik gemaak word van die klasse van uitending soos in die Radio-regulasies vir die alarmssein vastgestel is, op voorwaarde dat die frekwensie nie meer as 8 k/s van die nominale frekwensie afwyk nie en die sterkte van die sein by die ontvangsrigting groter is as 100 microvolts en kleiner is as 1 volt.
- (ii) By afwesigheid van sturing van welke aard ook al moet die sisteel in werking gestel word deur drie of vier opeenvolgende stropo waarvan die lengteduur tussen 3-5 en so na as moontlik aan 6 sekonde lē en die lengteduur tussen die stropo lē tussen 1-5 sekonde en die laagste bereikbare waarde van by voorkeur nie groter as 10 millisekondes nie.
- (iii) Die sisteel mag nie in werking gestel word deur lugstourings of enige ander sein as die alarmssein nie op voorwaarde dat die ontvangssein nie inderdaad 'n sein vorm wat val binne die telersgrense wat in (ii) aangegee word nie.
- (iv) Die selektiwiteit van die outo-alarmsisteel moet sodanig wees dat 'n praktiese uniform gevoeligheid binne 8 k/s van elke kant van die noodfrekwensie gewaarborg word asook buite hierdie band 'n gevoeligheid wat so vinnig as moontlik vermindert in ooreenstemming met die beste reëls van die tegniek.
- (v) Indien uitvoerbaar moet die outo-alarmsisteel hom by aanwesigheid van lugstourings of sturende seine outomaties instel sodat binne 'n redelike kort tyd die toestand benader word waarby die alarmssein gemiddeld onderskei kan word.
- (vi) Wanneer die outo-alarmsisteel deur 'n alarmssein in werking gestel word of in die geval van weiering van die sisteel, moet dit 'n voortdurend hoorbare waarskuwing gee in die seinhut, in die hut wat die radiotelegrafiese en op die brug. Indien moontlik moet daar ook 'n waarskuwing gegee word in die geval waar enige gedeelte van die hele alarmsontvangstelsel defek is. Daar moet slegs een skakelaar wees om die waarskuwingsein te lant ophef en hierdie skakelaar moet in die radiotelegrafiese seinhut gelaa wees.
- (vii) Met die oog op die gereelde toetsing van die outo-alarmsisteel moet die apparaat voorsien wees van 'n generator wat vooraf op die noodfrekwensie ingestel is asook van 'n sleuteluriging waarmee 'n noodsein van die minimum sterkte, soos in (i) aangedui, opgewek word.

(viii) The auto alarm shall be capable of withstanding vibration, humidity, and changes of temperature, equivalent to severe conditions experienced on board ships at sea, and shall continue to operate under such conditions.

(b) Before a new type of auto alarm is approved the Administration concerned must be satisfied, by practical tests made under operating conditions equivalent to those obtaining in practice, that the apparatus complies with paragraph (a) of this Regulation.

(c) In ships fitted with an auto alarm the radio operator shall test the efficiency of the auto alarm at least once every 24 hours while at sea and report to the master or the officer on watch on the bridge whether or not it is in working order.

REGULATION 12.

Direction finders.

(a) The direction-finding apparatus required by Regulation 12 of Chapter V shall be efficient and capable of receiving signals with the minimum of receiver noise and of taking bearings from which the true bearing and direction may be determined.

(b) It shall be capable of receiving signals on the medium frequencies assigned by the Radio Regulations for the purposes of distress and direction-finding and for maritime radio beacons.

(c) In the absence of interference the apparatus shall have a sensitivity sufficient to permit of accurate bearings being taken on a signal having a field strength as low as 50 microvolts per metre.

(d) Efficient communication shall be provided between the direction-finding apparatus and the bridge.

(e) All direction finders shall be calibrated to the satisfaction of the Administration on first installation and the calibration shall be verified whenever any changes are made in the position of any aerials or of any structures on deck which might affect appreciably the accuracy of the direction finder. The calibration particulars shall be checked at yearly intervals, or as near thereto as possible. A record shall be kept of the calibrations and of any checks made of their accuracy.

REGULATION 13.

Radio Equipment for Fitting in Motor Lifeboats.

(a) The apparatus required by Regulation 25 of Chapter III shall be capable of transmitting and receiving on the radiotelegraph frequency assigned by the Radio Regulations for the purpose of distress in the medium frequency band. The transmitter shall be capable of using a class of emission assigned by the Radio Regulations for the purpose of distress in the medium frequency band and shall be modulated to a depth of at least 70 per cent. The receiver shall be capable of receiving the classes of emission assigned by the Radio Regulations for the purpose of distress in the medium frequency band. In new installations the apparatus shall also be capable of transmitting on the high frequency and the class of emission prescribed for survival craft by the Radio Regulations. An Administration may delay the application of the requirement for high frequency for a period not exceeding one year from the date of coming into force of the present Convention.

(b) The apparatus shall be so designed that it can be used in an emergency by an unskilled person. The transmitter shall be fitted with an automatic keying device for the transmission of the alarm signal and the distress signal, as well as a key for manual transmissions. An Administration may delay the application of the requirement for an automatic keying device for a period not exceeding one year from the date of coming into force of the present Convention.

(c) A fixed-type aerial shall be provided together with means for supporting it at the maximum practicable height. In addition an aerial supported by a kite or balloon shall be provided if practicable.

(d) On the distress frequency the transmitter shall have a minimum normal range (as defined in paragraph (h) of Regulation 10) of 25 miles using the fixed aerial.*

(e) In new installations the note frequency shall be between 450 and 1,350 cycles per second.

(f) The radio apparatus shall be operated from an accumulator battery with sufficient capacity to supply the transmitter for four hours continuously under normal working conditions. If the battery is of a type that requires charging, means shall be available for charging the battery from the ship's power supply. In addition there shall be means for charging the battery after the lifeboat has been launched.

(g) When the power for the radio apparatus and the searchlight are drawn from the same battery, the battery shall have sufficient capacity to provide for the additional load of the searchlight.

(h) At sea a qualified operator shall at weekly intervals bring the battery up to full charge if the battery is of a type which requires charging, and in any case shall test the transmitter using a suitable artificial aerial.

REGULATION 14.

Lifeboat Portable Radio Apparatus.

(a) The apparatus required by Regulation 13 of Chapter III shall be capable of transmitting and receiving on the radiotelegraph frequency assigned by the Radio Regulations for the purpose of distress in the medium frequency band. The transmitter shall be capable of using a class of emission assigned by the Radio Regulations for the purpose of distress in the medium frequency band and shall be modulated to a

* In the absence of a measurement of the field strength, it may be assumed that this range will be obtained if the product of the height of the aerial above the water line and the aerial current is 10 metre-amperes.

(viii) Die outo-alarntoestel moet bestand wees teen trillings, vogtigheid en temperatuurveranderinge wat ooreenkom met die moeilike omstandighede wat aan boord van skope ter see ondervind word, en moet onder sulke omstandighede aanhou om te werk.

(b) Voordat 'n nuwe tipo outo-alarntoestel goedgekeur word, moet die betrokke Administrasie hou daar middel van praktiese toets, uitgeoefen onder diensomstandighede wat gelyk is aan dié wat in die praktyk voorkom, oortuig dat die apparaat aan die voorskrifte van paragraaf (a) van hierdie Regulasie voldoen.

(c) Op skope wat toegerus is met 'n outo-alarntoestel, moet die radio-telegraf, terwyl die skip op see is, die doeltreffendheid van die outo-alarntoestel minstens eenmaal elke 24 uur toets en aan die gesagvoerder of die offisier van die wag op die brug mededel of die toestel in werkende ordo is of nie.

REGULASIE 12.

Rigtingsoekers.

(a) Die rigtingsoeker voorgeskryf by Regulasie 12 van Hoofstuk V moet doeltreffend en in staat wees om seker met 'n minimum ontvang-geruis te ontvang en om peilings te neem deur middel waarvan die ware peiling en rigting vasgestel kan word.

(b) Dit moet in staat wees om seker op die middelfrekwensieband op te vang soos voorgeskryf in die Radioregulasies vir die geval van nood, vir die neem van peilings en vir maritieme radiokommunikasie.

(c) By afwesigheid van sturings moet die apparaat goewoelig genoeg wees om noukeurige peilings te neem op 'n sein met 'n veldsterkte van selfs so laag as 50 microvolt per meter.

(d) Daar moet voorsiening gemaak word vir doeltreffende verbinding tussen die rigtingsoeker en die brug.

(e) Alle rigtingsoekers moet by hul eerste opstelling tot toevredenheid van die Administrasie gehalveer word en die kalibrasie moet goewoelig word telkens wanneer daar veranderinge aangebring word in die posisie van 'n antenne of van 'n bouwerk op die dek wat die noukeurigheid van die rigtingsoeker merkbaar mag beïnvloed. Die besonderhede betreffende kalibrasie moet in tussenspoos van een jaar of so na as moontlik aan 'n jaar, nagesien word. Aantekening moet gehou word van die kalibrasies soek van die voorlêers van hul noukeurigheid.

REGULASIE 13.

Radio-uitrusting vir Motorreddingsbote.

(a) Die toestel wat by Regulasie 25 van Hoofstuk III vereis word, moet in staat wees om uit te send en te ontvang op die radiotelegrafiese frekwensie soos in die Radioregulasies voorgeskryf vir noodgevallen in die middelfrekwensieband. Die sender moet in staat wees om gebruik te maak van 'n klas van uitsending voorgeskryf in die Radioregulasies vir noodgevallen in die middelfrekwensieband en dit moet 'n modulasiediepte van minstens 70 persent. Die ontvanger moet in staat wees om die klasse van uitsending in die Radioregulasies voorgeskryf vir noodgevallen in die middelfrekwensieband, te ontvang. In die geval van nuwe installasies moet die toestel ook in staat wees om op die hoëfrekwensie en die klas van uitsending in die Radioregulasies voorgeskryf vir reddingsmiddels, uit te send. 'n Administrasie kan die toepassing van die voorskrif betreffende hoëfrekwensie uitsend vir 'n tydperk van hoogstens een jaar vanaf die datum van die inwerkingtrede van die huidige Konvensie.

(b) Die toestel moet so ontwerp wees dat dit in 'n noodgeval deur 'n ongekwalifiseerde persoon gebruik kan word. Die sender moet voorsien wees van 'n outomatiese seininrigting vir die uitsending van die alarmsein op die noodsein, asook van 'n seinloutel vir uitsendings met die hand. 'n Administrasie kan die toepassing van die voorskrif betreffende 'n outomatiese seininrigting uitsend vir 'n tydperk van hoogstens een jaar vanaf die datum van die inwerkingtrede van die huidige Konvensie.

(c) 'n Antenne van 'n vaste tipo tesame met middels om dit op die grootste moontlike hoogte te hou, moet verskaf word. Bovendien moet daar, indien moontlik, voorsiening gemaak word vir 'n antenne wat deur 'n vlieër of 'n ballon gedra word.

(d) Die sender moet op die noodfrekwensie 'n minimum normale reikwydte hê [soos aangegee in paragraaf (h) van Regulasie 10] van 25 myl terwyl van die vaste antenne gebruik gemaak word.*

(e) In die geval van nuwe installasies moet die toonfrekwensie geleë wees tussen 450 en 1,350 periodes per sekonde.

(f) Die radiotoestel moet goewoelig word deur 'n opgaarbattery van voldoende vermoë om die sender onder normale diensomstandighede onafgebroke vir 'n tydperk van vier uur van krag te voorsien. Indien die battery van 'n tipo is wat gelaaie moet word, moet daar middels beskikbaar wees om die battery deur middel van die skoonmaak van die battery te laai, of die battery te water gelaaie te word.

(g) Wanneer die krag vir die radiotoestel en die soeklig van dieselfde battery verkry word, moet die battery voldoende vermoë hê om te voorsien in die ekstra belasting wat deur die soeklig veroorsaak word.

(h) Op soe moet 'n gekwalifiseerde radiotelegrafis die battery met tussenspoos van een week ten volle laai indien die battery van 'n tipo is wat gelaaie moet word op moet in elk geval die sonder toets terwyl hy daarby van 'n konsentente gebruik maak.

REGULASIE 14.

Draagbare Radio-uitrusting vir Reddingsbote.

(a) Die toestel wat by Regulasie 13 van Hoofstuk III vereis word, moet in staat wees om uit te send en te ontvang op die radiotelegrafiese frekwensie soos in die Radioregulasies voorgeskryf vir noodgevallen in die middelfrekwensieband. Die sender moet in staat wees om die klasse van uitsending in die Radioregulasies voorgeskryf vir noodgevallen in die middelfrekwensieband, te gebruik en dit moet 'n modulasiediepte hê

* By gebruik aan 'n veldsterktemet, kan aangeneem word dat die reikwydte verkry word indien die produk van die hoogte van die antenne bo die waterlyn en die stroomsterkte 'n die antenne 10 meter-ampères beskik.

depth of at least 70 per cent. The receiver shall be capable of receiving the classes of emission assigned by the Radio Regulations for the purpose of distress in the medium frequency band. In new equipment the apparatus shall also be capable of transmitting on the high frequency and the class of emission prescribed for survival craft by the Radio Regulations. An Administration may delay the application of the requirement for high frequency in the case of new equipment for a period not exceeding one year from the date of coming into force of the present Convention.

(b) The apparatus shall be so designed that it may be used in an emergency by an unskilled person. The transmitter shall be fitted with an automatic keying device for the transmission of the alarm signal and the distress signal, as well as a key for manual transmissions. An Administration may delay the application of the requirement for an automatic keying device in the case of new equipment for a period not exceeding one year from the date of coming into force of the present Convention, and in the case of existing equipment for a period not exceeding three years from the date of coming into force of the present Convention.

(c) In new equipment, the note frequency shall be between 450 and 1,350 cycles per second.

(d) The apparatus shall be readily portable, watertight and capable of floating in sea water and also capable of being dropped into the sea without damage.

(e) The transmitter shall have at least 10 watts input to the anode of the final stage, and shall preferably derive its power from a hand generator. If operated from batteries these shall comply with conditions laid down by the Administration to ensure that the batteries are of a durable type and are of sufficient capacity.

(f) An aerial shall be included, either self-supporting or capable of being supported by the mast of the lifeboat at the maximum practicable height.

(g) At sea a qualified operator shall at weekly intervals bring the battery up to full charge if the battery is of a type which requires charging and in any case shall test the transmitter, using a suitable artificial aerial.

(h) For the purpose of this Regulation, new equipment means equipment supplied to a ship after the present Convention comes into force.

REGULATION 15.

Radiotelephone Installations.

(a) The ship's radiotelephone station shall be in the upper part of the ship, and, unless situated on the bridge, there shall be efficient communication with the bridge.

(b) The installation shall be capable of transmitting and receiving radiotelephony on the radiotelephone distress frequency and on at least one other frequency available for maritime radiotelephone stations in the medium frequency band under the Radio Regulations. In normal operation the depth of modulation shall be at least 70 per cent, at peak intensity.

(c) The transmitter shall have a minimum normal range of 150 miles, i.e., it shall be capable of transmitting clearly perceptible signals from ship to ship by day and under normal conditions and circumstances over this range. (Clearly perceptible signals will normally be received if the R.M.S. value of the field strength produced at the receiver by the unmodulated carrier is at least 25 microvolts per metre.)*

(d) The receiver shall have sufficient sensitivity to receive an incoming signal as low as 50 microvolts by means of a loudspeaker.

(e) While the ship is at sea, there shall be available at all times a source of energy sufficient to operate the installation over the normal range required by paragraph (c) of this Regulation. If batteries are provided they shall have sufficient capacity to operate the transmitter and receiver for at least six hours continuously under normal working conditions. In any installation an emergency source of energy shall be provided in the upper part of the ship unless the main source of energy is so situated.

(f) While at sea the batteries (if provided) shall be kept charged so as to meet the requirement of paragraph (e) of this Regulation.

PART D.—RADIO LOG.

REGULATION 16.

Radio Log.

The radio log (diary of the radio service) required by the Radio Regulations shall be kept in the radio operating room during the voyage. It shall be available for inspection by the officers authorised by the Administration to make such inspections. Every radio operator shall enter in the radio log his name, the times at which he goes on and off watch, and all incidents occurring during his watch connected with the radio service which may appear to be of importance to safety of life at sea. In addition to the entries required by the Radio Regulations there shall be entered in the radio log:—

Radiotelegraph Log.

- (i) details of the maintenance, including a record of the charging, of the batteries in such form as may be prescribed by the Administration;

* In the absence of field strength measurements it may be assumed that this range will be obtained by a power in the order of 10 watts (unmodulated carrier) with an aerial efficiency of 27 per cent.

van minstens 70 persent. Die ontvanger moet in staat wees om die klasse van uitsending in die Radioregulasies voorgeskryf vir noodgevalle in die middelfrekwensieband, te ontvang. In die geval van nuwe uitrusting moet die toestel ook in staat wees om op die hoofrekwensie en die klas van uitsending in die Radioregulasies voorgeskryf vir reddingsmiddels, uit te send. 'n Administrasie kan die toepassing van die voorgeskryf betreffende hoofrekwensie uitsel vir 'n tydperk van hoogstens een jaar vanaf die datum van die inwerkingtreding van die huidige Konvensie.

(b) Die toestel moet so ontwerp wees dat dit in 'n noodgeval deur 'n ongeskoolde persoon gebruik kan word. Die sender moet voorsien wees van 'n outomatiese seininrigting vir die uitsending van die alarmsein aan die noodsein, asook van 'n seinaleutel vir uitsending met die hand. 'n Administrasie kan die toepassing van die voorskrif betreffende 'n outomatiese seininrigting in die geval van nuwe uitrusting uitsel vir 'n tydperk van hoogstens een jaar vanaf die datum van die inwerkingtreding van die huidige Konvensie, en in die geval van bestaande uitrusting van 'n tydperk van hoogstens drie jaar vanaf die datum van die inwerkingtreding van die huidige Konvensie.

(c) In die geval van nuwe uitrusting moet die toonfrekwensie gelees wees tussen 450 en 1,350 periodes per sekonde.

(d) Die uitrusting moet maklik draagbaar, waterdig en in staat wees om in seewater te dryf en moet ook in die see gegooi kan word sonder dat dit beskadig word.

(e) Die sender moet 'n ingaande stroom van minstens 10 watt hê vir die anode van die laaste trap en moet by voorkant gevoed word deur middel van 'n handgenerator. Indien het deur batterye gevoed word, moet hierdie batterye voldoende aan die voorwaarde deur die Administrasie gestel ten einde te verseker dat die batterye van 'n duursame tipe is en voldoende vermoë het.

(f) Die uitrusting moet 'n antenne insluit wat selfdraend of wat deur die mas van die reddingsboot op die groots moontlike hoogte gedra kan word.

(g) Op see moet 'n gekwalifiseerde radiotelegrafis die batterye met tussenposes van een week ten volle laat indien die batterye van 'n tipe is wat gelaaie moet word en moet in elk geval die sonder tests terwyl hy daarby van 'n kursantonne gebruik word.

(h) Vir die toepassing van hierdie Regulasie beteken nuwe uitrusting die uitrusting wat na die inwerkingtreding van die huidige Konvensie aan 'n skip verskaf word.

REGULASIE 16.

Radiotelefooninstallasies.

(a) Die skip se radiotelefoonstasie moet in die boedel van die skip opgestel word, en, tensy dit op die brug geleë is, moet daar voldoende kommunikasie met die brug wees.

(b) Die installasie moet in staat wees om deur middel van radiotelefonie uit te send en te ontvang op die noodfrekwensie vir radiotelefonie voorgeskryf en op minstens nog een frekwensie wat beskikbaar is vir maritieme radiotelefoonstasies in die middelfrekwensieband ooreenkomstig die Radioregulasies. Onder normale diensomstandighede moet die modulasiediepte by die hoogste intensiteit minstens 70 persent bedra.

(c) Die sender moet 'n minimum normale reikwydte van 150 myl hê, d.w.s. dit moet in staat wees om duidelik waarneembaar te wees gedurende die dag en onder normale toestande en omstandighede van skip tot skip oor hierdie afstand uit te send. (Duidelik waarneembaar seint sal onder normale omstandighede ontvang word indien die effektiewe waarde van die veldsterkte wat deur die ongemoduleerde draaggolf by die ontvang-toestel geproduseer word minstens 25 microvolt per meter bedra.)*

(d) Die ontvanger moet voldoende gevoeligheid hê om inkomende seino van so laag as 50 microvolt deur middel van 'n luidspreker te ontvang.

(e) Wanneer die skip op see is, moet daar te alle tye 'n krugbron van voldoende vermoë wees om die installasie oor die normale reikwydte by paragraaf (c) van hierdie Regulasie vereis, te laat werk. Indien daar batterye is, moet hulle voldoende vermoë hê om die sender en die ontvangtoestel onder normale omstandighede gedurende minstens ses uur onafgebroke te laat werk. In die geval van nuwe installasies moet daar 'n noodkrugbron in die boedel van die skip aangebring word tensy hi die hoofkrugbron reeds daar geleë is.

(f) Terwyl die skip op see is, moet die batterye (as daar is) gelaaie gehou word ten einde te voldoen aan die vereistes van paragraaf (c) van hierdie Regulasie.

DEEL D.—RADIO DAGBOEK.

REGULASIE 16.

Radiodagboek.

Die radiodagboek (dagboek van die radiodiens) voorgeskryf deur die Radioregulasies, moet gedurende die reis in die seintuit gehou word. Dit moet beskikbaar wees vir inspeksie deur die amptenare wat deur die Administrasie genuttig is om sodanige inspeksies te hou. Elke radiotelegrafis en radiotelefonis moet sy naam, die tye waarop hy op wag gaan en van wag af kom en alle voorvalle wat gedurende sy wag vir band met die radiodiens plaasvind en wat hy van belang mag beskou vir die volledigheid van antekeninge van die Radioregulasies vereis word, benevens die antekeninge wat by die radiodagboek aangeleë word:—

Radiotelegraafdagboek.

(i) besonderhede betreffende die onderhoud van die batterye, met inbegrip van die laai daarvan, in die vorm wat deur die Administrasie voorgelê kan word;

* By afwezigheid van veldsterkteinstellings kan daar aangeneem word dat hierdie reikwydte verkry word deur 'n antennevermoë van 15 watt (ongemoduleerde draaggolf) by 'n antennevermoë van 27 persent.

- (ii) a daily statement that the requirement of paragraph (p) of Regulation 10 has been fulfilled;
- (iii) details of tests of the emergency transmitter and emergency power supply made under paragraph (i) of Regulation 10;
- (iv) in ships fitted with an auto alarm details of tests made under paragraph (c) of Regulation 11;
- (v) details of the maintenance, including a record of the charging, of the batteries (if applicable), and tests of the transmitters fitted in motor lifeboats, under paragraph (h) of Regulation 13;
- (vi) details of the maintenance, including a record of the charging, of the batteries (if applicable), and tests of lifeboat portable transmitters under paragraph (g) of Regulation 14;

Radiotelephone Log.

- (vii) in ships fitted with a radiotelephone installation details of the maintenance, including a record of the charging, of the batteries (if provided), under paragraph (f) of Regulation 15;
- (viii) details of the maintenance, including a record of the charging, of the batteries (if applicable), and tests of lifeboat portable transmitters under paragraph (g) of Regulation 14.

CHAPTER V.—SAFETY OF NAVIGATION.

REGULATION 1.

Application.

Notwithstanding the provisions of Regulation 3 of Chapter I, this Chapter, unless otherwise expressly provided in this Chapter, refers to all ships on all voyages, except ships of war.

REGULATION 2.

Danger Messages.

(a) The master of every ship which meets with dangerous ice, a dangerous derelict, or any other direct danger to navigation, or a tropical storm, is bound to communicate the information by all the means at his disposal to ships in the vicinity, and also to the competent authorities at the first point on the coast with which he can communicate. The form in which the information is sent is not obligatory. It may be transmitted either in plain language (preferably English) or by means of the International Code of Signals (Radio Section). It should be broadcast to all ships in the vicinity and sent to the first point on the coast to which communication can be made, with a request that it be transmitted to the appropriate authorities.

(b) Each Administration will take all steps which it thinks necessary to ensure that when intelligence of any of the dangers specified in paragraph (a) is received, it will be promptly brought to the knowledge of those concerned and communicated to other Administrations interested.

(c) The transmission of messages respecting the dangers specified is free of cost to the ships concerned.

(d) All messages issued under this Regulation shall be preceded by the Safety Signal, using the procedure as prescribed by the Radio Regulations.

REGULATION 3.

Information Required in Danger Messages.

The following information is desired in danger messages, the time in all cases being Greenwich Mean Time:—

- (a) Ice, Derelicts and other Direct Dangers to Navigation.
 - (i) The kind of ice, derelict or danger observed;
 - (ii) the position of the ice, derelict or danger when last observed;
 - (iii) the time and date when the observation was made.
- (b) Tropical Storms—(Hurricanes in the West Indies, Typhoons in the China Sea, Cyclones in Indian waters, and Storms of a similar nature in other regions).
 - (i) A statement that a tropical storm has been encountered. This obligation should be interpreted in a broad spirit, and information transmitted whenever the master has good reason to believe that a tropical storm exists in his neighbourhood.
 - (ii) Meteorological Information. Each shipmaster should add to his warning message as much of the following meteorological information as he finds practicable:—
 - the Greenwich Mean Time, date and position of the ship when the observations were taken;
 - barometric pressure (stating millibars, inches, or millimetres, and whether corrected or uncorrected);
 - barometric tendency (the change in barometric pressure during the past three hours);
 - true wind direction;
 - wind force (Beaufort scale);
 - state of the sea (smooth, moderate, rough, high);
 - swell (light, moderate, heavy) and the true direction from which it comes. Period or length of swell (short, average, long) would also be of value;
 - true course and speed of ship.

- (ii) 'n daaglike verklaring dat daar aan die voorskrifte van paragraaf (p) van Regulasie 10 voldoen is;
- (iii) besonderhede van die toetsing van die nood-ender en die noodkragbron wat kragtens paragraaf (t) van Regulasie 10 uitgevoer is;
- (iv) op skype wat met 'n outo-alarmeringstoestel toegerus is, besonderhede van toetse wat kragtens paragraaf (c) van Regulasie 11 uitgevoer is;
- (v) besonderhede betreffende die onderhoud van die batterye, met inbegrip van die laai daarvan (indien dit van toepassing is), en die toetsing van die senders in motorreddingsbote, kragtens paragraaf (h) van Regulasie 13;
- (vi) besonderhede betreffende die onderhoud van die batterye, met inbegrip van die laai daarvan (indien dit van toepassing is), en die toetsing van draagbare reddingsboot-senders kragtens paragraaf (g) van Regulasie 14.

Radiotelefoondagboek.

- (vii) op skope toegerus met 'n radiotelefooninstallasie, besonderhede betreffende die onderhoud van die batterye (as daar is), met inbegrip van die laai daarvan, kragtens paragraaf (f) van Regulasie 15;
- (viii) besonderhede van die onderhoud van die batterye, met inbegrip van die laai daarvan (indien dit van toepassing is), en die toetsing van draagbare reddingsboot-senders kragtens paragraaf (g) van Regulasie 14.

HOOFSTUK V.—VEILIGHEID VAN DIE NAVIGASIE.

REGULASIE 1.

Toepassing.

Nieteenstaande die bepalinge van Regulasie 3 van Hoofstuk I, is hierdie Hoofstuk, tensy in hierdie Hoofstuk uitdruklik anders bepaal, van toepassing op alle skope op alle reise, uitgesonderd oorlogsskpe.

REGULASIE 2.

Gevaarberigte.

(a) Die gesagvoerder van elke skip wat govaarlike ys, 'n govaarlike wrak of enige ander onmiddellike gevaar vir die skeepvaart, of 'n tropiese storm teekom, is verplig om die inligting deur alle middels tot sy beskikking mee te deel aan skope in die nabyheid en ook aan die bevoegde owerheid van die eerste punt aan die kus waarmee hy in verbinding kan tree. Die vorm waarin die inligting gestuur word, is nie voorgeskryf nie. Dit kan uitgesond word in gewone taal (by voorkoor in Engels) of deur middel van die Internasionale Seimboek (Aldeling Radio). Dit moet uitgesond word aan alle skope in die nabyheid en gestuur word na die eerste punt op die kus waarmee daar in verbinding getree kan word, met 'n versoek dat dit aan die bevoegde owerheid gestuur moet word.

(b) Elke Administrasie moet die stappe doen wat hy nodig ag ten einde te versker dat, wanneer 'n berig van enige van die gevare in paragraaf (a) aangegee ontvang word, dit oorgelyd tot die kennis van die belanghebbendes gebring en aan die ander Administrasies wat daarby belang het, meegedeel sal word.

(c) Die stuur van berigte betreffende die aangegeve gevare is kosteloos vir die betrokke skope.

(d) Alle berigte wat ingevolge hierdie Regulasie gestuur word, moet voornemig van die veiligheid van die gebruik gebruik maak word van die prosedure wat in die Radioregulasies voorgeskryf word.

REGULASIE 3.

Inligting, wat in die Gevaarberigte opgeneem moet word.

Dit is wenslik dat die onderstaande inligting in gevaarberigte opgeneem word, terwyl die tyd in alle gevalle die Middelbare Tyd Greenwich is:—

- (a) Ys, wrakke en ander onmiddellike gevare vir die skeepvaart.
 - (i) die aard van die waargenome ys, wrak of gevaar;
 - (ii) die plek waar die ys, wrak of gevaar die laaste waargenome is;
 - (iii) die datum en die tyd waarop die waarneming gedoen is.
- (b) Tropiese Storms (Orkane in Wes-Indië, Tifone in die Chinese See, Siklone in die Indiese waters, en Storms van soortgelyke aard in ander streke):—
 - (i) 'n Mededeling dat 'n tropiese storm teekom is. Hierdie verpligting moet in 'n bres sin opgevat word om berigte moet uitgestuur word sodra die gesagvoerder goeie rede het om te glo dat daar 'n tropiese storm in sy nabyheid is.
 - (ii) Meteorologiese inligting.—Elke gesagvoerder moet aan sy waarskuwingsberig sowel van die onderstaande meteorologiese inligting toevoeg as wat hy moontlik ag:—
 - Middelbare Tyd Greenwich, datum en posisie van die skip tydens die waarnemings;
 - baremeterstand (met vermelding van millibare, duime of millimeters, en of dit verbeterd of onverbetend is);
 - peiling van die barometerstand (die verandering in die barometerstand gedurende die laaste drie uur);
 - die ware windrigting;
 - windkrag (skaal van Beaufort);
 - toestand van die see (kalm, matig, ru, hoog);
 - die rigting (laag, matig hoog, hoog) en die ware rigting vanwaar dit kom. Periode of lengte van die deining (kort, matig lank, lank) is ook van belang;
 - ware koers en snelheid van die skip.

(c) Subsequent Observations. When a master has reported a tropical or other dangerous storm, it is desirable, but not obligatory, that other observations be made and transmitted hourly, if practicable, but in any case at intervals of not more than three hours, so long as the ship remains under the influence of the storm.

Examples.

Ice.

TTT Ice.—Large berg sighted in 4005 N., 4410 W., at 0800 GMT. May 15.

Derelicts.

TTT Derelict.—Observed derelict almost submerged in 4006 N., 1243 W., at 1630 GMT. April 21.

Danger to Navigation.

TTT Navigation.—Alpha lightship not on station. 1800 GMT. January 3.

Tropical Storm.

TTT Storm.—0030 GMT. August 18. 2204 N., 11354 E. Barometer corrected 994 millibars, tendency down 6 millibars. Wind NW., force 9, heavy squalls. Heavy easterly swell. Course 067, 5 knots.

TTT Storm.—Appearances indicate approach of hurricane. 1300 GMT. September 14. 2200 N., 7236 W. Barometer corrected 29.84 inches, tendency down .015 inches. Wind NE., force 8, frequent rain squalls. Course 035, 9 knots.

TTT Storm.—Conditions indicate intense cyclone has formed. 0200 GMT. May 4. 1620 N., 9203 E. Barometer uncorrected 753 millimetres, tendency down 5 millimetres. Wind S. by W., force 5. Course 300, 8 knots.

TTT Storm.—Typhoon to southeast, 0300 GMT. June 12. 1812 N., 12605 E. Barometer falling rapidly. Wind increasing from N.

REGULATION 4.

Meteorological Services.

(a) The Contracting Governments undertake to encourage the collection of meteorological data by ships at sea and to arrange for their examination, dissemination and exchange in the manner most suitable for the purpose of aiding navigation. Administrations shall encourage the use of instruments of a high degree of accuracy, and shall facilitate the checking of such instruments upon request.

(b) In particular, the Contracting Governments undertake to co-operate in carrying out, as far as practicable, the following meteorological arrangements:—

- (i) To warn ships of gale, storms and tropical storms, both by the issue of radio messages and by the display of appropriate signals at coastal points.
- (ii) To issue daily, by radio, weather bulletins suitable for shipping, containing data of existing weather and ice conditions, forecasts, and when practicable, sufficient additional information to enable simple weather charts to be prepared at sea.
- (iii) To prepare and issue such publications as may be necessary for the efficient conduct of meteorological work at sea.
- (iv) To arrange for selected ships to be equipped with tested instruments (such as a barometer, a bureograph, a psychrometer, and suitable apparatus for measuring sea temperature) for use in this service, and to take meteorological observations at standard synoptic hours (at least four times daily, whenever circumstances permit) and to encourage other ships to take observations in a modified form, particularly when in areas where shipping is sparse; these ships to transmit their observations by radio for the benefit of the various official meteorological services, repeating the information for the benefit of ships in the vicinity. When in the vicinity of a tropical storm, or of a suspected tropical storm, ships should be encouraged to take and transmit their observations at more frequent intervals whenever practicable, bearing in mind navigational preoccupations of ships' officers during storm conditions.
- (v) To arrange for the reception and transmission by coast radio stations of weather messages from and to ships. Ships which are unable to communicate direct with shore shall be encouraged to relay their weather messages through ocean weather ships or through other ships which are in contact with shore.
- (vi) To encourage all masters to inform ships in the vicinity and also shore stations whenever they experience a wind speed of 50 knots or more (force 10 on the Beaufort scale).
- (vii) To endeavour to obtain a uniform procedure in regard to the international meteorological services already specified, and, as far as is practicable, to conform to the recommendations made by the International Meteorological Organisation, to which the Contracting Governments may refer for study and advice any meteorological question which may arise in carrying out the present Convention.

(c) The information provided for in this Regulation shall be furnished in form for transmission and transmitted in the order of priority prescribed by the Radio Regulations, and during transmission "to all stations" of meteorological information, forecasts and warnings, all ship stations must conform to the provisions of the Radio Regulations.

(c) Later waarsnemings.—Wanneer 'n gesagvoerder 'n tropiese of ander gevaarlike storm gerapporteer het, is dit wenslik, maar nie verpligtend nie, skielik die skip onder die invloed van die storm bly, ander waarsnemings gedoen word en, indien moontlik, elke uur, maar in elk geval met tussenposes van hoogstens drie uur, uitgesend word.

Ys.

Voorbeelde.

TTT Ys.—Groot ysberg waargeneem op 4005 N., 4410 W., op 0800 MTG. 16 Mei.

Wrakke.

TTT Wrak.—Wrak waargeneem byna onder water op 4006 N., 1243 W., op 1630 MTG. 21 April.

Gevaar vir die Skeepvaart.

TTT Skeepvaart.—Ligskip Alpha nie op sy pos nie. 1800 MTG. 3 Januarie.

Tropiese Storm.

TTT Storm.—0030 MTG. 18 Augustus. 2204 N., 11354 O. Barometer verbeterd 995 millibar, dalende neiging 6 millibare, wind NW., krag 9, swaar buie. Hoë oostelike deining. Koers 067, 5 knope.

TTT Storm.—Voortekens wys op naderende orkaan. 1300 MTG. 14 September. 2300 N., 7236 W. Barometer verbeterd 29.84 duim, dalende neiging .015 duim. Wind NO., krag 8, veelvuldige reënbuie. Koers 035, 0 knope.

TTT Storm.—Woersomstandighede wys op vorming van howige sikloon. 0200 MTG. 4 Mei. 1820 N., 0203 O. Barometer verbeterd 763 millibars, dalende neiging 6 millibars. Wind S. ten W., krag 5. Koers 300, 8 knope.

TTT Storm.—Tifoon in suidooste. 0300 MTG. 12 Junie. 1812 N., 12605 O. Barometer dal vinnig. Wind waai sterker van die noorde.

REGULASIE 4.

Meteorologiese Dienste.

- (a) Die Kontrakterende Regerings verbind hulle om die versameling van meteorologiese gegewens deur skope op soe aan te moedig en om reëlings te tref vir hul ondersoek, verspreiding en uitwisseling op dié wyse wat die geskikste is om vir die skeepvaart van diens te wees. Administrasies moet die gebruik van instrumente met 'n hoë graad van noukeurigheid aanmoedig en moet op versek die nagaan van sulke instrumente vergemaklik.
- (b) Die Kontrakterende Regerings verbind hulle in die besonder om saam te werk om, vir sover dit prakties moontlik is, die onderstaande meteorologiese reëlings toe te pas:—
 - (i) Om sowel deur die uitsend van radioberigte as deur die gebruik van gepaste seine op kuspunte skope te waarsku teen stormwinde, storms en tropiese storms.
 - (ii) Om daaglikas deur middel van die radio weerberigte uit te send wat bruikbaar is van die skeepvaart en wat gegewens bevat omtrent bestaande weer- en ystoestande, voorspellings en waar die prakties moontlik is, voldoende aanvullende inligting om dit moontlik te maak om eenvoudige weerkaarte op soe op te stel.
 - (iii) Om sodanige publikasies op te stel en uit te gee as wat nodig mag wees vir die doeltreffende uitvoering van meteorologiese werk op soe.
 - (iv) Om reëlings te tref vir die uitrusting van uitgekose skope met getoetste instrumente (soos 'n barometer, 'n barograf, 'n psichrometer en 'n geskikte toestel om die temperatuur van die see te meet) vir gebruik in hierdie diens en om op standaard-sinopsies ivo (minstens viermaal per dag wanneer omstandighede dit toelaat) meteorologiese waarsnemings te doen en om ander skope aan te moedig om waarsnemings te doen in 'n gewysigde vorm, veral in streke waar daar min skeepsverkeer is; hierdie skope moet hul waarsnemings deur middel van die radio uitsend in die belang van die verskillende amptelike meteorologiese dienste om hulle moet die gegewens herhaal in belang van skope wat in die nabyheid is. Wanneer skope hul in die nabyheid van 'n tropiese storm of van 'n verwagte tropiese storm bevind, moet hulle aangemoedig word om, telkens wanneer dit moontlik is, hul waarsnemings met kort tussenposes te doen en uit te send terwyl hulle in gedagte moet hou dat skeeps-offisiere gedurende stormtoestande besig gehou word met werk wat verband hou met die navigasie.
 - (v) Om reëlings te tref vir die ontvangs en uitsending deur kusradiostasies van weerberigte van en na skope. Skope wat nie in staat is om regstreeks met die kus in verbinding te tree nie, moet aangemoedig word om die heruitstending van hul weerberigte deur weerkskope of deur ander skope wat met die kus in verbinding is, te bewerkstellig.
 - (vi) Om alle gesagvoerders aan te moedig om wanneer hulle 'n windnelheid van 50 knope of meer (krag 10 op die skaal van Beaufort) ondervind, skope in die nabyheid en ook kustasies daarvan in kennis te stel.
 - (vii) Om pogings aan te wend om 'n uniform procedure betreffende die reeds genoemde internasionale meteorologiese dienste te verkry en om sover moontlik in ooreenstemming te handel met die aanbevelings van die Internasionale Meteorologiese Organisasie waarteen die Kontrakterende Regerings enige Konvensie mag ontstaan, vir bestudering en advies mag verwys.
- (c) Die inligting waarvoor daar in hierdie Regulasie voorsiening gemaak word, moet versprek word in die vorm wat voorgeskryf word vir die uitstending en uitgesend word in die voorskrifte voorgeskryf by die uitstending en uitgesend word in die voorskrifte voorgeskryf by die voorspellings en waarskuwings „aan alle stasies“, moet alle skeepsstasies voldoen aan die bepalings van die Radioregulasies.

(d) Forecasts, warnings, synoptic and other meteorological reports intended for ships shall be issued and disseminated by the national service in the best position to serve various zones and areas, in accordance with mutual arrangements made by the Contracting Governments concerned.

REGULATION 5.

Ice Patrol Service.

(a) The Contracting Governments undertake to continue an ice patrol and a service for study and observation of ice conditions in the North Atlantic. During the whole of the ice season the south-eastern, southern and south-western limits of the region of icebergs in the vicinity of the Grand Banks of Newfoundland shall be guarded for the purpose of informing passing ships of the extent of this dangerous region; for the study of ice conditions in general; and for the purpose of affording assistance to ships and crews requiring aid within the limits of operation of the patrol ships. During the rest of the year the study and observation of ice conditions shall be maintained as advisable.

(b) Ships and aircraft used for the ice patrol service and the study and observation of ice conditions may be assigned other duties by the managing Government, provided that such other duties do not interfere with their primary purpose or increase the cost of this service.

REGULATION 6.

Ice Patrol. Management and Cost.

(a) The Government of the United States of America agrees to continue the management of the ice patrol service and the study and observation of ice conditions, including the dissemination of information received therefrom. The Contracting Governments specially interested in these services undertake to contribute to the expense of maintaining and operating these services; each contribution to be based, as far as practicable, upon the total gross tonnage of the vessels of each contributing Government passing through the regions of icebergs guarded by the Ice Patrol. The Maritime Safety Committee is invited to undertake studies of these tonnages for the purpose of advising the contributing Governments. The Contracting Governments specially interested undertake to contribute to the expense of maintaining and operating these services in the proportions of their respective contributions as agreed to under the terms of the International Convention for the Safety of Life at Sea, 1929, until such contributions are modified as provided for in this Regulation.

(b) Each of the contributing Governments has the right to alter or discontinue its contribution, and other Contracting Governments may undertake to contribute to the expense. The contributing Government which avails itself of this right will continue responsible for its current contribution up to the 1st September following the date of giving notice of intention to alter or discontinue its contribution. To take advantage of the said right it must give notice to the managing Government at least six months before the said 1st September.

(c) If, at any time, the United States Government should desire to discontinue these services, or if one of the contributing Governments should express a wish to relinquish responsibility for its pecuniary contribution, or to have its contribution altered, or another Contracting Government should desire to undertake to contribute to the expense, the contributing Governments shall settle the question in accordance with their mutual interests.

(d) The contributing Governments shall have the right by common consent to make from time to time such alterations in the provisions of this Regulation and of Regulation 5 as appear desirable.

(e) Where this Regulation provides that a measure may be taken after agreement among the contributing Governments, proposals made by any Contracting Government for effecting such a measure shall be communicated to the managing Government which shall approach the other contributing Governments with a view to ascertaining whether they accept such proposals, and the results of the enquiries thus made shall be sent to the other contributing Governments and the Contracting Government making the proposals. In particular, the scale of contributions to the cost of the services to be made by the Contracting Governments specially interested shall be reviewed by those Governments in consultation at intervals not exceeding three years. The managing Government shall initiate the action necessary to this end.

REGULATION 7.

Speed Near Ice.

When ice is reported on or near his course the master of every ship at night is bound to proceed at a moderate speed or to alter his course so as to go well clear of the danger zone.

REGULATION 8.

North Atlantic Routes.

(a) The practice of following recognised routes across the North Atlantic in both directions has contributed to safety of life at sea and should be recommended to all ships.

(b) The selection of the routes and the initiation of action with regard to them is left to the responsibility of the shipping companies concerned.

(d) Weervoorspellings, waarskuwings, sinoptiese en ander meteorologiese verslae wat vir skepe bedoel is, moet uitgesaai en versprei word deur die nasionale diens wat die gunstigste geleë is om verskillende sonnes en gebiede te bedien ooreenkomstig die onderlinge reëlings wat deur die betrekte Kontrakterende Regerings getref is.

REGULASIE 5.

Ysopsporingsdiens.

(a) Die Kontrakterende Regerings verbind hulle om 'n diens vir die opsporing van ys en 'n diens vir die bestudering en waarneming van ystoestande in die Noord-Atlantiese Oseaan in stand te hou. Gedurende die hele yssesoon moet die suidoostelike, suidelike en suidwestelike grense van die gebiede waar ysbere in die nabyheid van die Groot Banke van Newfoundland voorkom, bewaak word met die doel om verbyvarende skepe van die omvang van hierdie gewaarlike gebied in kennis te stel, om ystoestande in die algemeen te bestudeer en om hulp te verleen aan skepe en bemannings wat binne die grense van die aksiegebied van die patrollieskepe hulp nodig het. Gedurende die origgedeelte van die jaar moet die bestudering en waarneming van ystoestande in stand gehou word vir sover dit randaam gang word.

(b) Skepe on vliegtuig wat vir die ysopsporingsdiens en die bestudering en waarneming van ystoestande gebruik word, kan deur die uitvoerende Regering met ander werksaamhede belas word, mits hierdie ander werksaamhede nie hul hoofdoel boemmer of die koste van hierdie diens verhoog nie.

REGULASIE 6.

Opsporing van Ya. Beheer en Koste.

(a) Die Regering van die Verenigde State van Amerika siem toe om voort te gaan met die beheer van die ysopsporingsdiens en met die bestudering en waarneming van ystoestande met inbegrip van die verspreiding van inligting wat daaruit verkry word. Die Kontrakterende Regerings wat in die besonder by hierdie diens te belang het, verbind hulle om by te dra tot die koste van die instandhouding en uitvoering van hierdie diens; elko bydrae moet, vir sover dit prakties uitvoerbaar is, gebaseer word op die totale bruto tonnement van die skepe van elke bydraende Regering wat deur die gebiede waar ysbere voorkom en wat deur die ysopsporingsdiens bewaak word, vanr. Die Maritieme Veiligheidskomitee word versoek om 'n studie van hierdie tonnement te onderneem met die doel om die bydraende Regerings van advies te dien. Die Kontrakterende Regerings wat in die besonder by hierdie diens te belang het, verbind hulle om by te dra tot die koste van die instandhouding en uitvoering van hierdie diens na verhouding van hul onderskeie bydraes soos ooreenkomstig ingevolge die bepaling van die Internasionale Konvensie vir die Beveiliging van Menselovens op See, 1929, totdat die bydraes gelyk word ooreenkomstig die bepaling van hierdie Regulasio.

(b) Elke een van die bydraende Regerings het die reg om sy bydrae te verander of te staak, en ander Kontrakterende Regerings kan hulle verbind om tot die koste by te dra. Die bydraende Regering wat van hierdie reg gebruik maak, bly aanspreeklik vir sy lopende bydrae tot op 1 September wat volg op die datum waarop hy kennis gee van sy voorneme om sy bydrae te verander of dit te staak. Ten einde van die genoemde reg gebruik te kon maak, moet hy minstens ses maande voor die genoemde 1ste September aan die bydraende Regering daarvan kennis gee.

(c) Indien die Regering van die Verenigde State te eniger tyd hierdie diens te wil staak, of indien een van die bydraende Regerings die wens sou uitspreek om af te sien van sy verpligting om sy geldelike bydrae te stort of horn sy bydrae te laat verander, of indien 'n ander Kontrakterende Regering horn sou wil verbind om tot die koste by te dra, moet die bydraende Regerings die aangeleentheid ooreenkomstig hul wederzijdse belange reël.

(d) Die bydraende Regerings het die reg om by onderlinge ooreenstemming van tyd tot tyd sodanige veranderings in die bepaling van hierdie Regulasio, en van Regulasio 5 aan te bring as wat wenslik geas word.

(e) Waar hierdie Regulasio bopas dat 'n maatregel getref kan word in ooreenstemming tussen die bydraende Regerings, moet voorstelle van enige Kontrakterende Regering vir die tref van so 'n maatregel medegedeel word aan die bydraende Regering wat die ander bydraende Regerings moet nader met die doel om vas te stel of hulle sulke voorstelle aanneem, en die resultate van die navorsing wat aldus gedoen is, moet gestuur word aan die ander bydraende Regerings en aan die Kontrakterende Regering wat die voorstelle ingedien het. In die besonder moet die verdeling van die bydraes tot die koste van die diens te wat gestort moet word deur die Kontrakterende Regerings wat besondere belang by die diens te het, met tussenpose van hoogstens drie jaar deur hierdie Regerings in ooreg met mekaar hersien word. Die bydraende Regering moet die inisiatief neem by die optrede wat vir hierdie doel nodig is.

REGULASIE 7.

Snelheid in die Nabyheid van Ya.

Wanneer die gesagvoerder van 'n skip berig ontvang van die aanwesigheid van ys op of in die nabyheid van die koers van sy skip, moet hy in die nag teen 'n matige snelheid vanr of sy koers sodanig verander dat hy die gevergebied effektiel vermy.

REGULASIE 8.

Noord-Atlantiese Roetes.

(a) Die gebruik om in albei rigtings erkende roetes oor die Noord-Atlantiese Oseaan te volg, het bygedra tot die veiligheid van menselovens op see en behoort by alle skepe aanbeveel te word.

(b) Die koers van die roetes en die inisiatief met betrekking tot die maatregels wat ten opsigte van die roetes getref moet word, word oorgelaat aan die verantwoordelikheid van die betrekte skeepvaartmaatskappye.

The Contracting Governments will assist the companies, when requested to do so, by placing at their disposal any information bearing on the routes which may be in the possession of the Governments.

(c) The Contracting Governments undertake to impose on the companies the obligation to give public notice of the regular routes which they propose their ships should follow, and of any changes made in these routes; they will also use their influence to induce the owners of all ships crossing the Atlantic to follow, so far as circumstances will permit, the recognised routes, and to induce the owners of all ships crossing the Atlantic bound to or from ports of the United States or Canada via the vicinity of the Grand Banks of Newfoundland to avoid, as far as practicable, the fishing banks of Newfoundland north of latitude 43° N. during the fishing season, and to pass outside regions known or believed to be endangered by ice.

(d) The Government managing the ice patrol service is requested to report to the Administration concerned any ship which is observed not to be on any regular, recognised or advertised route, or which crosses the abovementioned fishing banks during the fishing season, or which, when proceeding to or from parts of the United States or Canada, passes through regions known or believed to be endangered by ice.

REGULATION 9.

Misuse of Distress Signals.

The use of an international distress signal, except for the purpose of indicating that a ship or aircraft is in distress, and the use of any signal which may be confused with an international distress signal, are prohibited on every ship or aircraft.

REGULATION 10.

Distress Messages—Procedure.

(a) The master of a ship at sea, on receiving a signal from any source that a ship or aircraft or survival craft thereof is in distress, is bound to proceed with all speed to the assistance of the persons in distress informing them if possible that he is doing so. If he is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, he must enter in the logbook the reason for failing to proceed to the assistance of the persons in distress.

(b) The master of a ship in distress, after consultation, so far as may be possible, with the masters of the ships which answer his call for assistance, has the right to requisition such one or more of those ships as he considers best able to render assistance, and it shall be the duty of the master or masters of the ship or ships requisitioned to comply with the requisition by continuing to proceed with all speed to the assistance of persons in distress.

(c) The master of a ship shall be released from the obligation imposed by paragraph (a) of this Regulation when he learns that one or more ships other than his own have been requisitioned and are complying with the requisition.

(d) The master of a ship shall be released from the obligation imposed by paragraph (a) of this Regulation, and, if his ship has been requisitioned, from the obligation imposed by paragraph (b) of this Regulation, if he is informed by the persons in distress or by the master of another ship which has reached such persons that assistance is no longer necessary.

(e) The provisions of this Regulation do not prejudice the International Convention for the unification of certain rules with regard to Assistance and Salvage at Sea, signed at Brussels on the 23rd September, 1910, particularly the obligation to render assistance imposed by Article 11 of that Convention.

REGULATION 11.

Signalling Lamps.

All ships of over 160 tons gross tonnage, when engaged on international voyages, shall have on board an efficient daylight signalling lamp.

REGULATION 12.

Direction-finding Apparatus.

(a) All ships of 1,600 tons gross tonnage and upwards, when engaged on international voyages, shall be fitted with direction-finding apparatus complying with the provisions of Regulation 12 of Chapter IV, but the provision of such apparatus on ships between 1,600 and 5,000 tons gross tonnage may be deferred for a period of 2 years from the date on which the present Convention comes into force if in the opinion of the Administration this is necessary.

(b) An Administration may, in areas where it considers it unreasonable or unnecessary for such apparatus to be carried, exempt any ships under 5,000 tons gross tonnage from this requirement, due regard being had to the fact that direction-finding apparatus is of value both as a navigational instrument and as an aid to locating ships, aircraft or survival craft.

REGULATION 13.

Manning.

The Contracting Governments undertake, each for its national ships, to maintain, or, if it is necessary, to adopt, measures for the purpose of ensuring that, from the point of view of safety of life at sea, all ships shall be sufficiently and efficiently manned.

Wanneer die Kontrakterende Regerings daarom versoek word, moet hulle aan die maatskappye hulp verleen deur alle inligting wat op die roete betrekking het en in besit van die Regerings is, tot die beskikking van die maatskappye te plaas.

(c) Die Kontrakterende Regerings verbind hulle om aan die maatskappye die verpligting op te lê om die gereelde roetes wat hulle hul skepe wil laat volg asook alle wysigings in hierdie roetes, te publiseer. Hulle sal voorts hul invloed gebruik om die eienaars van alle skepe wat die Atlantiese Oseaan oorstek, te bewoeg om, vir sover omstandighede dit toelaat, die erkende roetes te volg en om die eienaars van alle skepe wat die Atlantiese Oseaan oorstek op weg na of van hawens van die Verenigde State of Kanada via die omgewing van die Groot Banko van Newfoundland, te bewoeg om, vir sover dit prakties uitvoerbaar is, die viasgronde van Newfoundland noord van 43° noorderbreedte gedurende die viasingsseisoen te vorm en om te waar huto die gebiede waarvan dit bekend is of veronderstel word dat hulle as gevolg van die aanwesigheid van ys gevaarlik is.

(d) Die Regering wat die yspopspringdiens bestuur, word versoek om die betrekke Administrasie in kennis te stel van enige skip waarvan dit opgemerk word dat hy hom nie op 'n gereelde, erkende of nagekonde roete bevind nie of wat die bogenoemde viasgronde gedurende die viasingsseisoen oorstek, of wat op weg na of van hawens van die Verenigde State of Kanada deur die gebiede waar waarvan dit bekend is of veronderstel word dat hulle as gevolg van die aanwesigheid van ys gevaarlik is.

REGULASIE 9.

Misbruik van Noedecine.

Die gebruik van 'n internasionale noodsein, behalwe met die doel om aan te dui dat 'n skip of vliegtuig in nood verkeer, en die gebruik van enige sein wat met 'n internasionale noodsein verwar mag word, word op alle skepe of vliegtuie verbied.

REGULASIE 10.

Noedecine, Prosedure.

(a) Wanneer die gesagvoerder van 'n skip op so 'n sein uit die een of ander bron ontvang dat 'n skip of vliegtuig of reddingemiddels daarvan in nood verkeer, moet hy die persone wat in nood verkeer in alleryl te hulp snel en hulle, indien moontlik, in kennis stel dat hy besig is om dit te doen. Indien hy nie in staat is om hulle te hulp te kom nie of di onder die besondere omstandighede van die geval onredelik of onnodig in om dit te doen, moet hy in die skeepsdagboek die rede aangee waarom hy die persone wat in nood verkeer nie te hulp gekom het nie.

(b) Die gesagvoerder van 'n skip wat in nood verkeer, het die reg om, nadat hy vir sover moontlik oorlog geploeg het met die gesagvoerders van die skepe wat op sy roep om hulp geantwoord het, een of meer van hierdie skepe wat in sy mening die beste daartoe in staat is om hulp te verleen, op te verder en die gesagvoerder of gesagvoerders van die skip of skepe wat opgevorder is, is verplig om aan die opvordering gehoor te gee deur sy of hulle vaart in alleryl voort te sit om die persone wat in nood verkeer, te hulp te kom.

(c) Die gesagvoerder van 'n skip word onthef van die verpligting wat by paragraaf (a) van hierdie Regulasie op hom gelê is, wanneer hy voornem dat een of meer skepe, behalwe sy eie skip, opgevorder is en aan die opvordering gevolg gee.

(d) Die gesagvoerder van 'n skip word onthef van die verpligting wat hom by paragraaf (a) van hierdie Regulasie opgelê word, en, indien sy skip opgevorder is, van die verpligting wat by paragraaf (b) van hierdie Regulasie opgelê word, indien hy in kennis gestel word deur die persone wat in nood verkeer of deur die gesagvoerder van 'n ander skip wat sulke persone bereik het, dat hulp nie meer nodig is nie.

(e) Die bepalinge van hierdie Regulasie maak geen inbreuk op die Internasionale Konvensie vir die mislukking van seiere reëls betreffende hulp en berging op soe wat op 23 September 1910 te Brussel geteken is, in die besonder wat betref die verpligting by Artikel 11 van daardie Konvensie opgelê, om hulp te verleen nie.

REGULASIE 11.

Seinlampe.

Alle skepe van meer as 150 ton bruto tonnemaat moet, wanneer hulle op internasionale reise gebruik word, 'n doeltreffende dagseinlamp aan boord hê.

REGULASIE 12.

Rigtingsoeker.

(a) Alle skepe van 1,600 ton bruto tonnemaat en groter moet, wanneer hulle op internasionale reise gebruik word, toegerus wees met 'n rigtingsoeker wat voldoen aan die bepalinge van Regulasie 12 van Hoofstuk IV, maar die aanbring van hierdie toestel op skepe van tussen 1,000 en 5,000 ton bruto tonnemaat kan uitgestel word vir 'n tydperk van 2 jaar vanaf die datum waarop die huidige Konvensie in werking tree indien dit, na die mening van die Administrasie, nodig is.

(b) 'n Administrasie kan, in gebiede waar by dit onredelik of onnodig is om so 'n toestel aan boord te lê, skepe van minder as 5,000 ton bruto tonnemaat van hierdie vereiste vrystel met inagneming van die feit dat rigtingsoekers van waarde is nie alleen as navigasie-instrumente nie, maar ook as 'n middel om die posisie van skepe, vliegtuie en reddingsmiddels vas te stel.

REGULASIE 13.

Bemannig.

Die Kontrakterende Regerings verbind hulle, elk vir sy nasionale skepe, om bestaande maatreëls te handhaaf of, indien nodig, nuwe maatreëls aan te neem met die oog daarop om te verseker dat, uit die oop punt van veiligheid van menslewens op see, alle skepe toereikend en doeltreffend beman word.

REGULATION 14.

Aids to Navigation.

The Contracting Governments undertake to arrange for the establishment and maintenance of such aids to navigation, including radio beacons and electronic aids as, in their opinion, the volume of traffic justifies and the degree of risk requires, and to arrange for information relating to these aids to be made available to all concerned.

REGULATION 15.

Search and Rescue.

(a) Each Contracting Government undertakes to ensure that any necessary arrangements are made for coast watching and for the rescue of persons in distress at sea round its coasts. These arrangements should include the establishment, operation and maintenance of such maritime safety facilities as are deemed practicable and necessary having regard to the density of the seagoing traffic and the navigational dangers and should, so far as possible, afford adequate means of locating and rescuing such persons.

(b) Each Contracting Government undertakes to make available information concerning its existing rescue facilities and the plans for changes therein, if any.

REGULATION 16.

Life-saving Signals.

The following signals shall be used by life-saving stations when communicating with ships in distress and by ships in distress when communicating with life-saving stations:—

(a) *Replies from shore station to distress signals made by a ship:—*

Signal.	Signification.
By day—White smoke signal.	"You are soon—assistance will be given as soon as possible."
By night—White star rocket.	

(b) *Landing signals for the guidance of small boats bringing away the crew of a wrecked ship:—*

Signal.	Signification.
By day—Vertical motion of a white flag or the arms.	"This is the best place to land."
By night—Vertical motion of a white light or flare. A range (indication of direction) may be given by placing a steady white light or flare lower and in line with the observer.	
By day—Horizontal motion of a white flag or arms extended horizontally.	"Landing here highly dangerous."
By night—Horizontal motion of a white light or flare.	
By day—Horizontal motion of a white flag, followed by the placing of the white flag in the ground and the carrying of another white flag in the direction to be indicated.	"Landing here highly dangerous. A more favourable location to land is in the direction indicated."
By night—Horizontal motion of a white light or flare, followed by the placing of the white light or flare on the ground and the carrying of another white light or flare in the direction to be indicated.	

(c) *Signals to be employed in connection with the use of shore life-saving apparatus:—*

Signal.	Signification.
By day—Vertical motion of a white flag or the arms. By night—Vertical motion of a white light or flare.	In general—"Affirmative." Specifically: "Rocket line is held." "Tide block is made fast." "Hawser is made fast." "Man is in the breeches buoy." "Haul away."
By day—Horizontal motion of a white flag or arms extended horizontally. By night—Horizontal motion of white light or flare.	In general—"Negative." Specifically: "Slack away." "Avast hauling."

REGULATION 17.

Pilot Ladders.

All ships engaged on voyages in which pilots are likely to be embarked should comply with the following requirements respecting pilot ladders:—

- (a) The ladder should be kept in good order and used as far as possible only for embarking and disembarking pilots and other officials while a ship is arriving at or leaving a port.

REGULASIE 14.

Hulpmiddels by die Naviëasie.

Die Kontrakterende Regering verbind hulle om sorg te dra vir die oprigting en instandhouding van sodanige hulpmiddels by die naviëasie, met inbegrip van radiobakens en elektroniese hulpmiddels, as wat, na hul mening, deur die omvang van die verkeer geregtigdig en deur die mate van gevaar vereis word, om om reddings te trof dat inligting betrefende hierdie hulpmiddels aan alle belanghebbendes beskikbaar gestel word.

REGULASIE 15.

Opsoring en Redding.

(a) Elke Kontrakterende Regering verbind hom om sorg te dra dat alle nodige reëlings getref word vir die bewaking van die kus en vir die redding van persone wat rondom sy kuste op see in nood verkeer. Hierdie reëlings moet die oprigting, bediening en onderhoud insluit van sodanige maritieme veiligheidsmiddels as wat met inagneming van die omvang van die seeverkeer en die gevaar vir die skeepvaart prakties bruikbaar en noodsaaklik geag word, en moet, vir sover dit moontlik is, toereikende middels verskaf vir die opsoring en redding van sulke persone.

(b) Elke Kontrakterende Regering verbind hom om inligting beskikbaar te stel betreffende sy bestaande reddingsmiddels en die plannas vir veranderings daarin indien daar sulke plannas bestaan.

REGULASIE 16.

Reddingseine.

Die onderstaande seine moet deur reddingsstasies gebruik word wanneer hulle in verbinding tree met skope wat in nood verkeer, en deur skope wat in nood verkeer wanneer hulle in verbinding tree met reddingsstasies:

(a) Antwoorde van die kuststasie op noodseine van 'n skip:—

Sein.	Betekenis.
Bedags—Wit rookseine.	} „Ons sien u—hulp word so spoedig moontlik verleen.”
Snags—vuurpyl met wit sterre.	

(b) Landingseine vir die leiding van klein bote wat die bemanning van 'n gestrande skip na die strand vervoer:—

Sein.	Betekenis.
Bedags—Vertikale beweging van 'n wit vlag of van die arms.	} „Dit is die beste plek om te land.”
Snags—Vertikale beweging van 'n wit lig of sinjaalvlam. 'n Ligging (aanduiding van rigting) kan gegoe word deur 'n vast toel lig of sinjaalvlam laer en in 'n lyn met die waarnemer to plannas.	
Bedags—Horisontale beweging van 'n wit vlag of die arms horisontaal uitgestrook.	} „Om hier te land is hoogs gevaarlik.”
Snags—Horisontale beweging van 'n wit lig of sinjaalvlam.	
Bedags—Horisontale beweging van 'n wit vlag gevolg deur die steek van 'n wit vlag in die grond en die dra van 'n ander wit vlag in die rigting wat aangegee moet word.	} „Om hier te land is hoogs gevaarlik. 'n Gunstiger plek om te land word in die aangegewe rigting gevind.”
Snags—Horisontale beweging van 'n wit lig of sinjaalvlam gevolg deur die plasing van 'n wit lig of sinjaalvlam op die grond en die dra van 'n ander wit lig of sinjaalvlam in die rigting wat aangegee moet word.	

(c) Seine wat aangewend moet word in verband met die gebruik van 'n reddingsmiddel wat op die kus opgestel is:—

Sein.	Betekenis.	
Bedags—Vertikale beweging van 'n wit vlag of van die arms.	} In die algemeen—„Bewestigend.”	
		In besondero gevalle—
		„Vuurpyllyn word gehou.”
Snags—Vertikale beweging van 'n wit lig of sinjaalvlam.	} „Stertlok is vasgemaak.”	
„Tros is vasgemaak.”		
„Daar is iemand in die broekboot.”		
Bedags—Horisontale beweging van 'n wit vlag of arms horisontaal uitgestrook.	} In die algemeen—„Ontkenmend.”	
Snags—Horisontale beweging van 'n wit vlag of sinjaalvlam.		
„Vorslap die toue.”		
	„flou op inat trek.”	

REGULASIE 17.

Loodsele.

Alle skope wat op reise is waarop loodse waarskynlik aan boord geneem sal word, moet aan die onderstaande vereistes betreffende loodsele voldoen:—

(a) Die loer moet in 'n goeie toestand gehou word en sover moontlik algea vir die aan boord kom en vir die van boord gaan van loodse ou ander aansienbare gebruik word terwyl die skip 'n hawe binnekom of dit verlaat.

- (b) The ladder should be of adequate length and strength.
- (c) The treads should be of adequate width.
- (d) Two man-ropes, properly secured, should, where circumstances so require, be used in conjunction with the ladders.
- (e) Arrangements should be such that the pilot can safely pass from the head of the ladder to the ship's deck.
- (f) Spreaders at suitable intervals should be provided, if necessary, to prevent the ladder twisting.
- (g) At night, a light shining overside should be available and used.

CHAPTER VI.—CARRIAGE OF GRAIN AND DANGEROUS GOODS.

REGULATION 1.

Application.

Unless expressly provided otherwise, this Chapter applies to ships to which the present Regulations apply.

REGULATION 2.

Carriage of Grain.

- (a) The term "grain" includes wheat, maize (corn), oats, rye, barley, rice, pulses and seeds.
- (b) Where grain is loaded in a ship, all necessary and reasonable precautions shall be taken to prevent the grain from shifting.
- (c) Any compartment which is entirely filled with loose grain in bulk shall be—
 - (i) fed by properly constructed feeders which shall contain not less than $2\frac{1}{2}$ per cent. nor more than 8 per cent. of the capacity of the compartment served, and
 - (ii) divided by a longitudinal bulkhead or shifting boards, which shall be properly secured and fitted grain tight with proper fillers (fillings) between the beams. In holds such shifting boards shall extend downwards from the underside of the deck to a distance of at least one-third of the depth of the hold or 8 feet, whichever is the greater. In 'tween deck compartments they shall extend from deck to deck. In all cases they shall extend to the top of the feeders of the hold or compartment in which they are situated.
- (d) In any compartment which is partially filled with loose grain in bulk, the grain shall be levelled and topped off with bagged grain or other suitable cargo extending to a height of not less than 4 feet above the top of the loose grain in bulk and supported on suitable platforms laid over the whole surface of the loose grain in bulk. In addition, the compartment shall be divided by a longitudinal bulkhead or shifting boards in line with the keel which shall extend from the bottom of the hold or deck as the case may be to a height sufficient to prevent the shifting of the loose grain in bulk. The fitting of a longitudinal bulkhead or shifting boards shall not be required if the grain in bulk does not exceed one-third the capacity of the compartment or, in the case of a compartment divided by a shaft tunnel, one-half the capacity of that compartment.
- (e) Loose grain in bulk other than oats, light barley, and cotton seed shall not be carried in the 'tween decks of a two-deck ship, or in the uppermost 'tween decks of ships having more than two decks, except in properly constructed feeders as necessary for feeding the lower compartments. Loose grain in bulk may be carried in positions not otherwise permitted under this Regulation provided that:—
 - (i) it is carried in one or more bins, which shall be properly constructed and provided with feeders in accordance with the provisions of paragraph (c) (i);
 - (ii) the hold or compartment below the bin or 'bins is properly battened down, clear of the feeder to such hold or compartment;
 - (iii) the quantity of grain so carried does not exceed the capacity fixed by the Administration.
- (f) Each Administration may, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of any of the requirements of paragraphs (c) and (d) of this Regulation unreasonable or unnecessary, exempt from those particular requirements individual ships or classes of ships.

REGULATION 3.

Carriage of Dangerous Goods.

- (a) The term "dangerous goods" includes:—
 - (i) explosives;
 - (ii) compressed, liquefied and dissolved gases;
 - (iii) corrosives;
 - (iv) poisons;
 - (v) substances giving off inflammable vapours;
 - (vi) substances which become dangerous by interaction with water or air;
 - (vii) strong oxidising agents;
 - (viii) substances which are liable to spontaneous combustion;
 - (ix) any other substance which experience has shown, or may show, to be of such a dangerous character that the provisions of this Regulation should apply to it.
- (b) The carriage of dangerous goods is prohibited except in accordance with the provisions of this Regulation.
- (c) Explosives other than the following may not be carried on passenger ships:—
 - (i) safety cartridges and safety fuses;
 - (ii) small quantities of explosives not exceeding 20 lbs. in the aggregate;
 - (iii) explosives up to a total of 16 cwt. in approved packages on the deck of a passenger ship on a short voyage.

- (b) Die leer moet lank en sterk genoeg wees.
- (c) Die trappe moet breed genoeg wees.
- (d) Twee behoorlik vasgemaakte handladders moet, wanneer die omstandighede dit vereis, saam met die leer gebruik word.
- (e) Daar moet gesorg word dat die lode die skeepsdek veilig van die bo- en van die leer kan bereik.
- (f) Spreiers moet op gepaste afstande aangeblyf word om, indien nodig, te verhoed dat die leer sal draai.
- (g) Snags moet 'n lig wat oorboord skyn, beskikbaar wees en gebruik word.

HOOFSTUK VI.—VERVOER VAN GRAAN EN GEVAARLIKE GOEDERE

REGULASIE 1.

Toepassing.

Teney uitdruklik anders bepaal, is hierdie Hoofstuk van toepassing op skope waarop die huidige Regulasies van toepassing is.

REGULASIE 2.

Vervoer van Graan.

- (a) Die woord „graan” sluit in koring, mielies, hawer, rog, gars, rys, poulvrugte en sade.
- (b) Wanneer graan in 'n skip gelaa word, moet alle nodige en redelike voorsorgsmaatreels getref word om te verhoed dat die graan verskuif.
- (c) Elke ruimte wat geheel met los graan in massa gevul is, moet—
 - (i) gevul word deur middel van behoorlik geboude graanvoerders met 'n inhoud van minstens 2½ persent en hoogstens 8 persent van die ruimte wat daardoor bedien word, en
 - (ii) deur 'n langskopse beskot of deur graanbeskotte wat behoorlik bevestig en grondig moet wees met deugdelike beskotte tussen die dekbalke. In ruime moet hierdie graanbeskotte van die onderkant van die dek na benede deurloop tot op 'n afstand van minstens een-derde van die diepte van die ruim of 8 voet, watter ook al die grootste is. In tussendekruimtes moet hulle van dek tot dek deur loop. In alle gevalle moet hulle deurloop tot by die bokant van die graanvoerders van die ruim of die afdeling waarin hulle geleë is.
- (d) In elke afdeling wat gedeeltelik met los graan in massa gevul is, moet die graan gelyk gemaak en afgedek word met graan in skikte of ander geskikte lading tot op 'n hoogte van minstens 4 voet bo die bokant van die los graan in massa en gelyk na wees op geskikte platforme wat die hele oppervlakte van die los graan in massa beslaan. Bewindens moet die afdeling verdeel wees deur 'n langskopse beskot of graanbeskotte parallel met die kiel wat vanaf die bodem van die ruim of dek, in geling van die geval, tot op 'n voldoende hoogte strek om die verskuiving van die los graan in massa te verhoed. Die aanbring van 'n langskopse beskot of van graanbeskotte word nie vereis indien die graan in massa nie meer as een-derde van die inhoud van die afdeling of, in die geval van 'n ruim wat deur 'n astoel verdeel word, die helfte van die inhoud van daardie afdeling beslaan nie.
- (e) Los graan in massa, ngesondert hawer, hite gars en katoensand, mag nie in die tussendek van 'n tweedekskip of in die boomte tussendek van skope met meer as twee dekke vervoer word nie behalve in behoorlik geboude graanvoerders wat nodig is om die luer geleë afdelings te vul. Los graan in massa mag vervoer word in ruimtes wat nie anders kragtens hierdie Regulasie toegelaten word nie, mits—
 - (i) dit vervoer word in een of meer afdelings wat spesiaal onbehoorlik daarvoor gebou is en toegerus is met graanvoerders ooreenkomstig die bepalings van paragraaf (c) (i);
 - (ii) die ruim of afdeling onder die genoemde spesiale afdeling of afdelings behoorlik geskik is vry van die graanvoerder in so 'n ruim of afdeling;
 - (iii) die hoefveelheid graan wat alhier vervoer word nie die hoefveelheid wat deur die Administrasie vasgestel is, oorskry nie.
- (f) Elke Administrasie kan, indien hy van oordeel is dat die beskutte aard en die omstandighede van die reis sodanig is dat die toepassing van die een of ander van die vereistes van paragraaf (c) en (d) van hierdie Regulasie onredelik of onnodig is, afsonderlike skope of klasse skope van daardie besondere vereistes vrystel.

REGULASIE 3.

Vervoer van Gevaarlike Goedere.

- (a) Die uitdrukking „gevaarlike goedere” omvat—
 - (i) ontplofbare stowwe;
 - (ii) saamgeperste, vloeibare en opgeloste gasse;
 - (iii) bytende stowwe;
 - (iv) giftowwe;
 - (v) stowwe wat ontvlambare damppe afgee;
 - (vi) stowwe wat gevaarlik word wanneer hulle met water of lug in aanraking kom;
 - (vii) sterk oksiderende stowwe;
 - (viii) stowwe wat in staat is tot selfontbranding;
 - (ix) enige ander stof waarvan dit uit die ondervinding gebyk het of mag byk dat dit van so 'n gevaarlike aard is dat die bepalings van hierdie Regulasie daarop van toepassing behoort te wees.
- (b) Die vervoer van gevaarlike goedere word verbod behalve wanneer dit ooreenkomstig die bepalings van hierdie Regulasie geskied.
- (c) Ontplofbare stowwe, uitgesondert die ondergenoemde, mag nie op passasierskepe vervoer word nie—
 - (i) veiligheidspatrone en veiligheidslente;
 - (ii) klein hoefveelheid ontplofbare stowwe met 'n totale gewig van hoogstens 20 lb.;
 - (iii) Ontplofbare stowwe van hoogstens 10 ewt., in goedgekeurde verpakking op die dek van 'n passasierskip op 'n kort reis.

(d) Notwithstanding the provisions of paragraph (c), explosives may be carried on passenger ships on which there are special approved safety measures.

(e) On ships carrying inflammable liquids adequate precautions shall be taken against fire or explosion.

(f) Substances which are liable to spontaneous combustion (including fodder and other vegetable products especially if damp) shall not be carried unless adequate precautions have been taken to prevent outbreak of fire.

(g) Dangerous goods tendered to a ship for transportation shall be accompanied by a written statement by the shipper correctly describing the shipment according to the classification used in paragraph (a) of this Regulation.

(h) Except for parcels of mixed chemicals in limited quantities, shipments of dangerous goods shall be marked with a distinctive label or stencil which shall indicate their dangerous character. Each package of the shipment shall be so marked except in the case of a large shipment which can be stowed and identified as a unit.

(i) Each ship carrying dangerous goods shall carry a special list setting forth, in accordance with paragraph (a) of this Regulation, the dangerous goods on board.

(j) Each Contracting Government shall issue, or cause to be issued, detailed rules to supplement the provisions of this Regulation. Such detailed rules shall provide for the packing and stowage of dangerous goods when carried with other commodities, and for the stowage of various categories of dangerous goods.

(k) The provisions of this Regulation do not apply to ship's stores and equipment.

APPENDIX.

FORM OF SAFETY CERTIFICATE FOR PASSENGER SHIPS.

SAFETY CERTIFICATE.

(Official Seal.)

(Country.)

for $\frac{\text{an}}{\text{a short}}$ international voyage.

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1948.

Name of Ship.	Distinctive Number or Letters	Port of Registry.	Gross Tonnage	Particulars of Voyages, if any, sanctioned under Regulation 22 (c) of Chapter III.

The
I, the undersigned

(Name) Government certifies
(Name) certify

I. That the above-mentioned ship has been duly surveyed in accordance with the provisions of the Convention referred to above.

II. That the survey showed that the ship complied with the requirements of the Regulations annexed to the said Convention as regards:—

- (1) the structure, main and auxiliary boilers and machinery;
- (2) the watertight subdivision arrangements and details;
- (3) the following subdivision loadlines:—

Subdivision loadlines assigned and marked on the ship's side atamidships. (Regulation 10 of Chapter II.)	Freeboard.	To apply when the spaces in which passengers are carried include the following alternative spaces.
C. 1	..	..
C. 2	..	..
C. 3	..	..

III. That the life-saving appliances provide for a total number of persons and no more, viz:—

- lifeboats (including motor lifeboats or mechanically propelled lifeboats) capable of accommodating persons, and motor lifeboats fitted with radiotelegraph installation and searchlight (included in the total lifeboats shown above), requiring certificated life-boat men;
- life rafts capable of accommodating persons;
- buoyant apparatus capable of supporting persons;
- lifebuoys;
- lifejackets.

(d) Nietoestaande die bepalinge van paragraaf (c) kan ontplofbare stowwe vervoer word op passasiersepe waarop daar spesiale goedgekeurde veiligheidsmaatreëls getref is.

(e) Op skepe waarop daar brandbare vloeistowwe vervoer word, moet daar toereikende voorsorgemaatreëls teen brand of ontplofing getref word.

(f) Stowwe wat in staat is tot selfontbranding (met inbegrip van voer en ander plantaardige produkte, veral wanneer hulle kuum is) mag nie vervoer word nie tensy daar toereikende voorsorgemaatreëls getref is om die uitbreek van brand te voorkom.

(g) Gevaarlike goedere wat aangebied word om met 'n skip vervoer te word, moet voorgelêe word van 'n skriftelike verklaring van die verskeper waarin hy 'n noukeurige beskrywing gee van die goedere ooreenkomstig die klassifikasie wat in paragraaf (a) van hierdie Regulasie gebruik word.

(h) Balmale in die geval van pakkette met gemengde chemikalieë in beperkte hoeveelhede, moet skeepsalings gevaarlike goedere gemerk word met 'n onderskeidings etiket of merkpilaat wat hul gevaarlike aard moet aangee. Elke stuk van die verskeping moet aldus gemerk word behalwe in die geval van 'n groot verskeping wat as 'n eenheid opgeborg of geïdentifiseer kan word.

(i) Elke skip wat gevaarlike goedere vervoer, moet 'n spesiale lys aan boord hê waarop die gevaarlike goedere wat aan boord is, ooreenkomstig die bepalinge van paragraaf (a) van hierdie Regulasie, aangegee moet word.

(j) Elke Kontrakterende Regering moet gedetailleerde reëls ter aanvulling van die bepalinge van hierdie Regulasie uitgegee of laat uitgegee. In hierdie gedetailleerde reëls moet daar voorsiening gemaak word vir die verpakking en oorgang van gevaarlike goedere wanneer hulle saam met ander goedere vervoer word asook vir die oorgang van verskillende kategorieë van gevaarlike goedere.

(k) Die bepalinge van hierdie Regulasie is nie op die skeepsvoorraad en skeepsuitrusting van toepassing nie.

AANHANGSEL.

VORM VAN VEILIGHEIDCERTIFKAAT VIR PASSASIERSEPE.

(Aanptelike Seël.) VEILIGHEIDCERTIFKAAT. (Land.)

vir 'n internasionale reis.
'n kort

Uitgeroik ingevolge die bepalinge van die

INTERNASIONALE KONVENSIË VIR DIE BEVEILIGING VAN MENSELEWENS
OP SEE, 1948.

Naam van Skip.	Onder- skeidende nommer of letters.	Registrasie- hawe.	Bruto tonne- maat.	Besondere, as daar is, van reise wat kragtens Regulasie 22 (c) van Hoofstuk III goedgekeur is.
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Die (Naam) Regering sertifiseer
Eik, die ondergetekende. (Naam) sertifiseer

I. Dat die bogenoemde skip ooreenkomstig die bepalinge van die Konvensie hierbo genoem, behoorlik ondersoek is.

II. Dat uit die ondersoek gebyk het dat die skip aan die vereistes van die Regulasies wat 'n aanhangsel van genoemde Konvensie vorm, voldoen wat betref:—

- (1) die romp, hoof- en hulpmiddels en masjinerie;
- (2) die inrigting van en die besonderhede met betrekking tot die waterdige indeling;
- (3) die volgende indelingsaslyne:—

Indelingsaslyne wat toe- gewys is en midskeeps op die skeepsboord gemerk is. (Regulasie 10 van Hoof- stuk II.)	Vryboord.	Van toepassing wanneer die ruimtes waarby passasiers vervoer word die volgende alternatiewe ruimtes omvat.
C. 1	..	..
C. 2	..	..
C. 3	..	..

III. Dat die reddingsmiddels plek bied vir 'n totaal van hoegatens
..... persone, t.w.:—

..... reddingsbote (met in begrip van.....
..... motoreddingsbote of meganiese-aangedrewe reddings-
bote) wat
..... persone kan opneem, en.....
..... motoreddingsbote wat toegerus is met 'n radio-
telegrafiese installasie en 'n soeklig (inbegrip by die
totale getal reddingsbote hierbo genoem) waarvoor
..... gediplomeerde reddingslui nodig is;
..... reddingsvlette wat..... persone kan
opneem;
..... drywoude toestelle wat..... persone kan dra;
..... roddingsaboie;
..... roddingsaboie.

IV. That the lifeboats were equipped in accordance with provisions of the Regulations.

V. That the ship was provided with a line-throwing appliance and lifeboat portable radio apparatus in accordance with the provisions of the Regulations.

VI. That the ship complied with the requirements of the Regulations as regards radiotelegraph installations, viz:—

	Requirements of Regulation	Actual Provision.
Hours of listening by operator	—	—
Numbers of operators	—	—
Whether auto-alarm fitted	—	—
Whether main installation fitted	—	—
Whether emergency installation fitted	—	—
Whether main and emergency transmitters electrically separated or combined	—	—
Whether direction-finder fitted	—	—
Number of passengers for which certificated ..	—	—

VII. That the ship complied with the requirements of the Regulations, as regards fire-detecting and fire-extinguishing appliances and was provided with navigation lights and shapes, and means of making sound signals and distress signals, in accordance with the provisions of the Regulations and also the International Collision Regulations.

VIII. That in all other respects the ship complied with the requirements of the Regulations, so far as these requirements apply thereto.

This certificate is issued under the authority of the Government. It will remain in force until
 Issued at the day of
 19

Here follows the seal or signature of the authority entitled to issue the certificate. (Seal.)

If signed, the following paragraph is to be added:—

The undersigned declares that he is duly authorised by the said Government to issue this Certificate.

(Signature.)

Form of Certificate of Cargo Ships.

SAFETY EQUIPMENT CERTIFICATE.

(Official Seal.)

Issued under the provisions of the

(Country.)

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1948.

Name of Ship.	Distinctive Number or Letters.	Port of Registry.	Gross Tonnage.

The
 I, the undersigned,

(Name) Government certifies
 (Name) certify

I. That the above-mentioned ship has been duly inspected in accordance with the provisions of the Convention referred to above.

II. That the inspection showed that the life-saving appliances provide for a total number of persons and no more, viz:—

- lifeboats on port side capable of accommodating persons.
- lifeboats on starboard side capable of accommodating persons.
- motor lifeboats and/or mechanically propelled lifeboats (included in the total lifeboats shown above).
- lifebuoys.
- lifejackets.

III. That the lifeboats were equipped in accordance with the provisions of the Regulation annexed to the Convention.

IV. That the ship was provided with a line-throwing apparatus and lifeboat portable radio apparatus in accordance with the provisions of the Regulations.

V. That the inspection showed that the ship complied with the requirements of the said Convention as regards fire-extinguishing appliances and was provided with navigation lights and shapes and means of making sound signals and distress signals, in accordance with the provisions of the Regulations and the International Collision Regulations.

VI. That in all other respects the ship complied with the requirements of the Regulations so far as these requirements apply thereto.

IV. Dat die reddingsbote toegerus is ooreenkomstig die bepalinge van die Regulasies.

V. Dat die skip voorsien is van 'n lynwerptoezel en draagbare radio-toestelle vir reddingsbote ooreenkomstig die bepalinge van die Regulasies.

VI. Dat die skip voldoen aan die voorskrifte van die Regulasies betreffende radiotelegrafiese installasies, t.w.:—

	Voor- skrifte van Regulasie.	Werklike toestand.
Luisterure vir radiotelegrafiese	—	—
Gesamte radiotelegrafiese	—	—
Is daar 'n outo-narmerstelsel?	—	—
Is daar 'n hoofinstallasie?	—	—
Is daar 'n noodinstallasie?	—	—
Is die hoof- en noodseiner elektries geskei of gekombineer?	—	—
Is daar 'n rigtingssoeker?	—	—
Gesamte passasiers waarvoor hierdie sertifikaat uitgereik is	—	—

VII. Dat die skip voldoen aan die voorskrifte van die Regulasies betreffende brandopsporinge- en brandblusstoellose en dat die ooreenkomstig die bepalinge van die Regulasies en van die Internasionale Botsingsregulasies voorsien is van navigasieligte en -figure asook van middels om geluid- en noodseine te maak.

VIII. Dat die skip in alle ander opsigte voldoen aan die voorskrifte van die Regulasies, vir sover hierdie voorskrifte daarop van toepassing is.

Hierdie sertifikaat is uitgereik op gesag van die Regering.

Dit bly van krag tot
hede die dag van 19

Hier volg die seël of handtekening van die owerheid wat bevoeg is om die sertifikaat uit te reik.

(Seël.)

Indien die sertifikaat geteken word, moet die volgende paragraaf bygevoeg word:—

Die ondergetekende verklaar dat hy behoorlik deur genoemde Regering gemagtig is om hierdie Sertifikaat uit te reik.

(Handtekening.)

Vorm van sertifikaat vir Vrageskepe.

VEILIGHEIDUITRUSTINGSERTIFIKAAT.

(Amptelike Seël.)

(Land.)

Uitgereik ingevolge die bepalinge van die

INTERNASIONALE KONVENSIË VIR DIE BEVEILIGING VAN MENSELEWENS
OP SEE, 1948.

Naam van Skip.	Onder- skiedende nommer of letters.	Registrasieskema.	Bruto- tonnemaat.

Die

(Naam) Regering sertifiseer

Ek, die ondergetekende,

(Naam) sertifiseer

I. Dat die genoemde skip ooreenkomstig die bepalinge van die Konvensie hierbo genoem, behoorlik geïnspekteer is.

II. Dat uit die inspeksie gebyk het dat die reddingsstoellose plek bied vir 'n totaal van hoogstens persone, t.w.:—

..... reddingsbote aan die bakboord wat persone
kan opneem.
..... reddingsbote aan die stuurboord wat persone
kan opneem.
..... motorreddingsbote en/of meganiese-aangedrewe reddings-
bote (inbegreep by die totale getal reddingsbote hierbo
genoem).
..... reddingsbote.
..... reddingsbote.

III. Dat die reddingsbote toegerus is ooreenkomstig die bepalinge van die Regulasies wat 'n handreël van die Konvensie vorm.

IV. Dat die skip voorsien is van 'n lynwerptoezel en draagbare radiotoestelle vir reddingsbote ooreenkomstig die bepalinge van die Regulasies.

V. Dat uit die inspeksie blyk dat die skip voldoen aan die voorskrifte van genoemde Konvensie betreffende brandblusstoellose en dat die ooreenkomstig die bepalinge van die Regulasies en ook van die Internasionale Botsingsregulasies voorsien is van navigasieligte en -figure asook van middels om geluid- en noodseine te maak.

VI. Dat die skip in alle ander opsigte voldoen aan die voorskrifte van die Regulasies vir sover hierdie voorskrifte daarop van toepassing is.

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19 .

Here follows the seal or signature of the authority entitled to issue the certificate. (Seal.)

If signed, the following paragraph is to be added:—

The undersigned declares that he is duly authorised by the said Government to issue this Certificate. (Signature.)

Form of Safety Radiotelephony Certificate.

SAFETY RADIOTELEPHONY CERTIFICATE.

(Official Seal.)

(Country.)

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1948.

Name of Ship.	Distinctive Number or Letters.	Port of Registry.	Gross Tonnage.

The (Name) Government certifies
I, the undersigned, (Name) certify

That the above-mentioned ship complies with the provisions of the Regulations annexed to the Convention referred to above as regards Radiotelephony:—

	Requiro- ments of Regula- tions.	Actual Provision.
Hours of listening by operator	—	—
Number of operators	—	—

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19 .

Here follows the seal or signature of the authority entitled to issue the certificate. (Seal.)

If signed, the following paragraph is to be added:—

The undersigned declares that he is duly authorised by the said Government to issue this Certificate. (Signature.)

Form of Safety Radiotelegraphy Certificate.

SAFETY RADIOTELEGRAPHY CERTIFICATE.

(Official Seal.)

(Country.)

Issued under the provisions of the

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1948.

Name of Ship.	Distinctive Number or Letters.	Port of Registry.	Gross Tonnage.

The (Name) Government certifies
I, the undersigned, (Name) certify

That the above-mentioned ship complies with the provisions of the Regulations annexed to the Convention referred to above as regards Radiotelegraphy:—

Hierdie sertifikaat is uitgereik op gesag van die Regering. Dit bly van krag tot

Uitgereik te op hodo die dag van 10 .

Hier volg die seël of handtekening van die owerheid wat bevoeg is om die sertifikaat uit te reik.

(Seël.)

Indien die sertifikaat geteken word, moet die volgende paragraaf bygevoeg word:—

Die ondergetekende verklaar dat hy behoorlik deur genoemde Regering gemagtig is om hierdie Sertifikaat uit te reik.

(Handtekening.)

Vorm van radiotelefonie-veiligheidsertifikaat

RADIOTELEFONIE-VEILIGHEIDSERTIFIKAAT.

(Amptelike Seël.)

(Land.)

Uitgereik ingevolge die bepalinge van die

INTERNASIONALE KONVENSIË VIR DIE BEVEILIGING VAN MENSELEWENS OF SEE, 1948.

Naam van Skip.	Onder- skiedende nommer of letters.	Registrasielawo.	Bruto- tonnemaat.

Die (Naam) Regering sertifiseer
Elk, die ondergetekende, (Naam) sertifiseer

Dat genoemde skip, vir sover dit radiotelefonie betref, voldoen aan die bepalinge van die Regulasies wat 'n aanhangsel vorm van die Konvensie hierbo genoem:—

	Voorskrifte van Regulasies.	Werklike toestand.
Luisteruro vir die radiotelefonie	—	—
Aantal radiotelefoniste	—	—

Hierdie sertifikaat is uitgereik op gesag van die Regering. Dit bly van krag tot

Uitgereik te op hodo die dag van 10 .

Hier volg die seël of handtekening van die owerheid wat bevoeg is om die sertifikaat uit te reik.

(Seël.)

Indien die sertifikaat geteken word, moet die volgende paragraaf bygevoeg word:—

Die ondergetekende verklaar dat hy behoorlik deur genoemde Regering gemagtig is om hierdie Sertifikaat uit te reik.

(Handtekening.)

Vorm van radiotelegrafie-veiligheidsertifikaat.

RADIOTELEGRAFIE-VEILIGHEIDSERTIFIKAAT.

(Amptelike Seël.)

(Land.)

Uitgereik ingevolge die bepalinge van die

INTERNASIONALE KONVENSIË VIR DIE BEVEILIGING VAN MENSELEWENS OF SEE, 1948.

Naam van Skip.	Onder- skiedende nommer of letters.	Registrasielawo.	Bruto- tonnemaat.

Die (Naam) Regering sertifiseer
Elk, die ondergetekende, (Naam) sertifiseer

Dat genoemde skip, vir sover dit radiotelegrafie betref, voldoen aan die bepalinge van die Regulasies wat 'n aanhangsel vorm van die Konvensie hierbo genoem:—

	Require- ments of Regulations.	Actual Provision.
Hours of listening by operator	—	—
Number of operators	—	—
Whether auto alarm fitted	—	—
Whether main installation fitted	—	—
Whether emergency installation fitted . .	—	—
Whether main and emergency transmitters electrically separated or combined . . .	—	—
Whether direction-finder fitted	—	—

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19 .

Here follows the seal or signature of the authority entitled to issue the certificate.

(Seal.)

If signed, the following paragraph is to be added:—

The undersigned declares that he is duly authorised by the said Government to issue this Certificate.

(Signature.)

Form of Exemption Certificate.

EXEMPTION CERTIFICATE.

(Official Seal.)

(Country.)

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1948.

Name of Ship.	Distinctive Number or Letters.	Port of Registry.	Gross Tonnage.

The (Name) Government certifies
I, the undersigned, (Name) certify

That the above-mentioned ship is, under the authority conferred by Regulation of Chapter of the Regulations annexed to the Convention referred to above, exempted from the requirements of " of the Convention on the voyages to

† Insert here the con-
ditions, if any, on which
the exemption certificate
is granted }

This certificate is issued under the authority of the Government. It will remain in force until

Issued at the day of 19 .

Here follows the seal or signature of the authority entitled to issue the certificate.

(Seal.)

If signed, the following paragraph is to be added:—

The undersigned declares that he is duly authorised by the said Government to issue this Certificate.

(Signature.)

Third Schedule.

INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1948.

PART A.—PRELIMINARY AND DEFINITIONS.

RULE 1.

(a) These Rules shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels, except as provided in Rule 30. Where, as a result of their special construction, it is not possible for seaplanes to comply fully with the provisions of Rules specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit.

(b) The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

* Insert here references to Chapters and Regulations, specifying particular paragraphs.

	Voorskrifte van Regulasies.	Werkliks toestand.
Luisteruro vir die radiotelegrafs	—	—
Aantal radiotelegrafs	—	—
Is daar 'n auto-alarmtoestel ?	—	—
Is daar 'n hoofinstallasie ?	—	—
Is daar 'n noodinstallasie ?	—	—
Is die hoof- en noodseender elektries geskei of gekombineer ?	—	—
Is daar 'n rigtingsoeker ?	—	—

Hierdie sertifikaat is uitgereik op gesag van die
Rogering. Dit bly van krag tot
Uitgereik te op hede die dag van 10 .
Hier volg die seël of handtekening van die owerheid wat bevoeg is om die
sertifikaat uit te reik.

(Seël.)

Indien die sertifikaat geteken word, moet die volgende paragraaf bygevoeg
word:—

Die ondergetekende verklaar dat hy behoortlik deur genoemde Rogering
gemagtig is om hierdie Sertifikaat uit te reik.

(Handtekening.)

Vorm van vrystellingssertifikaat.

VRYSTELLINGSSERTIFIKAAT.

(Ampelike Seël.)

(Land.)

Uitgereik ingevolge die bepaling van die

INTERNASIONALE KONVENSIË VIR DIE BEVEELING VAN MENSELEWENS
OP SEE, 1948.

Naam van Skip.	Onder- skoidende nommer of letters.	Registrasieshow.	Bruto- tonnemaat.

Die (Naam) Rogering sertifiseer
Ek, die ondergetekende, (Naam) sertifiseer

Dat bogenoemde skip kragtens Regulasio van
Hoofstuk van die Regulasio wat 'n ahangsel
vorm van die Konvensie hierbo genoem, vrygestel is van die verpligtinge
van* van die Konvensie vir die reise
.....na.....

† Vul hier in die voor-
waardes, as daar is, waar-
op die vrystellingssertifi-
kaat verleen word }

Hierdie sertifikaat is uitgereik op gesag van die
Rogering. Dit bly van krag tot
Uitgereik te op hede die dag van 10 .
Hier volg die seël of handtekening van die owerheid wat bevoeg is om die
sertifikaat uit te reik.

(Seël.)

Indien die sertifikaat geteken word, moet die volgende paragraaf bygevoeg
word:—

Die ondergetekende verklaar dat hy behoortlik deur genoemde Rogering
gemagtig is om hierdie Sertifikaat uit te reik.

(Handtekening.)

Derde Bylae.

INTERNASIONALE REGULASIES VIR DIE VOORKOMING VAN BOTSINGS OP SEE, 1948.

DEEL A.—INLEIDING EN WOORDBEPALING.

REEL 1.

(a) Hierdie Reël moet, behalwe soos in Reël 30 bepaal, nagekom
word deur alle skope en seeliegtoes op die volle see en in alle waters
wat daarmee verbind is en wat vir seeliegtoes bevaarbaar is. Wanneer
dit woens hul besondere bou vir seeliegtoes onmoontlik is om ten volle
te voldoen aan die bepalinge van Reël 30 betreffende die voer van ligte
en figure, moet hierdie bepalinge so goed moontlik nagekom word.

(b) Die Reël betreffende ligte moet by alle weersomstandighede
van sonop tot sononder nagekom word en gedurende hierdie tyd mag
geen ander ligte vertoon word wat vir die voorgeskrywe ligte aangesien
kan word, hul sigbaarheid of kenbaarheid verminder of wat verblind
dat daar goed uitgekyk word nie.

* Vul hier in verwysings na Hoofstukke en Regulasies, met aangifte van besondere
paragrafe.

(c) In the following Rules, except where the context otherwise requires:—

- (i) the word "vessel" includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water;
- (ii) the word "seaplane" includes a flying boat and any other aircraft designed to manoeuvre on the water;
- (iii) the term "power-driven vessel" means any vessel propelled by machinery;
- (iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel;
- (v) a vessel or seaplane on the water is "under way" when she is not at anchor, or made fast to the shore, or aground;
- (vi) the term "height above the hull" means height above the uppermost continuous deck;
- (vii) the length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry;
- (viii) the length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate;
- (ix) the word "visible", when applied to lights, means visible on a dark night with a clear atmosphere;
- (x) the term "short blast" means a blast of about one second's duration;
- (xi) the term "prolonged blast" means a blast of from four to six seconds' duration;
- (xii) the word "whistle" means whistle or siren;
- (xiii) the word "tons" means gross tons.

PART B.—LIGHTS AND SHAPES.

RULE 2.

(a) A power-driven vessel when under way shall carry:—

- (i) On or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (22½ degrees), so fixed as to show the light 10 points (11¼ degrees) on each side of the vessel, that is, from right ahead to 2 points (2¼ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.
- (ii) Either forward of or abaft the white light mentioned in subsection (i) a second white light similar in construction and character to that light. Vessels of less than 150 feet in length, and vessels engaged in towing, shall not be required to carry this second white light but may do so.
- (iii) These two white lights shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least three times the vertical distance. The lower of these two white lights or, if only one is carried, then that light, shall be placed at a height above the hull of not less than 20 feet, and, if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 40 feet. In all circumstances the light or lights, as the case may be, shall be so placed as to be clear of and above all other lights and obstructing superstructures.
- (iv) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (11¼ degrees), so fixed as to show the light from right ahead to 2 points (2¼ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (v) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (11¼ degrees), so fixed as to show the light from right ahead to 2 points (2¼ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.
- (vi) The said green and red sidelights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.

(b) A seaplane under way on the water shall carry:—

- (i) In the forepart amidships where it can best be seen a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 20 degrees of the compass, so fixed as to show the light 10 degrees on each side of the seaplane, namely, from right ahead to 20 degrees abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles.
- (ii) On the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 10 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (iii) On the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 10 degrees of the compass, so fixed as to show the light from right ahead

- (c) Tensy die sinverband dit anders vereis, het die onderstaande in die volgende Reël die betekenis wat hieronder aan hulle gegee word:—
- (i) die woord „vaartuig” sluit in elke drywende voorwerp, behalwe ’n seevliegtuig op die water, wat as ’n voorvoermiddel op die water gebruik word of gebruik kan word;
 - (ii) die woord „seevliegtuig” sluit in ’n vliegboot of enige ander vliegtuig wat ontwerp is om op die water te manewreer;
 - (iii) die uitdrukking „kragangedrowe vaartuig” beteken ’n vaartuig wat deur masjinerie aangedryf word;
 - (iv) elke kragangedrowe vaartuig wat onder seil is en sy masjiene nie gebruik nie, word beskou as ’n seilvaartuig en elke vaartuig wat sy masjiene gebruik, ongeag of hy onder seil is of nie, word geag ’n kragangedrowe vaartuig te wees;
 - (v) ’n vaartuig of seevliegtuig op die water is „op weg” wanneer hy nie voor naker is, aan land vaagmeer is of op ’n sandbank vasit nie;
 - (vi) die uitdrukking „hoogte bo die romp” beteken die hoogte bo die hoogste deurliggende dek;
 - (vii) die lengte en breedte van ’n vaartuig word beskou as die lengte en breedte wat in sy seebrief aangegee word;
 - (viii) die lengte en spanwydte van ’n seevliegtuig is die maksimum lengte en spanwydte wat in sy lugvaartigheidsertifikaat aangegee word of wat by afwesigheid van so ’n sertifikaat deur meting verkry word;
 - (ix) die woord „sigbaar”, wanneer dit in verband met ligte gegee word, beteken sigbaar op ’n donker nag met ’n helder atmosfeer;
 - (x) die uitdrukking „kort stoot” beteken ’n stoot wat ongeveer ’n sekonde duur;
 - (xi) die uitdrukking „lang stoot” beteken ’n stoot wat van vier tot ses sekondes duur;
 - (xii) die woord „sluit” beteken sluit of sirene;
 - (xiii) die woord „ton” beteken bruto ton.

DEEL B.—LIGTE EN FIGURE.

REËL 2.

- (a) Wanneer ’n kragangedrowe vaartuig op weg is, moet hy die volgende voer:—
- (i) Op of voor die voormas, of indien dit ’n vaartuig sonder voormas is, in die voorste deel van die vaartuig, ’n helder wit lig wat so ingerig is dat dit oor ’n boog van die horison van 20 kompasstrome (22½ grade) ’n ononderbroke lig werp, so geplaaas is dat dit die lig werp oor 10 kompasstrome (112½ grade) aan voorste kant van die vaartuig, d.w.s. van reg voor tot 2 strome (22½ grade) weerskante agter die dwarsbalk en van so ’n aard dat dit op ’n afstand van minstens 5 myl sigbaar is.
 - (ii) Voor of agter die wit lig in sub-paragraaf (i) genoem, ’n tweede wit lig netso ingerig en van dieselfde aard as genoemde lig. Vaartuie met ’n lengte van minder as 150 voet en vaartuie wat sloopwerk verrig, is nie verplig om hierdie tweede wit lig te voer nie, maar kan dit doen.
 - (iii) Hierdie twee wit ligte moet op so ’n wyse op een lyn met en oor die kiel geplaaas word dat die een minstens 15 voet hoër as die ander sal wees en in so ’n posisie dat die onderste lig voor die boonste lig geleë sal wees. Die horisontale afstand tussen die twee wit ligte moet minstens drie maal die vertikale afstand wees. Die onderste van hierdie twee wit ligte of, indien daar slegs een lig gevoer word moet hierdie lig geplaaas word op ’n hoogte van minstens 20 voet bo die romp, en as die vaartuig meer as 20 voet breed is, dan moet dit geplaaas word op ’n hoogte bo die romp wat minstens so groot is as die breedte, met dien verstande agter dat die lig nie hoër as 40 voet bo die romp geplaaas hoef te word nie. Onder alle omstandighede moet die lig of ligte, na gelang van die geval, vry van en bo alle ander ligte en belemmerende bobbe geplaaas wees.
 - (iv) Aan die stuurboordkant ’n groen lig wat so ingerig is dat dit oor ’n boog van die horison van 10 kompasstrome (112½ grade) ’n ononderbroke lig werp, so geplaaas is dat dit die lig werp van reg voor tot 2 kompasstrome (22½ grade) agter die dwarsbalk aan die stuurboordkant en van so ’n aard dat dit op ’n afstand van minstens 2 myl sigbaar sal wees.
 - (v) Aan die bakboordkant ’n rooi lig wat so ingerig is dat dit oor ’n boog van die horison van 10 kompasstrome (112½ grade) ’n ononderbroke lig werp, so geplaaas is dat dit die lig werp van reg voor tot 2 kompasstrome (22½ grade) agter die dwarsbalk aan die bakboordkant en van so ’n aard dat dit op ’n afstand van minstens 2 myl sigbaar sal wees.
 - (vi) Die genoemde groen en rooi boordligte moet binneboords voorsien wees van skermas wat tot op ’n afstand van minstens 3 voet van die lig verrentoo deurloof ten einde te verhoed dat hierdie ligte oor die boeg gesien kan word.
- (b) Wanneer ’n seevliegtuig op die water op weg is, moet hy die volgende voer:—
- (i) Op die voorste gedeelte in die middel waar dit die beste gesien kan word, ’n helder wit lig wat so ingerig is dat dit oor ’n boog van die horison van 220 grade van die kompas ’n ononderbroke lig werp, so geplaaas is dat dit die lig 110 grade weerskante van die seevliegtuig, d.w.s. van reg voor tot 20 grade agter die dwarsbalk aan weerskante, en van so ’n aard dat dit op ’n afstand van minstens 3 myl sigbaar sal wees.
 - (ii) Op die regter- of stuurboordverkpunt ’n groen lig wat so ingerig is dat dit oor ’n boog van die horison van 110 grade van die kompas ’n ononderbroke lig werp, so geplaaas is dat dit die lig werp van reg voor tot op 20 grade agter die dwarsbalk aan die stuurboordkant en van so ’n aard dat dit op ’n afstand van minstens 2 myl sigbaar sal wees.
 - (iii) Op die linker- of bakboordverkpunt ’n rooi lig wat so ingerig is dat dit oor ’n boog van die horison van 110 grade van die kompas ’n ononderbroke lig werp, so geplaaas is dat dit die lig

to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

RULE 3.

(a) A power-driven vessel when towing or pushing another vessel or seaplane shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel or seaplane towed, exceeds 600 feet. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light mentioned in Rule 2 (a) (i), except the additional light, which shall be carried at a height of not less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.

(b) The towing vessel shall also show either the stern light specified in Rule 10 or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam. The carriage of the white light specified in Rule 2 (a) (ii) is optional.

(c) A seaplane on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in Rule 2 (b) (i), (ii) and (iii); and, in addition, she shall carry a second white light of the same construction and character as the white light mentioned in Rule 2 (b) (i), and in a vertical line at least 6 feet above or below such light.

RULE 4.

(a) A vessel which is not under command shall carry, where they can best be seen, and, if a power-driven vessel, in lieu of the lights required by Rule 2 (a) (i) and (ii), two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) A seaplane on the water which is not under command may carry, where they can best be seen, two red lights in a vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and may by day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.

(c) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights specified in Rule 2 (a) (i) and (ii), three lights in a vertical line one over the other not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(d) The vessels and seaplanes referred to in this Rule, when not making way through the water, shall not carry the coloured sidelights, but when making way they shall carry them.

(e) The lights and shapes required to be shown by this Rule are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

(f) Those signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Rule 31.

RULE 5.

(a) A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by Rule 2 for a power-driven vessel or a seaplane under way, respectively, with the exception of the white lights specified therein, which they shall never carry. They shall also carry stern lights as specified in Rule 10, provided that vessels towed, except the last vessel of a tow, may carry, in lieu of such stern light, a small white light as specified in Rule 3 (b).

(b) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in Rule 2 (a) (iv) and (v) and shall be screened as provided in Rule 2 (a) (vi), provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

RULE 6.

(a) In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, those lights shall be kept at hand lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points ($22\frac{1}{2}$ degrees) abaft the beam on their respective sides.

(b) To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour screens.

werp van reg voor tot 20 grade agter die dwarsbalk aan die bakboordkant en van so 'n aard dat dit op 'n afstand van minstens 2 myl sigbaar sal wees.

REël 3.

(a) Wanneer 'n kragaangetrewe vaartuig 'n ander vaartuig of seevliegtuig sloep of sleept, moet hy benevens sy boordligte twee helder wit ligte voor, die een leedreg bo die ander en minstens 6 voet van mekaar, en wanneer hy meer as een vaartuig sloep of die lengte van die sleptou gemeet vanaf die hek van die vaartuig wat sloep tot die hek van die agterste vaartuig of seevliegtuig wat gesloep word meer is as 600 voet, moet hy nog 'n helder wit lig 6 voet bo of onder die genoemde ligte voor. Hierdie ligte moet van dieselfde inrigting en aard wees as een van hulle moet gever word in dieselfde posisie as die wit lig in Reël 2 (a) (i) genoem, behalwe die addisionele lig wat op 'n hoogte van minstens 14 voet bo die romp gever moet word. Op vaartuie met een mas kan hierdie ligte aan die mas gever word.

(b) Die slopende vaartuig moet ook of die heklig in Reël 10 bedoel of in die plek van hierdie lig 'n klein wit lig agter die skoorsteen of die agtermas voer met die oog op die stuur van die geslopte skepe, maar hierdie lig moet nie verder na vore as die dwarsbalk sigbaar wees nie. Die voor van die wit lig in Reël 2 (a) (ii) bedoel, is nie verpligtend nie.

(c) Wanneer 'n seevliegtuig op die water een of meer seevliegtuie of vaartuie sloep, moet hy die ligte voor wat in Reël 2 (b) (i), (ii) en (iii) voorgeskryf word en bovendien moet hy 'n tweede wit lig wat van die selfde inrigting en aard is as die wit lig in Reël 2 (b) (i) genoem, minstens 6 voet leedreg bo of onder hierdie lig voer.

REël 4.

(a) 'n Vaartuig waarmee nie gemanoeuvreer kan word nie moet op 'n plek waar hulle die beste gesien kan word, en indien dit 'n kragaangetrewe vaartuig is, in plaas van die ligte wat by Reël 2 (a) (i) en (ii) vereis word, twee rooi ligte voor, die een leedreg bo die ander en minstens 6 voet van mekaar en van so 'n aard dat hulle oor die hele horizon op 'n afstand van minstens 2 myl sigbaar sal wees. Bedags moet die vaartuig twee swart balle of figure, elk minstens 2 voet in deursnee, die een leedreg bo die ander en minstens 6 voet van mekaar, voor waar hulle die beste gesien kan word.

(b) 'n Seevliegtuig op die water waarmee nie gemanoeuvreer kan word nie kan op 'n plek waar hulle die beste gesien kan word, twee rooi ligte voor, die een leedreg bo die ander minstens 3 voet van mekaar en van so 'n aard dat hulle oor die hele horizon op 'n afstand van minstens 2 myl sigbaar sal wees. Bedags kan die seevliegtuig twee swart balle of figure, elk minstens 2 voet in deursnee, die een leedreg bo die ander en minstens 3 voet van mekaar, voor waar hulle die beste gesien kan word.

(c) 'n Vaartuig wat besig is om 'n ondersee kabel of navigasiewerk te lê of te lig, of 'n vaartuig wat besig is met hidrografiese opnemings of met werksaamhede onder die water moet, wanneer hy as gevolg van die aard van die werk nie in staat is om uit die pad van naderende vaartuie te gaan nie, in plaas van die ligte in Reël 2 (a) (i) en (ii) genoem, drie ligte voor, die een leedreg bo die ander en minstens 6 voet van mekaar. Die boonste en onderste lig moet rooi en die middelste wit wees en hulle moet van so 'n aard wees dat hulle oor die hele horizon op 'n afstand van minstens 2 myl sigbaar sal wees. Bedags moet die vaartuig, op 'n plek waar hulle die beste gesien kan word, drie figure, elk minstens 2 voet in deursnee voor, die een leedreg bo die ander en minstens 6 voet van mekaar. Die boonste en onderste figure moet bolvormig en rooi en die middelste ruitvormig en wit wees.

(d) Wanneer die vaartuie en seevliegtuie in hierdie Reël genoem nie op die water op weg is nie, mag hulle nie die gekleurde boordligte voor nie, maar wanneer hulle op weg is moet hulle wel hierdie ligte voor.

(e) Die ligte en figure wat by hierdie Reël voorgeskryf word, moet deur ander vaartuie en seevliegtuie beskou word as seine wat aandui dat die vaartuig of seevliegtuig wat hulle voor, nie kan manoevreer nie en dus nie uit die pad kan gaan nie.

(f) Hierdie seine is nie seine van vaartuie wat in nood verkeer en om hulp vra nie. Laasgenoemde seine is vervat in Reël 31.

REël 5.

(a) 'n Seilvaartuig wat op weg is en elke vaartuig of seevliegtuig wat gesloep word, moet dieselfde ligte voor as wat by Reël 2 onderskeidelik vir 'n kragaangetrewe vaartuig of 'n seevliegtuig op weg voorgeskryf word, met uitsondering van die wit ligte daarin genoem wat hulle moet mag voor nie. Hulle moet ook hekligte voor soos in Reël 10 aangegee, met dien verstande dat vaartuie wat gesloep word, behalwe die laaste vaartuig van 'n sloep, in plaas van so 'n helder 'n klein wit lig soos in Reël 3 (b) aangegee, mag voor.

(b) 'n Vaartuig wat gestoot word, moet op die voorste gedeelte aan die stuurboordkant 'n groen lig en aan die bakboordkant 'n rooi lig voer wat dieselfde kenmerke moet hê as die ligte in Reël 2 (a) (iv) en (v) beskryf op hulle moet afgekeer word soos in Reël 2 (a) (vi) bepaal, met dien verstande dat elke aantal vaartuie wat as 'n groep aangestoot word, voorlig moet word asof dit een vaartuig is.

REël 6.

(a) Wanneer dit op klein vaartuie as gevolg van slegte weer of ander gegronde redes onmoontlik is om die groen en die rooi boordligte te bevestig, moet hierdie ligte aangestoot en geroed vir onmiddellike gebruik byderhand gehou word, en wanneer 'n ander vaartuig nader of dit self in die nabyheid van 'n ander vaartuig kom, moet hierdie ligte aan hul onderskeie kante, betyds om 'n botsing te voorkom, op so 'n wysse getoon word dat hulle die beste sigbaar sal wees en dat die groen lig nie aan bakboord en die rooi lig nie aan die stuurboord is, indien praktiese moontlik, dat die twee ligte nie meer as 2 koëmpastreke (22½ grade) agter die dwarsbalk aan hul onderskeie kante sigbaar sal wees nie.

(b) Om die gebruik van hierdie draagbare ligte doeltreffender en makliker te maak, moet die lantarns uitwendig geskilder word in die kleur van die lig wat hulle onderskeidelik bevat en van behoorlike skermse voorsien wees.

RULE 7.

Power-driven vessels of less than 40 tons, vessels under oars or sails of less than 20 tons, and rowing boats, when under way shall not be required to carry the lights mentioned in Rule 2, but if they do not carry them they shall be provided with the following lights:—

- (a) Power-driven vessels of less than 40 tons, except as provided in section (b), shall carry:—
 - (i) In the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Rule 2 (a) (i) and of such a character as to be visible at a distance of at least 3 miles.
 - (ii) Green and red sidelights constructed and fixed as prescribed in Rule 2 (a) (iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.
- (b) Small power-driven boats, such as are carried by seagoing vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the sidelights or the combined lantern mentioned in sub-section (a) (ii).
- (c) Vessels of less than 20 tons, under oars or sails, except as provided in section (d), shall, if they do not carry the sidelights, carry where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.
- (d) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.
- (e) The vessels and boats referred to in this Rule shall not be required to carry lights or shapes prescribed in Rules 4 (a) and 11 (c).

RULE 8.

- (a) (i) Sailing pilot-vessels, when engaged on their station on pilotage duty and not at anchor, shall not show the lights prescribed for other vessels, but shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed 10 minutes.
- (ii) On the near approach of or to other vessels they shall have their sidelights lighted ready for use and shall flash or show them at short intervals, to indicate the direction in which they are bounding, but the green light shall not be shown on the port side, nor the red light on the starboard side.
- (iii) A sailing pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead and may, instead of the sidelights above-mentioned, have at hand ready for use a lantern with a green glass on the one side, and a red glass on the other to be used as prescribed above.
- (b) A power-driven pilot-vessel when engaged on her station on pilotage duty and not at anchor shall, in addition to the lights and flares required for sailing pilot-vessels, carry at a distance of 8 feet below her white masthead light a red light visible all round the horizon at a distance of at least 3 miles, and also the sidelights required to be carried by vessels when under way. A bright intermittent all round white light may be used in place of a flare.
- (c) All pilot-vessels, when engaged on their stations on pilotage duty and at anchor, shall carry the lights and show the flares prescribed in sections (a) and (b), except that the sidelights shall not be shown. They shall also carry the anchor light or lights prescribed in Rule 11.
- (d) All pilot-vessels, whether at anchor or not at anchor, shall, when not engaged on their stations on pilotage duty, carry the same lights as other vessels of their class and tonnage.

RULE 9.

- (a) Fishing vessels when not fishing shall show the lights or shapes prescribed for similar vessels of their tonnage. When fishing they shall show only the lights or shapes prescribed by this Rule, which lights or shapes, except as otherwise provided, shall be visible at a distance of at least 2 miles.
- (b) Vessels fishing with trolling (towing) lines, shall show only the lights prescribed for a power-driven or sailing vessel under way as may be appropriate.
- (c) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel not more than 500 feet horizontally into the seaway shall show, where it can best be seen, one all round white light and in addition, on approaching or being approached by another vessel, shall show a second white light at least 6 feet below the first light and at a horizontal distance of at least 10 feet away from it (6 feet in small open boats) in the direction in which the outlying gear is attached. By day such vessels shall indicate their occupation by displaying a

REEL 7.

Kragaangedrowe vaartuie van minder as 40 ton, vaartuie deur middel van roeispane of seile voortbeweeg van minder as 20 ton en roeispane is, wanneer hulle op weg is, nie verplig om die ligte in Reel 2 genoem, te voer nie, maar wanneer hulle hierdie ligte nie voer nie moet hulle van die volgende ligte voorsien word:—

- (a) Kragaangedrowe vaartuie van minder as 40 ton moet, behalwe soos in paragraaf (b) bepaal, die volgende voer:—
 - (i) Op die voorste gedeelte van die vaartuig, waar dit die beste gesien kan word, en op 'n hoogte bo die delboord van minstens 9 voet, 'n holder wit lig ingierig en bevestig soos in Reel 2 (a) (i) voorgeskryf en van so 'n aard dat dit op 'n afstand van minstens 3 myl sigbaar sal wees.
 - (ii) Groen en rooi boordligte ingierig en bevestig soos in Reel 2 (a) (iv) en (v) voorgeskryf en van so 'n aard dat hulle op 'n afstand van minstens 1 myl sigbaar sal wees, of 'n samegestelde lantern wat van rug voer tot 2 konpastrale (22½ grade) agter die dwarsbalk aan hul onderste kante 'n groen lig en 'n rooi lig werp. Hierdie lantern moet minstens 3 voet onderkant die wit lig gevoer word.
- (b) Klein kragaangedrowe boto soos die wat deur vaartuie aan boord meegenom word, kan die wit lig op 'n kleiner hoogte as 9 voet bo die delboord voer, maar dit moet bekend die boordligte of die samegestelde lantern in sub-artikel (a) (ii) genoem, gevoer word.
- (c) Vaartuie deur middel van roeispane of seile voortbeweeg van minder as 20 ton moet, behalwe soos in paragraaf (d) bepaal, indien hulle nie die boordligte voer nie, op 'n plek waar dit die beste gesien kan word, 'n lantern voer wat aan die een kant 'n groen lig en aan die ander kant 'n rooi lig werp van so 'n aard dat dit op 'n afstand van minstens 1 myl sigbaar sal wees en wat so bevestig is dat die groen lig nie aan die bakboord en die rooi lig nie aan die stuurboord sigbaar sal wees nie. Waar dit nie moontlik is om hierdie lig te bevestig nie, moet dit vir onmiddellike gebruik gereed gehou en betyds getoon word om 'n botsing te voorkom en op so 'n wys dat die groen lig nie aan die bakboord en die rooi lig nie aan die stuurboord sigbaar sal wees nie.
- (d) Klein roeispanne waarmee geroei of geseil word, moet slegs 'n elektriese lamp of 'n aangestookte lantern wat 'n wit lig werp, gereed hou en dit betyds toon om 'n botsing te voorkom.
- (e) Die vaartuie en boto in hierdie Reel genoem, is nie verplig om die ligte of figure wat in Reels 4 (a) en 11 (e) voorgeskryf word, te voer nie.

REEL 8.

- (a) (i) Wanneer seilloodsvaartuie op hul stasies is om loodsdiens te verrig en nie voor anker lê nie, mag hulle nie die ligte wat vir ander vaartuie voorgeskryf is, voer nie, maar moet in die top van die mas 'n wit lig voer wat oor die hele horison op 'n afstand van minstens 3 myl gesien kan word en hulle moet bovendien met kort tussenpase van hoogstens 10 minute een of meer stateliggie toon.
- (ii) Wanneer hulle op 'n kort afstand onder vaartuie nader of deur ander vaartuie genader word, moet hul boordligte aangesteek en vir gebruik gereed gehou word en moet hulle hierdie ligte met kort tussenpase sits of toon tot einde die rigting waarin hulle stuur, aan te gee; die groen lig mag ogter nie aan die dakboord of die rooi lig aan die stuurboord getoon word nie.
- (iii) 'n Seilloodsvaartuig van 'n klas wat genoedraak word om langs 'n vaartuig te gaan tot einde 'n loods aan boord te bring, kan die wit lig toon in plaas daarvan om dit in die top van die mas te voer en mag, in plaas van die bogenoemde boordligte, 'n lantern met 'n groen glas aan die een kant en 'n rooi glas aan die ander kant gereed hou om dit te gebruik soos hierbo voorgeskryf.
- (b) Wanneer 'n kragaangedrowe loodsvaartuig op loodsdiens by 'n stasie is en nie voor anker lê nie, moet hy benewens die ligte en stateliggie wat vir loodsvaartuie voorgeskryf word, op 'n afstand van 8 voet onder sy wit mastoplig 'n rooi lig voer wat oor die hele horison op 'n afstand van minstens 3 myl sigbaar is, asook die boordligte wat deur vaartuie wat op weg is, gevoer moet word. 'n Helder wit flikerlig wat rondom gesien kan word, kan in plaas van 'n stateliggie gebruik word.
- (c) Alle loodsvaartuie moet, wanneer hulle by hul stasies op loodsdiens is en voor anker lê die ligte voer en die stateliggie toon wat in paragraaf (a) en (b) voorgeskryf word, behalwe dat die boordligte nie getoon mag word nie. Hulle moet ook die ankerlig of -ligte in Reel 11 voorgeskryf, voer.
- (d) Alle loodsvaartuie, of hulle voor anker lê of nie, moet, wanneer hulle nie by hul stasies op loodsdiens is nie, dieselfde ligte voer as ander vaartuie van hul klas en tonnaas.

REEL 9.

- (a) Wanneer vissersvaartuie nie met die visvangs besig is nie, moet hulle die ligte of figure toon wat vir soortgelyke vaartuie van hul tonnaas voorgeskryf is. Wanneer hulle met die visvangs besig is, moet hulle slegs die ligte of figure toon wat by hierdie Reel voorgeskryf word en tersyde anders bepaal, moet hierdie ligte of figure op 'n afstand van minstens 2 myl sigbaar wees.
- (b) Vaartuie wat met sleeplyne visvang, moet na gelang van die omstandighede, slegs die ligte toon wat vir kragaangedrowe of seilvaartuie op weg, voorgeskryf word.
- (c) Vaartuie wat visvang met nete of lyne, uitsonderd sleeplyne, wat nie meer as 500 voet van die vaartuig of horisontal in die afgang uitstaan nie, moet op 'n plek waar dit die beste gesien kan word, een wit lig wat rondom sigbaar is toon en wanneer hulle 'n ander vaartuig nader of deur 'n ander vaartuig genader word, moet hulle hierbenewens 'n tweede wit lig toon wat minstens 6 voet onder die eerste lig gelê is en op 'n horisontale afstand van minstens 10 voet (6 voet in klein op boto) daarvan verreyder is in die rigting waar die uitstaande vistuig vasgemaak is. Bedags moet sulke vaartuie hul werksaamhede aandui

basket where it can best be seen; and if they have their gear out while at anchor, they shall, on the approach of other vessels, show the same signal in the direction from the anchor ball towards the net or gear.

(d) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel more than 500 feet horizontally into the seaway shall show, where they can best be seen, three white lights at least 3 feet apart in a vortical triangle visible all round the horizon. When making way through the water, such vessels shall show the proper coloured sidelights but when not making way they shall not show them. By day they shall show a basket in the forepart of the vessel as near the stern as possible not less than 10 feet above the rail; and, in addition, where it can best be seen, one black conical shape, apex upwards. If they have their gear out while at anchor they shall, on the approach of other vessels, show the basket in the direction from the anchor ball towards the net or gear.

(e) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus along or near the bottom of the sea, and not at anchor:—

(i) If power-driven vessels, shall carry in the same position as the white light mentioned in Rule 2 (a) (i) a tri-coloured lantern, so constructed and fixed as to show a white light from right ahead to 2 points ($22\frac{1}{2}$ degrees) on each bow, and a green light and a red light over an arc of the horizon from 2 points ($22\frac{1}{2}$ degrees) on each bow to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tri-coloured lantern a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all round the horizon. They shall also show the stern light specified in Rule 10 (a).

(ii) If sailing vessels, shall carry a white light in a lantern so constructed as to show a clear, uniform and unbroken light all round the horizon, and shall also, on the approach of or to other vessels show, where it can best be seen, a white flare-up light in sufficient time to prevent collision.

(iii) By day, each of the foregoing vessels shall show, where it can best be seen, a basket.

(f) In addition to the lights which they are by this Rule required to show vessels fishing may, if necessary in order to attract attention of approaching vessels, show a flare-up light. They may also use working lights.

(g) Every vessel fishing, when at anchor, shall show the lights or shape specified in Rule 11 (a), (b) or (c); and shall, on the approach of another vessel or vessels, show an additional white light at least 6 feet below the forward anchor light and at a horizontal distance of at least 10 feet away from it in the direction of the outlying gear.

(h) If a vessel when fishing becomes fast by her gear to a rock or other obstruction she shall in daytime haul down the basket required by section (c), (d) or (e) and show the signal specified in Rule 11 (c). By night she shall show the light or lights specified in Rule 11 (a) or (b). In fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, whether by day or by night, she shall sound the signal prescribed by Rule 15 (c) (v), which signal shall also be used, on the near approach of another vessel, in good visibility.

NOTE.—For fog signals for fishing vessels, see Rule 15 (o) (ix).

RULE 10.

(a) A vessel when under way shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 points ($67\frac{1}{2}$ degrees) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights.

NOTE.—For vessels engaged in towing or being towed, see Rules 3 (b) and 5.

(b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

(c) A seaplane on the water when under way shall carry on her tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass, so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles.

RULE 11.

(a) A vessel under 150 feet in length, when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 2 miles.

(b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 feet above the hull, one such light, and at or near the stern of the vessel and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. Both these lights shall be visible all round the horizon at a distance of at least 3 miles.

(c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter.

dour 'n mandjie op te hang waar dit die beste gesien kan word en indien hul vistuig uitstaan terwyl hulle voor anker lê, moet hulle, wanneer ander vaartuie nader kom, dieselfde sein toon in die rigting van die ankerbal na die net of vistuig.

(d) Vaartuie wat visvang met nette of lyne, uitgesonderd sleeplyne, wat vanaf die vaartuig vir meer as 500 voet horisontaal in die seegang span, moet, op 'n plek waar hulle die beste gesien kan word, drie wit ligte voor minstens 3 voet van mekaar en in die vorm van 'n driehoek met die top na bo, terwyl die ligte rondom tot by die horison sigbaar moet wees. Wanneer sulke vaartuie op weg is deur die water moet hulle die voorgeskrywe gekleurde boordligte voer, maar wanneer hulle nie op weg is nie mag hulle genoemde ligte nie voer nie. Bedags moet hulle 'n mandjie op die voorste gedeelte van die vaartuig so dat inoontlik by die voorste vaar, nie minder as 10 voet bo die verskating na en hoërbovens 'n swart kegel, met die top na bo, waar dit die beste gesien kan word. Indien hul vistuig in die water is terwyl hulle voor anker lê, moet hulle by die naderkoms van ander vaartuie die mandjie toon in die rigting van die ankerbal na die net of vistuig.

(e) Vaartuie wat besig is met die treilvisserij, waaronder verstaan word die sleep van 'n sleepnet of ander tuig op of naby die bodem van die see, en nie voor anker lê nie, moet:—

(i) Indien hulle kragaangetrewe vaartuie is, op dieselfde plek as die wit lig in Reël 2 (a) (i) genoem, 'n driekleurige lantern voer wat so ingerig en geplaat is dat dit 'n wit lig werp van reg voor tot 2 kompasstreke (22½ grade) naan elke kant, asook 'n groen lig op 'n rooi lig oor 'n boeg van die horison van 2 kompasstreke (22½ grade) naan elke kant tot 2 kompasstreke (22½ grade) agter die deurbalk onderskeidelik aan die stuurboord en die bakboord; en voorts minstens 6 en hoogstens 12 voet onderkant die driekleurige lantern 'n wit lig in 'n lantern wat so ingerig is dat dit 'n helder gelykmatige en ononderbroke lig oor die hele horison sal werp. Hulle is ook verplig om die hekkig in Reël 10 (a) genoem, te voer.

(ii) Indien hulle selfvaartuie is, 'n wit lig voor in 'n lantern wat so ingerig is dat dit 'n helder, gelykmatige en ononderbroke lig oor die hele horison sal werp, en hulle moet ook wanneer hulle ander vaartuie of ander vaartuie hulle nader op 'n plek waar dit die beste gesien kan word, 'n wit stakeligg toon botyds om 'n botsing te voorkom.

(iii) Die bogenoemde vaartuie bedags 'n mandjie voor op die plek waar dit die beste gesien kan word.

(f) Vaartuie wat visvang kan, benevens die ligte wat hulle ingewoel hierdie Reël verplig is om te toon, wanneer dit nodig is om die aandag van naderende vaartuie te trek, 'n stakeligg toon. Hulle mag ook van werkligte gebruik maak.

(g) Elke vaartuig wat visvang terwyl hy voor anker lê, moet die ligte of figuur toon wat in Reël 11 (a), (b) of (c) aangegee word, en moet wanneer 'n ander vaartuig of ander vaartuie nader, nog 'n wit lig toon minstens 6 voet onder die voorste ankerlig en op 'n horisontale afstand van minstens 10 voet weg van hierdie lig in die rigting van die tuig wat in die water is.

(h) Indien 'n vaartuig terwyl hy visvang aan 'n rots of 'n ander belemmering vasnak, moet hy oordag die mandjie soos deur artikels (c), (d) of (e) voorgeskryf, neerhaal en die sein toon wat in Reël 11 (c) aangegee word. Snags moet hy die ligte of ligte toon wat in Reël 11 (a) of (b) aangegee word. Gedurende die nag, mistige weer, onsekerheid, swaar reënval of enige ander toestand wat die sigbaarheid in dieselfde mate beperk, moet hy oordag of snags die sein gee wat by Reël 15 (c) (v) voorgeskryf word. Hierdie sein moet ook gebruik word wanneer 'n ander vaartuig by goeie sigbaarheid digby kom.

Noor.—Wat betref missie vir vissersvaartuie, sien Reël 15 (e) (ix).

REEL 10.

(a) Wanneer 'n vaartuig op weg is, moet hy op die agterskip 'n wit lig voer wat so ingerig is dat dit oor 'n boeg van die horison van 12 kompasstreke (135 grade) 'n ononderbroke lig sal werp, so geplaat dat dit die lig 6 kompasstreke (67½ grade) van reg agter aan weerskante van die vaartuig sal werp en van so 'n aard is dat dit op 'n afstand van minstens 2 myl sigbaar sal wees. Hierdie lig moet so na as moontlik op dieselfde hoogte as die boordligte gevoer word.

Noor.—Wat betref vaartuie wat sleepwerk verrig of gesleep word, sien Reël 3 (b) en 5.

(b) Indien dit aan boord van 'n klein vaartuig weens slegte weer of ander gegronde redes onmoontlik is om hierdie lig te bevestig, moet 'n elektriese lamp of 'n aangesteekte lantern vir gebruik byderhand gehou word op by naderkoms van 'n inhalende vaartuig botyds getoon word om 'n botsing te voorkom.

(c) 'n Seevliegtuig op die water wat op weg is, moet aan sy stert 'n wit lig voer wat so ingerig is dat dit oor 'n boeg van die horison van 140 kompasgrade 'n ononderbroke lig sal werp, so geplaat is dat dit die lig 70 grade van reg agter aan weerskante van die seevliegtuig sal werp en van so 'n aard is dat dit op 'n afstand van minstens 2 myl sigbaar sal wees.

REEL 11.

(a) 'n Vaartuig met 'n lengte van minder as 150 voet wat voor anker lê, moet in die voorste gedeelte daarvan waar dit die beste gesien kan word, 'n wit lig in 'n lantern voer wat so ingerig is dat dit 'n helder, gelykmatige en ononderbroke lig werp wat oor die hele horison op 'n afstand van minstens 2 myl sigbaar sal wees.

(b) 'n Vaartuig met 'n lengte van 150 voet en groter wat voor anker lê, moet in die voorste gedeelte daarvan op 'n hoogte van minstens 20 voet bo die romp een so 'n lig voer en aan of naby die hek van die vaartuie en op so 'n hoogte dat dit minstens 15 voet laer as die voorste lig sal wees, 'n tweede dergelyke lig. Albei hierdie ligte moet oor die hele horison op 'n afstand van minstens 3 myl sigbaar wees.

(c) Tussen sonop en sononder moet elke vaartuig wat voor anker lê in die voorste gedeelte daarvan waar dit die beste gesien kan word, 'n swart bal minstens 2 voet in deursnee voer.

(d) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, when at anchor, shall carry the lights or shapes prescribed in Rule 4 (c) in addition to those prescribed in the appropriate preceding sections of this Rule.

(e) A vessel aground shall carry by night the light or lights prescribed in sections (a) or (b) and the two red lights prescribed in Rule 4 (a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart.

(f) A seaplane on the water under 160 feet in length, when at anchor, shall carry, where it can best be seen, a white light, visible all round the horizon at a distance of at least 2 miles.

(g) A seaplane on the water 150 feet or upwards in length, when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all round the horizon at a distance of at least 3 miles; and, in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the maximum span, and visible, so far as practicable, all round the horizon at a distance of 1 mile.

(h) A seaplane aground shall carry an anchor light or lights as prescribed in sections (f) and (g), and in addition may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all round the horizon.

RULE 12.

Every vessel or seaplane on the water may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorised elsewhere under these Rules.

RULE 13.

(a) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for ships of war, for vessels sailing under convoy, or for seaplanes on the water; or with the exhibition of recognition signals adopted by shipowners, which have been authorised by their respective Governments and duly registered and published.

(b) Whenever the Government concerned shall have determined that a naval or other military vessel or waterborne seaplane of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or are of visibility of lights or shapes, without interfering with the military function of the vessel or seaplane, such vessel or seaplane shall comply with such other provisions in regard to the number, position, range or are of visibility of lights or shapes as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel or seaplane.

RULE 14.

A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen, one black conical shape, point upwards, not less than 2 feet in diameter at its base.

RULE 16.

(a) A power-driven vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons or upwards shall be provided with a similar fog-horn and bell.

(b) All signals prescribed by this Rule for vessels under way shall be given:—

- (i) by power-driven vessels on the whistle;
- (ii) by sailing vessels on the fog-horn;
- (iii) by vessels towed on the whistle or fog-horn.

(c) In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows:—

- (i) A power-driven vessel making way through the water, shall sound at intervals of not more than 2 minutes a prolonged blast.
- (ii) A power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them.
- (iii) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the boom three blasts in succession.
- (iv) A vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel, and in addition there shall be sounded in the afterpart of the vessel, at intervals of not more than 1

(d) 'n Vaartuig wat besig is om 'n ondersaas kabel of navigasiewerk te lê of te lig, of 'n vaartuig wat besig is met hidrografiese opmetings of werksaamhede onder die water, moet wanneer hy voor anker lê, benevens die ligte en figure wat in die toepaslike vooraftgaande artikels van hierdie Reël voorgeskryf word, ook die ligte en figure in Reël 4 (c) voorgeskryf, voor.

(e) 'n Vaartuig wat op 'n sandbank vasit, moet enige die lig of ligte in artikels (a) of (b) voorgeskryf en die twee rooi ligte in Reël 4 (a) voorgeskryf voor. Oordag moet die vaartuig op die plek waar hulle die beste gesien kan word, drie swart balle, elk minstens 2 voet in deursnee en minstens 6 voet van mekaar, die een leëring bo die ander, voor.

(f) 'n Seevliegtuig op die water met 'n lengte van minder as 150 voet moet, wanneer hy voor anker lê, op die plek waar dit die beste gesien kan word, 'n wit lig voor wat oor die hele horizon op 'n afstand van minstens 2 myl sigbaar is.

(g) 'n Seevliegtuig op die water met 'n lengte van 150 voet en meer moet, wanneer hy voor anker lê, op die plek waar hulle die beste gesien kan word, 'n wit lig voor en 'n wit lig agter voor wat albei oor die hele horizon op 'n afstand van minstens 3 myl sigbaar is. Indien die seevliegtuig 'n spanwydte van meer as 150 voet het, moet hy voorts aan elke kant 'n wit lig voor om die maksimum spanwydte aan te dui en hierdie ligte moet, sover doenlik, oor die hele horizon op 'n afstand van 1 myl sigbaar wees.

(h) 'n Seevliegtuig wat op 'n sandbank vasit moet 'n ankerlig of -ligte voor soos in artikels (f) en (g) voorgeskryf, en kan bowendien twee rooi ligte voor, die een leëring bo die ander en minstens 3 voet van mekaar en so geplaas dat hulle oor die hele horizon gesien kan word.

REEL 12.

Elke vaartuig of seevliegtuig op die water kan, indien dit nodig is om die nood te trek, benevens die ligte wat hy kragtens hierdie Reëls moet voor, 'n afakelig toon of geluid maak van 'n knalasin of 'n ander doeltreffende geluidsein wat nie verwar kan word met 'n ander sein wat elders in hierdie Reëls gemagtig word nie.

REEL 13.

(a) Geen voerskrif in hierdie Reëls mag inbreuk maak op die uitvoering van spesiale reëls deur die Regoring van 'n land gemaak ten nunsien van addisionele posisieligte en seinligte vir oorlogsskepe, vir vaartuie wat onder kenvoer van vir seevliegtuie op die water nie, of op die voor van horkonninge wat deur rederye gebruik word, deur hul Rogerings gemagtig is en behoorlik geregistreer en bekendgemaak is nie.

(b) Wanneer die betrokke Regoring bepaal het dat 'n oorlogsvaartuig of ander militêre vaartuig of 'n seevliegtuig op die water van besondere bou of bestam vir besondere doeleindes, nie ten volle kan voldoen aan die bepalinge van die een of ander van hierdie Reëls betreffende die aantal, posisie, sigbaarheidsafstand of sigbaarheidshoek van ligte en figure sonder om inbreuk te maak op die militêre funksie van die vaartuig of seevliegtuig nie, moet so 'n vliegtuig of seevliegtuig voldoen aan sodanige ander bepalinge betreffende die aantal, posisie, sigbaarheidsafstand of sigbaarheidshoek van ligte en figure as wat na die oordeel van sy Regoring die meeste ooreenkom met hierdie Reëls betreffende daardie vaartuig of seevliegtuig.

REEL 14.

'n Vaartuig wat onder seil is en tegelykertyd deur masjinerie aangedryf word, moet oordig in die voorste gedeelte daarvan op 'n plek waar dit die beste gesien kan word, 'n swart kegelvormige figuur voor met die punt na bo en met 'n grondvlak waarvan die deursnee minstens 2 voet is.

REEL 15.

(a) 'n Kragangedrowe vaartuig moet voorsien wees van 'n doeltreffende fluit wat deur middel van stoom of 'n middel wat stoom vervang, in werking gestel word en wat so geplaas is dat die geluid nie deur 'n versporring onderskep sal word nie. Voorts moet dit voorsien wees van 'n doeltreffende mishoring wat deur meganiese middels in werking gestel word, en ook van 'n doeltreffende klok. 'n Seilvaartuig van 20 ton of groter moet van 'n tegelykelyke mishoring en klok voorsien wees.

(b) Alle seine wat by hierdie Reël voorgeskryf word vir vaartuie wat op weg is, moet gegoe word:—

- (i) deur kragangedrowe vaartuie op die fluit;
- (ii) deur seilvaartuie op die mishoring;
- (iii) deur vaartuie wat gesleep word op die fluit of die mishoring.

(c) Gedurende mis, mistige weer, sneeuval, swaar reënbuie of enige ander toestand wat die sigbaarheid in dieselfde mate verminder, moet die seine in hierdie Reël voorgeskryf, sowel oordig as enige as volg gebruik word:—

- (i) 'n Kragangedrowe vaartuig wat deur die water beweeg, moet met tussenposes van hoogstens 2 minute 'n lang stoot gee.
- (ii) 'n Kragangedrowe vaartuig wat op weg is, maar tot stilstand gebring is en nie deur die water beweeg nie, moet met tussenposes van hoogstens 2 minute twee lang stote omtrent 1 sekonde na mekaar gee.
- (iii) 'n Seilvaartuig wat op weg is, moet met tussenposes van hoogstens 1 minuut, wanneer dit aan die stuurboordkoers is een stoot gee, wanneer dit aan die linkboordkoers is twee agtereen-volgende stote en as die wind agter die grootste breedte is, moet dit drie agtereen-volgende stote gee.
- (iv) 'n Vaartuig wat voor anker lê, moet die klok met tussenposes van hoogstens 1 minuut vir omtrent 5 sekondes vinnig lui. Op vaartuie met 'n lengte van meer as 350 voet moet die klok in die voorste gedeelte van die vaartuig gelui word en bowendien

minute for about 5 seconds, a gong or other instrument, the tone and sounding of which cannot be confused with that of the bell. Every vessel at anchor may in addition, in accordance with Rule 12, sound three blasts in succession, namely, one short, one prolonged, and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.

- (v) A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these Rules shall, instead of the signals prescribed in sub-sections (i), (ii) and (iii) sound, at intervals of not more than 1 minute, three blasts in succession, namely, one prolonged blast followed by two short blasts.
- (vi) A vessel towed, or, if more than one vessel is towed, only the last vessel of the tow, if manned, shall, at intervals of not more than 1 minute, sound four blasts in succession, namely, one prolonged blast followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.
- (vii) A vessel aground shall give the signal prescribed in sub-section (iv) and shall, in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.
- (viii) A vessel of less than 20 tons, a rowing boat, or a seaplane on the water, shall not be obliged to give the above-mentioned signals, but if she does not, she shall make some other efficient sound signal at intervals of not more than 1 minute.
- (ix) A vessel when fishing, if of 20 tons or upwards, shall at intervals of not more than 1 minute, sound a blast, such blast to be followed by ringing the bell; or she may sound, in lieu of these signals, a blast consisting of a series of several alternate notes of higher and lower pitch.

RULE 16.

Speed to be Moderate in Fog, etc.

- (a) Every vessel, or seaplane when taxiing on the water, shall, in fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.
- (b) A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

PART C.—STEERING AND SAILING RULES.

PRELIMINARY.

1. In obeying and construing these Rules, any action taken should be positive, in ample time, and with due regard to the observance of good seamanship.
2. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.
3. Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather conditions, may be unable to change their intended action at the last moment.

RULE 17.

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows:—

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

RULE 18.

- (a) When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This Rule only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when

meot daar in die agterste gedeelte van die vaartuig 'n phong of ander instrument waarvan die toon en die geluid nie met dié van die klok verwar kan word nie, met tussenpose van hoogstens 1 minuut vir omtrent 5 sekondes gelui word. Elke vaartuig wat voor anker lê, kan bowendien, ooreenkomstig die bepalinge van Reël 12, drie agtereenvolgende stote gee, nl. een kort, een lang en een kort stoot om aan 'n naderende vaartuig sy posisie aan te gee en hom te waarskuu teen 'n moontlike botsing.

- (v) 'n Vaartuig wat 'n ander vaartuig sleep, 'n vaartuig wat besig is om 'n onderrandse kabel of navigasiemerk te lê of te lig en 'n vaartuig wat op weg is en nie in staat is om uit die pad van 'n naderende vaartuig te kom nie omdat hy nie onder bevol is of nie in staat is om te manoevreer soos by hierdie Reëls vereis nie, moet in plaas van die seine in sub-artikels (i), (ii) en (iii) voorgeskryf, met tussenpose van hoogstens 1 minuut drie agtereenvolgende stote gee, nl. een lang stoot gevolg deur twee kort stote.
- (vi) 'n Vaartuig wat gesleep word, of, indien meer as een vaartuig gesleep word, slegs die laaste vaartuig van die sleep, moet, indien beman, met tussenpose van hoogstens 1 minuut vier agtereenvolgende stote gee, nl. een lang stoot gevolg deur drie kort stote. Indien moontlik moet hierdie sein gegee word onmiddellik na die sein wat deur die sleepende vaartuig gegooi is.
- (vii) 'n Vaartuig wat op 'n sandbank vastsit, moet die sein gee wat in sub-artikel (iv) voorgeskryf word om moet bewandien onmiddellik voor en na elkeen van hierdie seine drie afsonderlike en duidelike slae op die klok gee.
- (viii) 'n Vaartuig van minder as 20 ton, 'n roeiboot, of 'n seevliegtuig op die water, is nie verplig om die bogenoemde seine te gee nie, maar as hierdie seine nie gegee word nie moet daar 'n ander doeltreffende geluidsein met tussenpose van hoogstens 1 minuut gegee word.
- (ix) 'n Vaartuig van 20 ton of groter moet, wanneer hy besig is om vie te vang, met tussenpose van hoogstens 1 minuut 'n stoot gee wat gevolg moet word deur die lui van die klok, of hy kan, in plaas van hierdie seine, 'n stoot gee wat bestaan uit 'n reeks van verskeie afwisselende hoë of lae tone.

REEL 16.

Snelheid moet Matig wees gedurende Mis, ens.

- (a) Elke vaartuig, of seevliegtuig wat op die water vaar, moet gedurende mis, mistige weer, sneeuval, swaar reënval of ander toestand wat die sigbaarheid op soortgelyke wyse verminder, teen 'n matige snelheid van met behoorlike inagneming van bestaande omstandighede en toestande.
- (b) 'n Kragangedrewe vaartuig wat vermoedelik voor sy grootste broodte die missein hoor van 'n vaartuig waarvan die posisie nie vasgestel is nie, moet vir sover die omstandighede van die geval dit toelaat, sy masjine tot stilstand bring en dan versigtig vaar totdat die gevaar van 'n botsing verby is.

DEEL C.—REËLS VIR DIE STUUR EN SEIL VAN VAARTUIG.

INLEIDING.

1. By die nakoming en uitleg van hierdie Reëls moet elke handeling positief wees en ruim betyde uitgevoer word met behoorlike inagneming van die vereistes van goeie seemannskap.
2. Die gevaar van 'n botsing kan, wanneer omstandighede dit toelaat, vasgestel word deur noukeurig te let op die kompaspeiling van 'n naderende vaartuig. Indien die peiling nie oammerklik verander nie moet dit beskous word dat sodanige gevaar bestaan.
3. Skeeplui moet in gedagte hou dat wanneer seevliegtuie land of opstyg of onder slegte weersomstandighede manoevreer nie in staat mag wees om hul voorgenome manoevre op die laaste oomblik te verander nie.

REEL 17.

Wanneer twee seilskope mekaar nader en daar gevaar van 'n botsing bestaan, moet een van hulle uit die pad van die ander bly en wel op die volgende manier:—

- (a) 'n Skip wat vry vaar moet uit die pad hou van 'n skip wat by die wind vaar.
- (b) 'n Skip wat by die wind vaar aan die bakboordkoers moet uit die pad bly van 'n skip wat by die wind vaar aan die stuurboordkoers.
- (c) Wanneer beide skope vry vaar met die wind aan verskillende kante dan moet die skip wat die wind aan die bakboordkant het uit die pad van die ander skip bly.
- (d) Wanneer beide skope vry vaar met die wind aan dieselfde kant dan moet die skip wat bokant die wind is uit die pad bly van die skip wat onderkant die wind is.
- (e) 'n Skip wat die wind van agter het, moet uit die pad bly van die ander skip.

REEL 18.

(a) Wanneer twee kragangedrewe vaartuie mekaar van of van byna teenoorgestelde rigtings nader, sodat daar gevaar van 'n botsing is, moet elk sy koers verander na stuurboord sodat die een aan die bakboord van die ander verby kan gaan. Hierdie Reël is slegs van toepassing in gevalle waar vaartuie mekaar van of van byna teenoorgestelde rigtings nader op sodanige wyse dat daar gevaar van 'n botsing is, en is nie van toepassing op twee vaartuie wat op 'n veilige afstand mekaar

each of two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

(b) For the purpose of this Rule and Rules 19 to 29 inclusive, except Rule 20 (b), a seaplane on the water shall be deemed to be a vessel, and the expression "power-driven vessel" shall be construed accordingly.

RULE 19.

When two power-driven vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

RULE 20.

(a) When a power-driven vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, except as provided in Rules 24 and 26, the power-driven vessel shall keep out of the way of the sailing vessel.

(b) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with these Rules.

RULE 21.

Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed. When, from any cause, the latter vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision (see Rules 27 and 29).

RULE 22.

Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

RULE 23.

Every power-driven vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

RULE 24.

(a) Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(b) Every vessel coming up with another vessel from any direction more than 2 points (22½ degrees) abaft her beam, i.e. in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

RULE 25.

(a) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

(b) Whenever a power-driven vessel is nearing a bend in a channel where a power-driven vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within one-half mile of the bend, shall give a signal by one prolonged blast of her whistle, which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the further side of the bend is heard, such bend shall be rounded with alertness and caution.

RULE 26.

All vessels not engaged in fishing shall, when under way, keep out of the way of any vessels fishing with nets or lines or trawls. This Rule shall not give to any vessel engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels.

moet verbygaan as beide op hul onderskeie koere hou nie. Die enigste gevalle waarop dit van toepassing is, is wanneer beide vaartuie mekaar van of van byna teenoorgestelde rigtings nader, met ander woorde, in gevalle waar elke vaartuig gedurende die dag die mate van die ander vaartuig in 'n lyn, of byna in 'n lyn, met sy sie masto sien, en gedurende die nag, in gevalle waar elke vaartuig in so 'n posisie is dat dit beide die siglyt van die ander kan sien. Gedurende die dag is dit nie van toepassing in gevalle waar 'n vaartuig 'n ander vaartuig voor hom oor sy sie koers sien waar nie, of gedurende die nag, in gevalle waar die rooi lig van een vaartuig teenoor die rooi lig van die ander gestel is, of waar die groen lig van een vaartuig teenoor die groen lig van die ander gestel is, of waar 'n rooi lig sonder 'n groen lig of 'n groen lig sonder 'n rooi lig vooruit gesien word, of waar sowel die groen as die rooi lig op die een of ander punt, maar nie van voor nie, gesien word.

(b) Vir die toepassing van hierdie Reël en Reëls 19 tot 23, albei inbegrepe, behalwe Reël 20 (b), word 'n seevliegtuig op die water gegang 'n vaartuig te wees, en die uitdrukking „kragangedrewe vaartuig" moet diensooreenkomstig uitgeleë word.

REEL 19.

Wanneer twee kragangedrewe vaartuie mekaar kruis sodat daar gevaar van 'n botsing bestaan, moet die vaartuig wat die ander aan sy sie stuurboordkant het uit die pad van daardie vaartuig bly.

REEL 20.

(a) Wanneer 'n kragangedrewe vaartuig en 'n seilvaartuig in sodanige rigtings vaar dat daar gevaar van 'n botsing bestaan, moet die kragangedrewe vaartuig, behalwe soos in Reëls 24 en 25 bepaal, uit die pad van die seilvaartuig hou.

(b) 'n Seevliegtuig op die water moet in die algemeen goed uit die pad bly van alle vaartuie en vermy om hul navigasie te bemoeilik. Onder omstandighede waar daar egter gevaar van 'n botsing bestaan, moet hy aan hierdie Reëls voldoen.

REEL 21.

Wanneer een van twee vaartuie ooreenkomstig hierdie Reëls uit die pad van die ander vaartuig moet bly, moet die ander vaartuig sy koers hou en sy snelheid handhaaf. Wanneer laasgenoemde vaartuig, om watter rede ook, so naby is dat 'n botsing nie deur die vaartuig wat padgee alleen vermy kan word nie moet daardie vaartuig ook die beste middels aanwend om 'n botsing te voorkom (sien Reëls 27 en 29).

REEL 22.

Elke vaartuig wat ooreenkomstig hierdie Reëls uit die pad van 'n ander vaartuig moet hou, moet, as die omstandighede van die geval dit toelaat, nie voor die ander skip verbyvaar nie.

REEL 23.

Elke kragangedrewe vaartuig wat ooreenkomstig hierdie Reëls uit die pad van 'n ander vaartuig moet bly, moet, as dit nodig is, sy snelheid verminder of stilhou of agteruit vaar wanneer hy daardie skip nader.

REEL 24.

(a) Niotoonstaande die bepalinge van hierdie Reël, moet elke vaartuig wat 'n ander inhaal, uit die pad bly van die vaartuig wat ingehaal word.

(b) Elke vaartuig wat 'n ander vaartuig inhaal uit 'n rigting meer as twee strome (22½ grade) agter sy grootste breedte, d.w.s. in sodanige posisie met betrekking tot die vaartuig wat hy inhaal, dat hy gedurende die nag nie een van daardie vaartuig se boordligte kan sien nie, moet beskou word as 'n vaartuig wat 'n ander vaartuig inhaal, en geen latere verandering van die koers tussen die twee vaartuie maak die vaartuig wat die ander inhaal 'n verbygaande vaartuig in die betekenis van hierdie Reëls of onthef hom van die verpligting om weg te bly van die ingehaalde vaartuig tot tyd en wyl hy eindelik verby en uit die pad is nie.

(c) Indien die vaartuig wat 'n ander vaartuig inhaal nie met sekerheid kan vasstel of hy voor of agter hierdie koers van die ander vaartuig is nie, moet hy aanneem dat hy 'n vaartuig is wat 'n ander vaartuig inhaal en uit die pad bly.

REEL 25.

(a) Wanneer dit veilig en uitvoerbaar is, moet elke kragangedrewe vaartuig wat in 'n nou kanaal vaar, aan daardie kant van die vaarwater of middelste gedeelte van die kanaal hou wat aan die stuurboordkant van daardie vaartuig lê.

(b) Wanneer 'n kragangedrewe vaartuig 'n draai in 'n kanaal nader waar 'n kragangedrewe vaartuig wat uit die teenoorgestelde rigting kom, nie gesien kan word nie, moet so 'n vaartuig sodra hy binne 'n halfmyl van die draai kom, 'n sein gee deur middel van een lang stoot van sy fluit om hierdie sein moet beantwoord word deur 'n soortgelyke stoot van enige naderende kragangedrewe vaartuig wat binne gehoortafstand om die draai mag wees. Afgesien daarvan of 'n naderende vaartuig aan die buitekant van die draai gehoor word of nie, moet die vaartuig behoedzaam en versigtig om die draai vaar.

REEL 26.

Alle vaartuie wat nie met die visvangs besig is nie moet, wanneer hulle op weg is, uit die pad bly van vaartuie wat visvang met nette of lyne of sleepnette. Hierdie Reël gee aan geen vaartuig wat besig is om vis te vang die reg om 'n vaarwater wat deur ander vaartuie as visservaartuie gebruik word, te versper nie.

RULE 27.

In obeying and construing these Rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitations of the craft involved, which may render a departure from the above Rules necessary in order to avoid immediate danger.

PART D.—MISCELLANEOUS.

RULE 28.

(a) When vessels are in sight of one another, a power-driven vessel under way, in taking any course authorised or required by these Rules, shall indicate that course by the following signals on her whistle, namely:—

One short blast to mean "I am altering my course to starboard."
Two short blasts to mean "I am altering my course to port."
Three short blasts to mean "My engines are going astern."

(b) Whenever a power-driven vessel which, under these Rules, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under Rules 27 and 29 or any other Rule, or of her duty to indicate any action taken under these Rules by giving the appropriate sound signals laid down in this Rule.

(c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to the use of additional whistle signals between ships of war or vessels sailing under convoy.

RULE 29.

Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

RULE 30.

Reservation of Rules for Harbours and Inland Navigation.

Nothing in these Rules shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake, or inland water, including a reserved seaplane area.

RULE 31.

Distress Signals.

When a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:—

- (a) A gun or other explosive signal fired at intervals of about a minute.
- (b) A continuous sounding with any fog-signal apparatus.
- (c) Rockets or shells, throwing red stars fired one at a time at short intervals.
- (d) A signal made by radiotelegraphy or by any other signalling method consisting of the group . . . — — — . . . in the Morse Code.
- (e) A signal sent by radiotelephony consisting of the spoken word "Mayday".
- (f) The International Code Signal of distress indicated by N.C.
- (g) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- (h) Flames on the vessel (as from a burning tar barrel, oil barrel, etc.).
- (i) A rocket parachute flare showing a red light.

The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

NOTE.—A radio signal has been provided for use by vessels in distress for the purpose of activating the auto-alarms of other vessels and thus securing attention to distress calls or messages. The signal consists of a series of twelve dashes, sent in 1 minute, the duration of each dash being 4 seconds, and the duration of the interval between two consecutive dashes 1 second.

RULE 32.

All orders to helmsmen shall be given in the following sense: right rudder or starboard to mean "put the vessel's rudder to starboard"; left rudder or port to mean "put the vessel's rudder to port".

REEL 27.

By die nalkoming en uitleg van hierdie Reëls moet daar behoortlik ag geslaan word op alle gevare van die skeepvaart en botsings, en op alle besondere omstandighede, met inbegrip van die beperkings van die betrokke vaartuie en seevliegtuie, wat 'n afwyking van die bogenoemde Reëls noodsaaklik maak ten einde onmiddellike gevaar te voorkom.

DEEL D.—DIVERSE BEPALINGS.

REEL 28.

(a) Wanneer vaartuie in sig van mekaar is, moet 'n kragaangedrewe vaartuig wat op weg is en wat in 'n rigting stuur wat kragtens hierdie Reëls toegestaan is of vereis word, daardie koers aandui deur die volgende sein te fluit, nl:—

Een kort stoot beteken: „Een verander my koers na stuurboord.”

Twee kort stote beteken: „Een verander my koers na bakboord.”

Drie kort stote beteken: „My masjien beweeg agteruit.”

(b) Wanneer 'n kragaangedrewe vaartuig wat ooreenkomstig hierdie Reëls sy koers en snelheid moet hou, in sig is van 'n ander vaartuig en twyfel koester of die ander vaartuig toereikende maatreëls tref om 'n botsing te vermy, kan hy sodanige twyfel aandui deur minstens vyf kort stote wat kort op mekaar volg op die fluit te gee. Die geo van so 'n sein onthef 'n vaartuig nie van sy verpligtinge ingevolge Reëls 27 en 28 of enige ander Reël of van sy plig om die maatreëls aan te dui wat hy ingevolge hierdie Reëls tref deur die toepaslike geluidseine wat hy hierdie Reël voorgeskryf word, te gee nie.

(c) Die bepalinge van hierdie Reëls mag geen inbreuk maak op die toepassing van spesiale reëls wat deur die Regering van 'n land uitgevaardig word met betrekking tot die gebruik van addisionele fluitseine tussen oorlogsskepe of vaartuie wat onder konvooi van nie.

REEL 29.

Geen bepalinge van hierdie reëls onthef 'n vaartuig, of die eienaar, gesagvoerder of bemanning daarvan van die gevolge van versuim om ligte of seine te vertoon, of van versuim om behoortlik uit te kyk, of van versuim om voorsorgmaatreëls te tref wat vereis word deur die gevare gebruik onder seël, of deur die besondere omstandighede van die geval nie.

REEL 30.

Voorbehoud betreffende Reëls vir Hawens en Binnelandse Skeepvaart.

Die bepalinge van hierdie Reëls maak geen inbreuk op die toepassing van 'n besondere reël wat behoortlik deur 'n plaaslike bestuur betreffende die bevoering van 'n hawe, rivier, meer of binnelandse waters, met inbegrip van 'n gereserveerde watergebied vir seevliegtuie, gemaak is nie.

REEL 31.

Noodseine.

Wanneer 'n vaartuig of seevliegtuig op die water in nood verkeer en hulp nodig het van ander vaartuie of van die kus, moet hy die volgende seine gebruik of toon, hetsy gesamentlik of afsonderlik, nl:—

(a) 'n Kanonakoot of ander kunssein afgeweer met tussenposes van ongeveer 1 minuut.

(b) 'n Aanhoudende geluid met die een of ander misseintoestel.

(c) Vuurpylo of granaat wat rooi sterre afgee en wat met kort tussenposes een op 'n keer afgeweer word.

(d) 'n Sein deur middel van radiotelegrafie of 'n ander seinmetode uitgesoek wat bestaan uit die groep . . . — . . . van die Morse-kode.

(e) 'n Sein uitgesoek deur middel van radiotelefonie wat bestaan uit die gesproke woord „Mayday”.

(f) Die noodsein van die Internasionale Seinboek aangedui deur N.C.

(g) 'n Sein bestaande uit 'n vierkantige vlag met 'n bal of iets wat soos 'n bal lyk, bokant of onderkant die vlag.

(h) Vlamme op die vaartuig (bv. van 'n brandende toer- of olievint, ens.).

(i) 'n Vuurpyl wat 'n rooi valsakormig afgee.

Die gebruik van enigeen van die bogenoemde seine, behalwe om aan te dui dat 'n vaartuig of 'n seevliegtuig in nood verkeer, en die gebruik van seine wat met enigeen van die bogenoemde seine verwar kan word, word verbied.

Noor.—'n Radiosin is voorgeskryf vir gebruik deur vaartuie in nood met die doel om die auto-alarmsisteme van ander vaartuie in werking te stel en aldus die aandag te vestig op noodoprope of -berigte. Die sein bestaan uit 'n reeks van twaalf strepe wat in 1 minuut uitgesoek word sodat elke streep 4 sekondes duur en die tydverloop tussen twee opeenvolgende strepe een sekonde is.

REEL 32.

Alle bevels van roergangers moet op die volgende manier gegee word: roer regs of stuurboord beteken „lê die roer van die vaartuig stuurboord”; roer links of bakboord beteken „lê die roer van die vaartuig bakboord”.

Fourth Schedule.

INTERNATIONAL CONVENTION RESPECTING LOAD LINES, 1930.

CHAPTER I.—PRELIMINARY.

ARTICLE 1.

General Obligation of Convention.

So that the load lines proscribed by this Convention shall be observed, the Contracting Governments undertake to give effect to the provisions of this Convention, to promulgate all regulations, and to take all other steps which may be necessary to give this Convention full and complete effect.

The provisions of this Convention are completed by Annexes, which have the same force and take effect at the same time as this Convention. Every reference to this Convention implies at the same time a reference to the Rules annexed thereto.

ARTICLE 2.

Scope of Convention.

1. This Convention applies to all ships engaged on international voyages, which belong to countries the Governments of which are Contracting Governments, or to territories to which this Convention is applied under Article 21, except—

- (a) ships of war; ships solely engaged in fishing; pleasure yachts and ships not carrying cargo or passengers;
- (b) ships of less than 150 tons gross.

2. Ships when engaged on international voyages between the near neighbouring ports of two or more countries may be exempted by the Administration to which such ships belong from the provisions of this Convention, so long as they shall remain in such trades, if the Governments of the countries in which such ports are situated shall be satisfied that the sheltered nature and conditions of such voyages between such ports make it unreasonable or impracticable to apply the provisions of this Convention to ships engaged in such trades.

3. All agreements and arrangements relating to load line or matters appertaining thereto at present in force between Contracting Governments shall continue to have full and complete effect during the terms thereof as regards—

- (a) ships to which this Convention does not apply;
- (b) ships to which this Convention applies in respect of matters for which it has not expressly provided.

To the extent, however, that such agreements or arrangements conflict with the provisions of this Convention, the provisions of this Convention shall prevail.

Subject to any such agreement or arrangement—

- (a) all ships to which this Convention does not apply; and
- (b) all matters which are not expressly provided for in this Convention;

shall remain subject to the legislation of each Contracting Government to the same extent as if this Convention had not been made.

ARTICLE 3.

Definitions.

In this Convention, unless expressly provided otherwise—

- (a) a ship is regarded as belonging to a country if it is registered by the Government of that country;
- (b) the expression "Administration" means the Government of the country to which the ship belongs;
- (c) an "international voyage" is a voyage from a country to which this Convention applies to a port outside such country, or conversely, and for this purpose, every colony, overseas territory, protectorate or territory under suzerainty or mandate is regarded as a separate country;
- (d) the expression "Rules" means the rules contained in Annexes I, II and III;
- (e) a "new ship" is a ship, the keel of which is laid on or after the 1st July, 1932, all other ships being regarded as existing ships;
- (f) the expression "steamer" includes any vessel propelled by machinery.

ARTICLE 4.

Case of "Force Majeure".

No ship, which is not subject to the provisions of this Convention at the time of its departure on any voyage, shall become subject to the provisions of this Convention on account of any deviation from its intended voyage due to stress of weather or any other cause of *force majeure*.

In applying the provisions of this Convention, the Administration shall give due consideration to any deviation or delay caused to any ship owing to stress of weather or to any other cause of *force majeure*.

Vierde Bylae.

INTERNASIONALE KONVENSTE INSAKE LABLYNE, 1930

HOOFSTUK I.

INLEIDING.

ARTIKEL 1.

Algemene Verpligting Ingevolge die Konvensie.

Met die oog op die inagneming van die laalyne soos ingesvolge hierdie Konvensie vasgestel, verbind die kontrakterende Regerings hulle om die bepaling van hierdie Konvensie toe te pas, alle regulasies uit te vaardig en alle ander maatreëls te tref wat nodig mag wees vir die volledige uitvoering van hierdie Konvensie.

Die bepaling van hierdie Konvensie is sangeval deur aangehele wat dieselfde krag het en op dieselfde tydtyd in werking tree as hierdie Konvensie. Elke verwysing na hierdie Konvensie beteken terselfdertyd ook 'n verwysing na die voorskrifte wat by die Konvensie gevoeg is.

ARTIKEL 2.

Bestek van die Konvensie.

1. Hierdie Konvensie is van toepassing op alle skepe wat vir internasionale reise gebruik word en wat behoort aan lande waarvan die Regerings kontrakterende Regerings is, of aan gebiede waarop hierdie Konvensie ingesvolge artikel 21 van toepassing verklaar is, met uitsondering van:—

- (a) oorlogsskepe; skepe wat uitsluitlik vir vissery gebruik word; ploeierye en skepe wat nie vrag of passasiers vervoer nie;
- (b) skepe van minder as 150 ton bruto-tonnemaat.

2. Skepe wat vir internasionale reise tussen die nabygeleë hawens van twee of meer lande gebruik word, kan deur die Administrasie van die land waaraan hierdie skepe behoort, vrygestel word van die bepaling van hierdie Konvensie solank hulle op hierdie reise gebruik word, indien die Regering van die land waarin hierdie hawens geleë is, oortuig is dat dit met die oog op die beskutte aard en omstandighede waaroor reise tussen sulke hawens onderneem word, onredelik en onprakties sou wees om die bepaling van hierdie Konvensie van toepassing te maak op skepe wat op sulke reise gebruik word.

3. Alle ooreenkomste en reëlings wat betrekking het op laalyne en sake wat daarmoo in verband staan en wat tans tussen die kontrakterende Regerings van krag is, bly volledig van krag gedurende die tydperk waarvoor hulle ondenkdelik gesluit of getref is vir sover hulle betrekking het op:—

- (a) sake waarop hierdie Konvensie nie van toepassing is nie;
- (b) sake waarop hierdie Konvensie van toepassing is ten aansien van sake wat die uitdruklik in hierdie Konvensie gesê is nie. Vir sover sulke ooreenkomste en reëlings egter in stryd is met die bepaling van hierdie Konvensie, sal die bepaling van hierdie Konvensie die deurslag gee. Onderworpe aan al sulke ooreenkomste en reëlings bly:—

- (a) alle sake waarop hierdie Konvensie nie van toepassing is nie; en
- (b) alle sake wat nie in hierdie Konvensie in dieselfde mate uitdruklik gesê is nie,

onderworpe aan die wetgewing van elke kontrakterende Regering asof hierdie Konvensie nooit tot stand gekom het nie.

ARTIKEL 3.

Onskrywings.

Tensy dit hierin uitdruklik anders bepaal word, word in hierdie Konvensie:—

- (a) beskou dat 'n skip aan 'n land behoort as dit deur die Regering van daardie land geregistreer is;
- (b) met die uitdrukking „Administrasie” bedoel die Regering van die land waaraan die skip behoort;
- (c) onder 'n „internasionale reis” verstaan 'n reis van 'n land waarop hierdie Konvensie van toepassing is na 'n hawe wat buite daardie land geleë is, of omgekeerd, en word vir hierdie doel elke kolonie, oorsese gebied, protektoraat of gebied onder suweriniteit of mandaat as 'n afsonderlike land beskou;
- (d) met die uitdrukking „voorskrifte” bedoel die voorskrifte vervat in aangehele I, II en III;
- (e) as 'n „nuwe skip” beskou 'n skip waarvan die kiel of op na 1 Julie 1932 geleë is terwyl alle ander sake as bestaande sake beskou word;
- (f) met die uitdrukking „stoomskip” bedoel elke vaartuig wat meganiese voortbeweging word.

ARTIKEL 4.

Geralle van Oormag.

Indien 'n skip op die tydtyd van sy vertrek op 'n reis nie aan die bepaling van hierdie Konvensie onderworpe is nie, sal dit nie weens afwyking van die voorgenome reis as gevolg van slegte weer of 'n ander geval van oormag aan die bepaling van hierdie Konvensie onderwerp word nie.

By die toepassing van die bepaling van hierdie Konvensie moet die Administrasie behoortlik rekening hou met elke afwyking of vertraging waarvan 'n skip onderwerp word as gevolg van slegte weer of 'n ander geval van oormag.

CHAPTER II.—LOAD LINE: SURVEY AND MARKING.

ARTICLE 5.

General Provisions.

No ship to which this Convention applies shall proceed to sea on an international voyage after the date on which this Convention comes into force, unless the ship, being—

A—a new ship,

- (a) has been surveyed in accordance with the provisions of Annex I;
- (b) complies with the provisions of Part II of Annex I; and
- (c) has been marked in accordance with the provisions of this Convention.

B—an existing ship,

- (a) has been surveyed and marked (whether before or after this Convention comes into force) in accordance with the conditions prescribed either in paragraph A of this Article or in one of the sets of Rules for the Assignment of Load Line particularized in Annex IV; and
- (b) complies with the provisions of Part II of Annex I in principle and also in detail, so far as is reasonable and practicable, having regard to the efficiency of (i) the protection of openings, (ii) guard rails, (iii) freeing ports, and (iv) means of access to crew's quarters provided by the existing arrangements, fittings and appliances on the ship.

ARTICLE 6.

Provisions for Steamers Carrying Timber Deck Cargoes.

1. A steamer which has been surveyed and marked under Article 5 shall be entitled to be surveyed and marked with a timber load line under Part V of Annex I, if, being—

A—a new ship, it complies with the conditions and provisions prescribed in Part V of Annex I;

B—an existing ship, it complies with the conditions and provisions of Part V of Annex I other than Rule LXXX and also in principle, so far as is reasonable and practicable, with the conditions and provisions prescribed by Rule LXXX, provided that in assigning a timber load line to an existing ship the Administration shall make such addition to the freeboard as shall be reasonable, having regard to the extent to which such ship falls short of full compliance with the conditions and provisions prescribed in Rule LXXX.

2. A steamer when using the timber load line shall comply with Rules LXXXIV, LXXXV, LXXXVI, LXXXVIII and LXXXIX.

ARTICLE 7.

Provisions for Tankers.

A steamer which has been surveyed under Article 5 shall be entitled to be surveyed and marked as a tanker under Part VI of Annex I if, being—

A—a new ship, it complies with the conditions and provisions prescribed in Part VI of Annex I;

B—an existing ship, it complies with the conditions and provisions in Rules XCII, XCVI, XCVII, XCVIII and XCIX, and also in principle so far as is reasonable and practicable with Rules XCIV, XCV and C, provided that in assigning a tanker load line to an existing ship the Administration shall make such addition to the freeboard as shall be reasonable having regard to the extent to which such ship falls short of full compliance with the conditions and provisions prescribed in Rules XCIV, XCV and C.

ARTICLE 8.

Provisions for Ships of Special Types.

For steamers over 300 feet in length, possessing constructional features similar to those of a tanker which afford extra invulnerability against the sea, a reduction in freeboard may be granted.

The amount of such reduction shall be determined by the Administration in relation to the freeboard assigned to tankers, having regard to the degree of compliance with the conditions of assignment laid down for those ships, and the degree of sub-division provided.

The freeboard assigned to such a ship shall in no case be less than would be assigned to the ship as a tanker.

ARTICLE 9.

Survey.

The survey and marking of ships for the purpose of this Convention shall be carried out by officers of the country to which the ships belong, provided that the Government of each country may entrust the survey

HOOFSTUK II.

LASLYN: ONDERSOEK EN AANBRING VAN DIE MERK.

ARTIKEL 5.

Algemene Bepalings.

Na die datum waarop hierdie Konvensie van krag word, mag geen skip waarop hierdie Konvensie van toepassing is, uitvaar om 'n internasionale reis te onderneem nie, tensy:—

- A. indien dit 'n nuwe skip is,
 - (a) dit ondersoek is volgens die bepalinge van aanhangsel I;
 - (b) dit voldoen aan die bepalinge van deel II van aanhangsel I; en
 - (c) die merke in ooreenstemming met die bepalinge van hierdie Konvensie aanbring is.
- B. indien dit 'n bestaande skip is,
 - (a) dit ondersoek is en die merke (hetas voor of na die inwerking-treding van hierdie Konvensie) ooreenkomstig die voorwaardes voorgeskryf in paragraaf A van hierdie artikel of in een van die stelde reëls vir die vaststelling van die laslyn, wat in aanhangsel IV in die besonder vermeld is, aanbring is;
 - (b) dit in beginsel en vir sover dit redelik en prakties uitvoerbaar is, ook in besonderhede voldoen aan die bepalinge van deel II van aanhangsel I met inagneming van die doeltreffendheid van (i) die beskerming van die opeeninge; (ii) die rolingwerk; (iii) die waterafvoerpoorte; en (iv) die toegang tot die bemanningekwartiere wat verskaf is deur die bestaande inrigtings, uitrustings en toestelle op die skip.

ARTIKEL 6.

Bepalings ten aansien van Stoomskepe wat Dekvrugte Hout vervoer.

1. 'n Stoomskip wat ondersoek is en wat ingevolge artikel 5 gemerk is, is geregtig om ondersoek en gemerk te word met 'n houtvaarthaslyn volgens deel V van aanhangsel I indien dit:—
 - A. 'n nuwe skip is en voldoen aan die voorwaardes en bepalinge wat in deel V van aanhangsel I voorgeskryf is;
 - B. 'n bestaande skip is en voldoen aan die voorwaardes en bepalinge van deel V van aanhangsel I met uitsondering van voorskrif LXXX en ook in beginsel, vir sover dit redelik en prakties uitvoerbaar is, aan die voorwaardes en bepalinge wat in voorskrif LXXX voorgeskryf is, met dien verstande dat die Administrasie by die toewysing van 'n houtvaarthaslyn aan 'n bestaande skip die vryboord sodanig moet vergroot as wat redelik mag wees met inagneming van die mate waarin so 'n skip nie ten volle voldoen aan die voorwaardes en bepalinge wat in voorskrif LXXX voorgeskryf is nie.
2. Wanneer 'n stoomskip gebruik maak van die houtvaarthaslyn moet dit voldoen aan voorskrifte LXXXIV, LXXXV, LXXXVI, LXXXVIII en LXXXIX.

ARTIKEL 7.

Bepalings Betreffende Tenkskepe.

'n Stoomskip wat ingevolge artikel 5 ondersoek is, is geregtig om ondersoek en gemerk te word as tenkskip ingevolge deel VI van aanhangsel I indien dit:—

- A. 'n nuwe skip is en voldoen aan die voorwaardes en bepalinge van deel VI van aanhangsel I;
- B. 'n bestaande skip is en voldoen aan die voorwaardes en bepalinge van voorskrifte XCIII, XCVI, XCVII, XCVIII en XCIX en ook in beginsel, vir sover dit redelik en prakties uitvoerbaar is, aan voorskrifte XCIV, XCV en C, met dien verstande dat die Administrasie by die toewysing van 'n tenkskipslaslyn aan 'n bestaande skip, die vryboord sodanig sal vergroot as wat redelik mag wees, met inagneming van die mate waarin so 'n skip nie ten volle voldoen aan die voorwaardes en bepalinge wat in voorskrifte XCIV, XCV en C voorgeskryf is nie.

ARTIKEL 8.

Bepalings Betreffende Skepe van 'n Besondere Tipe.

In die geval van stoomskepe met 'n lengte van meer as 300 voet waarvan die beukenmerke ooreenkomstig voortaan met dié van 'n tenkskip waarvoor groter bevoeliging teen die see verleen word, kan 'n vermindering van vryboord toegestaan word.

Die mate van hierdie vermindering moet deur die Administrasie bepaal word in verhouding tot die vryboord wat in die geval van tenkskepe toegestaan word met inagneming van die mate waarin voldoen word aan die voorwaardes vir die toewysing wat vir daardie skepe vasgestel is en aan die mate van indeling wat verskaf is.

Die vryboord wat aan so 'n skip toegewys word mag in geen geval minder wees as wat aan die skip as tenkskip toegewys sou word nie.

ARTIKEL 9.

Ondersoek.

Die ondersoek van die skepe en die aanbring van merke daarop by die toepassing van hierdie Konvensie, moet geskied deur amptenare van die land waaraan die skepe behoort, met dien verstande dat die Regering van elke land die ondersoek en die aanbring van die merk

and marking of its ships either to surveyors nominated for this purpose, or to organizations recognized by it. In every case the Government concerned fully guarantees the completeness and efficiency of the survey and marking.

ARTICLE 10.

Zones and Seasonal Areas.

A ship to which this Convention applies shall conform to the conditions applicable to the zones and seasonal areas described in Annex II to this Convention.

A port standing on the boundary line between two zones shall be regarded as within the zone from or into which the ship arrives or departs.

CHAPTER III.—CERTIFICATES.

ARTICLE 11.

Issue of Certificates.

A certificate, called "International Load Line Certificate", shall be issued to every ship which has been surveyed and marked in accordance with this Convention, but not otherwise.

An International Load Line Certificate shall be issued either by the Government of the country to which the ship belongs or by any person or organization duly authorized by that Government, and in every case the Government assumes full responsibility for the certificate.

ARTICLE 12.

Issue of Certificates by Another Government.

The Government of a country to which this Convention applies may, at the request of the Government of any other country to which this Convention applies, cause any ship which belongs to the last-mentioned country, or (in the case of an unregistered ship) which is to be registered by the Government of that country, to be surveyed and marked, and, if satisfied that the requirements of this Convention are complied with, issue an International Load Line Certificate to such ships, under its own responsibility. Any certificate so issued must contain a statement to the effect that it has been issued at the request of the Government of the country to which the ship belongs, or of the Government by whom the ship is to be registered, as the case may be, and it shall have the same force and receive the same recognition as a certificate issued under Article 11 of this Convention.

ARTICLE 13.

Form of Certificate.

The International Load Line Certificates shall be drawn up in the official language or languages of the country by which they are issued.

The form of the certificate shall be that of the model given in Annex III, subject to such modifications as may, in accordance with Rule LXXVIII, be made in the case of ships carrying timber deck cargoes.

ARTICLE 14.

Duration of Certificates.

1. An International Load Line Certificate shall, unless it is renewed in accordance with the provisions of paragraph 2 of this Article, expire at the end of such period as may be specified therein by the Administration which issues it: but this period so specified shall not exceed five years from the date of issue.

2. An International Load Line Certificate may be renewed from time to time by the Administration which issued it for such period (not exceeding five years on any occasion) as the Administration thinks fit, after a survey not less effective than the survey required by this Convention before the issue of the certificate, and any such renewal shall be endorsed on the certificate.

3. An Administration shall cancel any International Load Line Certificate issued to a ship belonging to its country:

- A. If material alterations have taken place in the hull and superstructures of the ship which affect the calculations of freeboard.
- B. If the fittings and appliances for the (i) protection of openings; (ii) guard rails; (iii) freeing ports; and (iv) means of access to crew's quarters are not maintained in as effective a condition as they were in when the certificate was issued.
- C. If the ship is not inspected periodically at such times and under such conditions as the Administration may think necessary for the purpose of securing that the hull and superstructures referred to in Condition A are not altered and that the fittings and appliances referred to in Condition B are maintained as therein provided throughout the duration of the certificate.

ARTICLE 15.

Acceptance of Certificates.

International Load Line Certificates issued under the authority of a Contracting Government shall be accepted by the other Contracting Governments as having the same force as the certificates issued by them to ships belonging to their respective countries.

mag opdra aan ondersoekers wat vir hierdie doel benoem is of aan organisasies wat deur die betrokke land erken word. In elke geval waarborg die betrokke Regering sonder voorbehoud die volledigheid en die doeltreffendheid van die ondersoek en van die aanbring van die merk.

ARTIKEL 10.

Sone en Seisoensgebiede.

'n Skip waarop hierdie Konvensie van toepassing is, moet voldoen aan die bepalinge wat van toepassing is op die sone en seisoensgebiede wat in aanhangsel II van hierdie Konvensie omskryf is.

'n Hava wat op die grens tussen twee sone geleë is, word beskou as geleë binne die sone vanwaar die skip kom of waarheen dit vertrek.

HOOFSTUK III.

SERTIFIKATE.

ARTIKEL 11.

Uitreiking van Sertifikate.

'n Sertifikaat wat bekend staan as 'n „Internasionale Laasynsertifikaat" word uitgereik aan elke skip wat ondersoek is en waarop hierdie Konvensie van toepassing is, mitsreeds tref om 'n skip wat aan die laasgenoemde land behoort, of (in die geval van 'n ongeregistreerde skip) wat deur die Regering van daardie land geregistreer moet word, te laat ondersoek en die merke daarop te laat aanbring en indien hy oortuig is dat aan die eise van hierdie Konvensie voldoen is, op die verantwoordelijkheid 'n Internasionale Laasynsertifikaat vir so 'n skip uitreik. Elke sertifikaat wat aldus uitgereik is, moet 'n verklaring bevat ten effekte dat dit uitgereik is op versoek van die Regering van die land waarvan die skip behoort of van die Regering deur wie die skip geregistreer moet word, na gelang van die geval, en dit sal dieselfde krag hê en op dieselfde wyse erken word as 'n sertifikaat wat ingevolge artikel II van hierdie Konvensie uitgereik is.

ARTIKEL 12.

Uitreiking van Sertifikate deur 'n ander Regering.

Die Regering van 'n land waarop hierdie Konvensie van toepassing is, kan op versoek van die Regering van enige ander land waarop hierdie Konvensie van toepassing is, mitsreeds tref om 'n skip wat aan die laasgenoemde land behoort, of (in die geval van 'n ongeregistreerde skip) wat deur die Regering van daardie land geregistreer moet word, te laat ondersoek en die merke daarop te laat aanbring en indien hy oortuig is dat aan die eise van hierdie Konvensie voldoen is, op die verantwoordelijkheid 'n Internasionale Laasynsertifikaat vir so 'n skip uitreik. Elke sertifikaat wat aldus uitgereik is, moet 'n verklaring bevat ten effekte dat dit uitgereik is op versoek van die Regering van die land waarvan die skip behoort of van die Regering deur wie die skip geregistreer moet word, na gelang van die geval, en dit sal dieselfde krag hê en op dieselfde wyse erken word as 'n sertifikaat wat ingevolge artikel II van hierdie Konvensie uitgereik is.

ARTIKEL 13.

Vorm van die Sertifikaat.

Die Internasionale Laasynsertifikaat moet opgestel word in die offisiële taal of tale van die land wat dit uitreik.

Die vorm van die sertifikaat moet ooreenkom met die model wat in aanhangsel III aangegee word, onderworpe aan sulke wysigings as wat ooreenkomstig Voorskrif LXXVIII gemaak mag word ten aansien van skope wat dokvragte hout vervoer.

ARTIKEL 14.

Geldigheidsduur van Sertifikate.

1. 'n Internasionale Laasynsertifikaat vervul aan die end van so 'n tydperk as wat daarin vormeld mag wees deur die Administrasie wat dit uitgereik het, tensy dit ingevolge die bepalinge van paragraaf 2 van hierdie artikel hernu is, met dien verstande dat die vormde tydperk 'n termyn van 5 jaar na die datum van uitreiking nie mag oorskry nie.

2. 'n Internasionale Laasynsertifikaat kan periodiek deur die Administrasie wat dit uitgereik het, hernu word vir so 'n tydperk (in geen geval langer as 5 jaar nie) as wat die Administrasie inag goedvind na 'n ondersoek wat nie minder doeltreffend is nie as die ondersoek wat ingevolge hierdie Konvensie voor die uitreiking van die sertifikaat verrig word. So 'n hernuwing moet op die sertifikaat geïnduseer word.

3. 'n Administrasie moet 'n Internasionale Laasynsertifikaat wat uitgereik is ten aanwien van 'n skip wat aan sy land behoort, intrek:—

- A. Indien wesenlike veranderings wat invloed uitoefen op die berekening van die vryboord, in die romp en in die bobou van die skip plaasgevind het.
- B. Indien die uitrusting en inrigtings vir die (i) beskerming van openings, (ii) relingwerk, (iii) waterafvoerpoorte, en (iv) die toegang tot die bemanningekwartiere nie in dieselfde doeltreffende toestand gehou is as toe die sertifikaat uitgereik is nie.
- C. Indien die skip nie periodiek op sulke tyd en onder sulke voorwaardes as wat die Administrasie nodig mag ag, nagegaan is nie, ten einde te verseker dat die romp en die bobou soos vormeld in voorwaarde A nie gewysig is nie en dat die uitrusting en inrigtings wat in voorwaarde B vermeld is, gedurende die geldigheidsduur van die sertifikaat in dieselfde toestand gehou is as wat daarin bepaal is.

ARTIKEL 15.

Erkenning van Sertifikate.

Internasionale Laasynsertifikate wat uitgereik is op gesag van 'n kontrakterende Regering moet deur die ander kontrakterende Regeringe erken word as in dieselfde mate van krag as die sertifikate wat deur hulle uitgereik is aan skope wat aan hul onderskeie lande behoort.

ARTICLE 16.

Control.

1. A ship to which this Convention applies, when in a port of a country to which it does not belong, is in any case subject to control with respect to load line as follows: An officer duly authorized by the Government of that country may take such steps as may be necessary for the purpose of seeing that there is on board a valid International Load Line Certificate. If there is such a certificate on board the ship, such control shall be limited to the purpose of securing—

- (a) that the ship is not loaded beyond the limits allowed by the certificate
- (b) that the position of the load line on the ship corresponds with the certificate; and
- (c) that the ship has not been so materially altered in respect to the matters dealt with in conditions A and B (not out in paragraph 3 of Article 14) that the ship is manifestly unfit to proceed to sea without danger to human life.

2. Only officers possessing the necessary technical qualifications shall be authorized to exercise control as aforesaid, and if such control is exercised under (c) above, it shall only be exercised in so far as may be necessary to secure that the ship shall be made fit to proceed to sea without danger to human life.

3. If control under this Article appears likely to result in legal proceedings being taken against the ship, or in the ship being detained, the consul of the country to which the ship belongs shall be informed as soon as possible of the circumstances of the case.

ARTICLE 17.

Privileges.

The privileges of this Convention may not be claimed in favour of any ship unless it holds a valid International Load Line Certificate.

CHAPTER IV.—GENERAL PROVISIONS.

ARTICLE 18.

Equivalents.

Where in this Convention it is provided that a particular fitting, or appliance, or type thereof, shall be fitted or carried in a ship, or that any particular arrangement shall be adopted, any Administration may accept in substitution therefor any other fitting, or appliance, or type thereof, or any other arrangement, provided that such Administration shall have been satisfied that the fitting, or appliance, or type thereof, or the arrangement substituted is in the circumstances at least as effective as that specified in this Convention.

Any Administration which so accepts a new fitting, or appliance, or type thereof, or new arrangement shall communicate the fact to the other Administrations, and, upon request, the particulars thereof.

ARTICLE 19.

Laws, Regulations, Reports.

The Contracting Governments undertake to communicate to each other—

- (1) the text of laws, decrees, regulations and decisions of general application which shall have been promulgated on the various matters within the scope of this Convention;
- (2) all available official reports or official summaries of reports in so far as they show the results of the provisions of this Convention, provided always that such reports or summaries are not of a confidential nature.

The Government of the United Kingdom of Great Britain and Northern Ireland is invited to serve as an intermediary for collecting all this information and for bringing it to the knowledge of the other Contracting Governments.

ARTICLE 20.

Modifications, Future Conferences.

1. Modifications of this Convention which may be deemed useful or necessary improvements may at any time be proposed by any Contracting Government to the Government of the United Kingdom of Great Britain and Northern Ireland, and such proposals shall be communicated by the latter to all the other Contracting Governments, and if any such modifications are accepted by all the Contracting Governments (including Governments which have deposited ratifications or accessions which have not yet become effective) this Convention shall be modified accordingly.

2. Conferences for the purpose of revising this Convention shall be held at such times and places as may be agreed upon by the Contracting Governments.

A Conference for this purpose shall be convoked by the Government of the United Kingdom of Great Britain and Northern Ireland whenever, after this Convention has been in force for five years, one-third of the Contracting Governments express a desire to that effect.

ARTIKEL 16

Toesig.

1. 'n Skip waarop hierdie Konvensie van toepassing is wat hom bevind in 'n hawe van 'n land waaraan hy nie behoort nie, is in elk geval, wat die laaiyn betref, op die volgende wyse aan toesig onderworpe:—'n Beemple wat behoortk deur die Regering van daardie land daartoe gemagtig is, mag sodanige stappe doen as wat nodig mag wees om hom te oortuig dat daar 'n geldige Internasionale Laaiynsertifikaat aan boord is. Indien daar so 'n sertifikaat aan boord van die skip is, word die toesig beperk tot die vasstelling:—

- (a) dat die skip nie swaarder gelaa is as wat ingevolge die sertifikaat toegelaat is nie;
- (b) dat die posisie van die laaiyn op die skip met die opgaaf in die sertifikaat ooreenkom; en
- (c) dat die skip, vir sover dit die voorwaardes A en B (vermeld in paragraaf 3 van artikel 14) betref, nie in so 'n weenlike opsig verander is dat die skip klaarblyklik onseker is om sonder gevaar vir menselewens die see in te vaar nie.

2. Slegs amptenare wat die nodige tegniese bekwaamheid besit, word gemagtig om die bogenoemde toesig uit te oefen en indien sodanige toesig ingevolge (c) hierbo uitgeoefen word, word dit slegs in soverre uitgeoefen as wat nodig mag wees om te verseker dat die skip geskik gemaak sal word om sonder gevaar vir menselewens die see in te vaar.

3. Indien dit blyk dat die toesig ingevolge hierdie artikel waarskynlik daartoe sal lei dat 'n regsgeding teen die skip ingestel word of dat die skip aangehou sal word, moet die Konsul van die land waaraan die skip behoort so spoedig moontlik van die omstandighede van die geval in kennis gestel word.

ARTIKEL 17.

Voorregte.

Daar kan geen aanspraak gemaak word op die voorregte van hierdie Konvensie ten behoewe van 'n skip nie tensy dit in besit is van 'n geldige Internasionale Laaiynsertifikaat.

HOOFSTUK IV.

ALGEMENE BEPALINGS.

ARTIKEL 18.

Gelykwaardigheid.

Wanneer dit in hierdie Konvensie bepaal word dat 'n bepaalde uitrusting of 'n toetel of 'n tipe daarvan op 'n skip aangebring moet word of aangevul moet wees of dat 'n besondere inrigting aangewend moet word, mag 'n Administrasie in die plek daarvan enige ander uitrusting of toetel of tipe daarvan of enige ander inrigting goedgekeur mits hierdie Administrasie daarvan oortuig is dat die uitrusting of toetel of tipe daarvan of die inrigting wat in die plek daarvan gestel is, minstens net so doeltreffend is as dié wat in hierdie Konvensie gespesifiseer is.

'n Administrasie wat 'n nuwe uitrusting of 'n toetel of 'n tipe daarvan of 'n nuwe inrigting aldus goedgekeur, moet die feit, op versoek van die besonderhede daarvan, aan die ander Administrasies mededeel.

ARTIKEL 19.

Wette, Regulasies, Verslae.

Die kontrakterende Regerings verbind hulle om aan mekaar mee te deel:—

- (1) die teks van wette, boeluite, regulasies en beslissings van algemene aard wat uitvaardig is ten aansien van die verskillende onderwerpe wat binne die bestek van hierdie Konvensie val;
- (2) alle beskikbare amptelike verslae of amptelike opsommings van verslae vir sover hulle die resultate van die bepalinge van hierdie Konvensie vervat, met dien verstande dat sulke verslae of opsommings nie van 'n vertroulike aard is nie.

Die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland word versoek om as bemiddelaar op te tree om al hierdie inligting te versamel en dit tot die kennis van die ander kontrakterende Regerings te bring.

ARTIKEL 20.

Wysigings; Toekomstige Konferensies.

1. Wysigings van hierdie Konvensie wat as nuttige of noodsaaklike verbeterings gaan mag word mag te enige tyd deur 'n Kontrakterende Regering aan die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland voorgestel word. Sulke voorstelle moet deur laasgenoemde aan al die ander Kontrakterende Regerings voorgedoen word en indien sulke wysigings deur al die kontrakterende Regerings (met inbegrip van Regerings wat so bekragtigings- en toetredingsdokumente ingedien is maar nog nie in werking getree het nie) aangenome word, moet hierdie Konvensie dienooreenkomstig gewysig word.

2. Konferensie met die doel om hierdie Konvensie te hersien, moet gehou word op 'n tyd en plekke waaruitrent die kontrakterende Regerings mag ooreenkom.

'n Konferensie vir hierdie doel moet byengeroep word deur die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland wanneer 'n derde van die kontrakterende Regerings die wens daartoe te kenne gegee het, mits hierdie Konvensie reeds vir 5 jaar van krag was.

CHAPTER V.—FINAL PROVISIONS.

ARTICLE 21.

Application to Colonies.

1. A Contracting Government may, at the time of signature, ratification, accession or thereafter, by a notification in writing addressed to the Government of the United Kingdom of Great Britain and Northern Ireland, declare its desire that this Convention shall apply to all or any of its Colonies, overseas territories, protectorates or territories under suzerainty or mandate, and this Convention shall apply to all the territories named in such notification, two months after the date of the receipt thereof, but failing such notification, this Convention will not apply to any such territories.

2. A Contracting Government may at any time by a notification in writing addressed to the Government of the United Kingdom of Great Britain and Northern Ireland express its desire that this Convention shall cease to apply to all or any of its colonies, overseas territories, protectorates or territories under suzerainty or mandate to which this Convention shall have, under the provisions of the preceding paragraph, been applicable for a period of not less than five years, and in such case the Convention shall cease to apply twelve months after the date of the receipt of such notification by the Government of the United Kingdom of Great Britain and Northern Ireland to all territories mentioned therein.

3. The Government of the United Kingdom of Great Britain and Northern Ireland shall inform all the other Contracting Governments of the application of this Convention to any colony, overseas territory, protectorate or territory under suzerainty or mandate under the provisions of paragraph 1 of this Article, and of the cessation of any such application under the provisions of paragraph 2, stating in each case the date from which this Convention has become or will cease to be applicable.

ARTICLE 22.

Authentic Texts—Ratification.

This Convention, of which both the English and French texts shall be authentic, shall be ratified.

The instruments of ratification shall be deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, which will notify all the other signatory or acceding Governments of all ratifications deposited and the date of their deposit.

ARTICLE 23.

Accession.

A Government (other than the Government of a territory to which Article 21 applies) on behalf of which this Convention has not been signed, shall be allowed to accede thereto at any time after the Convention has come into force. Accessions shall be effected by means of notifications in writing addressed to the Government of the United Kingdom of Great Britain and Northern Ireland, and shall take effect three months after their receipt.

The Government of the United Kingdom of Great Britain and Northern Ireland shall inform all signatory and acceding Governments of all accessions received and of the date of their receipt.

ARTICLE 24.

Date of Coming Into Force.

This Convention shall come into force on the 1st July, 1952, as between the Governments which have deposited their ratifications by that date, and provided that at least five ratifications have been deposited with the Government of the United Kingdom of Great Britain and Northern Ireland. Should five ratifications not have been deposited by that date, this Convention shall come into force three months after the date on which the fifth ratification is deposited. Ratifications deposited after the date on which this Convention has come into force shall take effect three months after the date of their deposit.

ARTICLE 25.

Denunciation.

This Convention may be denounced on behalf of any Contracting Government at any time after the expiration of five years from the date on which the Convention came into force in so far as that Government is concerned. Denunciation shall be effected by a notification in writing addressed to the Government of the United Kingdom of Great Britain and Northern Ireland, which will notify all the other contracting Governments of all denunciations received and of the date of their receipt.

A denunciation shall take effect twelve months after the date on which notification thereof is received by the Government of the United Kingdom of Great Britain and Northern Ireland.

In faith whereof, the Plenipotentiaries have signed hereafter.

Done at London this fifth day of July, 1950, in a single copy, which shall remain deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, which shall transmit certified true copies thereof to all signatory Governments.

HOOFSTUK V.

SLOTBEPALINGS.

ARTIKEL 21.

Toepassing op Kolonia.

1. 'n Kontrakterende Regering kan ten tyde van die ondertekening, bekragtiging, toetreding of daartoe deur middel van 'n skriftelike kennisgewing gerig aan die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland, sy wens te keene gee dat hierdie Konvensie van toepassing moet wees op al of sekore van sy kolonies, oorsese gebiede, protektorate of gebiede onder suseriniteit of mandaat en hierdie Konvensie is van toepassing op al die gebiede wat in so 'n kennisgewing genoem is, twee maande na die datum van ontvangs daarvan, maar by ontstentenis van so 'n kennisgewing is hierdie Konvensie nie op sulke gebiede van toepassing nie.

2. 'n Kontrakterende Regering kan te eniger tyd by skriftelike kennisgewing gerig aan die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland sy wens uitspreek dat hierdie Konvensie nie meer van toepassing sal wees nie op al of sekore van sy kolonies, oorsese gebiede, protektorate of gebiede onder suseriniteit of mandaat waarop hierdie Konvensie ingevolge die bepalings van die voorgesagde paragraaf vir 'n tydperk van minstens 5 jaar van toepassing gewees het. In so 'n geval is die Konvensie twaalf maande na die datum van die ontvangs van so 'n kennisgewing deur die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland nie meer van toepassing nie op al die gebiede wat daarin genoem is.

3. Die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland moet al die ander kontrakterende Regerings ingevolge die bepalings van paragraaf 1 in kennis stel van die toepassing van hierdie Konvensie op 'n kolonie, oorsese gebied, protektoraat of gebied onder suseriniteit of mandaat asook van die beëindiging van sodanige toepassing ingevolge die bepalings van paragraaf 2, met vermelding in elke geval van die datum waarop hierdie Konvensie van toepassing geword het of sal ophou om van toepassing te wees.

ARTIKEL 22.

Oorspronklike Tekste—Ratifikasie.

Hierdie Konvensie waarvan sowel die Engelse as die Franse teks outentiek is, moet geratificeer word.

Die aktes van ratifikasie moet in bewaring gegoe word in die argief van die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland wat al die ander Regerings wat die Konvensie onderteken het of daartoe toegetree het, in kennis stel stel van alle ratifikasies wat in bewaring gegoe is en van die datum waarop hulle in bewaring gegoe is.

ARTIKEL 23.

Toetreding.

'n Regering (behalwe die Regering van 'n gebied waarop artikel 21 van toepassing is) namens wie hierdie Konvensie nie onderteken is nie word toegelaat om te eniger tyd na die inwerkingtreding van die Konvensie daartoe toe te tree. Toetredings geskied deur middel van skriftelike kennisgewings gerig aan die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland on word van krag drie maande na ontvangs van so 'n kennisgewing.

Die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland moet al die Regerings wat die Konvensie onderteken het of daartoe toegetree het, in kennis stel van alle toetredings wat ontvang is asook van die datum van hul ontvangs.

ARTIKEL 24.

Datum van Inwerkingtreding.

Hierdie Konvensie tree in werking op 1 Julie 1952 tussen die Regerings wat teen daardie datum hul ratifikasies ingedien het, met dien verstande dat minstens vyf ratifikasies by die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland ingedien is. Indien daar toen gemelde datum nie vyf ratifikasies ingedien is nie, tree hierdie Konvensie in werking drie maande na die datum waarop die vyfde ratifikasie ingedien is. Ratifikasies wat ingedien is na die datum waarop hierdie Konvensie in werking getree het, word van krag drie maande na die datum waarop hulle ingedien is.

ARTIKEL 25.

Opsegging.

Hierdie Konvensie kan namens enige kontrakterende Regering opgeëf word na sloop van 'n tydperk van vyf jaar vanaf die datum waarop die Konvensie vir sover dit daardie Regering betref, in werking getree het. Opsegging geskied deur middel van 'n skriftelike kennisgewing gerig aan die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland wat alle ander kontrakterende Regerings in kennis moet stel van alle opseggings wat ontvang is en van die datum van hul ontvangs.

'n Opsegging tree in werking twaalf maande na die datum waarop kennisgewing daarvan deur die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland ontvang is.

As bewys waarvan die gevolgmagtigdes hieronder geteken het. Gedoen te Londen op hierdie vyfde dag van Julie 1950 in 'n enkele eksemplaar wat in bewaring sal bly in die argief van die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland wat getuigmerkte afskrifte daarvan aan alle ondertekende Regerings moet stuur.

FINAL PROTOCOL.

At the moment of signing the International Load Line Convention concluded this day, the under-mentioned Plenipotentiaries have agreed on the following :—

I.

Ships engaged solely on voyages on the Great Lakes of North America and ships engaged in other inland waters are to be regarded as outside the scope of the Convention.

II.

This Convention is not applied to the existing ships of the United States of America and of France of the lumber schooner type propelled by power, with or without sails, or by sails alone.

III.

The Government of the United Kingdom of Great Britain and Northern Ireland shall convoke a conference of the Contracting Governments of the countries to which tankers belong, upon request of the United States of America, at any time within the five-year period mentioned in Article 20, for the purpose of discussing matters relating to tanker freeboard.

The Contracting Governments will not raise any objection to the provisions contained in this Convention in regard to tanker load line being altered as may be determined at such Conference, provided that the conclusions then reached are communicated forthwith to the Governments signatory to the present Convention and that no objection is received by the Government of the United Kingdom of Great Britain and Northern Ireland within six months of the despatch of such communication.

In witness whereof the Plenipotentiaries have drawn up this Final Protocol which shall have the same force and the same validity as if the provisions thereof had been inserted in the text of the Convention to which it belongs.

Done at London this fifth day of July, 1930, in a single copy which shall be deposited in the archives of the Government of the United Kingdom of Great Britain and Northern Ireland, which shall transmit certified true copies thereof to all signatory Governments.

ANNEX I.

RULES FOR DETERMINING MAXIMUM LOAD LINES OF MERCHANT SHIPS.

PART I.—GENERAL.

The rules necessarily assume that the nature and stowage of the cargo, ballast, etc., are such as to secure sufficient stability for the ship.

RULE I.—DEFINITIONS.

Steamer.—The term "steamer" includes all ships having sufficient means for mechanical propulsion, except where provided with sufficient sail area for navigation under sails alone.

A ship fitted with mechanical means of propulsion and with sail area insufficient for navigation under sails alone may be assigned a load line under Part III of these Rules.

A lighter, barge or other ship without independent means of propulsion, when towed, is to be assigned a load line under Part III of these Rules.

Sailing Ship.—The term "sailing ship" includes all ships provided with sufficient sail area for navigation under sails alone, whether or not fitted with mechanical means of propulsion.

Flush Deck Ship.—A flush deck ship is one which has no superstructure on the freeboard deck.

Superstructure.—A superstructure is a decked structure on the freeboard deck extending from side to side of the ship. A raised quarter deck is considered a superstructure.

Freeboard.—The freeboard assigned is the distance measured vertically downwards at the side of the ship amidships from the upper edge of the deck line to the upper edge of the load line mark.

Freeboard Deck.—The freeboard deck is the deck from which the freeboard is measured, and is the uppermost complete deck having permanent means of closing all openings in weather portions of the deck in accordance with Rules VIII to XVI. It is the upper deck in flush deck ships and ships with detached superstructures.

In ships having discontinuous freeboard decks with superstructures which are not intact, or which are not fitted with Class I closing appliances, the lowest line of the deck below the superstructure deck is taken as the freeboard deck.

Amidships.—Amidships is the middle of the length of the summer load water-line as defined in Rule XXXII.

RULE II.

Deck Line.

The deck line is a horizontal line twelve inches in length and one inch in breadth. It is to be marked amidships on each side of the ship, and its upper edge is to pass through the point where the continuation out-

SLOTPROTOKOL.

Op die tydstip van die ondertekening van die Internasionale Konvensie betreffende Laslyne wat vandag afgesluit is, het die ondertekende gevolmagtigdes soos volg ooreengekom:—

I.

Skepe wat uitsluitlik gebruik word vir reise op die Groot Mere van Noord-Amerika en skope wat op ander binnelandse waters gebruik word, word beskou as buite die bestek van die Konvensie.

II.

Hierdie Konvensie is nie van toepassing op die bestaande skope van die „lumber schooner“-tipe van die Verenigde State van Amerika en van Frankryk wat meganies, met of sonder seile, of deur middel van seile alleen, voortbewoog word nie.

III.

Die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland moet, indien die Verenigde State van Amerika to eniger tyd binne die tydperk van vyf jaar in artikel 20 geneem, daarom versoek, 'n konferensie van el die kontrakterende Regerings van die lande waarvan tenkskepe behoort, byeenroep ten einde sake betreffende die vryboord van tenkskepe te bespreek.

Die kontrakterende Regerings sal geen beswaar maak indien die bepalings van hierdie Konvensie betreffende die laslyne van tenkskepe op grond van besluite op so 'n konferensie geneem, gowysig word nie, met dien verstande dat die besluite wat dan geneem word onverwyld aan die Regerings wat hierdie Konvensie onderteken het, moegedeel word en dat hiens ses maande na die versending van so 'n moedeling geen besware deur die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland ontvang is nie.

As bewys waarvan die gevolmagtigdes hierdie finale protokol opgestel het wat dieselfde krag en dieselfde geldigheid het asof die bepalings daarvan in die teks van die Konvensie waarby dit behoort, ingevoeg is. Gedeon te Londen op hede die vyfde dag van Julie 1930 in een oorspronklike wat in bewaring gemaak moet word in die argief van die Regering van die Verenigde Koninkryk van Groot-Brittanje en Noord-Ierland wat gewaarmork afskrifte daarvan aan alle ondertekene Regerings moet stuur.

AANHANGSEL I.

VOORSKRIFTE VIR DIE VASSTELLING VAN DIE MAKSIMUM LASLYNE VAN HANDELSKEPE.

DEEL I.

ALGEMEEN.

Die Voorskrifte veronderstel noodsaaklikerwys dat die aard en stuwang van die lading, ballas, ens., sodanig is dat 'n voldoende mate van stabiliteit van die skip gewaarborg is.

VOORSKRIF I.

Omskrywings.

Stoomskip.—Die uitdrukking „stoomskip“ omvat alle skope met voldoende middels tot meganiese voortbewooging behalwe wanneer hulle van voldoende seilloppervlakte voorsien is om uitsluitlik deur middel van seile voortbewoog te word.

Aan 'n skip wat toegerus is met meganiese middels vir sy voortbewooging en met 'n seilloppervlakte wat onvoldoende is om horn uitsluitlik deur middel van seile voort te bewoog, kan 'n laslyn toegewys word kragtens doel III van hierdie voorskrifte.

Aan 'n ligter, trekskoot of ander skip sonder onafhanklike voortbewoogingsmiddels moet, wanneer dit gesloopt word, 'n laslyn kragtens doel III van hierdie voorskrifte toegewys word.

Seilekip.—Die uitdrukking „seilekip“ omvat alle skope wat van 'n voldoende seilloppervlakte voorsien is om uitsluitlik deur middel van seile voortbewoog te word, ongeag of hulle van meganiese middels tot voortbewooging voorsien is of nie.

Gladdekepe.—'n Gladdekepe is 'n skip sonder bobou op die vryboord.

Bobou.—'n Bobou is 'n oordokte konstruksie op die vryboorddek wat hom van boord tot boord van die skip uitstrekk. 'n Verhoogde halfdek word beskou as 'n bobou.

Vryboord.—Die toegewese vryboord is die loodregte afstand midkeeps aan die kant van die skip gemeet vanaf die bokant van die deklin tot aan die boonste rand van die laslynmerk.

Vryboorddek.—Die vryboorddek is die dek waarvan die vryboord gemeet word en is die boonste doerlopende dek wat voorsien is van permanente middels tot sluiting van alle oopenings in die geleëte wat aan wind op weer blootgestel word, ooreenkomstig voorskrifte VIII tot XVI. Dit is die bodem in gladdekepe en in skope met 'n onderbroke bobou.

In skope sonder doerlopende vryboorddeke binne 'n bobou wat nie intak is nie of wat nie voorsien is van sluitingsmiddels van die lae klas nie, word die laagste gedeelte van die dek onder die dek van die bobou as vryboorddek beskou.

Midkeeps.—Midkeeps is die middel van die lengte van die sonderlaslyn soos omkryf in voorskrif XXXII.

VOORSKRIF II

Deklyn.

Die deklin is 'n horisontale lyn twaalf duim lank en een duim breed. Dit word midkeeps aan elke kant van die skip gemeet en die bokant daarvan loop deur die punt waar die uitwaarts verlenging van die

wards of the upper surface of the freeboard deck intersects the outer surface of the shell. (See figure 1). Where the deck is partly sheathed amidships, the upper edge of the dock line is to pass through the point where the continuation outwards of the upper surface of the actual sheathing at amidships intersects the outer surface of the shell.

RULE III.

Load Line Disc.

The load line disc is twelve inches in diameter and is intersected by a horizontal line eighteen inches in length and one inch in breadth, the upper edge of which passes through the centre of the disc. The disc is to be marked amidships below the dock line.

RULE IV.

Lines to be used in connection with the Disc.

The lines which indicate the maximum load line in different circumstances and in different seasons (see Annex II) are to be horizontal lines, nine inches in length and one inch in breadth, which extend from, and are at right angles to, a vertical line marked twenty-one inches forward of the centre of the disc. (See figure 1).

The following are the lines to be used:—

Summer Load Line.—The summer load line is indicated by the upper edge of the line which passes through the centre of the disc and also by a line marked S.

Winter Load Line.—The winter load line is indicated by the upper edge of a line marked W.

Winter North Atlantic Load Line.—The Winter North Atlantic load line is indicated by the upper edge of a line marked WNA.

Tropical Load Line.—The Tropical load line is indicated by the upper edge of a line marked T.

Fresh Water Load Lines.—The Fresh Water load line in Summer is indicated by the upper edge of a line marked F. The difference between the Fresh Water load line in summer and the Summer load line is the allowance to be made for loading in Fresh Water at the other load lines. The Tropical Fresh Water load line is indicated by the upper edge of a line marked T.F.*

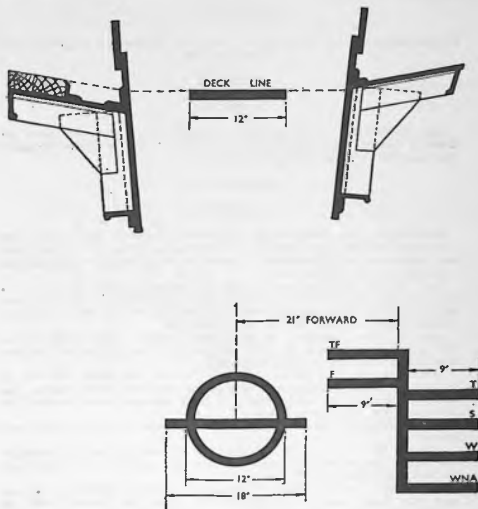


FIGURE 1.

RULE V.

Mark of Assigning Authority.

The authority by whom the load lines are assigned may be indicated by letters measuring about $4\frac{1}{2}$ inches by 3 inches marked alongside the disc and above the centre line.

RULE VI.

Details of Marking.

The disc, lines and letters are to be painted in white or yellow on a dark ground or in black on a light ground. They are also to be carefully cut in or contro-punched on the sides of iron and steel ships, and on wood ships they are to be cut into the planking for at least one-eighth of an inch. The marks are to be plainly visible, and, if necessary, special arrangements are to be made for this purpose.

* Where sea-going steamers navigate a river or inland water, deeper loading is permitted corresponding to the weight of fuel, etc., required for consumption between the point of departure and the open sea.

bovlak van die vryboorddek die buitekant van die huid eny (sien figuur 1). Wanneer daar midskieps gedeeltelik 'n houtdek aangebring is, moet die bokant van die deklin loop deur die punt waar die uitwaartse verlenging van die bovlak van die dekdels self midskieps die buitekant van die huid eny.

VOORSKRIF III.

Die Laalynsirkel.

Die laalynsirkel het 'n middellyn van twaalf duim en word geeny deur 'n horisontale lyn wat agtien duim lank en een duim breed is, waarvan die bokant deur die middelpunt van die sirkel loop. Die sirkel word midskieps onder die deklin geplaat.

VOORSKRIF IV.

Lyne wat in verband met die Sirkel gebruik moet word.

Die lyne wat die maksimum laalyn onder verskillende omstandighede en vir verskillende jaargetye (sien aanhangsel II) aandui, moet horisontale lyne wees wat negot duim lank en een duim breed is. Hulle begin by en staan loodreg op 'n vertikale lyn wat 21 duim vóór die middelpunt van die sirkel geplaat is (sien figuur 1).

Die volgende lyne word gebruik:—

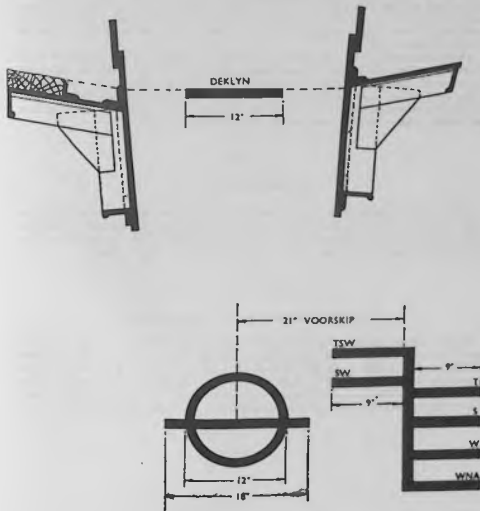
Somerlaalyn.—Die somerlaalyn word aangedui deur die bokant van die lyn wat deur die middel van die sirkel loop en ook deur 'n lyn wat 8 gomerk is.

Winterlaalyn.—Die winterlaalyn word aangedui deur die bokant van 'n lyn wat 12 gomerk is.

Noord-Atlantiese Winterlaalyn.—Die Noord-Atlantiese winterlaalyn word aangedui deur die bokant van 'n lyn wat WNA gomerk is.

Tropiese laalyn.—Die tropiese laalyn word aangedui deur die bokant van 'n lyn wat T gomerk is.

Sootwaterlaalyn.—Die sootwaterlaalyn in die somer word aangedui deur die bokant van 'n lyn wat SW gomerk is. Die verskil tussen die sootwaterlaalyn in die somer en die somerlaalyn is die kerreksie wat toegepas word vir die lae in sootwater by ander laalyn. Die tropiese sootwaterlaalyn word aangedui deur die bokant van 'n lyn gomerk TSW.*)



Figuur 1.

VOORSKRIF V.

Merk van die Toewysende Owerheid.

Die owerheid deur wie die laalyn toegewys word, kan aangedui word deur letters van ongeveer 4½ duim by 3 duim wat langs die sirkel en bokant die middellyn aangebring word.

VOORSKRIF VI.

Besonderhede Betreffende die Aanbring van die Merk.

Die sirkel, lyne en letters moet in wit of geel op donker grond of in swart op ligte grond aangebring word. Hulle moet bowendien op die boorde van yster of staalskepe sorgvuldig ingeany of met 'n keurnaal ingeslaan word en op houtkepe moet hulle minstens een-agste van 'n duim diep in die huidbeplanking ingeany word. Die merke moet duidelik sigbaar wees en indien nodig moet besondere maatreëls vir hierdie doel getref word.

* Wanneer seekepe 'n rivier of blanke water bevaar, is dit geoorloof om soveel dieper af te laat as wat ooreenkom met die gewig aan brandstof ens., wat verbruik word tussen die plek van afvaart en die oop see.

RULE VII.

Verification of Marks.

The International Load Line Certificate is not to be delivered to the ship until a surveyor of the Assigning Authority (acting under the provision of Article 9 of this Convention) has certified that the marks are correctly and permanently indicated on the ship's sides.

PART II.

CONDITIONS OF ASSIGNMENT OF LOAD LINES.

The assignment of load lines is conditional upon the ship being structurally efficient and upon the provision of effective protection to ship and crew.

Rules VIII to XXXI apply to ships to which minimum freeboards are assigned. In ships to which greater freeboards than the minimum are assigned, the protection is to be relatively as effective.

Openings in Freeboard and Superstructure Decks.

RULE VIII.

Cargo and Other Hatchways not Protected by Superstructures.

The construction and fitting of cargo and other hatchways in exposed positions on freeboard and superstructure decks are to be at least equivalent to the standards laid down in Rules IX to XVI.

RULE IX.

Hatchway Coamings.

The height of hatchway coamings on freeboard decks is to be at least 24 inches above the deck. The height of coamings on superstructure decks is to be at least 24 inches above the deck if situated within a quarter of the ship's length from the stern, and at least 18 inches if situated elsewhere.

Coamings are to be of steel, are to be substantially constructed and where required to be 24 inches high, are to be fitted with an efficient horizontal stiffener placed not lower than 10 inches below the upper edge, and fitted with efficient brackets or stays from the stiffener to the deck, at intervals of not more than 10 feet. Where on coamings are protected, these requirements may be modified.

RULE X.

Hatchway Covers.

Covers to exposed hatchways are to be efficient, and where they are made of wood, the finished thickness is to be at least 2½ inches in association with a span of not more than 5 feet. The width of each bearing surface for these hatchway covers is to be at least 2½ inches.

RULE XI.

Hatchway Beams and Fore-and-Afters,

Where wood hatchway covers are fitted the hatchway beams and fore-and-afters are to be of the scantlings and spacing given in Table 1 where coamings 24 inches high are required, and as given in Table 2 where coamings 18 inches high are required. Angle bar mountings on the upper edge are to extend continuously for the full length of each beam. Wood fore-and-afters are to be steel shod at all bearing surfaces.

VOORSKRIF VII.

Verifikasie van Merke.

Die Internasionale Laslynsertifikaat mag nie aan 'n skip uitgereik word nie voordat 'n ondersoeker van die toewysende owerheid (handelende kragten) die bepalinge van artikel 9 van hierdie Konvensie) geertifiseer het dat die merke juis en blywend op die skeepsboorde aangebring is.

DEEL II.

VOORWAARDES VIR DIE TOEWYSING VAN LASLYNE.

Die toewysing van die laslyne geskied op voorwaarde dat die skip doeltreffend gebou is en dat maatreëls getref is om die skip en bemanning doeltreffend te beskerm.

Voorskrifte VIII tot XXXI is van toepassing op skepe waaraan die minimum vryboord toegewys word. Op skepe waarvoor 'n groter vryboord as die minimum toegewys is, moet die beskerming na verhouding net so doeltreffend wees.

Openings in Vryboord- en Boboudekke.

VOORSKRIF VIII.

Vrag- en Ander Luikopenings wat nie deur 'n Dobou Beskerm is nie.

Die bou en uitrusting van vrag- en ander luikopenings op blootgestelde plekke of vryboord en boboudekke moet minstens gelykwaardig wees met die standaarde wat in voorskrifte IX tot XVI vasgestel is.

VOORSKRIF IX.

Luiklaaihoofde.

Die hoogte van luiklaaihoofde op vryboorddele moet minstens 24 duim bo die dek wees. Die hoogte van laaihoofde op boboudele moet minstens 24 duim bo die dek wees wanneer hulle binne 'n kwart van die skeepslangte van die voortslede geleë is en minstens 18 duim indien hulle elders geleë is.

Die laaihoofde moet van staal of stewig gebou wees en wanneer hulle 24 duim hoog moet wees, moet hulle voorsien wees van 'n doeltreffende horisontale versteviging wat nie laer as 10 duim nie onderkant die borand aangebring moet wees en wat op afstande van hoogstens 10 voet van doeltreffende klanpe of stutte tussen die versteviging en die dek voorsien moet wees. Wanneer die eindhoofplate beskerm is, kan hierdie vereistes gewysig word.

VOORSKRIF X.

Laaihoofstuike.

Luike vir blootgestelde luikgate moet doeltreffend wees en indien hulle uit hout vervaardig is, moet die dikte na afwerking minstens 2½ duim wees met 'n spanning van nie meer as 5 voet nie. Die breedte van elke draagvlak vir hierdie laaihoofstuike moet minstens 2½ duim wees.

VOORSKRIF XI.

Luikskilde en Langsmerke.

Wanneer houtluike aangebring word, moet die luikskilde en die langsmerke die afmetings hê en geïnstalleer wees soos in tabel I aangegee wanneer laaihoofde 24 duim hoog vereis word en soos in tabel II aangegee indien laaihoofde 18 duim hoog vereis word. Die versterkingshoekstale op die borand moet onafgebroke oor die hele lengte van elke skild deurloop. Houtlangsmerke moet op alle draagplate van staalbeslag voorsien wees.

FORE-AND-AFTERS.

[illegible]

A = Plain on glo. BP = Bulb Plate. P = Plate. D = Depth. B = Breadth.

Dorsets for hatchery burns are at the middle of the length and measured from the top mounting to the lower edge. Dorsets for forest burns are measured from the under side of the hatch covers to the lower edge. Sizes for intermediate lengths and sizes for the upper and lower parts of the burn are to be fitted at the upper and at the lower part of the burn. Where bulb angles are specified, two angles, of the size given for mountings, are to be fitted at the upper part of the burn; and where the specified flange of an angle are of different dimensions, the larger flange is so be horizontal.

LANGSMERKELS.

Lengte van langmerkels.	Beleg.	Bulbplaat. Middomerkels.						Bulbhoekstaal. Symmerkels.					
		Afstand van hart tot hart.						Afstand van hart tot hart.					
		3' 0"	4' 0"	5' 0"	6' 0"	7' 0"	8' 0"	3' 0"	4' 0"	5' 0"	6' 0"	7' 0"	8' 0"
6' 0"	dm. 2 1/2 x 2 1/2 x 36	dm. 6 x 38	dm. 6 1/2 x 38	dm. 7 x 38	dm. 7 1/2 x 38	dm. 8 x 38	dm. 8 1/2 x 38	dm. 8 x 3 1/2 x 38	dm. 8 1/2 x 3 1/2 x 38	dm. 9 x 3 1/2 x 38	dm. 9 1/2 x 3 1/2 x 38	dm. 10 x 3 1/2 x 38	dm. 10 1/2 x 3 1/2 x 38
8' 0"	dm. 2 1/2 x 2 1/2 x 38	dm. 7 x 42	dm. 7 1/2 x 42	dm. 8 x 42	dm. 8 1/2 x 42	dm. 9 x 42	dm. 9 1/2 x 42	dm. 8 x 3 1/2 x 42	dm. 8 1/2 x 3 1/2 x 42	dm. 9 x 3 1/2 x 42	dm. 9 1/2 x 3 1/2 x 42	dm. 10 x 3 1/2 x 42	dm. 10 1/2 x 3 1/2 x 42
10' 0"	dm. 2 1/2 x 2 1/2 x 40	dm. 8 x 50	dm. 8 1/2 x 50	dm. 9 x 50	dm. 9 1/2 x 50	dm. 10 x 50	dm. 10 1/2 x 50	dm. 8 x 3 1/2 x 50	dm. 8 1/2 x 3 1/2 x 50	dm. 9 x 3 1/2 x 50	dm. 9 1/2 x 3 1/2 x 50	dm. 10 x 3 1/2 x 50	dm. 10 1/2 x 3 1/2 x 50

Houtmiddomerkels.													
Afstand van hart tot hart.													
3' 0"		4' 0"		5' 0"		6' 0"		7' 0"		8' 0"		9' 0"	
H	B	H	B	H	B	H	B	H	B	H	B	H	B
dm. 5 1/2	7	dm. 6	7	dm. 6 1/2	7	dm. 7	8	dm. 7 1/2	8	dm. 8	9	dm. 8 1/2	9
8	7	8 1/2	8	9	8	9 1/2	9	10	9 1/2	10 1/2	10	11	10 1/2

Houtmerkels.													
Afstand van hart tot hart.													
3' 0"		4' 0"		5' 0"		6' 0"		7' 0"		8' 0"		9' 0"	
H	B	H	B	H	B	H	B	H	B	H	B	H	B
dm. 5 1/2	7	dm. 6	7	dm. 6 1/2	7	dm. 7	8	dm. 7 1/2	8	dm. 8	9	dm. 8 1/2	9
8	7	8 1/2	8	9	8	9 1/2	9	10	9 1/2	10 1/2	10	11	10 1/2

HS = Hoekstaal. BP = Bulbplaat. P = Plaat. H = Hoogte. B = Breedte.

Die hoogtes van die skilde is die hoogtes in die middel van hul lengte en word gemeet vanaf die boomste beleg tot die onderste rand. Die hoogtes van langmerkels word gemeet in die onderkant van die buik tot die onderste rand. Vir tussengeslede lengtes en afstanden word die afmetings deur interpolasie bepaal. Wanneer plaasmerkels gebruik word, moet twee hoekstaal van 'n grootte soos vir die beleg aangegee aan die bokant van die onderkant van die skild aangebring word. Wanneer bulbplaat voorgeskryf is moet twee hoekstaal van 'n grootte soos vir die beleg aangegee aan die bokant van die merk aangebring word. Wanneer bulbhoekstaal voorgeskryf is moet een hoekstaal van 'n grootte soos vir die beleg aangegee aan die bokant van die doormees aangebring word. Wanneer die voorgeskryfde dimensies van 'n hoekstaal voorkomende afmetings het moet die grootste deurs horizontal wees.

TABLE 2.

(Coamings 18 inches in height.)

HATCHWAY BEAMS AND FORE-AND-AFTERS FOR SHIPS 200 FEET OR MORE IN LENGTH.*

HATCHWAY BEAMS.

Breadth of Hatchway.	Mounting.	Beams with Fore-and-Afters.						Beams without Fore-and-Afters.					
		Spacing Centre to Centre.						Spacing Centre to Centre.					
		6' 0"		8' 0"		10' 0"		4' 0"		8' 0"		10' 0"	
10' 0"	Ina. 3	Ina. 9½	Ina. 10½	Ina. 11½	Ina. 13	Ina. 15½	Ina. 18	Ina. 8	Ina. 9	Ina. 10	Ina. 11½	Ina. 14	Ina. 17
12' 0"	X 3	X .40A	X .40BP	X .30P	X .32P	X .34P	X .36P	X .40BP	X .40BP	X .40BP	X .40BP	X .40BP	X .44BP
14' 0"	X 3	X .42A	X .30P	X .32P	X .34P	X .36P	X .38P	X .40BP	X .40BP	X .40BP	X .40BP	X .40BP	X .44BP
16' 0"	X 3	X .42A	X .30P	X .32P	X .34P	X .36P	X .38P	X .40BP	X .40BP	X .40BP	X .40BP	X .40BP	X .44BP
18' 0"	X 3	X .44A	X .34P	X .36P	X .38P	X .40P	X .42P	X .40BP	X .40BP	X .40BP	X .40BP	X .40BP	X .44BP
20' 0"	X 3	X .44A	X .34P	X .36P	X .38P	X .40P	X .42P	X .40BP	X .40BP	X .40BP	X .40BP	X .40BP	X .44BP
22' 0"	X 3	X .46A	X .36P	X .38P	X .40P	X .42P	X .44P	X .40BP	X .40BP	X .40BP	X .40BP	X .40BP	X .44BP
24' 0"	X 3½	X .46A	X .36P	X .38P	X .40P	X .42P	X .44P	X .40BP	X .40BP	X .40BP	X .40BP	X .40BP	X .44BP
26' 0"	X 3½	X .48A	X .38P	X .40P	X .42P	X .44P	X .46P	X .40BP	X .40BP	X .40BP	X .40BP	X .40BP	X .44BP
28' 0"	X 3½	X .50A	X .38P	X .40P	X .42P	X .44P	X .46P	X .40BP	X .40BP	X .40BP	X .40BP	X .40BP	X .44BP
30' 0"	X 3½	X .52A	X .38P	X .40P	X .42P	X .44P	X .46P	X .40BP	X .40BP	X .40BP	X .40BP	X .40BP	X .44BP

* In ships not exceeding 100 feet in length, the depths of beams which are formed of plates and angles may be 50 per cent. of the depths given above; the depths of beams which are formed of plates and angles may be 50 per cent. of the depths given above; the thickness of plates, bulb angles and bulb plates should correspond to the thickness tabulated for the reduced depths with a minor thickness of 1/8 inch. The thickness of fore-and-afters may be 50 per cent. of those given in the tables for side fore-and-afters, but the centre fore-and-afters must be not less than 4½ inches wide. In ships between 100 feet and 200 feet in length, the size of the beams and fore-and-afters are to be determined by linear interpolation.

TABEL 2.

(Hoogte van Looihooft 18 duim.)

LUIKKILDE EN LANGSMERKELS VAN SKEPE MET 'N LENGTE VAN 200 VOET OF MEER.*

LUIKKILDE.

Wydte van luikopening.	Beelag.	Luikkilde met langsmerkels.										Luikkilde sonder langsmerkels.	
		6' 0"	8' 0"	10' 0"	12' 0"	14' 0"	16' 0"	18' 0"	20' 0"	22' 0"	24' 0"	4' 0"	6' 0"
10' 0"	3	dm.	dm.	dm.	dm.	dm.	dm.	dm.	dm.	dm.	dm.	dm.	dm.
12' 0"	3	3	3	3	3	3	3	3	3	3	3	3	3
14' 0"	3	3	3	3	3	3	3	3	3	3	3	3	3
16' 0"	3	3	3	3	3	3	3	3	3	3	3	3	3
18' 0"	3	3	3	3	3	3	3	3	3	3	3	3	3
20' 0"	3	3	3	3	3	3	3	3	3	3	3	3	3
22' 0"	3	3	3	3	3	3	3	3	3	3	3	3	3
24' 0"	3	3	3	3	3	3	3	3	3	3	3	3	3
26' 0"	3	3	3	3	3	3	3	3	3	3	3	3	3
28' 0"	3	3	3	3	3	3	3	3	3	3	3	3	3
30' 0"	3	3	3	3	3	3	3	3	3	3	3	3	3

* In skepe met 'n lengte van hoogstens 100 voet mag die hoogte van eldide wat uit plaat en boordkiele saamgestel is 60 persent van die bevestigingshoogte van die boordkiele en staalbrugmerke wat uit luikkieldiele of tulplaat saamgestel is, mag 60 persent van die bevestigingshoogte van die boordkiele en staalbrugmerke wees. In skepe met 'n lengte van 100 tot 200 voet mag die hoogte van eldide wat uit plaat en boordkiele saamgestel is 60 persent van die bevestigingshoogte van die boordkiele en staalbrugmerke wees. In skepe met 'n lengte van 200 tot 300 voet mag die hoogte van eldide wat uit plaat en boordkiele saamgestel is 60 persent van die bevestigingshoogte van die boordkiele en staalbrugmerke wees. In skepe met 'n lengte van 300 tot 400 voet mag die hoogte van eldide wat uit plaat en boordkiele saamgestel is 60 persent van die bevestigingshoogte van die boordkiele en staalbrugmerke wees. In skepe met 'n lengte van 400 tot 500 voet mag die hoogte van eldide wat uit plaat en boordkiele saamgestel is 60 persent van die bevestigingshoogte van die boordkiele en staalbrugmerke wees. In skepe met 'n lengte van 500 tot 600 voet mag die hoogte van eldide wat uit plaat en boordkiele saamgestel is 60 persent van die bevestigingshoogte van die boordkiele en staalbrugmerke wees. In skepe met 'n lengte van 600 tot 700 voet mag die hoogte van eldide wat uit plaat en boordkiele saamgestel is 60 persent van die bevestigingshoogte van die boordkiele en staalbrugmerke wees. In skepe met 'n lengte van 700 tot 800 voet mag die hoogte van eldide wat uit plaat en boordkiele saamgestel is 60 persent van die bevestigingshoogte van die boordkiele en staalbrugmerke wees. In skepe met 'n lengte van 800 tot 900 voet mag die hoogte van eldide wat uit plaat en boordkiele saamgestel is 60 persent van die bevestigingshoogte van die boordkiele en staalbrugmerke wees. In skepe met 'n lengte van 900 tot 1000 voet mag die hoogte van eldide wat uit plaat en boordkiele saamgestel is 60 persent van die bevestigingshoogte van die boordkiele en staalbrugmerke wees.

FORE-AND-AFTERS.

Length of Fore-and-Afters.	Mounting.	Bulb Plate Centre Fore-and-Afters.						Bulb Angle Side Fore-and-Afters.					
		Spacing Centre to Centre.						Spacing Centre to Centre.					
		3' 0"		4' 0"		5' 0"		3' 0"		4' 0"		5' 0"	
		ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.
0' 0"	2 1/2 x 2 1/2 x .30	5	5 1/2	6	6 1/2	7	7 1/2	5	5 1/2	6	6 1/2	7	7 1/2
8' 0"	2 1/2 x 2 1/2 x .38	6	6 1/2	7	7 1/2	8	8 1/2	6	6 1/2	7	7 1/2	8	8 1/2
10' 0"	2 1/2 x 2 1/2 x .40	7	7 1/2	8	8 1/2	9	9 1/2	7	7 1/2	8	8 1/2	9	9 1/2
Wood Centre Fore-and-Afters.													
Wood Side Fore-and-Afters.													
Spacing Centre to Centre.													
		3' 0"		4' 0"		5' 0"		3' 0"		4' 0"		5' 0"	
		ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.	ins.
8' 0"	ins.	5	5 1/2	6	6 1/2	7	7 1/2	5	5 1/2	6	6 1/2	7	7 1/2
10' 0"	ins.	6	6 1/2	7	7 1/2	8	8 1/2	6	6 1/2	7	7 1/2	8	8 1/2

A = Plain angle.

BP = Bulb Plate.

P = Plate.

D = Depth.

B = Breadth.

Depths for hatchway beams are at the middle of the length and are measured from the top mounting to the lower edge. Depths for fore-and-afters are measured from the underside of the hatch covers to the lower edge. Sizes for intermediate lengths and spacing are obtained by interpolation. Where plates are specified, two angles of the size given for mountings, are to be fitted at the upper and at the lower part of the beam. Where bulb angles are specified, two angles of the size given for mountings, are to be fitted at the upper part of the beam or fore-and-afters. Where bulb angles are specified, one angle of the size given for mountings, is to be fitted at the upper part of the section. Where the specified flanges of an angle are of different dimensions, the larger flange is to be horizontal.

LANGSMERKELS.

Lengte van langsmerkels.	Beslag.	Bulplaat. Middelmorkels.						Bulhoekstaal. Synmorkels.					
		Afstand van hart tot hart.						Afstand van hart tot hart.					
		3' 0"		4' 0"		5' 0"		3' 0"		4' 0"		5' 0"	
6' 0"	dm. $\frac{21}{8} \times 21 \times 36$	dm. $\frac{5}{6} \times 34$	dm. $\frac{5}{6} \times 34$	dm. $\frac{5}{6} \times 34$	dm. $\frac{5}{6} \times 34$	dm. $\frac{5}{6} \times 34$	dm. $\frac{5}{6} \times 34$	dm. $\frac{5}{6} \times 34$	dm. $\frac{5}{6} \times 34$	dm. $\frac{5}{6} \times 34$	dm. $\frac{5}{6} \times 34$	dm. $\frac{5}{6} \times 34$	dm. $\frac{5}{6} \times 34$
8' 0"	dm. $\frac{21}{8} \times 21 \times 38$	dm. $\frac{5}{6} \times 38$	dm. $\frac{5}{6} \times 38$	dm. $\frac{5}{6} \times 38$	dm. $\frac{5}{6} \times 38$	dm. $\frac{5}{6} \times 38$	dm. $\frac{5}{6} \times 38$	dm. $\frac{5}{6} \times 38$	dm. $\frac{5}{6} \times 38$	dm. $\frac{5}{6} \times 38$	dm. $\frac{5}{6} \times 38$	dm. $\frac{5}{6} \times 38$	dm. $\frac{5}{6} \times 38$
10' 0"	dm. $\frac{21}{8} \times 21 \times 40$	dm. $\frac{5}{6} \times 40$	dm. $\frac{5}{6} \times 40$	dm. $\frac{5}{6} \times 40$	dm. $\frac{5}{6} \times 40$	dm. $\frac{5}{6} \times 40$	dm. $\frac{5}{6} \times 40$	dm. $\frac{5}{6} \times 40$	dm. $\frac{5}{6} \times 40$	dm. $\frac{5}{6} \times 40$	dm. $\frac{5}{6} \times 40$	dm. $\frac{5}{6} \times 40$	dm. $\frac{5}{6} \times 40$

Houtsmidmorkels.													
Afstand van hart tot hart.													
3' 0"		4' 0"		5' 0"		3' 0"		4' 0"		5' 0"		3' 0"	
H	B	H	B	H	B	H	B	H	B	H	B	H	B
dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$
dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$
dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$	dm. $\frac{5}{6}$

HS = Hoekstaal. EP = Bulplaat. P = Plaat. H = Hoogte. B = Breedte.

Die hoogte van die skilde is die hoogte in die middel van hul lengte en word gemeet vanaf die boonste beugel tot die onderste rand. Die hoogte van langsmerkels word gemeet van die onderkant van die onderste rand. Vir tussengete lengtes en afstande word die afmetings deur interpolasie bepaal. Wanneer plate voorgedryf is, moet twee hoekstale van 'n grootte soos vir die beugel aangegee, en die onderkant van die skild aangebring word. Wanneer bulplato voorgedryf is, moet twee hoekstale van 'n grootte soos vir die beugel aangegee, en die bokant van die skild of die merkel aangebring word. Wanneer bulhoekstale voorgedryf is, moet een hoekstaal van 'n grootte soos vir die beugel aangegee, en die bokant van die doumense aangebring word. Wanneer die voorgedrewe flens van 'n hoekstaal verskillende afmetings het, moet die grootste flens horisontaal wees.

RULE XII.

Carriers or Sockets.

Carriers or sockets for hatchway beams and fore-and-afters are to be of steel at least $\frac{1}{2}$ inch thick, and are to have a width of bearing surfaces of at least 3 inches.

RULE XIII.

Cleats.

Strong cleats at least $2\frac{1}{2}$ inches wide are to be fitted at intervals of not more than 2 feet from centre to centre; the end cleats are to be placed not more than 6 inches from each corner of the hatchway.

RULE XIV.

Battens and Wedges.

Battens and wedges are to be efficient and in good condition.

RULE XV.

Tarpaulins.

At least two tarpaulins in good condition, thoroughly waterproofed and of ample strength, are to be provided for each hatchway in an exposed position on freeboard and superstructure decks. The material is to be guaranteed free from jute, and of the standard weight and quality laid down by each Administration.

RULE XVI.

Security of Hatchway Covers.

At all hatchways in exposed positions on freeboard and superstructure decks ring bolts or other fittings for lashings are to be provided.

Where the breadth of the hatchway exceeds 60 per cent. of the breadth of the deck in way of the hatchway, and the coamings are required to be 24 inches high, fittings for special lashings are to be provided for securing the hatchway covers after the tarpaulins are bolted down.

RULE XVII.

Cargo and Other Hatchways in the Freeboard Deck within Superstructures which are fitted with Closing Appliances less efficient than Class 1.

The construction and fitting of such hatchways are to be at least equivalent to the standards laid down in Rule XVIII.

RULE XVIII.

Hatchway Coamings and Closing Arrangements.

Cargo, coaling and other hatchways in the freeboard deck within superstructures which are fitted with Class 2 closing appliances are to have coamings at least 9 inches in height and closing arrangements as effective as those required for exposed cargo hatchways whose coamings are 18 inches high.

Where the closing appliances are less efficient than Class 2, the hatchways are to have coamings at least 18 inches in height, and are to have fittings and closing arrangements as effective as those required for exposed cargo hatchways.

RULE XIX.

Machinery Space Openings in Exposed Positions on Freeboard and Raised Quarter Decks.

Such openings are to be properly framed and efficiently enclosed by steel casings of ample strength, and where the casings are not protected by other structures their strength is to be specially considered. Doors in such casings are to be of steel, efficiently stiffened, permanently attached, and capable of being closed and secured from both sides. The sills of openings are to be at least 24 inches above the freeboard deck and at least 18 inches above the raised quarter deck.

Fiddley, funnel, and ventilator coamings are to be as high above the deck as is reasonable and practicable. Fiddley openings are to have strong steel covers permanently attached in their proper positions.

RULE XX.

Machinery Space Openings in Exposed Positions on Superstructure Decks Other than Raised Quarter Decks.

Such openings are to be properly framed and efficiently enclosed by strong steel casings. Doors in such casings are to be strongly constructed, permanently attached, and capable of being closed and secured from both sides. The sills of the openings are to be at least 16 inches above superstructure decks.

Fiddley, funnel and ventilator coamings are to be as high above the deck as is reasonable and practicable. Fiddley openings are to have strong steel covers permanently attached in their proper positions.

VOORSKRIF XII.

Stroppe of Skoene vir Skilde.

Stroppe of skoene vir skilde en laagsmerkele moet van staal wees wat minstens 1 ½ duim dik is en die draagvlak moet minstens 3 duim breed wees.

VOORSKRIF XIII.

Skalmilpse.

Sterk skalmilpse minstens 2 ½ duim breed moet op afstande van nie meer as 2 voet nie van hart tot hart aangebring word; die einskalmilpse mag nie meer as 6 duim van elke hoek van die laaihoof geplaas word nie.

VOORSKRIF XIV.

Skalmatte en Kegse.

Skalmatte en kegse moet doeltreffend en in 'n goeie toestand wees.

VOORSKRIF XV.

Teerelle.

Ten minste twee teerelle wat in 'n goeie toestand, behoorlik waterdig en sterk genoeg is moet verskaf word vir elke blootgestelde laaihoof op vryboord- en boboudekkse. Die materiaal moet goewarborg wees as vry van jute en as van 'n minimum gewig en kwaliteit wat deur elke Administrasie vasgestel word.

VOORSKRIF XVI.

Bevestiging van Luike.

By alle laaihoofde op blootgestelde plekke op die vryboord- en boboudekkse moet ringboute en ander uitrusting vir sjierrings aangebring word.

Wanneer die breedte van die laaihoof 60% van die breedte van die dek by die laaihoof oorskry en die laaihoof 24 duim hoog moet wees, moet uitrusting vir spesiale sjierrings aangebring word ten einde die luike te bevestig nadat die teerelle vasgekeg is.

VOORSKRIF XVII.

Vrag- en ander Laaihoofde op die Vryboorddek binne 'n Bobou wat voorsien is van Afsluitingsmiddels wat minder doeltreffend is as dié van die Iete Klas.

Die konstruksie en uitrusting van sulke luikhoofde moet minstens gelykwaardig wees aan die norme wat vasgestel is in Voorskrif XVIII.

VOORSKRIF XVIII.

Luiklaaihoofde en Afsluitingsmiddels.

Vrag-, kool- en ander luikopenings in die vryboorddek binne 'n bobou wat uitgerus is met afsluitingsmiddels van die 2de klas moet laaihoofde bly van minstens 9 duim hoog en afsluitingsmiddels wat net so doeltreffend is as dié wat vereis word vir blootgestelde vragluikopenings waarvan die laaihoofde 18 duim hoog is.

Wanneer die afsluitingsmiddels minder doeltreffend is as dié van die 2de klas, moet die luikopenings voorsien wees van laaihoofde van minstens 18 duim hoog en van uitrusting en afsluitingsmiddels wat net so doeltreffend is as dié wat vir blootgestelde vragluikopenings vereis word.

VOORSKRIF XIX.

Openings op die Masjinerie op Blootgestelde Plekke op Vryboorddekkse en Verhoogde Halfdekkse.

Sulke openings moet rondom behoorlik versterk en op doeltreffende wyse deur staalromkastings van voldoende sterkte omsluit wees en wanneer die omkastings nie deur ander konstruksies beskerm is nie, moet hul sterkte besondere oorgewig geniet. Deure in sulke omkastings moet uit staal vervaardig, op doeltreffende wyse verstyf, blywoud bevestig en ingerig wees om aan albei kante gesluit en bevestig te word. Die drempels van die openings moet minstens 24 duim bo die vryboorddek en minstens 18 duim bo die verhoogde halfdek wees.

Hoofde van openings vir lugroosters bo ketelruime, van skoorstene en van lugkokere moet so hoog bo die dek wees as wat redelik en prakties uitvoerbaar is. Die openings vir lugroosters moet van sterk staalluik voorsien wees wat in hul behoorlike posisie blywend bevestig is.

VOORSKRIF XX.

Openings op die Masjienruim op Blootgestelde Plekke op Boboudekkse met uitsondering van Verhoogde Halfdekkse.

Sulke openings moet rondom behoorlik versterk en op doeltreffende wyse deur sterk staalromkastings omsluit wees. Deure in sulke omkastings moet sterk gebou, blywoud bevestig en ingerig wees om aan albei kante gesluit en bevestig te word. Die drempels van die openings moet minstens 16 duim bo die dek van 'n bobou wees.

Hoofde van openings vir lugroosters bo ketelruime, van skoorstene en van lugkokere moet so hoog bo die dek wees as wat redelik en prakties uitvoerbaar is. Die openings vir lugroosters moet voorsien wees van sterk staalluik wat in hul behoorlike posisie blywend bevestig is.

RULE XXI.

Machinery Space Openings in the Freeboard Deck within Superstructures which are fitted with Closing Appliances less efficient than Class 1.

Such openings are to be properly framed and efficiently enclosed by steel casings. Doors in such casings are to be strongly constructed, permanently attached, and capable of being securely closed. The sills of the openings are to be at least 9 inches above the deck where the superstructures are closed by Class 2 closing appliances, and at least 16 inches above the deck where the closing appliances are less efficient than Class 2.

RULE XXII.

Flush Bunker Scuttles.

Flush bunker scuttles may be fitted in superstructure decks, and where so fitted are to be of iron or steel, of substantial construction, with screw or bayonet joints. Where a scuttle is not secured by hinges, a permanent chain attachment is to be provided. The position of flush bunker scuttles in small ships in special trades is to be dealt with by each Assigning Authority.

RULE XXIII.

Companionways.

Companionways in exposed positions on freeboard decks and on decks of enclosed superstructures are to be of substantial construction. The sills of the doorways are to be of the heights specified for hatchway coamings. (See Rules IX and XVIII.) The doors are to be strongly constructed and capable of being closed and secured from both sides. Where the companionway is situated within a quarter of the ship's length from the stem, it is to be of steel and riveted to the deck plating.

RULE XXIV.

Ventilators in Exposed Positions on Freeboard and Superstructure Decks.

Such ventilators to spaces below freeboard decks or decks of superstructures which are intact or fitted with Class 1 closing appliances are to have coamings of steel, substantially constructed, and efficiently connected to the deck by rivets spaced four diameters apart centre to centre, or by equally effective means. The deck plating at the base of the coaming is to be efficiently stiffened between the deck beams. The ventilator openings are to be provided with efficient closing arrangements.

Where such ventilators are situated on the freeboard deck, or on the superstructure deck within a quarter of the ship's length from the stem, and the closing arrangements are of a temporary character, the coamings are to be at least 36 inches in height; in other exposed positions on the superstructure deck they are to be at least 30 inches in height. Where the coamings of any ventilator exceed 36 inches in height, it is to be specially supported and secured.

RULE XXV.

Air Pipes.

Where the air pipes to ballast and other tanks extend above freeboard or superstructure decks, the exposed parts of the pipes are to be of substantial construction; the height from the deck to the opening is to be at least 36 inches in wells on freeboard decks, 30 inches on raised quarter-decks, and 18 inches on other superstructure decks. Satisfactory means are to be provided for closing the openings of the air pipes.

Openings in the Sides of Ships.

RULE XXVI.

Gangway, Cargo and Coaling Ports, etc.

Openings in the sides of ships below the freeboard deck are to be fitted with watertight doors or covers which, with their securing appliances, are to be of sufficient strength.

RULE XXVII.

Scuppers and Sanitary Discharge Pipes.

Discharges led through the ship's sides from spaces below the freeboard deck are to be fitted with efficient and accessible means for preventing water from passing inboard. Each separate discharge may have an automatic non-return valve with a positive means of closing it from a position above the freeboard deck, or two automatic non-return valves without positive means of closing, provided the upper valve is situated so that it is always accessible for examination under service conditions. The positive action valve is to be readily accessible and is to be provided with means for showing whether the valve is open or closed. Cast iron is not to be accepted for such valves where attached to the sides of the ship.

Conditional upon the type and the location of the inboard ends of such openings, similar provisions may be prescribed by the Assigning Authority as to discharges from spaces within enclosed superstructures.

VOORSKRIF XXI.

Openings bo die Masjienuitruim in die Vryboorddek binne 'n Bobou wat voorsien is van Afsluitingsmiddels wat minder doeltreffend is as die van die 1ste Klas.

Sulke openings moet rondom behoorlik versterk en op doeltreffende wyse deur staankastings omsluit wees. Dure in sulke omkastings moet sterk gebou, blywend bevestig en ingerig wees om behoorlik gesluit te kan word. Die drempels van die openings moet minstens 9 duim bo die dek wees wanneer die bobou deur sluitingsmiddels van die 2de klas gesluit word en minstens 16 duim bo die dek wanneer die sluitingsmiddels minder doeltreffend is as die van die 2de klas.

VOORSKRIF XXII.

Versenke Koolstortgatrande.

Versenke koolstortgatrande mag in boboudekke aangebring word en indien hulle aangebring word, moet hulle uit yster of staal vervaardig en van stewige bou wees met skroef- of bajonetsluiting. Wanneer 'n doksel nie van skarniere voorsien is nie moet dit blywend deur middel van 'n ketting bevestig word. Die posisie van versenke koolstortgatrande op klein skope in besondere vaargebiede word oorgeloot aan die oerdoel van elke toewysende owerheid.

VOORSKRIF XXIII.

Toegangstrappe.

Toegangstrappe op blootgestelde plekke op vryboorddekke en op dekke van 'n geslote bobou moet stewig gebou wees. Die drempels van die deuropenings moet so hoog wees as wat vir luiklaaihoofde voorgeskryf is (sien voorskrifte IX en XVII). Die dure moet sterk gebou wees en ingerig wees om van albei kante gesluit en bevestig te word. Wanneer die toegangstrap binne 'n kwart van die skeepslangte van die voorstewo geleë is, moet dit van staal vervaardig en aan die dekbepaling gestyk word.

VOORSKRIF XXIV.

Lugkokers op Blootgestelde Plekke op Vryboord- en Boboudekke.

Sulke lugkokers wat verbind is met ruimtes onder vryboorddekke of die dek van 'n bobou wat geheel geslote is of wat voorsien is van afsluitingsmiddels van die 1ste klas, moet voorsien wees van staalpotte wat stewig gemaak is en op deugdelike wyse deur middel van klinknaels met 'n steek van vier diameters, hart op hart gemeet, of deur ewe deugdelike middels aan die dek gelêg is. Die dekbepaling waarop die pot bevestig is moet op deugdelike wyse tussen die dokbalk verstyf word. Die lugkokeroponings moet van doeltreffende middels tot afsluiting voorsien wees.

Wanneer sulke lugkokers geleë is op die vryboorddek of binne 'n kwart van die skeepslangte van die voorstewo op die boboudek en die afsluitingsmiddels van 'n tydelike aard is, moet die potte minstens 30 duim hoog wees. Op ander blootgestelde plekke op die boboudek moet hulle minstens 30 duim hoog wees. Wanneer 'n lugkokerpote hier is as 36 duim, moet dit spesiaal gestut en bevestig word.

VOORSKRIF XXV.

Lugpype.

Wanneer die lugpype wat na ballas- en ander tentes lei bo die vryboord- of boboudek uitsteek, moet die blootgestelde dele van die pype van voldoende sterkte wees. Die hoogte van die opening bo die dek moet minstens 36 duim in kule op vryboorddekke, 30 duim op verhoogde hulfdekke en 18 duim op ander boboudekke wees. Daar moet voldoende middels wees vir die afsluiting van lugpypeponings.

Openings in die Skeepsboorde.

VOORSKRIF XXVI.

Deurgange, Vrag- en Steenkoolpoorte, ens.

Openings in die skeepsboorde onder die vryboorddek moet voorsien wees van waterdigte deure of deksels wat ewes hul afsluitingsinrigtings van voldoende sterkte moet wees.

VOORSKRIF XXVII.

Spuipype en Sanitêre Afvoerpype.

Die afvoerpype wat deur die skeepsboorde loop vanaf ruimtes onder die vryboorddek moet voorsien wees van doeltreffende en toeganklike middels wat verhoed dat water die skip binnedring. Elke afsonderlike afvoeroponing kan voorsien wees van 'n selfsluitende terugslagklep met 'n inrigting waardeur die klip regstreeks op 'n plek bo die vryboorddek gesluit kan word of van twee selfsluitende terugslagklappe sonder so 'n sluitingsinrigting mits die boonste klip sodanig geleë is dat dit steeds bereikbaar sal wees om gedurende die normale diens nagesien te word. Die klip wat regstreeks beweg word, moet maklik toeganklik wees en voorsien wees van 'n inrigting wat aanwys of die klip oop of gesluit is. Gegote yster mag nie vir sulke klamme gebruik word wanneer hulle teen die skeepsboord aangebring word nie.

Met inagneming van die tipe en die ligging van die binneboorde onto van sulke openings kan die Toewysende Owerheid soortgelyke bepalinge voorskryf betreffende die afvoer uit ruimtes binne 'n geslote bobou.

Where scuppers are fitted in superstructures not fitted with Class 1 closing appliances they are to have efficient means for preventing the accidental admission of water below the freeboard deck.

RULE XXVIII.

Side Scuttles.

Side scuttles to spaces below the freeboard deck or to spaces below the superstructure deck of superstructures closed by Class 1 or Class 2 closing appliances are to be fitted with efficient inside deadlights permanently attached in their proper positions so that they can be effectively closed and secured watertight.

Where, however, such spaces in superstructures are appropriated to passengers other than storage passengers or to crew, the side scuttles may have portable deadlights stowed adjacent to the side scuttles, provided they are readily accessible at all times on service.

The side scuttles and deadlights are to be of substantial and approved construction.

RULE XXIX.

Guard Rails.

Efficient guard rails or bulwarks are to be fitted on all exposed portions of freeboard and superstructure decks.

RULE XXX.

Freeing Ports.

Where bulwarks on the weather portions of freeboard or superstructure decks form "wells" ample provision is to be made for rapidly freeing the decks of water and for draining them. The minimum freeing port area on each side of the ship for each well on the free board deck and on the raised quarter-deck is to be that given by the following scale; the minimum area for each well on any other superstructure deck is to be one-half the area given by the scale. Where the length of the well exceeds 7 L, the scale may be modified.

SCALE OF FREEING PORT AREA.

Length of Bulwarks in "Well" in Feet.	Freeing Port Area on each side in Square Feet.
15	8.0
20	8.5
25	9.0
30	9.5
35	10.0
40	10.5
45	11.0
50	11.5
55	12.0
60	12.5
65	13.0
Above 65	1 square foot for each additional 5 feet length of bulwark.

The lower edges of the freeing ports are to be as near the deck as practicable and preferably not higher than the upper edge of the gunwale bar. Two-thirds of the freeing port area required is to be provided in the midship half of the well. In ships with less than the standard sheer the freeing port area is to be suitably increased.

All such openings in the bulwarks are to be protected by rails or bars spaced about 9 inches apart. If shutters are fitted to freeing ports, ample clearance is to be provided to prevent jamming. Hinges are to have brass pins.

RULE XXXI.

Protection of Crew.

Gangways, lifelines or other satisfactory means are to be provided for the protection of the crew in getting to and from their quarters. The strength of houses for the accommodation of crew on flush deck steamers is to be equivalent to that required for superstructure bulkheads.

PART III.—LOAD LINE FOR STEAMERS

RULE XXXII.

Length (L.).

The length used with the Rules and Freeboard Table is the length in feet on the summer load water-line from the foreside of the stem to the afterside of the rudder post. Where there is no rudder post, the length

Wanneer spuiyppe aangebring is in 'n bobou wat nie van afsluitingsmiddels van die 1ste klas voorsien is nie, moet hulle van doeltreffende middels voorsien word om te verhoed dat water per ongeluk tot ender die vryboordelk binnedring.

VOORSKRIF XXVIII.

Patryspoorte.

Patryspoorte in ruimtes onder die vryboordelk of in ruimtes onder die dek van 'n bobou wat deur afsluitingsmiddels van die 1ste of 2de klas gesluit word, moet aan die binnekant voorsien wees van doeltreffende blinde ligte wat blywend in hul behoorlike posities bevestig is sodat hulle doeltreffend gesluit en waterdig bevestig kan word.

Wanneer sulke ruimtes in die bobou egter bestem is vir passasiers, met uitsondering van tussenekse passasiers, of vir die bemanning, mag die patryspoorte voorsien wees van verplaatbare blinde ligte wat in die onmiddellike nabyheid van die patryspoorte geboë word mita hulle to alle tye goedelik toeganklik is.

Die patryspoorte en blinde ligte moet van dougdelike en goedgekeurde konstruksie wees.

VOORSKRIF XXIX.

Relingwerk.

Dougdelike relingwerk of verskansings moet op alle blootgestelde gedeeltes van vryboord- en boboudelke aangebring word.

VOORSKRIF XXX.

Waterafvoerpoorte.

Wanneer 'n verskansing op aan wind en weer blootgestelde gedeeltes van vryboord- en boboudelke „kuil“ vorm, moet genoegsame voorsiening gemaak word om die dekke van water te beryu op dit af te voer. Die minimum oppervlakte vir die waterafvoerpoorte aan elke skeepboord vir elke kuil op die vryboordelk en op die verhoogde halfdele, moet wees soos aangegee in die onderstaande tabel. Die minimum oppervlakte vir elke kuil op andor boboudelke moet die helfte wees van die oppervlakte wat in die tabel aangegee word. Wanneer die lengte van die kuil 7 L oorskry, mag die skaal gewysig word.

TABEL VAN OPPERVLAKTES VAN WATERAFVOERPOORTE.

Lengte van verskansings in „kuil“ in voet.	Oppervlakte van waterafvoerpoorte aan elke boord in vierkante voet.
15	8-0
20	8-5
25	9-0
30	9-5
35	10-0
40	10-5
45	11-0
50	11-5
55	12-0
60	12-5
65	13-0
Bo 65	1 vierkante voet vir elke addisionele 5 voet lengte van verskansing.

Die ondorkant van die waterafvoerpoorte moet so na aan die dek wees as wat prakties moontlik is en by voorkour nie hoër nie as die bokant van die stringerhoekaal. Twee-derdes van die voorgeskrewe oppervlakte van die waterafvoerpoorte moet aangebring word in die nidskepe helfte van die kuil. In skope met 'n aeg wat kleiner is as die standaardse, moet die oppervlakte van die waterafvoerpoorte op passende wyse vergroot word.

Al sulke openings in die verskansing moet deur rasterwerk of stowe, omtrent nege duim van molkaar, beskerm word. Indien sulke aan waterafvoerpoorte aangebring word, moet vir ruime spoling gesorg word ten einde klemming te vormy. Die skarniere moet van goelkoperpennne voorsien word.

VOORSKRIF XXXI.

Beskerming van die Bemanning.

Loopbrão, reddingslyne of ander bovedrigende middels moet aangebring word om die bemanning te beskerm wanneer hulle na hulle kwartiere gaan of daarvandaan kom. Die sterkte van die dekhuis vir die ondoring van die bemanning op gladdeskepe moet gelykwaardig wees aan die wat vir die beskotte van die bobou vereis word.

DEEL III.

LASLYNE VAN STOOSEKETE.

VOORSKRIF XXXII.

Lengte (L).

Die lengte wat in die voorskrifte op in die tabel vir die vryboord gebruik word, is die lengte in voet op die somerlasyne van die voorsy van die voorstew tot die agterstey van die roerstew. Wanneer daar

is measured from the fore-edge of the stern to the axis of the rudder stock. For ships with cruiser sterns, the length is to be taken as 96 per cent. of the total length on the designed summer load water-line or as the length from the fore-edge of the stern to the axis of the rudder stock if that be the greater.

RULE XXXIII.

Breadth (B).

The breadth is the maximum breadth in feet amidships to the moulded line of the frame in iron or steel ships, and to the outside of the planking in wood or composite ships.

RULE XXXIV.

Moulded Depth.

The moulded depth is the vertical distance in feet, measured amidships, from the top of the keel to the top of the freeboard deck beam at side. In wood and composite ships the distance is measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the depth is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel.

RULE XXXV.

Depth for Freeboard (D).

The depth used with the Freeboard Table is the moulded depth plus the thickness of stringer plate, or plus $\frac{T(L-S)}{L}$ if that be greater, where—

T is the mean thickness of the exposed deck clear of deck openings, and

S is the total length of superstructures as defined in Rule XL.

Where the topsides are of unusual form, D is the depth of a midship section having vertical topsides, standard round of beam and area of topside section equal to that in the actual midship section. Where there is a step or break in the topsides (e.g., as in the Turret Deck ship) 70 per cent. of the area above the step or break is included in the area used to determine the equivalent section.

In a ship without an enclosed superstructure covering at least .6 L amidships, without a complete trunk or without a combination of intact partial superstructures and trunk extending all fore and aft, where D is less than $\frac{L}{16}$, the depth used with the Table is not to be taken as less than $\frac{L}{16}$.

RULE XXXVI.

Coefficient of Fineness (c).

The coefficient of fineness used with the Freeboard Table is given by—

$$c = \frac{35 \Delta}{L.B.d_1}$$

where Δ is the ship's moulded displacement in tons (excluding boosing) at a mean moulded draught d_1 , which is 85 per cent. of the moulded depth.

The coefficient c is not to be taken as less than .68.

RULE XXXVII.

Strength.

The Assigning Authority is to be satisfied with the structural strength of ships to which freeboards are assigned.

Ships which comply with the highest standard of the rules of a Classification Society recognized by the Administration, shall be regarded as having sufficient strength for the minimum freeboards allowed under the Rules.

Ships which do not comply with the highest standard of the rules of a Classification Society recognized by the Administration, shall be assigned such increased freeboards as shall be determined by the Assigning Authority, and for guidance the following strength moduli are formulated:—

Material.—The strength moduli are based on the assumption that the structure is built of mild steel, manufactured by the open hearth process (acid or basic), and having a tensile strength of 20 to 32 tons per square inch, and an elongation of at least 16 per cent. on a length of 8 inches.

Strength Deck.—The strength deck is the uppermost deck which is incorporated into and forms an integral part of the longitudinal girder within the half-length amidships.

Depth to Strength Deck (Ds).—The depth to strength deck is the vertical distance in feet amidships from the top of the keel to the top of the strength deck beam at side.

Draught (d).—The draught is the vertical distance in feet amidships from the top of the keel to the centre of the disc.

geen roerstewe is nie word die lengte gemeet van die voorsy van die voorstew tot aan die as van die roerkoning. In die geval van skepe met 'n kruisroergerstewo word die lengte gemeet as 96 persent van die gehole lengte op die somerlaslyn of as die lengte van die voorsy van die voorstew tot aan die as van die roerkoning, indien hierdie lengte groter is.

VOORSKRIF XXXIII.

Breedte (B).

Die breedte is die maksimum breedte in voet midskeeps tot die buitekant van die spante in die geval van yster- of staalskepe en tot die buitekant van die huidbeplanking in die geval van hout- of komposiet-skepe.

VOORSKRIF XXXIV.

Holte Ooreenkomstig die Mal.

Die holte ooreenkomstig die mal is die vertikale afstand in voet midskeeps gemeet van die bokant van die kiel tot die bokant van die balk van die vryboorddek aan die kant. In die geval van hout- of komposiet-skepe word die afstand gemeet van die onderkant van die spanning van die kiel. Wanneer die vorm aan die onderste gedeelte van die grootspant hol van aard is of wanneer dik bodemplankte aangebting is, word die holte gemeet van die punt waar die lyn wat van die plat gedeelte van die skeepsvlak na die middevlak verleng is, die kant van die kiel sny.

VOORSKRIF XXXV.

Holte vir die Berkening van die Vryboord (D).

Die holte wat in verband met die tabel vir die Vryboord gebruik word, is die holte ooreenkomstig die mal plus die dikte van die stringer.

plaat of plus $\frac{T}{L}$ indien dit groter is, wanneer—

L
T die gemiddelde dikte is van die blootgestelde dek vry van die openings in die dek, en

S die totale lengte is van die bobou soos aangegoe in voorskrif XL.

Wanneer die bokant van die skeepsboord 'n ongewone vorm het, is D die holte van 'n grootspant met vertikale bokante, 'n standaard-dekronde en 'n oppervlakte van die boonste gedeelte van die dwarsdeursnee wat gelyk is aan dié van die wêreldlike grootspant. Wanneer daar 'n terugwyking of verspringing in die bokante (soos by toring-dekakepe) voorkom, word 70 persent van die deursnee bo die terugwyking of verspringing meegerokken by die oppervlakte wat gebruik word om die gelykwaardige deursnee te bepaal.

In die geval van 'n skip onder 'n geslote bobou wat ten minste 6 L midskeeps breed, sonder 'n geslote keffervormige dekhuis (trunk) of sonder 'n samestelling van intakte gedeeltelike bobou en 'n trunk, wat tesame van voor tot agter deurloop, mag, wanneer D kleiner is as L

— die holte wat in verband met die tabel gebruik word, nie kleiner as

15

— gemeet word nie.

16

VOORSKRIF XXXVI.

[Volheidskoëffisiënt (e).

Die volheidskoëffisiënt wat in verband met die tabel vir die Vryboord gebruik word, word uitgedruk deur—

$$e = \frac{35 \Delta}{L \cdot B \cdot d_1}$$

waar Δ die waterverplossing ooreenkomstig die mal in tonne (met uitsluiting van skroefasuitbouels) voorstel by 'n gemiddelde diepgang sonder kiel d_1 , wat 85 persent van die holte ooreenkomstig die mal bodra.

Die koëffisiënt e mag nie kleiner as 0.68 gemeet word nie.

VOORSKRIF XXXVII.

Sterkte.

Die toewysende owerheid moet hom oortuig dat skepe waaraan vryboorde toegewys word, sterk genoeg gebou is.

Skepe wat voldoen aan die hoogste vereistes van die voorskrifte van 'n klassifikasieburo wat deur die Administrasie erken word, word as sterk genoeg beskou vir die minimum vryboord wat kragtens die voorskrifte toegelê word.

Aan skepe wat nie voldoen aan die hoogste vereistes van die voorskrifte van 'n klassifikasieburo nie, word soveel groter vryboord toegewys as wat die toewysende owerheid mag bepaal, en ter handleiding word die onderstaande weerstandsmomente aangegoe:—

Materiale.—By die vaststelling van die weerstandsmomente word uitgegaan van die veronderstelling dat vir die bouwerk gebruik gemaak is van vleetsaal wat volgens die op hard-proses (saur of basies) vervaardig is en wat 'n treksterkte het van 26 tot 32 ton per vierkantduim en 'n rek van minstens 16 persent oor 'n lengte van 8 duim.

Sterkte.—Die sterkte is die boonste dek wat oor die halwe lengte midskeeps behoort tot en 'n integreerende deel uitmaak van die langsdraer.

Holte tot Sterkte (D_s).—Die holte tot die sterkte is die vertikale afstand in voet midskeeps gemeet van die bokant van die kiel tot die bokant van die dekbalk van die sterkte aan die kant.

Diepgang (d).—Die diepgang is die vertikale afstand in voet midskeeps gemeet van die bokant van die kiel tot die middelpunt van die sirkel.

Longitudinal Modulus.—The longitudinal modulus $\frac{I}{y}$ is the moment of inertia I of the midship section about the neutral axis divided by the distance y measured from the neutral axis to the top of the strength deck beam at side, calculated in way of openings but without deductions for rivet holes. Areas are measured in square inches and distances in feet.

Below the strength deck, all continuous longitudinal members other than such parts of under deck girders as are required entirely for supporting purposes, are included. Above the strength deck, the gunwale angle bar and the extension of the sheerstrake are the only members included. The required longitudinal modulus for effective material is expressed by $fI.D.$, where f is the factor obtained from the following table:—

L.	f.	L.	f.
100	1.80	360	9.40
120	2.00	380	10.30
140	2.35	400	11.20
160	2.70	420	12.15
180	3.15	440	13.10
200	3.60	460	14.15
220	4.20	480	15.15
240	4.80	500	16.25
260	5.45	520	17.35
280	6.20	540	18.45
300	6.95	560	19.60
320	7.70	580	20.80
340	8.55	600	22.00

For intermediate lengths, the value of f is determined by interpolation. This formula applies where L does not exceed 600 feet; B is between $\frac{L}{10} + 5$ and $\frac{L}{10} + 20$, both inclusive, and $\frac{L}{D_s}$ is between 10 and 13.5, both inclusive.

Frame.—For the purpose of the frame modulus, the frame is regarded as composed of a frame angle and a reverse angle each of the same size and thickness.

Frame Modulus.—The modulus $\frac{I}{y}$ of the midship frame below the lowest tier of beams is the moment of inertia I of the frame section about the neutral axis divided by the distance y measured from the neutral axis to the extremity of the frame section, calculated without deduction for rivet and bolt holes. The modulus is measured in inch units.

The required frame modulus is expressed by $\frac{s(d-t)(f_1 + f_2)}{1,000}$ where—

s is the frame spacing in inches.

t is the vertical distance in feet measured at amidships from the top of the keel to a point midway between the top of the inner bottom at side and the top of the heel bracket (see figure 2); where there is no double bottom, t is measured to a point midway between the top of the floor at centre and the top of the floor at side.

f_1 is a coefficient depending on H , which, in ships fitted with double bottoms, is the vertical distance in feet from the middle of the beam bracket of the lowest tier of beams at side to a point midway between the top of the inner bottom at side and the top of the heel bracket. (See figure 2.) Where there is no double bottom, H is measured to a point midway between the top of the floor at centre and the top of the floor at side. Where the frame obtains additional strength from the form of the ship, due allowance is made in the value of f_1 .

f_2 is a coefficient depending on K , which is the vertical distance in feet from the top of the lowest tier of beams at side to a point 7 feet 6 inches above the freeboard deck at side, or, if there is superstructure, to a point 12 feet 6 inches above the freeboard deck at side. (See figure 2.) The values of f_1 and f_2 are obtained from the following tables:—

H in feet	0	7	9	11	13	15	17	19	21	23	25
f_1	9	11	12.5	15	19	24	29.5	36	43	51	69

K in feet	0	5	10	15	20	25	30	35	40
f_2	0	0.6	1.0	2.0	3.0	4.5	6.5	9.0	12.0

Intermediate values are obtained by interpolation.

This formula applies where D is between 15 feet and 60 feet, both inclusive, B is between $\frac{L}{10} + 5$ and $\frac{L}{10} + 20$, both inclusive, $\frac{L}{D_s}$ is between 10 and 13.5, both inclusive; and the horizontal distance from the outside of the frame to the centre of the first row of pillars does not exceed 20 feet.

Weerstandmoment vir Langskeeps Sterkte.—Die weerstandmoment vir langskeeps sterkte $\frac{I}{y}$ is die traagheidsmoment I van die groot-

spant ten opsigte van die neutrale as, gedeel deur die afstand y , gemeet van die neutrale as tot die bokant van die dekbalk van die sterktedek aan die kant, bereken by die opeetings maar sonder afrekening van nalgato. Oppervlaktes word in vierkante duim en afstande in voet bereken.

Onder die sterktedek word alle deurlopende langverbandele inbegryp met uitsondering van dié dele van onderdeklangedrers wat uitsluitlik vir stutdoeleindes gebruik word. By die sterktedek is die stringerhoekstaal en die bogelsteel van die berghoutgang die enigste dele wat inbegryp word.

Die vereiste weerstandmoment vir langskeeps sterkte van die werklike materiaalduursnee word uitgedruk deur f.d.B. waarin f die faktor is wat uit die onderstaande tabel verkry word:—

L.	f.	L.	f.
100	1.80	380	9.40
120	2.00	380	10.30
140	2.35	400	11.20
160	2.70	420	12.15
180	3.15	440	13.10
200	3.60	460	14.15
220	4.20	480	15.15
240	4.80	500	16.25
260	5.45	520	17.35
280	6.20	540	18.45
300	6.95	560	19.60
320	7.70	580	20.80
340	8.55	600	22.00

Vir tussonliggende lengtes word die waarde van f deur interpolasie bepaal.

Hierdie formule is van toepassing wanneer L nie 600 voet oorskry nie, die waarde van B geleë is tussen $\frac{L}{10} + 5$ en $\frac{L}{10} + 20$, albei ingesluit, en $\frac{L}{D_3}$ geleë is tussen 10 en 13.5, albei ingesluit.

Spant.—Vir die berekening van die weerstandmoment van die spant, word aangeneem dat die spant bestaan uit 'n spanthoekstaal en 'n keerspanthoekstaal wat elk van dieselfde afmetings en dikte is.

Weerstandmoment van die Spant.—Die weerstandmoment $\frac{I}{y}$ van die middelste spant onder die onderste ry balkke is die traagheidsmoment I van die spantduursnee ten opsigte van die neutrale as, gedeel deur die afstand y , gemeet vanaf die neutrale as tot die uitwendige van die spantduursnee en bereken sonder afrekening van nalg- en boutgate.

Die weerstandmoment word in duimewegte uitgedruk. Die vereiste weerstandmoment van die spant word aangedui deur $s \frac{(d - t)(f_1 + f_2)}{1,000}$ waarin—

s die spantafstand in duime is.
t is die vertikale afstand in voet midskeeps vanaf die bokant van die kiel tot 'n punt halfpad tussen die bokant van die dubbele bodem aan die kant en die bokant van die kinknoplant (sien figuur 2). Wanneer daar geen dubbele bodem is nie, word t gemeet tot 'n punt halfpad tussen die bokant van die wrang in die middel en die bokant van die wrang aan die kant.
f₁ is 'n koëffisiënt wat afhanglik is van H, wat in skepe met dubbele bodems die vertikale afstand in voet is van die middel van die balkbodem van die onderste ry balkke aan die kant tot 'n punt halfpad tussen die kinknoplant (sien figuur 2). Wanneer daar geen dubbele bodem is nie, word H gemeet tot 'n punt halfpad tussen die bokant van die wrang in die middel en die bokant van die wrang aan die kant. Wanneer die spant as gevolg van die vorm van die skip ekstra sterkte verkry, moet by die bepaling van die waarde van f₁ hierneer rekening gehou word.
f₂ is 'n koëffisiënt wat afhanglik is van K wat die vertikale afstand in voet is vanaf die bokant van die onderste ry balkke tot 'n punt 7 voet 6 duim bokant die vryboordel aan die kant of, indien daar 'n kolou is, tot 'n punt 12 voet 6 duim bo die vryboordel aan die kant (sien figuur 2). Die waardes van f₁ en f₂ word uit die volgende tabelle verkry:

H in voet	0	7	9	11	13	15	17	19	21	23	25
f ₁	9	11	12.5	15	19	24	29.5	36	43	51	59

K in voet	0	5	10	15	20	25	30	35	40
f ₂	0	0.5	1.0	2.0	3.0	4.5	6.5	9.0	12.0

Tussengeleë waardes word deur interpolasie verkry.

Hierdie formule is van toepassing wanneer die waarde van D geleë is tussen 15 voet en 60 voet, albei ingesluit, die waardes van B geleë is tussen $\frac{L}{10} + 5$ en $\frac{L}{10} + 20$, albei ingesluit, $\frac{L}{D_3}$ geleë is tussen 10 en 13.5, albei ingesluit, en die horisontale afstand van die buitekant van die spant tot die middel van die eerste ry stutte 20 voet nie te bove gaan nie.

In single deck ships of ordinary form where H does not exceed 18 feet, the frame modulus determined by the preceding method is multiplied by the factor f_2 where

$$f_2 = .50 + .05(H - 8).$$

Where the horizontal distance from the outside of the frame to the centre of the first row of pillars exceeds 20 feet, the Assigning Authority is to be satisfied that sufficient additional strength is provided.

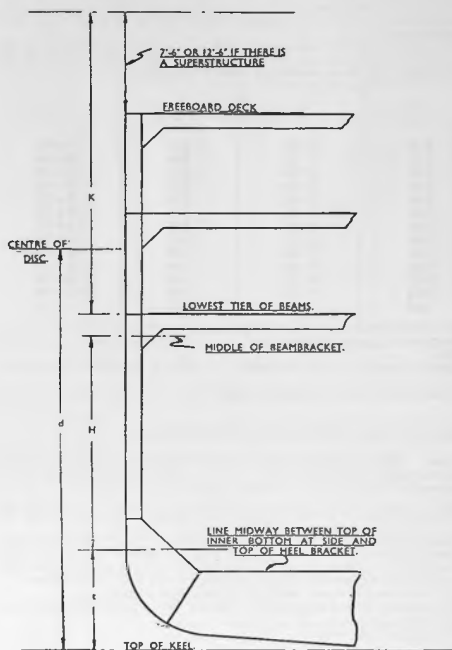


FIGURE 2.

Superstructures.

RULE XXXVIII.

Height of Superstructure.

The height of a superstructure is the least vertical height measured from the top of the superstructure deck to the top of the freeboard deck beams minus the difference between D and the moulded depth. (See Rules XXXIV and XXXV.)

RULE XXXIX.

Standard Height of Superstructure

The standard height of a raised quarter deck is 3 feet for ships up to and including 100 feet in length, 4 feet for ships 250 feet in length and 6 feet for ships 400 feet in length and above. The standard height of any other superstructure is 6 feet for ships up to and including 250 feet in length and 7 feet 6 inches for ships 400 feet in length and above. The standard height at intermediate lengths is obtained by interpolation.

RULE XL.

Length of Superstructure (8)

The length of a superstructure is the mean covered length of the parts of the superstructure which extend to the sides of the ship and lie within lines drawn perpendicular to the extremities of the Summer load water-line, as defined in Rule XXXII.

RULE XLI.

Enclosed Superstructure.

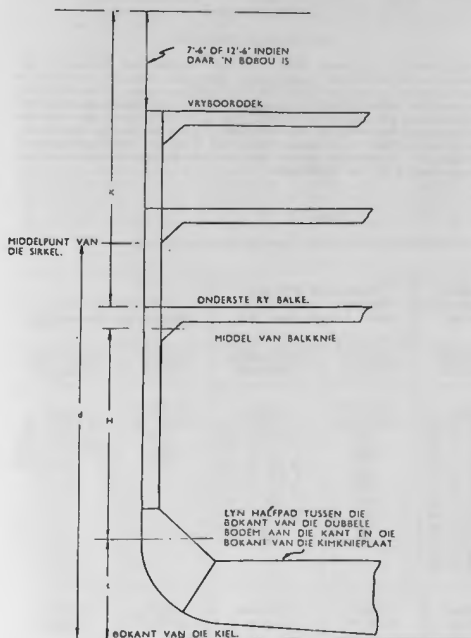
A detached superstructure is regarded as enclosed only where—

- (a) the enclosing bulkheads are of efficient construction (see Rule XLII);

In oondekskepe van gewone vorm, wanneer H nie groter as 18 voet is nie, word die weerstaandmoment van die spant wat volgens die voorgaande metode bepaal is, met die faktor f_s vermenigvuldig waarby

$$f_s = .50 + .05 (H - 8)$$

Wanneer die horisontale afstand van die buitekant van die spant tot die middel van die eerste ry stutte 20 voet te bowe gaan, moet die toewysende owerheid daarvan oortuig wees dat daar voorsiening gemaak is vir voldoende ekstra sterkte.



Figuur 2.

Bobou.

VOORSKRIF XXXVIII.

Hoogte van die Bobou.

Die hoogte van 'n bobou is die kleinste vertikale hoogte gemeet vanaf die bokant van die boboudek tot die bokant van die vryboord dekbalk min die verskil tussen D en die helte ooreenkomstig die nul (sien voorskrifte XXXIV en XXXV).

VOORSKRIF XXXIX.

Standaardhoogte van die Bobou.

Die standaardhoogte van 'n verhoogde halfdek is 3 voet in die geval van skepe tot en met inbegrip van 'n lengte van 100 voet, 4 voet in die geval van skepe met 'n lengte van 250 voet en 6 voet in die geval van skepe met 'n lengte van 400 voet en meer. Die standaardhoogte van enige ander bobou is 6 voet in die geval van skepe tot en met inbegrip van 'n lengte van 250 voet en 7 voet 6 duim in die geval van skepe met 'n lengte van 400 voet en meer. Die standaardhoogte vir tussengeleë lengtes word deur interpolasie verkry.

VOORSKRIF XL.

Lengte van die Bobou (S).

Die lengte van 'n bobou is die gemiddelde bedekte lengte van die dele van die bobou wat hulle uitstrekk van boort tot boord en geleë is binne lyno wat loodreg getrek is op die uiteindes van die sonnerhullyn soos bepaal in voorskrif XXXII.

VOORSKRIF XLI.

Geslote Bobou.

'n Alleenstaande bobou word slegs as geslote beskou wanneer—

(a) die eindbeskotte sterk genoeg gebou is (sien voorskrif XLII);

- (b) the access openings in these bulkheads are fitted with Class 1 or Class 2 closing appliances (see Rules XLIII and XLIV);
- (c) all other openings in sides or ends of the superstructure are fitted with efficient weathertight means of closing; and
- (d) independent means of access to crew, machinery, bunker and other working spaces within bridges and peeps are at all times available when the bulkhead openings are closed.

RULE XLII.

Superstructure Bulkheads.

Bulkheads at exposed ends of poops, bridges and forecastles are deemed to be of efficient construction where the Assigning Authority is satisfied that, in the circumstances, they are equivalent to the following standard for ships with minimum freeboards under which standard the stiffeners and plating are of the scantlings given in Table 3, the stiffeners are spaced 30 inches apart, the stiffeners on poop and bridge front bulkheads have efficient end connections, and those on after bulkheads of bridges and forecastles extend for the whole distance between the margin angles of the bulkheads.

TABLE 3.

Exposed Bulkheads of Superstructures of Standard Height.

Bridge Front Bulkheads. Unprotected Bulkheads of Poops 4 L or more in Length.		Bulkheads of Poops Partially Protected or less in Length than 4 L.		After Bulkheads of Bridges and Forecastles.	
Length of Ship.	Bulk Angle Stiffeners.	Length of Ship.	Plain Angle Stiffeners.	Length of Ship.	Plain Angle Stiffeners.
Feet. Under 160	Inches. $5\frac{1}{2} \times 3 \times 30$	Feet. Under 160	Inches. $3 \times 2\frac{1}{2} \times 30$	Feet. Under 160	Inches. $2\frac{1}{2} \times 2\frac{1}{2} \times 26$
160	$6 \times 3 \times 32$	160	$3\frac{1}{2} \times 2\frac{1}{2} \times 32$	160	$3 \times 2\frac{1}{2} \times 28$
200	$6\frac{1}{2} \times 3 \times 34$	200	$4 \times 3 \times 34$	250	$3\frac{1}{2} \times 3 \times 30$
240	$7 \times 3 \times 36$	260	$4\frac{1}{2} \times 3 \times 36$	350	$4 \times 3 \times 32$
280	$7\frac{1}{2} \times 3 \times 38$	300	$5 \times 3 \times 38$		
320	$8 \times 3 \times 40$	360	$5\frac{1}{2} \times 3 \times 42$		
360	$8\frac{1}{2} \times 3 \times 42$	400	$6 \times 3 \times 44$		
400	$9 \times 3 \times 44$	460	$6\frac{1}{2} \times 3\frac{1}{2} \times 46$		
440	$9\frac{1}{2} \times 3\frac{1}{2} \times 46$	500	$7 \times 3\frac{1}{2} \times 48$		
480	$10 \times 3\frac{1}{2} \times 48$	560	$7 \times 3\frac{1}{2} \times 50$		
520	$10\frac{1}{2} \times 3\frac{1}{2} \times 50$				
560	$11 \times 3\frac{1}{2} \times 52$				

Length of Ship.	Bulkhead Plating.	Length of Ship.	Bulkhead Plating.	Length of Ship.	Bulkhead Plating.
Feet. 260 and under	Inches. -3	Feet. 160 and under	Inches. -24	Feet. 160 and under.	Inches. -20
380 and above.	-44	400 and above.	-38	400 and above.	-30

For ships intermediate in length the thicknesses of bulkhead plating are obtained by interpolation.

Appliances for Closing Access Openings in Bulkheads at Ends of Detached Superstructures.

RULE XLIII.

Class 1 Closing Appliances.

These appliances are of iron and steel, are in all cases permanently and strongly attached to the bulkhead, are framed, stiffened and fitted so that the whole structure is of equivalent strength to the unpierced bulkhead, and are weathertight when closed. The means for securing these appliances are permanently attached to the bulkhead or to the appliances, and the latter are so arranged that they can be closed and secured from both sides of the bulkhead or from the deck above. The sills of the access openings are at least 15 inches above the deck.

RULE XLIV.

Class 2 Closing Appliances.

These appliances are (a) strongly framed hard wood hinged doors, which are not more than 30 inches wide nor less than 2 inches thick; or (b) shifting boards fitted for the full height of the opening in channels riveted to the bulkhead, the shifting boards being at least 2 inches thick where the width of opening is 30 inches or less, and increased in thickness at the rate of 1 inch for each additional 15 inches of width, or (c) portable plates of equal efficiency.

- (b) die toegangsopenings in hierdie beskotte van afsluitingsmiddels van die 1ste of 2de klas voorsien is (sien voorskrifte XLIII en XLIV);
- (c) alle ander openings in die skeepsboord in die ente van die bebou voorsien is van doeltreffende afsluitingsmiddels wat dit is teen wind en weer; en
- (d) onafsluitbare toegang tot bemanningsruimtes, masjienruimtes, brandstofbergsplekke en ander verknimtes binne brughuise in kampanjes te alle tye beskikbaar is wanneer die openings en die beskotte gesluit is.

VOORSKRIFTE XLII.

Beskotte van die Bobou.

Beskotte aan die blougestelde eendes van kampanjes, brughuise en bakke word gegag van deugdelike konstruksie te wees wanneer die toewysende owerheid oortuig is dat hulle onder omstandighede, gelykwaardig is aan die volgende standaard vir skope met 'n minimum vryboord. Volgens hierdie standaard het die verswingsstye in die belyplating die afmetings soos in tabel 3 voorgestel, is die stye 30 duim van mekaar gespasieer, het die stye op die beskotte aan die voorkant van die kampanje en van die brughuis deugdelike eindverbindings en loop die stye op die beskotte aan die agterkant van die brughuis en van die bak oor die hele afstand tussen die randloekstale van die beskotte deur.

TABEL 3.

Blougestelde Beskotte van 'n Bobou met Standaardhoogte.

Beskotte aan die voorkant van 'n brughuis. Onboksormde beskotte met 'n kampanje met 'n lengte van -4 L of groter.		Beskotte van 'n kampanje wat gedeeltelik beskerm is of 'n lengte het van minder as -4 L.		Beskotte aan die agterkant van 'n brughuis of 'n bak.	
Lengte van skip.	Styl van hulleboekstale.	Lengte van skip.	Styl van gewone loekstale.	Lengte van skip.	Styl van gewone loekstale.
Voet. Minder as 160	Duim.	Voet. Minder as 160	Duim.	Voet. Minder as 160	Duim.
160	$6\frac{1}{2} \times 3 \times 30$	160	$3 \times 2\frac{1}{2} \times 30$	160	$2\frac{1}{2} \times 2\frac{1}{2} \times 26$
200	$6 \times 3 \times 32$	200	$3\frac{1}{2} \times 2\frac{1}{2} \times 32$	200	$3 \times 2\frac{1}{2} \times 28$
240	$6\frac{1}{2} \times 3 \times 34$	240	$4 \times 3 \times 34$	240	$3\frac{1}{2} \times 3 \times 30$
280	$7 \times 3 \times 36$	280	$4\frac{1}{2} \times 3 \times 36$	280	$4 \times 3 \times 32$
320	$7\frac{1}{2} \times 3 \times 38$	300	$5 \times 3 \times 38$		
360	$8 \times 3 \times 40$	360	$6\frac{1}{2} \times 3 \times 42$		
400	$8\frac{1}{2} \times 3 \times 42$	400	$6 \times 3 \times 44$		
440	$9 \times 3 \times 44$	460	$6\frac{1}{2} \times 3\frac{1}{2} \times 46$		
480	$9\frac{1}{2} \times 3\frac{1}{2} \times 46$	500	$7 \times 3\frac{1}{2} \times 48$		
520	$10 \times 3\frac{1}{2} \times 48$	560	$7 \times 3\frac{1}{2} \times 50$		
560	$10\frac{1}{2} \times 3\frac{1}{2} \times 50$				
560	$11 \times 3\frac{1}{2} \times 52$				
Lengte van skip.	Beskat-belyplating.	Lengte van skip.	Beskat-belyplating.	Lengte van skip.	Beskat-belyplating.
Voet. 200 en kleiner.	Duim. -3	Voet. 160 en kleiner.	Duim. -24	Voet. 160 en kleiner.	Duim. -26
380 en groter.	-14	400 en groter.	-38	400 en groter.	-30

Vir skope met 'n tussengelye lengte moet die dikte van die beskatbelyplating deur interpolasie verkry word.

Inrigtings om die Toegangsopenings in Beskotte aan die Ente van 'n Alleenstaande Bobou af te Sluit.

VOORSKRIFTE XLIII.

Afsluitingsmiddels van die 1ste Klas.

Hierdie afsluitingsmiddels moet van yster of staal wees, in alle gevalle blywend en stewig aan die beskat bevestig, ingesam, verstyl of sodanig aangebring wees dat die hele struktuur met so sterk is as die intakte beskat en moet, wanneer hulle gesluit is, dig wees teen wind en weer. Die middels waarvoor hierdie inrigtings bevestig word, moet blywend aan die beskat of aan die inrigtings self bevestig wees en hierdie middels moet sodanig wees dat hulle aan beide kante van die beskat of van die dek daarby gesluit en bevestig kan word. Die drumpels van die toegangsopenings moet minstens 15 duim bo die dek wees.

VOORSKRIFTE XLIV.

Afsluitingsmiddels van die 2de Klas.

Hierdie middels is (a) harde geskarnierde houtdeure met stewige relingwerk, wat nie meer as 20 duim breed en nie minder as 2 duim dik is nie; of (b) los plankte wat oor die volle hoogte van die opening aangebring is tussen kennistaters wat op die beskat vasgeklank is. Hierdie los plankte moet minstens 2 duim dik wees wanneer die wydte van die opening 30 duim of minder is en waarvan die dikte vermeerder moet word in die verhouding van 1 duim vir elke vermeerdering van 15 duim in die wydte; of (c) ewe doeltreffende verplussbare plate.

Temporary Appliances for Closing Openings in Superstructure Decks.

RULE XLV.

Temporary closing appliances for middle line openings in the deck of an enclosed superstructure consist of—

- (a) a steel coaming not less than 9 inches in height efficiently riveted to the deck;
- (b) hatchway covers as required by Rule X, secured by hemp lashings; and
- (c) hatchway supports as required by Rules XI and XII, and Table 1 or 2.

Effective Length of Detached Superstructures.

RULE XLVI.

General.

Where exposed bulkheads at the ends of poops, bridges, and fore-castles are not of efficient construction (see Rule XLII) they are considered as non-existent.

Where in the side-plating of a superstructure there is an opening not provided with permanent means of closing, the part of the superstructure in way of the opening is regarded as having no effective length.

Where the height of a superstructure is less than the standard its length is reduced in the ratio of the actual to the standard height. Where the height exceeds the standard, no increase is made in the length of the superstructure.

RULE XLVII.

Poop.

Where there is an efficient bulkhead and the access openings are fitted with Class 1 closing appliances, the length to the bulkhead is effective. Where the access openings in an efficient bulkhead are fitted with Class 2 closing appliances and the length to the bulkhead is $\cdot 5 L$ or less, 100 per cent. of that length is effective; where the length is $\cdot 7 L$ or more, 90 per cent. of that length is effective; where the length is between $\cdot 5 L$ and $\cdot 7 L$, an intermediate percentage of that length is effective; where an allowance is given for an efficient adjacent trunk (see Rule LI) 90 per cent. of the length to the bulkhead is to be taken as effective. 50 per cent. of the length of an open poop or of an open extension beyond an efficient bulkhead is effective.

RULE XLVIII.

Raised Quarter Deck.

Where there is an efficient intact bulkhead, the length to the bulkhead is effective. Where the bulkhead is not intact, the superstructure is considered as a poop of less than standard height.

RULE XLIX.

Bridge.

Where there is an efficient bulkhead at each end, and the access openings in the bulkheads are fitted with Class 1 closing appliances, the length between the bulkheads is effective.

Where the access openings in the forward bulkhead are fitted with Class 1 closing appliances and the access openings in the after bulkhead with Class 2 closing appliances, the length between the bulkheads is effective; where an allowance is given for an efficient trunk, adjacent to the after bulkhead (see Rule LI), 90 per cent. of the length is effective. Where the access openings in both bulkheads are fitted with Class 2 closing appliances, 90 per cent. of the length between the bulkheads is effective. Where the access openings in the forward bulkhead are fitted with Class 1 or Class 2 closing appliances and the access openings in the after bulkhead have no closing appliances, 75 per cent. of the length between the bulkheads is effective. Where the access openings in both bulkheads have no closing appliances, 50 per cent. of the length is effective. 75 per cent. of the length of an open extension beyond the after bulkhead, and 50 per cent. of that beyond the forward bulkhead, are effective.

RULE L.

Forecastle.

Where there is an efficient bulkhead and the access openings are fitted with Class 1 or Class 2 closing appliances, the length to the bulkhead is effective. Where no closing appliances are fitted and the sheer forward of amidships is not less than the standard sheer, 100 per cent. of the length of the fore-castle forward of $\cdot 1 L$ from the forward perpendicular is effective; where the sheer forward is half the standard sheer or less, 50 per cent. of that length is effective; and where the sheer forward is intermediate between the standard and half the standard sheer, an intermediate percentage of that length is effective. 50 per cent. of the length of an open extension beyond the bulkhead or beyond $\cdot 1 L$ from the forward perpendicular is effective.

Tydlike Inrigtings vir die Afsluit van Openings in Boboudekkas.

VOORSKRIF XLV.

Tydlike afsluitingsmiddels vir openings in die middelvank in die dak van 'n geslote bobou bestaan uit:—

- (a) 'n staallaaihoof van minstens 9 duim hoog wat op deugdelike wyse op die dak vasgeklink is;
- (b) luik soos voorgeskryf in voorskrif X, wat bevestig is deur middel van hennespjorring; en
- (c) luikatutto soos voorgeskryf in voorskrifte XI en XII en in tabelle 1 en 2.

Effektiewe Lengte van 'n Alleenstaande Bobou.

VOORSKRIF XLVI.

Algemeen.

Wanneer blootgestelde oindbeskotte van kampanje, brûe en haldke nie doeltreffend gebou is nie (sien voorskrif XLII), word hulle as nie-bestaande beskou.

Wanneer daar in die syboplatting van 'n bobou 'n opening aangebring is wat nie van permanente afsluitingsmiddel voorsien is nie, word dit beskou dat die gedeelte van die bobou dwars van die opening geen effektiewe lengte het nie.

Wanneer die hoogte van 'n bobou geringer is as die standaardhoogte, word die lengte daarvan eweredig met die verhouding van die werklike tot die standaardhoogte verminder. Wanneer die hoogte die standaardhoogte oorskry, word die lengte van die bobou nie vermeerder nie.

VOORSKRIF XLVII.

Kampanje.

Wanneer daar 'n doeltreffende beskot is en die toegangsopenings van afsluitingsmiddels van die 1ste klas voorsien is, is die lengte tot by die beskot effektief. Wanneer die toegangsopenings in 'n doeltreffende beskot van afsluitingsmiddels van die 2de klas voorsien is en die lengte tot by die beskot $\cdot 5$ L of minder is, is 100 persent van daardie lengte effektief; wanneer die lengte $\cdot 7$ L of meer is, is 90 persent van daardie lengte effektief; wanneer die lengte tussen $\cdot 5$ L en $\cdot 7$ L geleë is, is 'n tussengeleë persentasie van daardie lengte effektief; wanneer 'n vermindering toegestaan word vir 'n doeltreffende aangrensende trunk (sien voorskrif LI), word 90 persent van die lengte tot by die beskot as effektief beskou. Van die lengte van 'n oop kampanje of van 'n oop verlengstuk van 'n kampanje onderkant 'n doeltreffende beskot, is 50 persent effektief.

VOORSKRIF XLVIII.

Verhoogde Halfdek.

Wanneer daar 'n doeltreffende intakte beskot is, is die lengte tot by die beskot effektief. Indien die beskot nie intak is nie, word die bobou as 'n kampanje van minder as standaardhoogte beskou.

VOORSKRIF XLIX.

Brughuis.

Wanneer daar 'n doeltreffende beskot aan elke ont is en die toegangsopenings in die beskotte voorsien is van afsluitingsmiddels van die 1ste klas, is die lengte tussen die beskotte effektief.

Wanneer die toegangsopenings in die frontbeskot van afsluitingsmiddels van die 1ste klas en die toegangsopenings in die agterbeskot van afsluitingsmiddels van die 2de klas voorsien is, is die lengte tussen die beskotte effektief; wanneer 'n vermindering toegestaan word vir 'n doeltreffende trunk wat aangrensend is aan die agterbeskot (sien voorskrif LI), is 90 persent van die lengte effektief. Wanneer die toegangsopenings in beide beskotte van afsluitingsmiddels van die 2de klas voorsien is, is 90 persent van die lengte tussen die beskotte effektief. Wanneer die toegangsopenings in die frontbeskot van afsluitingsmiddels van die 1ste of die 2de klas voorsien is en die toegangsopenings in die agterbeskot geen afsluitingsmiddels het nie, is 75 persent van die lengte tussen die beskotte effektief. Wanneer die toegangsopenings in beide beskotte geen afsluitingsmiddels het nie, is 50 persent van die lengte effektief. 75 Persent van die lengte van 'n oop verlengstuk agter die agterbeskot en 50 persent van 'n oop verlengstuk voor die frontbeskot is effektief.

VOORSKRIF L.

Bak.

Wanneer daar 'n doeltreffende beskot is en die toegangsopenings voorsien is van afsluitingsmiddels van die 1ste of 2de klas, is die lengte tot by die beskot effektief. Wanneer daar geen afsluitingsmiddels aangebring is nie en die seeg voor die middel van die lengte nie kleiner is as die standaardseeg nie, is 100 persent van die lengte van die bak voor $\cdot 1$ L van die voorloedlyn geneet, effektief; wanneer die seeg in die voorskip gelyk is aan of minder is as die helfte van die standaardseeg, is 50 persent van daardie lengte effektief en wanneer die seeg in die voorskip 'n waarde het wat tussen die standaardseeg en die helfte van die standaardseeg geleë is, is 'n tussengeleë persentasie van daardie lengte effektief. 50 Persent van die lengte van 'n oop verlengstuk onderkant die beskot of onderkant $\cdot 1$ L, geneet vanaf die voorloedlyn, is effektief.

RULE LI.

Trunk.

A trunk or similar structure which does not extend to the sides of the ship is regarded as efficient provided that—

- (a) the trunk is at least as strong as a superstructure;
- (b) the hatchways are in the trunk deck, and comply with the requirements of Rules VIII to XVI, and the width of the trunk deck stringer provides a satisfactory gangway and sufficient lateral stiffness;
- (c) a permanent working platform fore and aft fitted with guard rails is provided by the trunk deck, or by detached trunks connected to other superstructures by efficient permanent gangways;
- (d) ventilators are protected by the trunk, by watertight covers or by equivalent means;
- (e) open rails are fitted on the weather portions of the foreboard deck in way of the trunk for at least half their length;
- (f) the machinery casings are protected by the trunk, by a superstructure of standard height, or by a deck house of the same height and of equivalent strength.

Where access openings in poop and bridge bulkheads are fitted with Class 1 closing appliances, 100 per cent. of the length of an efficient trunk reduced in the ratio of its mean breadth to B_1 is added to the effective length of the superstructures. Where the access openings in these bulkheads are not fitted with Class 1 closing appliances 90 per cent. is added.

The standard height of a trunk is the standard height of a bridge.

Where the height of the trunk is less than the standard height of a bridge, the addition is reduced in the ratio of the actual to the standard height; where the height of hatchway coamings on the trunk deck is less than the standard height of coamings (see Rule IX), a reduction from the actual height of trunk is to be made which corresponds to the difference between the actual and the standard height of coamings.

Effective Length of Enclosed Superstructures with Middle Line Openings.

RULE LII.

Enclosed Superstructure with Middle Line Openings in the Deck Not Provided with Permanent Means of Closing.

Where there is an enclosed superstructure with one or more middle line openings in the deck not provided with permanent means of closing (see Rules VIII to XVI), the effective length of the superstructure is determined as follows:—

- (1) Where efficient temporary closing appliances are not provided for the middle line deck openings (see Rule XLV), or the breadth of opening is 80 per cent. or more of the breadth B_1 of the superstructure deck at the middle of the opening, the ship is considered as having an open well in way of each opening, and freeing ports are to be provided in way of this well. The effective length of superstructure between openings is governed by Rules XLVII, XLIX and L.
- (2) Where efficient temporary closing appliances are provided for middle line deck openings and the breadth of opening is less than $\cdot 8 B_1$, the effective length is governed by Rules XLVII, XLIX and L, except that where access openings in 'tween deck bulkheads are closed by Class 2 closing appliances, they are regarded as being closed by Class 1 closing appliances in determining the effective length. The total effective length is obtained by adding to the length determined by (1) the difference between this length and the length of the ship modified in the ratio of—

$$\frac{B_1 - b}{B_1} \text{ where } b = \text{breadth of deck opening;}$$

$$\frac{B_1 - b}{B_1} \text{ where } \frac{B_1 - b}{B_1} \text{ is greater than } \cdot 5 \text{ it is taken as } \cdot 5.$$

Deductions for Superstructures.

RULE LIII.

Deductions for Superstructures.

Where the effective length of superstructures is 1·0 L, the deduction from the freeboard is 44 inches at 80 feet length of ship, 34 inches at 280 feet length, and 42 inches at 400 feet length and above; deductions at intermediate lengths are obtained by interpolation. Where the total effective length of superstructure is less than 1·0 L, the deduction is a percentage obtained from the following Table:—

VOORSKRIF LII.

Trunk.

'n Trunk of 'n soortgelyke konstruksie wat hom nie tot die skeepsboordo uitstrekk nie, word as effektief beskou mits—

- (a) die trunk so sterk is as 'n bobou;
- (b) die luik op die trunkdekk aangebryng is en voldoen aan die vereistes van voorskrifte VIII tot XVI, en die breedte van die stringerplaat van die trunkdekk 'n bevredigende oorgangsbryng op 'n toereikende dwarskeerp verstywing verskerk;
- (c) die trunkdekk van voor tot agter 'n blywende, begaanbare platform wat van relingwerk voorsien is, vorm of gevorm word deur onderbroke trunks wat met ander gedeeltes van die bobou deur doeltreffende en blywende loopprijs verbind is;
- (d) lugkokers deur die trunk deur middel van waterdigte deksels of gelykwaardige middels beskerm word;
- (e) naas die trunk op die gedeeltes van die vryboorddekk wat aan wind en weer blootgestel is, oop relingwerk oor minstens die helfte van hul lengte aangebryng is;
- (f) die masjinerieskotte deur die trunk deur middel van 'n bobou van standaardhoogte of deur 'n delhuis van dieselfde hoogte en van ooreenkomstige sterkte, beskerm is.

Wanneer toegangsopenings in beskotte van die kampanjes of van die brug van afsluitingsmiddels van die late klas voorsien is, word 100 persent van die lengte van 'n doeltreffende trunk verminder in verhouding van sy gemiddelde breedte tot B by die effektiewe lengte van die bobou gevoeg. Wanneer die toegangsopenings in hierdie beskotte nie van afsluitingsmiddels van die late klas voorsien is nie, word 90 persent bygetel.

Die standaardhoogte van 'n trunk is gelyk aan die standaardhoogte van 'n brug.

Wanneer die hoogte van 'n trunk kleiner is as die standaardhoogte van 'n brug, word die toevoeging in die verhouding van die werklike tot die standaardhoogte verminder; wanneer die hoogte van die laaihoofde op die trunkdekk geringer is as die standaardhoogte van laaihoofde (sien voorskrif IX), moet 'n vermindering van die werklike hoogte van die trunk, gelyk aan die verskil tussen die werklike en die standaardhoogte van laaihoofde, aangebryng word.

Effektiewe Lengte van 'n Geslote Bobou met Openings wat in die Hartlyn geleë is.

VOORSKRIF LII.

Geslote Bobou met Openings in die Hartlyn geleë wat nie van Blywende Afsluitingsmiddels voorsien is nie.

In die geval van 'n geslote bobou met een of meer hartlynopenings in die dek wat nie van blywende afsluitingsmiddels voorsien is nie (sien voorskrifte VIII tot XVI), word die effektiewe lengte van die bobou as volg bepaal:—

- (1) Wanneer daar nie vir doeltreffende tydelike afsluitingsmiddels van die hartlynopenings in die dek (sien voorskrif XLV) voorsiening gemaak is nie of die breedte van die opening 80 persent of meer beina van die breedte van B₁ van die boboudek op die middel van die opening gemeet, word dit beskou dat die skip ter plaatse van elke opening 'n oop kuil het en moet waterafvoeroppoorte op die plek van hierdie kuil aangebryng word. Die effektiewe lengte van die bobou tussen openings word bepaal volgens voorskrifte XLVII, XLIX en L.
- (2) Wanneer doeltreffende tydelike middels vir die afsluiting van hartlynopenings in die dek aangebryng is en die breedte van die opening minder is as $\cdot 8 B_1$, word die effektiewe lengte bepaal volgens voorskrifte XLVII, XLIX en L, behalwe dat, wanneer toegangsopenings in beskotte van tussenokke deur afsluitingsmiddels van die 2de klas gesluit is, deur by die bepaling van die effektiewe lengte beskou word dat laai deur afsluitingsmiddels van die late klas gesluit is. Die totale effektiewe lengte word verkry deur by die lengte volgens (1) bepaal, die verskil tussen hierdie lengte en die skeeps lengte by te reken, gewysig in die verhouding—

$$\frac{B_1 - b}{B_1} \text{ waar } b = \text{die breedte van die dekopening;}$$

$$\frac{B_1 - b}{B_1} \text{ waar } b = \text{die breedte van die dekopening;}$$

$$\frac{B_1 - b}{B_1} \text{ waar } b = \text{die breedte van die dekopening;}$$

$$\frac{B_1 - b}{B_1} \text{ waar } b = \text{die breedte van die dekopening;}$$

Aftekings vir Bobou.

VOORSKRIF LIII.

Aftekings vir Bobou.

Wanneer die effektiewe lengte van die bobou gelyk is aan 1-0 L, is die aftekening van die vryboord 14 duim vir 'n skeeps lengte van 80 voet, 34 duim vir 'n lengte van 260 voet en 42 duim vir 'n lengte van 400 voet en meer. By tussenliggende lengtes word die aftekings deur interpolasie verkry. Wanneer die totale effektiewe lengte van 'n bobou minder is as 1-0 L, is die aftekening 'n persentasie wat uit die onderstaande tabel verkry word:—

Type of Superstructures.	Total Effective Length of Superstructure (E).										Line.	
	0	.1 L	.2 L	.3 L	.4 L	.5 L	.6 L	.7 L	.8 L	.9 L		1.0 L
	%	%	%	%	%	%	%	%	%	%	%	
All types with forecastle and without detached bridge	0	5	10	15	23.5	32	46	63	75.3	87.7	100	A
All types with forecastle and detached bridge*	0	6.3	12.7	19	27.6	36	46	63	75.3	87.7	100	B

* Where the effective length of a detached bridge is less than ·2 L the percentages are obtained by interpolation between lines B and A.

Where no forecastle is fitted the above percentages are reduced by 5.

Percentages for intermediate lengths of superstructures are obtained by interpolation.

Sheer.

RULE LIV.

General.

The sheer is measured from the deck at side to a line of reference drawn parallel to the keel through the sheer line at amidships.

In ships designed to trim by the stern in service, the sheer may be measured in relation to the load line, provided an additional mark is placed at ·25 L forward of amidships, to indicate the assigned load line. This mark is to be similar to the load line disc amidships.

In flush deck ships and in ships with detached superstructures the sheer is measured at the freeboard deck.

In ships with topsides of unusual form in which there is a step or break in the topsides, the sheer is considered in relation to the equivalent depth amidships. (See Rule XXXV.)

In ships with a superstructure of standard height which extends over the whole length of the freeboard deck, the sheer is measured at the superstructure deck; where the height exceeds the standard the sheer may be considered in relation to the standard height.

Where a superstructure is intact or access openings in its enclosing bulkheads are fitted with Class 1 closing appliances, and the superstructure deck has at least the same sheer as the exposed freeboard deck, the sheer of the enclosed portion of the freeboard deck is not taken into account.

RULE LV.

Standard Sheer Profile.

The ordinates (in inches) of the standard sheer profile are given in the following table, where L is the number of feet in the length of the ship:—

Station.	Ordinate.	Factor.
A.P.	·1 L + 10	1
1/8 L from A.P.	·0445 L + 4·45	4
1/3 L from A.P.	·011 L + 1·1	2
Amidships	0	4
1/3 L from F.P.	·022 L + 2·2	2
1/8 L from F.P.	·089 L + 8·9	4
F.P.	·2 L + 20	1

A.P. = After end of Summer load water-line. F.P. = Fore end of Summer load water-line.

RULE LVI.

Measurement of Variations from Standard Sheer Profile.

Where the sheer profile differs from the standard, the seven ordinates of each profile are multiplied by the appropriate factors given in the table of ordinates. The difference between the sum of the respective products, divided by eighteen, measures the deficiency or excess of sheer. Where the after half of the sheer profile is greater than the standard and the forward half is less than the standard, no credit is allowed for the part in excess and the deficiency only is measured.

Where the forward half of the sheer profile exceeds the standard, and the after portion of the sheer profile is not less than 75 per cent. of the standard, credit is allowed for the part in excess; where the after part is less than 50 per cent. of the standard no credit is given for the excess sheer forward. Where the after sheer is between 50 per cent. and 75 per cent. of the standard, intermediate allowances may be granted for excess sheer forward.

RULE LVII.

Correction for Variations from Standard Sheer Profile.

The correction for sheer is the deficiency or excess of sheer. (See Rule LVI), multiplied by $\frac{S}{2L} - .75$, where S is the total length of superstructure, as defined in Rule XL.

Bobou.	Totale effektiwye lengte van bobou (E).											Lyn.
	0	-1 L	-2 L	-3 L	-4 L	-5 L	-6 L	-7 L	-8 L	-9 L	-10 L	
Alle tipes met bak en sonder afsonderlike brughuis ..	%	%	%	%	%	%	%	%	%	%	%	
Alle tipes met bak en afsonderlike brughuis* ..	0	5	10	15	23.6	32	46	63	75.3	87.7	100	A
	0	6.3	12.7	19	27.6	36	46	63	75.3	87.7	100	B

* Wanneer die effektiwye lengte van 'n afsonderlike brughuis minder is as -2 L, word die persentasie deur interpolasie tussen die lyn B en A verkry.
Wanneer daar geen bak aangebring is nie, word hogenoemde persentasies met 5 verminder.
Persentasies vir tussengete lengtes van bobou word deur interpolasie verkry.

Soeg.

VOORSKRIF LIV.

Algemeen.

Die soeg word gemeet van die dek aan die kant tot 'n denkbeeldige lyn wat parallel aan die kiël midskoeps deur die soeglyn getrek is.

In skope wat met 'n stuurklas ontwerp is, mag die soeg volgens die laslyn gemeet word mits 'n ekstra merk -25 L voor die middel van die lengte aangebring word om die toegewese laslyn aan te gee. Hierdie merk moet ooreenstem met die merk van die laslyn midskoeps.

In gladde skope en in skope met onderbreke bobou word die soeg op die vryboorddek gemeet.

In skope waarvan die bolant van die skeepsboord 'n ongewone vorm het en waarby 'n terugwyking of verspreiding in die bolant voorkom, word die soeg boskou in verhouding tot die gelykwaardige holte midskoeps (sien voorskrif XXXV).

In skope met 'n bobou van standaardhoogte wat hom oor die hele lengte van die vryboorddek uitstrekt, word die soeg op die boboudek gemeet; wanneer die hoogte die standaardhoogte oorskry, mag die soeg in verhouding tot die standaardhoogte boskou word.

Wanneer 'n bobou intak is of die toegangsoponings in die begrensende beskepte van afsluitingsmiddels van die laas klas voorsien is en die boboudek minstens dieselfde soeg het as die blootgestelde vryboorddek, word die soeg van die ingeslote gedeelte van die vryboorddek nie in ag geneem nie.

VOORSKRIF LV.

Standaardseeglyn.

Die ordinate (in duim) van die standaardseeglyn word in die volgende tabel aangegee waarin L die lengte van die skip in voet voorstel:—

Plek waar gemeet.	Ordinaat.	Faktor.
ALL	-1 L + 10	1
1/6 L van ALL	-0.445 L + 4.45	4
1/3 L van ALL	-0.11 L + 1.1	2
Midskoeps	0	4
1/3 L van VLL	-0.22 L + 2.2	2
1/6 L van VLL	-0.09 L + 0.9	4
VLL	-2 L + 20	1

ALL = agterste van die somerlaslyn. VLL = voorste van die somerlaslyn.

VOORSKRIF LVI.

Meting van Afwykings van die Standaardseeglyn.

Wanneer die seeglyn nie met die standaardseeglyn saamval nie, word die sewe ordinate van albei lyne met die daarby behorende faktore, soos aangegee in die tabel van ordinate, vormoenigvuldig. Die verskil tussen die somme van die onderskeie produkte, gedeel deur 18, gee die tekort aan of die oormaat van soeg aan. Wanneer die agterste helfte van die seeglyn groter is as die standaard en die voorste helfte kleiner is as die standaard, word die oormaat nie in aanmerking geneem nie en word slegs die tekort gemeet.

Wanneer die voorste helfte van die seeglyn groter is as die standaard en die agterste gedeelte van die seeglyn nie kleiner is as 75 persent van die standaard nie, word die oormaat in aanmerking geneem; wanneer die agterste gedeelte minder is as 50 persent van die standaard word geen rekening gehou met die oormaat van soeg in die voorskrif nie. Wanneer die soeg in die agterskip 'n waarde het van tussen 50 persent en 75 persent van die standaardsoeg, kan 'n tussenliggende korreksie vir die oormaat van soeg in die voorskrif toegestaan word.

VOORSKRIF LVII.

Korreksie op Grond van Afwykings van die Standaardseeglyn.

Die korreksie vir soeg is die tekort aan of die oormaat van soeg (sien voorskrif LVI), vernaagvuldig met $\frac{S}{2L}$, waarby S die gehele lengte van die bobou is, soos omskrywe in voorskrif XL.

RULE LVIII.

Addition for Deficiency in Sheer.

Where the sheer is less than the standard, the correction for deficiency in sheer (see Rule LVII) is added to the freeboard.

RULE LIX.

Deduction for Excess Sheer.

In flush deck ships and in ships where an enclosed superstructure covers $\cdot 1$ L before and $\cdot 1$ L abaft amidships, the correction for excess of sheer (see Rule LVII) is deducted from the freeboard; in ships with detached superstructures where no enclosed superstructure covers amidships, no deduction is made from the freeboard; where an enclosed superstructure covers less than $\cdot 1$ L before and $\cdot 1$ L abaft amidships, the deduction is obtained by interpolation. The maximum deduction for excess sheer is $1\frac{1}{2}$ inches at 100 feet and increases at the rate of $1\frac{1}{2}$ inches for each additional 100 feet in the length of the ship.

Round of Beam.

RULE LX.

Standard Round of Beam.

The standard round of beam of the freeboard deck is one-fiftieth of the breadth of the ship.

RULE LXI.

Round of Beam Correction.

Where the round of beam of the freeboard deck is greater or less than the standard, the freeboard is decreased or increased respectively by one-fourth of the difference between the actual and the standard round of beam, multiplied by the proportion of the length of the freeboard deck not covered by enclosed superstructures. Twice the standard round of beam is the maximum for which allowance is given.

Minimum Freeboards.

RULE LXII.

Summer Freeboard.

The minimum freeboard in Summer is the freeboard derived from the Freeboard Table after corrections for departures from the standards and after deduction for superstructures.

The freeboard in salt water measured from the intersection of the upper surface of the freeboard deck with the outer surface of the shell is not to be less than 2 inches.

RULE LXIII.

Tropical Freeboard.

The minimum freeboard in the Tropical Zone is the freeboard obtained by a deduction from the Summer freeboard of $\frac{1}{2}$ inch per foot of Summer draught measured from the top of the keel to the centre of the disc.

The freeboard in salt water measured from the intersection of the upper surface of the freeboard deck with the outer surface of the shell is not to be less than 2 inches.

RULE LXIV.

Winter Freeboard.

The minimum freeboard in Winter is the freeboard obtained by an addition to the Summer freeboard of $\frac{1}{2}$ inch per foot of Summer draught, measured from the top of the keel to the centre of the disc.

RULE LXV.

Winter North Atlantic Freeboard.

The minimum freeboard for ships not exceeding 330 feet in length on voyages across the North Atlantic, North of latitude 36° N., during the winter months, is the Winter freeboard plus 2 inches; for ships over 330 feet in length it is the Winter freeboard.

RULE LXVI.

Fresh Water Freeboard.

The minimum freeboard in fresh water of unit density is the freeboard obtained by deducting from the minimum freeboard in salt water $\frac{\Delta}{40T}$ inches, where

Δ = displacement in salt water in tons at the Summer load water-line, and
 T = tons per inch immersion in salt water at the Summer load water-line.

Where the displacement at the Summer load water-line cannot be certified, the deduction is to be $\frac{1}{2}$ inch per foot of Summer draught measured from the top of the keel to the centre of the disc.

VOORSKRIF LVIII.

Byvoeging vir Tekort aan Seeg.

Wanneer die seeg kleiner is as die standaardseeg word die korreksie vir die tekort aan seeg (sien voorskrif LVII) by die vryboord gevoeg.

VOORSKRIF LIX.

Aftrekking vir Oormaat van Seeg.

In gladdekskepe en in skepe waar 'n geslote bobou 1 L vóór en 1 L agter midskoeps bedek, word die korreksie vir 'n oormaat van seeg (sien voorskrif LVII) van die vryboord afgetrek; in skepe met 'n onderbroke bobou waar geen geslote bobou die middel van die skip bedek nie, word niks van die vryboord afgetrek nie; wanneer 'n geslote bobou minder as 1 L vóór en 1 L agter midskoeps bedek, word die aftrekking deur interpolasie bepaal. Die maksimum aftrekking vir 'n oormaat van seeg is 1½ duim by 'n lengte van 100 voet en neem toe met 1½ duim vir elke vermeerdering van 100 voet in die lengte van die skip.

Dekroning.

VOORSKRIF LX.

Standaarddekroning.

Die standaarddekroning van die vryboorddek is een-veertigste van die skeepsbroedte.

VOORSKRIF LXI.

Korreksie vir Dekroning.

Wanneer die dekronging van die vryboorddek groter of kleiner is as die standaard, word die vryboord onderskeidelik verklein of vergroot met 'n kwart van die verskil tussen die werklike en die standaarddekroning, vermenigvuldig met die breuk van die lengte van die vryboorddek wat nie deur 'n geslote bobou bedek is nie. Tweemaal die standaarddekroning is die maksimum waarvoor aftrekking toegestaan word.

Minimum Vryboord.

VOORSKRIF LXII.

Somer-vryboord.

Die minimum vryboord in die somer is die vryboord verkry uit die tabel vir die vryboord na korreksies weens afwykings van die standaard-groottes en na aftrekkings vir bobou.

Die vryboord in soutwater, gemeet vanaf die anylyn tussen die bo-plank van die vryboorddek en die buitevlak van die huid mag nie minder as 2 duim wees nie.

VOORSKRIF LXIII.

Tropiese Vryboord.

Die minimum vryboord in die tropiese vaargebied is die vryboord wat verkry word deur van die somervryboord ½ duim per voet van die somerdiepgang, gemeet vanaf die bokant van die kiel tot die middelpunt van die sirkel, af te trek.

Die vryboord in soutwater, gemeet vanaf die anylyn tussen die bovlak van die vryboorddek en die buitevlak van die huid mag nie minder as 2 duim wees nie.

VOORSKRIF LXIV.

Wintervryboord.

Die minimum vryboord in die winter is die vryboord wat verkry word deur 'n ½ duim per voet van die somerdiepgang, gemeet vanaf die bokant van die kiel tot die middelpunt van die sirkel, by die somervryboord by te reken.

VOORSKRIF LXV.

Wintervryboord in die Noord-Atlantiese Oseaan.

Die minimum vryboord vir skepe met 'n lengte van hoogstens 330 voet vir reise gedurende die wintermaande oor die Noord-Atlantiese oseaan ten noorde van 36° noederbroedte, is die wintervryboord plus twee duim; vir skepe wat langer is as 330 voet is dit die wintervryboord.

VOORSKRIF LXVI.

Vryboord in Soutwater.

Die minimum vryboord in soutwater van 'n soortlike gewig wat gelyk is aan 1, is die vryboord wat verkry word deur $\frac{\Delta}{40 T}$ duim van die minimum vryboord in soutwater af te trek, waarin

Δ = die waterverplasing in soutwater in tonne by die somerlaelyn, en

T = Tonne per duim indempeling in soutwater by die somerlaelyn.

Wanneer die waterverplasing by die somerlaelyn nie met zekerheid vasgestel kan word nie, moet die aftrekking 'n ½ duim per voet van die somerdiepgang wees, gemeet van die bokant van die kiel tot die middelpunt van die sirkel.

RULE LXVII.

Freeboard Table for Steamers.

Basic Minimum Summer Freeboards for Steamers which Comply with the Standards Laid Down in the Rules.

L.	Free-board.	L.	Free-board.	L.	Free-board.	L.	Free-board.
(Feet.)	(Inches.)	(Feet.)	(Inches.)	(Feet.)	(Inches.)	(Feet.)	(Inches.)
80	8-0	250	32-3	420	77-8	590	127-0
90	9-0	260	34-4	430	80-9	600	129-5
100	10-0	270	36-5	440	84-0	610	132-0
110	11-0	280	38-7	450	87-1	620	134-4
120	12-0	290	41-0	460	90-2	630	136-8
130	13-0	300	43-4	470	93-3	640	139-1
140	14-2	310	45-9	480	96-3	650	141-4
150	15-5	320	48-4	490	99-3	660	143-7
160	16-9	330	51-0	500	102-3	670	145-9
170	18-3	340	53-7	510	105-2	680	148-1
180	19-8	350	56-5	520	108-1	690	150-2
190	21-4	360	59-4	530	110-9	700	152-3
200	23-1	370	62-4	540	113-7	710	154-4
210	24-8	380	65-4	550	116-4	720	156-4
220	26-6	390	68-4	560	119-1	730	158-5
230	28-5	400	71-5	570	121-8	740	160-5
240	30-3	410	74-6	580	124-4	750	162-5

(i) The minimum freeboards for flush deck steamers are obtained by an addition to the above table at the rate of $1\frac{1}{2}$ inches for every 100 feet of length.

(ii) The freeboards at intermediate lengths are obtained by interpolation.

(iii) Where σ exceeds .08, the freeboard is multiplied by the factor $\frac{\sigma + .08}{1.36}$.

(iv) Where D exceeds $\frac{L}{16}$ the freeboard is increased by $(D - \frac{L}{16})$.

R inches, where R is $\frac{L}{130}$ at lengths less than 390 feet, and 3 at 390 feet length and above.

In a ship with an enclosed superstructure covering at least .6 L amidships, with a complete trunk, or with a combination of intact partial superstructures and trunk which extends all fore and aft, where D is less than $\frac{L}{16}$, the freeboard is reduced at the above rate. Where the height of superstructures or trunk is less than the standard height, the reduction is in the ratio of the actual to the standard height.

(v) Where the actual depth to the surface of the freeboard deck amidships is greater or less than D, the difference between the depths (in inches) is added to or deducted from the freeboard.

PART IV.

LOAD LINES FOR SAILING SHIPS.

RULE LXVIII.

Lines to be Used in Connection with the Disc.

Winter and Tropical load lines are not marked on sailing ships. The maximum load line to which sailing ships may be laden in salt water in Winter and in the Tropical Zone is the centre of the disc. (See Figure 3.)

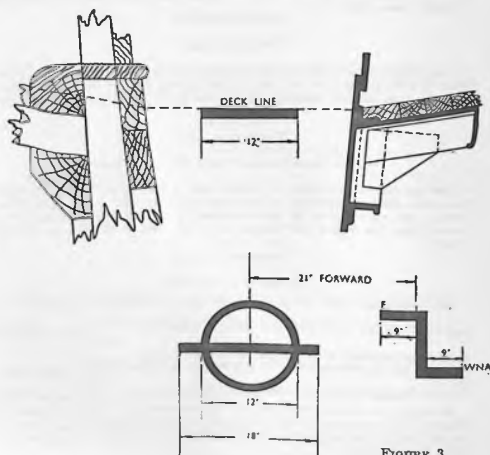


FIGURE 3.

VOORSKRIF LXVII.

Tabel vir die Vryboord van Stoomskepe.

Basiese Minimum Vryboord vir Stoomskepe wat Voldoen aan die Standaarde wat in die Voorskrifte Vastgestel is.

L.	Vry-boord.	L.	Vry-boord.	L.	Vry-boord.	L.	Vry-boord.
(Voet.)	(Duim.)	(Voet.)	(Duim.)	(Voet.)	(Duim.)	(Voet.)	(Duim.)
80	8-0	260	32-3	420	77-8	600	127-0
90	9-0	260	34-4	430	80-9	600	129-5
100	10-0	270	36-5	440	84-0	610	132-0
110	11-0	280	38-7	460	87-1	620	134-4
120	12-0	290	41-0	460	90-2	630	136-8
130	13-0	300	43-4	470	93-3	640	139-1
140	14-2	310	45-0	480	96-3	650	141-4
150	15-5	320	48-4	490	99-3	660	143-7
160	16-9	330	51-0	500	102-3	670	145-9
170	18-3	340	53-7	510	105-2	680	148-1
180	19-8	350	56-5	520	108-1	690	150-2
190	21-4	360	59-4	530	110-9	700	152-3
200	23-1	370	62-4	540	113-7	710	154-4
210	24-8	380	65-4	550	116-4	720	156-4
220	26-6	390	68-4	560	119-1	730	158-5
230	28-5	400	71-5	570	121-8	740	160-5
240	30-3	410	74-6	580	124-4	750	162-5

(i) minimum vryboord vir gladde skepe word verkry deur by die waardes volgens bostaande tabel 1½ duim per 100 voet lankte by te tel.

(ii) Die vryboord by tussengolies lanktes word deur interpolasie verkry.

(iii) Wanneer $\frac{D}{L}$ groter is as $\frac{1}{15}$ word die vryboord vormenigvuldig met die faktor $\frac{1}{1 + \frac{D}{L}}$.

(iv) Wanneer $\frac{D}{L}$ groter is as $\frac{1}{15}$ word die vryboord vormeender met $(D - \frac{L}{15})$ R duim, waarin R gelyk is aan $\frac{L}{130}$ by lanktes van minder as 390 voet en 3 by lanktes van 390 voet en meer.

In 'n skip met 'n geslede bobou wat minstens 6 L midskeeps bedek, met 'n volledige trunk of met 'n samestelling van 'n intakte gedeeltelike bobou met 'n trunk wat van voor tot agter deurloop, word, wanneer

D kleiner is as $\frac{L}{15}$ die vryboord in bowermoldo mate verklein. Wanneer die hoogte van die bobou of van die trunk kleiner is as die standaard-hoogte, geskied die vermindering in die verhouding van die werklike tot die standaardhoogte.

(v) Wanneer die werklike holte tot by die bovelk van die vryboord-dek midskeeps groter of kleiner is as D, word die verskil (in duime) tussen die holtes by die vryboord bygetel of daarvan afgetrek.

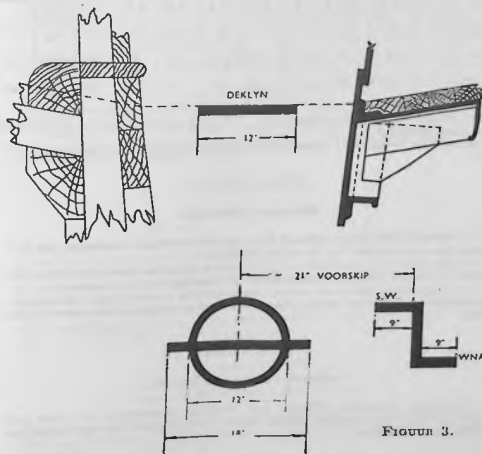
DEEL IV.

LABLYNTE VIR SKEPSKEPE.

VOORSKRIF LXVIII.

Lyne wat in Verband met die Sirkel Gebruik Moet Word.

Winter- en tropiese laslyne word nie op skepskepe aangebring nie. Die hoogste merk tot waar 'n skepskepe in soutwater in die winter en binne die tropiese vaargebied gelaaï mag word, is die middelpunt van die sirkel (sien figuur 3).



RULE LXIX.

Conditions of Assignment of Load Line.

The conditions of assignment are those contained in Part II of these Rules.

RULE LXX.

Computation of Freeboard.

Freeboards are computed from the Freeboard Table for Sailing Ships in the same manner as the freeboards for steamers are computed from the Freeboard Table for Steamers, except as follows:—

RULE LXXI.

Depth for Freeboard (D).

In sailing ships having a greater rate of rise of floor than $1\frac{1}{4}$ inches per foot, the vertical distance from the top of keel (Rule XXXIV), is reduced by half the difference between the total rise of floor at the half-breadth of the ship and the total rise at $1\frac{1}{4}$ inches per foot. Two-and-a-half inches per foot of half-breadth is the maximum rate of rise for which a deduction is made.

Where the form at the lower part of the midship section is of a hollow character, or thick garboards are fitted, the depth is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel.

The depth used with the Freeboard Table is to be taken as not less than $\frac{L}{12}$.

RULE LXXII.

Coefficient of Fineness (c).

The coefficient used with the Freeboard Table is to be taken as not less than .62 and not greater than .72.

RULE LXXIII.

Superstructures in Wood Ships.

In wood ships the construction and closing arrangements of superstructures for which deductions are made from the freeboard are to be to the satisfaction of the Assigning Authority.

RULE LXXIV.

Deductions for Superstructures.

Where the effective length of superstructures is 1.0 L, the deduction from the freeboard is 3 inches at 80 foot length of ship, and 28 inches at 330 foot length and above; deductions at intermediate lengths are obtained by interpolation. Where the total effective length of superstructures is less than 1.0 L, the deduction is a percentage obtained from the following table:—

Type of Superstructures.	Total Effective Length of Superstructures (E).											Line.
	0	.1 L	.2 L	.3 L	.4 L	.5 L	.6 L	.7 L	.8 L	.9 L	1.0 L	
All types without bridge...	%	%	%	%	%	%	%	%	%	%	%	
All types with bridge*	0	7	13	17	23.5	30	47½	70	80	90	100	A
	0	7	14.7	22	32	42	56	70	80	90	100	B

*Where the effective length of bridge is less than .2 L, the percentages are obtained by interpolation between lines B and A.
Percentages for intermediate lengths of superstructures are obtained by interpolation.

RULE LXXV.

Minimum Freeboards.

No addition to the freeboard is required for Winter freeboard, nor is a deduction permitted for Tropical freeboard.

An increase in freeboard of 3 inches is made for voyages across the North Atlantic North of latitude 36° N. during the winter months.

In computing the fresh water freeboard for a wood ship, the draught is measured from the lower edge of the rabbet of keel to the centre of the disc.

RULE LXXVI.

Freeboard Table for Sailing Ships.

Minimum Summer, Winter and Tropical Freeboards for Iron and Steel Flush Deck Sailing Ships, which comply with the Standards laid down in the Rules.

VOORSKRIF LXIX.

Voorwaardes vir die Toewysing van die Luslyn.

Die voorwaardes van toewysing is dié wat in deel II van hierdie voorskrifte vervat is.

VOORSKRIF LXX.

Berekening van Vryboord.

Die vryboord word volgens die tabel vir die vryboord van seilkepe op dieselfde wyse bereken as die vryboord vir stoomskepe volgens die tabel vir die vryboord van stoomskepe, behalwe vir sover dit die volgende betref:—

VOORSKRIF LXXI.

Holte vir Vryboord (D).

By seilkepe wat 'n groter tilling van die vlak het as 1½ duim per voet word die vertikale afstand van die bokant van die kiel (voorskrif XXXIV) verminder met die helfte van die verskil tussen die totale tilling van die vlak by die halwe breedte van die skip en die totale tilling van 1½ duim per voet.

Die maksimum tilling van die vlak waarvoor 'n aftrekking gemaak word, bedra 2½ duim per voet van die halwe breedte.

Wanneer die vorm van die eerste gedeelte van die grootspant bol van aard is of wanneer dik bodemplank aangebring is, word die holte gemeet vanaf die punt waar die lyn van die plat gedeelte van die bodemvlak, binnewaarts verleng, die kant van die kiel sny.

Die holte wat in verband met die tabel vir die vryboord gebruik word mag nie kleiner as $\frac{L}{12}$ genoem word nie.

VOORSKRIF LXXII.

Volheidskoeffisiënt (o).

Die koeffisiënt wat in verband met die tabel vir die vryboord gebruik word, mag nie kleiner as .62 en nie groter as .72 genoem word nie.

VOORSKRIF LXXIII.

Bobou op Houtskepe.

Op houtskepe moet die bobou en afsluitingsinrigtings van die bobou waarvoor aftrekkings van die vryboord 3 duim by 'n skeeplengte van 80 voet en 28 duim by 'n lengte van 330 voet en meer. By tussengeleë lengtes word die aftrekking deur interpolasie verkry. Wanneer die totale effektiwye lengte van die bobou minder is as 1.0 L, is die aftrekking 'n persentasie wat volgens onderstaande tabel bepaal word:—

VOORSKRIF LXXIV.

Aftrekkings vir Bobou.

Wanneer die effektiwye lengte van die bobou gelyk is aan 1.0 L, bedra die aftrekking van die vryboord 3 duim by 'n skeeplengte van 80 voet en 28 duim by 'n lengte van 330 voet en meer. By tussengeleë lengtes word die aftrekking deur interpolasie verkry. Wanneer die totale effektiwye lengte van die bobou minder is as 1.0 L, is die aftrekking 'n persentasie wat volgens onderstaande tabel bepaal word:—

Type van bobou.	Totale effektiwye lengte van bobou.											Lyn.
	0	.1 L	.2 L	.3 L	.4 L	.5 L	.6 L	.7 L	.8 L	.9 L	1.0 L	
Alle tipes sonder brughuis	%	%	%	%	%	%	%	%	%	%	%	
Alle tipes met brughuis*	0	7	13	17	23.5	30	47½	70	80	90	100	A
	0	7	14.7	22	32	42	56	70	80	90	100	B

* Wanneer die effektiwye lengte van die brughuis kleiner is as .2 L, word die persentasies deur interpolasie tussen lyn B en A verkry. Persentasies vir tussengeleë lengtes van die bobou word deur interpolasie verkry.

VOORSKRIF LXXV.

Minimum Vryboord.

Geen toeslag op die vryboord word versis vir die winter en geen aftrekking word vir die tropiese vaargebied toegestaan nie.

'n Vermeëring in vryboord van 3 duim word versis vir reise gedurende die winter oor die Noord-Atlantiese Oseaan ten noorde van 36° noorderbreedte.

By die berekening van die vryboord in sootwater vir 'n houtskip word die diepgang gemeet van die onderkant van die sponning van die kiel tot die middelpunt van die sirkel.

VOORSKRIF LXXVI.

Tabel vir die Vryboord van Seilkepe.

Minimum somer-, winter- en tropiese vryboord vir yster- en staal-geldekseilkepe wat voldoen aan die standarde wat in die voorskrifte voorgestel is.

L.	Free-board.	L.	Free-board.	L.	Free-board.	L.	Free-board.
(Feet.)	(Inches.)	(Feet.)	(Inches.)	(Feet.)	(Inches.)	(Feet.)	(Inches.)
80	9.2	140	21.3	200	35.4	270	53.5
90	11.0	150	23.5	210	37.9	280	56.3
100	12.9	160	25.8	220	40.4	290	59.1
110	14.9	170	28.2	230	42.9	300	61.9
120	17.0	180	30.6	240	45.5	310	64.7
130	19.1	190	33.0	250	48.1	320	67.6
				260	50.8	330	70.5

(i) The freeboards at intermediate lengths are obtained by interpolation.

(ii) Where c exceeds .62, the freeboard is multiplied by the factor $0 + .62$

1.24

(iii) Where D exceeds $\frac{L}{12}$ the freeboard is increased by

$$\left(D - \frac{L}{12}\right) \times \left(1 + \frac{L}{250}\right) \text{ inches.}$$

(iv) Where the actual depth to the surface of the freeboard deck amidships is greater or less than D , the difference between the depths (in inches) is added to or deducted from the freeboard.

RULE LXXVII.

Freeboard for Wood Sailing Ships.

The freeboard for a wood sailing ship is the final freeboard the ship would obtain if she were of iron and steel, with the addition of such penalties as the Assigning Authority may determine, having regard to the classification, construction, age and condition of the ship.

Wood ships of primitive build such as dhows, junks, prahus, etc., are to be dealt with by the Administration so far as is reasonable and practicable under the Rules for Sailing Ships.

PART V.

LOAD LINES FOR STEAMERS CARRYING TIMBER DECK CARGOES.

Definitions.

Timber Deck Cargo.—The term "timber deck cargo" means a cargo of timber carried on an uncovered part of a freeboard or superstructure deck. The term does not include wood pulp or similar cargo.

Timber Load Line.—A timber load line is a special load line to be used only when the ship is carrying a timber deck cargo in compliance with the following conditions and regulations:—

RULE LXXVIII.

Marks on the Ship's Sides.

Timber Load Lines.—The lines which indicate the maximum timber load lines in different circumstances and at different seasons are to be horizontal lines, 9 inches in length and 1 inch in breadth, which extend from, and are at right angles to, a vertical line marked 21 inches abaft the centre of the disc. (See Figure 4.) They are to be marked and verified similarly to the ordinary load lines. (See Rules V to VII.)

The Summer Timber Load Line is indicated by the upper edge of a line marked LS.

The Winter Timber Load Line is indicated by the upper edge of a line marked LW.

The Winter North Atlantic Timber Load Line is indicated by the upper edge of a line marked LWNA.

The Tropical Timber Load Line is indicated by the upper edge of a line marked LT.

The Fresh Water Timber Load Line in summer is indicated by the upper edge of a line marked LF. The difference between the Fresh Water Timber load line in Summer and the Summer Timber load line is the allowance to be made for loading in fresh water at the other Timber load lines. The fresh water timber load line in the Tropical Zone is indicated by the upper edge of a line marked LTF.*

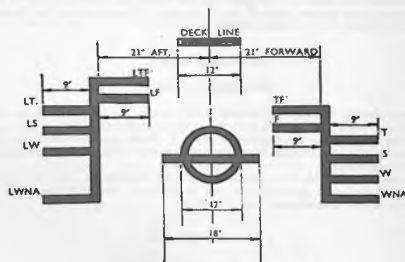


FIGURE 4.

* Where seagoing steamers navigate a river or inland water, deeper loading is permitted corresponding to the weight of fuel, etc., required for consumption between the point of departure and the open sea.

L.	Vry-boord.	L.	Vry-boord.	L.	Vry-boord.	L.	Vry-boord.
Voet.	Duim.	Voet.	Duim.	Voet.	Duim.	Voet.	Duim.
80	9-2	140	21-3	200	35-4	270	53-5
90	11-0	150	23-5	210	37-0	280	56-3
100	12-0	160	25-8	220	40-4	290	59-1
110	14-9	170	28-2	230	42-9	300	61-9
120	17-0	180	30-6	240	45-5	310	64-7
130	19-1	190	33-0	250	48-1	320	67-6
				260	50-8	330	70-5

(i) Die vryboord by tussengolde langes word deur interpolasie verkry.

(ii) Wanneer α groter is as $\cdot 62$ word die vryboord vormingvuldig met die faktor $\frac{\alpha + \cdot 62}{1 \cdot 24}$

(iii) Wanneer D groter is as $\frac{L}{12}$ word die vryboord vermeerder met $(D - \frac{L}{12}) \times (1 + \frac{L}{250})$ duim.

(iv) Wanneer die werldike holte tot by die bokant van die vryboord-dek midskoeps groter of kleiner is as D , word die verskil tussen die holtes (in duim) by die vryboord bygetel of daarvan afgetrek.

VOORSKRIF LXXVII.

Vryboord van Houtseilkepe,

Die vryboord van 'n houtseilakip is die finale vryboord wat die skip sou verkry indien dit van yster of staal was, met die toevoeging van sodanige toeslag as wat die toewysende owerheid mag bepaal, met inagneming van die klas, bou, leeftyd en die toestand van die skip.

Houtseilkepe van primitiewe bou soos dhows, jonke, proue, ens., word vir sover dit redelik en prakties uitvoerbaar is, deur die Administrasie volgens die voorskrifte vir seilkepe behandel.

DEEL V.

LAASLYNE VIR STOOMSKYPE WAT DEKVRAGTE HOUT VERVOER.

Omskrywings.

Dekvrage hout.—Met die uitdrukking „dekvrage hout” word bedoel 'n vrage hout wat op 'n onbedekte gedeelte van 'n vryboord- of beheudek vervoer word. Die uitdrukking omvat nie houtpap of 'n dergelike lading nie.

Houtvaartlaaslyn.—'n Houtvaartlaaslyn is 'n besondere laaslyn wat alegs gebruik word wanneer die skip 'n dekvrage hout vervoer waarby aan die volgende voorwaardes en bopalings voldoen word:—

VOORSKRIF LXXXVIII.

Merke op die Skeepsboord.

Houtvaartlaaslyne.—Die lyn wat die maksimum houtvaartlaaslyne onder verskillende omstandighede en vir verskillende jaargeste aandui, moet horisontaal lye wies met 'n lante van 1 duim en 'n breedte van 1 duim. Hulle begin by en staan loodreg op 'n vertikale lyn wat 21 duim agter die middelpunt van die sirkel (sien figuur 4) gelyk is. Hulle moet op dieselfde wyse as die gewone laaslyne gemerk en gevestig word (sien voorskrifte V tot VIII).

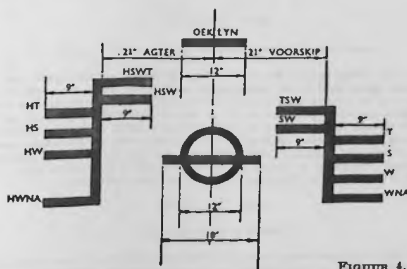
Die Lyn vir die Somerhoutvaartlaaslyn word aangedui deur die bokant van 'n lyn gemerk HS.

Die Lyn vir die Winterhoutvaartlaaslyn word aangedui deur die bokant van 'n lyn gemerk HW.

Die Lyn vir die Noord-Atlantiese Winterhoutvaartlaaslyn word aangedui deur die bokant van 'n lyn gemerk HWNA.

Die Lyn vir die Tropiese Houtvaartlaaslyn word aangedui deur die bokant van 'n lyn gemerk HT.

Die Lyn vir die Soutwater-houtvaartlaaslyn in die somer word aangedui deur die bokant van 'n lyn gemerk HSW. Die verskil tussen die sootwater-houtvaartlaaslyn in die somer en die somerhoutvaartlaaslyn is die korreksie wat toegesien moet word vir die laai in sootwater by die ander houtvaartlaaslyne. Die sootwater-houtvaartlaaslyn in die tropiese vaargebied word aangedui deur die bokant van 'n lyn gemerk HSWT.*



FIGUUR 4.

* Wanneer seilkepe 'n rivier of binnevlank-water bewaar, is dit gesoorloof om suwer dieper te laai as wat ooreenstem met die gewig aan brandstof, ens. wat verbruik word tussen die plek van die afvaart en die oop see.

Supplementary Conditions of Assignment and Regulations for Deeper Loading.

RULE LXXIX.

Construction of Ship.

The structure of the ship is to be of sufficient strength for the deeper draught allowed and for the weight of the deck cargo.

RULE LXXX.

Superstructures.

The ship is to have a forecastle of at least standard height and at least 7 per cent. of the length of the ship, and, in addition, a poop, or a raised quarter deck with a strong stool hood or deck house fitted aft.

RULE LXXXI.

Machinery Casings.

Machinery casings on the freeboard deck are to be protected by a superstructure of at least standard height, unless the machinery casings are of sufficient strength and height to permit of the carriage of timber alongside.

RULE LXXXII.

Double Bottom Tanks.

Double bottom tanks where fitted within the midship half length of the ship are to have adequate longitudinal sub-division.

RULE LXXXIII.

Bulwarks.

The ship must be fitted either with permanent bulwarks at least 3 feet 3 inches high, specially stiffened on the upper edge and supported by strong bulwark stays attached to the deck in the way of the beams and provided with necessary freeing ports, or with efficient rails of the same height as the above and of specially strong construction.

RULE LXXXIV.

Deck Openings Covered by Timber Deck Cargo.

Openings to spaces below the freeboard deck are to be securely closed and battened down. All fittings, such as hatchway beams, fore-and-afters, and covers, are to be in place. Where hold ventilation is needed, the ventilators are to be efficiently protected.

RULE LXXXV.

Stowage.

The wells on the freeboard deck are to be filled with timber stowed as solidly as possible, to at least the standard height of a bridge.

On a ship within a seasonal winter zone in winter, the height of the deck cargo above the freeboard deck is not to exceed one-third of the extreme breadth of the ship.

All timber deck cargo is to be compactly stowed, lashed and secured. It must not interfere in any way with the navigation and necessary work of the ship, or with the provision of a safe margin of stability at all stages of the voyage, regard being given to additions of weight, such as those due to absorption of water and to losses of weight such as those due to consumption of fuel and stores.

RULE LXXXVI.

Protection of Crew, Access to Machinery Space, etc.

Safe and satisfactory access to the quarters of the crew, to the machinery space and to all other parts used in the necessary work of the ship, is to be available at all times. Deck cargo in way of openings which give access to such parts is to be so stowed that the openings can be properly closed and secured against the admission of water. Efficient protection for the crew in the form of guard rails or life-lines, spaced not more than 12 inches apart vertically, is to be provided on each side of the deck cargo to a height of at least 4 feet above the cargo. The cargo is to be made sufficiently level for gangway purposes.

RULE LXXXVII.

Steering Arrangements.

Steering arrangements are to be effectively protected from damage by cargo, and, as far as practicable, are to be accessible. Efficient provision is to be made for steering in the event of a breakdown in the main steering arrangements.

*Aanvullende Voorwaarden Waaraan Voldoen moet word en Voorskrifte
Betreffende Dieper Laai.*

VOORSKRIF LXXIX.

Bou van die Skip.

Die bou van die skip moet sterk genoeg wees met die oog op die diopor laai en die gewig van die deklading.

VOORSKIJK LXXX.

Вовоч.

Die skip moet 'n bak hù met 'n hoogte van ten minste die standaard-
 hoogte en 'n lengte van minstens 7 persent van die skeepelengte en bewon-
 dion 'n kampanje of 'n verhoegte halfdeuk met 'n sterk staalkap of dek-
 huis wat agter aangebring is.

VOONSKAP LXXXI.

Sagte bo die Masjienruim.

Die skagte bo die masjienruim op die vryboorddek moet deur 'n bobou van minstens die standaardhoogte beskerm word tensy hierdie skagte sterk en hoog genoeg is om die laai van hout langs hul sye toe te laat.

Voorskrif LXXXII.

Dubbeldodentienks.

Indien dubbelbodemtenks oor die middel van die skeeps lengte aangebring is, moet hulle 'n toereikende langekeeps o indeling hê.

VOORSKRIJF- LXXXIII.

Verskansing.

Die skip moet voorsien wees of van 'n vaste verskansing van minstens 3 voet 3 duim hoog wat spesiaal aan die bokant verstyf is en gestut word deur sterk verskansingstutte wat op die dwarste van die dekbalks aan die dek bevestig is en voorsien is van die nodige waterafvoerpoepte of van deugdelike rollewerk van dieselfde hoogte as die bogenoemde en van 'n besondero sterk konstruksie.

VOONSKRIJF LXXXIV.

Dekopenings wat deur die Dekuragte Hout Bedek word.

Openings wat na ruimtes onder die vryboorddeks lei, moet goed gesluit en vasgekeg word. Alle uitrusting soos skildbalke, langamerkele en luuke moet op hul plek wees. Wanneer ventilasie van die ruimte nodig is, moet die lugkoekers op doeltreffende wyse beskerm word.

VOORSKRIF LXXXV.

Stuwing.

Die kuile op die vryboorddek moet gevul word met hout wat sa dig moontlik gepuk moet wees tot 'n hoogte wat minstens gelyk is aan die standaardhoogte van 'n brug.

Op 'n skip wat hom in die winter in 'n periodieke wintergebied bevind, mag die hoogte van die dekvang bo die vrybeoordel een-derde gedeelte van die grootste skeepsbreedte nie te bowe gaan nie.

Elke dolkvrug hou moet was opsmakur gupuk, gesjor en vasgemaak
wees. Dit moet op genlori wyso die navigasie en die verrigting van
noodsaaklike werksaamhede aan hoord belemmer of die verskerking van
voldoende stabiliteit tydens die hele reisduur verhoed nie terwyl
gelei moet word op die toeanne van gewig as gevolg van die opneem van
water en die verlies van gewig as gevolg van die verbruik van brandstof
as voorrade.

VOONSKIND LXXXVI.

Besikerming van die Bemanning, Toegang tot die Maxjienuim, ens.

Veilige en bovengedekte toegang tot die bemanningskwartiere, die masjienruime en tot alle ander gedeeltes wat in verband met die nood-sanklike werkzaamheden aan boord gebruik word, moet te alle tijde moontlik woen. By die openings wat tot hierdie gedeeltes toegang verleen, moet die dekvrsg so gepak woen dat hierdie openings behoorlijk dig gemaak en teen die binnedringing van water afgesluit kan word. Doeltreffende beskerming en bemanning in die vorm van reilingswerk of gespanne draad moet ook op alle gedeeltes van de boord van de gewapende vloot lye wat verlik is met vuurwapens. De afmetingen van de gespanne te alle tijde 'n hoogte van minstens twee voet bo de vrsg, moet aan alle kante van die dekvrsg aangegeve word. Die bokant van die vrsg moet gelyk genoeg gemaak word om as loopgeang te kan diene.

VOOREKRIJF LXXXVII.

Stuurinrigting.

Die stuurinrigting moet op doegdelike wyse teen beskadiging deur die lading beskerm woen en, vir sover dit uitvoerbaar is, toeganklik woen. Doeltreffende voorsiening moet vir die stuur van die skip gemaak word vir die geval dat die hoofstuurinrigting beskadig word.

RULE LXXXVIII.

Uprights.

Uprights when required by the nature of the timber are to be of adequate strength and may be of wood or metal; the spacing is to be suitable for the length and character of timber carried, but is not to exceed 10 feet. Strong angles or metal sockets efficiently secured to the stringer plate or equally efficient means are to be provided for securing the uprights.

RULE LXXXIX.

Lashings.

Timber deck cargo is to be efficiently secured throughout its length by independent overall lashings spaced not more than 10 feet apart.

Eye plates for these lashings are to be rivoted to the sheerstrake at intervals of not more than 10 feet, the distance from an end bulkhead of a superstructure to the first eye plate being not more than 6 feet 6 inches. Additional eye plates may be fitted on the stringer plate.

Overall lashings are to be in good condition and are to be not less than $\frac{1}{2}$ inch close link chain or flexible wire rope of equivalent strength, fitted with shphooks and stretching screws, which are to be accessible at all times. Wire rope lashings are to have a short length of long link chain to permit the length of lashings to be regulated.

When timber is in lengths less than 12 feet, the spacing of the lashings is to be reduced to suit the length of timber or other suitable provision made.

When the spacing of the lashings is 5 feet or less, the size of the lashing may be reduced, but not less than $\frac{1}{4}$ inch chain or equivalent wire rope is to be used.

All fittings required for securing the lashings are to be of strength corresponding to the strength of the lashings.

On superstructure decks, uprights, where fitted, are to be about 10 feet apart and are to be secured by athwartship lashings of ample strength.

RULE XC.

Plans.

Plans showing the fittings and arrangements for stowing and securing timber deck cargoes in compliance with the foregoing conditions and regulations are to be submitted to the Assigning Authority.

Freeboard.

RULE XCI.

Computation of Freeboard.

Where the Assigning Authority is satisfied that the ship is suitable and that the conditions and arrangements are at least equal to the foregoing requirements for the carriage of timber deck cargo, the Summer freeboards computed in accordance with the Rules and Tables in Part III may be modified to give special timber freeboards, by substituting the following percentages for those in Rule LIII:—

Total Effective Length of Superstructures.

Type of Superstructures.	0	.1 L	.2 L	.3 L	.4 L	.5 L	.6 L	.7 L	.8 L	.9 L	1.0 L
	%	%	%	%	%	%	%	%	%	%	%
All types	20	30.75	41.5	52.25	63	69.25	75.5	81.6	87.5	93.75	100

The Winter Timber freeboard is to be obtained by adding to the Summer Timber freeboard one-third of an inch per foot of the moulded Summer Timber draught.

The Winter North Atlantic Timber freeboards are the Winter North Atlantic freeboards prescribed in Rule LXV.

The Tropical Timber freeboard is to be obtained by deducting from the Summer Timber freeboard one-quarter of an inch per foot of the moulded Summer Timber draught.

PART VI.

LOAD LINES FOR TANKERS.

Definition.

Tanker.—The term "tanker" includes all steamers specially constructed for the carriage of liquid cargoes in bulk.

RULE XCII.

Marks on the Ship's Sides.

The marks on the ship's sides are to be as provided in the figure in Rule IV.

VOORSKRIF LXXXVIII.

Stutte.

Wanneer stutte weens die aard van die houtvrag nodig is, moet hulle sterk genoeg wees en kan van hout of metaal wees; die spasiering moet verband hou met die lengte en die aard van die houtvrag maar mag nie 10 voet oorskry nie. Sterk heksale of metaalpotte wat op doegdelike wyse aan die stringerplaat bevestig is, of ander ows doeltreffende middels, moet aangebring word om die stutte vas te maak.

VOORSKRIF LXXXIX.

Sjorrings.

'n Dekvrag hout moet op doegdelike wyse oor die hele lengte deur onafhanklike sjorrings wat oor die dekvrag gespan is, hoogstens 10 voet van mekaar vasgemaak word.

Oegplate vir hierdie sjorrings moet op afstande van hoogstens 10 voet aan die berghoutgang geklink word waarby die afstand van 'n eindbeskot van die bobou tot by die eerste oegplaat hoogstens ses voet ses duim moet wees. Ekstra oegplate kan op die stringerplaat aangebring word.

Die sjorrings oor die dekvrag moet in 'n goeie toestand wees en moet bestaan uit 'n digte kotting van minstens $\frac{1}{4}$ duim of uit buigsame staalkabel van gelyke sterkte wat voorsien is van sliphake en spanskroewe wat te alle tye bereikbaar moet wees. In staalkabelsjorrings moet 'n kort ontketting met lang skakels voorkom om dit moontlik te maak om die lengte van die sjorrings te reguleer.

Wanneer die lengte van die hout korter is as 12 voet, moet die spasiering van die sjorrings verminder word om by die lengte van die hout aan te pas of ander geskikte voorsiening moet gemaak word.

Wanneer die spasiering van die sjorrings 5 voet of kleiner is, mag die grootte van die sjorrings verminder word maar daar mag 'n kotting van nie minder as 'n $\frac{1}{4}$ duim nie of 'n gelykwaardige staalkabel gebruik word.

Alle uitrusting wat nodig is vir die vasmaak van die sjorrings moet van 'n sterkte wees wat ooreenkom met die sterkte van die sjorrings.

Op boboudekte moet stutte, wanneer hulle aangebring word, ongeveer 10 voet van mekaar wees en deur dwarskoopse sjorrings van voldoende sterkte vasgemaak word.

VOORSKRIF XC.

Planne.

Planne wat die uitrusting en inrigtings vir die stuwing en vasmaak van dekvragte hout volgens bovermoldde bepalinge en voorskrifte aangee, moet aan die toewysende owerheid voorgelê word.

Vryboord.

VOORSKRIF XCI.

Berekening van die Vryboord.

Wanneer die toewysende owerheid oortuig is dat die skip geskik is en dat die voorwaardes on die inrigtings minstens voldoen aan die voorgaande vereistes vir die vervoer van dekvragte hout, mag die somervryboord soos bereken volgens die voorskrifte on tabelle in deel III, gewysig word om besondere vryboord vir die houtvaart te gee deur die onderstaande persentasies on die plek te stel van die in voorskrif LIII:

Totale effektiwse lengte van bobou.

Tipos van Bobou.	0	·1 L	·2 L	·3 L	·4 L	·5 L	·6 L	·7 L	·8 L	·9 L	1·0 L
	%	%	%	%	%	%	%	%	%	%	%
Alle tipos	20	39·75	41·5	52·25	63	69·25	75·5	81·5	87·5	93·75	100

Die winterhoutvaartvryboord word verkry deur een-derde van 'n duim per voet van die korresponderende somerhoutvaartdiopgang tot die bekend van die kiel gemeet, by die somerhoutvaartvryboord by te tel.

Die winterhoutvaartvryboord in die Noord-Atlantiese Oseaan is die wintervryboord in die Noord-Atlantiese Oseaan soos voorgeskryf in voorskrif LKV.

Die tropiese houtvaartvryboord word verkry deur 'n kwart duim per voet van die korresponderende somerhoutvaartdiopgang tot die bekend van die kiel gemeet van die somerhoutvaartvryboord af te trek.

DEEL VI.

LARLYNE VAN TENSKESKE.

Omskrywing.

Tenskip.—Die uitdrukking „tenskip” omvat alle stoomskepe wat spesiaal gebou is vir die vervoer van onverpakte vloeistoffadings.

VOORSKRIF XCII.

Merke op die Skeepsboorde.

Die merke op die skeepsboorde moet ooreenkom met dié in die figuur by voorskrif IV.

*Supplementary Conditions of Assignment for Deeper Loading.***RULE XCIII.***Construction of Ship.*

The structure of the ship is to be of sufficient strength for the increased draught corresponding to the freeboard assigned.

RULE XCIV*Forecastle.*

The ship is to have a forecastle of which the length is not less than 7 per cent. of the length of the ship and the height is not less than the standard height.

RULE XCV.*Machinery Casings.*

The openings in machinery casings on the freeboard deck are to be fitted with steel doors. The casings are to be protected by an enclosed poop or bridge of at least standard height, or by a deck house of equal height and of equivalent strength. The bulkheads at the ends of these structures are to be of the scantlings required for bridge front bulkheads. All entrances to the structures from the freeboard deck are to be fitted with effective closing appliances and the sills are to be at least 18 inches above the deck. Exposed machinery casings on the superstructure deck are to be of substantial construction, and all openings in them are to be fitted with steel closing appliances permanently attached to the casings and capable of being closed and secured from both sides; the sills of such openings are to be at least 15 inches above the deck. Fiddley openings are to be as high above the superstructure deck as is reasonable and practicable and are to have strong steel covers permanently attached in their proper positions.

RULE XCVI.*Gangway.*

An efficiently constructed permanent gangway of sufficient strength for its exposed position is to be fitted fore and aft at the level of the superstructure deck between the poop and midship bridge, and when crew are berthed forward, from the bridge to the forecastle, or other equivalent means of access may be provided to carry out the purpose of the gangway, such as passages below deck.

RULE XCVII.*Protection of Crew, Access to Machinery Space, etc.*

Safe and satisfactory access from the gangway level to the quarters of the crew, the machinery space and all other parts used in the necessary work of the ship, is to be available at all times. This rule does not apply to pump rooms entered from the freeboard deck, when fitted with Class 1 closing appliances.

RULE XCVIII.*Hatchways.*

All hatchways on the freeboard deck and on the deck of expansion trunks are to be closed watertight by efficient steel covers.

RULE XCIX.*Ventilators.*

Ventilators to spaces below the freeboard deck are to be of ample strength or are to be protected by superstructures or equally efficient means.

RULE C.*Freeing Arrangements.*

Ships with bulwarks are to have open rails fitted for at least half the length of the exposed portion of the weather deck or other effective freeing arrangements. The upper edge of the sheer-strake is to be kept as low as practicable, and preferably not higher than the upper edge of the gunwale bar.

Where superstructures are connected by trunks, open rails are to be fitted for the whole length of the weather portions of the freeboard deck.

RULE CI.*Plans.*

Plans showing proposed fittings and arrangements are to be submitted to the Assigning Authority for approval.

*Aanvullende Voorwaardes Waaraan Voldoen moet word Betreffende
Dieper Laai.*

VOORSKRIF XCIII.

Bou van die Skip.

Die bou van die skip moet sterk genoeg wees met die oog op die groter diepgang in verband met die voorgestelde vryboord.

VOORSKRIF XCIV.

Bak.

Die skip moet 'n bak hê met 'n lengte van nie minder as 7 persent van die skeeps lengte nie en met 'n hoogte van minstens die standaard hoogte.

VOORSKRIF XCV.

Skagte bo die Masjienruim.

Die openinge in die skagte bo die masjienruim moet van staaldeure voorsien wees. Die skagte moet deur 'n geslote kampanje of brughuis van minstens die standaard hoogte of deur 'n dekhuis van gelyke hoogte en ooreenkomstige sterkte beskerm wees. Die beskotte aan die ente van hierdie dekhuisse moet van 'n sterkte wees wat met dié van 'n frontbesket van die brughuis ooreenkom. Alle ingange tot die bouwerke vanaf die vryboorddek moet van doeltreffende afsluitingsinrigtings voorsien wees en die drempels moet minstens 18 duim bo die dek wees. Blootgestelde skagte bo masjienruime op die boboudek moet sterk gebou wees en alle openinge daarin moet voorsien wees van staalafsluitingsmiddels wat blywend aan die skagte bevestig is en geskik is om nan albei kante gesluit en bevestig te word. Die drempels van hierdie openinge moet minstens 16 duim bo die dek wees. Openinge vir lugroosters bo ketelruime moet so hoog bo die boboudek wees as wat redelik en prakties uitvoersbaar is en moet voorsien wees van sterk staaldeksels wat blywend op hul plek bevestig is.

VOORSKRIF XCVI.

Loopbrug.

'n Doeltreffend geboude blywende loopbrug wat sterk genoeg gebou is met die oog op sy blootgestelde posisie, moet van voor tot agter op 'n hoogte gelyk aan dié van die boboudek tussen die kampanje en 'n brughuis wat midskoeps geplaat is en wanneer die bemanningskwartier in die bak geleë is, van hierdie brughuis na die bak, aangebring word. Ander gelykwaardige toegangsmiddels soos gange oor die dek, mag aangebring word om 'n loopbrug te vervang.

VOORSKRIF XCVII.

Beskerming van die Bemanning, Toegang tot Masjienruime, ens.

Veilige en bevredigende toegang van die hoogte waarop die loopbrug aangebring is, na die bemanningskwartiere, die masjienruime en na alle gedeeltes wat in verband met die noodsaaklike werksaamhede aan boord gebruik word, moet te alle tye beskikbaar wees. Hierdie voorskrif geld nie ten aansien van pompkamers wat op die vryboorddek 'n ingang het nie wanneer die openinge daarvan voorsien is van afsluitingsmiddels van die 1ste klas.

VOORSKRIF XCVIII.

Luikopenings.

Alle luikopenings op die vryboorddek en op die dek van ekspansietrunks moet deur middel van duidelike staaldeksels waterdig gesluit word.

VOORSKRIF XCIX.

Lugkokers.

Lugkokers na ruimtes onder die vryboorddek moet van toereikende sterkte wees of deur 'n bobou of op 'n oewer doeltreffende wyse beskerm wees.

VOORSKRIF C.

Middels vir die Afvoer van Water.

Skepe met verskansings moet oop relingwerk hê wat oor minstens die halwe lengte van die onbeskermdede gedeelte van die dek wat aan wind en weer blootgestel is, aangebring is, of van ander doeltreffende inrigtings vir die afvoer van water voorsien wees. Die bokant van die bergheutagang moet so laag moontlik en by voorkeur nie hoër as die bokant van die stringerhoekstaal nie, gehou word.

Wanneer dele van die bobou deur middel van trunks verbind is moet oor die volle lengte van die gedeelte van die vryboorddek wat aan wind en weer blootgestel is, oop relingwerk aangebring word.

VOORSKRIF CI.

Planne.

Planne wat die voorgestelde uitrusting en inrigtings aangee, moet ter goedkeuring aan die toewysende owerheid voorgelê word.

Freeboards.

RULE CII.

Computation of Freeboard.

When the Assigning Authority is satisfied that the foregoing requirements are fulfilled, the Summer freeboard may be computed from the Table for Tankers; all corrections except those for flush-deck steamers, detached superstructures, excess sheer, and winter voyages across the North Atlantic are to be made in accordance with Part III of the Rules.

RULE CIII.

Deduction for Detached Superstructures.

When the total effective length of superstructure is less than 1.0 L, the deduction is a percentage of that for a superstructure of length 1.0 L, and is obtained from the following table:—

Total Effective Length of Superstructures.

Type of Superstructures.	0	.1 L	.2 L	.3 L	.4 L	.5 L	.6 L	.7 L	.8 L	.9 L	1.0 L
	%	%	%	%	%	%	%	%	%	%	%
All types	0	7	14	21	31	41	52	63	75.3	87.7	100

RULE CIV.

Deduction for Excess Sheer.

Where the sheer is greater than the standard, the correction for excess sheer (see Rule LVII of Part III, *Load Lines for Steamers*) is deducted from the freeboard for all tankers. Rule LIX of Part III does not apply except that the maximum deduction for excess sheer is 1½ inches at 100 feet and increases at the rate of 1½ inches for each additional 100 feet in the length of the ship.

RULE CV.

Winter North Atlantic Freeboard.

The minimum freeboard for voyages across the North Atlantic, north of latitude 36° N., during the winter months, is the Winter Freeboard plus an addition at a rate of 1 inch per 100 feet in length.

RULE CVI.

Freeboard Table for Tankers.

L in Feet.	Freeboard in Inches.	L in Feet.	Freeboard in Inches.
190	21.5	400	62.5
200	23.1	410	64.9
210	24.7	420	67.4
220	26.3	430	69.9
230	28.0	440	72.5
240	29.7	450	75.1
250	31.5	460	77.7
260	33.3	470	80.2
270	35.2	480	82.7
280	37.1	490	85.1
290	39.1	500	87.5
300	41.1	510	89.8
310	43.1	520	92.1
320	45.1	530	94.3
330	47.1	540	96.5
340	49.2	550	98.6
350	51.3	560	100.7
360	53.5	570	102.7
370	55.7	580	104.6
380	57.9	590	106.5
390	60.2	600	108.4

Ships above 600 feet are to be dealt with by the Administration.

ANNEX. II.

BOUNDARIES OF THE ZONES AND SEASONAL AREAS.

Zones.

The southern boundary of the Northern "Winter Seasonal" zone is a line drawn from the east coast of North America along the parallel of lat. 36° N. to Tarifa in Spain; from the east coast of Korea along the parallel of lat. 36° N. to the west coast of Honshiu, Japan; from the east coast of Honshiu along the parallel of lat. 35° N. to long. 160° W., and thence along a rhumb line to the west coast of Vancouver Island at

Vryboord.

VOORSKRIF CII.

Berekening van die Vryboord.

Wanneer die toewysende owerheid oortuig is dat aan die voorgaande vereistes voldoen is, mag die somervryboord met behulp van die tabel vir tenkskepe bereken word. Alle korreksies behalwe dié vir gladdoekskepe, onderbroke bobou, oormaat van seeg en winterreise oor die Noord-Atlantiese oseaan, moet ooreenkomstig die bepalinge van deel III van die voorskrifte gemaak word.

VOORSKRIF CIII.

Afstrekking vir Onderbroke Bobou.

Wanneer die totale effektiwye lengte van die bobou kleiner is as 1·0 L, is die aftrekking 'n persentasie van dié vir 'n bobou met 'n lengte wat gelyk is aan 1·0 L en word dit uit die onderstaande tabel verkry:—

Totale effektiwye lengte van bobou.

Tipes van Bobou.	0	·1 L	·2 L	·3 L	·4 L	·5 L	·6 L	·7 L	·8 L	·9 L	1·0 L
	%	%	%	%	%	%	%	%	%	%	%
Alle tipes	0	7	14	21	31	41	52	63	75·3	87·7	100

VOORSKRIF CIV.

Afstrekking vir Oormaat van Seeg.

Wanneer die seeg groter is as die standaardseeg, word vir alle tenkskepe die korreksie vir oormaat van seeg (sien voorskrif LVII van deel III, Laalyne vir Stoomskepe), van die vryboord afgetrek. Voorskrif LIX van deel III is nie van toepassing nie behalwe dat die maksimum aftrekking vir oormaat van seeg $1\frac{1}{2}$ duim vir 'n lengte van 100 voet is en toeneem met $1\frac{1}{2}$ duim vir elke vermoedering van 100 voet in die lengte van die skip.

VOORSKRIF CV.

Wintervryboord in die Noord-Atlantiese Oseaan.

Die minimum vryboord vir reise oor die Noord-Atlantiese oseaan benoorde 36° noorderbreedte gedurende die wintermaande, is die winter-vryboord plus 1 duim per 100 voet skeeps-lengte.

VOORSKRIF CVI.

Tabel vir die Vryboord van Tenkskepe.

L in voet.	Vryboord in duim.	L in voet.	Vryboord in duim.
100	21·5	400	62·5
200	23·1	410	63·9
210	24·7	420	67·4
220	26·3	430	69·9
230	28·0	440	72·5
240	29·7	450	75·1
250	31·5	460	77·7
260	33·3	470	80·2
270	35·2	480	82·7
280	37·1	490	85·1
290	39·1	500	87·5
300	41·1	510	89·8
310	43·1	520	92·1
320	45·1	530	94·3
330	47·1	540	96·5
340	49·2	550	98·6
350	51·3	560	100·7
360	53·5	570	102·7
370	55·7	580	104·6
380	57·9	590	106·6
390	60·2	600	108·4

Met skepe van meer as 800 voet moet die Administrasie handel.

AANHANGSEL II.

GRENSE VAN DIE VAARGEBIEDE EN PERIODIEKE SEISOENVAARGEBIED.

Vaargebiede.

Die suidelike grens van die noordelike „periodiek winter“-vaargebied word gevorm deur 'n lyn getrek vanaf die Ooskus van Noord-Amerika langs die parallel van 36° noorderbreedte na Tarifa in Spanje; van die ooskus van Korea langs die parallel van 35° noorderbreedte na die westkus van Honshu in Japan; van die ooskus van Honshu langs die parallel van 35° noorderbreedte tot 160° westerlengte en vandaar langs die loksodroom na die westkus van die eiland Vancouver op 60° noorder-

lat. 50° N., Fusan (Korea) and Yokohama to be considered as being on the boundary line of the northern "Winter Seasonal" zone and the "Summer" zone.

The northern boundary of the "Tropical" zone is a line drawn from the east coast of South America at lat. 10° N. along the parallel of lat. 10° N. to long. 20° W., thence north to lat. 20° N. and thence along the parallel of lat. 20° N. to the west coast of Africa; a line from the east coast of Africa along the parallel of lat. 8° N. to the west coast of the Malay Peninsula, following thence the coast of Malay and Siam to the east coast of Cochin China at lat. 10° N., thence along the parallel of lat. 10° N. to long. 145° E., thence north to lat. 13° N. and thence along the parallel of lat. 13° N. to the west coast of Central America, Saigon to be considered as being on the boundary line of the "Tropical" zone and the "Seasonal Tropical" area (4).

The southern boundary of the "Tropical" zone is a line drawn from the east coast of South America along the Tropic of Capricorn to the west coast of Africa; from the east coast of Africa along the parallel of lat. 20° S. to the west coast of Madagascar, thence along the west and north coast of Madagascar to long. 50° E., thence north to lat. 10° S., thence along the parallel of lat. 10° S. to long. 110° E., thence along a rhumb line to Port Darwin, Australia, thence eastwards along the coast of Australia and Wessel Island to Cape Wessel, thence along the parallel of lat. 11° S. to the west side of Cape York, from the east side of Cape York at lat. 11° S. along the parallel of lat. 11° S. to long. 150° W., thence along a rhumb line to the point lat. 26° S. long. 75° W., and thence along a rhumb line to the west coast of South America at lat. 30° S., Coquimbo, Rio de Janeiro and Port Darwin to be considered as being on the boundary line of the "Tropical" and "Summer" zones.

The following regions are to be included in the "Tropical" zone:—

(1) *The Suez Canal, the Red Sea and the Gulf of Aden*, from Port Said to the meridian of 45° E., Aden and Berbera to be considered as being on the boundary line of the "Tropical" zone and the "Seasonal Tropical" area 2 (b).

(2) *The Persian Gulf* to the meridian of 50° E.

The northern boundary of the southern "Winter Seasonal" zone is a line drawn from the east coast of South America along the parallel of lat. 40° S. to long. 60° W., thence along a rhumb line to the point lat. 34° S., long. 60° W., thence along the parallel of lat. 34° S. to the west coast of South Africa; from the east coast of South Africa at lat. 30° S. along a rhumb line to the west coast of Australia at lat. 35° S., thence along the south coast of Australia to Cape Arid, thence along a rhumb line to Cape Grim, Tasmania, thence along the north coast of Tasmania to Eddystone Point, thence along a rhumb line to the west coast of South Island, New Zealand, at long. 170° E., thence along the west, south and east coasts of South Island to Cape Saunders, thence along a rhumb line to the point lat. 33° S. long. 170° W., and thence along the parallel of lat. 33° S. to the west coast of South America, Valparaiso, Cape Town and Durban to be considered as being on the boundary line of the southern "Seasonal Winter" and "Summer" zones.

Summer Zones.

The remaining areas constitute the "Summer" zones.

Seasonal Areas.

The following areas are Seasonal Tropical Areas:—

(1) *In the North Atlantic Ocean.*

An area bounded on the north by a line from Cape Catoche in Yucatan to Cape San Antonio in Cuba, by the South Cuban Coast to lat. 20° N. and by the parallel of lat. 20° N. to the point lat. 20° N. long. 20° W.; on the west by the coast of Central America; on the south by the east coast of South America and by parallel of lat. 10° N., and on the east by the meridian of 20° W.

Tropical: 1st November to 15th July.

Summer: 16th July to 31st October.

(2) *Arabian Sea.*

(a) *North of lat. 24° N.*

Karachi is to be considered as being on the boundary line of this area and the seasonal Tropical area (b) below.

Tropical: 1st August to 20th May.

Summer: 21st May to 31st July.

(b) *South of lat. 24° N.*

Tropical: 1st December to 20th May, and 16th September to 15th October.

Summer: 21st May to 16th September and 16th October to 30th November.

(3) *Bay of Bengal.*

Tropical: 16th December to 15th April.

Summer: 16th April to 16th December.

(4) *In the China Sea.*

An area bounded on the west and north by the coast of Indo-China and China to Hong Kong, on the east by a rhumb line to the port of Suai (Luzon Island), and by the west coast of the Islands of Luzon, Samar and Leyte to the parallel of 10° N., and on the south by the parallel of lat. 10° N.

breedte, waarby beskou moet word dat Fusan (Korea) en Jokohama op die grenslyn lê van die noordelike „periodiek winter“-vaargebied en die „somer“-vaargebied.

Die noordelike grens van die „tropiese“ vaargebied word gevorm deur 'n lyn getrek van die ooskus van Suid-Amerika op 10° noorderbreedte langs die parallel van 10° noorderbreedte tot 20° westerlengte, vandaar noord tot 20° noorderbreedte en vandaar langs die parallel van 20° noorderbreedte tot die westkus van Afrika; vervolgens van die ooskus van Afrika langs die parallel van 8° noorderbreedte na die westkus van die Maleise skiereiland; vandaar langs die kus van die Maleise skiereiland en van Siam tot die ooskus van Coshin-China op 10° noorderbreedte en vervolgens langs die parallel van 10° noorderbreedte tot 145° oosterlengte; vandaar noord tot 13° noorderbreedte en vervolgens langs die parallel van 13° noorderbreedte na die westkus van Sentraal-Amerika waarby beskou moet word dat Saigon op die grenslyn lê van die „tropiese“ vaargebied en die „periodiek tropiese“ vaargebied (4).

Die suidelike grens van die „tropiese“ vaargebied word gevorm deur 'n lyn getrek van die ooskus van Suid-Amerika langs die Steenbokakoring tot die westkus van Afrika; van die ooskus van Afrika langs die parallel van 20° suiderbreedte tot die westkus van Madagaskar, vandaar langs die west- en noordkus van Madagaskar tot 50° oosterlengte, vervolgens noord tot 10° suiderbreedte, vandaar langs die parallel van 10° suiderbreedte tot 110° oosterlengte, dan langs die lokaal-droom na Port Darwin in Australië en vandaar ooswaarts langs die kus van Australië en die eiland Wesel tot Kaap Wesel, vervolgens langs die parallel van 11° suiderbreedte na die westkant van Kaap York, van die oostekant van Kaap York op 11° suiderbreedte langs die parallel van 11° suiderbreedte na 160° westerlengte, vandaar langs die lokaal-droom na 'n punt op 28° suiderbreedte en 75° westerlengte en vandaar langs die lokaal-droom na 'n punt op die westkus van Suid-Amerika op 30° suiderbreedte, waarby beskou moet word dat Coquimbo, Rio de Janeiro en Port Darwin op die grenslyn lê van die „tropiese“ en die „somer“-vaargebied.

Die volgende watergebiede word as „Tropiese“ vaargebiede beskou:—

- (1) Die Suezkanaal, die Rooi See en die Golf van Aden, van Port Said tot die meridiaan van 45° oosterlengte, waarby beskou moet word dat Aden en Berbers op die grenslyn lê van die „tropiese“ vaargebied en die „periodiek tropiese“ vaargebied 2 (6).

- (2) Die Perseiese Golf tot die meridiaan van 50° oosterlengte.

Die noordelike grens van die suidelike „periodiek winter“-vaargebied word gevorm deur 'n lyn getrek van die ooskus van Suid-Amerika langs die parallel van 40° suiderbreedte tot 55° westerlengte, vandaar langs die lokaal-droom na 'n punt op 34° suiderbreedte en 50° westerlengte, vervolgens langs die parallel van 34° suiderbreedte tot die westkus van Suid-Afrika; van die ooskus van Suid-Afrika op 30° suiderbreedte langs die lokaal-droom na die westkus van Australië op 25° suiderbreedte, vervolgens langs die suidkus van Australië tot Kaap Arid, vandaar langs die lokaal-droom na Kaap Grim, Tasmanië, vervolgens langs die noordkus van Tasmanië na Eddystone-punt, vandaar langs die lokaal-droom na westkus van Suid-eiland Nieu-Seeland, op 170° oosterlengte, vervolgens langs die west-, suid- en ooskus van Suid-eiland tot Kaap Saunders en vandaar langs die lokaal-droom na 'n punt op 33° suiderbreedte en 170° westerlengte; vandaar langs die parallel van 33° suiderbreedte na die westkus van Suid-Amerika, waarby beskou moet word dat Valparaiso, Kaapstad en Durban op die grenslyn lê van die suidelike „periodiek winter“-vaargebied en die „somer“-vaargebied.

Somervaaergebiede.

Die oorlywende watergebiede vorm die „somer“-vaargebiede.

Periodieke Vaargebiede.

Die volgende watergebiede is periodiek tropiese vaargebiede:—

- (1) In die Noord-Atlantiese Oseaan.

'n Watergebied aan die noordekant begrens deur 'n lyn van Kaap Catoche in Tunesië na Kaap San Antonio op Cuba, deur die Suid-Cubaanse kus tot 20° noorderbreedte en deur die parallel van 20° noorderbreedte tot aan 'n punt op 20° noorderbreedte en 20° westerlengte; aan die westkant deur die kus van Sentraal-Amerika; aan die suidekant deur die noordkus van Suid-Amerika en deur die parallel van 10° noorderbreedte en aan die oostekant deur die meridiaan van 20° westerlengte.

Tropies: 1 November tot 15 Julie.
Somer: 16 Julie tot 31 Oktober.
- (2) Die Arabiese See.

(a) Ten noorde van 24° noorderbreedte.
Karstaji moet beskou word as op die grenslyn van hierdie vaargebied en die periodiek tropiese vaargebied (b) hieronder.
Tropies: 1 Augustus tot 20 Mei.
Somer: 21 Mei tot 31 Julie.

(b) Ten suide van 24° noorderbreedte.
Tropies: 1 Desember tot 20 Mei en 16 September tot 15 Oktober.
Somer: 21 Mei tot 15 September en 16 Oktober tot 30 November.
- (3) Die Golf van Bengale.

Tropies: 16 Desember tot 15 April.
Somer: 16 April tot 16 Desember.
- (4) In die Chinese See.

'n Watergebied begrens aan die west- en noordekant deur die kus van Indo-China en China tot Hong Kong, aan die oostekant deur die lokaal-droom na die hawe van Sual (Eiland Luzon) en deur die westkus van die eilande Luzon, Samar en Leyte tot aan die parallel van 10° noorderbreedte en aan die suidekant deur die parallel van 10° noorderbreedte.

Hong Kong and Snal to be considered as being on the boundary of the "Seasonal Tropical" and "Summer" zones.

Tropical: 21st January to 30th April.

Summer: 1st May to 20th January.

(5) *In the North Pacific Ocean.*

(a) An area bounded on the north by the parallel of lat. 25° N., on the west by the meridian of 160° E., on the south by the parallel of lat. 13° N., and in the east by the meridian of 130° W.

Tropical: 1st April to 31st October.

Summer: 1st November to 31st March.

(b) An area bounded on the north and east by the coast of California, Mexico and Central America, on the west by the meridian of 120° W. and by a rhumb line from the point lat. 30° N. long. 120° W., to the point lat. 13° N., long. 105° W., and on the south by the parallel of lat. 13° N.

Tropical: 1st March to 30th June and 1st to 30th November.

Summer: 1st July to 31st October and 1st December to 28th/29th February.

(6) *In the South Pacific Ocean.*

(a) An area bounded on the north by the parallel of lat. 11° S., on the south by the east coast of Australia, on the south by the parallel of lat. 20° S., and on the east by the meridian of 175° E., together with the Gulf of Carpentaria south of lat. 11° S.

Tropical: 1st April to 30th November.

Summer: 1st December to 31st March.

(b) An area bounded on the west by the meridian of 160° W. on the south by the parallel of lat. 20° S., and on the north and east by the rhumb line forming the southern boundary of the "Tropical" zone.

Tropical: from 1st March to 30th November.

Summer: from 1st December to 28th/29th February.

The following are "Seasonal Winter" areas:—

Northern "Seasonal Winter" Zone (between North America and Europe).

(a) In the area within and to the northwards of the following line:—

A line drawn south from the coast of Greenland at long. 50° W. to lat. 46° N., thence along the parallel of lat. 46° N. to the meridian of 15° W., thence north to lat. 60° N., thence along the parallel of lat. 60° N. to the west coast of Norway, Bergen to be considered as being on the boundary line of this area and area (b) below.

Winter from 16th October to 15th April.

Summer from 16th April to 15th October.

(b) An area outside area (a) above and north of the parallel of lat. 36° N.

Winter from 1st November to 31st March.

Summer from 1st April to 31st October.

Baltic (bounded by the parallel of latitude of the Skaw).

Winter from 1st November to 31st March.

Summer from 1st April to 31st October.

Mediterranean and Black Sea.

Winter from 16th December to 15th March.

Summer from 16th March to 15th December.

Northern "Seasonal Winter" Zone (between Asia and North America, except Sea of Japan, South of 50° N.).

Winter from 16th October to 15th April.

Summer from 16th April to 15th October.

Sea of Japan between the parallels of lat. 36° N. and 50° N.

Winter from 1st December to 28th/29th February.

Summer from 1st March to 30th November.

Southern "Seasonal Winter" Zone.

Winter from 16th April to 15th October.

Summer from 16th October to 15th April.

ANNEX III.

International Load Line Certificate.

Issued under the authority of the Government of _____
under the provisions of the International Load Line Convention, 1930.
Distinctive Number _____
or Letters _____

Ship _____

Port of Registry _____

Gross Tonnage _____

Freeboard _____ Load Line.
from Deck Line.

Tropical _____ (a) _____ above (b).

Summer _____ (b) Upper edge of line
through centre of
disc.

Winter _____ (c) _____ below (b).

Winter in North Atlantic _____ (d) _____ below (b).

Allowance for fresh water for all freeboards _____

Dit moet beskou word dat Hong Kong en Sual op die grenslyn 16 van die „periodiek tropiese” vaargebied en die „somer”-vaargebied.

Tropies: 21 Januarie tot 30 April.

Somer: 1 Mei tot 20 Januarie.

(5) *In die Noordelike Stille Oseaan.*

(a) 'n Watergebied aan die noordelike kant begrens deur die parallel van 26° noordbreedte, aan die westekant deur die meridiaan van 160° oosterlengte, aan die suidekant deur die parallel van 13° noordbreedte en aan die oostekant deur die meridiaan van 130° westerlengte.

Tropies: 1 April tot 31 Oktober.

Somer: 1 November tot 31 Maart.

(b) 'n Watergebied aan die noordo- en oostekant begrens deur die kuste van Kalifornië, Meksiko en Sentraal-Amerika, aan die westekant deur die meridiaan van 120° westerlengte en deur die lokaalrooim wat loop van 'n punt op 30° noordbreedte na 120° westerlengte na 'n punt op 13° noordbreedte en 105° westerlengte en aan die suidekant deur die parallel van 13° noordbreedte.

Tropies: 1 Maart tot 30 Junie en 1 tot 30 November.

Somer: 1 Julie tot 31 Oktober en 1 Desember tot 28/29 Februarie.

(6) *In die Suidelike Stille Oseaan.*

(a) 'n Watergebied aan die noordekant begrens deur die parallel van 11° suidbreedte, aan die westekant deur die ooskus van Australië, aan die suidekant deur die parallel van 20° suidbreedte en aan die oostekant deur die meridiaan van 175° oosterlengte; tesame met die Gelf van Carpentaria besuid 11° suidbreedte.

Tropies: 1 April tot 30 November.

Somer: 1 Desember tot 31 Maart.

(b) 'n Wintergebied aan die westekant begrens deur die meridiaan van 160° westerlengte, aan die suidekant deur die parallel van 20° suidbreedte en aan die noordo- en oostekant deur die lokaalrooim wat die suidgrens van die „tropiese” vaargebied vorm.

Tropies: 1 Maart tot 30 November.

Somer: 1 Desember tot 28/29 Februarie.

Die volgende is die „periodiek winter”-vaargebied:—

Noordelike „periodiek winter”-vaargebied (tussen Noord-Amerika en Europa).

(a) In die watergebied binne en ten noorde van die volgende lyn:— 'n Lyn suid getrok van die kus van Groenland op 50° westerlengte tot aan 45° noordbreedte, vandaar langs die parallel van 46° noordbreedte tot aan die meridiaan van 15° westerlengte, vandaar noord tot aan 60° noordbreedte en vervolgens langs die parallel van 60° noordbreedte tot aan die weskus van Noorweë waarby beskou moet word dat Bergen op die grenslyn 16 van hierdie watergebied en die watergebied (b) hieronder aangegee.

Winter: 16 Oktober tot 15 April.

Somer: 16 April tot 15 Oktober.

(b) 'n Watergebied buitekant (a) hierbo vormeld en ten noorde van die parallel van 36° noordbreedte.

Winter: 1 November tot 31 Maart.

Somer: 1 April tot 31 Oktober.

Oossee (Begrens deur die meridiaan van Kaap Skagen).

Winter: 1 November tot 31 Maart.

Somer: 1 April tot 31 Oktober.

Middellandse See en Swart See.

Winter: 16 Desember tot 15 Maart.

Somer: 16 Maart tot 15 Desember.

Noordelike „periodiek winter”-vaargebied (tussen Asië en Noord-Amerika met uitsondering van die Japanse See besuid 50° noordbreedte).

Winter: 16 Oktober tot 15 April.

Somer: 16 April tot 15 Oktober.

Japanse See tussen die parallelle van 35° en 50° noordbreedte.

Winter: 1 Desember tot 28/29 Februarie.

Somer: 1 Maart tot 30 November.

Suidelike „periodiek winter”-vaargebied.

Winter: 16 April tot 15 Oktober.

Somer: 16 Oktober tot 15 April.

AANHANGSEL III.

Internasionale Lusstynsertifikaat.

Uitgeroik op gesog van die Regering van _____
in gevolge die bepalinge van die Internasionale Konvensie betreffende
Lusstyn, 1930.

Onderkeikende nommers
of letters _____

Skip _____
Registrasienommer _____
Bruto-tonnemaat _____

Vryboord vanaf Dektyn.

Lusstyn.

Tropies _____	(a) _____	bokant (b).
Somer _____	(b) _____	Bokant van die merk deur die middel- punt van die sirkel.
Winter _____	(c) _____	oorkant (b).
Winter in Noord-Atlantiese Oseaan _____	(d) _____	oorkant (b).

Vermincloring vir sootwater vir alle vryboorde _____

The upper edge of the deck line from which these freeboards are measured is _____ inches above the top of the _____ deck at side.



FIGURE 5.

This is to certify that this ship has been surveyed and the freeboards and load lines shown above have been assigned in accordance with the Convention.

This certificate remains in force until _____

Issued at _____ on the _____ day of _____

(Here follows the signature or seal and the description of the Authority issuing the certificate.)

The provisions of the Convention being fully complied with by this ship, this certificate is renewed till _____

Place _____ Date _____

Signature or Seal and description of authority.

The provisions of the Convention being fully complied with by this ship, this certificate is renewed till _____

Place _____ Date _____

Signature or Seal and description of authority.

The provisions of the Convention being full complied with by this ship, this certificate is renewed till _____

Place _____ Date _____

Signature or Seal and description of authority.

NOTE.—Where sea-going steamers navigate a river or inland water, deeper loading is permitted corresponding to the weight of fuel, etc., required for consumption between the point of departure and the open sea.

ANNEX IV.

Titles of Load Line Laws and Rules regarded as Equivalent to the British Board of Trade Rules, 1906.

Die bokant van die dekllyn vanwaar hierdie vryboorde gemeet word,
is _____ duim bo die bokant van die _____ dek
aan die kant.



FIGURE 5.

Hierby word gesertifiseer dat hierdie skip ondersoek is en dat die
vryboorde en die linslyne wat hierbo aangegoo is, ooreenkomstig die
Konvensie toegewys is.

Hierdie sertifikaat bly van krag tot _____

Uitgerek tot _____ op die _____

dag van _____
(Hier volg die handtekening of seël en die hoedanigheid van die owerheid
wat die sertifikaat uitgereik het.)

Aangesien hierdie skip geheel voldoen aan die bepalinge van die
Konvensie, word hierdie sertifikaat hernu tot _____

Plek _____ Datum _____

Handtekening of seël en hoedanigheid van die owerheid.

Aangesien hierdie skip geheel voldoen aan die bepalinge van die
Konvensie, word hierdie sertifikaat hernu tot _____

Plek _____ Datum _____

Handtekening of seël en hoedanigheid van die owerheid.

Aangesien hierdie skip geheel voldoen aan die bepalinge van die
Konvensie, word hierdie sertifikaat hernu tot _____

Plek _____ Datum _____

Handtekening of seël en hoedanigheid van die owerheid.

L.V.—Wanneer seelskipe 'n rivier of binnelandse water bovnar, is
dit gesoorloof om navel dieper te laai as wat ooreenkom met die gewig
van die brandstof, ens., wat verbruik word tussen die plek van afvaart
en die oop see.

AANHANGSEL IV.

Titels van Wette en Voorskrifte Betreffende Laaiyng wat Gelykwaardig
met die Voorskrifte van die Britse „Board of Trade” van 1906 geag word.